

☛ MUNICIPALITY OF WILLOUGHBY ☛

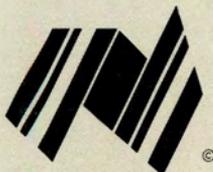
THE SUBURB OF CASTLECrag A COMMUNITY HISTORY

COMPILED BY
ESTHER LESLIE

*One of a set of eight locality booklets compiled by voluntary effort
to commemorate Australia's Bicentenary,*

comprising

*Artarmon, Castle Cove / Middle Cove, Castlecrag,
Chatswood East, Chatswood West Ward, Naremburn,
Northbridge and Willoughby.*



Australia
1788-1988

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Published for
THE BICENTENNIAL COMMUNITY COMMITTEE
of
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Inquiries should be addressed to
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THE PROJECT

In 1983, under Section 530A of the Local Government Act of 1919, as amended, the Willoughby Municipal Council established a Willoughby Bicentennial Community Committee to manage, on a voluntary basis, Council's involvement in Australia's Bicentenary celebrations in 1988. It comprised members of the community and representatives of Council. The Committee set up several subcommittees within its infrastructure, including a 'Community History Projects Subcommittee' which unanimously decided to compile historical booklets on each of the nine suburbs in the present-day Municipality of Willoughby; locality boundaries to be local government boundaries irrespective of postcodes. An exception was made for the booklet on Chatswood West in favour of the boundaries of the West Ward.

Work on the project commenced in 1984 and was undertaken by five members working independently on separate booklets — Nancy Booker, Vince Egan, Esther Leslie, Grace Warner and Eric Wilksch. Each member had power to coopt assistance. Regular meetings of the Subcommittee were held at which administrative and financial matters, in the main, were dealt with. It is hoped that each booklet will be seen as a contribution to any comprehensive and authoritative history of the Municipality that may be written in the future and not in itself as a complete history of the suburb/ward; the latter scope was never the intention of the Subcommittee and neither time nor resources would have allowed such detailed and in-depth research.

The project was endorsed by Willoughby Council and by the New South Wales Bicentennial Council; publication costs have been shared by the Australian Bicentennial Authority and Willoughby Council under the Authority's 'Local Government Initiative Grants Program'. Eight booklets have been published. They are: Artarmon, Castle Cove/Middle Cove, Castlecrag, Chatswood East, Chatswood West Ward, Nareburn, Northbridge and Willoughby. Each compiler takes responsibility for the accuracy of facts, within the limits of the available research resources and for any viewpoints which may have been expressed. Any additional or variant information would be welcomed and should be forwarded to the compiler c/o Willoughby Municipal Council.

Esther Leslie
Esther Leslie

Convener, Community History Projects Subcommittee

ACKNOWLEDGMENTS

I gratefully acknowledge the willing assistance given, and the interest shown, by the following individuals; my association with them has been one of the several pleasures I have derived from participation in the project. Dorothy Ward (typing), Vilma Macarion (typing, until the family moved from the district), Margaret Palmer (checking of Rate Books and occasional articles in newspapers), Jean Michaelides (able assistance in compilation of some data), Margaret Rowland (able assistance in some research and compilation of data), Geoff and Myra Heaton (transport to some items of interest and assistance at the Church Records Association of the Uniting Church in Australia) and my nephew, Peter Leslie, who drove me around the peninsula and shared his impressions with me. In addition, I am indebted to the interviewees mentioned in the Booklet, and the School Principal, for their interest, time and responsiveness; to the family of the late Michael Stoker; to Rita Kaye and Addie Saltis of Castlecrag Progress Association and other contributors to the Association's newsletter; and finally, to staff and librarians of Willoughby Municipal Council, Department of Lands, N.S.W. and Mitchell Library of the State Library of New South Wales.

PREFACE

It gives me great pleasure to introduce the eight Community Histories of Willoughby and to commend all those responsible for the necessary research, comprehensive preparation and their publication.

Many people are interested and fascinated by our social history and I am certain the local history contained within these booklets will add to this interest. It will certainly extend our knowledge of our immediate surroundings and bring better understanding to the origins and meanings of the streets and their names, so that they will become significant, as will the names of our parks and other landmarks.

The booklets also contain information about our local residents and provide a fund of information for those wishing to learn more about those who have had an influence on our Municipality.

The Bicentennial Project therefore is a fine way of celebrating this important event, particularly in Willoughby, which was first established as a Municipality in 1865, and which has a wealth of history to celebrate.

The Project itself is a heavy and intensive undertaking for a local group and I publicly acknowledge the major role played by Esther Leslie as Convener of the Project and thank both her and her co-authors Nancy Booker, Vince Egan, Grace Warner and Eric Wilksch for their efforts.

I hope you enjoy, as I have, the histories and the opportunities they present to learn more about our past.



*Willoughby Municipal Council,
Civic Centre, Chatswood.
July 1988*

Noel A. Reidy
Noel A. Reidy
MAYOR

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WILLOUGHBY

Origin of the name of the Parish, Suburb and Municipality of Willoughby

By the 1820s, much attention was focused on the problem of how to improve the overall administration of the vast colony of New South Wales, with particular reference to land. To facilitate identification and development of areas, the Secretary of State in England instructed the Governor of New South Wales to divide the Colony into Counties, Hundreds and Parishes. The Surveyor-General of New South Wales completed his survey and map of nineteen counties in 1834.

In 1835 the Governor, Sir Richard Bourke, issued a Proclamation in Government Gazette No. 169 "erecting the County of Cumberland and dividing same into Hundreds and Parishes". It covered an area of over 1,600 square miles and each Hundred was approximately 100 square miles. One of these Hundreds was the Hundred of Packerham which was later divided into five Parishes, each roughly 25 square miles — Broken Bay, Narrabeen, Manly Cove, Gordon and Willoughby.

It is generally accepted that the Parishes of Willoughby and Gordon, in the Hundred of Packerham, in the County of Cumberland, were named by the then Surveyor-General, Sir Thomas Livingston Mitchell, after his friend and superior Army officer in the Peninsular War, Sir James Willoughby Gordon. Many of the places named by Mitchell relate to the Peninsular War.

Later, the suburb of Willoughby and the Municipality of Willoughby (both of which were originally called North Willoughby) were named after the Parish of Willoughby.

No map compiled before Mitchell's period as Surveyor-General (1828-1855) shows the names Willoughby and Gordon but the 1848 *Geographical Dictionary and Gazetteer of the Australian Colonies* by W. H. Wells describes both Willoughby and Gordon as Parishes in the Hundred of Packerham in the County of Cumberland.

(Acknowledgment is made to the late Mr W. C. Foster, M.A., F.R.A.H.S., whose research findings were made available by courtesy of the Geographical Names Board of N.S.W.)

SIR JAMES WILLOUGHBY GORDON (1773-1851)

Sir James Willoughby Gordon was born in England in 1773, the son of Captain Francis Grant, R.N., who had taken the surname Gordon in 1768 (pursuant to the will of his maternal uncle, James Gordon, of Moor Place, Hertfordshire) and become Captain Francis Grant Gordon. Captain Grant Gordon married Mary, daughter of Sir Willoughby Aston, Bart, of Aston, Shropshire, after whom their son James was named.

James joined the army as a ten year old ensign and progressed through commissioned ranks to General (1841). He was created a Baronet in 1818 and Knight Grand Cross of the Bath (G.C.B.) in 1831. In 1805 he married Julia Lavinia Bennet, an heiress of Beckenham, Kent.

During his career he held many important positions, mainly staff, and served in the West Indies, Gibraltar, Jamaica, North America and the Peninsular War under Wellington. He was Quartermaster-General of the Forces, at the Horse Guards, from August 1811 until his death in his villa in the grounds of Chelsea Hospital on 4 January 1851.

According to one historian, Sir James Willoughby Gordon was "an office-soldier, a capable and indefatigable organiser", although somewhat lacking in field-service. He has also been described as humourless, interfering, overbearing, pretentious and indiscreet.

At one stage in the Peninsular War he was the superior officer of Captain Thomas (later Sir Thomas) Livingston Mitchell, military surveyor, and wrote one of the letters of introduction which Mitchell presented to Governor Darling on his arrival in Sydney. Evidence also exists that Sir James and Sir Thomas became friends and corresponded regularly.

SIR THOMAS LIVINGSTON MITCHELL (1792-1855)

Major Thomas Livingston Mitchell arrived in New South Wales in 1827 to take up the position of Deputy Surveyor-General to John Oxley. He was knighted by Queen Victoria in 1838.

Sir Thomas Livingston Mitchell, the Surveyor-General of New South Wales from 1828 to his death in 1855, was a major figure in the development of the Australian colonies in the nineteenth century. His influence was remarkable in both its breadth and the length of its tenure. The breadth of this influence ranges from exploration to surveying to road building and bridge construction.

As an explorer, Mitchell led four major expeditions into the interior, including the Australian Felix expedition of 1836 in which large verdant areas of current day Victoria were discovered.

As a surveyor, Mitchell substantially increased both the internal efficiency

of the Surveyor-General's department and the amount of land surveyed; he also developed the first detailed Map of the Nineteen Counties surrounding Sydney.

As a road builder and supervisor of bridge construction, Mitchell oversaw the laying out of many miles of roads including three major ones from Sydney — the Great North Road, the Great South Road and the Great West Road. Each of these roads played an important role in opening up large areas of New South Wales for further settlement.

Mitchell's zeal for life was manifested in many areas beyond exploration, surveying and road building. His other interests, to name a few, included fossil mammalian research, poetry and mechanical and scientific arts.

He died in Sydney in 1855.

(Quotes, by permission, from the Introduction of William C. Foster's book, *Sir Thomas Livingston Mitchell and his world 1792-1855*, published by The Institution of Surveyors, N.S.W. Incorporated 1985.)

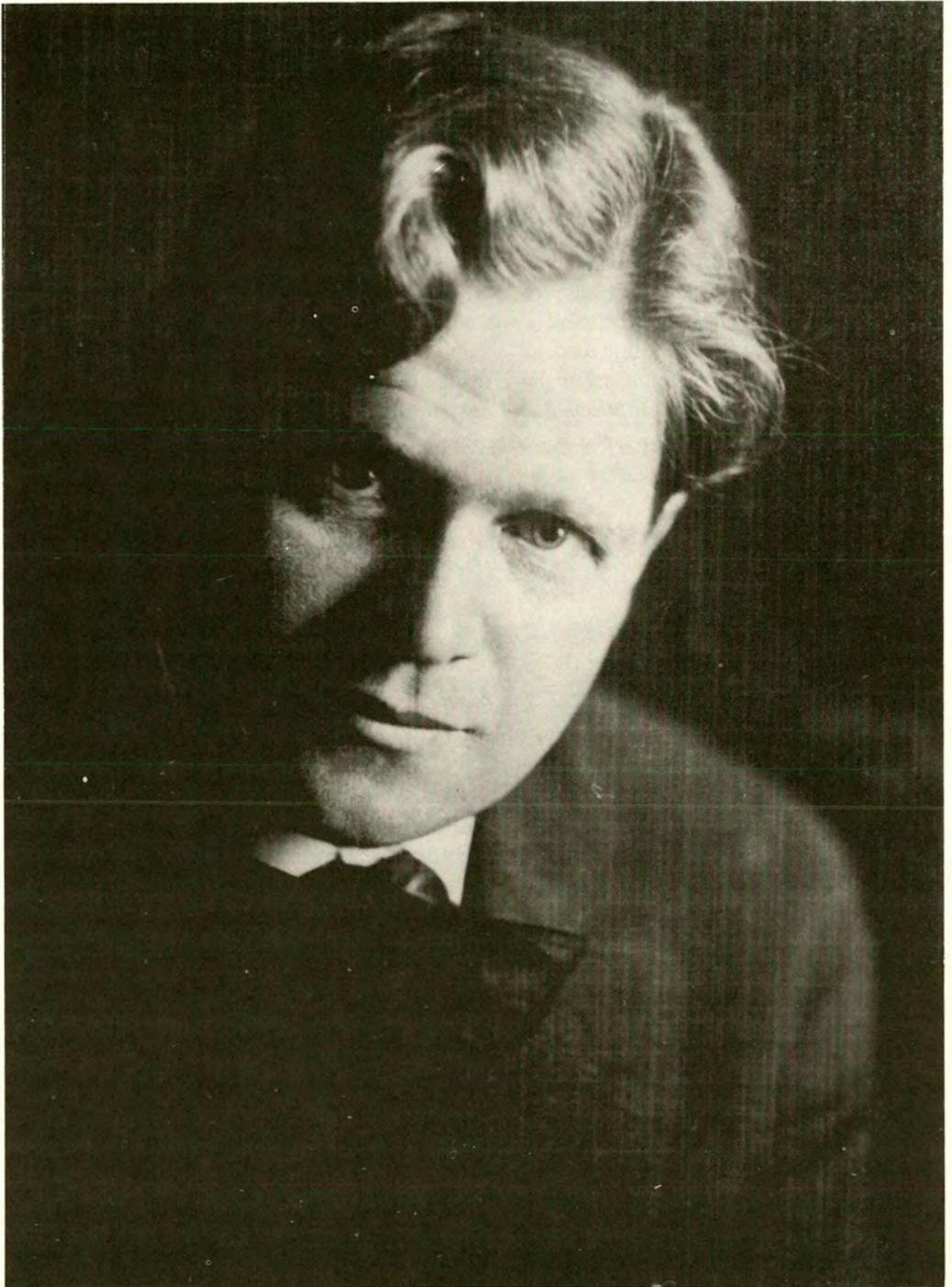
CASTLECRAG

Origin of name

The suburb of Castlecrag was named by Walter Burley Griffin after the Castlecrag Estate, which covered an area of some 94 acres and was bought in 1920 by the Greater Sydney Development Association Limited, of which he was the Managing Director.

The Estate was on the southern side of Edinburgh Road and extended eastwards from near present Eastern Valley Way to just beyond a high nest of rocks, delineated on the Parish of Willoughby and other early maps as the 'Edinburgh Castle' rocks. Later, the Association's Haven Estate adjoined its Castlecrag Estate to the east.

Walter Burley Griffin is credited with the selection of the name. The 'Edinburgh Rocks' were a prominent landmark and much higher then than now (present Tower Reserve). They reminded him of the 'Castle Rock' on which Edinburgh Castle in Scotland stands. Burley Griffin was well educated in a diversity of subjects and probably knew a good deal about geology. The 'Castle Rock' in Edinburgh is one of the finest examples to be seen of a 'Crag and Tail' or 'Craig and Tail' formation, i.e. a hill or crag having a steep and often precipitous face on one side, with a 'tail' sloping downwards, comparatively gently, on the other side.



Walter Burley Griffin
(Photo by courtesy of Willoughby Municipal Library)

INTRODUCTION

The making of the suburb of Castlecrag: an outline

PERIOD TO END OF 1919

Evidence exists that the Camaraigals (various spellings), an Aboriginal family group of the Ku-ring-gai tribe (q.v.), had roamed through the bushland and fished along the foreshores of Middle Harbour up to the 1820s. Some were seen by Governor Phillip and members of his administrative staff when they paid a brief exploratory visit to Middle Harbour, in search of arable land and a source of water supply, some three months after the arrival of the First Fleet in Port Jackson in January 1788. As the steep slopes and rugged terrain showed no potential for alleviating these two most pressing needs of the infant colony, administrative officials paid no further attention to the Middle Harbour area.

The peninsula remained virgin Crown land until 1856 when some twenty-five surveyed Portions, ranging in area from approximately seven to twenty acres, were offered for sale at public auction. The Crown followed the traditional method of subdivision i.e. north and south from the ridge which today's Edinburgh Road traverses. Very few Portions were sold in 1856 but by 1860 all the land was privately owned, James William Bligh (q.v.) being the largest of the pioneer landowners. The Aborigines had by then gone further inland or, more likely, had been exterminated by disease, poverty and killings. Most of the evidence of their habitation has been lost but middens (Aboriginal rubbish heaps), partly covered in soil, are still a common sight. Tracks which the Aborigines may have made through the undergrowth would have been erased with the passage of years; those existing when the land grants were made, were most likely made by timber-getters and wood-gatherers, using horse and cart, or pleasure seekers from neighbouring areas.

No change in the natural landscape followed the transfer of ownership from the Crown to private individuals (1856-60); in fact, change came very slowly indeed, probably because

- a. none of the pioneer landowners became resident landowners and none subdivided their land;
- b. the peninsula was inaccessible except by water;

- c. the steeply sloped, rocky and rugged terrain was inhospitable to current building techniques.

Although Castlecrag did not exist by name until the early 1920s, the area can claim a significant tie with local events of 1865 which gave birth to the Municipality of North Willoughby (changed in 1890 to Municipality of Willoughby) in that James William Bligh, the recipient of many Crown grants in Castlecrag, became the Municipality's first Chairman (Mayor) in 1865 and was re-elected in 1866 and 1867.

In early 1877, Middle Harbour as such received widespread mention in local and overseas newspapers when the 'Australian Blondin', Henri (Harry) L'Estrange (q.v.) crossed Long Bay by tightrope. Many thousands of the spectators who came in chartered boats from Circular Quay to witness the stunt would have been introduced to the beauty of Middle Harbour and its foreshores for the first time. In addition, the newspaper accounts highlight the general excitement and colourful pageantry which accompanied unusual happenings in the 1870s.

The 1880s were significant years in the history of land ownership on the Castlecrag peninsula, due to the rapid expansion of the Sydney metropolis and the subsequent land sales boom. Almost without exception, the original grantees sold their land and the new owners re-sold within a relatively short period. Action to form an access road into the peninsula, along the ridge (where a rough track no doubt existed), was taken in 1879 when Willoughby Council requested the Government to make a survey for a road from High Street, Willoughby to Sugarloaf Point, Middle Harbour (present Edinburgh Road). Council had commenced to clear the scrub from High Street to present Windsor Road, Willoughby as early as 1867. Following completion of the survey in the early 1880s, Council progressively, but slowly and crudely, stumped, cleared and formed further sections of the road, calling on landowners to subscribe to the cost. The section from the east end of the ridge going towards Sugarloaf Point was not dedicated for the purpose of a public road until April 1887; Richard Hayes Harnett, Sen. (q.v.) was the then owner of this land (Robert Phenna's 1857 grant). From 1882 to 1906, Edinburgh Road was called Mowbray Road East. The story of its upgrading to present status extends well beyond the Burley Griffin days of the 1920s and '30s.

In the 1880s there was also persistent demand for a road that would give access to the then popular Sailors Bay Park or Reserve near Mowbray Point. After much investigation and negotiation by Council, the Government and landowners, Rockley Street (q.v.) was formed. It was named in 1887 and gazetted a parish road on 19 December 1896, to extend from Mowbray Road East where Sortie Port now comes off Edinburgh Road, to Sailors Bay Park (q.v.).

In the early 1880s, Chinese market gardeners leased many acres of land in the suburbs of Willoughby and Chatswood, including the area

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along Edinburgh Road from Second Avenue (east side) to Fourth Avenue and extending through to Sugarloaf Creek. Their only intrusion into present-day Castlecrag was along Sugarloaf Creek east of Eastern Valley Way (then Victoria Avenue) for a short distance along both sides of present-day Sunnyside Crescent. At least one resident in Sunnyside Crescent has a legacy from the Chinese of a well in her backyard. Several long-time residents refer to this area as 'Apricot Farm' because of the many apricot trees that were on the property, probably the remains of a former orchard. The Chinese transported their produce to the city by horse and cart, via Willoughby Road to Milsons Point, then by ferry. The land under cultivation in Castlecrag had originally been granted to James William Bligh and subsequently purchased by Robert and Thomas Forsyth.

Definite attempts were made in the late 1880s to highlight the attractiveness and potential of the North Shore, in particular the Middle Harbour areas, and to encourage land sales. Andrew Armstrong, an interested landowner who had acquired most of the land on today's Castle Cove and Middle Cove peninsulas, encouraged and promoted many of these efforts. In fact, the course of local history would have been very different indeed if plans originated by him and a James Alexander Brown of St Leonards, for greatly improved transport access to the Middle Harbour peninsulas from Milsons Point, had come to fruition. Residential development would have followed and Walter Burley Griffin would have looked elsewhere for a site for his 'dream suburb'. These plans, adopted by the North Sydney Investment and Tramway Company Limited and authorised by an act of Parliament in July 1887, provided for the bridging of Long Bay gully and the construction of a Willoughby and Gordon Tramway to connect with the St Leonards Government cable tramway in Miller Street near Ridge Street. The Tramway was to have three branch lines — one into Northbridge, one into Castlecrag, terminating at the eastern end of Edinburgh Road a little west of the present terminus of the 203 bus route, and one into Castle Cove. The two men mentioned above were authorised by the Act to construct and maintain the Tramway. However, on 16 October 1888 they assigned their powers to the North Sydney Investment and Tramway Company. The story of the Tramway (only a small portion of which was constructed) and that of the building of a Suspension Bridge (completed 1892, now the Cammeray Bridge) over Long Bay gully are told elsewhere in this booklet. The aim was to make land in the Middle Harbour peninsulas more accessible to the city and more amenable to sales.

On the day these proposals appeared in the *Sydney Morning Herald* (19 June 1886), the North Shore Pioneer Industrial Exhibition (q.v.) opened at the Blue Street Public School, St Leonards (now North Sydney). Its purpose was to display to Sydney citizens the industries

and resources of the North Shore and to raise funds to build a much-needed cottage hospital at St Leonards (the forerunner of today's Royal North Shore Hospital). Andrew Armstrong was Chairman of the Exhibition's Industrial Directorate and winner of the section for the 'Best Collection of Dried Ferns grown in the Parish of Willoughby'.

The timing of these varied promotional activities seemed very favourable as population within New South Wales was expanding rapidly and the desire for more residential land was strong. The Government was keen for transport facilities to be extended but looked to the private sector for initiative and capital. British investors were willing to invest in the colony while prices of wool and wheat remained steady. Interest in the north-of-the-harbour areas had increased. However economists, with the benefit of hindsight, are now able to say that by the late 1880s there were signs that the boom enjoyed in the 1870s and early 1880s was coming to an end.

New South Wales experienced a run of bad seasons. The prices of wool and wheat dropped, interest of overseas investors began to wane and the Labour movement became stronger, seeming to offer a threat to the profitability of pastoralists, merchants and manufacturers. There ensued a growth in government and private debt. Strikes in 1891 intensified the adverse situation, so much so that the Colonial Government had almost to cease its public works programme. The Banks Crash of 1892 occurred. The North Shore and Middle Harbour Land Company Limited and the North Sydney Investment and Tramway Company Limited, which had bought large tracts of land on the Castlecrag and other Middle Harbour peninsulas, could not meet their liabilities and went into liquidation in 1892 and 1893 respectively. Much of the land in Castlecrag later passed into the hands of the Association of North Sydney Debenture Holders Limited, the company from which Burley Griffin's company — the Greater Sydney Development Association Limited — bought the Castlecrag Estate.

Two events occurred in the late 1890s which are relevant to development of the Castlecrag peninsula. On 10 January 1895, Willoughby Council created Middle Harbour Ward and in 1898, an electric tramway line was opened from the western end of Falcon Street (now Crows Nest) along Willoughby and Mowbray Roads and into Penshurst Street as far as its intersection with Victoria Avenue. From then on, sightseers and picnickers had transport to and from the corner of Mowbray and Willoughby Roads.

The peninsula became accessible to a wider spread of population when the tramline was extended to Chatswood Station in 1908. Trains from Hornsby to Milsons Point had been operating since 1893. These transport routes were given prominence in auctioneers' advertisements. 'Town water' became available in Willoughby Municipality in 1892; gas in 1896; and electricity in 1916. Willoughby (formerly East

INTRODUCTION

Willoughby) Fire Brigade functioned from 1905. (See 'Willoughby' booklet for its history.)

It is not surprising that the foreshores of the peninsula attracted the first of the temporary or 'temporarily permanent' occupants. The favoured situation was on the north-east tip of the headland, west of Sugarloaf Point in Sugarloaf Bay, and in the bush near the Tor Walk area where some humpies were to be found. Specific dates for occupation could not be found but a 1904 Yachtville Estate subdivision map shows a cluster of some fourteen boatsheds in Sugarloaf Bay, all temporary, some of which formed the headquarters of the Willoughby Yacht Club (no further details known). The following statement on the map is pertinent and revealing:

The Bay is sheltered from every wind, and right here the Willoughby Yacht Club have their headquarters. The sheds upon the Estate are on sufferance only and can be removed at any time.

The Yachtville Estate (q.v.) was the first Estate to be subdivided (1904). Some Willoughby residents bought lots, including Joseph Knight Smith (q.v.) who built the Municipality's first public swimming baths (q.v.) on his land in 1905, and Francis Alfred Horsley who did not improve his land until 1914 when a boatshed, weatherboard cottage and stone house were erected and he engaged in some boatbuilding activities (q.v.). According to the Sydney Harbour Trust (now the Maritime Services Board), Horsley had an 'accepted' boatshed on reclaimed land in Sugarloaf Bay in 1907. James John Stanford, not a local resident, bought two blocks and built the first brick house on the peninsula in 1905. Between 1911 and 1914, or earlier, two weatherboard Federation-style houses were built within this Estate on the foreshores of Sugarloaf Bay where they still stand.

Prior to 1920, two other Estates, both close to the foreshores encircling the tip of the headland, were subdivided — Torquay Estate (1911) and Key of Torquay Estate (1915). These subdivisions occurred during the First World War, 1914-18, and as the advertisement for the latter Estate mentioned suitability for weekend camps and fishing, it is not surprising that its early buildings were constructed of timber or corrugated iron.

In 1916, the Municipality's first public wharf in Middle Harbour (q.v.), at Torquay Point near Sugarloaf Point, was opened with appropriate ceremony. A motor launch service to The Spit operated two days per week for many years. Passengers could connect with the tram and do their shopping and business at Spit Junction or continue to McMahons Point and board a ferry to Circular Quay. It is known that patronage increased in the Burley Griffin era. The wharf remained in existence but in a deteriorating state until it was demolished in the mid-1950s.

Near the ridge entrance to the peninsula, J. R. (Reg) Warner had

established his 'Waratah' dairy (q.v.) in 1914. Reg became Castlecrag's milkman. His milking sheds and a cottage, which adjoined Greater Sydney Development Association's land on the south-eastern corner of the junction of Edinburgh Road and today's Eastern Valley Way, remained a familiar landmark until demolished in the early 1940s.

Up to the end of 1919, these historical happenings had not caused any noticeable change in the natural landscape and vegetation of the peninsula. Access had been improved by the crude formation of Edinburgh Road and Rockley Street and the construction of a wharf at Torquay Point; also by the availability of transport from Milsons Point and Chatswood via Mowbray and Willoughby Roads. There were no known dwellings on the southern scarp other than R. N. (Bob) Carr's boatshed and skids east of Sailors Bay Reserve. On the northern scarp there were only Stanford's brick cottage and the stone house and two weatherboard cottages on the foreshores of Sugarloaf Bay. In the Bay were also some boatsheds (authorised and unauthorised) and F. A. Horsley's boatbuilding establishment. Cattle strayed along the ridge. This was the situation when Burley Griffin decided to purchase land on the southern scarp and develop his 'dream suburb' — an experiment in suburban development and community living.

PERIOD 1920 TO END OF 1937: THE BURLEY GRIFFIN ERA

This was a truly significant and remarkable era, dominated by the unconventional ideas and practices of Walter Burley Griffin, architect and designer of the Australian Federal Capital City, and his gifted and forceful wife, Marion (qq.v.). Both are more widely acclaimed and respected today than when they were fellow citizens. They brought to Castlecrag ideas of unobtrusive landscaping that were refreshing and unique, their principles of architectural design and building construction, with interior capability for personal taste in use and decoration, meant that each house inevitably developed a powerful personality. They zealously nurtured a rare community spirit based on community participation and sharing and respect for the natural landscape and vegetation. A genuine and deep-rooted community spirit blossomed in this era under the friendly and able leadership of Walter and Marion, helped by the unifying and binding power of a general community belief in the ideas of the Griffins. The era continues to provoke thought and interest as a historic, unique and socially memorable period. Alas, the concept was ahead of its time and met with obstructions which caused the pace of development to be pathetically slow and financially unremunerative.

The era began at the end of 1920, about three years before the Griffins moved from Melbourne to Castlecrag. Initially, planning was

done in Griffin's Melbourne office and sales were arranged through the Company's Sydney office. After vacating his position as Federal Capital Director of Design and Construction in December 1919, and having looked around for another area to develop, Burley Griffin decided to purchase nearly six hundred and fifty acres of virgin bushland on the Middle Harbour peninsulas — today's suburbs of Castlecrag, Middle Cove and Castle Cove. Over ninety acres of this land were on the southern scarp of the Castlecrag peninsula which Griffin called the 'Castlecrag' Estate (for origin of name see 'Naming of Castlecrag'). In November 1920 he formed the Greater Sydney Development Association Limited (q.v.) to raise the finance to purchase and develop these three large tracts of land. He decided to begin development with the planning of a 'dream suburb' on the Castlecrag Estate.

In the case of Castlecrag, it should be remembered the Greater Sydney Development Association owned land only on the southern scarp and therefore its jurisdiction over planning and development in Castlecrag was restricted to the Castlecrag Estate. Nevertheless, after the Association began to erect houses on the Estate, the whole peninsula became known as 'Castlecrag'.

The Association submitted its development plans (contour and other) to Willoughby Council, showing streets, lots and public reserves. It compiled a building covenant (q.v.) and made Burley Griffin Managing Director with ten voting rights for each of his three shares, which gave him the controlling interest. Directors were offered a block of land each and encouraged to have a house erected on it, to the requirements of the Association's covenant. Several lots in the western portion of the Estate were sold in 1922 and the first two streets were formed — The Postern and The Parapet (initially Postern and Parapet Roads) with their ten foot laneways leading to lower slopes or a reserve. Five Burley Griffin-designed houses were erected in The Parapet in 1923 for Melbourne owners — the Rev. Cheong (Cheong Kong Chong), Chin Wah Moon, Julius Grant, William Arthur Towler and Sir William Elliot Johnson. One was built in Rockley Street (now Sortie Port) for King O'Malley (q.v.) and two in Edinburgh Road, west of The Parapet, for the Association. Other lots in these streets had been sold. Development appeared to be off to a fair start.

Walter and Marion came to live at 8 The Parapet in 1924. In that year two brick houses were under construction in The Postern, shops were built for Sydney Spargo on the western corner of The Postern and Edinburgh Road ('Griffin Centre' is inscribed on the eastern wall) and one more house was built in The Parapet. Burley Griffin had made application to purchase the land previously dedicated for Rockley Street so that he could redesign the road system to the east from Edinburgh Road to Sailors Bay Reserve. Sortie Port replaced the beginning of Rockley Street and was rated in 1924, as also was The Rampart.

In November 1925, the Castlecrag Progress Association (q.v.) was formed and both Walter and Marion became very active members. Walter was elected to the Executive Committee and brought to it the benefit of his experience and knowledge. He helped residents fight for a State infants' school in Castlecrag, better transport access to the city by the construction of an arterial road from East Lindfield to connect with Northbridge and Miller Street (Griffin is credited with the route and width of Eastern Valley Way), the upgrading of Edinburgh Road, the laying of electricity wires underground (which did not eventuate), extension of sewerage services to Castlecrag, improved postal services and the planting of trees in Edinburgh Road.

In the assessment period 1926-28, six new streets were rated (see 'Roads and Streets'). About 1926 the Griffins, personally or for the Association, purchased thirty acres of land adjoining the eastern boundary of the Castlecrag Estate, part of the Sailors Bay subdivision of the Torquay Estate, and administered it as an extension to the Castlecrag Estate and according to the same covenant. They called it the Haven Estate. In 1928 Dr Edward Rivett (q.v.) opened his private hospital, 'Cabarisha' (q.v.), on the corner of Edinburgh Road and Sortie Port, after Griffin had converted King O'Malley's house to a five-bed hospital. He subsequently extended it to accommodate twenty beds. Also in 1928 a community tennis court in Cortile Reserve, provided for in the plan of the Castlecrag Estate, became a reality by the efforts of the Castlecrag Sports Club (q.v.), of which Walter was a trustee, with the assistance of Willoughby Council who contributed to the construction costs. In the early thirties, the Griffins, with the aid of some residents, built out of natural bushland, earth and stone, the Haven Theatre (q.v.) where plays could be performed in the open-air by locals and outside groups.

Walter and Marion left for India in 1935 and Walter died there in 1937. No further streets had been rated since the 1926-28 assessment and only eight houses had been built since 1924. With the exceptions of the resurfacing of part of Edinburgh Road and the coming of electricity to the upper slopes of the peninsula, none of the amenities which Griffin helped fight for in the Progress Association were realised within his lifetime. It is said that, in the 1930s, his main source of income was from the Reverberatory Incinerator Engineering Company (RIE Co.) for which he and his partner, Eric Nicholls, designed and constructed twelve incinerator plants. A reasonable percentage of the land on the Castlecrag Estate had been sold but finance companies and banks were not willing to advance funds for Griffin-designed houses, which they considered were poor security because of their unconventional design and construction; likewise, Willoughby Council was obstructive because the designs and materials did not conform to their traditional specifications. The prevalence of these attitudes, together with the lack

of transport and the effects of the Great Depression of the late 1920s to mid-1930s, caused a serious fall in the price of land, often from £350 per block to below £100. The community on the Castlecrag Estate remained very small throughout the Burley Griffin era, at times no larger than the population at Sugarloaf Point and along The Tor Walk.

Development along the eastern tip of the headland was almost non-existent in Burley Griffin's days. However, there was concurrent development on the northern scarp from 1924 where the syndicate which owned the Sunnyside Estate (later the Wireless Subdivisions) (q.v.) was selling land and forming new streets, most of which were rated between 1924 and 1928. Despite the adverse effects of the Depression, this project was more successful and easier to administer than that of the Greater Sydney Development Association because of a less restrictive covenant and preference for a more traditional house design and building materials. From December 1923 to 1929, the 2FC Radio Broadcasting Station of Farmer & Company Ltd was an attraction on the western boundary of this Estate. From 1929 to c.1933 the 'Ivanhoe' Private School, certified by the Department of Education for children up to ten years, was conducted by Mrs Walter Trinick in her new home in Sunnyside Crescent. This was the first school on the headland.

These were the physical developments and achievements of the two developers and the early residents of Castlecrag in the period 1920 to 1937. The account highlights the slow rate of progress. Nevertheless, all written and verbal accounts confirm that the small close-knit community on the peninsula was a happy one, each resident appearing to have found a more relaxing, friendly and enriched life by coming to live in Castlecrag. Herein lies the remarkable character and atmosphere of this era, so beautifully and cleverly expressed by Blossom Hopkinson (see the section 'Walter Burley and Marion Griffin'). This was the suburb's 'Dreamtime'. Memories of this era awaken acute nostalgia in residents, past and present, who were privileged to participate in it.

PERIOD 1938 TO PRESENT: POST-BURLEY GRIFFIN

After Walter died Marion requested his partner, Eric Nicholls, to carry on the architectural business, which he did for about five years before branching out on his own. While Eric was Managing Director, the Castlecrag community probably did not experience or witness any major change in their everyday life because Eric and his wife were well-known contributors to the 'Crag life and held similar beliefs and ideals to the Griffins; further, Eric supervised the implementation of the building covenant and this gave them a sense of security. Nevertheless,

residents would have missed the colourful personalities and endearing eccentricities of Walter and Marion.

Plans which Nicholls prepared as Managing Director of the Estates were endorsed in the joint names of W. B. Griffin and E. M. Nicholls. Nine buildings were designed in Castlecrag, all brick — an indication that building construction was still at plateau level and that native stone was not the preferred building material. All these houses had tiled roofs. In the early 1940s Eric Nicholls resigned from the Greater Sydney Development Association Limited and set up his own architectural practice. The postwar economy began to improve and building activity strengthened as the 1940s progressed. Transport access to the city was now good and with an easing in the enforcement of the covenant, finance companies and banks were more amenable to loans for house-building in Castlecrag. This upward trend in building construction continued into the 1950s and '60s by which time the vacant lots or unimproved allotments were almost filled. Those not filled tended to be the very difficult building blocks necessitating the services of a venturesome architect. A greater variety of architectural styles appeared and, because the covenant was loosely administered, owners tended to utilise the site to the maximum. In fairness, it must be remembered that family needs had changed; most families needed a car, some needed two or three. Personal preferences began to take precedence over consideration for the community and over Griffin's plans for residential development and living. Willingness to be involved in community activities weakened, which had adverse repercussions on the management and use of the hard-won, long-awaited Community Centre (q.v.).

Eric Nicholls continued to get many briefs from prospective and existing Castlecrag residents, including Dr Rivett who commissioned an obstetric wing to his 'Cabarisha' Hospital (q.v.), and the Castlecrag and East Willoughby Community Advancement Cooperative Society Limited which invited him to design the Castlecrag Community Centre. Other post-Burley Griffin architects were Sydney E. C. Ancher, Arthur Baldwinson, Hugh A. Buhrich, Robert G. Maclurcan and Harry Seidler, to mention only a few. Most of the post-Burley Griffin styles are reasonably sympathetic but over the years some disasters have occurred. With few exceptions, the diversity of architectural styles is an interesting aspect of meanderings through Castlecrag and can be attributed to the terrain, the individuality of each building site, the slow rate of development which precluded any major proliferation of building within a short period of time, and the affluent times.

