

THE COUNCIL OF THE MUNICIPALITY OF WILLOUGHBY

# WILLOUGHBY

## A Centenary History