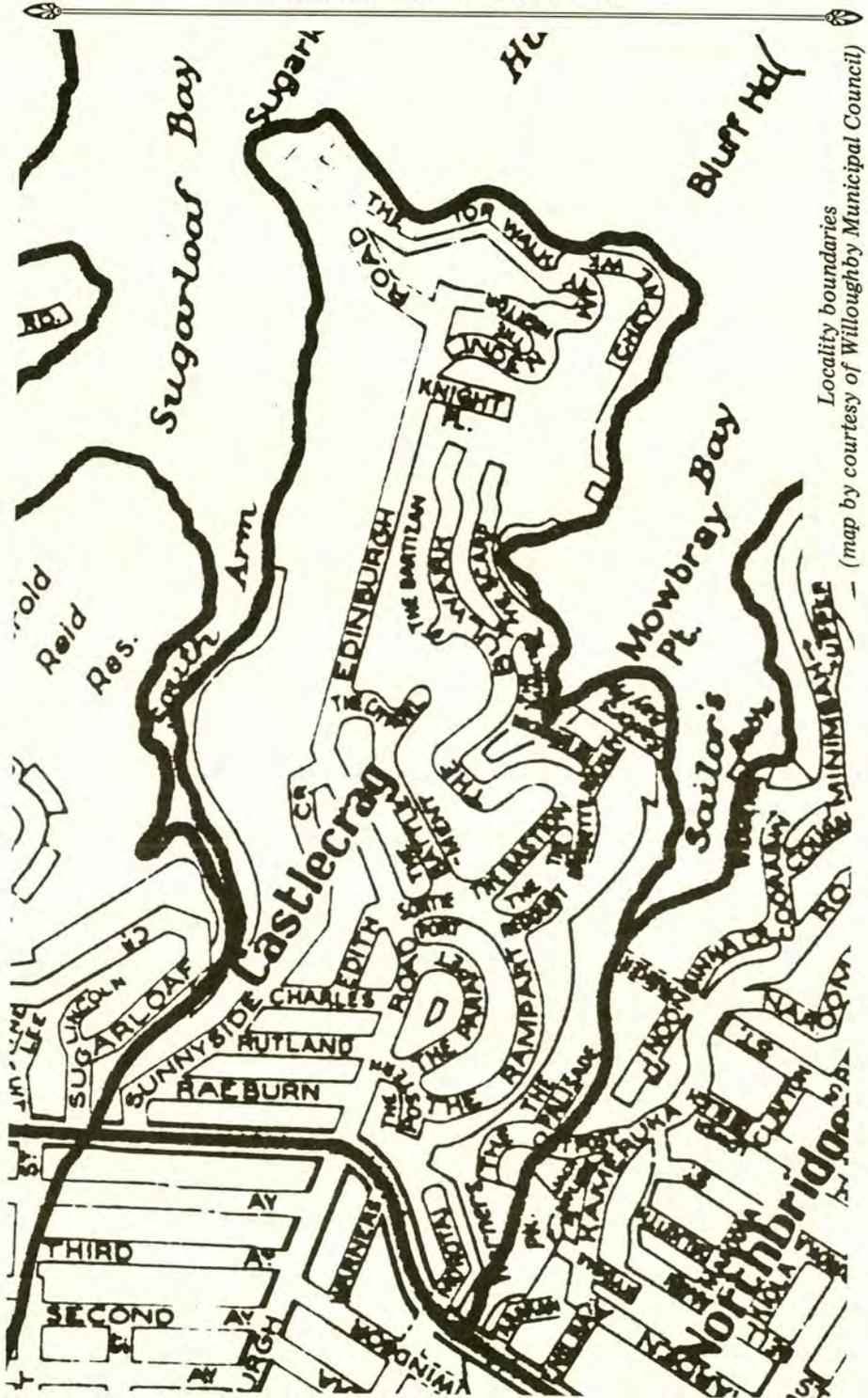
Most of the improvements and amenities which Burley Griffin strove to achieve eventuated after his death e.g. the completion and opening of Eastern Valley Way (1939), The Community Centre (1947), the Castlecrag Infants' School (1950) and the upgrading of Edinburgh

INTRODUCTION

Road. In addition, residents now enjoy the benefits of a pre-school, a free public library, an extended shopping centre, a larger and more modern private hospital, extra tennis facilities and a local bus service to the city.

Notwithstanding the fact that after 1942 Castlecrag ceased to be developed as Griffin's 'dream suburb', it is still a beautiful, relaxing and unique suburb, thanks to the firm principles on which it was founded. The sensitivity with which Griffin planned the Castlecrag and Haven Estates is still very evident and cannot be wiped out except by major and ruthless redevelopment. Threats have and will continue to occur. It is to be hoped that the Castlecrag Progress Association will continue to be the articulate voice of the community and remain constantly vigilant. High-rise construction and an extension of the Warringah Expressway are the greatest threats to the environment and the relaxing tranquillity and charm of the suburb.

THE SUBURB OF CASTLECRAG



SECTION 1

**PERIOD TO END OF
1919**

ABORIGINES IN THE MIDDLE HARBOUR AREA

Two hundred years ago the Camaraigal or Cam-mer-ray-gal (various spellings), a family group belonging to the Ku-ring-gai tribe, roamed the lower North Shore area, known to them as Cam-mer-ray.

From Governor Phillip's despatches and from the journals of the officers of the First Fleet we learn that the group was distinguished by its numerical size, by its robust and muscular physique, and by the authority it held over surrounding groups. The group's superiority may have been due, in part, to the fact that it possessed the best fishing ground and, as David Collins records, "had the exclusive and extraordinary privilege of extracting a tooth from the natives of other tribes inhabiting the sea-coast, or of all such as were within their authority . . . many contests or decisions of honour have been delayed until the arrival of these people".

The new settlers had many contacts with the Camaraigal as they sailed around Port Jackson or explored inland from Middle Harbour. Members of the group fished on the harbour and exploited some hinterland resources, especially in the winter. Phillip noted "paths which are much frequented between this harbour (Port Jackson) and Broken Bay" and deduced that they frequently went walkabout in the area.

By April 1789 half the native population of the Sydney area (estimated at 1500 in 1788) had been wiped out by smallpox. By the 1790s white settlement had extended to the North Shore (18 land grants were allocated in 1794 in the present-day suburbs of Lane Cove and Gore Hill).

However, we have evidence of the Camaraigal still living in the area in 1820. They were the subject of close investigation by officers from Russian ships, anchored in Neutral Bay during visits in 1814, 1820 and 1822, who noted as many as 120 persons in the group. But by 1830 there were no Aboriginal communities following a traditional lifestyle in the Sydney area.

At the 1986 census 58 Aborigines and Torres Strait Islanders lived in the Willoughby Municipality. It is highly unlikely that any of these people would be able to demonstrate direct descent from the original inhabitants of the area.

Apart from remains of numerous middens (native rubbish heaps) outside caves close to the waters of Middle Harbour and at various

levels on the cliff faces, very little evidence remains of their existence along our foreshores. Clearance of undergrowth, lantana, other obnoxious growth and the excavation of rocky surfaces for homes, roads and swimming pools have contributed to the erasure of such evidence.

(Note: the phrase 'a family group belonging to the Ku-ring-gai tribe' has been used because experts on the life and culture of Aborigines claim it is more correct than 'a tribe'.)

MIDDLE HARBOUR:

Early history and places on its foreshores in the Willoughby Municipality

Extensive research has been done in an endeavour to locate information on the early exploration of Middle Harbour and the naming of places within the Municipality of Willoughby i.e. within the area on the western foreshores of Middle Harbour, from the northern foreshores of Long Bay to the northern foreshores of Castle Cove. Many historians have probably done a similar search, with equally disappointing results, because there is scarcely any source material in existence. It is known that Governor Phillip in company with several of his administrative staff paid a brief exploratory visit to Middle Harbour in April 1788. The recorded information on this visit is very vague and there is no evidence to prove that Governor Phillip named any Bay or Point. On the other hand, it seems highly probable that the descriptive names of Long Bay, Big and Little Sugarloafs, Sugarloaf Bay and Sugarloaf Point may have been suggested by a member of this party; in fact, there is no evidence in historical records to discount this supposition. As P. R. Stephensen and Brian Kennedy state in their *History and Description of Sydney Harbour*, "Many of the names of Harbour features were never officially bestowed, but gradually became fixed in public usage". Captain John Hunter, R.N. compiled a Chart of Port Jackson in 1788 and took depths in Middle Harbour. The Chart shows Middle Head by name but no other place. Again, the Journal (1786-92) of Lieut. William Bradley, R.N. records depths of Port Jackson but does not name features.

It was accepted by the Administrative staff of the Colony that Middle Harbour had great natural beauty but no potential for satisfying the food and water problems of the infant colony; the headlands were deemed to be too steep and rocky, with only a thin layer of soil. Administration turned its attention and resources to the Parramatta and Hawkesbury areas, with considerable success, and Middle Harbour was given little or no further attention.

Middle Harbour has always been, and still is, renowned for its natural beauty and privacy. It is universally regarded as the most beautiful arm of Port Jackson. This tranquillity is largely due to the fact that its waters have never been traversed by ships nor its foreshores exploited for industrial use. Scenically, the area is full of surprises and was even more so prior to the 1900s. From an open expanse of a flowing river

near The Spit, one entered landlocked waters with banks of rugged, precipitous cliffs but this ruggedness was softened by a serrated shoreline in which there were bays and coves, some grassy slopes, but mostly timbered bushland with a variety of wildflowers. The outcropping rocks ranged in colour from dark grey to bright yellow ochre and the numerous caves and varieties of weathering among the rocks added interest and beauty to the shoreline. Its lure was enhanced because its waters were inhabited by useful varieties of fish.

Geologically, it is a very old area. The rock formations are Hawkesbury sandstone and were laid down in Triassic times some 200 million years ago. The land features were shaped during the Tertiary Period, some 20 million years ago when the present Middle Harbour river cut a gorge through the sandstone layers. During the ice ages much of the earth's waters were frozen as glaciers and polar ice caps and the level of the sea fell below its present level, with the result that today's gorge would have been much deeper then. At the end of the last ice age, probably as recently as 6,000 years ago, the sea level rose with the melting of the ice and drowned the river system. Much of the ancient river gorge has since filled with sediment from the sea and silt from the river. These deposits are estimated to be up to 200 m deep. The water depth is estimated to be 20 m in places.

The first foreshore commercial venture was salt panning in the early 1800s in Long Bay, at Salt Pan Creek (now Salt Pan Cove). Some timber may have been cut down for commercial purposes; definite evidence of this was not found but timber from James Harris French's two sawmills in Frenchs Forest was taken down Middle Harbour from Bantry Bay in barges to various building sites, probably in the 1870s. In the late 1880s stone, quarried on the northern side of Castle Cove from a quarry owned by the North Sydney Investment and Tramway Company Limited, was taken by barges down Middle Harbour to Long Bay where the Company was constructing the old Suspension Bridge. Iron rings to which barges were tied during loading can still be seen today in the cliff face. Also in the 1880s, lighters towed by small steam tugboats plied up and down Middle Harbour to places outside the Municipality of Willoughby e.g. to Powderhulk Bay on the eastern shores beyond The Bluff, Seaforth, where explosives were stored in old hulks for defence purposes, mining and quarrying. After 1915, the explosives were taken to, and released from, specially designed buildings at Bantry Bay. Those stored at a depot on Goat Island had to be transferred to Powderhulk Bay in 1900 so that Goat Island could be converted to a bacteriological station during Sydney's bubonic plague.

Rowing boats, sailing craft, yachts, Harbour cruise ferries and pleasure boats have been, and still are, the familiar sights of Middle Harbour. H. C. Press had picnic grounds and a dance hall, from 1910

to 1964, near the tip of Castle Cove headland and a wharf on the southern shore. People came from all over the city, often in large household groups, via The Spit or the Cammeray-Long Bay route, for a day's outing or for the fishing. One concern at Long Bay, on the Cammeray side, had a dance shed which one Northbridge resident recalls having patronised.

It is not surprising that the area of Middle Harbour within the Municipality of Willoughby had, by the early 1900s, many approved and several unauthorised boat sheds and a boatbuilding establishment on the waterfront. These establishments provided such services as boat-skids, boat-hiring, boat repairs, launch moorings and the sale of bait. Long Bay and Sugarloaf Bay were the popular locations, as they were the more accessible areas. The Sydney Harbour Trust (later the Maritime Services Board) was responsible for policing all these establishments and imposing fines or closure notices.

The tranquillity of Middle Harbour is due, in part, to the lack of bathing beaches. This lack gave rise to early agitation for public sea water baths. (See article 'Municipality's First Public Baths in Middle Harbour'.)

Near the close of 1916, Willoughby's first wharf, situated at the end of Edinburgh Road, at Torquay Point near Sugarloaf Point, was officially opened. (See article 'Municipality's First Public Wharf in Middle Harbour'.)

In 1922 Northbridge Progress Association sought the support of Willoughby Council for its request to the Sydney Harbour Trust to cease using Sailors Bay for hulk-breaking. Hulks were being towed to the Bay to be broken-up, leaving broken cables and rusting iron to accumulate.

In the 1930s and '40s Willoughby Council and the Northbridge and Castlecrag Progress Associations corresponded with the local member of Parliament and the Chief Secretary's Department in an endeavour to obtain an order closing Middle Harbour to net fishing. In September 1940, the Chief Secretary's Department forwarded a Gazette Notice prohibiting, for a period of twelve months, net fishing in the waters of Middle Harbour upwards from the Spit Bridge. This order was renewed several times.

More recently, Progress Associations have been active in opposing a proposed redevelopment at Northbridge Yacht Services and the installation of a multiple mooring system in Sailors Bay, which they consider will have adverse environmental effects and be a threat to the preservation of the natural beauty and tranquillity of the area.

The Progress Associations also strongly oppose extension of the Warringah Expressway through any of Willoughby's Middle Harbour suburbs and the building of a traffic bridge across Middle Harbour.

The threats that have surfaced in the past — to some, in the name

of progress — have necessitated constant vigilance on the part of Progress Associations, in cooperation with Willoughby Council, to maintain a reasonable status quo. What does the future hold?

* * *

CASTLE COVE AND CRAG COVE —
See information under **SUGARLOAF BAY**

FIG TREE POINT — Name in use by 1840. Situated on the north-east side of the entrance to Long Bay. Occasionally incorrectly transposed on pre-1900 surveyors' maps to the promontory where Clive Park is today. Named because of the prominence of a fig tree or cluster of fig trees (native species) on the Point. The records of the Geographical Names Board of N.S.W. indicate that the Point was once known as Kooroowal and also Kuruwal. Both names are Aboriginal and mean 'a wild fig tree'. In 1976 the Board decided to retain the present name.

LONG BAY — Name in use by 1865. At one time the waters of Long Bay flowed under the old Suspension Bridge and well into Flat Rock gully where they met the sluggish waters of Flat Rock Creek. A ferry master used to float his ferry up on high tide, past the Bridge to what was then called Wharf Street (formerly Long Bay Road, 1888-91, now Grafton Avenue). Natural silting topped by deliberate filling-in to form Tunks Park and playing fields, restricted the westward spread of its waters. The original length and topography of the Bay dictated its descriptive name. The Aborigines called it 'Mugga' which means 'diamond snake'. The Geographical Names Board has decided to retain the present name.

MIDDLE HARBOUR — Name in use by the 1790s. It lies between North Harbour (Manly Cove) and Sydney Harbour proper and stretches north-west from its entrance between Middle Head and Dobroyd Point, greatly enhanced en route by many coves and inlets. Middle Harbour takes its name from Middle Head (in use by 1788), recessed from the coastal shoreline between North and South Heads and directly facing the opening between the two. It is shown on the current Parish map of Willoughby (Dept of Lands, N.S.W.) as Middle (or Warrin-ga) Harbour, the latter word being Aboriginal for 'sea'. Other Aboriginal names found for Middle Harbour were Boombilli, Barrabruai, Barra-brui and Barrabri. The Geographical Names Board has decided to retain the present name.

MOWBRAY POINT — First mentioned 1866. The Point is on the north-eastern shore of Sailors Bay, within the suburb of Castlecrag. In 1886, the Dept of Lands dedicated Mowbray Point for wharfage and recreational purposes. On some pre-1900 surveyors' maps, Mowbray Point and Sugarloaf Point were incorrectly transposed. Origin of the

name could not be authoritatively established and may now be lost in antiquity; this would be very regrettable as an important early road was called 'Mowbray', and many things near that road were called 'Mowbray' e.g. Mowbray Park Estate; Mowbray House School. In the 19th century, preference was often given to commemorating the names of those in government in Sydney or in London. As New South Wales was granted responsible government in 1856, it is possible that Mowbray Point was so named in honour of Sir John Robert Mowbray (1815-1899), a highly esteemed English politician who, in 1858 and again in 1866, was appointed by Lord Derby to be judge advocate-general. From 1866-68 and from 1871-92, he was church estates commissioner and from 1874 to his death he was chairman of the House of Commons' committee of selection and its committee on standing orders. In 1898 Sir John Robert Mowbray became known as the 'father of the House of Commons'. His *Seventy Years at Westminster* was published in London in 1900. The Geographical Names Board has decided to retain the present name.

SAILORS BAY – Shown on maps published in the 1860s. This very picturesque Bay lies between the headlands of Northbridge and Castlecrag. Sailors Bay Creek, which rises just below the present playing fields of Shore Grammar School in Alpha Road, winds its way into Sailors Bay and takes its name from the Bay. Origin of the name of the Bay could not be established; it may have been colloquially known as Sailors Bay by 1800 and used as a popular pleasure and fishing haunt by government and other personnel. It is shown on one map as 'Solitary Bay'. The Geographical Names Board has decided to retain the present name and, in line with the policy of other geographical names boards, has decided not to use apostrophes in placenames.

SALT PAN COVE (*formerly Salt Pan Creek*) – Shown on maps published in the 1860s. The Cove is on the north-western shore of Long Bay, almost opposite Folly Point. The swamp land at then Salt Pan Creek lent itself to the retrieval of salt which was in short supply in the young colony in the 1800s. Salt pans were erected in Newcastle and parts of Sydney Harbour, Middle Harbour, Broken Bay, e.g. in November 1818 Matthew Bacon advertised a salt plant to let at Middle Harbour and in 1825 Gregory Blaxland had salt-boilers in Middle Harbour. The Geographical Names Board changed the name from Creek to Cove in 1976.

SUGARLOAF BAY – Shown on maps compiled in the 1850s. The Bay is on the western shore of Middle Harbour and lies at the base of Middle Cove, spreading out towards the shorelines of Castlecrag and Castle Cove. It has two arms – the South Arm and the North Arm. Sugarloaf Bay takes its name from cone-shaped hills which, in the early days of the Colony, were larger and more prominent than they

are today, and more closely resembled loaf sugar as manufactured in the early days of sugar refining when the sugar was compressed into hard, cone-shaped blocks called loaves. The Willoughby Environmental Protection Association is restoring degraded parts of Sugarloaf Bay and Camp Creek above the mangrove swamps (q.v.) with a grant received from the Australian Bicentennial Authority.

The Geographical Names Board has decided to retain the present name of the Bay but to change the name of Big Sugarloaf (Middle Cove) to '*WILLOUGHBY SUGARLOAF*' and the name of Little Sugarloaf (Castle Cove) to '*YEOLAND SUGARLOAF*' to facilitate identification if a state of emergency should occur as there are many 'Sugarloafs' in New South Wales. The Board also changed South Arm to *CRAG COVE* and North Arm to *CASTLE COVE* as was proposed by the late Burley Griffin.

SUGARLOAF POINT – Shown on maps compiled in the 1850s. The Point lies on the southern shore of the South Arm of Sugarloaf Bay, at the entrance to the Bay. It takes its name from the Bay and is within the suburb of Castlecrag. On some pre-1900 surveyors' maps it has been erroneously transposed to Mowbray Point. In the early 1900s many locals got to Sugarloaf Point via a rough track on the southern side of Middle Cove and crossed to the Castlecrag side on hewn tree trunks; later a crude wood bridge was made by the regulars. Not to be confused with Torquay Point (popularly called after the Torquay Estate) off which a wharf, now demolished, was built in 1916. The Geographical Names Board has approved retention of the name, Sugarloaf Point.

YEOLAND POINT – Does not appear on maps published prior to the late 1940s. This lesser known Point is situated at the northern tip of the Castle Cove headland opposite Bantry Bay. Regrettably, after much research and numerous inquiries, origin of the name could not be established. Retention of the name has been approved by the Geographical Names Board of N.S.W.

PIONEER LANDOWNERS ON CASTLECRAG PENINSULA

No 'free grants' were ever made within the area of present-day Castlecrag (always referred to vaguely as 'Middle Harbour' before the days of Burley Griffin). All grants or Portions were purchased from the Crown in the period 1856-60, by public auction and in compliance with prescribed conditions which categorised them as land grants.

The term 'land grant' is commonly used to specify Portions of Crown land released to private ownership for the first time and for which the owner had been given a Deed of Grant signed by the Governor. The term does not necessarily mean 'granted free of charge'. True, some free grants were made to private individuals by various Governors — a few within our own Municipality — but none were made after 1832 except in fulfilment of a Governor's deferred promise. The new procedure required that Crown land be offered for sale by public auction, generally at the Colonial Treasury and under the direction of the Colonial Treasurer, who was deemed to be acting on behalf of Her Majesty, Queen Victoria. Each forthcoming sale, with details of Portions to be offered and reserve price, was advertised in a Government Proclamation about one month before the auction date, and the articles and conditions of sale were set out in conformity with the provisions of the relevant Act of Parliament.

The main provisions of sale were that:

1. The bidder of the reserve price, or the highest bidder above it, would be declared the purchaser, provided he paid immediately a deposit of ten per cent of the purchase price and signed the Portion voucher which gave Lot number, Location (County, Parish, Town), Area (acres, roods perches) and the upset price. (The auctioneer was responsible for recording the purchaser's name on the voucher before bidding commenced for the next Portion. The purchaser's own signature 'held' the land for him.)
2. The balance of money must be paid to the officer who was 'holding' the land within one calendar month or the deposit would be forfeited and the land would again become open for sale.
3. A Deed of Grant would be issued as soon as practicable after payment in full and would be delivered to the grantee by the Colonial Treasurer on payment of a regulated fee. Each Portion would be granted to the purchaser by Deed Poll, under the hand of his Excellency the Governor

and the Great Seal of the Colony, to be held in free and common socage, and subject to the payment of a Quit Rent of one peppercorn yearly, if demanded, and such other reservations as may be deemed expedient for the public benefit.

4. No purchaser must exercise any act of ownership until he had paid the full purchase price.

The Deed of Grant, signed by the Governor, was very 'royal' in wording. It gave similar details to those which had been entered on the Sale voucher but more specific details concerning the surveyed boundaries of the Portion. It specified very forcibly the Government's right to any of the land or its natural resources, e.g. clay, stone, timber, etc. that may be required for making or repairing public ways, canals, railroads, etc.

The first public auction of Crown land in Castlecrag was held in 1856. The area had been previously surveyed and divided into twenty-five portions. By 1860 all Portions had been sold and ownership transferred from the Crown to eleven pioneer landowners.

Who were these pioneer landowners who had been interested in acquiring large tracts of Crown land that defied cultivation and, in those days, building construction? The locality was isolated, rugged and in most parts covered in low scrub with a shallow depth of soil and few tall trees, but plenty of large sandstone outcrops.

The Parish of Willoughby, County of Cumberland, Map 64-405, compiled, drawn and printed at the Department of Lands, N.S.W. reveals that these early landowners were:

LANDOWNER	PORTIONS (No.) PURCHASED	YEAR(S) PURCHASED
BLIGH, J. W.	14	1856-58
ILLIDGE, J. M.	1	1856
PALMER, J. H.	1	1856
PHENNA, Robt.	1	1856
BRADFORD, Alfred	2	1857-59
HUNTER, J. A.	1	1857
SPRIGG, W. G.	1	1857
STAPLETON, John	1	1857
YATES, Jas.	1	1857
STEPHEN, E. M.	1	1859
BROWN, G. R.	1	1860

The name of the original landowner and the Department of Lands' map Portion No. for his land are important details in tracing the history of land transactions. More details, including bigraphical details where any could be found, follow.

THE SUBURB OF CASTLECRAG

BLIGH, James William (1810-1869)

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
49	13	1	11	1856	Edinburgh Rd (south side) extending to Sailors Bay Creek and Sailors Bay.
50	10	3	27	1857	"
51	13	0	20	"	"
55	19	3	0	"	"
56	14	1	0	"	"
57	17	1	25	"	"
58	13	2	25	"	"
65	10	1	0	1858	Edinburgh Rd (north side) extending to South Arm (now Crag Cove), Sugar- loaf Bay and along Sugar- loaf Creek (south side).
66	9	2	0	1857	"
67	13	3	10	"	"
68	11	2	30	"	"
69	13	1	23	"	"
70	14	2	0	"	"
71	7	1	0	"	"
(part)	(approx.)				
Total area of land held in Castlecrag: 182 ac 3 r 11 p.					

Of the pioneer landowners in Castlecrag, James William Bligh held by far the largest amount of land — more than the total holdings of the other ten landowners. He was certainly attracted to the Middle Harbour area because he also bought Portions in Northbridge, Middle Cove, Willoughby, Bantry Bay and Seaforth. In the latter area, Bligh Crescent and Bligh Park are named after him.

Many people affirm he was distantly related to William Bligh, an early Governor of New South Wales, but there is no evidence to support their statement.

James William Bligh was born in 1810, at Bodmin, Cornwall, England, of parents John Martyn Bligh and Mary nee Hocken. His father was a conveyancer and steward to several large estates.

James studied law and was admitted on 12 January 1833 as an attorney of the Court King's Bench, at 23 years of age. His father died

the following year and his mother decided to move with her large family to Launceston, near the Devonshire border. James elected to continue in his legal practice in Bodmin and seems to have assumed responsibility for his younger brother, Henry Hocken whom he took with him to Paris in 1837 and later brought with him to Australia.

James did not enjoy good health and was in need of a warmer climate. In 1839, on medical advice, he closed his practice and came to Australia, bringing with him two sisters, May and Anne, and his younger brother, Henry Hocken — the same who later became a pioneer landowner in Northbridge and Mayor of the Municipality of North Willoughby in 1869 and 1871.

They all disembarked in Adelaide in November or December 1839. One sister, May, had married a passenger on the journey out and soon decided to return to England with her husband. The other sister, Anne, later went to Tasmania as a governess and married there. As Adelaide did not appear to hold the opportunities that James sought, he decided to travel on to Sydney and to leave Henry Hocken, for the time being, in Adelaide to further his schooling.

From Sydney, James took a shipment of cattle to Wellington, (at that time Port Nicholson) N.Z., and then went to Tasmania to attend his sister's wedding, together with Henry, whom he had arranged should meet him in Tasmania.

The brothers linked up and, after the wedding, it was decided that Henry should not return to Adelaide but should accompany James to Sydney and thence to Bathurst, where James commenced practice as a solicitor on 13 November 1841 and Henry continued his education and assisted with office and household duties, as James was a bachelor without servants.

In the mid-1840s, the pioneer solicitor in Bathurst, Gilbert Wright, ceased to practise. It was gazetted on 11 August 1843 that "James William Bligh has been appointed Collector of Quit Rents for the Police District of Carcoar, Bathurst and Wellington in the room of Gilbert Wright".

James employed a partner, Willoughby Dowling, and when Henry returned from Sydney, in 1844-45, after attending Sydney College for about two years, he was articled to James.

However, when the partner died in 1849, the full burden of the practice fell on James whose health continued to be very precarious, so James decided not to stay in Bathurst for very much longer.

He relinquished his practice in 1851-52 because of ill-health and his brother's disinclination to make a career in the legal field. He turned his attention to politics and Henry went to Carcoar to try his hand at sheep-farming.

James was elected to represent Bathurst in the first Legislative Council of N.S.W. on 13 May 1856 and took his seat on 22 May 1856.

He resigned on 23 May 1859. He had been a member of the old Legislative Council from 1851-56. While in Parliament he bought land at Cooks River, Sydney and lived there for a time. He later sold this land and bought large tracts of Crown land in the suburbs mentioned above. In October 1861 he went abroad with his married sister from Tasmania and a friend and it is thought he visited Europe as well as England. He later returned to Sydney.

Although he had not been a resident landowner in the Borough of North Willoughby, he was elected Chairman to the first Council of the Municipality of North Willoughby in 1865 (after 1868 the title 'Chairman' was changed to 'Mayor'). He was re-elected Chairman in 1866 and 1867. He resigned from Council from the end of 1867 because his health had deteriorated further and he was not a resident of the Municipality. He died on 1 December 1869 at Macleay Street, Woolloomooloo, of spinal disease resulting in paralysis. He was buried at St Thomas' Cemetery. His brother Henry Hocken Bligh inherited his land.

As Leslie Charles Forsyth has said "James William Bligh could be given the title of 'Father of the Municipality' for, without doubt, he guided it through its formative years and laid a sound basis for its administration during three years he was its Chairman". The infant Municipality of North Willoughby was most fortunate, indeed, in having as first Chairman of Council, a man with good administrative ability, sound legal knowledge, parliamentary experience and high integrity.

J. W. Bligh was the original owner of most of the land that Burley Griffin bought for his Castlecrag Estate.

In 1877, Henry Hocken Bligh sold Portions 49, 50 and 51 to Thomasine Fisher of St Leonards who sold in 1880 to Michael McMahon, son of Patrick McMahon after whom McMahon and Patrick Streets in Willoughby are named. In the late 1880s McMahon sold his land to the North Sydney Investment and Tramway Company Limited and in 1921 it was acquired by the Greater Sydney Development Association Limited, probably via the Association of North Sydney Debenture Holders Limited.

In 1885, Henry Hocken Bligh sold Portions 55-58 to Alexander Stuart and Richard Hayes Harnett Jun. as tenants in common but in 1887 these were transferred solely to the latter. Harnett Jun. sold Portions 55 and 56 to the North Shore and Middle Harbour Land Company Limited from whom the Griffins or the Greater Sydney Development Association Limited bought the Haven Estate. Portions 57 and 58 were sold to his father, Richard Hayes Harnett, Sen. They formed the Sailors Bay Subdivision of Torquay Estate, auctioned in January 1920. Portions 65-71 were purchased by Thomas Todd Forsyth, father of R. T. Forsyth, in June 1900.

BRADFORD, Alfred

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
52	16	0	34	1857	Edinburgh Rd (south side) near Sortie Port, extending to Sailors Bay.
53	20	0	34	1859	
Total area of land held: 36 ac 1 r 28 p					

Alfred Bradford was a hotel proprietor. He can be traced to the Blind Beggar Inn, South Head Road, Eastern Suburbs in 1861-62, the Masonic Hall Hotel, York Street, Sydney in 1863 and the Freemason's Hotel, York Street, Sydney in 1864-66. His son became proprietor of the Blind Beggar Inn in 1866. By 1868, father and son owned or managed two Bradford's Family Hotels, one in York Street, the other in South Head Road.

The subsequent history of Bradford's two Portions in Castlecrag is very interesting. In 1881 he sold to Henry Austin of Sydney (probably Henry Austin, tailor of Elizabeth Street). Austin sold to James Alexander Brown in 1885 and the latter sold in June 1888 to Arthur Moresby Billyard who, within four months, sold to the North Sydney Investment and Tramway Company Limited. This Company went into liquidation and the land was acquired by the Association of North Sydney Debenture Holders Limited in 1902; from this Association Burley Griffin's company, The Greater Sydney Development Association Limited, bought the land in 1921. Another interesting historical aspect of this Portion is its link with Rockley Street (q.v.).

BROWN, George Richard

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
64	9	0	30	1860	Edinburgh Rd (north side) approx. opposite Edinburgh Castle rocks, extending north to South Arm (now Crag Cove), Sugarloaf Bay.

THE SUBURB OF CASTLECRAG

George Richard Brown's identity could not be firmly established. He held on to his land until 1904 when he sold to Sydney estate agent, Savary Trebartha Rodd who sold it in the same year to William Thomas Muston. It formed part of Muston's Yachtville Estate which was auctioned in October 1904.

George Richard Brown may have been an auctioneer in the firm of Brown and Davey (G. R. Brown and W. H. Davey), Auctioneers of 188 Pitt Street, Sydney.

HUNTER, James Aggar

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
62	7	2	35	1857	Edinburgh Rd (north side), extending north to Sugarloaf Bay.

James Aggar Hunter was a Lieutenant in the 11th Regiment (North Devonshire) at the Military Barracks, Paddington, N.S.W. and Commandant of Mounted Police. He retained ownership of his land until 1908 when he sold it to a group of three people, two of whom were medical practitioners in Newcastle and one a clerk at North Sydney. His buyers must have sold promptly, probably to Richard Hayes Harnett, Jun., because in that same year the grant formed part of the Yachtville Extension Estate. Subdivision followed.

ILLIDGE, Josiah Mason

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
580	12	0	0	1856	Edinburgh Rd (south side), near junction with Eastern Valley Way, and extending to Warners Park.

J. M. Illidge was a boot and shoemaker and had a boot and shoe warehouse at 278 George Street, Sydney. His residence was in South Head Road, Sydney and from 1868, at Burwood. Illidge was a Committee member of the Sydney Mechanics' School of Arts and its Treasurer in 1857. The Mitchell Library has two documents which carry his signature: an Indenture made 4 April 1849 (cancelled by

consent of Illidge on 23 September 1853) whereby the latter agreed to teach Hannaniah Hilder the trade or business of a Boot and Shoemaker and "all and every thing relating thereto according to the best of his power, skill and knowledge"; and a Petition to the Right Worshipful the Mayor requesting, on behalf of 1,727 signatories, a public meeting of the citizens of Sydney to consider the propriety of closing the various drapery and other business establishments at seven o'clock throughout the year, Saturday nights excepted. The Petition was presented about 1845. Prior meetings of proprietors and assistants were reported on 31 October and 1 November 1844.

The entire twelve acres were sold to Alexander Stuart and Richard Hayes Harnett, Sen., as tenants in common, in June 1885; the latter eventually became sole owner. J. R. (Reg) Warner bought the grant in 1914, probably from the estate of Richard Hayes Harnett, Sen.

PALMER, James Hugh

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
47	11	0	0	1856	Edinburgh Rd (south side), intersected by Eastern Valley Way and extending south beyond Warners Park.
	approx. half in Castlecrag				

J. H. Palmer lived in the inner city western suburbs and was a very experienced and highly regarded shorthand writer to the Legislative Assembly. In the 1850s he recorded long speeches, some by W. C. Wentworth, on the much debated topic of transportation, transcripts of which have been preserved. By 1873, he had accrued 30 years commendable service and sought leave of absence from the Hon. Henry Parkes to visit England. Leave was granted and he was commissioned to call on Sir Charles Cowper. He brought back a book and messages from Sir Charles to Sir Henry Parkes.

In June 1885 his entire eleven acres were sold to Alexander Stuart and Richard Hayes Harnett, Sen., as tenants in common. Harnett later became the sole owner.

PHENNA, Robert

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
61	16	1	10	1856	Edinburgh Rd (north side) extending north to Sugarloaf Point and Sugarloaf Bay.

Robert Phenna is listed in Sands Directory as a Law Stationer with a business in Pitt Street but residing in Campbell Street, Sydney. Later he is listed as Law Clerk.

As a citizen, he endeavoured to ensure that the two instruments of Government, the Legislative Council and the Legislative Assembly, adhered to sound constitutional principles.

From manuscripts in the Mitchell Library it is known that he signed a petition dated 27 August 1856, to Edward Deas Thomson from the electors of the City of Sydney, requesting Thomson to accept nomination as one of the candidates to represent them in the Legislative Council. The Petition stated "at this juncture of our political difficulties . . . you are eminently qualified from long experience and ability to assist in working out our New Constitution in its integrity".

Phenna was a Committee member of the New South Wales Constitutional Association and signed a request in November 1860 to William Macarthur that he accept nomination for the Electoral District of Camden. The request highlighted the fact that the Association did not prescribe to any particular political views, its object being simply to secure for the Legislative Assembly the services of gentlemen whose standing and education were a guarantee that they would support sound constitutional principles, and thereby promote the true interests of the Colony.

In June 1885 Phenna's entire grant was sold to Richard Hayes Harnett, Jun. and Alexander Stuart, as tenants in common. Later, Richard Hayes Harnett, Sen. became sole owner and subdivided the land. Most lots were offered for sale as part of the Torquay Estate in 1911; that part at the north-eastern tip of the peninsula and along the foreshores to the entrance of Sugarloaf Bay was subdivided later and sold as The Key of Torquay Estate.

SPRIGG, William Gardiner

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
59	17	3	10	1857	Edinburgh Rd (south side) eastern end, extending to Sailors Bay.

W. G. Sprigg was probably of the firm W. G. Sprigg & Co., importers of 241 George Street, Sydney. William Gardiner Sprigg may have transferred to another State after 1862 as neither he nor the firm is listed in Sands Directory from 1863.

Sprigg retained ownership of his land until 1925 when he sold, or transferred it, to two spinster sisters at Artarmon, Agnes Mary and Alice Therese Martin, who had to mortgage it.

In December 1939, Alice Therese Martin as mortgagor exercised power of sale to W. R. Hume Proprietary Limited who sold to David Blacklock, company director of Sydney, in 1948.

Two blocks were sold in 1951; the residue later formed the Blacklock Estate.

STAPLETON, John

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
54	18	1	20	1857	Edinburgh Rd (south side) near Edinburgh Castle Rocks (present Tower Reserve), extending to Sailors Bay.

The only references found were to a John Stapleton, road contractor of Coogee Road and to a grocer of that name of Bank Street, Sydney.

The history of Stapleton's Portion is the same as for Portions 52 and 53, owned by Alfred Bradford (q.v.).

THE SUBURB OF CASTLECRAG

STEPHEN, Edward Milner

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
63	9	2	30	1859	Edinburgh Rd (north side), extending north to Sugarloaf Bay.

Edward Milner Stephen was Official Assignee and General Secretary to the Rt Hon. Sir Alfred Stephen, Chief Justice of N.S.W. 1844-73.

In 1883 or earlier, Stephen sold to David Etherington, a prominent landowner in Willoughby and one of the signatories to the petition of 1865 for the incorporation of the Borough of North Willoughby. In 1904 Etherington sold to Sydney estate agent, Savary Trebartha Rodd who sold within a few months to William Thomas Muston (q.v.), one of the district's very large landowners and future Mayor (1890). It formed part of Muston's Yachtville Estate which was auctioned in October 1904.

YATES, James

Map Portion No.	Area			Date of Alienation from Crown	Location
	Ac	R	P		
60	9	0	0	1857	Edinburgh Rd (south side) extending south-east to Middle Harbour.

James Yates was a boatbuilder with a business at Woolloomooloo; it is no wonder he selected the Portion which fronted Middle Harbour.

In 1885 the grant was sold to Alexander Stuart and Richard Hayes Harnett, Jun., both of Sydney, as tenants in common. It was acquired by Richard Hayes Harnett, Sen. in 1888 and later formed part of Harnett's Torquay Estate, subdivided in 1911.

MIDDLE HARBOUR IN THE NEWS, 1877-1886

THE CROSSING OF LONG BAY BY STUNTMAN, HENRI (HARRY) L'ESTRANGE, IN 1877

This feat of Henri L'Estrange, more often referred to as Henry or Harry, created widespread interest in 1877 and was much publicised in local and overseas newspapers.

Despite his French name, Henri L'Estrange was born in the Melbourne suburb of Fitzroy in the mid-1840s. After serving his time in travelling shows and a circus or two, he billed himself as 'The Australian Blondin'. In 1859 and 1860, French tightrope-walker Charles Blondin made world headlines when he crossed Niagara Falls on a number of occasions, once blindfolded, once carrying a man on his back, once trundling a wheelbarrow and, for a big finish, cooking an omelet on a stove at the halfway mark.

Stimulated by intense public interest in these feats, Australian Blondins sprouted everywhere but none was more confident and businesslike than Henri L'Estrange. By 1876 he was in Sydney and, during January and February 1877, spent a lot of time scouting the reaches of Middle Harbour, at that time timbered and sparsely populated.

Early in March 1877 came the first of many dramatic and extravagant advertisements about his proposed stunt. Harry L'Estrange was to walk a tightrope over Middle Harbour! Actually it was over Long Bay, off Middle Harbour. Certain statistics were highlighted — the distance (430 m) would be greater than Blondin had ever walked and the height (105 m) double that at Niagara. The big day was to have been 31 March but this was later postponed to 14 April 1877. Harry had a trial run on 29 March before a group of important guests who were amazed at the coolness of this adventurous gymnast.

L'Estrange made sure that public interest remained at fever pitch. Strategically placed 'leaks' appeared daily and the canny stuntman chartered, in advance, twenty-one steamers to take crowds from Circular Quay and to offload them on makeshift wharves at the foot of the cliffs.

April 14th dawned fine and hot and it kept getting hotter. Long Bay was literally choked with boats with about 8,000 paying customers.

Thousands more went overland from St Leonards and were hit for admission by a small army of Harry's collectors. It was estimated he cleared £25,000 on the day. At a repeat performance four days later, before the Governor and his party, several steamers were engaged and about 2,000 witnessed the event. The third and last performance took place on 21 April 1877, there being only four steamers and several hundreds of spectators on that day.

This feat took place before there was a bridge across Long Bay and therefore before the hillsides were dotted with houses. With the lapse of time there seems no better way to recapture the frenzied excitement of the day and the widespread interest in Harry L'Estrange's stunt than to quote an eye-witness's account reported in *The Sydney Morning Herald* of 16 April 1877:

L'ESTRANGE'S ROPE-WALK OVER MIDDLE HARBOUR

It cannot be said that Blondin is unrivalled as a rope walker now that Mr. H. L'Estrange has so successfully completed two performances on the hempen pathway over Middle Harbour.

We have already reported one which took place two or three weeks ago in the presence of a few friends, and especially with the object of demonstrating the bona fides of the affair.

A day was fixed for a more public exhibition, but the weather proving unfavourable, it was postponed until Saturday afternoon, when it came off successfully in the presence of thousands of spectators. Every necessary preparation had been made for the event. The following steamers were engaged for the conveyance of visitors, namely, Emu, Sapphire, Collaroy, Kiama, Goolwa, Prince Alfred, Quandong, Daisy, Houriki, Mystery, Phantom, Agenoria, Victoria, Violet, Manly, Omeo, Britannia, Empress of India, Leipoa, Pelican, Monaro, and, in addition to these, several other steamers were laid on by their owners to visit the scene of attraction with the view to make money. Before 1 o'clock several of the steamers filled up with passengers for the trip. Shortly afterwards a vast crowd of people gathered at the Circular Quay, which gave it quite a holiday aspect. The steamers were quickly crowded with passengers; and, though twenty one had been engaged, the result proved that there were none too many. Notwithstanding the counter-attraction of the Exhibition and the races, fully 8000 persons must have been conveyed to Middle Harbour. This was exclusive of some thousands, at least, who went by land from St. Leonards, and most of whom paid the collectors who were stationed at different points along the road. These for the most part took up a position on the western shore of the harbour, and thence had a capital view of L'Estrange's feat. As many of the passengers by the steamers as desired to go on shore were landed on the eastern side of the harbour; several thousands availed themselves of the opportunity, and clambered up the precipitous and rocky slope to the best

positions from which the rope could be seen. There were one or two publicans' booths and several refreshment stalls erected for the supply of liquors and refreshments; and not a few were apparently glad to refresh themselves after a toilsome scramble in the glaring sun up the sides of the hill. The heat was intense, and we could not but envy the comfortable quarters which those on the other side of the water appeared to enjoy under the shade of the hillside. Below the harbour was literally covered with steamers and boats of all kinds, all more or less occupied by people. The Young Australian band and the Albion brass band played on either shore, while the band of Cooper and Bailey's International Show was on board the Collaroy.

Everything being ready, precisely at 4 o'clock L'Estrange came out of his tent on the eastern shore, dressed in a dark tunic and a red cap and turban. Without hesitation or delay, he stepped on to the narrow rope, and, with his heavy balancing-pole, at once set out on his journey across the lofty pathway. As has been before stated, the rope is stretched across the harbour at a great altitude, the width apparently being three hundred yards. At the western end it is higher than at the eastern, and as the weight of the rope causes a dip in the centre, the western end is at a considerable incline. Starting off amidst the cheers of the spectators, L'Estrange walked fearlessly at the rate of eighty steps to a minute across the rope, until he reached a spliced part near the centre, some twenty feet in length, which he passed more deliberately. Then he stood on his right foot, with his left resting against his right leg. This feat being safely accomplished, he dropped on to his knee, and afterwards sat down and waved his handkerchief to the crowd of spectators. Next he lay on his back along the rope. Resuming the sitting posture, he took out a small telescope and for a moment or two surveyed the onlookers, who warmly applauded his performances. Raising the balancing pole, he lifted one foot on to the rope, then the other, and continued his walk. He took a few steps backward and then proceeded up the inclined part of the rope steadily to the western shore, at the slower speed of about sixty steps a minute, the rope swaying considerably as he went. The remaining part of the distance was safely traversed, the last few steps being walked more quickly; and the intrepid performer stepped on 'terra firma' amidst the enthusiastic cheers of the spectators, the inspiring strains of the bands of music, and the shrill whistling of the steamers. Within ten seconds the journey was performed in fifteen minutes, including the time spent in the performances on the centre of the rope. It should also be mentioned that as L'Estrange walked he had the sun shining brightly in his face.

Directly after the performance was over there was a rush for the steamers. The temporary wharf was kept by a body of the metropolitan police, under the direction of sub-inspector Johnson, who rendered effective service in preventing the overcrowding of the gangways. One or two persons got a ducking, but we did not hear of any more serious accident. Before all the steamers had left, L'Estrange appeared in a six-pair gig, rowed by a crew of the Mercantile Rowing Club from the other shore, and was enthusiastically

cheered. Middle Harbour has not such a world-wide reputation as Niagara, but there is no doubt that the man who has nerve to cross the one would find no difficulty in crossing the other at an elevation from which a fall in either case would be equally fatal. L'Estrange appears to lack none of that daring or skill which has made Blondin famous throughout the world since he first crossed Niagara in 1859, and as he has the advantage of youth, he will probably prove the successor in this particular line of entertainment to the renowned Canadian. L'Estrange was born in Fitzroy, near Melbourne, Victoria, and is apparently from thirty to thirty-five years of age. He has been about two years practising the business of rope-walking. Another performance is advertised to take place on Wednesday afternoon next.

NORTH SHORE PIONEER INDUSTRIAL EXHIBITION, 1886

The North Shore Pioneer Industrial Exhibition, a forerunner of Sydney's Royal Easter Show, was held at the Blue Street Public School, St Leonards (now North Sydney) during the June school vacation, for one week commencing 19 June 1886. Its purpose was to display to Sydney citizens the industries and resources of the North Shore and raise funds for a much-needed cottage hospital to be built at St Leonards (the forerunner of today's Royal North Shore Hospital).

The idea for the Exhibition originated with Frank B. Treatt, a civic-minded citizen of Ashley Street, Chatswood, and Chief Clerk, Immigration Office, Sydney. A public meeting in September 1885 endorsed his idea and many prominent citizens, full of enthusiasm for the project, became committee members. Several parliamentarians, including Sir Henry Parkes, were vice-presidents. Chairman of the Ceremonial Committee was William Henry Tulloh and Andrew Armstrong was Chairman of the Industrial Directorate. Rear-Admiral George Tryon was President and the Governor, Lord Carrington, agreed to be patron.

As the Exhibition would be the first exposition yet held of the industries and resources of the North Shore district, it was decided to adopt the term 'Pioneer' and the promoters hoped it would be the prelude to "others of a more comprehensive and elaborate, if not more useful, description". Other stated aims were to stimulate the development of fresh industries, "to assist in the education of the young", and "to foster the union of Art and Labour". Prizes were offered for entries in each of the eight main sections — agriculture, horticulture, manufacturing, education, arts, crafts, and general exhibits.

The Exhibition attracted a large range of high quality entries which were displayed throughout the school in different 'courts'. Among the prizewinners was Andrew Armstrong who was a successful competitor in two categories — Best Collection of Dried Ferns grown in the Parish

of Willoughby and Best Collection of Amateur Fretwork produced by a North Shore Exhibitor. Among the school pupils who competed was Alfred Archibald, of the Chatswood Public School, who gained a special prize for a map of Australasia. Examples of pottery exhibited by the Phoenix Pottery Company, W. Holford & Son, and Messrs Mashman and Sandison were highly praised as "quite equal, in many respects to articles of a similar class imported from home". According to a contemporary report: "many other very praiseworthy and interesting exhibits were shown, the Exhibition, as a whole, reflecting credit on the resources and industries of the district, the excellence and advanced stage of which were well shown through the medium of this exposition".

The charge for admission was one shilling (2/6 on opening day) and the Exhibition was open daily from 3 p.m. to 10 p.m. Trams, which brought most of the visitors, stopped at the gate of the school. The Exhibition was a great success, with crowds of visitors every afternoon and evening examining the exhibits or standing in the courtyard listening to the music. Brass bands played in the afternoon for their entertainment and in the evening there were orchestral concerts. On Monday night, June 28th, a popular promenade concert and a special display of fireworks — 'coloured fires' — marked the conclusion of this very successful North Shore Pioneer Industrial Exhibition.

RESIDENTIAL DEVELOPMENT

The first large-scale attempt to induce residential development
on the Middle Harbour peninsulas

THE CAMMARAY ESTATE

The first large estate on a Middle Harbour peninsula to be formed and advertised for sale was the Cammaray Estate in 1886 (Torrens Title), owned by Andrew Armstrong, J.P., a land and parliamentary agent of Walker Street, St Leonards (now North Sydney) and Bridge Street, Sydney. Armstrong purchased all grants made, jointly, to John Bowie Wilson and George Sutherland Caird (qq.v.) and those made jointly to J. B. Wilson and John Logan Campbell Ranken (q.v.) in 1878. In all, the Estate comprised about 500 acres, most of today's Castle Cove and Middle Cove.

The survey map (q.v.) done by Andrew Innes Liddell, Civil Engineer & Licensed Surveyor of George Street, Sydney shows the positioning of eight roads in Castle Cove, each named after a Central North township in New South Wales, an area which Andrew Armstrong knew very well. The roads were: Awaba, Corrobare, Kendall, Munmorah, Pokolbin, Teralba, Wallarah and Wyong. Kendall Road is the only one that has survived and its route is similar to that originally planned: Corrobare Road became Cammaray Road (later cut back and partly replaced by Hooker Corporation); and the eastern end of Teralba Road appeared on some street directory maps prior to 1930.

The roads in Middle Cove were: Cawarra (which has survived in name and is similar in route today), Congewai, Kooree, Narara, Tumbiumbi, Vanco and Wilson. Apart from Wilson Road which encircled the headland and was named, appropriately, after John Bowie Wilson, part-owner of all the original grants comprising the Estate, and Kooree Road, meaning 'Australian Aboriginal', all other roads were named after northern towns of New South Wales.

Lots varied in area from below one acre up to ten acres but most were between one and two acres. It seems that Armstrong named his Estate after the Aboriginal group that had inhabited the area — the Camaraigals (various spellings).

According to Council's Rate Books, Armstrong only sold a few Lots, some to family or relations. Realising that the poor response was largely due to lack of transport access to the Estate and that all Middle

Harbour landowners were suffering accordingly, he originated, together with James Alexander Brown, the idea of building an extension to the existing cable tramway operating between Milsons Point and Ridge Street, St Leonards (North Sydney), the extension to connect the Cammaray Estate with Milsons Point. The proposed northern route is shown on the survey plan; branch lines into Northbridge, Castlecrag and Castle Cove peninsulas were to be built, thereby increasing the value of land on each of the peninsulas. The time to initiate the proposed scheme seemed favourable and the Government looked to the private sector to finance public transport undertakings.

After some lobbying, Andrew Armstrong decided to form the Cammaray Estate Land Company, to be registered under the Companies Act, to buy his 500 acre Estate, less thirteen acres which he wished to reserve for residence, and to clear the land, form streets, build wharves etc. and otherwise improve the Estate for market. The directors were: Russell Barton, M.P., John S. Hawthorne, M.P., John Kidd, M.P., Benjamin Jenkins, J.P. (Mayor of St Leonards) and Andrew Armstrong, J.P. £4,000 of the capital of £48,000 was to be used to buy shares in a company in course of formation which had already applied for Legislative authority to effect the connection with the St Leonards Government cable tramway. From these events flowed action to build the said tramway and a bridge over Flat Rock gully. The history of each of these ventures follows.

WILLOUGHBY AND GORDON TRAMWAY ¹

In the mid-1880s there was considerable agitation among residents of the North Sydney area for transport to the city. In May 1886 in response to this demand, a government-owned cable tramway began operating between Ridge Street and Milsons Point where passengers could catch the ferry to the business district of Sydney. Landowners further north talked of an extension to the tramway. Two of them, Andrew Armstrong, land and parliamentary agent, and landowner James Alexander Brown conceived a bold scheme to extend the line as far north as the parish of Gordon (now East Roseville), crossing the head of Long Bay gully by means of a new high-level bridge.

As the line required parliamentary approval, the two men applied to the N.S.W. Parliament in 1886 for leave to introduce a Bill to construct and maintain such a tramway. The line would commence at the existing Ridge Street terminus of the St Leonards Cable Tramway then travel along Miller Street in a northerly direction to Long Bay, then through North Willoughby to Mowbray Road, McClelland Street, Victoria Avenue and Albert Street (now Boundary Street).

It would cross areas of land owned by Michael McMahan, James Alexander Brown, Sir Alexander Stuart, Richard Harnett and Thomas

¹ See note at end of section.

Todd Forsyth, all of whom were in sympathy with the scheme. As Richard Harnett said, he believed the scheme would greatly increase the value of land near the tramway, raising it from £120 per acre to £500. At that time his land was accessible only by making a long detour. It was clear that all landowners near the proposed route expected to make a very great profit once the tramway was constructed.

Completion time was estimated at five years. It was an ambitious project for the line was a long one — 3 miles 16 chains — and crossed very difficult country. A cable tramway was proposed with a gauge of 4 ft 8½ in. It was estimated to cost £62,000 with a further £5,000 for the bridge. Capital was to be raised by floating a company consisting principally of the landowners concerned, the promoters then transferring their interest to the new company.

As local council approval was also necessary, James Alexander Brown addressed the North Willoughby Council at its meeting in November 1886 detailing the scheme and urging their support. A meeting with the neighbouring St Leonards Council followed and both councils signified their approval.

In 1887 the Bill was back before Parliament with a request for a slight deviation in the original route. The tramway was now to be electric and the cost revised downwards to £20,000. The bridge was still estimated at £5,000, the money to come from private subscription. The Willoughby and Gordon Tramway Act was passed on 13 July 1887. It allowed the promoters, Brown and Armstrong, four years in which to complete the project and gave them the right to fix fares and tolls, as well as making them responsible for any claims of negligence or impropriety. The government would have the power to purchase the tramway at market value.

After the passing of the Act, the promoters assigned their rights in 1888 to the North Sydney Investment and Tramway Company Limited which was formed with capital of £500,000, of which two-thirds was paid up. Chairman was Charles Arthur M. Billyard-Leake, David Wilson was a director and James Edmund F. Coyle was the company engineer. At the time of its formation, the company's assets were more than 100 acres of land in Willoughby.

At this same time, the Cammaray Estate Land Company Limited was created by Andrew Armstrong and Benjamin Jenkins, Mayor of St Leonards, with capital of £48,000. The aim of the company was to buy 500 acres of land in Willoughby from a single vendor, Andrew Armstrong. This tract of land had nearly four miles of frontage to Middle Harbour and is now covered by Castle Cove and Middle Cove. A further aim was to empower the directors to buy 4,000 one pound shares in the North Sydney Investment and Tramway Company which would have the immediate effect of rendering the land salable at a large profit. "The Tramway will make the land directly accessible and

within 45 minutes of the business centre of Sydney" was the promise of the company's prospectus.

In 1890 the Willoughby and Gordon Tramway Act was amended at the request of the North Sydney Investment and Tramway Company. Engineering difficulties had occurred in making the tramway in Miller Street, the grades being unsuitable, but with a deviation from the original route, the tramway could be suitable for horse, steam or electric trams. The main alterations sought were in North Sydney and Cammeray. The rest of the route was the same, crossing company-owned land on either side of Long Bay gully, continuing in a general north-westerly direction to Victoria Avenue, across Warrane Road, Smith Street, the Alleyne Estate and terminating at the Cammaray Estate, the company's property.

At the same time three branch lines were proposed: one to intersect with the main line at Sailors Bay Road, then travelling north-east along Sailors Bay Road to the western end of Northbridge Park; another was to commence near the intersection of the main line with Mowbray Road East (later Edinburgh Road) travelling along Mowbray Road East to a terminus on company-owned land in Castlecrag, near the present terminus of the 203 bus route; and the third to commence at the terminus of the main line, travelling north-east, east and south-east through part of the Cammaray Estate in Castle Cove, east of Little (now Yeoland) Sugarloaf.

The company engineer, James Edmund F. Coyle told the Parliamentary Committee hearing evidence, that contracts for the project totalling £40,000 were entered into in May 1889 and that £23,639 had already been paid for work done. The Suspension Bridge had been started but delays caused by wet weather, unsuitable masonry, a contractor who gave up and had to be replaced and problems with workmen had set it back considerably. One of the contractors had tried to speed up work on the Bridge by asking the men to work two shifts but the union representative said "it's against the rules, there must be only one shift", which meant doubling the time. Because of these unanticipated difficulties, the North Sydney Investment and Tramway Company wanted an extension of time beyond the stipulated date of July 1891. Under the amending Act, passed in September 1890, the company was granted an extension of time to July 1893, with a further extension to 1895 for the branch lines.

In 1891 the company again applied to Parliament, this time for permission to increase the maximum width of private land for the tramway from 22 ft to 132 ft in order to make the tramway 66 ft wide at formation level. In some places where sloping embankments were needed, a wider section of land was required to reduce the angle of slope. The chairman, in giving evidence, blamed the engineer for not realising this earlier. The tramway would now be about five miles long.

No further deviation was required, the line crossing Flat, Miller and Pine Streets, Long Bay, Sailors Bay Road and travelling north through various properties to terminate at Warrane Road. The line, complete with three branch spurs, would ultimately pass mainly through land owned by the company which had been buying up properties in anticipation of a surge in demand for home blocks once transport was available. According to the chairman, C. A. M. Billyard-Leake, the company had already spent £33,268 on the work, with contracts worth £42,712 already signed. Money had been borrowed in England on the strength of the two Acts of Parliament.

In September 1891 the Suspension Bridge was near completion when the company held a large ceremony to celebrate the swinging of the cables. Andrew Armstrong was one of the many company and official representatives who attended. In January 1892 the Suspension Bridge was opened to traffic without any further celebration.

The Company never did complete the tramline beyond Amherst Street. The government resumed part of the line from Ridge Street to Falcon Street for the purpose of extending its cable tram service along Falcon Street to Crows Nest junction. The company was paid £700 to cover its cost in laying the line and retained the removed rails.

The land boom of the 1880s which had inspired so many Australian landowners with dreams of instant wealth was followed by a severe depression in the 1890s. Among the many casualties was the North Shore and Middle Harbour Land Company which was wound up, liquidators being appointed in 1892. The North Sydney Investment and Tramway Company also went into liquidation in 1893, following a creditor's petition. The Suspension Bridge was managed for a time by an association of debenture holders in the company called The Association of North Sydney Debenture Holders Limited, before being finally handed over to the government in 1912 by the New North Sydney Investment and Tramway Company Limited.

The Willoughby and Gordon Tramway scheme itself, although designed to benefit the investors and land speculators, was a bold and imaginative concept, far ahead of its time. Held up by delays with the construction of the Bridge, it was also defeated by fate, for had the land boom lasted another decade, it is likely that a tram service could have opened up Cammeray, Northbridge, Castlecrag, Castle Cove and Middle Cove many years earlier.

SUSPENSION BRIDGE (now Cammeray Bridge)

The story of the picturesque Cammeray Bridge with its Tudor towers and arches, a bridge still known to many as the Suspension Bridge, goes back to 1886. (See 'Willoughby and Gordon Tramway'.)

Construction of the bridge began in 1889 and took two years nine

months to complete at a cost of £42,000 (reported figures vary). The original design was done by Mr D. Ross, architect of Dunedin, N.Z; the civil engineer was James Edmund F. Coyle who had as consulting engineer, Professor William Henry Warren of the University of Sydney. The contractor was Alexander Johnston. It was a steel suspension bridge with stone arches and towers at each end, suitable for light vehicular traffic and pedestrians.

Iron and steel were imported from Scotland and the cable from England. The timber decking was local iron bark, seasoned for two years, while the sandstone came from the Company's quarry on the northern side of Castle Cove (east end) and was brought down Middle Harbour by steamer and punt. No staging or scaffolding was used in the project.

The cables were swung on 21 September 1891, an occasion marked by a ceremony at the bridge attended by directors of the North Sydney Investment and Tramway Company Limited (the builder), contractors and various civic officials. According to a *Sydney Morning Herald* report the next day, "a party of city gentlemen was conveyed in drags from Milson's Point to the bridge where, after inspecting the massive buttresses, they were entertained at luncheon". The chairman described the bridge as being of the stiffened suspension type. Cables were composed of forty-two 2½ inch ropes of plough-steel wire which had an ultimate strength of 10,000 tons. They passed through openings in the main towers on each side of the central span, through the abutments and into the anchorage chambers cut in the solid rock 100 feet below the surface and were there secured to cast-steel cylinders. The main towers were of Tudor design, 115 feet high, each consisting of two buttressed shafts linked by two arches with embattled towers, parapets and turrets. The abutments and wingwalls were also of Tudor design.

Dimensions of the bridge were given as: 180 feet above water; length over abutments 860 feet, and between anchorages 1,030 feet; width inside parapets 28 feet; two end spans 150 feet each.

The Suspension Bridge was opened to traffic in January 1892. At the time it was considered one of Sydney's engineering wonders and soon became a tourist attraction, featured on postcards. It was hailed as the most handsome suspension bridge in the world, "one of the most imposing sights in New South Wales, the second largest suspension bridge of the kind in the world". Hundreds of people visited the bridge at weekends, taking a walk through the bush, picking wildflowers and enjoying the excellent views.

The land boom of the 1880s was quickly followed by the depression of the 1890s. Land sales slumped drastically, speculators lost heavily and many became bankrupt. In 1893 the North Sydney Investment and Tramway Company went into liquidation. Management of the bridge passed to the Association of North Sydney Debenture Holders Limited.

In a search for income, a toll of threepence return for adults and one penny for children was instituted. This raised some £600 per year. Not everyone paid. Stories are told by local residents who, as boys, would swing themselves across the girders under the bridge rather than pay the penny charge. One elderly resident recalled how her young brothers would cause a commotion at the rear of the tollkeeper's cottage, at the south end of the bridge, in order to attract his attention while other children raced across the bridge.

In 1909 the tramway was extended from Falcon Street to the Cammeray end of the bridge as land on that side was selling, although slowly. In 1911 Sir Allen Taylor, a prominent Sydney landowner, formed a new syndicate, the New North Sydney Investment and Tramway Company Limited, to take over the bridge and the land on the north side. In May 1912 a deputation to the Minister for Works from the landowners and the two Councils involved offered the bridge to the government, conditional upon the government repairing it and extending the tramline to the north side, with no toll charged. The formal transfer took place at the Suspension Bridge on 16 November 1912 at a ceremony attended by the Premier, James S. T. McGowen. Controversy over the circumstances of the transfer led to questions in Parliament with charges of corruption levelled at the Minister. However a Royal Commission, set up to inquire into the allegations, later exonerated him.

By 1913, 120 blocks of land had been sold in Northbridge so the government at last agreed to extend the tramway. At the same time the bridge decking was renewed and strengthened to carry a heavier tramway loading than that originally provided for. The cost was £3,626.

The first extension of the tramway on the north side, up Strathallen Avenue as far as Marana Road, was opened on 7 February 1914. The second extension, along Sailors Bay Road, terminated near the present Northbridge Primary School. It was opened on 21 March 1914. (See also 'Transport'.) In November 1915 electric lighting was installed in the two archways of the bridge. These were switched on by the conductor of the first tram passing at dusk and were turned off by the conductor of the first tram at daylight.

Between 1925 and 1928 the White Transit Co. ran a private bus service from Chatswood to Milsons Point over the Suspension Bridge, partly competing with the government-owned tram service from Northbridge. As space and regulations prevented the bus and tram from crossing the bridge together, there was competition between the drivers to reach the bridge first. Strathallen Avenue frequently became a race-track. One such race almost ended in disaster when tram and bus, arriving together at the foot of the hill, collided. Fortunately no one was hurt. Later the government, attributing tram losses to the bus

competition, revoked the licences of the bus company.

In 1935 the Department of Main Roads assumed control of the Suspension Bridge. The next year a detailed examination of the structure revealed considerable corrosion in some of the steelwork and cables. As repair was impracticable, a decision was made to replace the bridge with a completely 'modern' type. Local residents, unwilling to lose their picturesque Suspension Bridge, asked the Department, through the Northbridge Progress Association, to retain the distinctive stone towers in the new design.

In March 1937 a contract for the construction was awarded to Hornibrook Bros & Clark Pty Ltd of Brisbane, with ninety weeks to complete the project. Cost was estimated at £75,000. Sand, blue metal and stone for the construction came from within 100 miles of the site. When completed, the new bridge was a reinforced concrete arch type with an unusually large arch span of 344 feet, with a rise of 83 feet to the crown of the arch. The carriageway was 30 feet, wider than the previous one, with two footpaths, both five feet wide.

On 27 May 1936 the old bridge was closed to all except pedestrian traffic. A bus service replaced the tram service, travelling via Willoughby Road and Crows Nest, but the Northbridge Progress Association pressed for a shuttle tram service as residents preferred to walk across the bridge. The government cancelled the bus and took two K-type tramcars to the north side of the bridge. Two days later, following an inspection of the bridge cables, the tramcars were replaced by buses. When construction began in July 1937 the bridge was closed completely and the shuttle bus service was replaced by the earlier one travelling via Willoughby Road and Crows Nest.

The new bridge, no longer a suspension bridge, was named Cammeray Bridge and opened on 9 September 1939. World War II had just begun and the Premier, Alexander Mair, was in Canberra but he performed the opening ceremony by radio, amplified on the bridge. Edward Lloyd Sanders, M.L.A. for Willoughby, cut the ribbon and unveiled a brass commemorative plaque at the centre of the bridge.

The tram service to the bridge which had ceased in September 1939 was restored in July 1941 as a result of petrol rationing and the need to conserve fuel. The trams ran only to Vale Street, Cammeray and after the war were replaced by buses. The last tram from Wynyard to Cammeray Bridge ran on 11 January 1948. Since 1958, when all North Shore tram services ceased, government buses have been the only public transport crossing the bridge.

Early in 1982 the mercury vapour lights on the bridge were replaced with high pressure lamps to give a softer, warmer illumination.

EARLY DAYS AND ACTIVITIES AT THE EASTERN END OF CASTLECRAG PENINSULA

Little is known of white man's habitation of the eastern tip of Castlecrag peninsula — the area fronting Middle Harbour, the southern shores of Sugarloaf Bay and the northern shores of Sailors Bay. Much can be imagined because of the tranquillity, isolation and beautiful surrounds of this area where opportunities to fish, gather oysters, ramble, explore, paint and even camp in caves or humpies were plentiful. Some locals believe that gamblers frequented the area near Sugarloaf Bay and had their 'cockatoos' positioned at vantage spots along the ridge.

The annual reports of the Sydney Harbour Trust (later the Maritime Services Board), subdivision maps, auctioneers' advertisements and newspaper reports indicate that, early in this century, there were

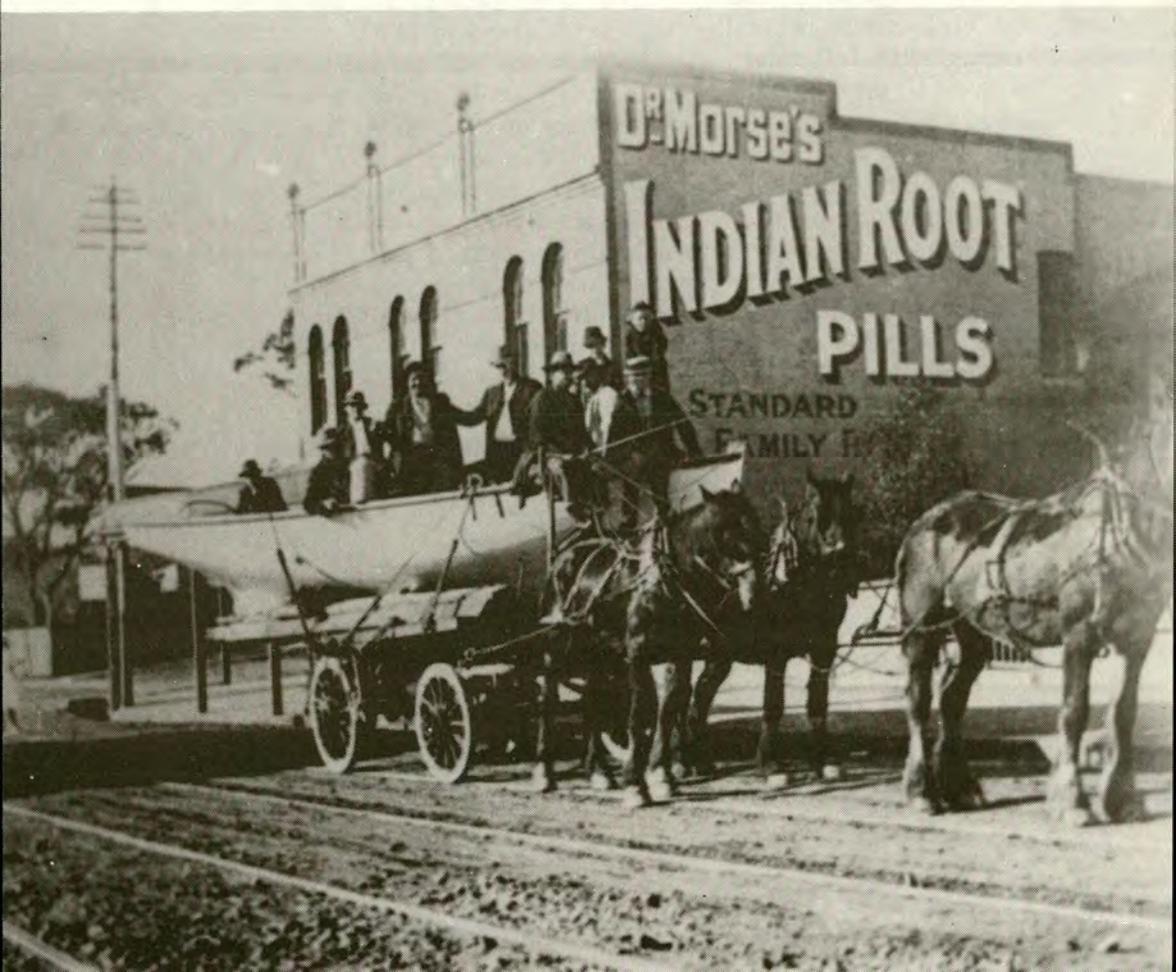
- many authorised and unauthorised sheds/boathouses on the foreshores, especially in Sugarloaf Bay
- some of these sheds formed the headquarters of Willoughby Yacht Club
- the sheds were on sufferance only and could be removed at any time
- fishermen's humpies existed along present The Tor Walk
- as late as 1916 the Mayor of Willoughby (Robert Todd Forsyth) said "all the surrounding shores are clad in native trees and the only homes . . . are primitive weekend dwellings in most inaccessible spots"
- boat-building was an early activity.

The Castlecrag Boatshed, off Sailors Bay Park, was leased to R. W. (Bob) Carr in 1907 and became a popular meeting place for families interested in hiring boats for picnics and outings or in mooring or sheltering their own craft.

A very small and unique community has existed along the waterfront on the northern escarpment of the peninsula since before World War I. It comprises a few families in two weatherboard Federation-style houses, an ex-fisherman's cottage with boatshed and a hand-hewn stone cottage, to none of which is there road access. Access is by water or down the cliff face from Edinburgh Road. Being on the northern escarpment it is on land which Burley Griffin's company did not own. According to Council's Rate Books, the houses date from 1911-14.



*Above: F. A. Horsley's Boat Shed, Sugarloaf Bay.
Below: Boat built by F. A. Horsley
(photos by courtesy of Mrs Horsley)*

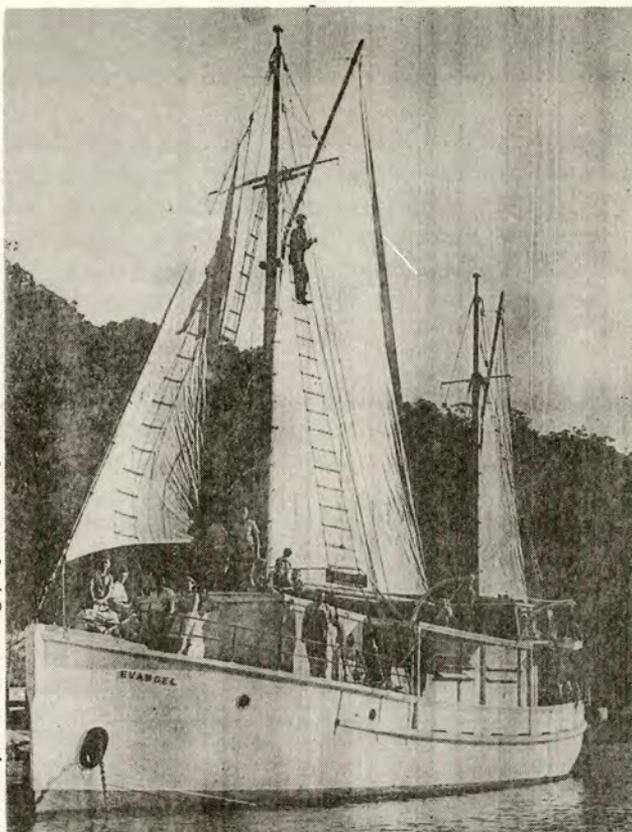


Despite the everyday hardships and the isolation, the inhabitants enjoy living there and are performing a service to the Municipality as a whole, acting as dedicated environmentalists and a 'neighbourhood watch' group for vandals, fire-bugs, etc. Their surrounds are both beautiful and environmentally interesting but the area is vulnerable and needs constant vigilance. A better site in the locality for school and community groups to study landforms and natural science would be difficult to find. The houses are picturesque and add interest to the landscape especially when viewed from Harold Reid Reserve, on the tip of Middle Cove. It is claimed they are examples of early prefabricated construction, with parts transported by water, probably from The Spit. They stand on the Yachtville Estate which was owned by William Thomas Muston (qq.v.) and subdivided in 1904. The inhabitants of this waterfront community have suffered for several years the anxieties of threatened eviction and the possible demolition of their beloved dwellings. Two of the cottages were transferred to Willoughby Council by Cumberland County Council in 1961 and 1963. They stand on land zoned as open space and have been the subject of several Council debates and public comment.

Two Willoughby residents bought lots from the Yachtville Estate and feature in the early history of this area — Joseph Knight Smith (q.v.) who built public swimming baths on his land in 1905 (see article) and Francis Alfred Horsley who bought one lot in 1904 but did not improve it until 1914 when he either built or had a weatherboard cottage, a boatshed and a stone cottage erected on it. It is understood that Horsley's name is inscribed on the stone house, but no date. Horsley built and hired boats and may have engaged in this activity as early as 1907, since the records of the Sydney Harbour Trust indicate that he had an 'accepted' boatshed on reclaimed land in Sugarloaf Bay in 1907. The boat-building shed has now been demolished but very good photos of it have survived; unfortunately, details of the types of craft that were built have not. It is known from Rita Kaye of the Castlecrag Progress Association that a sailing ship was built in the shed in 1946 (not then owned by Horsley) for the South Sea Evangelical Mission which had had two previous ships built in Australia, in 1907 and 1915, both for work around the Solomon Islands. The following details were compiled by Rita and published in *The Crag*: newsletter of the Castlecrag Progress Association:

In 1946, when a new vessel was needed, a crew of 10 Solomon Islanders from various mission stations, came to Australia to stand by whilst the ship was fitted out and to sail it home. A new hull was bought in Balmain and taken to North Sydney to do the work, but when this venue proved unsatisfactory, Mr. Sinclair who now owned and lived in the cottage and had previous contact with mission work, offered the boatshed as a workshop and accommodation for the crew. From October 1946 to June 1947, the Solomon

Photo from 'The Crag', by courtesy of Castlecrag Progress Association



The 'Evangel'

Islanders lived and worked on our Bay and became a common sight as they walked up and down Edinburgh Rd to the shops, sometimes with flowers in their ears. Often at night their voices could be heard over the water, as they sang their traditional songs or hymns. They seemed to have enjoyed living in Castlecrag and building their ship.

We recently had contact with Mrs. Sinclair and her daughters and were given photos of the ship and an article printed by the Mission in 1947. This included information on the crew; they had become Christians, had had some formal education and a number of them had taught in mission schools.

To save money a lot of the work was done by the crew with help from friends and skilled tradesmen at the weekends. The ship was finally dedicated on Saturday, 3rd May, 1947 at Palmers Pleasure Grounds, just along from Willis' Castle, with a crowd of about 600 packed in and around the large shelter shed that was burnt out some years ago.

From the mid-1920s, more families settled permanently in areas near the end of Edinburgh Road. Children walked daily to Willoughby Public School along the unsealed, rocky and bush-lined Edinburgh Road and the breadwinner to the tram stop at the junction of Willoughby and Mowbray Roads.

SUBDIVISION OF CASTLECRAG ESTATES

(For biographical details of grantees see 'Pioneer Landowners')

YACHTVILLE: subdivided 1904. This Estate comprised grants made to Edward Milner Stephen, Portion 63, and to George Richard Brown, Portion 64, extending from Edinburgh Road (north side) to Sugarloaf Bay. Later, the grant made to James Aggar Hunter, Portion 62, was added to form the Yachtville Extension Estate.

These estates were owned by William Thomas Muston (q.v.) and auctioned in October 1904 by Batt, Rodd & Purves Ltd. The vendor arranged transport to the site for prospective clients by steamer from Fort Macquarie or by coaches leaving at intervals from the Railway Hotel, Chatswood and the Willoughby Hotel, Penshurst Street. Tickets were available from the auctioneers. The plan shows fourteen boat-houses on the foreshores which "are on sufferance only and can be removed at any time". The auctioneers also state "right here the Willoughby Yacht Club have their headquarters".

TORQUAY: subdivided prior to 1911. This Estate comprised the grants made to James Yates, Portion 60, and Robert Phenna, Portion 61, extending from Edinburgh Road (south side) to the foreshores of Middle Harbour, northerly to Sugarloaf Point and for a short distance along the foreshores to the entrance of Sugarloaf Bay; later, two grants made to James William Bligh, Portions 57 and 58, extending from Edinburgh Road (south side) to Sailors Bay were acquired and offered for sale as the Sailors Bay Subdivision of Torquay Estate in 1920. Continuity with the Torquay Estate was broken by William Sprigg's grant, Portion 59.

Owned by Richard Hayes Harnett, Sen. (q.v.) and auctioned in December 1911 by Hardie & Gorman, some lots having been sold previously. The plan shows The Tor Walk by name. Harnett, Sen. died in 1902 and his estate took many years to finalise.

KEY OF TORQUAY ESTATE: subdivided 1915. The lots were along the northern and north-easterly waterfronts of Robert Phenna's grant at the entrance to Sugarloaf Bay, with three larger blocks behind the northern waterfront lots. The Estate adjoined the Torquay and the Yachtville Estates. For some reason this area of land was not offered for sale when the Torquay Estate was auctioned in 1911. The Key of Torquay Estate was sold privately by Walter Hardie & Co., Sydney in conjunction with R. T. Forsyth, Willoughby. The advertisement stated that the Estate could be reached from The Spit ("trams run at frequent intervals from Cremorne, Mosman and North Sydney"); by road from Willoughby tram, along Mowbray Road into Edinburgh Road ("which is practicable to vehicular traffic and runs direct to the Estate and down to the water's edge"); from The Spit ("an easy run by private motor or rowing boat").

Owned by Richard Hayes Harnett, Sen. and sold after his death (1902) presumably as part of his personal estate, which took many years to finalise.

SAILORS BAY SUBDIVISION OF TORQUAY ESTATE: subdivided 1920. This subdivision comprised two grants made to James William Bligh, Portions 57 and 58, later acquired by Richard Hayes Harnett, Sen. (q.v.) and sold after his death as part of the Torquay Estate. It adjoined, later, the Haven Estate owned by Walter Burley Griffin or his company — Greater Sydney Development Association Limited.

CASTLECRAG: subdivided 1921. This is the Estate which Burley Griffin's company, the Greater Sydney Development Association Limited, purchased from the Association of North Sydney Debenture Holders Limited and from which the suburb of Castlecrag takes its name. It comprised grants made to James William Bligh, Portions 49-51, to Alfred Bradford, Portions 52-3, and to John Stapleton, Portion 54, in all over 92 acres on the south side of Edinburgh Road, extending to Sailors Bay.

SUNNYSIDE: subdivided 1924. Part of this Estate was leased by the syndicate that owned it, through Cramer Bros, Estate Agents & Property Managers of Crows Nest, to Farmer & Company Ltd for their 2FC Radio Broadcasting Station (q.v.) and became known as 'WIRELESS' Estate. Three Wireless subdivisions were made on grants made to James William Bligh, Portions 65-71 (part), extending from Edinburgh Road (north side) to South Arm (now Crag Cove) of Sugarloaf Bay and along Sugarloaf Creek.

The land had been purchased in 1900 by Thomas and Robert Forsyth and later acquired by the North Shore and Middle Harbour Land Company Limited. John (later Sir John) Cramer (q.v.) was Chairman and member of the syndicate that owned the Sunnyside Estate.

HAVEN: subdivided late 1930s to early '40s. It comprised two grants made to James William Bligh, Portions 55-6 on Edinburgh Road (south side), which James Alexander Brown and later the North Shore and Middle Harbour Land Company Limited had acquired. Burley Griffin, personally, or his company — the Greater Sydney Development Association Limited — acquired all the land except three acres of Portion 55. This Estate adjoined the Castlecrag Estate on the west side and the Sailors Bay Subdivision of Torquay Estate on the east.

The Estate was probably formed c.1926 but was not developed until the late 1930s to early '40s.

WARNER'S ESTATE No. 2: subdivided c.1944. Warner's Estate No. 1 is in the suburb of Willoughby. Estate No. 2 lies on a grant made to Josiah Mason Illidge, Portion 580, extending from Edinburgh Road (south side) to Sailors Bay Creek. Richard Hayes Harnett, Sen. (q.v.) was the owner before J. R. (Reg) Warner purchased it and established

his 'Waratah' dairy (q.v.) on part of it. Up to 1938 dairy sheds were recorded as being on the site.

BLACKLOCK: subdivided 1950. It comprised the grant made to William Gardiner Sprigg, Portion 59, on Edinburgh Road (south side), extending to Sailors Bay. David Blacklock acquired the land in December 1939; it was subdivided after his death by his wife, Mrs Lillian Blacklock.

* * *

William Thomas Muston (1842-1926): William Thomas Muston was born at Williamstown, Victoria in 1842 and came to New South Wales in 1875, at the mature age of thirty-three. In his early days in Sydney, Muston took a leading part in the formation of the Sydney Colliery Company Limited which carried out boring operations for the location of coal seams in the metropolitan area. A seam was located at Cremorne and others at North Harbour, Botany Bay and La Perouse. He estimated there were one million acres of coal seams dipping towards the Pacific Ocean from Sydney.

Muston became a large landowner in the Municipality of Willoughby (then North Willoughby) in the 1880s and took a keen and active interest in civic affairs, becoming an alderman in 1888 and Mayor in 1890. He served the infant Municipality wisely and energetically up to 1890, after which he played a less prominent role due to a serious accident which occurred near the end of his term as Mayor. As Mayor, he succeeded in getting the name of the Municipality altered from Municipality of North Willoughby to Municipality of Willoughby. William Thomas Muston died on 9 August 1926 at The Royal North Shore Hospital, in his 84th year. He was buried in the Anglican Church Cemetery, Rookwood. Muston was survived by two sons and two daughters and a large number of grandchildren; his wife, Rachael predeceased him in 1901.

The Yachtville Estate in Castlecrag was one of the several estates Muston owned and the first land to be subdivided on the peninsula. In 1904 a few local identities purchased lots, including Francis Alfred Horsley and Joseph Knight Smith (q.v.). Two blocks were bought by James John Stanford who built the first brick house on the peninsula and became a longstanding resident of Castlecrag. Muston also owned the Royal Park Estate, comprising some 273 lots in present-day Chatswood, which he bought for £100 in 1883 and sold for £27,750 within five years. He had stables and cattle on this estate. In addition, his wife owned over twenty acres which formed part of this Estate, a new house which stood in nine acres of land (presumably 'Penshurst' after which Penshurst Street is named), and five acres of pleasure grounds. William also owned the Havilah Estate, Chatswood, part of which is now Beauchamp Park, and the Aussie Estate in Penshurst Street near where he lived.

The Muston's home 'Penshurst' stood in spacious grounds in the hollow of Penshurst Street, north of Victoria Avenue (now Muston Park). The iron entrance gates at Willoughby Park were originally the entrance gates to 'Penshurst' which was a show place, with beautiful flower gardens, trees and ferns and much visited on open days by the general public from far and wide. Sometime later, after his wife's death, he built three two-storey shops on land which he owned in Willoughby Road near French's Road, one of which he occupied as a house and used for business as an estate and loan agent.

William Thomas Muston was a successful entrepreneur, capable, alert, with sound foresight. As a representative on Council, he was energetic, had management ability and progressive ideas for the further development of the Municipality.

Richard Hayes Harnett, Sen. (1819-1902): Richard Hayes Harnett, Sen., his eldest son, Richard Hayes Harnett, Jun. and friend Alexander (later Sir Alexander) Stuart, a former Premier of New South Wales, were prominent land speculators in Castlecrag and many other areas. Harnett, Sen. acquired all the land on the Castlecrag peninsula which his son and friend had held as tenants in common but did not subdivide it before his death in 1902. This land was offered for sale between 1911-1920 as three separate estates, Torquay Estate, Key of Torquay Estate and Sailors Bay Subdivision of Torquay Estate (qq.v.).

Richard Hayes Harnett, Sen. was born in 1819 in the County of Cork, Ireland and migrated to Australia in 1840 on the sailing ship *China*. He arrived in Victoria in 1842 but finding that State in the grip of a depression, he left for Sydney within a week. He visited Maitland and there heard of a vacancy on a station in Wellington, N.S.W. Legend has it that he walked to the job and got it. He spent some years in pastoral pursuits, his first investment being in cattle. He built up a fine herd of beef cattle which he sold to a Scotchman who kept him waiting some sixteen years for payment.

Harnett returned to Sydney in 1847 and entered the established firm of Rowland and Co., general merchants. Before long he commenced his own prosperous business in Hunter Street, Sydney as a commercial broker. In 1847, at the age of 28 years, he married Margaret Sheehy at Woolloomooloo. His first child, Richard Hayes, was born in 1850. Ten children were born of the marriage between 1850 and 1865. Harnett lived on the North Shore near St Thomas Church from 1847 to 1860 and then at Gore Hill where he leased part of William Gore's Estate from Gore's son-in-law until 1871. From 1872 to 1888 he lived at Mosman.

In 1869, at 50 years of age and a widower, he married Charlotte Mackenzie, generally called Chattie by her husband, at Hotspur, Victoria. Eventually, the family circle was increased by a further six Harnetts. Chattie's name is linked with the naming of Chatswood where

Harnett owned a lot of the land including the Chatswood Estate — a subdivision of Isaac Nichols' grant known as 'Kings Plains', which legend says was a favourite picnic and horse-riding venue of Chattie's — hence 'Chattie's Wood' and 'Chatswood'. The post office was called Chatswood Post Office and the suburb took its name from that.

Richard Hayes Harnett retired from business in about 1888 and returned to Chatswood to live. He died at his residence 'Comeen' (now No. 43, home units) in Orchard Road on 15 November 1902, at the age of 82. He was buried at St Thomas' Cemetery after a private service for family and close friends.

Harnett, Sen. was an astute, industrious man with considerable personal charm, but a quiet man who shunned publicity. He was a strong believer in self-help. He took great pride in being a resident of "the beautiful, developing North Shore" and he loved to visit his several estates and expose the district to visitors at much expense to himself. This enthusiasm and generous, warm hospitality earned him the endearing nickname, 'Showman of the North Shore'. His chief interest was in real estate speculation. He is said to have been the greatest of the pioneer real estate magnates and to have been the first to introduce the practice of subdivision and auction sales on the North Shore.

He was a keen yachtsman and designed and built the *Australian* reputed to be the pioneer of modern racing yachts. He was a foundation member and the inaugural Commodore of the Prince Alfred Yacht Club, 1867-69 (from 1911, the Royal Prince Alfred Yacht Club); he was also a foundation member of the Royal Sydney Yacht Squadron, formed in 1862.

The names of Richard Hayes Harnett, Senior and Junior are revered in Mosman where they expended much energy, enterprise and money to develop the district. The son became first Mayor of Mosman. At one stage the father owned about 600 acres of land in the district. He built roads, owned a large quarry from which stone was hewn for roads and many buildings, constructed wharves and inaugurated the first ferry service from Mosman to the city. Harnett, Sen. ran two lines of 'bianconi' horse-drawn omnibuses, one to Middle Head and the other to Chatswood and Pymble when these areas were mainly bush. He thus played a very important and influential role in the development of transport amenities on the lower North Shore.

In the early 1870s Harnett, Sen. entered into partnership with an equally canny speculator, Alexander (later Sir Alexander) Stuart who helped him financially and in other ways. In addition, two legacies which he received from a relative in Ireland helped him to acquire more land. He bought large tracts of land in Castlecrag (see 'Subdivision of Castlecrag Estates') and also at Chatswood, Willoughby, Gore Hill, Lane Cove, Longueville, Mosman, North Sydney and Pymble. It is

recorded that 3,000 homes were built on his various estates in 15 years.

He cared little for public life, nevertheless, he was the first Auditor of Willoughby Municipal Council and its Mayor in 1870.

The Cramer Brothers: The brothers Charles Irving and John Oscar (later Sir John) Cramer were born third generation Australians. From humble beginnings in a family that depended on the land for its livelihood and which lost practically everything in the bank crash and severe droughts of the 1890s, both men became successful businessmen in Sydney and highly respected and influential citizens. Their success was due to hard work, long hours, progressive ideas and sound judgment.

Both brothers were born at Quirindi, N.S.W., sons of J. N. Cramer of Gaspard near Quirindi, and educated at State Public Schools. Charles (now deceased) was born in May 1894 and John in February 1896 (still active, very articulate and interested in local and overseas affairs).

As young men, barely adults, the brothers came to Sydney — John with four pounds in his pocket and a second-class return rail ticket to Quirindi. The world of real estate was their goal but they realised they needed experience in salesmanship and training in accountancy. They worked initially for Paramount Pictures (Aust.) Pty Ltd and went to night school to study accountancy. After some four to five years, they decided to branch out on their own and establish the real estate firm of Cramer Bros at Crows Nest, believing population and business interests on the North Shore would progressively expand. They made a humble start at the corner of Willoughby Road and Clarke Street in 1920. Charles became Manager and John, senior partner. In the early 1920s, Cramer Bros originated a low deposit scheme for home ownership and a Home-Building Syndicate, both of which facilitated home ownership and proved very popular. For business transport they graduated from saddle to sulky to automobile, having by 1928 some twelve limousines deluxe in constant use for their vast clientele at three branches — the city, Bondi and Crows Nest. The Bondi branch was comparatively short-lived. They had also assumed trusteeship for Higgins Buildings Limited. The firmly established and growing success of the two brothers was concrete evidence of triumph over difficulties by two partners with good business acumen who worked and planned soundly and cautiously.

Charles Irving Cramer died on his birthday, 12 May 1981, aged 85 years. Outside business, his interests appear to have been appreciation of music and a love of certain sports, especially swimming, ice-skating, shooting and motoring.

Much more is known of Sir John who took a more active part in civic life and became more widely known. John was first elected to North Sydney Council in 1931 and was Mayor of North Sydney 1939-41. He became a director of Sydney County Council when it was

formed in 1935 and represented the northern suburbs until his resignation in 1956 when he became a Federal Minister. He was Chairman of the S.C.C. 1946-50 and while in office went abroad and raised an American loan to construct the Pymont Power Station, with great future savings to the users of electricity. He entered Federal Parliament in 1949 as first Member for Bennelong and held that seat continuously for 25 years until his resignation in 1974. He was Minister for the Army 1956-63.

John Cramer played a prominent part in the formation of the Liberal Party in Australia. Dissatisfied with organisational trends in the United Australia Party, of which he was a member, he moved a resolution in September 1943 to dissolve the U.A.P. in New South Wales for the purpose of forming a new Federal party. The resolution was carried and the Liberal Party was formed of which he was one of the provisional executive members. Outside politics and business, Sir John has occupied many public positions, including that of first President of the Advisory Board of the Mater Misericordiae Hospital, Crows Nest and executive member of the Local Government Association of N.S.W. In North Sydney, Sir John regards the ultimate construction of the Anzac Memorial Hall in Anzac Avenue, near the corner of Miller and Ernest Streets, at no expense to the ratepayers, as his outstanding local achievement.

John Cramer received a knighthood in 1964. He has always been a man of action, pluck and determination and of sound and realistic thinking. He admires ability and skills in others and encourages their development.

In 1921 John Cramer married Mary Terese Earls who has predeceased him. There were two sons and two daughters of the marriage; both sons (one now deceased) pursued medical careers. Mary Cramer became Dame Mary on receiving the D.B.E. in 1971, in recognition of her active public life and the charitable work which she had done for more than forty years.

Both Charles and John were members of a syndicate that owned the Sunnyside Estate (popularly called Wireless Estate) in Castlecrag; John was the syndicate's Chairman. Five streets in Castlecrag were named by their syndicate.

THE MUNICIPALITY'S FIRST PUBLIC BATHS IN MIDDLE HARBOUR, Sugarloaf Bay, Castlecrag, 1905

This saga commenced in 1887, or earlier, when Willoughby Council decided to investigate the feasibility of having public swimming baths in each Ward. In August 1887, Council requested its Improvement Committee to report on the advisability of securing suitable situations

for salt water baths in each Ward, but later passed this project to its Works Committee for report. In January 1888, it was proposed that "a site for a sea bath in East Ward be the Reserve on Sailors Bay (Sailors Bay Park) and application be made to owners of land next to same to dedicate land required for a road to same from Mowbray Road East" (now Edinburgh Road). In November 1900, Ald. R. H. Gordon moved that the Works Committee report on the practicability and probable cost of enclosing a portion of the Middle Harbour, abutting on the Sailors Bay Reserve (sharkproof fence only) for the use of bathers. Later that month, Council resolved that the Lands Department be asked to grant the necessary permission and that an officer report on the work with a view to the Department bearing cost of same, in view of its known desire to establish public baths.

Council's Minutes outlined above, together with those that relate to Rockley Street, Castlecrag, constructed to give access to Sailors Bay Park from Edinburgh Road, clearly designate the proposed location for the baths to be in Sailors Bay, off Sailors Bay Reserve. However, Council did not ever build public baths at that location. The first public baths in Middle Harbour were built in Sugarloaf Bay, in 1905, by the owner of the land, Joseph Knight Smith (q.v.), the then proprietor of Hotel Willoughby, a very civic-minded citizen and later a representative on Council for Middle Harbour Ward. A local resident affirms that Knight Smith built steps down to the Baths from Edinburgh Road (north side), near the Reserve and west of the bus terminus, and that one of the steps has Knight Smith's name and the date 1905 on it. The following account of the official opening is reproduced from the *Weekly Despatch*:

OPENING THE BATHS

At the invitation of Mr. J. Knight Smith, a large party of gentlemen assembled at the Hotel Willoughby last Saturday afternoon, and were driven to Sugar Loaf Bay, Middle Harbour, where Mr. Smith has built a fine swimming bath, which was officially opened at 4 p.m. by Alderman J. N. Mason, Mayor of Willoughby. The party included the Hon. C. G. Wade, M.L.A., Attorney-General and member for the district, Alderman T. E. Creswell, M.L.A. for St. Leonards, Alderman Petrie, Robey, Aubin, Forsyth and Campbell, Dr. Clarence Read, Dr. Goldsmith, Dr. Olver, Messrs. T. B. Gaden, Ash, Muston, Taylor, Dunn, Garnett, Williams, Bayley, Mashman, Duff, Bastian, Spanswick, Reidy, Hall, Burchett, Hainsworth, and many others.

The unformed part of Mowbray Road East provided all and sundry with the bumps and jolting necessary to induce the aldermen to wish the road were formed, and possibly had some effect upon the speeches subsequently delivered by the Mayor and aldermen.

Arrived at the baths all were soon seated, and champagne and oysters were liberally served, after which the Mayor, in a few well chosen words, declared

the baths open. Alderman Mason said he could find nothing but praise for a citizen such as Mr. Knight Smith had proved himself to be, full of resource and enterprise which were deserving of every recognition from the Council and the people.

He understood that Mr. Smith wanted the road giving access to the baths made, somewhat more than the bush track it is today, and after the bumping they had got in their journey over it, he had no doubt that there was every room for improvement.

Of course, he could not make any promises, but he could assure Mr. Smith and the people generally that when a resident amongst them shows such public spirit as to build baths such as these, and open up to the people one of the prettiest places within the Borough, it was the duty of the Council to give every consideration to the question of how far they can help to induce the people to utilize these beauty spots, and the baths also, as there was a reserve at the Point which should be made accessible to the public, but he thought the Government should take a hand in making the road that far. He would like to remind them that there was a hard and fast rule in the Council which kept the revenue and expenditure in each ward separate, but he felt that this was a case affecting the whole Borough. The Mayor concluded by proposing the health of Mr. Knight Smith and 'Success to his enterprise', and the toast was drunk with enthusiasm and musical honors.

In responding, Mr. Smith said he could assure them he was not seeking after profit in this venture, but he had always been a bit of a sport, and had felt the want of baths in the district, so, having this piece of land lying idle, he had indulged in what may be fairly called a gamble, and he had sunk a good round sum in the construction of the baths, and there was still more to be done to complete them in detail. But from the prices charged — sixpence to be driven there and back, and swim included — it would be obvious that his desire was not to make a huge profit out of it, but to be a good citizen, and to do what he could for the benefit of his fellow man. He was pleased to have such a representative gathering, and also to hear that the Council would consider the making of the road, which would not be a costly work as the material was all there, and the baths, which are the only ones in the electorate, would be available to all the people along the line.

Alderman Petrie proposed the toast of the Ministry, coupling the names of Mr. Wade, who, in reply, said he admired Mr. Smith's enterprise and grit, and if there were more men like him the country would advance more rapidly. He was pleased to know from Alderman Petrie's remarks that a good understanding existed amongst the electors in regard to him as their member, and he could assure them the Government had stuck to their guns, and their success had been achieved by it. People might say he had made mistakes, but they would in the end admit that he had done his best for the district and his country.

He could assure the Council that under the new Local Government Bill they would have so much money to collect that they would not know how to

spend it, and the Bill would become law before very long now. He was quite satisfied that the Council would give Mr. Smith every help, as it was, of course, a matter for them entirely, as such enterprise was deserving of it. It would open up a part with scenery in every way equal to that at National Park, and anything to make the place more attractive was worthy of encouragement.

Dr. Clarence Read offered his congratulations to Mr. Smith, and said the establishment of baths in the Borough was an excellent thing from the health point of view. Moreover, it was a desirable thing that all children should be taught to swim, and with these baths constructed, it only wanted the road made to give the opportunity for such instruction. Swimming was a healthy exercise which developed all the muscles, and the cleanliness engendered had a good moral effect also, the principle of a clean and healthy body ensuring a clean mind.

Alderman Robey proposed the toast of Parliament, to which Mr. Creswell responded. Mr. G. W. Ash proposed "the Mayor and Aldermen", to which Aldermen Mason, Campbell, Forsyth, and Aubin responded.

Mr. Taylor proposed "The Press", and reminded the people that gatherings such as these were of little use if the utterances of the various speakers were unrecorded. He also pointed out that the Government could not altogether stand aloof from expending a little money in giving the people a road to these parts, as there was a Government Reserve at the Point, but it was no use without a road to reach it. Moreover, he remembered that the Government had actually built baths for certain places, so why should they not assist with these. He hoped Mr. Wade would be able to show practical sympathy in that direction.

Mr. Gaden proposed the health of Mr. Muston, one of the pioneers of the district, who acknowledged the toast, and went back to ancient history of the Borough in his reply.

A group photo of the party was then taken, and the return journey was negotiated, everyone pleased, and the beauties of the spot thoroughly admired — and by some, too, who have lived here for years, but have never before visited the spot.

Joseph Knight Smith (1868-19..): Willoughby alderman Joseph Knight Smith had an adventurous career as a miner and soldier before settling down as licensee of the Hotel Willoughby in 1901.

Born in Windsor, N.S.W. in 1868, he went first to Bathurst then to Sydney where he developed into a popular athlete, widely known in all sports. At the age of nineteen his taste for adventure took him to the Northern Queensland goldfields, then for three years he worked as station hand and artesian bore sinker. In 1892 he went to the goldfields of Western Australia to try his luck, became interested in several properties and, like many others missing the boom, sold out.

Wanting a change, he went to the Klondyke in 1897. After various experiences and many hardships, he opened up the first claim at Bear

Creek but without success. His leadership qualities were shown at a meeting of four to five thousand miners where he was elected chairman of the newly formed Miners' Association whose aim was the revision of mining legislation. For his work in advising the Resident Commissioner on these reforms, he was made honorary magistrate for the entire Yukon area. In 1899 he went to England. There he formed the Y.G.M. Company, returning to the Klondyke as its consulting engineer. An exciting journey of 600 miles from Lake Bennett to Dawson City with five dogs in snow and blizzards and temperatures as low as 70 degrees below zero, was the subject of many later tales.

Shortly afterwards Knight Smith returned to England and, as his spirit of adventure was still strong, volunteered for service in the Boer War, enlisting in the Prince of Wales Light Horse unit as a trooper and later becoming a lieutenant. He served through the war with this cavalry corps, receiving many testimonials for his bravery. When the unit was disbanded, Knight Smith returned to Australia.

In 1901 he bought the licence of the Hotel Willoughby in Peshurst Street from James Smith and remained there as its efficient and popular 'Mine Host' until 1928. He was very proud of the hotel, ensuring that all maintenance was promptly carried out and that his guests should always be satisfied with the standard of service offered. During his period of ownership, there was no shortage of permanent guests and the beer trade increased dramatically. This was also partly due to the development of Willoughby itself which shared in the fourfold population increase of the northern suburbs between 1901 and 1921. In 1926 Knight Smith could afford to be generous in his support for a new hotel to be built as close as Willoughby Road, near Frenchs Road. He knew he would soon recoup any initial loss of trade.

A shrewd, enterprising businessman, Knight Smith was also interested in property. Between 1911 and 1920 he bought a piece of land in Peshurst Street between Laurel Street and Oakville Road, a house in Sydney Street near Peshurst Street, four acres of land in Peshurst Street, three pairs of semi-detached cottages between Armstrong Street and Artarmon Road and six adjoining blocks in McMahon Street, near his hotel.

In 1920 he paid Tooth & Co. £900 for Willoughby Assembly Hall, a rundown building next to the Hotel Willoughby, and built shops along the front facade and made provision for a billiard room and sports rendezvous. He also built shops on other properties, some of which still carry his name. In Victoria Avenue, Chatswood opposite Macquarie Street are the Victoria Buildings, with the inscription 'J. Knight Smith A.D. 1924' above; next to the Assembly Hall is a building inscribed 'Knightsmith's Buildings 1920' which has four ornate urn-shaped ornaments on the parapet. One of the Peshurst Street properties on which he built shops in 1922 is now incorporated into the

Willoughby Arcade, while another piece of land near Willoughby and Mowbray Roads formed part of the site on which the Royal Theatre was later built.

Joseph Knight Smith was keenly interested in the development of Willoughby, taking part in any activity affecting the progress of the district. In 1905 he built public swimming baths (q.v.) at Sugarloaf Point, at his own expense on land which he owned. In June 1906 he attended a meeting at the Assembly Hall to select a park site for Middle Harbour (present Willoughby Park). In 1911 he became an alderman of Willoughby Council, representing Middle Harbour Ward, and remained on the Council until 1918. During this period he served on many deputations, including one in May 1912 to the Minister for Works urging the extension of the tramway across Suspension Bridge to Middle Harbour. In January 1919 he went with a council deputation to the Deputy Postmaster-General to press for the establishment of an official post office in Willoughby.

For a few years from 1922 Joseph Knight Smith was owner-occupier of a two-storey brick house on the corner of Peshurst and Forsyth Streets called 'Kurrajong' which was later acquired by Dr Alexander Lang.

He was also the first president of the Willoughby Cricket Association. He attended its inaugural meeting in 1928 and offered any necessary financial support. He would cap, he said, whatever donations others made to the new Association. He made a gift to the community, estimated at around £3,000, when in 1926 he offered to Willoughby Council, for use as a public park, the four acres of land in Peshurst Street for the same price he had paid in 1913 plus costs. This is now Muston Park.

Ultimately, family considerations and demands made by his many business interests around New South Wales caused his withdrawal from public life in Willoughby. A public-spirited man, generous with his time and money, he was described at the time of his retirement in the *Suburban Herald* as "one of the best citizens that this Municipality has ever had. His name should live on forever in Willoughby".

THE MUNICIPALITY'S FIRST PUBLIC WHARF IN MIDDLE HARBOUR at Torquay Point, near Sugarloaf Point, 1916

The following information has been extracted, but not verbatim, from two newspaper cuttings in the Willoughby Municipal Library. One is dated 30 November 1916, but the name of the newspaper has not been recorded; the other carries neither date nor source:

This Saturday will be another red-letter day in the Municipality of Willoughby because, in the afternoon, the official opening of Willoughby's

first and only wharf will be held. The new wharf is situated at the foot of Edinburgh Road. It is hoped that a motor launch service will run from here to connect with The Spit. The local Council has contributed half the cost of the wharf.

The other newspaper cutting has the heading "New Middle Harbour Wharf. Opening Ceremony":

A pleasant little outing attended the formal opening of the wharf which is on a projecting headland of the Torquay Estate. It is within about 40 minutes walk of the Willoughby tram line. The Mayor, Ald. R. T. Forsyth, in getting the wharf, considers it will, in the near future, be a means of opening up a line of traffic by ferry boat to The Spit. All the surrounding shores are clad in native trees and the only homes, except Mr. Willis' ostentatious home, are primitive week-end dwellings in most inaccessible spots.

About 100 guests were invited. They embarked at Fort Macquarie in a fine yacht-like launch and after an hour's excursion the company landed at Torquay, where a small but substantial wharf had been erected.

In declaring the wharf open, the Mayor admitted it was a small beginning of what in the future would be an important place of call for ferry and other steamers and a regular steamboat service between Torquay and The Spit. The Municipality had 10½ miles of water frontage but this was its only wharf in Middle Harbour.

The vendors of the Torquay Estate had made a proposal to pay half the cost of the structure and he had speedily accepted the offer.

This wharf remained in existence but in a deteriorating state until at least the mid-1950s. Mr Hugh Douglas Robb, Council's Engineer, stated on 14 January 1954, in correspondence to Middle Harbour Ward Committee, "Investigation following receipt of a complaint, discloses that the timber wharf at Torquay Point has deteriorated to an extent as to be dangerous . . . The condition of the existing structure is beyond repair and to avoid the possibility of accident to users, it is recommended that it be demolished . . . The extent of use of the wharf is not known, but on account of the limited depth of water at the site it is unlikely that it would be used extensively . . . Should it be decided that a wharf at the site is necessary an entirely new structure would be required, and it would be desirable that it be located further into the Harbour than at present to allow boats of medium draught to draw alongside at low tide . . . It is recommended that the Maritime Services Board be advised of the position, and that Council desires to remove the structure and not replace it, and under the circumstances requests that the lease be cancelled".

It has been recorded by the late Doug Chandler that a launch ran twice weekly from this wharf to The Spit where passengers could board a tram to Spit Junction to shop and collect mail.

The Willis family had a private wharf off Willis Drive, Castle Cove, and there was another off the unmade section of Cammeray Road,

Castle Cove where H. C. Press Picnic Grounds and Dance Hall were. (See Booklet 'Castle Cove and Middle Cove'.)

The question of a new wharf site in Middle Harbour has been raised recently.

J. R. WARNER'S 'WARATAH' DAIRY, Edinburgh Road, Willoughby

J. R. (Reg) Warner established his 'Waratah' dairy in Edinburgh Road in 1914 on land which had been originally granted to J. M. Illidge and J. H. Palmer (qq.v.) in 1856. Richard Hayes Harnett, Sen. (q.v.) subsequently acquired both grants, an area of 23 acres stretching south to Sailors Bay Creek. Until Eastern Valley Way was opened in 1939, the dairy blocked vehicular access to Eric Street, Northbridge thence to Sailors Bay Road. Pedestrians who braved walking through the dairy sometimes omitted to close the gates securely; cattle were often seen in the bush at Castlecrag and along Kameruka Road, Northbridge. A former resident of Northbridge recalls driving some cattle back into their paddock and being given a jar of cream for her efforts by the milkman next day. Straying cattle was often an agenda item at meetings of both the Castlecrag and the Northbridge Progress Associations in the 1920s.

Mr & Mrs Warner lived in a brick cottage fronting Edinburgh Road, immediately west of Eastern Valley Way, adjoining the cattle run which extended to the boundary of Joseph Murphy's property. Timber milking sheds and another brick cottage were immediately east of Eastern Valley Way, now part of the site of The Quadrangle Shopping centre. The Warners moved to a cottage further south in Eastern Valley Way, Northbridge in the late 1930s and built a brick garage, store, etc. on adjoining land; these form the present Sea Scouts hall. The timber milking sheds on Edinburgh Road were demolished between 1941 and 1944. Five cottages had been built on the cattle run, fronting Edinburgh Road, by 1941.

The dairy was well known in Castlecrag and Willoughby. It was the subject of a brief article in the *Suburban Herald* in 1928 which stated that J. R. Warner had started business with an output of twenty-eight gallons per day but in 1928 was delivering more than two hundred gallons per day, using five carts morning and afternoon and some twelve permanent employees. Only a small proportion of his cows were kept at Willoughby, the greater proportion of his well-selected herd of 150 prime milkers being kept on his 150 acre farm at Minto where rich agistment was available. Doctors who attended Tresillian North Mothercraft Home in Second Avenue, Willoughby would testify to the purity of the milk. "Service, hygiene and pure raw dairy milk" was his motto.

Reg Warner donated over seventy gallons of milk to the Municipality

of Willoughby Maximum War Effort Committee, 1941 for its Monster War Effort Carnival, organised by the Middle Harbour Ward Progress Association. The Warners were related to other well-known Warners in the Municipality and also to the Hannafords. John Reginald Warner died in 1971 and Elsie Warner, his wife, in December 1973. The land had previously been subdivided into Warner's Estate Nos 1 and 2. Apart from the memories, we have Warners Avenue, Willoughby and Warner Park, Northbridge to remember them by.

REFERENCE NOTES

SUSPENSION BRIDGE: Incorrect statements have been published in reference to the name of the company that built the original Suspension Bridge over Long Bay gully and, as that company went into liquidation soon after completion of the Bridge in January 1892, confusion extended to the name of the company that gave the Bridge to the Government in 1912.

The records of these companies no longer exist at the Corporate Affairs Commission, Sydney. Research at Land Titles Office reveals that the companies involved in the building of the Bridge and its transfer to the Government were:

The North Sydney Investment and Tramway Company Limited

The Association of North Sydney Debenture Holders Limited (which managed affairs and issued toll tickets from c.1893-1912).

The New North Sydney Investment and Tramway Company Limited from 1912-c.1924.

THE NORTH SHORE AND MIDDLE HARBOUR

LAND COMPANY LIMITED: This is the Company's correct name according to official notices concerning the winding up of the affairs of the Company, as published in newspapers.

SECTION 2

PERIOD 1920 TO END OF 1937

The Walter Burley Griffin Era

WALTER BURLEY GRIFFIN IN CASTLECrag

WALTER BURLEY GRIFFIN (1876-1937)

Walter Burley Griffin, architect, landscape architect and designer of Canberra was born near Chicago, Illinois. He graduated as B.Sc. in Architecture in 1899 and was admitted as an associate of the American Institute of Architects. He worked in Chicago at Steinway Hall and in Oak Park with Frank Lloyd Wright, designing houses in what became known as the Prairie School style. On 29 June 1911 he married Marion Lucy Mahony (1871-1961), an architect who had worked with Wright until 1909.

With Marion's assistance Griffin won the international competition for the design of the new Federal Capital of Australia, Canberra, in 1912. Subsequently his winning design was set aside as "too extravagant and incapable of realization" and the Federal Government invited him to visit Australia to consult with a reviewing board of departmental officers. In October 1913 he was given a three-year, part-time appointment as Federal Capital Director of Design and Construction to supervise the building of a modified version of his plan. Disputes with officials and politicians continued as governments changed; his appointment was renewed for a further three years in 1916 but a parliamentary attack on officers responsible for the project led to a Royal Commission (1916-1917). The Commission found in favour of Griffin. His contract as Federal Director was renewed at intervals up to 1920 when his role was taken over by the Federal Capital Advisory Committee on which he refused to serve. Although his layout plan was adopted as a statutory document in 1925, Griffin had nothing more to do with the development of Canberra.

While he was part-time Federal Capital Director of Design and Construction (1913-1920) he was active in private practice. His letter-head at that time read: 'Architect and Landscape Architect — Sydney — Melbourne — Chicago'. He produced plans for the new towns of Griffith and Leeton, N.S.W. His first successful architectural commission in Australia was a reconstruction of the Cafe Australia, Melbourne (1916); the furniture and decoration were designed by Marion Griffin. He patented 'Knitlock' (q.v.), a precast concrete building block, in 1917.

Our interest is in his time in Sydney from 1924 to 1935. In 1920 Griffin formed the Greater Sydney Development Association Limited to build residential estates, on steeply sloping bushland overlooking Middle Harbour, at Castle Cove, Middle Cove and Castlecrag. His Castlecrag houses are distinct from his other work. Six larger houses were built to Griffin's design in Sydney, outside the Castlecrag area: at Pymble (two), Killara, Avalon, Vacluse and Dundas.

Griffin and his partner, Eric Milton Nicholls (1901-1965) formed the Reverberatory Incinerator and Engineering Co. in 1929 and built twelve municipal incinerators, seven in Sydney and others in Melbourne and Adelaide. The Willoughby Municipal Incinerator in Small Street, Willoughby was in use from 1934 to 1972. The garbage destructor section ceased operation in 1965 and by 1973 the building had fallen into disrepair; it had been vandalised and had suffered extensive weather damage. Private interests negotiated a 25 years lease and commenced work on the restoration of the building. Forty-six years after its official opening as a garbage destructor/sewage dump the building opened for business as the Incinerator Restaurant on 6 September 1980. The building is listed in the Register of the National Trust of Australia (N.S.W.).

From 1924 Walter and Marion Griffin lived at 8 The Parapet, Castlecrag. They left Sydney for India in October 1935 and Walter Griffin died there of a ruptured gall bladder on 11 February 1937. Marion Griffin died in America in 1961.

GREATER SYDNEY DEVELOPMENT ASSOCIATION LIMITED

The Greater Sydney Development Association Limited, formed by Walter Burley Griffin with the backing of a group of Melbourne and Sydney businessmen, was registered as a limited company at the office of the Registrar of Joint Stock Companies in Sydney on 26 November 1920. Burley Griffin was Managing Director from 1921 until his death in 1937. The Association remained a registered company until 15 December 1980 but ceased trading about 1968. From 1958 Hooker-Rex Pty Limited held the controlling interest and lodged the necessary returns to the Commissioner for Corporate Affairs, Sydney. The first General Meeting and the first Annual General Meeting were held in 1921.

Initially, the Company's registered office was at 14 Martin Place, Sydney but several subsequent changes of location occurred. After Burley Griffin moved from Melbourne to Castlecrag in 1924, he opened a Sales Office on the south side of Edinburgh Road, Castlecrag, between today's Eastern Valley Way and The Postern; later, the office was within Griffin's own home, at No. 8 The Parapet.

The company was formed to:

- a. acquire lands and buildings in New South Wales or elsewhere "and in particular to acquire about six hundred and forty-nine and one-half acres of land at Mowbray Point the Sugarloaf and Little Sugarloaf promontories Middle Harbor Sydney" (i.e. on the Middle Harbour peninsulas of Castlecrag, Middle Cove and Castle Cove);
- b. "develop . . . any land acquired . . . and in particular by laying out and preparing the same for building purposes".

The Association planned to commence development in Castlecrag first, then to open up Middle Cove (which it called Covecrag) whilst the Castlecrag development was still in its infancy and to defer opening up the third and most northern peninsula, Castlecove (note, written as one word), until "the rapid expansion which must follow the Harbour Bridge connection of North Shore with Sydney". The planning of Middle Cove and Castle Cove was to complement that for Castlecrag, particularly in the provision of sporting, shopping and cultural amenities.

It commenced with a capital of £30,000 divided into thirty shares of one thousand pounds each which could be subdivided from time to time into shares of smaller denominations. The Company was empowered to increase its capital by the issue of new shares. The first eight shareholders were six businessmen in Victoria and two in New South Wales. The first share was purchased by King O'Malley (q.v.), for whom Griffin subsequently built a house in Castlecrag; the other Victorians were a grazier who took two shares, an engineer, a solicitor, an architect and an artist. Two Sydney architects took one share each. Later, other politicians (mainly Federal) became shareholders. In April 1923, capital was increased to £45,000 divided into ninety shares of five hundred pounds each. On 16 November 1953, the total capital of £45,000 was converted to forty-five thousand shares of one pound each.

On 9 January 1979, the directors of the Association lodged through Hooker-Rex Estates of Pitt Street, Sydney a Declaration of Solvency indicating that the company would be able to pay its debts within eleven months from the commencement of the winding up. On 12 June 1979 the Commissioner for Corporate Affairs was notified of the special resolution passed at an Extraordinary General Meeting of the Greater Sydney Development Association Limited authorising "that the Company be wound up voluntarily". The final meeting of creditors was convened on 15 December 1980.

Burley Griffin had held three of the original thirty shares and, as Managing Director, each of these carried ten votes, sufficient to give him a controlling interest. These privileges, together with a strictly enforced building covenant (q.v.) enabled him to have complete control

over the planning and development of the Castlecrag and Haven Estates and to ensure that things would be done according to his wishes. After his death, his wife asked Eric Nicholls, Griffin's partner, to carry on the architectural practice. Eric did so until he commenced his own practice in the early 1940s. Developmental and building controls were loosely administered from then on.

WALTER BURLEY GRIFFIN'S VISION OF CASTLECRAG

Griffin had been very impressed by Australian native flora when he first arrived and his delight in eucalypts remained with him for the rest of his life. In 1913 he wrote:

Landscape architecture which is concerned with the relation of man's works to their natural setting, is a term yet unused here. There are practising in Australia only a very few landscape gardeners, professionally trained abroad, but whose opportunities are confined to the narrow scope of domestic plantations. The landscape gardener with appreciation for and equipped with the technique of Australian flora is the greatest desideratum for a legitimate art that can be distinctive of Australia and Australia alone.

He expressed his philosophical belief thus:

We need a common basis running through all our buildings — the architect is taught too much. The basis of our study, I think, is nature itself — beauty is where nature is allowed to work itself out.

In 1921 he designed Castlecrag to prove that "architecture and landscape should be designed together and inhabitants grouped by communal interests". Griffin expressed his concept thus:

People spend a lifetime trying to get a large piece of land, put a house on it and plant it like a park. Few can afford to reach their goal. What I want to do is to give everyone a chance to attain such a dream. I want Castlecrag to be built so that each individual can feel that the whole of the landscape is his. No fences, no boundaries, no red roofs to spoil the Australian landscape; these are some of the features that will distinguish Castlecrag.

and

The Australians probably spend more time and endure more discomfort in trying to enjoy nature than any other people in the world today, but holiday outings and weekend humpies comprise the least satisfactory and most extravagant way of gaining necessary respite from the monotony of home and business life in a metropolis. Civilised man has never had a greater opportunity to find his home in the midst of a natural paradise than that offered to him right in the Australian city.

The streets were laid to give each house a magnificent view. They follow the names of the parts of a mediaeval castle — The Bastion, The Crag, The Bulwark, The Outpost, The Citadel. "The feudal castle

appears on a rocky turret — a building growing out of the soil on which it is built.” This was Griffin’s vision of Castlecrag.

The early building was done in the native stone to match the huge boulders characteristic of Sydney’s landscape; native trees and shrubs were left where they grew. To supplement the native flora he planted over 1,000 gum trees at Castlecrag. About one-fifth of the whole area was devoted to public reserves. He set up a system of covenants “to prevent obtrusive or obstructive building and enclosures”, levies for continuing maintenance of reserves and to provide for new plantings, and procedures for protecting the natural flora.

Griffin’s designs and layouts were the antithesis of those of the usual suburban house. Some of the houses were designed as nuclei to be added to when more money became available; each nucleus was a complete element itself as well as part of a whole pattern. The houses had built-in wardrobes, a built-in servery between kitchen and dining area, electric clothes washers, double metal sinks and dish-drying racks, clothes chutes, ash chutes, cool-air stores and other amenities.

The floor constructions, the foundations, the variation in ceiling heights, the flat roofs (some of which leaked), the siting of the service entrance and the kitchen on the street side of the house, did not impress Willoughby Council. The people attracted to the estate were popularly seen as non-conformists of the ‘Bohemian’ persuasion and banks and financiers refused to lend money to them, especially when they indicated their desire to build according to Griffin’s unconventional design which did not meet the basic requirements of the lending bodies. This frightened most builders away so that Griffin built several of the houses himself. After his death the enforcement of the building covenant was supervised for a few years by his partner, Eric Nicholls, then relaxed.

In 1976 the National Trust of Australia approved a ‘recorded’ listing for Griffin’s estates. In 1981 this was changed to a ‘classified’ listing within the following definition:

Those places which are components of the natural or the cultural environment of Australia, that have aesthetic, historical or social significance or other special value for future generations, as well as for the present community.

However, the Trust does not approve of what has happened to the estates in recent times. In its report accompanying the listing it notes:

Too many of the series of internal reserves and paths have been absorbed into adjoining properties, or allowed to become overgrown with bush, or used for dumping trash. The more recent homes have been unsympathetic and in the process of grabbing a view, have disowned their sites and Griffin’s intentions.

WALTER BURLEY GRIFFIN'S CASTLECRAG HOUSES

In the beginning of the suburb all the houses in Castlecrag were designed by Griffin himself or their designs had to be approved by him. Of the twenty-one for which he drew up plans, fifteen were built and thirteen survive.

Low, square masses of stone or concrete block, the houses merge naturally into the terraced bluffs of the promontory. The stone found upon the site was easily worked and ten houses were constructed in this material. Griffin had designed and patented a cheap, machine-made concrete block of standardised construction which blended into the natural surroundings. There were two types of his 'Knitlock' block — the 'vertebral' locked together to form the framework and the 'tesseral' made up the walls. At Castlecrag the surfaces of the blocks were treated with sand from the crushed native rock of the area while the concrete was setting.

Floors were laid over a foundation which consisted of sand, cement and bitumen spread over the whole floor area. Joists were laid upon this at 18 inch centres, and the spaces between were filled in with the foundation mixture. The use of this technique meant that the floors were warm in winter and cool in summer. In a few cases, where Griffin had not supervised the laying of the floors and wooden debris had been carelessly thrown on to the ground before the mixture was distributed, white ants attacked the floors.

Many of the Griffin Castlecrag houses were small. He had reacted to the depressed economic circumstances of the times and designed some of the houses as nuclei to be added to when more money became available to their owners. However, the rooms were not necessarily small; he sometimes divided the bed and dining rooms from the living room by full-length folding doors, or he varied the height of the ceilings to give the central living area the impression of greater space. He used outdoor living areas or roof gardens to extend the size of the house at little cost. He employed many space-saving devices, one of the most interesting of which was the built-in bath which was entered from the end rather than the side. Each house had its service entrance from the street, and faced a park or view on the inner side of the allotment. Some houses had their kitchens facing the street. Others were arranged about an interior courtyard.

Certain features of the Burley Griffin houses marked them as different from the typical suburban houses of the period whose unimaginative and mechanical pattern he detested. He disliked the highly pitched, red terra cotta Marseilles tiled roofs which "monopolized suburban scenery, blocking the view of the hills". Pitched roofs were acceptable in his model suburb if they did not interfere with bush or

water views. His stone houses had flat concrete or galvanized iron roofs; his 'Knitlock' walled houses had the same or roofs at slopes lower than 10° with 13 inch square tiles made of white concrete to reflect heat. On the concrete flat roofs, gardens could be planted for the aesthetic benefit of neighbours.

The inside walls of the houses were finished in rough plaster, coloured in sunny tints of yellows and buffs. He favoured natural colour or white ceilings for reflection of light. The windows came in all sizes from narrow casements to wide unbroken sheets of glass giving stunning views of the harbour and bushland. He also made use of coloured 'cathedral' glass in internal division between concrete columns or above fireplaces, which were a feature of his houses.

Griffin put trellises around the houses to encourage the growing of vines. Native shrubs and trees were left in their natural state in the gardens and on nearby reserves.

Dates published of Burley Griffin houses in Castlecrag vary, depending on the source consulted — date of prepared plans, date of approved plans or date of erection and entry in the Rate Books. The latter source reveals that some seven were erected in 1923, the others between 1926-34.

THE BUILDING COVENANT

Within Castlecrag, Walter Burley Griffin's covenant applied only to the Castlecrag and Haven Estates. The provisos, as listed on 'Castlecrag Estate, D.P. 11138', were:

- Buildings to be stone, concrete, brick or as approved by vendor.
- No shops except on Lots 1-6.
- Only one main building except on Lot 6.
- No building to be commenced until plans approved by vendor.
- Roof to be concrete, slate or tiles or such other material as approved by vendor.
- Building to be 15 ft back from alignment of street except with the approval of vendor.
- Fences subject to vendor's approval.
- No advertising, hoardings etc. on allotments.
- Purchaser of each lot adjoining or abutting a reserve to pay 10/- on 1st March each year towards upkeep.
- No quarry without vendor's consent.
- No stone to be removed before purchase price finalized.

Since 'the vendor', Greater Sydney Development Association Limited, really meant Walter Burley Griffin, the covenant was laxly administered after his death and is now generally ignored.

Early residents did try to keep Griffin's concepts alive. Rangers protected native flora and fauna and a Covenant Protection Association

was formed. However they had no legal standing and the system soon lapsed. Today the residents depend on their Progress Association (q.v.) and the aldermen who represent Middle Harbour Ward to prevent unsympathetic development.

THE REVOLUTIONARY BUILDING BLOCKS OF WALTER BURLEY GRIFFIN (By Michael Stoker)

Roof tiles and other ingenious building blocks of Griffin's design were made at a factory site on the Castlecrag Estate close to the junction of The Rampart and The Barbette. Some short time after my arrival W. B., by which familiar initials he was known, initiated me into the manufacturing processes entailed in the production of these unconventional and revolutionary building units. Chief of these was known as the 'Knitlock' tile. It was ingenious in design and efficient in use, needing no skilled labour to manufacture or erect.

The Knitlock tile was of two designs, the flat and the quadrant. The flat was 12 inches square and approximately 1½ inches thick. Half tiles, 12 inches by 6 inches of the same design, were a constructional necessity to enable the pattern of overlapping joints to be maintained during the building process.

The simple process of manufacture started with a moist mix of sand and cement. The mix was tamped into wooden moulds set in a machine base. Crimped galvanised wires were inserted in the mix which was then solidly pounded and compressed by hand-operated machinery exerting heavy leverage pressure on the mould. A foot-operated pedal raised the mould out of the machine bed. The tile was then sprinkled with a dry dressing of sand and yellow-brown ochre to simulate a sandstone finish and stacked for slow drying.

The distinctive design feature of Knitlock was the T shape tongue-and-groove form at the back of the tile. This enabled them to be locked together with a bituminous seal in a sequence of overlapping joints both horizontally and vertically proof against the penetration of wind and rain.

Quadrant tiles, forming a four-sided concave fluted column, were designed to decorate and strengthen the walls at given intervals and had, no doubt, other constructional uses.

The design of the tiles made provision through cavity channels for the installation of wiring and water pipes.

Although the overall thickness of a Knitlock wall was slightly less than three inches none of the several houses built on Castlecrag have, to my knowledge, been subject to defective decay other than the normal and expected depreciation of age. All of them are in sound condition and occupied.

Today the Knitlock houses along with the others of Griffin's design stand as manifest tribute to his vast environmental concept of domestic architecture and a monument to his unflinching capacity to conceive and create distinctive design.

WALTER BURLEY GRIFFIN REMEMBERED

- *A short, fair, round-faced, eager figure — in a faded blue business shirt minus collar and baggy old trousers, ambling down the road with a trowel in one hand and a plant in the other. (Frank Duncan in Castlecrag.)*
- *A quiet fellow, except when he got on his soap-box and talked about his houses, or the environment, or trees. At a party he was fond of dancing and talking. (Frank Duncan in Fine Houses of Sydney.)*
- *Griffin had a love affair with the Australian bush. Four times a year, at the beginning of each season, he would organise bush walks in which suitable native seeds were scattered and the walkers searched for and tended indigenous flowers. (Eva Buhrich in Castlecrag.)*
- *Marion kept a police whistle and had a code to summon him home for meals, telephone calls, etc. Not that it worked. If Walter was deep in conversation with a resident and two shrill blasts of the whistle pierced the Castlecrag air, the Duncans remembered, he would merely remark, 'Visitors? I'm not expecting anyone' and continue with his conversation. (Eva Buhrich in Castlecrag.)*
- *Although it was impossible to budge Griffin once he'd done the drawings, it was possible if you made your plea right at the first cup of Kwic-bru (a sort of coffee made from roasted maize) to get consideration. (Bernard Hesling in Castlecrag.)*
- *While they were living there [the Creswick house] Frank Duncan had to report a roof leak. Griffin came while the bucket was still in place collecting the drips from the ceiling. He said, 'Oh, that's an old leak', and promptly lost interest in it. The leak was eventually cured, but the story illustrates Griffin's design priorities: the execution of technical detail interested him less than a structural concept on a spatial theme. (Frank Duncan in Fine Houses of Sydney.)*

SOME JUDGMENTS

- *The greatest eccentric of them all [the early Castlecrag residents], Walter Burley Griffin, created Canberra then Castlecrag. The geometric capital of wide roads and footpaths was followed by our dead ends and winding cart-tracks as Walter wildly reacted. (John Gunn in Castlecrag.)*
- *Walter Burley Griffin, more than any other architect of his generation, caught the imagination of sensitive laymen. Fifty years after he built his Castlecrag houses they still hold the enthusiasm of their occupants. People who had been shocked on first sight grew to love his odd little buildings, faults and all.*

Each house developed its own personality which sooner or later won round the most apathetic occupant. It is exciting architecture, devised by a modest, gentle vegetarian, helped by a vital and resolute architect-wife, who loved building with the kind of passionate intensity that only an expressive art can command. (Robin Boyd in Australia's Home.)

- *The greatest legacy that Walter Burley Griffin left to the Australian man — and woman — in the street isn't Canberra. It's his blueprint for Castlecrag . . . the design that's still affecting our concepts of lifestyle to this day. (Australian House and Garden, Sept. 1978.)*

AND MARION GRIFFIN

- *Many people thought her a crank because she wore slacks long before any other woman thought of doing so. She was proud, outgoing, dynamic, volatile. She was very nimble and quick on her feet, never walked, but darted from rock to rock with the agility of a mountain goat. (Michael Stoker in Castlecrag.)*
- *She used to turn cartwheels in the garden when in her fifties. Lean, tall and brown, she was said to be part Red Indian. (Frank Duncan in Castlecrag.)*
- *People said that Marion was of American Indian origin because she was so brown. Actually her skin was very white, but she had dark hair and sun-tanned quickly. After I had lived in the United States and Mexico I realised there was nothing of the Indian in her.*

Certainly Marion could have been called a 'square' bohemian. She was completely unconventional yet strict. There were no arguments or shouting in her house, no lies, no unkindnesses, no pessimism . . . she was as volatile as Waltie was reserved. She looked after him as well as she knew how . . . I never knew them to be ill or to see a doctor. In fact sickness was almost like a disgrace. (Louise Lightfoot recalling her life with the Griffins.)

- *It was Marion's practical approach which brought Walter's dreams to fruition and made them possible. She was a determined landsalesman as well as a fine architectural draughtswoman. (Eva Buhrich in Castlecrag.)*
- *She was very bossy; she was the one who kept his nose to the grindstone. (Frank Duncan in Fine Houses of Sydney.)*

WALTER BURLEY GRIFFIN MEMORIALS IN CASTLECRAG

Trees along Edinburgh Road: Walter Burley Griffin died unexpectedly in Lucknow, India, on 11 February 1937. When the Castlecrag Progress Association held its monthly meeting on 17 February 1937 the Chairman, Dr H. H. Willis, Mr Keegan from Middle Harbour Progress Association, Mr W. Trinick and others spoke in very appreciative terms of Mr Griffin's life and work in Castlecrag. Later in the meeting, the matter of a memorial to Mr Griffin was discussed. Various

suggestions were put forward but finally it was unanimously resolved "that a committee be appointed to institute the planting of trees along Edinburgh Road as a memorial to the late Mr Griffin". This was done.

Walter Burley Griffin Memorial Fountain: The following information was compiled by Mrs Addie Saltis for the May/June 1983 issue of *The Crag*: newsletter of the Castlecrag Progress Association and is reproduced almost verbatim:

Situated on the island at the junction of Sortie Port and Edinburgh Rd, the Walter Burley Griffin Memorial Fountain was Castlecrag's main contribution to the Willoughby Municipality Centenary Celebrations in 1965. It was commissioned by the now defunct Castlecrag Community Centre Committee to honour the memory of Walter Burley Griffin, the architect and developer of the original Castlecrag Estate. The fountain was designed and constructed by Bim Hilder, who had worked with Griffin. The design is based on the diamond or crystalline shape favoured by Griffin, in free form nodules of copper. The fountain was unveiled on Centenary Day, 23 October 1965 by Alderman McGinty, Mayor of Willoughby. On the same day native trees and shrubs were planted at the shopping centre; several owners of Griffin houses opened their homes for inspection; and a demonstration of the design and construction of Knitlock tiles used in several of the Griffin houses, was organised in the Castlecrag Infants' School grounds.

The committee's appeal to residents for funds to construct the fountain was oversubscribed . . . Much of the surplus was later donated to the local School for a preliminary landscaping plan for its grounds.

The inscription on the fountain reads:

IN RECOGNITION OF THE LIFE AND WORK OF

WALTER BURLEY GRIFFIN

NOTABLE AMERICAN ARCHITECT AND TOWN
PLANNER WHO SETTLED IN AUSTRALIA 1914
AFTER WINNING THE FEDERAL AWARD FOR
THE DESIGN OF CANBERRA. HE PLANNED
AND DEVELOPED CASTLECRAG IN 1921 AND
RESIDED THERE WITH HIS WIFE MARION
AT NUMBER 8 THE PARAPET FROM 1924 TO
1937, THE YEAR OF HIS DEATH IN INDIA.

Unveiled by his Worship The Mayor of Willoughby
Alderman L. F. McGinty,
during the Centenary of the Municipality, October 23, 1965.

Griffin Centre: On the eastern wall of the old shopping centre, facing The Postern is inscribed 'Griffin Centre'. It commemorates the building of the first four shops, each complete with residence, built in Castlecrag. They were designed by Burley Griffin and built for, and maybe by the owner, Sydney Arkell Spargo in 1924.

WALTER BURLEY GRIFFIN'S GRAVE IN LUCKNOW, INDIA

On Saturday 28 November 1987, the *Canberra Times* published an article by Graeme Westlake on his successful 1987 visit to Lucknow to find the grave of Walter Burley Griffin, who died there on 11 February 1937 of a ruptured gall bladder. (Marion has said the rupture was caused by a fall from a ladder at Castlecrag when Walter was fighting a bush fire.)

Westlake had made a previous unsuccessful visit in 1985. In 1987 he was fortunate to enlist the assistance of the Rev. S. Masih, of the Church of North India (the Indian equivalent to the Anglican Church), who had the burial register for the Nishatganj burial ground in which the burial was recorded. Graeme was able to get a photocopy of the register entry. On visiting next morning Plot II, no. 163, he was dismayed and very perturbed to find the grave had no headstone, no marble slab or other memorial to signify recognition and, being unmarked, it was threatened with re-use.

Westlake asked Father Xavier D'Souza, president of the Lucknow Christian Burial Board, to have the grave cleared of its weeds and a brick foundation laid as a base for a stone or marble slab. Graeme hopes Canberra people will subscribe to a headstone and to making the boundary wall of the burial grounds more secure.

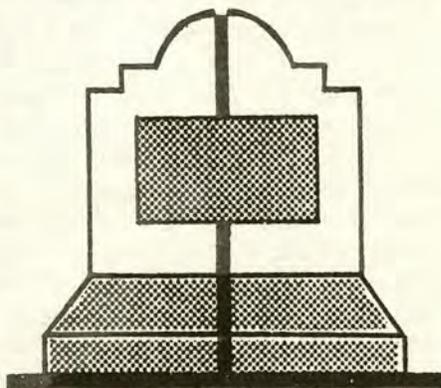
The public appeal was highly successful and, hopefully the funds will be spent in a pleasing and comforting manner to the many admirers of Walter Burley Griffin, as reported in the *Canberra Times*, Wednesday, 30 December 1987:

Copy of a sketch prepared by the Institute of Architects for a proposed slab and headstone for the grave of Walter Burley Griffin in Lucknow, India.

The inscription is to read:

*In memory of
Walter Burley Griffin
Born Chicago USA 24.11.1876
Died 11.2.1937*

*(by courtesy of Graeme Westlake,
Canberra Times)*



THE HAVEN THEATRE,
 popularly known as
 CASTLECRAG AMPHITHEATRE,
 corner of The Scarp and The Barricade

Many long-time residents of Castlecrag, Willoughby and neighbouring districts, as well as some people from much further afield, will have heard of or visited Burley Griffin's Amphitheatre in the bushland on the southern scarp of Castlecrag. It is still in use and, since December 1985, a 'Carols by Candlelight' evening has been conducted there each December.

It was planned and constructed by Burley Griffin, probably in the early 1930s, as an integral part of his community plan. His wife, Marion, who was very keen on the performing arts, is credited with choosing the site, knowing the acoustics to be excellent. Some local residents voluntarily assisted in the construction. It is situated on and was named after The Haven Estate, owned by the Griffins or Burley Griffin's company, the Greater Sydney Development Association Limited; it forms part of the Castlehaven Reserve and is labelled on some maps as the New Haven Scenic Theatre.

After Walter and Marion came to live in Castlecrag in 1924, they maintained regular contact with their small close-knit community of residents; they roamed here, there and everywhere, observing landscape forms and flora and chatting to residents, cajoling some and bullying others into taking part in joint activities. Plays were performed or read in homes before the availability of the amphitheatre and Marion was the inspiration and the practical instigator of these cultural activities. Some time later, a Neighbourhood or Community Circle functioned, meeting once a month in the Griffin home, one of its main aims being to promote social and cultural activities. The open-air theatre was its most spectacular project.

The amphitheatre consists of rough stone seats in terrace formation down the right-hand slope of a narrow gully. A wooden stage now bridges the narrow creek bed, replacing the use of wide rock ledges on the steep left-hand slope. In the early days, lighting was provided by magnesium flares and car headlights directed to the stage from cars parked on The Barricade behind the audience; today the stage can be floodlit. The natural bushland and gully setting, with trees, rocky ledges, varied ground levels, etc. provided wonderful scope for creating realistic stage effects — angels aloft in the trees, devils in sinister surroundings, voices from behind rocks or trees, echoing footsteps going through the gully, etc. Morality plays, folk dramas and classics such as *Prometheus Bound*, the *Sakuntala* and *Euripides in the Antipodes*, were performed with such merit that people came from distant suburbs to see the performances. The Sydney University Dramatic Society

(S.U.D.S.) and the Anthroposophical Society of Australia used to stage plays there. In writing of Lute Drummond, a noted Australian anthroposophist and friend of the Griffins, after whom one of the buildings at Glenaeon School, Middle Cove is named, Sylvia H. Brose, founder of Glenaeon and Chairman of its College of Teachers, highlights Lute's association with the Haven Theatre:

She gave lectures on many aspects of art, as well as music, and those who were lucky enough to be present at the Castlecrag open air performances of Greek tragedies, Christian and mediaeval plays, ideally staged in a natural Australian bush setting by Lute and Mrs Burley Griffin, retain memories which will always be treasured.

Sylvia Brose, herself, became involved in the Theatre's activities. In biographical notes on Sylvia, Rosemary Gentle writes:

. . . her sustaining inspiration was the world perception gained from Anthroposophy. One related area, into which she entered with great enthusiasm, was that of the Arts — beginning with her involvement with a group which presented plays, festivals and eurhythmy performances in the beautiful open-air amphitheatre, designed by Walter Burley Griffin at Castlecrag.

For obvious reasons use of the Theatre was withheld during World War II and at such times when it had become overgrown. The Community Circle (now defunct) carried on its activities in private homes and later at the Castlecrag Community Centre. To ensure regular vigilance and maintenance of the Theatre area, Willoughby Council appointed in late 1981, under Section 530A of the Local Government Act, a Castlehaven Reserve Committee, with strong resident representation, to manage the Reserve.

Yoga classes for ladies are now held on Sunday mornings and some youth concerts and theatre activities are planned for 1988. The amphitheatre's future appears to be much brighter. When performances are held, Council arranges for a bus service to be provided from either the Castlecrag shopping centre or the Castlecrag Infants' School.

ROADS AND STREETS IN CASTLECRAG

A register of Roads and Streets giving date of proclamation and naming together with origin of name, does not exist.

It was decided to search through Council's Rate Books and Valuation Lists, now housed in the Willoughby Municipal Library, to find the date when the road/street was first assessed i.e. when it had privately-owned property fronting on to it (vacant or built-on) as this date would, in most cases, approximate the date of formation and naming. Further, it was realised that the rate records would indicate changes in name and the Estates through which the road/street passes.

In some cases the road/street may have existed in crude form before the assessment date e.g. as a track or carriageway 15 feet wide, without any ratable property fronting it. In the early days of the Municipality, access roads were merely clearings through the bush without ballast or drainage as most contracts let by tender were to stump and clear half a chain (33 feet) wide. The clearings became overgrown if neglected and surfaces were quickly damaged in wet weather and from use by horse-drawn vehicles. This was the case with Edinburgh Road (formerly Mowbray Road East), Rockley Street and possibly The Tor Walk.

With these exceptions, in Castlecrag the assessment date approximates the date of formation and naming. Further, all roads, with the exception of Edinburgh Road and Eastern Valley Way, were named by the developers who dedicated the land. Most of the roads are on the Castlecrag and the Haven Estates and follow the natural contours, winding around slopes and skirting the rocky ledges. Many have a circular terminal way with a bushland centrepiece to serve as a turning point. They are almost invisible in the landscape and, when seen from above, they have almost merged into the foliage through which they pass. They were made only wide enough for local traffic, in the days when few residents had cars.

Apart from Edinburgh Road, The Parapet and The Postern were the first streets to be assessed in Castlecrag (1922).

CHARLES STREET – 1926-28: Passes through one of the Wireless subdivisions of the Sunnyside Estate (q.v.). Named, by the syndicate that owned and developed the Sunnyside Estate, after Charles Cramer, a member of the syndicate and one of the founders of Cramer Bros, estate agents and property managers of Crows Nest.

John (later Sir John) Cramer, brother of Charles, was managing director of the syndicate.

CHEYNE WALK – 1953: Within the Blacklock Estate (q.v.). Named by Mrs Lillian Blacklock who had fond memories of Cheyne Walk in Chelsea, London.

EASTERN VALLEY WAY – 1938: Constructed in the 1930s after much agitation for a connecting road from Northbridge to East Roseville to provide alternative access to the city and better access to Middle Harbour and Upper North Shore suburbs. Burley Griffin is credited with the idea and route. The work was primarily undertaken as an unemployment relief project during the Depression years. The Way was opened for traffic on 9 September 1939, the day the Cammeray Bridge was re-opened to traffic and the East Lindfield-Wynyard bus service commenced. With its completion, Eric Street (Northbridge), Lyle Street (Willoughby), and portion of Warrane Road (East Roseville) ceased to exist.

The section of the Way which forms the western boundary of Castlecrag, south of Edinburgh Road, was once part of J. R. (Reg) Warner's dairy (q.v.), which extended to Sailors Bay Creek where a gateway gave access to Eric Street, leading to Sailors Bay Road. The short cut from Northbridge to Castlecrag or the eastern section of Willoughby, was down Eric Street and through the dairy, provided one remained alert for roving cattle. The section on the north side of Edinburgh Road was Lyle Street (formerly the tail end of Victoria Avenue). It was named by one of the Forsyth Family, after the maternal family name of Lile, incorrectly spelt 'Lyle'. Thomas Todd Forsyth had owned the land from Sugarloaf Creek to Edinburgh Road from the 1880s to c.1920.

EDINBURGH ROAD – 1883: It is highly probable that, back in the 1830s to late 1850s, a track or carriageway had been worn along the ridge of Castlecrag peninsula from High Street to Middle Harbour waters, by fishermen, boaters, picnickers and wood-gatherers. In 1867 the first Willoughby Council (established 1866) decided to make a road and clear the land from High Street to Osborn's (Windsor Road, Willoughby). Use would have dictated Council's priorities. In 1879, Council asked the Government to survey a road from High Street to Sugarloaf Point. Subsequently, Council progressively stumped, cleared and crudely formed the road, calling on landowners to subscribe to the cost of "carrying on the forming from that already done towards Sugarloaf Point".

The section from the end of the ridge down to Sugarloaf Point could not have been cleared before 1887 because Richard Harnett's offer to allow the road to go through his property (Phenna's grant) was not made until December 1886 and the land was not dedicated until April 1887. The writer has a copy of an 1887 survey map

Plan Form N° 6 (for transfers, leases etc.)

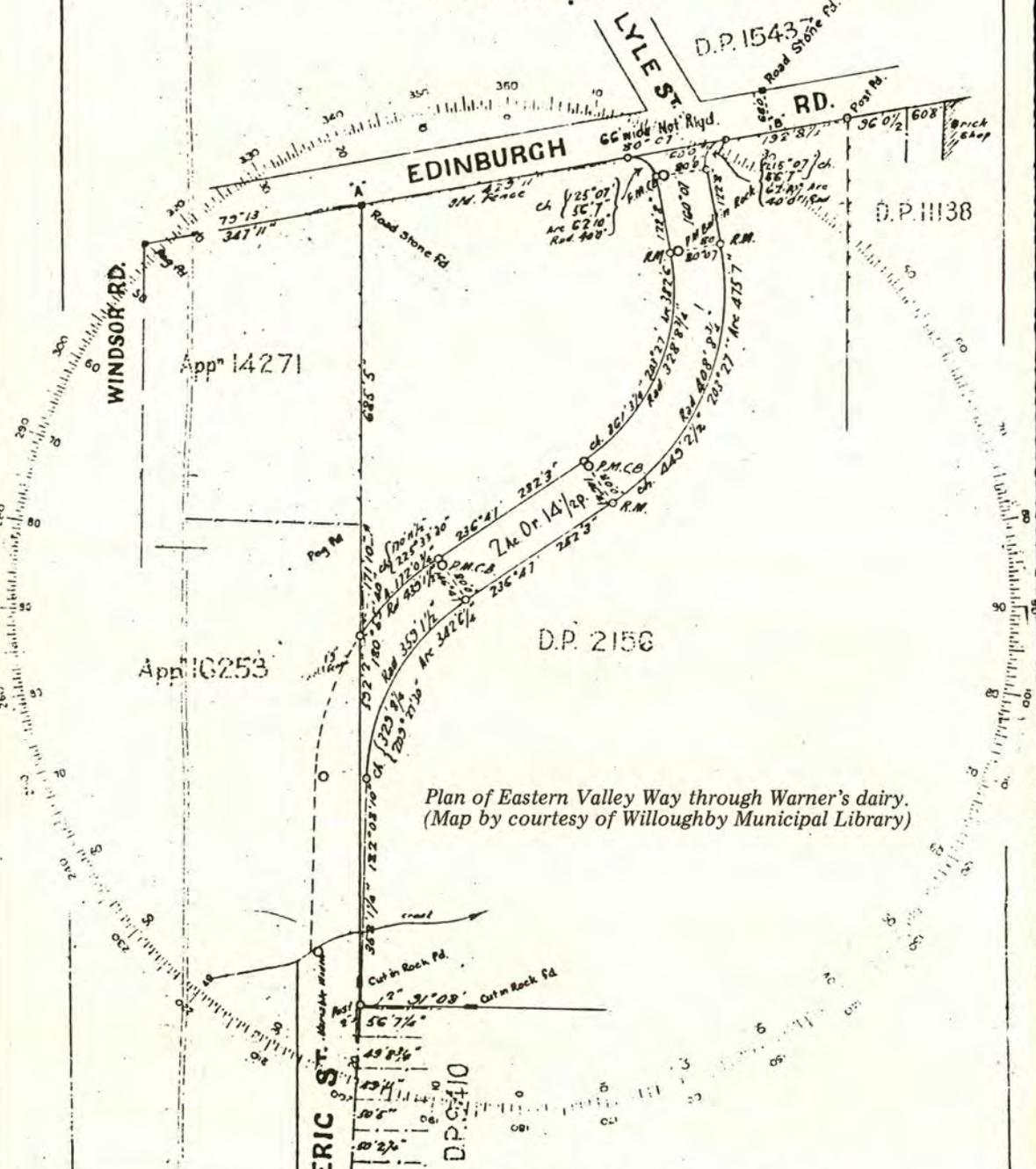
Municipality of Willoughby
Shire of

N. M.

PLAN

of Land required for Road Purposes
being part of the Land comprised in C.T. Vol. 2636 Fol. 112.
Parish of Willoughby County of Cumberland

Scale 200 feet to an Inch



Plan of Eastern Valley Way through Warner's dairy.
(Map by courtesy of Willoughby Municipal Library)

Approved and covered by Council Clerks Certificate

I, John William Campbell of Sydney Licensed Surveyor specially licensed under the Real Property Act, 1900, do hereby solemnly and sincerely declare (a) that all boundaries and measurements shown on this plan are correct, (b) that all survey marks found and relevant physical objects on

which shows the road from High Street to the Point.

From 1883 to 1906 Council called the road Mowbray Road East, and for this period Mowbray Road extended from present Pacific Highway to High Street, through a dog-leg turn into present High Street and then into Mowbray Road East. This extension of, and prominence given to Mowbray Road can be traced to a popular belief that the road led to Mowbray Point in Sailors Bay. It did not; it led to Sugarloaf Point, Middle Harbour, but some early cartographers and surveyors erroneously transposed the two Points. (A track, later Rockley Street (q.v.), off Mowbray Road East, led to Mowbray Point.) Retention of the name Mowbray Road East was not feasible because the dog-leg turn into High Street was essentially part of High Street. From 1907, Council renamed the road Edinburgh Road after the 'Edinburgh Castle Rocks' (now Tower Reserve) which were then more prominent and higher and were highlighted on current maps, including the Parish map of Willoughby compiled by Dept of Lands. There is no evidence to support the supposition that the road was named after Alfred, Duke of Edinburgh, second son of Queen Victoria, who visited Australia in 1867-68 and was shot in the back, but not fatally, at Clontarf on 12 March 1868.

EDITH STREET – 1926-28: Within the Sunnyside Estate. Named after Edith Mills, wife of Alexander J. C. Mills of the building firm of Mills Bros, who built many of the houses in Willoughby Municipality. Alexander was a member of the syndicate that owned and developed the Sunnyside Estate. Named by the syndicate, of which John (later Sir John) Cramer was managing director.

JACK McLURE PLACE: Given incorrectly in Gregory's Street Directory as located in Castlecrag. See 'Northbridge' Booklet.

KNIGHT PLACE – a private road constructed in 1965-67: Valuations are included in those for Edinburgh Road. Named after Thomas Marshall Knight, a builder who owned and developed the land and built six of ten houses in the Place.

LINDEN WAY – 1950: Within the Blacklock Estate. Named by Mrs Lillian Blacklock who cherished the memory of linden trees in Europe, especially those in the principal street of Berlin (Unter den Linden). Her expectations were that Council would plant linden trees but Council did not favour the idea.

MOROTAI CRESCENT – 1944: Passes through Warner Estate No. 2. Named after the successful 'Operation Morotai' which was carried out by the Allied Forces in World War II (1939-45) and helped to accelerate cessation of the War. In September 1944 the Americans successfully invaded the island of Morotai which lies north of New Guinea and south of the Philippine Islands. The Allied Forces were then in a position to use Morotai as an advance base for their 1945 operations.

MOWBRAY ROAD EAST: See *EDINBURGH ROAD*.

PARAPET ROAD: See *THE PARAPET*.

POSTERN ROAD: See *THE POSTERN*.

RAEBURN AVENUE – 1926-28: First recorded in pencil at end of 1924 Rate Book. Passes through Wireless No. 2 subdivision of the Sunnyside Estate. The name was concocted by the syndicate which owned the Estate to honour its solicitors, George A. Raves & Poole, Sydney, who were also members of the syndicate. There was an open watercourse at the northern end of the street – hence the Scottish word ‘burn’.

ROCKLEY STREET – 1935: Present day Rockley Street is but a small remnant of a pre-1900 creation. The name alone places it in the pre-Burley Griffin era. It was gazetted a parish road on 19 December 1896, to extend from Edinburgh Road (then Mowbray Road East) from where Sortie Port is now, through the grants of Bligh, Bradford and Stapleton to Sailors Bay Reserve, near Mowbray Point. It was named by 1887 because it appears by name on an 1887 survey map and is referred to in Minutes of Council’s Works Committee on 7 January 1899.

In the 1880s there was regular agitation and petitioning for a road to the Reserve and eventually Rockley Street (15 feet wide) was made. In 1924, after prior application had been made by Burley Griffin’s company to re-align the street and develop the surrounding areas, its resumption, dedication and closure were gazetted on 3 October 1924. The Greater Sydney Development Association Limited became the proprietor of the closed road and gave the community instead, Sortie Port, The Bastion and a small stretch of the old Rockley Street at the end of The Bastion.

More details and a plan of the original Rockley Street are given at the end of this section. The street may have been named after Rockley Manor and hamlet, about two miles west of Marlborough in Wiltshire, England or after the N.S.W. town of Rockley, about nineteen miles south of Bathurst.

RUTLAND AVENUE – 1926-28: Within one of the Wireless subdivisions of the Sunnyside Estate. The name was concocted by the syndicate which owned and developed the Estate to honour Norman Rutter, the much-respected and long-time manager of the C.B.C. Bank at Crows Nest, who was a member of the syndicate.

SORTIE PORT – 1924: See also information under *ROCKLEY STREET*. Named by Walter Burley Griffin in keeping with his practice to name Castlecrag streets after parts of a mediaeval fortified castle or its environs. *The Macquarie Dictionary* gives “a sally of troops from a besieged place to attack the besiegers”.

SUNNYSIDE CRESCENT – 1924: Passes through the Sunnyside Estate. Named by John (later Sir John) Cramer after the Sunnyside

Estate. Sir John was one of the founders of Cramer Bros, estate and property managers of Crows Nest, and also managing director of the syndicate which owned and developed the Estate.

THE FOLLOWING STREETS were named by Walter Burley Griffin after some part of a mediaeval fortified castle. See any fairly comprehensive dictionary for the meaning of each. Griffin was managing director of the Greater Sydney Development Association Limited, the company that owned and developed the Castlecrag and Haven Estates.

THE BARBETTE – 1926-28: Formerly *THE OUTPOST* but, as this name duplicated that of a street near the boundary of Castlecrag and Northbridge, it was changed in the first assessment year.

THE BARBICAN – 1938:

THE BARRICADE – 1941:

THE BARTIZAN – 1941:

THE BASTION – 1926-28:

THE BATTLEMENT – 1926-28:

THE BULWARK – 1926-28:

THE CITADEL – 1926-28:

THE HIGH TOR – 1950: Formed part of the Blacklock Estate. Named by Mrs Lillian Blacklock whose preference was 'High Tor Walk' but Council insisted on 'The High Tor Walk', probably because a road lower down the cliff had already been called 'The Tor Walk'. Local topography reminded Mrs Blacklock of the Tors in Devonshire and Derbyshire, England.

THE OUTPOST: See *THE BARBETTE*.

THE FOLLOWING STREETS were named by Walter Burley Griffin after some part of a mediaeval fortified castle. See any fairly comprehensive dictionary for the meaning of each. Griffin was managing director of the Greater Sydney Development Association Limited, the company that owned and developed the Castlecrag and Haven Estates.

THE PARAPET – 1922: Prior to 1923 *PARAPET ROAD*.

THE POSTERN – 1922: Prior to 1923 *POSTERN ROAD*.

THE RAMPART – 1924:

THE REDOUBT – 1926-28:

THE SCARP – 1941:

THE TOR WALK – 1923: Passes through the Torquay Estate which adjoined The Key of Torquay Estate (qq.v.). It existed long before the first assessment date and is clearly named and routed on a subdivision map dated 9 December 1911. There seems no doubt that The Tor Walk was named by the owner and developer of the Estates, Richard Hayes Harnett, Jun. Torquay (earlier spelling was Tor Key), is situated on Tor Bay on the coast of Devon, England and is renowned for its suitability as a yachting course. 'Tor' is Celtic in

origin and denotes a 'rocky hill or projecting rock' and is in common usage in the English counties of Devonshire and Derbyshire. The local topography in this area of Castlecrag justified choice of name.

* * *

MORE ON ROCKLEY STREET

More details on how Rockley Street came into existence, together with a plan of its original route, are given. Its early history is interwoven with that of Sailors Bay Park and a proposal to build public swimming baths ('Sailors Bay Baths') in proximity to the Park.

Rockley Street is the second oldest street in Castlecrag after Edinburgh Road. It is known from recorded information that a track had been worn from Edinburgh Road (then Mowbray Road East), from the north-east corner of Bligh's grant (Portion 51) to Sailors Bay Park, prior to the Government's announcement on 16 September 1896 that it intended to open a road along that route. The route was confirmed a Parish road on 19 December 1896. It originally commenced at Edinburgh Road, where Sortie Port is now, and passed through the grants of J. W. Bligh, Alfred Bradford and John Stapleton. These grants were later acquired by the North Sydney Investment and Tramway Company Limited and subsequently by the Greater Sydney Development Association Limited.

The proposed road received mention in the Minutes of Council's Works Committee in December 1887, when the Committee reported that it had inspected "site for Baths on Sailors Bay, and the position for a Road to same, and decided that application should be made to owners to dedicate land for the Road, and that site for Baths be in Bay next Harnett's land and the Reserve". In October 1888 the Works Committee further reported that the full Committee and a deputation from the owners of the land, the North Sydney Investment and Tramway Company, had, on 22nd September, met on Mowbray Road East and walked as far as G. R. Brown's land and, after some discussion, it was considered best to have a road marked out from the bend in Mowbray Road East through the grants already mentioned to the reserve at Sailors Bay. Committee were of the opinion that the Company's surveyor should mark out the road and the Company should dedicate the land and subscribe pound for pound on the cost of forming the road. On 2 May 1892 the Works Committee further reported that it had met the Company's secretary and surveyor on the ground and, after inspection, it was decided that the Engineer should set out and examine the road shown on the Company's plan and endeavour to arrange for the best road to suit all parties.

The Company went into liquidation in 1893 and the matter did not



surface again until 1897. In May of that year Ald. R. H. Gordon, Mayor, submitted the following minute:

Referring to the necessity of a road approach to Sailors Bay Reserve, now that the Lands Department have resumed and dedicated the land to this Council . . . for that purpose, and bearing in mind that this Reserve is largely used by the public from the City and adjoining suburbs, I beg to recommend that the member for the district (Mr. G. Howarth) be asked to bring the matter under the notice of the Government, pointing out that it is a work on which the unemployed might be profitably engaged, as well as affording them temporary relief.

In August 1897 a motion was passed in Council that the Mayor and Aldermen Forsyth and Small form a deputation to approach the Minister for Lands with a view to obtaining a grant of £150 towards making the road. In December 1898 it was decided to ask the Works Committee to ascertain the desirability of forming a track 15 feet wide to Sailors Bay Reserve.

'Rockley Road' is referred to by name for the first time in Council's Minutes of 7 January 1899. Council's Minutes of 17 August 1922 record correspondence from the Greater Sydney Development Association concerning its proposal for the deviation of part of Rockley Street. In October 1924 the Association was given permission to close the road and assume ownership. It cut back Rockley Street to the short stretch which leads from The Bastion to Sailors Bay Park and replaced its upper section with Sortie Port and The Bastion.

*Road-making at Castlecrag.
(Photo by courtesy of Mr J. Millen)*

PARKS AND RESERVES

There are only two areas in Castlecrag which have been designated a 'Park', namely Butt Park and Sailors Bay Park, the former established on the initiative of Willoughby Council and the latter on the initiative of a State government before the turn of the century. (More information on these is given below.) Twenty-three or more other recreational areas are designated 'reserves', most of which are on the Castlecrag and Haven Estates, planned by Burley Griffin; those on the north side of Edinburgh Road and on the Eastern tip of the Headland were provided by developers or by Willoughby Council. None of the reserves has potential for general public use, being small bushland or children's playground areas. Of the total number of reserves in Castlecrag, about 44% are not listed in *Gregory's Street Directory: Sydney*.

On the Castlecrag and Haven Estates, Burley Griffin allocated land for recreational purposes far in excess of the minimum prescribed by Council regulations (15-20% compared with 2%). He named most in keeping with the idea and atmosphere of a Castle as he did the streets of Castlecrag e.g. Tower and Buttress Reserves, Turret Reserve, Keep Reserve, Embrasure Reserve, etc; others he named after some landform or attraction in the specific area e.g. Cave Reserve, Gargoyle Reserve where a rushing waterfall spouts out suddenly, Watergate Reserve where there is a creek frontage, etc.

Access from the upper slopes is generally along a series of laneways, about ten feet wide between houses (if these have not been covered in growth or 'pirated' by home owners for their own use). The laneways provide residents who have to travel from upper to lower slopes with shortcuts and an alternative route to the winding, narrow roadways. The reserves were an integral part of the Greater Sydney Development Association's plan to provide residents with a permanent bushland setting to their homes and ample opportunities for passive recreation and bushland rambles. The Association's covenant required that each purchaser of a building lot which abutted a reserve should pay ten shillings per year towards the upkeep of the reserve. Originally a residents' Committee collected the levies; no levies are now made.

Even though each of the reserves is marked on the Association's plan as 'public reserve' it seems very unlikely in view of the facts given that the Association intended that they should be available for use by the

general public outside the Castlecrag community. Apart from two tennis courts, Castlecrag has no cricket, football, netball, etc. playing fields; but it should be remembered that the planning of Castlecrag was to be complemented by the planning of Middle Cove (Covecrag) and later Castle Cove where areas for non-passive sport were to be provided; unfortunately the Greater Sydney Development Association did not achieve much development on these headlands.

The few reserves that are at the eastern tip of the headland are on the Blacklock Estate and take their name from their location e.g. Cheyne Walk Recreation Reserve, off Cheyne Walk and Linden Way Reserve, 31-33 Linden Way. The former is bushland, the latter bushland and an informal recreation area. Both afford views of Middle Harbour across to The Spit and its neighbouring areas.

The reserves on the northern side of Edinburgh Road are: Sugarloaf Crescent Reserve at rear of 83 Sugarloaf Crescent; Sugarloaf Crescent Drainage Reserve at rear of 36-106 Sugarloaf Crescent; Sugarloaf Point Reserve, 363 Edinburgh Road; Castlecrag North Escarpment, at rear of over fifty properties, north of Sunnyside Crescent and Edinburgh Road. All are bushland but the latter offers some children's play equipment.

BUTT PARK – 0.4874 ha: Eastern Valley Way, east side (between Sunnyside and Sugarloaf Crescents) and immediately opposite on west side. An informal recreation area with a waterfall on west side of the Way. Named after Francis Walter Butt, an Alderman for Middle Harbour Ward on Willoughby Council from 1937 to 1941 and a resident ratepayer of Willoughby from 1922 until his death in 1966. He took an active interest in the Willoughby School Parents and Citizens Association and later in the Middle Harbour Progress Association, in which he campaigned for free public library services and for speedy completion of Eastern Valley Way to improve transport access and to attract more home-buyers to the sparsely populated Middle Harbour peninsulas. The first meeting held to organise a public meeting at Chatswood to launch the Free Public Library Movement was held at his home in First Avenue, Willoughby. Francis Butt became Treasurer of the Movement and also an Executive member and Hon. Treasurer of the Middle Harbour (North) War Carnival Committee which raised funds to purchase two ambulances for the Armed Forces in 1941.

MILLS OUTLOOK – 0.2093 ha: Bushland and very rocky. The outlook on to Sugarloaf Bay is from an unfenced group of rock ledges. Probably named after Ernest Henry Whitford ('Harry') Mills, estate agent, who owned 28 acres on the north scarp from c.1928 and was a resident of Castlecrag for some time.

SAILORS BAY PARK – 2.0816 ha: End of Rockley Street, near Mowbray Point. Mostly bushland. Castlecrag Boatshed (leased 1907) is within the Park area. Named by 1896 when the Dept of Lands,

N.S.W. dedicated the land for 'Sailors Bay Park', probably so-called because of its proximity to the northern foreshores of Sailors Bay. From 1896 there was much agitation within Willoughby Council and correspondence with Dept of Lands for road access from Edinburgh Road to the Park (see 'Rockley Street'). It was a popular picnic spot in the early days, people coming from various suburbs further afield. Early in 1897 Council provided a shelter-shed with table and seats; a water tap and tank; and a toilet, none of which have been available for many years. The Park has not been developed except for a steep single lane sealed track providing access to the Castlecrag Boatshed and wading pool. A car park has been constructed at the end of Rockley Street for people using these facilities. The Park is now rarely used for bushland walks and passive recreation; in fact it has lost its charm and potential.

There is need for some foreshore public park in Castlecrag now that Sailors Bay is not available as such. The Greater Sydney Development Association Limited segregated some four miles of water frontage and offered the area to Willoughby Council for this purpose, but for some unknown reason Council did not take up the offer.

As regards improvement of the community reserves in Castlecrag, there is a good deal of renewed interest by residents in the proper maintenance of reserves through the acquisition of bush regeneration skills.

SOME DEVELOPMENTS IN THE COMMUNITY DURING THIS PERIOD

RADIO BROADCASTING STATION 2FC
(Farmer & Company Ltd), north-eastern corner of
Eastern Valley Way and Edinburgh Road

The Radio Station occupied an area on the north-eastern corner of Edinburgh Road and Eastern Valley Way and is thought to have extended nearly halfway to Sugarloaf Creek. The site later became Wireless No. 1 Subdivision of the Sunnyside Estate.

The syndicate which owned the Sunnyside Estate leased the site to Farmer & Company Ltd. Both Charles and John (later Sir John) Cramer of Cramer Bros, estate agents and property managers of Crows Nest, were members of the syndicate.

The Station commenced transmission on 5 December 1923 and attracted much attention from sightseers and a great deal of publicity from wireless experts and other professional groups during its lifetime. The transmitter was dismantled in 1929, apparently because transmitters function more efficiently if their feet are in salt water and the salty marshes at Homebush Bay offered a better location. When built, it was reputed to be the largest, most powerful and modern station in the Southern Hemisphere. Farmer & Company Ltd inaugurated a regular broadcasting programme which marked the beginning of large-scale radio broadcasting in Australia.

The following detail is from an article which appeared in the periodical, *Radio* on 12 December 1923:

The two steel towers which support the aerial system are each two hundred feet high and are built in a lattice fashion. The distance between these towers is 575 feet, and across this space the aerial system is stretched. Situated directly beneath the aerial and almost in the centre of the two towers is the operating house and quarters for the staff. A large room houses the 5,000 watt set which is to be used for the transmission of programmes, and also the smaller 500 watt set.

Adjoining the Instrument Room are the living quarters, bedroom and bathroom for the Operating Staff, and situated some little distance away is a large storehouse.

The aerial is the squirrel-cage type and consists of four wires stretched taut and kept in position by means of huge brass hoops which are secured at

regular intervals along the wire, and to which the wire itself is attached. Special attention has been given to the 'earth' system which is most elaborate. No direct contact is made with earth, but a complicated earth-screen has been constructed. This comprises a counterpoise arrangement, the wire used in connection with it being supported by small steel masts, each carrying heavy insulators, and holding the earth-screen a distance of about 15 feet from the ground.

A special steel tower, set in concrete, is erected near the side of the operating room and to this tower the lead-in from the aerial is led and a connection is also made with the lead from the earth-screen. This small tower stands upright against the house and from it the various wires are carried by heavy insulators to the actual instruments . . .

The actual programmes of speech and music which are being transmitted in connection with Farmer's Service are provided in an elaborate studio which has been constructed on the Roof Garden of the Company's premises in Pitt Street. A land-line conveys the speech and music to Willoughby where it is transmitted.

The studio has been constructed at considerable expense from plans and specifications obtained after consultation with representatives of broadcasting interests in all parts of the world. No stone has been left unturned to ensure the very best results being achieved and the studio itself has been planned accordingly.

Constructed in a special manner so as to be sound-proof, it comprises a large and a small studio, the Instrument Room and a special Reception Room for the artists. The Instrument Room adjoins both studio rooms and the operator is able to watch the progress of the concerts being broadcasted through a special double sound-proof plate-glass window.

Walls and ceilings have been scientifically draped or 'damped', so as to deaden all sounds and echoes and the floors have been carpeted with thick felt. All doors are double and have been constructed in a sound-proof manner.

The use of two transmitting rooms should result in there being very little delay, the Director of the service being able to arrange his artists in one room while the item is actually being rendered in the other.

The microphones into which the artists will sing are kept in the studio and the sound is stepped-up before being carried by telephone wire to the station at Willoughby.

A special series of switches enables the operator and studio manager to control the operation of the studio with the utmost simplicity, and a series of signal lamps has been arranged so as to give full warning to artists and staff when the station is in operation.

Much has been said recently regarding the operations of broadcasting companies in other parts of the world and there has been much anticipation of a commencement in Australia. When Farmer's studio and station is in full swing which, it is anticipated, will be the case very shortly, Australia should be in the happy position of being the possessor of the most up-to-date,

powerful and complete broadcasting station in the Southern Hemisphere.

Much the same information was published in the 1923 Annual Report of Willoughby Municipal Council, with the addition of the following paragraph:

The erection of the world's largest wireless broadcasting station at Willoughby has done much to bring the Municipality prominently before the public in all parts of the world. Photographs and descriptions of it have appeared in newspapers in all quarters of the globe, and messages from it are despatched daily over the major portion of the Commonwealth.

CASTLECRAG SHOPPING CENTRE

The shopping centre flanks both sides of Edinburgh Road, east from its junction with Eastern Valley Way. The north side extends to Raeburn Avenue, the south side to The Postern. The latter side contains the oldest section (the Griffin Centre built in 1924). Its history is included in the overall article on 'Castlecrag Shopping Centre' given in Section 3.

CASTLECRAG PROGRESS ASSOCIATION

The inaugural meeting of the Castlecrag Progress Association was held on 10 November 1925 in the basement of the Castlecrag shops (it is thought in today's Castlecrag Cellars). Edgar William Herbert (q.v.) was elected President and held this office for several years, giving the Association effective leadership and continuity. Walter Burley Griffin (q.v.) was elected to the Executive Committee.

The Association celebrated its 60th birthday in November 1985, justly proud of its achievements. It has held regular monthly meetings except for the period 1943-64, when it 'retired' in favour of the newly formed Castlecrag and East Willoughby Co-operative Society. However, it resumed its former role in 1965 when the Co-operative Society was wound up and the Castlecrag Community Centre handed over to Willoughby Council.

It has been a very active and articulate Association, a truly effective voice of the residents. The Association has kept the community well informed of its problems and activities through its newsletter *The Crag*. Understandably, current achievements are not so noticeable as in the early days of the suburb, since the battles for a range of community amenities have been successfully fought.

Some matters of concern in the past were: the establishment of a State school, a free library, a community centre, street and island plantings, garbage collection, supply of electricity and sewerage, construction of Eastern Valley Way, restoration of the Amphitheatre, erection of the Burley Griffin Memorial Fountain and provision of

traffic turning lights at the corner of Eastern Valley Way and Edinburgh Road. It has had to campaign vigorously against the proposed extension of the Warringah Expressway through Castlecrag, the building of a hotel at the junction of Edinburgh Road and Eastern Valley Way, construction of high-rise home units and shopping complexes and a three-storey Castlecrag Hospital.

It is interesting to note that back in the 1940s, postal authorities referred to the post office at Castlecrag as 'Castle Crag' post office. The Progress Association made written protest in November 1940 in which it pointed out very firmly that the district's name was 'Castlecrag'. After reference to the Department of Lands, the authorities changed their records to 'Castlecrag' from 1 February 1941.

The organisational structure within the Association has been changed in favour of the establishment of working committees. Special efforts are being made, and with some success, to delegate duties to responsible young members.

The Association has a Conservation Society, concerned with the preservation and conservation of the natural and social environment. Its endeavours have already aroused a desire in some residents to include indigenous plants in their own gardens, and members have been actively involved in planting and regenerating open-space areas. In the 1970s, the Association established a Heritage Committee to work for the listing of the Castlecrag Estate as an historical precinct by the National Trust of Australia. In the main it was successful (see the section 'Walter Burley Griffin's Vision of Castlecrag').

Members of the Castlecrag Progress Association are to be congratulated on the quality and comprehensiveness of the submissions which they have prepared in support of their requests or as required by various authorities. Great credit is also due to the editor of, and contributors to, the Association's newsletter, *The Crag*, especially Addie Saltis for her historical articles.

PUBLIC UTILITIES

The suburb of Castlecrag was developed after the so-called 'public utilities' were established in Willoughby Municipality.

Water: 'Town water' became available in the Municipality in 1892 when the North Shore Water Supply Scheme was completed. Water was carried from the Ryde Pumping Station across the Lane Cove River on a pipe suspension bridge from Magdala Road, North Ryde to two service reservoirs, each of 1½ million gallons capacity, at the corner of Pacific Highway and Mowbray Road. The Metropolitan Board of Water Supply and Sewerage (now the Water Board), laid water mains in the settled parts of the Municipality and the residents had their houses connected to the system.

As new parts of the Municipality were subdivided the Board extended its water mains.

Gas and Electricity: The North Shore Gas Co. Ltd supplied gas to Willoughby Municipality from 1896 to November 1983 when it was incorporated with the Australian Gas Light Co. As new parts of the Municipality were subdivided the Board extended its gas mains. Natural gas was distributed in 1984.

Electricity, supplied by the Sydney City Council, was first available in the Municipality in 1916. After 1936 the Sydney County Council took over the responsibility for supplying electricity. Residents along the ridge and on the upper slopes of Castlecrag have enjoyed this amenity since 1928; residents on the lower slopes had to stay on gas for some five years longer, until the population in these areas justified the installation costs.

Fire Brigade: The East Willoughby (later Willoughby) Fire Station was established in October 1905. See 'Willoughby' Booklet for its history.

Garbage Disposal: In the early days of Castlecrag, household garbage was collected by contractors and taken to the Beaconsfield Road tip in West Chatswood. The Willoughby Garbage Destructor, better known as the Burley Griffin Incinerator, operated as such from 1934 until 1965 in Small Street, Willoughby. The smoke and smell nuisance was objected to by both the Naremburn and Northbridge Progress Associations, and after 1965 rubbish and garbage were used for land-fill for what is now Bicentennial Reserve. The Incinerator finally closed in 1972 and since September 1980 a restaurant has operated in the building. In 1972 a privately operated Garbage Transfer Station was opened at Lanceley Place, Artarmon. It was closed in April 1987 after the operators, Willoughby Disposals Pty Ltd, became insolvent. On 9 June 1987 Willoughby Council took over temporary operation until the Metropolitan Waste Disposal Authority's depot opens in 1988 in Artarmon for receipt of household and garden refuse.

Sewerage: In the early days of the suburb properties were served by the interchangeable pan system.

Sewerage was not available until 1954 when properties in the western part of Castlecrag connected to the carrier which was laid along the ridge as far as Sunnyside Crescent. In 1961 the carrier was extended to those properties in the eastern half of the suburb which could be connected.

While waiting for the sewer to come through, owners installed approved septic tanks or availed themselves of the tanker service system where effluent disposal was not available on the property. This service was phased out in 1985. The septic tanks were unsatisfactory in some places. Where they drained downhill on to other properties, the excess moisture was detrimental to certain plants which suffered from

collar rot and died. Suitable species were substituted and then the bush-garden flourished.

By 1982 there were 124 unsewered lots in the suburb, generally with water frontages on steep, rocky terrain on the eastern tip of the peninsula. In 1984 in the third stage of the sewerage of the suburb the last 100 houses on the northern side of Edinburgh Road, east of Sunnyside Crescent to the Pinnacle, were connected to the system. This left twenty-four or so properties in Edinburgh Road below the Pinnacle and along The Tor Walk which could not be sewerage. Residents were required to install holding tanks and equipment whereby the sewerage is pumped up to the Water Board's main sewer in Edinburgh Road. In return the householder is allowed a 50% reduction in water and sewerage rates.

TRANSPORT

From the junction of Eastern Valley Way and Edinburgh Road, Castlecrag, residents requiring public transport to the city are served by buses 207, 206 and 205 passing through the junction from East Lindfield, East Roseville and East Willoughby. Buses are frequent in peak hours and mostly half-hourly in off-peak periods. The route is via Cammeray Bridge into Miller Street. Some buses travel via the Expressway in peak hours, others via North Sydney Station, the normal route. Most passengers leave the bus in Bridge Street but some continue to the terminus in Young Street. After a certain hour on week nights and at weekends, alternate buses service Northbridge, along Sailors Bay Road to Bond's Corner and along Kameruka Road before continuing their journey to East Lindfield.

During World War II, this service was disrupted by the need to save fuel. Passengers were obliged to transfer to a tram in Vale Street, Cammeray on both the inward and outward journey.

Since the early 1960s, residents have had the advantages of the 203 service to the city from the eastern end of Edinburgh Road before it takes the sharp turn to Sugarloaf Point (where 'The Pinnacle' sheltered is now). At best, it is an intermittent service in non-peak times. The commencement of this service marked the first intrusion of public transport into Castlecrag beyond the shopping centre, except for the occasional school bus and specially chartered buses to transport customers from the shopping centre to functions at the Haven Theatre.

From Edinburgh Road near its junction with Eastern Valley Way, the 266 and 267 bus services provide transport to Chatswood via a devious route, or to Osborne Park or McMahons Point through Crows Nest. On the homeward journey from Chatswood, Castlecrag residents and visitors to Castlecrag Private Hospital must alight at Fourth Avenue and suffer a long walk into Castlecrag through heavy traffic at the

junction of Eastern Valley Way and Edinburgh Road. With extended shopping hours on Saturdays, this service now operates hourly on Saturday afternoons. There is no service on Sundays.

Prior to the introduction of these services, residents requiring transport to the city or to Chatswood were obliged to walk to the corner of Willoughby and Mowbray Roads, where a tram service to Milsons Point, later to McMahons Point, had been operating from Chatswood since 1908. It is known that some residents walked through Warner's dairy into Eric Street and Sailors Bay Road to catch the Northbridge tram (service commenced 1914). Until the opening of the Sydney Harbour Bridge in March 1932, passengers boarded a ferry at McMahons Point to cross to Circular Quay. Buses replaced trams on the North Shore from June 1958.

The late Doug Chandler records that a launch ran twice weekly from the wharf (established 1916) at Torquay Point, near Sugarloaf Point, to The Spit from where passengers boarded a tram to Spit Junction to shop and collect mail. His father, a local businessman from 1937, inaugurated a combined daily grocery and mail delivery service from his shop at Castlecrag near Eastern Valley Way.

In the early 1920s there was an infrequent bus service along Alpha Road to Milsons Point via the old Suspension Bridge. A private owner in Willoughby ran brown buses from Willoughby Park along High Street, Edinburgh Road, Alpha Road, Sailors Bay Road, Strathallen Avenue, across the Suspension Bridge into Miller Street and then to Milsons Point. At that time, Cammeray hill was much steeper than now and motor engines were far less powerful. Often the buses could not take the grade for the full length of the hill. The customary and accepted practice was for all able male passengers to get out and push. There was much clapping and cheering when the bus moved forward but no reduction in fare for the passengers. The Company's bus depot was the original corrugated iron building of the Willoughby Picture Show (later the Royal Theatre, Willoughby on the corner of Willoughby and Mowbray Roads).

From 1925 to 1928 the White Transit Company ran a bus service from Boundary Street to Milsons Point via Northbridge and another from Chatswood to Milsons Point via Northbridge. These buses were white, deluxe vehicles very comfortable, with uniformed drivers. Tales are told of races down Strathallen Avenue between bus and Northbridge tram for the honour of being first across the Suspension Bridge. The government later revoked bus licences to eliminate what was considered unfair competition with trams. The White Transit Company's depot became the site and sheds of Hallstrom's factory, on the corner of Artarmon and Willoughby Roads, now the site of 'Castle Vale' home units.

In the late 1920s to early 1930s, a bus ran from Castlecrag shops

(old section) to McMahons Point via Willoughby Road. School pupils who were attending schools in Naremburn and North Sydney patronised the service regularly, thereby avoiding the long walk to Mowbray Road tram-stop.

Thus, until Eastern Valley Way was opened to traffic in 1939, Castlecrag residents had access to regular but remote transport to the city. Walter and Marion Griffin were often to be seen travelling to and from the tram-stop.

CASTLECRAG HOSPITAL (formerly Cabarisha Hospital), corner Edinburgh Road and Sortie Port

The hospital stands on land originally granted to Alfred Bradford in 1857. After several conveyances, the land was acquired in 1921 by Walter Burley Griffin's company, The Greater Sydney Development Association Limited.

Cabarisha Hospital was established in 1928 by the visionary medical doctor, Edward Rivett (q.v.), who came to Sydney from Adelaide in 1927, keen to establish a private hospital with a non-institutional atmosphere in surroundings where patients could be nursed back to health in an environment of peace and tranquillity. He chose Castlecrag, then a suburb in the making under the supervision of Walter Burley Griffin, to implement his idea. He chose a site on the corner of Edinburgh Road and Sortie Port, partly because the land already carried a small stone cottage built by Griffin which could house five patients, a humble beginning but the means to an early start.

Council's Rate Books indicate that the original cottage was built in 1923 for King O'Malley (q.v.) of 58 Bridport Street, Albert Park, Melbourne and was purchased by Dr Edward William and Lorna Clarissa Rivett in 1927. It is recorded as a 'Private Hospital' from 1928. Dr Rivett's initial action was to have the cottage converted to a five-bed nursing home. Later he employed Burley Griffin to design extensions to the cottage to give a twenty-bed hospital. He called it 'Cabarisha' after a legendary American Indian healer and surrounded it with lawns, flower gardens, shrubs, trees, ponds and fountains. He also provided a tennis court for staff, more mobile patients and community groups. In keeping with the close-knit resident community in Castlecrag, the administration of 'Cabarisha' was a family concern. Staff and patients experienced a pleasant feeling of security with Dr Rivett and his family residing on the opposite corner of Sortie Port and Edinburgh Road. Dr Rivett's sister, Dr Christine Rivett (q.v.) and, later his two sons, Ronald and Howard, assisted at the hospital.

In 1941 Dr Rivett acquired a further block of land in Sortie Port and two blocks in The Battlement. Not long before World War II

(1939-45) a wing was added along Sortie Port and a Nurses' Home, now a private residence, was built in The Battlement. During the War, financial problems surfaced as a result of pegged ward fees and rising wages. Dr Rivett was forced to subsidise hospital running costs. Soon after the War he decided to enlarge the hospital by adding an obstetric wing designed by Eric Nicholls (q.v.) along the Edinburgh Road frontage. As bricks were unobtainable because of the postwar shortage, Dr Rivett bought a brickmaking machine and made over 20,000 cement bricks, aided by his sons, some nursing staff and friends. When a small quota of bricks was released for purchase he then had a sufficient quantity for the required wing.

Understandably, the hospital's Topsy-like growth gave rise to functional problems by way of split levels, steep stairways, numerous corridors and doorways, necessitating a high staff-patient ratio. Despite phenomenal growth since the days of a five-bed hospital — the obstetric practice alone involved some 400 confinements per year — financial losses were experienced and from 1935 the hospital's facilities were offered to other doctors. This trend continued. Finally, rapid advances in scientific and medical equipment made updating and remodelling imperative.

After the deaths of Dr Edward and of his sister Dr Christine Rivett in 1962, his two doctor sons decided to sell the establishment to a company which could modernise and develop it to adequate standard. Before selling in 1970, the sons changed the name from 'Cabarisha' to 'Castlecrag Private Hospital'. The purchasers later resold. In 1980 the proprietors of the hospital applied to Council for permission to subdivide their grounds to release four blocks for residential development, one on Edinburgh Road and three in The Battlement.

The present upgraded hospital building was opened on 5 January 1986. The architect was Michael Cavanagh who endeavoured to preserve the character of the former hospital as much as major reconstruction would permit. The original building had to be gutted with the exception of the front facade; as a result of preserving this portion, one ramp had to be built to the level of the front facade which functionally is regrettable. However, it is a much improved and upgraded general surgical hospital.

CASTLECRAG SPORTS CLUB AND TENNIS COURTS, Cortile Reserve

Castlecrag Sports Club, as named in its constitution dated 17 August 1944, "shall be regarded as a revival of various tennis clubs previously constituted in connection with the Castlecrag [tennis] court . . .". A new constitution was adopted on 30 September 1986. In brief the

objects of the Club are "to foster the playing of tennis . . . to encourage the participation of youth . . . in the playing of tennis [and] to provide social and recreational facilities for its members".

In Walter Burley Griffin's plan for Castlecrag, provision was made for one tennis court, dedicated for use by Castlecrag residents and others accepted by the Club. On 18 June 1928, an Agreement was executed between Willoughby Council and the three trustees of the Castlecrag Sports Club, David Charles Jenkins, James Faithful Cooney and Walter Burley Griffin, whereby the Council agreed to the construction of a court "for the purpose of a lawful game or sport to wit, lawn tennis". Council advanced £110 to meet construction costs, subject to repayment of £30 per annum plus interest. The court is located in Cortile Reserve, (generally spelt incorrectly as Corteille. See Greater Sydney Development Association's plan of Castlecrag. 'Cortile' means 'enclosed courtyard'; 'Corteille' is a corruption).

The first tennis court constructed was of loam, the words "lawn tennis" being descriptive of the sport rather than the surface. In 1954 the Club, with the concurrence of Willoughby Municipal Council, completed a second court alongside the first. Later, both courts were renewed in stabilised loam (i.e. loam mixed with cement) and in 1984 were surfaced with synthetic grass over a cold mix asphalt base. The present brick clubhouse, completed in 1956 with limited financial assistance from Willoughby Council, has basic amenities and conveniences.

The Castlecrag Sports Club has a current membership of fifty-six with provision for Associate Members. Members play on Saturday afternoons, Associates on Sunday afternoons, and both groups may play at other specified times. A well-patronised Junior Club has operated for many years on Saturday mornings under the guidance of a male supervisor, with tennis according to age, in three one-hour sessions commencing at 7.30 a.m. There are five midweek Clubs (ladies mainly) and in daylight saving hours, a mixed Club operates on two evenings per week. In all, the amenities are used by some two hundred people per week during daylight hours. Night tennis is not permitted in the interests of preservation of neighbourhood quietness and avoidance of the adverse effects of night lighting.

'THE PINNACLE'
 301 Edinburgh Road
 (now demolished)

'The Pinnacle' was a small sandstone house, with a sharp, high pitched roof, which from 1928 to 1962 was a familiar landmark at the eastern end of Edinburgh Road (north side), immediately above where the road takes a sharp, narrow turn to go to Sugarloaf Point. 'The



*'The Pinnacle' when lived in by the Stokers, 1935-38
(Photo by courtesy of the Stoker family)*

'Pinnacle' bus shelter-shed on the opposite side of the road, officially opened on 25 May 1986, is named after this fondly remembered landmark.

The house stood on ground originally granted to Robert Phenna in 1857 and sold in 1885 to Richard Hayes Harnett, Jun. and Alexander Stuart, as tenants in common. Richard Hayes Harnett, Sen. later acquired the land and it was subdivided after his death at Chatswood in 1902 but his estate took many years to finalise; consequently the land in Edinburgh Road remained vacant and part of Harnett's estate until 1917. Dr Harold Joseph Francis Norrie purchased Lot 1, part 1 in 1917. The Rate Books indicate that by 1920 Dr Norrie had built a stone garage and by 1922 a cottage on the land.

The story becomes more interesting as one continues to track further through the Rate Books. In the period 1926-28, Eric M. Nicholls (q.v.) became the owner/occupier, probably on behalf of the Greater Sydney Development Association Limited and the cottage was renovated and given the A-line roof, faced with Burley Griffin's Knitlock tiles.

Eric Nicholls sold the property in 1928, probably on behalf of the Association, to Mrs Shirlaw (a writer who wrote under the name of Helen Blood) and for the first time the house name, 'The Pinnacle', appears in the Rate Books. Mrs Shirlaw remained the owner until 1938

although she must have moved away in 1935 because Burley Griffin rented it to Michael Stoker (q.v.) from 1935 to 1938.

Dorothy Bernice Dawson bought the house in 1938 and remained the owner/occupier until she sold to Mr & Mrs Harold Gordon Johnston in 1956. The Johnstons had hoped to enlarge the house but as this was not structurally possible they had 'The Pinnacle' demolished in 1962 to make way for a new enlarged family home. In 1972 the Johnstons sold their new home and left the district.

The house name 'The Pinnacle', introduced by Mrs Shirlaw in 1928, was retained by all owners until the building was demolished in 1962. As the photo indicates it was a quaint and very picturesque house. Phyllis Stoker, now in her eighties, cherished dearly the memories of her two years in 'The Pinnacle', despite lack of gas, electricity, sewerage, a laundry and public transport. Having been a country lass, she coped happily with kerosene for lamps and stove.

The ground floor comprised a long, narrow bedroom for which end-to-end beds had to be specially made, a kitchen with no cupboards and a bathroom with little headroom because of the timber beam supporting the upstairs floor. A narrow staircase led to the living room upstairs, from which could be seen lovely views of Middle Harbour, The Spit, Seaforth, Mosman and Cremorne. Group entertainment was generally held on a large and fairly level rocky ledge, slightly to the right of the house. The enchantment of moonlit water and bushland scenes are indelibly impressed on the mind of Phyllis Stoker as well as pleasant memories of the many happy social occasions enjoyed on the rock ledge. She would love to recapture these years and her youth! A week before her husband, Michael, passed away he expressed similar nostalgia for his beloved Castlecrag and those early days in 'The Pinnacle'.

'IVANHOE' PRIVATE SCHOOL, 57 Sunnyside Crescent

This was the first school to be established on the headland and it effectively helped in the education of young local children whose parents preferred private to public school education. It opened in 1929 in the home of Mr & Mrs Walter Trinick, a new and attractive home in Sunnyside Crescent. Mr Trinick was a branch manager for the *Argus* newspaper and Mrs Dorothy Trinick a trained teacher.

Dorothy Trinick who was the Principal called her school 'Ivanhoe' after the Melbourne suburb where she had lived prior to marriage. On 15 April 1929 the N.S.W. Dept of Education certified that "efficient and regular instruction up to the standard of education required by the Public Instruction Act of 1880 is given to pupils attending 'Ivanhoe' Private School, Sunnyside Crescent, Willoughby. The

School has therefore been declared by the Minister for Education a certified school . . . for the instruction of children up to 10 years. Enrolment limited to 10.”

The School commenced with an enrolment of five pupils. However, enrolments steadily increased, necessitating the employment of another teacher. Among the local children who attended the School, were Dr Edward Rivett's two sons, Ronald and Howard; Ronald attended from 1930 to 1933, Howard only occasionally. It is thought the School ceased to operate as 'Ivanhoe' after 1933 and preschool accommodation was found in other homes.

SOME OF WALTER BURLEY GRIFFIN'S ASSOCIATES IN CASTLECRAG

KING O'MALLEY (c.1858-1953)

King O'Malley, Federal politician, warrants mention in a history of Castlecrag for the following reasons:

- In 1901 he moved a motion in the Federal Parliament that a site be secured for a Federal capital. Later, as Minister for Home Affairs in the Fisher Ministry (April 1910-June 1913), he called for designs for a national capital from local and overseas competitors. This was the competition that Burley Griffin won in 1912 and which brought him to Australia. The entries were judged by a Departmental Board of three, appointed by King O'Malley; he himself was not a member although he acted as adjudicator and chose the Griffin design when the Board could not reach a unanimous agreement.
- He was one of the original shareholders in Burley Griffin's company, The Greater Sydney Development Association Limited (q.v.).
- From 1923-1927 he owned a 1923 Burley Griffin cottage on the corner of Edinburgh Road and Sortie Port, which became the site of Dr Edward Rivett's 'Cabarisha' Private Hospital (q.v.). O'Malley never lived in the cottage.

It seems that King O'Malley was born c.1858 in Canada, near the United States border, of American parents. Educated in the United States, he later worked in a bank of which his uncle was manager. After showing great promise in the banking field, he became a private entrepreneur conducting many enterprises including a sawmill and a real estate business. He also gained experience in the insurance field. A chest complaint caused him to migrate to the warmer climate of Australia, first to Brisbane then Adelaide in the late 1880s where he engaged in real estate and insurance. He turned to politics and in 1896 successfully won the seat of Encounter Bay (S.A.) in the House of Assembly. During his term of office he achieved his main platform policy promises and from then on played an important role in Federal politics.

In 1901 he entered Federal politics as member for Tasmania in the first House of Representatives and soon indicated his intention to strive for the establishment of a national banking system. His proposal was debated for many years and when Minister for Home Affairs in the

Fisher Ministry, he campaigned vigorously for the establishment of a people's bank, to be known as the Commonwealth Bank. Despite some opposition, the proposal was successfully implemented in 1910 and proved of far-reaching financial significance and very popular.

The Fisher Ministry of which O'Malley was a key member was defeated at the next election mainly because it wanted certain constitutional changes so that the economic and industrial development of Australia would be mainly vested in the Commonwealth. It failed to get support at two referendums. O'Malley served in the first Hughes Ministry (1915-16) but was not elected to the second Ministry because he opposed conscription. He retired from active politics in 1919 and thereafter lived in retirement in Melbourne. He died there on 20 December 1953 of a heart attack and was given a State funeral.

'The King' was always a very colourful, enigmatic and theatrical figure in public life and for many years was the last living link with the first Federal Parliament. He was tall, had a beard, a shock of hair and wore ostentatious clothing. However, he was forceful, persistent, hard-working and visionary and always strove ably and skilfully for positive results. He was a great nation builder. Credit is due to him for the establishment of the Australian Capital Territory, the Commonwealth Bank of Australia and Australia House in London as well as the many miles of the Transcontinental Railway across Australia's desert.

The famous, colourful story that is told of him is his claim to have created in the United States a mythical body termed 'The Waterlily, Rockbound Church of the Redskin Temple in the Chikasaw Nation', of which he was Bishop, the idea being to benefit from the fact that land owned by a Church was not taxable.

EDGAR WILLIAM HERBERT (1884-1948)

When Edgar William Herbert brought his family to Sydney in 1923, his first home was a house in Edinburgh Road designed by Walter Burley Griffin for the former Federal parliamentarian King O'Malley (q.v.). This house formed part of the original Cabarisha Hospital building, now the remodelled Castlecrag Private Hospital (q.v.). Later the Herberts moved to a 'weekender' called 'Gareloch' on the waterfront at the eastern end of Edinburgh Road, where Herbert remained until his death in 1948.

Edgar Herbert, a pioneer of physical education in Australia, was born on 17 October 1884 in Adelaide and was educated there before going to the United States in 1908 to study physical education at the Springfield College, Massachusetts, the first Australian student to do so. Before graduating in 1912, he joined the instruction staff of the College and held prominent positions in Boys' Clubs and Playgrounds. He was offered a scholarship at Clark University but decided to enter the

Teachers' Training College, Columbia University in 1913. He joined the instruction staff of the Department of Physical Education and held important positions in physical education organisations before returning to Australia in 1914.

His goal was to establish a college of physical education on modern lines, one which trained body, mind and character and not merely muscle, as in the old military-style of training. He set up in private practice in Adelaide as part proprietor of Shorthouse and Herbert Physical Culture Institute and also worked as visiting instructor at various schools and institutions, including Y.M.C.A. However, in 1919 he gave up his practice and went to Melbourne to work with the Y.M.C.A. whose methods were similar to his. In fact, the Victorian Y.M.C.A. was planning to establish the very type of college he had planned himself and he would have been its first director but the project fell through, so in 1923 Herbert came to Sydney to work with G. Z. Dupain, father of Max Dupain (q.v.) at his Institute of Physical Education. He remained in Sydney for the rest of his life.

The Herberts made their home in Castlecrag. While living in Melbourne, they had become friendly with Walter and Marion Griffin. The two men were both American-educated idealists and visionaries who shared an enthusiasm for adapting the American dream to the Australian scene. They were both ahead of their time in Australia and neither man would achieve all his plans.

Herbert's interests and training lay in the interaction of groups of people, especially young people. Believing in the importance of the community, together with the high value he placed on individual development within the group, Herbert naturally took an active part in the community activities of Castlecrag. From 1925 to 1929 he was chairman of the Castlecrag Progress Association. He was also one of the initiators of the Community Circle and often took part in their discussions.

Through his friendship with the Griffins, Herbert became involved with the anthroposophists towards the end of his life, although he never completely accepted Rudolf Steiner's philosophies. Nor was he a Communist, although various groups thought so, and at Castlecrag meetings argued fiercely with Guido Baracchi, a Communist and former Melbourne acquaintance, recently returned from Russia with the writer Betty Roland.

An early environmentalist, he fought bushfires simply to save the bush. Over the last three years of his life he was also associated with open-air theatre productions at the Haven Theatre, Castlecrag (q.v.). He is remembered as the voice of God issuing from behind a gum tree. He possessed a fine tenor voice, one which could have made him world-famous had he followed the advice of his singing teacher in America. The residents near his Castlecrag home all recognised his voice when he

paused near the top of the 'White Hill' to take the high notes. On a Sunday walk to the Point they would often see him quarrying and trimming his own sandstone.

At the same time as Herbert was entering so enthusiastically into the life of the 'Crag', he was working hard to achieve his own goals. In 1923 he inaugurated the first playground supervisors' course in New South Wales in conjunction with the Sydney Kindergarten Training College, where he introduced Australia's most complete physical education programme. In 1937 he founded the Sydney College of Physical Education which provided a three-year course for teachers. He also pioneered physical education programmes for women students which included volley ball, athletics, swimming, calisthenics and dancing. He also designed courses for the N.S.W. Dept of Education.

Herbert pioneered playground developments in South Australia and Victoria as well as in New South Wales. His work also included designing suitable playground equipment and buildings. As early as 1918 he had designed and equipped a model playground for a Town Planning Exhibition in Adelaide which became the basis for municipal playgrounds in that State. It was his work as supervisor of Sydney City Council's Moore Park playground which demonstrated the need for supervised playgrounds, specially in congested areas, and set the pattern for development throughout Australia. In 1939 he inaugurated supervised municipal playgrounds at North Sydney.

In 1947, he was appointed Director of Studies at the newly-established Y.M.C.A. College of Leadership Training, which was based on his own earlier training college. Later that same year he developed leukaemia and died on 8 May 1948 leaving a widow, two sons and two daughters. One month later Springfield College awarded him a posthumous Master's degree in recognition of his services to physical education in Australia.

Perhaps his most outstanding contribution was in student and leadership training in the recreation and leisure movements, with the Y.M.C.A. and National Fitness Organisation benefiting most from his enthusiasm and inspiration.

ERIC NICHOLLS, A.R.I.B.A., A.R.A.I.A., A.I.A.A.
(1902-1966), Architect and Town-Planner

Eric Milton Nicholls was born on 10 January 1902 in Linton, Victoria. Son of a storekeeper who was also a Methodist lay preacher, Eric became active in the church at an early age. He studied at Swinburne and Melbourne Technical Colleges and was articled for four years to Robert J. Haddon, F.R.I.B.A. before being employed by Walter Burley Griffin who had just opened an architectural office in Melbourne following his commission to design Canberra. Three years

later he was made an associate, taking charge of the Melbourne office when the Griffins moved to Sydney in 1924.

In 1928 Eric Nicholls married, taking his bride to live in a house designed by him at Balwyn. They remained there for two years until they followed the Griffins to Sydney in 1930, settling at 12 The Parapet, Castlecrag. Over the years Eric Nicholls enlarged and modified this house which had been designed by his friend and partner.

Like the Griffins, the Nicholls became very involved with the small Castlecrag community. When the Griffin-designed amphitheatre was ready, players taking part in performances there usually dressed at the Nicholls' house.

Through Walter Burley and Marion Griffin, the Nicholls also became interested in the educational and architectural theories of the Austrian philosopher and anthroposophist, Rudolf Steiner (1861-1925), an interest which led to Eric Nicholls' long association with Glenaeon School at Middle Cove. Together with Sylvia Brose, he founded the school in 1957 and continued to assist it for many years as chairman of the school council. He also designed some of its buildings.

Between 1929 and 1937 he was associated with Walter Burley Griffin and businessman Leonard Kanewski in the Reverberatory Incinerator Engineering Company (R.I.E. Co.) which designed and constructed twelve incineration plants in various Australian cities and suburbs, most of them for Melbourne and Sydney Councils, including Ku-ring-gai and Willoughby. The Pymont incinerator is also one of their buildings. Each incinerator was housed in a distinctive and attractive building and they were variously described as "a beautiful asset to the council" or buildings which "could be appropriately located in any desired part of a city or suburb".

When Walter Burley Griffin died in India in 1937, his wife asked Nicholls to carry on the architectural practice, which he did for a time. Between 1937 and 1941 Nicholls designed nine buildings in Castlecrag, five of them in Edinburgh Road, one in The Parapet and another in The Battlement under the joint names.

From then on he was in practice on his own. Commissions flowed in as building activity picked up. In the next eleven years he was to design fifty-eight buildings in the Willoughby area alone, of which twenty-six were private dwellings. In 1946 he designed the Castlecrag Community Hall in The Parapet. In 1959 when his son Glynn and Robert Elliott graduated as architects from Sydney University, Nicholls took both into his practice which then became known as Nicholls, Elliott and Nicholls.

During his life he designed a wide range of buildings — domestic, educational, ecclesiastical, governmental and commercial (e.g. Caltex House in Kent Street). Some of these are now listed by the Heritage Council. An architect for 46 years, his early work showed the strong

influence of Walter Burley Griffin but in later years, and particularly after Griffin's death, this was not so apparent.

A man of high ideals and vision, Eric Nicholls gave his time and skills freely in an honorary capacity to various groups, churches, the Y.M.C.A. and to Willoughby Municipal Council which he served for a time as Honorary Town Planner. His work for the Council included the Albert Chowne Memorial Hall in Willoughby Park, the Castlecrag Community Hall and the Baby Health Centres in Help Street, Chatswood and Penshurst Street, Willoughby. He was also an Honorary Town Planner for the Cumberland County Council.

With three others, Eric Nicholls envisaged and established the Thredbo Ski Resort, creating a 'village' atmosphere which was so successful that he adopted a similar concept for Glenaeon School at Middle Cove. His commitment to the ideals of the Anthroposophical Society was responsible for his bringing the first anthroposophical doctor to Australia and at the time of his death he was looking for a suitable five acre site on which to establish a medical clinic. He was also active in other areas, such as biodynamic farming and helping handicapped children.

During a full and extremely active life, he made many overseas trips, attending anthroposophical meetings and visiting Steiner schools in various countries, always with Glenaeon in mind. He died on 22 November 1966 at Castlecrag.

EDGAR ABSALOM DEANS

Edgar Deans lived in Castlecrag from 1928 to 1959 and knew the Griffins very well, having been Secretary to the Greater Sydney Development Association Limited. Edgar makes occasional visits back to Castlecrag from Canberra to renew contact with relatives and friends. He is always respectfully and fondly remembered as a former interested and active resident, a past alderman for Middle Harbour Ward and past Mayor of the Municipality of Willoughby.

Edgar Deans was born in Perth, W.A. on 28 November 1903 and moved with his family to Sydney at the age of six. He was educated at Miss Rae's private school in Newtown and at Bexley Public School, Sydney Boys' High School and Sydney Technical High School. After leaving school at sixteen, he worked for a number of Sydney firms and for a Public (Chartered) Accountant before moving to Melbourne to work for various Chartered Accountants and firms. While working full-time in Melbourne he successfully completed by private correspondence all requirements for a Chartered Accountant and membership of other professional accounting organisations. Later, by attending University as an evening student, he successfully completed requirements for the award of Diploma of Commerce.

At 23 years of age and while still working in Melbourne, Edgar was invited to be full-time Company Secretary and Accountant of the Greater Sydney Development Association Limited. He returned to Sydney to the Company's head office in 1928 and lived in various Burley Griffin houses in Castlecrag until 1938 when he moved into a new house on Edinburgh Road designed for him by Griffin's surviving partner, Eric Nicholls.

As a resident of Castlecrag, he was an effective President for four years and Secretary for thirteen years of the Castlecrag Progress Association (q.v.). He also served as Secretary for eight years and President for two years of the Willoughby Federated Progress Associations.

With such appropriate experience, it is not surprising that Edgar decided to accept nomination to be a representative on Willoughby Council for Middle Harbour Ward. He was elected as alderman in 1948 and served on many committees, including those concerned with Staff, Town Planning and Library; he was Deputy Mayor for two years and Mayor 1953-54.

Edgar Deans played a leading role in a number of campaigns to improve the life of the people of East Willoughby and Castlecrag. He was strongly supportive of efforts to divide the Middle Harbour Ward into a Northbridge and a Middle Harbour Ward so that the eastern portion of the Municipality might be more fairly represented on Council. This became a reality in 1941. He was also closely associated with efforts which culminated in getting a site for the Castlecrag Infants' School, a Baby Health Centre in Willoughby Park, land for the construction of Eastern Valley Way, trees planted along Edinburgh Road and the establishment of Albert Chowne Memorial Hall in Willoughby Park. He was also directly associated with local residents' action to prevent the building of a hotel on the corner of Edinburgh Road and Eastern Valley Way, circulating petitions and appearing as objector at hearings of the Licensing Court. Edgar's association with Castlecrag and the Municipality was intimate and constructive.

Edgar Absalom Deans left Castlecrag in 1959 to take an appointment as Head of the School of Accountancy at Canberra's College of Technical and Further Education. He had married in 1929 Kathleen ('Cappie') Mahady who had been Griffin's Secretary in his Melbourne office and later came to work in his architectural office at Castlecrag. 'Cappie' died in 1975 in Canberra. There were three children of the marriage.

**DR EDWARD WILLIAM RIVETT (1894-1962) and
DR AMY CHRISTINE RIVETT (1891-1962)**

Dr Edward Rivett of Cabarisha Private Hospital fame came to

Castlecrag in 1927 and opened his hospital (q.v.) in 1928. He later built a quality, modern single-storey home, with tile roof (for which he had to win a court case from the Greater Sydney Development Association Limited) opposite the hospital on the western corner of Sortie Port and Edinburgh Road where he lived until his death in 1962.

Edward, born in 1894, was the second youngest in a family of seven children (five girls and two boys) born to Albert Rivett (1854-1934) and his wife Elizabeth nee Cherbury. Albert Rivett was born in Norwich, England and became a minister in the Congregational Church, settling first in Tasmania in 1880, then in Victoria and New South Wales. He was very anti-conscription and became known as the 'Fighting Parson' and the 'Fighting Pacifist'. Fiercely independent, the Sydney Domain became his pulpit and the slums of Surry Hills his parish. He died in the Domain on 18 November 1934 while protesting vigorously against the government's attempt to deport the visiting Czech writer Egon Kisch.

Edward always wanted to be a doctor but for family reasons it seemed he would not be able to fulfil his ambition. On leaving school, he took a job with the Adelaide Steamship Company and for four years studied engineering. He won an Exhibition to the University of Sydney and switched to medicine, finally graduating with first class honours, in company with John Hunter, considered to be one of Australia's most distinguished doctors.

Edward graduated Bachelor of Medicine in 1920 and Master of Surgery in 1921 from the University of Sydney. He was Resident Medical Officer at Sydney Hospital and at The Women's Hospital, Paddington in 1920. In 1921-22 he held the equivalent position at Brisbane General Hospital. He became a member of the British Medical Association and while at Castlecrag had consulting rooms at B.M.A. House in Macquarie Street. Edward had two sons, each of whom became a medical doctor.

Dr Christine Rivett, sister to Edward, assisted at 'Cabarisha' for some considerable time and also had her own practice at Northbridge and consulting rooms at Wickham House, Macquarie Street.

Born in 1891, Christine was the third youngest in the family. She graduated Bachelor of Medicine in 1915 and Master of Surgery in 1916 from the University of Sydney. She then went to Queensland to become Medical Superintendent, Brisbane Children's Hospital 1915-17, Resident Medical Officer, Brisbane General Hospital 1917 and Lady Bowen Hospital, Brisbane 1918. She became a member of the British Medical Association and a specialist in gynaecology. An article in *Smith's Weekly* in 1949 said that Christine was probably the most highly rated woman surgeon in Australia and that she was famous for her work with children.

All seven children of Albert and Elizabeth Rivett distinguished

themselves in either medicine, science or social work. Perhaps the most widely known member was Sir (Albert Cherbury) David Rivett, born 1885 who became a Rhodes scholar in 1907 and later Chairman of the Council for Scientific and Industrial Research, President of the Australian and New Zealand Association for the Advancement of Science and Fellow of the Royal Society. He held several degrees, including honorary degrees of Doctor of Science from Oxford and Manchester Universities.

It is said that the father instilled the love of freedom and humanity into each of his children.

MICHAEL (1902-1987) AND PHYLLIS STOKER

Michael Stoker came to Castlecrag in 1935, one year before his marriage, by invitation of Burley Griffin whom he had met while doing special plaster work on a building at Paddington. Undoubtedly, Burley Griffin's inquiry "Would you like to come to Castlecrag to live?" was prompted by Michael's interest in the theatre and his experience abroad as an amateur actor. Having no home ties, Michael expressed willingness if accommodation could be found. Griffin offered him the then vacant house called 'The Pinnacle' (q.v.) at twelve shillings per week.

In 1936 Michael married Phyllis (nee Cotterell, born in New South Wales, descendant of an old New Zealand family) and they lived at 'The Pinnacle' until 1938 when they left the district for some four years. They returned in 1942 to live in the weatherboard house (still standing) called 'Bayview' on Edinburgh Road (north side), a little west of 'The Pinnacle', and they anchored there until 1972. Michael and Phyllis became very friendly with the Griffins and participated in community activities, becoming members of several local organisations, including the Castlecrag Progress Association and the Community Circle.

Michael, who died aged 85 years on 28 October 1987, was born at Golborne near Liverpool, England on 25 February 1902. He was an only child and became fatherless at the age of three. Little is known of his schooling and boyhood life except that he had an early love for acting. He became a member of the Liverpool Playgoers which had a connection with the Liverpool Repertory Theatre. As a young man he spent some time in Stratford-on-Avon and took part in Shakespearean plays. He was also in Devon, Cornwall and London, whether independently or as a member of the Liverpool Playgoers is not known.

It is thought he came to Sydney when he was about twenty-five years of age, i.e. about 1927. Throughout his life he seems to have been a keen worker and very versatile e.g. doing special plaster work on buildings or with Bim Hilder on the Caves at Luna Park; some government surveys (type not known); being self-employed in small mixed

businesses; writing articles for newspapers and journals including *Rydge's Business Journal*; compiling children's and other simple poems; studying economics at University of Sydney; being an active member of the Independent Theatre and the Playreading Group in Castlecrag; and assisting Mrs Stoker in the running of a child-minding home (see 'Castlecrag Pre-School').

Many long-time residents will remember the Greek and Shakespearean plays performed at the Haven Theatre in many of which Michael played leading roles. Even a few days before his death, he could recall perfectly the lines that he had spoken and recite them with appropriate feeling, perfect diction and a well-projected voice. Much to the delight of Mrs Stoker he recited her favourite piece, Shakespeare's sonnet on 'Love', with professional skill and expression.

He remained grateful to the end to Burley Griffin for having made it possible for him to live in Castlecrag where life, environmentally and culturally, was so rewarding and satisfying. Michael is survived by his wife, two daughters and grandchildren, whose lives he fondly enriched by his talents.

FRANK ALLISON DUNCAN

Frank Duncan is the only client of Walter Burley Griffin living in Castlecrag in the house designed for the original client (8 The Barbette). This home, planned in 1933 and built 1934, is unique in that it is the smallest house designed by Griffin for Castlecrag and is a fine example of Griffin's design philosophy 'small can be beautiful'.

Although Frank and his wife did not reside in Castlecrag until 1928, they got to know Walter and Marion Griffin very well through business dealings and social life in the 'Crag. They were eye-witnesses to the growth of the suburb from a small, close-knit community to a much larger, more diverse and somewhat less community-minded one. Frank has built up detailed knowledge of the life and work of the Griffins in Castlecrag and is much sought after by students of architecture and writers on Burley Griffin and his Castlecrag homes. Frank is generous in the sharing of this knowledge and does so very ably and responsibly.

Frank Allison Duncan was born in January 1901, in Eccles, Lancashire, England but spent his boyhood mainly in Cheshire. Both his parents were born and bred in Hull in Yorkshire, but his father, Arthur William, an analytical chemist of some renown particularly in the field of bacteriology, worked for some years in Manchester with a pharmaceutical firm. Frank attended Stockport Public School where he completed secondary education before proceeding to Manchester College of Technology. He did well in chemistry, physics, and electricity and magnetism. His father hoped he would follow in his footsteps but Frank chose the electrical engineering field. After

completion of his course, he gained valuable experience with a branch of a Manchester firm in Dublin. Outside study he had enjoyed cycling, walking, rockclimbing and motoring. His father's scientific, rational thinking and agnostic viewpoints made a powerful impact on Frank's own thinking.

Early in 1927 he married an English lass of similar interests and with some musical ability, Anice Dodd, and soon after they decided to visit the United States and then make their home in New Zealand. It was necessary for them to come via Australia to New Zealand which gave Frank the opportunity of visiting his elder sister, married to an Australian. Frank and Anice liked what they found in and around Sydney and decided to stay. Frank got immediate employment with Otis Elevator Co. Pty Ltd and he and Anice explored Sydney's environs by foot in his spare time. Frank, with friends, founded the Sydney Bushwalkers Club late in 1927 and became its second president.

While living at Maroubra, the Duncans heard of Burley Griffin's project through a friend who worked with L. J. Hooker. They arranged to see the Griffins at Castlecrag and were very impressed by their friendliness and philosophy concerning landscaping and residential living. Soon after, the Duncans decided to settle in Castlecrag and were offered rented accommodation in one of the Griffin-designed houses in The Parapet; later they rented one on Edinburgh Road near The Parapet and finally, a fibro cottage at Sugarloaf Point. For transport, the Duncans often used pushbikes; on weekdays Frank cycled to Willoughby and Frenchs Roads and left his bike with the local butcher before boarding a tram to McMahons Point, then the ferry to the city. Anice would sometimes go to the city via the Northbridge tram by walking through J. R. Warner's dairy (q.v.), across planks spanning Sailors Bay Creek, up Eric Street (now Eastern Valley Way) into Sailors Bay Road.

The Duncans bought Lot 190 in The Barbette and Griffin planned a split-level house which proved too expensive for the Duncans' limited means; it was exchanged for Lot 194, a more level block in The Barbette, on which Griffin built the modest home of today. Frank's father helped with finance because banks and credit institutions would not advance money on Griffin-designed houses.

Frank and Anice became active members of the Castlecrag Progress Association, the Community Circle and the Playreading Group and participants in working bees, fund-raising activities and bush walks organised by the Griffins to plant trees and seeds of native flora, etc. Anice taught some local children to play the recorder and, before her death in 1983, became a 'Crag potter with her own wheel made by Frank. In 1943 Frank played the leading role in the formation of The Castlecrag and East Willoughby Community Advancement Co-operative Society Limited which administered the Castlecrag Preschool prior to

1964 and negotiated for the siting and erection of the Castlecrag Community Centre; he was involved in its management until 1964 when the Society was wound up and responsibility transferred to Willoughby Council.

There were two sons of the marriage. The first son died of osteomyelitis in Cabarisha Hospital, aged ten; the second is a soil conservationist in New South Wales.

Frank is still a member of the Sydney Bushwalkers Club and in 1987 had the honour of launching the special booklet which members had compiled to commemorate the Club's 60th anniversary.

When asked if he had ever had any regrets about moving into Castlecrag, Frank replied firmly and promptly: "No; I have enjoyed it. It has been an important part of my life". That is great. It indicates that Frank Allison Duncan and his wife, Anice, enjoyed their significant input to the growth of the suburb of Castlecrag and to the quality of its community life.

“THEY WOVE A SPELL UPON THE LAND”

What more delightful and appropriate ending could there be to the Section on ‘The Burley Griffin Era’ than to quote in full Blossom Hopkinson’s contribution to the book, *Castlecrag*, published 1972:

Once upon a time there was a Magic Griffin who married a Magic Griffiness. They made themselves a little house of stone and special tiles in the Bush. They hid the house amongst the trees and rocks, lived there very happily and Knew about Fairies.

They wove a spell upon the land and called it Castlecrag. Everybody who came to live there was under the spell and built the same kind of little stone house, hidden in the Bush. Some of the Bush land the Magic Griffin saved up and let nobody build there. It was especially for walking on, or sitting on to think, or just sitting on. The Magic Griffin made little Bush tracks for people to walk through and he made roads and circles so that the people from the Big World Outside would lose their way.

He named one circle The Barbette, another The Barbican, then one The Bartizan, then another one The Barricade. Thus, anyone from Outside would spend his time roaming around the Bush and enjoying it, instead of being back in the Big World Outside. This was part of the Spelling of Castlecrag.

The longest road, that ran along the top of the Land, was a curly, soft, dirt road. People would walk along the curly, soft road, up the White Hill, round the great grey gum tree, down the Twisty Hill, to the Bay. More and more people came to live at Castlecrag, but they were still under the Spell of the Magic Griffin, and they hid their houses, and had little rocky tracks instead of flat paths. Of course only friends could find the way to anybody’s house. There was still a lot of walking up and down the curly, soft road and, if you walked along there, someone would see you and ask you in for a cup of tea. Sometimes, though not very often, the People of the ‘Crag went into the Big City far away. Then the old shoes they wore for ‘Crag walking were not quite the thing for the Big City, so they brought their City shoes with them, tossed the old ones over a low stone wall, went to the City and picked up the old shoes on the way home.

Yes, although the curly, dirt road was full of bumps and hollows (which made pretty lakes in the rainy weather), people did ride bicycles, with perhaps a pack on the back for carrying food in. The Shops at The Top sold meat, flour, fruit, soap and oil for lamps. When they wanted milk, the people would hang a billy can on a gum tree and put some coins nearby. In the morning

there was a billy full of milk and the coins had gone! No one ever knew who left the milk; no one ever saw him.

The Baker baked bread in a big oven, Up at The Top, and he and his son, Billy the Baker, used to bring loaves round and put them in boxes near houses. This was because the people put coins in the boxes, and so the Baker would leave a loaf to say "Thank you". Billy the Baker was always running, always smiling as he came in the twilight with fresh bread. The Baker and Billy have gone from the 'Crag long since, but the Big Oven can still be seen, Up At The Top.

In the Dark Dell on The Barricade, the People used to play, dressing up in long white gowns. In was SO dark in the Dell that they made puffs of pink cloud, or green cloud, or white cloud, which lit up the players so that the others could see them. They do tell that a fisherman down in the Bay, glanced up one night into the darkness and thought he was perhaps in Heaven when he saw an angel form appear in a puff of cloud.

As more and more people came to live on Castlecrag, the first people, and the second people found they could not know them all. There were just too many. Also, cars had come, and these cars used to speed the new people up the curly, dirt road so fast that nobody had time to greet them. So many cars there were, that the curly, dirt road was uncurled, and the soft dirt was covered up with concrete AND the great, grey gum was felled by a Woodsman from Outside. And the people cried.

Part of the Spell was broken when the curly, dirt road was made straight and hard, and the great, grey gum was felled. The Twisty Hill, too, was covered in concrete, but it was never tamed. It is still the Twisty Hill.

Although people did not stop and talk so much when walking, it soon became the fashion to stop and talk in cars. If a couple of friends were about to pass in their cars, they would just pull up and have a friendly chat, while any other car behind just waited.

There was a time when Woodsmen from Outside would come together and invade Castlecrag, with their shiny, sharp axes. Now the people were pretty peaceful, but when the Woodsmen from Outside came with their shiny, sharp axes, ah, then would the people run out from behind a rock or among the trees, and would shake fists, and blow whistles! The Ruler of the Woodsmen would send his men again and again, but soon the Woodsmen had to tell the Ruler that they could not face the 'Crag people and would beg to be sent somewhere else, anywhere else, rather than have to face the rage of the People.

The Dark Dell had not been used for a long time, and the people, new and old, wanted somewhere to play. So they met each other, new and old, young and old, made Plays together, dressing up and dancing and singing, and having parties. At one party, some of the men were playing pretty ballet girls, and some young schoolgirls, and one of the women was being a witch. She had green hair, black teeth, a black tattered gown, and carried a BAT. Even now, if anything is needed by the people of Castlecrag, they get together, make

cakes, and lunches, and pour coloured drinks, go to a Party House, and eat the food and drink the coloured drinks and pay some coins and after a while they find they have enough for whatever it is they want.

The 'Crag Ladies play a game called Tennis, during the week days when they have finished their work at home. They go into a house called a Clubhouse, and they knit, and crochet and talk, all at once, and they carve wood, and look at photographs, and listen to the Melbourne Cup and, in case anyone does feel like playing Tennis, there is a Court waiting. Then they take a bat and hit a ball over a net, over the wire fence, into the Clubhouse, into the nearby gardens, down a drain, until they feel tired. Then they leave, and swim in a pale, blue pool, until they feel ready to go home and cook.

The friendly habits of the old Castlecrag are still kept up. When the People have finished with anything, they put it outside their houses, and leave it for anyone who wants it, to pick up. So, at certain times, anyone wanting a garden chair, a wheelbarrow, a tiny toy piano, a clothes basket or a picture frame, need only stroll around at twilight, and he will find what he wants.

Now the New People want to know what it was like in the Old Days, so they are running in and out of each other's houses, having parties, with cakes and sweets, and coloured drinks, and making a BOOK!

SECTION 3

PERIOD 1938 TO END OF 1987

Post-Burley Griffin Era

FURTHER COMMUNITY DEVELOPMENTS

CASTLECRAG SHOPPING CENTRE

The shopping centre flanks both sides of Edinburgh Road, east from its junction with Eastern Valley Way. The north side extends to Raeburn Avenue, the south side to The Postern. Overall it is a neat, unobtrusive complex with a non-competitive village atmosphere, devoid of ghoulish advertising signs. No other shops exist on the peninsula. The building covenant of the Greater Sydney Development Association Limited stipulated that shops could only be built on the current site (Lots 1-6); fortunately, the syndicate that owned the land on the north side reserved the site in 1926-28 for shops.

Informal plantings in brick surrounds are a feature along the foot-paths and in the courtyard of the modern section. These harmonise with the tree-planting along Edinburgh Road, Willoughby into Castlecrag. Immediately beyond the shopping centre is the residential area; the transition is subtle but very effective.

The south side of the shopping centre contains the oldest section (the Griffin Centre built in 1924) and the newest section ('The Quadrangle', opened 15 August 1979 by Ald. Noel Reidy, Mayor of Willoughby). In 1922, Sydney Arkell Spargo bought Lot 4 from the Greater Sydney Development Association. Four shops and residence, designed by Burley Griffin, were constructed in 1924; Castlecrag gained its first baker, mercer, greengrocer and butcher. Many long-time residents will recall the bakery where freshly baked bread of many varieties could be bought from Mr Taylor or his son Bill and got home while it was still warm or regularly delivered by horse and cart. The bakehouse was below the shop and the stables were in the rear grounds; the original ovens made by W. J. Amos, oven builders of Willoughby, still exist and may be seen in Castlecrag Cellars. It is said that they were fuelled with wood from local casuarina trees which had a low gum content ideal for breadmaking. Sydney Spargo retained ownership of the four shops until the mid-1940s when he sold to Raymond and Reginald Medway, members of the well-known Medway family of butchers. The Medways retained ownership until the early 1950s. Reg became Castlecrag's butcher.

In about 1926, a single-storey sandstone building with tiled roof,

designed by Burley Griffin to accommodate two shops, was built on Lot 2. A shed was constructed in 1928 which became the Sales Office of the Greater Sydney Development Association. It is thought that, initially, one of the new shops became a mixed business and the other a haberdashery, which later became the Association's Sales Office. In 1952 both shops were acquired by John Henry Foster Bennett, garage proprietor, and converted to Castlecrag's first Service Station (Esso Petrol Station). In 1956, Ampol Petroleum Ltd bought land on the corner of Edinburgh Road and Eastern Valley Way and subsequently established an Ampol Petrol Station, formerly the site of the timber dairy sheds of J. R. Warner's 'Waratah' dairy (q.v.).

Many changes have occurred since the first section of the Castlecrag Shopping Centre was constructed in 1924 and some hard and expensive battles have had to be fought by the Castlecrag Progress Association. Jim Young, Real Estate Agent at Castlecrag, who began his business in temporary accommodation on the south side, owned some of the land, together with Graeme Stenning, a former pharmacist at Castlecrag. After rejecting several plans for the redevelopment of the site west of the Griffin Centre, they decided to invite Max Bowen of Max Bowen and Associates to submit development plans. These contained certain features which were quite unacceptable to the Castlecrag community and had to be referred to the Local Government Appeals Tribunal, the final outcome of which was the neat 'Quadrangle' of today. 'The Quadrangle' absorbs the sites of the two former petrol stations and the original Commonwealth Bank, the latter having moved slightly east. It accommodates a branch of Jewel Food Stores Pty Ltd which transferred from two shops in the Griffin Centre where they had commenced trading on 18 November 1972.

The history of the shops on the north side of Edinburgh Road is far less complicated. They stand on one of the Wireless subdivisions of the Sunnyside Estate (q.v.) and were part of the site of 2FC Radio Broadcasting Station (q.v.). All lots were sold in 1938 but the first shops were not completed until 1941-42 and the last in 1950. The two lock-up shops and flats at the eastern end were completed in 1950 by William Henry King, builder-owner; four of the six adjoining shops and dwellings were built for Mrs Jill Balkind in 1941-42 and the other two shops and dwellings were sold immediately after completion in January 1942 to Colin Richard Cole. The two lock-up shops at the western end were built for Eric Knight Allen, auctioneer, but at different times; the eastern one in 1941, the western one in 1947.

The John Keith Chandler family who retailed in Castlecrag for over fifty years from 1937, had been shopkeepers on both the south and north sides of Edinburgh Road. They commenced business in two of the Griffin Centre shops, one of which they used as a storeroom and the other as a mixed business, selling groceries, vegetables, newspapers

and comics and transacting Post Office and Commonwealth Savings Bank business. They delivered mail with the groceries and minded walking shoes and prams, etc. when Castlecrag ladies went to the city. The Chandlers moved to two of the new shops on the north side in 1941. Mr & Mrs Chandler, Sen. opened a grocer's shop cum Post Office cum Savings Bank and their son, Cecil, conducted a greengrocery until he joined the Army in 1942. In 1947 Mr Chandler, Sen. opened the newsagency cum Post Office cum Savings Bank in the lock-up shop nearest Eastern Valley Way and became owner in 1957. On his retirement it was taken over by his other son, Doug, and later by Doug's daughter, Vanessa and her husband, John.

Castlecrag now has Jewel's Supermarket, three butchers, two greengrocers, two delicatessens and two women's apparel shops, as well as seven specialist shops, two restaurants and a coffee lounge, two banks, three real estate agents and three hairdressing and beauty salons — a useful variety. Two doctors and two dentists are in close proximity to the shopping centre; there is very limited accommodation in the centre for professional offices.

CASTLECRAG POST OFFICE

Representations for the establishment of a post office at Castlecrag were initiated by the Castlecrag Progress Association in June 1926 and at regular intervals from that date until success was achieved in 1937. Postal inspectors remained unconvinced that a need existed while Castlecrag could claim "only five business places, viz. two fruiterers, butcher, agent and general storekeeper, in an isolated position". (All these shops were on the south side of Edinburgh Road.) The inspector further claimed that a house-to-house delivery was effected except to fourteen houses "which were scattered about a rocky point", letters for which were delivered "to the office of the Castle Crag Estate and to the general store". Telegrams were delivered over the whole area and a public telephone and letter receiver were situated at the corner of Fourth Avenue, Willoughby. Postmen from Willoughby Post Office cleared the letter receiver.

In July 1934, the Rt. Hon. W. M. Hughes supported the Progress Association's request and advised the postal authorities that "a Mr R. V. Wallace who had a general store and butcher's business, was desirous of having an unofficial post office at his place of business. Mr Wallace held a licence to sell stamps". However, the inspector's response was "no reasons exist for the establishment of a post office which did not exist when the proposal was refused in 1926".

Joseph Dilworth of 118 Edinburgh Road, Castlecrag took over the business of R. V. Wallace and renewed representations for a post office in February 1935. Success was achieved when he was appointed

postmaster on 1 September 1937. John K. Chandler succeeded him on 9 December 1937 and conducted the postal business in conjunction with a grocery and mixed business. For the first three months only five registered articles were posted, four telegrams transmitted and sixty-five postal notes issued. On 1 April 1941, John Chandler accepted a contract to deliver letters to residences east of, and at rear of Castlecrag Post Office. Money Order facilities became available from 1 December 1946 and since 1947, the post office has been accommodated within a newsagency on the north side of Edinburgh Road.

**CASTLECRAG PRESCHOOL,
'Bayview', 223 Edinburgh Road,
later at Castlecrag Community Centre**

Prior to the advent of formal preschool facilities in the Castlecrag Community Centre, Castlecrag mothers voluntarily made informal arrangements among themselves to open their own homes on a roster basis. In 1942, Mr & Mrs Michael Stoker, who had returned to the suburb after a few years' absence and had established a registered child-minding centre at their home 'Bayview', consented to accommodate a preschool in part of their home, provided mothers assumed responsibility for its management and assisted in looking after the children. The group of parents was very amenable to these conditions. Hours were 9 a.m. to 3 p.m. Meals and a rest period were provided. The number of children enrolled steadily increased.

In 1944 the Castlecrag and East Willoughby Community Advancement Co-operative Society was formed to administer it. Two Kindergarten Union trained teachers, Miss Olive Mason and Miss Naomi Long, were appointed and a fee of four shillings was charged, which included a hot lunch. Children were enrolled from Chatswood, Northbridge, Cammeray and Willoughby as well as Castlecrag. Within three months, accommodation facilities were overtaxed and the Directors of the Co-operative Society decided to lay claim to an area of land on the reserve off The Rampart, set aside for community purposes in the plans of the Greater Sydney Development Association Limited. The preschool moved to this site in February 1946 and until the nucleus Community Hall was opened in November 1947, it functioned mainly as a supervised playground. An area of land had been cleared and covered with tanbark and some outdoor play equipment and two toilets were installed. During one weekend, fathers of the children built a small lockup room and shelter. As no meals or rest periods could be provided, the school operated in the mornings only. Some thirty-five children were enrolled. A fee of three guineas was charged so that staff services could be retained pending the availability of a building.

From the beginning of 1948, the preschool functioned in the nucleus Castlecrag Community Centre (q.v.). The initial enrolment was forty children, ranging in age from two to six years. However, numbers rapidly increased, necessitating the formation of a Playground Project Group to cope with the overflow in the Cortile Reserve. This crisis was relieved with the opening of the Castlecrag Infants' School on 30 June 1950. In June 1954 the preschool affiliated with the Kindergarten Union and gained the services of Miss Joan Dove as Director for some twenty years. The present Director is Marthe Munton, who is supported by another teacher and two assistants. Eighty children are currently enrolled, of whom forty are three to four-year-olds, attending two days a week, and forty are four to five-year-olds, attending three days a week. There is a waiting list. The bushland environment and general conditions must be very pleasant for the children.

THE CHURCHES

The congregations of the Church of England and the Uniting Church in Australia have their separate churches on the headland but each is part of a neighbouring Parish. The Roman Catholic Church gave serious consideration to purchasing a site on the corner of Edinburgh Road and Eastern Valley Way, owned by J. R. Warner, in 1950 but did not proceed with the proposition.

Uniting Church in Australia, Castlecrag, Charles Street (formerly Castlecrag Methodist Church): This was the first church of any faith to be built in Castlecrag. It commenced as the Castlecrag Methodist Church but in June 1977 became part of the Northbridge-Castlecrag Parish of the Uniting Church in Australia. The Parish Church and Parish Parsonage are in Northbridge in Gunyah Street and at 'Clavering', 186 Sailors Bay Road, respectively. A parish paper called *The Way* is circulated.

The Church stands on land originally granted to James William Bligh (q.v.) in 1857. In the 1880s the land was acquired by Thomas and Robert Forsyth, sons of the pioneer tanner James Forsyth and later by a syndicate of which John (later Sir John) Cramer was Chairman.

Negotiations within the Methodist Circuit in Willoughby to obtain a church in the East Willoughby area began about 1944. In July 1946 the Circuit minister reported that church services would be held regularly each Sunday evening in Castlecrag, the first on 7 April 1946 at the home of Mr and Mrs Eric Smith, 14 Charles Street, conducted by Rev. S. Bostock-Jones. Some eighteen parishioners attended. The congregation soon outgrew this accommodation and services were transferred from the lounge room of Mr and Mrs Smith to their spacious garage. A Sunday School was commenced in July 1946 in the Smith's garage but was so well attended that separate accommodation

had to be found for the Kindergarten section in the garage of Mr and Mrs Henry McLean of 22 Charles Street.

On 15 July 1946 a Church Development Committee was appointed to consider purchase of a suitable site for the erection of a church in the East Willoughby area. Eric Nicholls of Castlecrag was invited to attend. By 1 April 1947 the Church Committee was able to report that a suitable site had been found in Charles Street and on 21 October of the same year permission to purchase was given. Some eight Trustees were appointed. It was hoped to expedite building plans and early erection but this proved more difficult than was expected, partly because of postwar shortages of building materials. Approval was delayed until 6 July 1948 when the go-ahead was given for the erection of a church and Sunday School hall. Expenditure was kept to a minimum by the very generous response from male parishioners to prepare the site and dig the foundation trenches. This involved the moving of considerable quantities of soil and rock and appreciable levelling of the rear section of the site. This difficult work was completed about October 1948 and by January 1949 the Hall was nearing completion. The plaque on the wall states that the Hall was dedicated by the Rev. A. G. Manefield, B.A., General Superintendent of Home Missions, on 28 May 1949. Church services and the senior Sunday School were transferred to the new Hall from the home of Mr and Mrs Smith. Because of lack of space, the Kindergarten section remained in the garage of Mr and Mrs McLean.

Obviously, the need for a further building stage was urgent. It became the responsibility of the Superintendent Minister of the Circuit, the Rev. A. J. Gould, to obtain permission to build the main church building. Permission was granted in September 1950 but delay ensued owing to the non-availability of bricks. The Church Development Committee and local Trustees approved a contract on 15 January 1951. The architects were Messrs W. A. Brown and B. Mowbray and the contractor Mr J. R. Amos. The foundation stone was set by Russell J. Stewart, in the presence of the Rev. A. Gould, Superintendent Minister of the Circuit, on 23 February 1952. The Church was opened and dedicated on 11 October 1952 by the Rev. F. H. Rayward, O.B.E., D.D., President of Conference, in the presence of the Rev. A. G. Manefield, B.A., General Superintendent of Home Missions, the Rev. E. Tredinnick of Willoughby Circuit, other Methodist ministers and some one hundred members of the public.

The Church was built on to the Sunday School and a connecting door leads from one to the other. The building is unpretentious in design and fittings, conveying an overall atmosphere of harmony and homeliness. A decorative window at rear of church (street frontage) would greatly enhance the interior and exterior appearances. Completion of the Church and Hall was the proud achievement of a

small band of energetic pioneer Methodist parishioners in Castlecrag.

St James' Church of England, 184-186 Edinburgh Road: The Church stands on ground originally granted to Alfred Bradford (q.v.) in 1857. Anglican services have been held in Castlecrag since 1947, although the Church was not built until some seven years later. The congregation is part of the Parish of East Willoughby, the mother church being St John's on the corner of Warrane Road and McClelland Street.

In 1947 some Anglican residents decided to commence regular church services in Castlecrag. Arrangements were made to hold services at the home of Mr and Mrs Jack O'Connor in Edith Street, the first being held on 6th July of that year, with sixteen residents present, and Jack O'Connor the preacher. At that time the Rev. H. Broadley was Minister-in-charge of the Parish.

For the next seven years services continued to be held in the O'Connor home and Sunday School services at the home of Mr and Mrs A. Hill at 159 Edinburgh Road, with Mr (later the Rev.) W. Ostling as superintendent. A fund had been opened in 1947 and some years later the present rocky site was purchased. Local architect John Brindley designed and supervised erection of the church building. The first service in the 'small hall' was held on Sunday 25 July 1954, the foundation stone having been unveiled the previous day by the Most Rev. H. W. K. Mowll, D.D., Archbishop of Sydney and Primate of Australia, the Rev. C. E. A. Reynolds, rector, presiding. Church and Sunday School services transferred to the new building.

Four years later, the top storey, the present church, was built and opened by Archbishop Loane on 29 November 1958. Bim Hilder, the famous local sculptor, designed the mural in the porch, which depicts scenes from the life of the Apostle James. The legend is simply and beautifully unfolded on a wall plaque within the porch.

To fill a vital need for additional accommodation and facilities, a church centre or hall was built at the rear of the Church in 1969. This building was officially opened and dedicated by Bishop Hulme-Moir on 1 November 1969.

The complex is in light brick, of modern simple design with a light stone tower on which is mounted an unadorned wooden cross. The whole forms a pleasing landmark on the south side of Edinburgh Road, just before The Citadel. Maximum use has been made of a very difficult building site. The Church was consecrated by Bishop Cameron on 28 June 1987.

CASTLECRAG COMMUNITY CENTRE, on Reserve off The Rampart

Castlecrag lacked a Community Centre until late November 1947

when the present building on the reserve off The Rampart was officially opened. The need for a community hall had been evident in the early 1920s but in those times, meetings could be accommodated in the basement of one of the buildings in The Griffin Centre (it is thought they were held in today's Castlecrag Cellars) or in the home of the Griffins and later, of the Deans. A variety of recreational activities was held in private homes, in the Griffin's house or the more suitably equipped home of Betty Roland.

The most acute need in the 1940s was suitable accommodation for a preschool kindergarten. The nucleus of a thriving one was currently housed in the Stoker's home at the eastern end of Edinburgh Road but saturation point had been reached and demand was increasing.

The Castlecrag Community Circle called a Special Meeting in late September 1944 to discuss establishment of a Community Centre, with representatives from all local organisations and groups likely to be interested in using its facilities, so that a suitable plan might be evolved to satisfy these needs. The Convener of the Community Centre Committee was Nancy Deans. The Castlecrag and East Willoughby Community Advancement Co-operative Society Limited was formed to administer the kindergarten and investigate ways and means of getting a suitable Community Centre building.

Its inaugural meeting was attended by representatives from Castlecrag Progress Association, Castlecrag Community Circle, Sports Club, Bridge Club and Playreaders group. The Meeting decided to look into the feasibility of erecting a building to house the kindergarten and cater for other community needs, ownership of the building to be vested in the Co-operative Society.

The Greater Sydney Development Association Limited donated land on the reserve off The Rampart. The Co-operative Society decided to arrange transfer of the land to Willoughby Municipal Council to avoid payment of rates. Administrative control of the building and activities were to be left in the hands of the Co-operative Society.

Eric Nicholls (q.v.) was invited to be the architect for a Community Hall which would initially house a kindergarten and be capable of later extension. Residents responded promptly and willingly for help to clear the land, dig trenches for drains and foundations and to erect a shelter-shed. Fund raising activities were organised, the proceeds from which were to be paid into a Building Fund which Willoughby Council would subsidise on a pound for pound basis. Unfortunately, delays ensued due to Government restrictions on the use of building materials and some legal complications. Vandalism also adversely affected progress.

The nucleus hall was opened in November 1947 with celebratory functions extending from the 26th to the 30th. It became available for use by local groups from 1 December 1947. Fund raising activities

continued to be held to raise money for extensions and provision for the Library. This much was achieved but regrettably, due to a decline in attendances and a demand for community activities, together with pressure of other needs, a separate kindergarten and auditorium did not become realities. Nevertheless, the kindergarten is operating in the hall and children have a very pleasant environment.

By 1965 upkeep exceeded rentals. The Castlecrag and East Willoughby Community Advancement Co-operative Society Limited was wound up and the building taken over by Willoughby Council. The Centre is now administered by a Committee of residents appointed by Council under Section 530A of the Local Government Act.

**CASTLECRAG COMMUNITY LIBRARY –
A 'COMMUNITY' SUCCESS**
by Mrs Anne Thomas

The formation of the Castlecrag Free Public Library was approved at the Annual meeting of the Community Circle in October 1947, two months after the opening of the Community Centre. A committee comprising Mrs J. Straton, Mrs Brett Hilder, Mr & Mrs Walker and Mr Bim Hilder was appointed to investigate the matter. The basic aims were the implementation of the Free Library Act by Willoughby Council and the development of the finest possible free library at Castlecrag.

At this time the Library Act of 1939 had been adopted by New South Wales and by Willoughby Council, but it was many years before it was implemented by our Council (late 1960s). The Act stated that "2/6 (25c) per head of population was to be spent yearly on free libraries, 25% of this returned to Council by the State". The implementation of the Act would have meant an increase in Council rates, hence the delay.

The committee regularly attended combined meetings with other local municipal libraries and shire councils and continued to urge Willoughby Council to implement the Act. Meetings were also held with the local member Mr G. Reid and Mr McGreal, Secretary of the Library Board of N.S.W., who recommended that Castlecrag start its own library with the books that were available, rather than wait for the implementation of the Act by the Council.

The parent society in Castlecrag was the Co-operative Society, the board of which controlled the activities of the Community Centre, and permission was granted by them to store and issue the books from portion of the washroom. Miss Naomi Long, one of the kindergarten teachers, conducted a small library for use by the children and Council agreed to purchase these books. With this purchase and further donations of books the library increased in size and was moved from

the washroom to the western end of the hall. In November 1948 it was decided to build a new library wing, Council approving a grant of £300 and a loan of a further £300 "to construct another room at the Community Centre to be used for the library and for small meetings". Children's books were purchased from a donation of £150 from Council and social functions, dances, cake stalls, etc. were organised to raise money to purchase adult books.

During this time an interested group of residents was working on the preparation of the books for loan and more donations kept coming in. Eric Nicholls, the original architect for the Community Centre, agreed on the plans for the library cupboards and also acted as Hon. Architect for the new addition. Now the logistics for setting up the library began. Supplies needed included one thousand author cards, five hundred membership cards, filing box, rubber stamps, etc; it was indeed a modest beginning. Books were classified and arranged on the shelves, rules were established and volunteer librarians were coopted.

The grand opening was on Saturday 3 November, 1951 when the door was unlocked by the Deputy Mayor, Charles Braithwaite; the Mayor, several aldermen and a large number of residents attended. The library functioned well with an ever increasing number of subscribers. In July 1951 a part-time librarian, Mrs Pat Case was appointed. Other librarians over the years have been Beryl Small, Rita Kaye, June Jones and Hade Spiegel. The present incumbents are Billy Hume and Anne Thomas, backed up by a stalwart team of voluntary helpers.

Castlecrag Community Library (the name was decided upon some years ago) is mainly a recreational library and used mostly by adults. School children use the library less these days, as school libraries have improved considerably with financial help from the Education Department. Unlike the other branch libraries in Willoughby Municipality, Castlecrag is still operated by dedicated volunteers.

In 1985, Willoughby Municipal Library became part of the Shorelink network, a computer link of five lower North Shore libraries. As yet Willoughby branch libraries do not have computer terminals bringing them directly on line, but they are benefiting through their Central library at Chatswood from the faster and more efficient service Shorelink provides for requests and inter-library loans. All members with Shorelink cards may borrow directly from any branch library, as well as from the five major Shorelink libraries of Lane Cove, Manly, Mosman, Stanton Library in North Sydney, and of course, Willoughby.

FREEMASONRY

After some prior discussions, a group of local men interested in freemasonry decided to apply to The United Grand Lodge of New

South Wales of Ancient, Free and Accepted Masons to form a Lodge Castlecrag. The request was granted and on 12 April 1948 Lodge Castlecrag, No. 734 was consecrated at Northbridge Masonic Centre (formerly Northbridge Masonic Hall) as Castlecrag did not have similar facilities. On 14 April 1975 Lodge Castlecrag consolidated with The Thomas L. Warren Lodge, No. 936 to form Lodge T. L. Warren Castlecrag, No. 734. In December 1981 the latter consolidated with Lodge Cammeray, No. 444 to form Lodge T. L. Warren, No. 444. This Lodge meets on the first floor of the recently renovated and upgraded Northbridge Masonic Centre on the corner of Sailors Bay Road and Harden Avenue. A new Lodge entrance from the street has been provided, the doors of which were a gift from Lodge Robert Bruce Royal Arch Chapter, No. 645C in 1987. The Persian carpet showroom on the ground floor now has its own entrance.

The foundation stone of the Northbridge Masonic Centre was laid on 23 May 1925 and the building was dedicated on 9 November 1925. It is owned by the Northbridge Cammeray Masonic Hall Co. Ltd.

CASTLECRAG INFANTS' SCHOOL, corner Edinburgh Road and Edith Street

Young people in Castlecrag must travel further afield for Primary and Secondary School education, there being only one school on the headland, the Castlecrag Infants' School, which caters for children up to eight years of age. At present most of the children transfer to Castle Cove Public School but some go to Willoughby Public School and others go to private schools. Some Japanese students attend the Japanese School at Terrey Hills which provides an extensive bus service.

Within its first three months of existence, from January 1926, the Castlecrag Progress Association fought hard and continually for the establishment of a kindergarten and primary school on the headland. It proved to be a very protracted battle despite an announcement in the *Suburban Herald*, 17 February 1928, that:

The Minister for Education has informed Mr Sanders, M.L.A., that it is not considered necessary to enlarge Willoughby Public School as a proposal to establish a school at Castlecrag is under consideration.

The establishment of a school, authorised on 28 August 1939, did not become a reality until the appointment of Una Puxley, as first teacher, on 30 June 1950! The land was acquired in lots between 1938 and 1941.

The School is now firmly established in three double-size pre-fabricated classrooms, one of which has been partitioned to accommodate the library. Eighty children are enrolled in Kindergarten and Years 1 and 2. There are three full-time and two part-time teachers

and a part-time Clerical Assistant. The grounds feature lawn, trees and bushland, including garden areas of flowering and other plants indigenous to the district.

Walking tracks have been established through the bushland areas and are utilised as a teaching aid and an educational resource and to provide protection for young plants growing nearby.

Illustrative of the strong and caring community spirit in Castlecrag, a group of residents cooperated in compiling a very attractive and useful book on Castlecrag in order to raise funds for the landscaping of the school grounds and the purchase of native plants. They regarded maintenance and improvement of the grounds to be an ongoing process. It has become traditional for each Kindergarten class to plant a garden of native plants and to take responsibility for noting their growth as they themselves progress through the School. Very appropriately, the School's motto is 'Together we grow'.

A GLIMPSE AT CASTLECRAG'S ARTISTIC AND CULTURAL COMMUNITY PAST AND PRESENT

From its earliest beginnings, the suburb of Castlecrag has been, and still is, noted for its artistic and cultural community. Bim Hilder, the well-known Australian sculptor and a longstanding resident of Castlecrag, recalls:

My first introduction to the Griffins and community life on Castlecrag was when his whole staff, dressed as Aztec gods in all their splendour, arrived at a small club called Pakies on a Mexican evening. Most of the people who frequented this club were interested in the arts in some way and several of these bought land on the Castlecrag peninsula.

(From Castlecrag)

During his residency, Vernon Arthur (Bim) Hilder (q.v.) has made a major contribution to the Arts, not only in Castlecrag but in Australia generally, as has the well-known photographer, Max Dupain (q.v.) to mention the achievements of only two residents. Rita Kaye, a former editor of *The Crag*: newsletter of the Castlecrag Progress Association, has compiled a list of past and present residents who have been seriously involved in some particular art form. Some names which should have been included may be missing from the list; these have been inadvertently overlooked or were not submitted to Rita.

Walter Burley and Marion Griffin were lovers and enthusiastic supporters of the Arts and did what they could to attract people with similar interests into the Castlecrag community.

ACTING

Linda Batterham
Wendy Blacklock
Jennifer Cluff
Willie Fennell
David Foster
Rebecca Gilling
Kitty Marden
Elizabeth Teale
Leonard Teale
Edgar Yardley
Mickie Yardley
Nicky Yardley

ARCHITECTURE

John Brindley
Clive Buhrich
Hugh Buhrich
Craig Burton
Douglas Gilling
Marion Griffin
Walter Burley Griffin
Anthony Harvey
Gordon N. Jenkins
Barry Kerr
Louise Lightfoot
Bill Lucas
Robert G. Maclurcan
Ervin Mahrer
Michelle Mahrer
Francis Maratea
Maurie Morrison
Eric Nicholls
Glen Nicholls
Mary Nicholls
Henry Pinor
Robert Sheldon
Harold Smith
Chris Sorenson
Peter Swan
Tony Taussig
Val Valentine

COMMERCIAL & GRAPHIC ART

Rob Guy
Roma Hopkinson
Jess Hopwood
Adrienne Kabos
David Mitchellhill
Ron Piper

DANCE

Misha Burlakov
Patricia Fizelle
Louise Lightfoot
David McNair
Ian McNair

FILMS

Danny Batterham
Bill Bennett
Scotty Denholm
Katrina Foster
Kim Hilder
Peter Hopwood
Peter Levy
Sandra Levy
Danny McLean
Michelle Mahrer
Art Mayer
Eric Porter
Howard Rubie
Michael Twemlow

INTERIOR DECORATION & DESIGN

Cecily Adams
Rolf Heins

MUSIC

Ascot Blake
Greg Foster
Johnnie O'Keefe
Joanna Parkes
Ena Webber

NEEDLEWORK (Crocket, Patchwork, Tapestry)

Pat Buckeridge
Elizabeth Burton
Madge Milston

PAINTING & DESIGN

Joan Abbott
Howard Adams
Victoria Baracci
William Constable
Lyn Denman
Diana Dupain
Rex Dupain
Edmond Harvey
Lorna Harvey
Bernard Hesling
Roma Hopkinson
Jess Hopwood
Anna-Lisa Klettenburgh
Andrew Lovell-Simmons
Judy Lowe
Cathy McArthur
Gwennyth Mackay
Lesley Mackay
Francis Maratea
Stan Moriarty
Barry Raymond

Painting & Design Contd

June Raymond
Edgar Turner Sheppard
Patti Somerset
Phyllis Stokes

PHOTOGRAPHY

Max Dupain
(see biographical sketch)

POTTERY/CERAMICS

Didy Harvey
Joan MacPherson

SCUPTURE

Anita Aarons
Joan Brassil
Lyn Denman
Gaye Evans
Bim Hilder
(see biographical sketch)
Vali Langer

SILVERSMITHING

Phyl Byatt

SPINNING & WEAVING

Madge Milston

THEATRE, RADIO, TELEVISION

Betty Ainsworth
Linda Batterham
Lute Drummond
David Foster
Nick Hughes
Pakie MacDougal
Michael Thomas
Terry Tipping

WRITING

Cecily Adams
Blossom Ballantine
Eva Buhrich
John Gunn
Bernard Hesling
Brett Hilder
Iby Kery
Tana Lambert
Megan Machin
Gwen Meredith
Charlie Richards
Len Richards
Betty Roland
Cecil Zuber

VERNON ARTHUR (BIM) HILDER, M.B.E., Sculptor

'Bim' was the childhood nickname of endearment given to Vernon Arthur Hilder by his father, the famous artist Jesse Jewhurst Hilder — and it stayed by choice of the recipient.

Bim, a long standing resident of Castlecrag, has made an outstanding contribution to the social and cultural life of the community at large. His skills and interest in his work, his understanding of other people's needs, his friendliness and practised philosophy that "achievement brings satisfaction, so help others also to achieve, in the interest of happiness for all" have won him the love and respect of all who have been fortunate to meet him. His award of an M.B.E. in 1979, for services to sculpture and to the community, was well deserved and widely acclaimed.

Bim is a great achiever in the creative arts and has a remarkably high output to his credit despite the poverty, sadness and insecurity of his early life. Although never academically orientated, he has the precious gifts of good communication, the ability to transfer knowledge from one field to another, and the ability to impart effectively his knowledge and skills to others in a friendly and helpful way.

He was born at Parramatta on 2 October 1909 and is the elder son of J. J. Hilder and Phyllis Meadmore. His father died when he was only six and a half years old, of consumption which had plagued his life from the age of twenty-one. His mother, a former probationary nurse, not without some artistic ability, was left in very poor circumstances. Faced with the situation of two boys, Bim and Brett, to feed, clothe and educate, she decided to pursue her training as a nurse. This involved long and inconvenient hours and changes in work destinations. It is not surprising, then, that Bim's schooling was often interrupted; up to the end of his secondary education, he had attended no less than six schools in Sydney's suburbs (including two boarding schools) and two in Victoria. When he was fifteen, Bim commenced post-secondary education by doing one year of a five-year course in Commercial Art at East Sydney Technical College. He gained 98% in Colour which contributed largely to his pass in the total examination. This is where his formal education really ended.

On completion of one year of the course, Bim indulged in moments of self-assessment. He decided that a career in Commercial Art would not be sufficiently self-satisfying and that, financially, he could not afford to dabble. When offered a job by a builder to do repairs and miscellaneous jobs, he took it; when the Depression adversely affected this builder's business, he accepted an offer to work for Burley Griffin as a carpenter. He had no formal qualifications in the building trades but this did not prove a major handicap as Burley Griffin did not believe in tradesmen specialising, and wanted to use Bim on stonework

as well as woodwork and miscellaneous jobs. Bim soon learnt a great deal about the properties and applications of timber and stone, and about the basics of design. He developed a love for timber as an art material and when asked which art material he enjoyed working with most, he replied "Wood".

In the interval between working for the builder and Burley Griffin, Bim studied etching under Sydney Long and also developed the skill of printing etchings. He later experimented with colour etching.

It is not surprising that Bim aspired to do something in the field of domestic architecture. In 1929 he designed and built a house 'Wild-flower' in Castlecrag for his mother and, between 1931 and 1948, designed and supervised the constructional work on another four homes in Castlecrag, including his own in Edinburgh Road. His designs strongly reflect the impact of Burley Griffin's ideas.

In between designing houses, he had established himself as an expert designer and fabricator of display and exhibition equipment, including floats. In 1930, he commenced making the displays for Peapes and Co. Ltd, Men's Outfitters, and continued to do so for some thirty years. In 1933 he did general display work for several large retail firms, including Grace Bros and Farmer's and contracted to build the River Caves at Luna Park in association with Tommy Robertson and Michael Stoker (q.v.). From 1934 to 1959 he was very active in display work e.g. Easter Show display stands, seven floats for the 150th Anniversary pageants, Second World War floats for six National Allies, four floats for the Armed Services, displays for Qantas (continued for some twenty years), organisation of Qantas' 30th Year Exhibition, sets for the ballet, *Corroboree*, performed during the Queen's visit, model galleons for the film *Treasure Island* and displays for the Bank of New South Wales.

Being a pacifist, Bim preferred to give his services during World War II to save lives and opted to work on camouflage. He was made Foreman Supervisor in the Camouflage Section of the Department of the Interior in 1941. By applying his knowledge of three-dimensional form he was instrumental in developing new and improved camouflage techniques which the Engineering staff of the University of Sydney tested prior to their adoption by the Department of the Interior for all Army and Air Force camouflage projects. In design and construction he gave particular attention to shadow form. Before the War ended he was sent north with the Civil Construction Corps to assist in the building of an Air Force hospital and huts at Black River, Townsville, Qld. In 1945 he left the C.C.C. to commence work as a scenic artist for Cinesound; not wishing to remain in the film industry, he then returned to freelance display work.

It was circumstantial that Bim made his entry into sculpture when he did. He sustained an injury to his ankle while doing restoration work on

Kingsford Smith's plane, the *Southern Cross*, and while convalescing he started whittling wooden chessmen, in abstract form in mediaeval style dress. He progressed to making wood miniatures of three musicians who had performed at a party given by the Contemporary Art Society and exhibited these at the Society's first exhibition at David Jones in 1950. His contribution was very highly praised by fellow members. He became an inaugural member of the Society of Sculptors and Associates in 1951, and exhibited two stone sculptures at its first exhibition in 1952 in the Botanic Gardens. In 1953, he won the Australian Wool Board Award Competition with a sculptured wood abstract figure, carved to represent a roll of cloth unrolling, revealing the figure.

From then on sculpturing, in a variety of media, became his strength and love as it affords wide scope for his design ability and the expression of all his developed skills. In 1963 he won the Reserve Bank's Wall Enrichment Competition with a 40 x 25 feet wall adornment, which many claim is the finest in any Australian building. Examples of his sculpture are now in many Sydney suburbs as well as in Canberra, Griffith, Wagga Wagga, Wollongong and Perth.

In 1961 he was invited to teach sculpture part-time at East Sydney Technical College, which he did for thirteen years. He was elected President of the Sculptors' Society in 1963 and again in 1969. In 1971 he and Graham Camp organised a Sculpture Centre in The Rocks area and in 1973 Bim became a part-time teacher of sculpture at the University of New South Wales. In 1974 he set up a Summer School in sculpture at Randwick Technical College.

For over twenty years Bim has opened his home once a week to a small group of interested citizens who wish to do some Art work. Each member opts to do an art piece of their choice and Bim offers advice or help as needed.

Two exhibitions that Bim organised with a team of helpers should be highlighted. The first was in 1980 for the Sighted and the Blind, for which a variety of sculptures were made or borrowed so that the blind could gain some idea of form and shape. The second was in 1981 for the Year of the Disabled. Simply designed kites which the disabled could make and fly were featured. Schools were asked to cooperate and this entailed visits and demonstrations. However, Bim and his helpers received their reward when they saw the delight of the disabled as they handled the kites and the thrill they experienced when the kites wafted from them.

Bim has not fully retired yet. He has raised funds to sculpture a large memorial to be placed in the new Bicentennial Reserve, Willoughby.

In 1934 Bim Hilder married Roma Hopkinson, a skilled commercial artist who became a generous and industrious community worker in Castlecrag. Roma died on 11 August 1983. They have one son, Kimble

(popularly called Kim), who has already made his mark in the film industry. In 1983, there was a Three Generation Hilder Exhibition at the Bloomfield Galleries, Paddington at which works of J. J. Hilder, Bim and Kim were featured.

MAXWELL SPENCER DUPAIN, O.B.E.

Distinguished photographer Max Dupain has been a resident of Castlecrag since 1953. Born at Ashfield in 1911, the only child of Ena and George Z. Dupain, he showed little interest in following his father's footsteps. George Dupain, an Australian of French descent, was a qualified chemist (F.C.S. Lond., A.A.C.I.) and a noted pioneer of physical education, biochemistry and nutrition who established in Sydney in 1900 the Dupain Institute of Physical Education on advanced scientific lines. For several years from 1912, the Institute published the *Dupain Quarterly: a magazine for those seeking better health and greater strength*. Max's interests at school were mainly English literature, sport and photography. A Box Brownie camera given to him by an uncle in 1924 was the starting point for a career in photography which has spanned over half a century. While still a pupil at Sydney Grammar School he experimented with old and new photographic techniques so successfully that he was able to mount small exhibitions of his work; in 1928 he won the Carter Memorial Prize for Productive Use of Spare Time for his gently romantic landscapes. He built a darkroom for himself while still at school.

By 1928 he had decided to make photography his career but remained at school until 1930 when he began work in the studio of Cecil Bostock, a prominent commercial photographer. The young Dupain found Bostock difficult but said later that "three years with this very thorough craftsman and the study of his exacting and original methods formed a solid background for my future work and development". Deciding that he would like to study landscape painting, he enrolled at Julian Ashton's Sydney Art School, studying for a few years at night under Julian Ashton and Henry Gibbons; later he studied under Douglas Dundas in the evenings at East Sydney Technical College.

A small legacy from his grandmother in 1934 enabled him to open his own photographic business at 24 Bond Street, Sydney. The worst of the Depression was over and photo-illustration was once more an expanding field. Dupain quickly gained a reputation for his fine still life, figure and portrait work, at the same time continuing to explore industrial subjects and landscapes. He developed a distinctive style, described as "solid, clear forms dramatised by light", and continued to experiment with new techniques such as bas-reliefs, negative prints and photomontage. The journal *Art in Australia* published a portfolio of his studies in its November 1935 issue. Always keenly aware of overseas

trends in photography, Max was probably the only Australian photographer, prior to World War II, committed to the concept of photography as a medium of personal expression. Influenced by Brassai in Paris and Brandt in London, Max made a notable contribution to the history of Australian photography.

In 1941 he entered into partnership with the photo-engraving firm, Hartland & Hyde and shortly after began war service as a camouflage officer with the Department of Home Security, accredited to the R.A.A.F. This involved travelling to Darwin, New Guinea and adjacent islands, taking aerial and ground photographs. Towards the end of the war he transferred to the Department of Information which was involved in promoting Australia overseas by means of documentary films. Max describes this experience as "quite exciting photographically, and an extension of my insight into Australia and its people".

In 1945 he resumed private practice, specialising in architectural and industrial subjects, having decided to vacate the fields of fashion, advertising and social portraiture. He became interested in the "creative treatment of actuality", stressing simplicity and directness, rather than 'art for art's sake'. Max has said "I am interested in geometry for form's sake, and I get this in architecture and industry". He has written extensively on photographic topics. Since the 'sixties his work has become more austere, even abstract, stemming from his delight in the sheer beauty of form and his continuing effort to distil "visual and emotional experiences".

In 1948 the publisher, Sydney Ure Smith, published a limited edition of *Max Dupain Photographs* which showed the range of Max's work up to that time. However, more recent examples of his photographic skills and superb photography are to be seen in a selected range of more recently published books on Australian architects and architecture in Australia, for which he has supplied the photographs, generally a significant part of the book. Among these are: *Leslie Wilkinson, a practical idealist*. Valadon, 1982; *Fine houses of Sydney*. Methuen, 1982; *Francis Greenway, a celebration*. Cassell (Aust.) 1980; *Old colonial buildings in Australia*. Methuen, 1980; *The Golden decade of Australian architecture: work of John Verge*. David Ell, 1978; and *Georgian architecture in Australia*. New edition Ure Smith, 1973. In addition, there is *Max Dupain's Australia*. Viking O'Neil, 1986. Most reference libraries have some of these books.

In 1975 the Australian Centre for Photography mounted the first retrospective exhibition of his work. His long association with Australian architecture was recognised by the Royal Australian Institute of Architects which made him an affiliate member. In 1978 he made his first overseas trip, an architectural assignment to photograph the Australian Embassy in Paris. In 1981 he was awarded an O.B.E., having earlier been honoured with an M.B.E., for outstanding services to photography.

As Gael Newton has said "There is a subtle 'signature' about Dupain's photographs that is . . . memorable and self-effacing. Few photographers have managed such satisfactory blending of personal vision with absolute statements of physical facts".

In 1946 Max Dupain married Diana Illingworth, a social worker. They have two children, Danina and Rex. Both his wife and son paint in water and oils; his son is an art teacher and part-time landscape painter.

SUGARLOAF BAY

MANGROVE SWAMPS

There are two communities of mangroves in Sugarloaf Bay, one system in North Arm (now Castle Cove) which is expanding and the other in South Arm (now Crag Cove) which is diminishing. The species is the grey mangrove.

Mangroves form an integral part of the estuarine ecological system, providing a basis for a complex food chain and a habitat and ideal breeding ground for many species of fish, crustaceans, mammals and birds. The grey mangrove produces ten tonnes of organic matter per hectare per year from its fallen leaves and this provides a food resource for micro-organisms such as fungi, bacteria, protozoa and microalgae. These are fed upon by organisms including crabs, prawns and small fish, which in turn become food for larger fish, birds and mammals.

Mangroves perform another function in that they reclaim land previously covered by salt water on estuaries, streams and river mouths. This gradual reclamation of land is accomplished by the mangroves trapping small particles of soil and debris and retaining them between the tides. Over a period of time the amount of soil builds up and land reclamation begins.

Mangroves occur in those areas of shoreline which are between the mean high water level and the mean sea level. As the mangrove system reclaims more land, the first mangrove plants to establish themselves are left high and dry and eventually dry out, leaving the land reclamation to the newer plants which encroach into the waterways. This gradual progression continues until such times as equilibrium is reached between the mangrove system and the waterways.

The South Arm (now Crag Cove) of Sugarloaf Bay has become a static system. It has reached this equilibrium point where the tides and currents make it impossible for any more mangrove plants to establish themselves. The band of trees is narrowing. The North Arm (now Castle Cove) system continues to expand because development in that area commenced later than that around the South Arm system. Sedimentation is still taking place on the banks of the North Arm, allowing continued expansion of the mangroves.

Mangroves have adapted to growing in a waterlogged environment,

even in soil saturated with salt water. Grey mangroves have developed modifications to their lateral systems called pneumatophores which are vertical roots that protrude above the mud and give the root system access to an oxygen atmosphere. Their leaves have developed special surface pores and hairs which can secrete excess salt from the plant.

AUSTRALIAN BICENTENNIAL BUSH REGENERATION PROJECT

The Sugarloaf Bay area is topographically very beautiful and is important for its diversity of plant life, native fauna and landforms. Moreover, evidence suggests that it was the habitat of Aboriginal groups. In 1984 the Willoughby Environment Protection Association (W.E.P.A.) nominated the area for listing on the Register of the National Estate. A final decision is awaited.

The Bay has extensive mangrove communities (q.v.) and beyond these are degraded areas of bushland requiring bush regeneration and restoration. W.E.P.A.'s first priority is to restore the catchment areas of the two creek systems which run into the mangroves — Sugarloaf Creek and Camp Creek.

Sugarloaf Creek passes over a series of waterfalls, cascades and rock pools, with pockets of rainforest vegetation, especially coachwoods, along its banks and moist gully sides. Higher up the slopes are angophoras, banksias and casuarinas, all typical of Hawkesbury sandstone vegetation. Camp Creek is predominantly a rainforest gully where angophoras tower over lillypillies, water gums, blackwattle, tree ferns and vines.

Native fauna in the catchment areas include water dragons, long-necked tortoises, eels, lace monitors, blue-tongued lizards and various other reptiles; marsupial mice, ring-tail and brush-tail possums, echidnas; sulphur-crested cockatoos, rainbow lorikeets, eastern and crimson rosellas, currawongs, butcher birds, kingfishers, whipbirds, wrens, pardalotes, finches, robins, spectacled flycatchers, cuckoo shrikes, wattle birds and ibises.

Inevitably, residential development has resulted in weed infestation into bushland areas, most noticeable behind and below houses and along watercourses. In mid-1984, Willoughby Environment Protection Association received a National Estate grant of \$10,000 from the Federal Government, the first grant to be given to a community group for regeneration or restoration of urban bushland. W.E.P.A.'s aim is to restore the native plant life along the two catchment areas by bush regeneration, a management technique designed to shift the natural processes of plant growth in favour of the native species and at the expense of introduced plants and weeds, using methods which cause minimal disturbance to the soil and native species.

Work on Stage 1, Sugarloaf Creek catchment, began in November 1985. In November 1986 the project received further funding of \$80,000 from the Australian Bicentennial Authority. This significant grant has allowed the project to be firmly established and will enable completion of Stages 1 and 2. The Environment Centre of N.S.W. administers the project's finances and W.E.P.A. administers the planning and work programme.

Work is carried out predominantly by W.E.P.A. members, some of whom are experienced and trained bush regenerators. Other members, and some non-members, are being trained in bushland management. The Bicentennial grant has made possible the employment of some trainees and of young people who have received primary training in bush regeneration under the Community Employment Programme. In addition, the 1st Roseville Ranger Guides and 2nd Roseville Venturer Scouts, as part of their community service activities, are being trained in weed recognition and removal and are using their abseiling skills on a cliff face beside the main waterfall for this purpose.

Already the project has aroused local interest and a greater awareness of the importance of urban bushland. The beautiful, restored area will provide opportunities for passive recreation and education as well as improved habitats for native fauna. In work done to date, W.E.P.A. has created a very pleasant picnic spot between two waterfalls, access to which is via a public right-of-way between Nos 52 and 54 Sugarloaf Crescent. In the long term there will be wider public access when Willoughby Council's walking trail from the end of Sugarloaf Crescent, across Camp Creek and along the southern side of Harold Reid Reserve, Middle Cove, is completed.

COMPILER'S NOTE

SOURCES OF INFORMATION: Inclusion of an itemised list of the sources of information which were consulted on each topic has not been possible within the limits of funding and size of booklet. A detailed bibliography will be published separately by the compiler and will be available in libraries and, on request, from the compiler, 8 Second Avenue, Willoughby, N.S.W. 2068.

INDEX: At this stage, a detailed CONTENTS LIST has been provided in lieu of an INDEX. An INDEX will be issued, jointly, with the BIBLIOGRAPHY.

ILLUSTRATIONS AND MAPS: Priority has been given to text and maps rather than illustrative matter. It was considered advisable to record as much as possible of the information found while an opportunity for publication was available. The book titled *Castlecrag*, compiled by Castlecrag Infants' School Club and published in 1972, contains many high quality photographs. It is now out of print but many people would have a copy.

AUTHOR'S BIOGRAPHY

ESTHER LESLIE, B.Ec., A.L.A.A., was born in Mosman, came to live in Willoughby as a very small child and has lived there ever since. She was educated at Willoughby and Naremburn Primary Schools and at Hornsby Girls' High School. After working for a year she joined the staff of the State Library of New South Wales and commenced studies as an evening student at Sydney University. Esther has been Librarian of Newcastle Technical College, Librarian of Sydney Teachers' College and Chief Librarian of the N.S.W. Dept of Technical and Further Education, a position she held for fourteen years. Esther is a long-standing member and committee member of the Willoughby District Historical Society, a member of the Royal Australian Historical Society and of the National Trust of Australia (N.S.W.). She is a member of the Willoughby Bicentennial Community Committee and convener of its sub-committee responsible for the publication of the eight Willoughby Municipality historical booklets.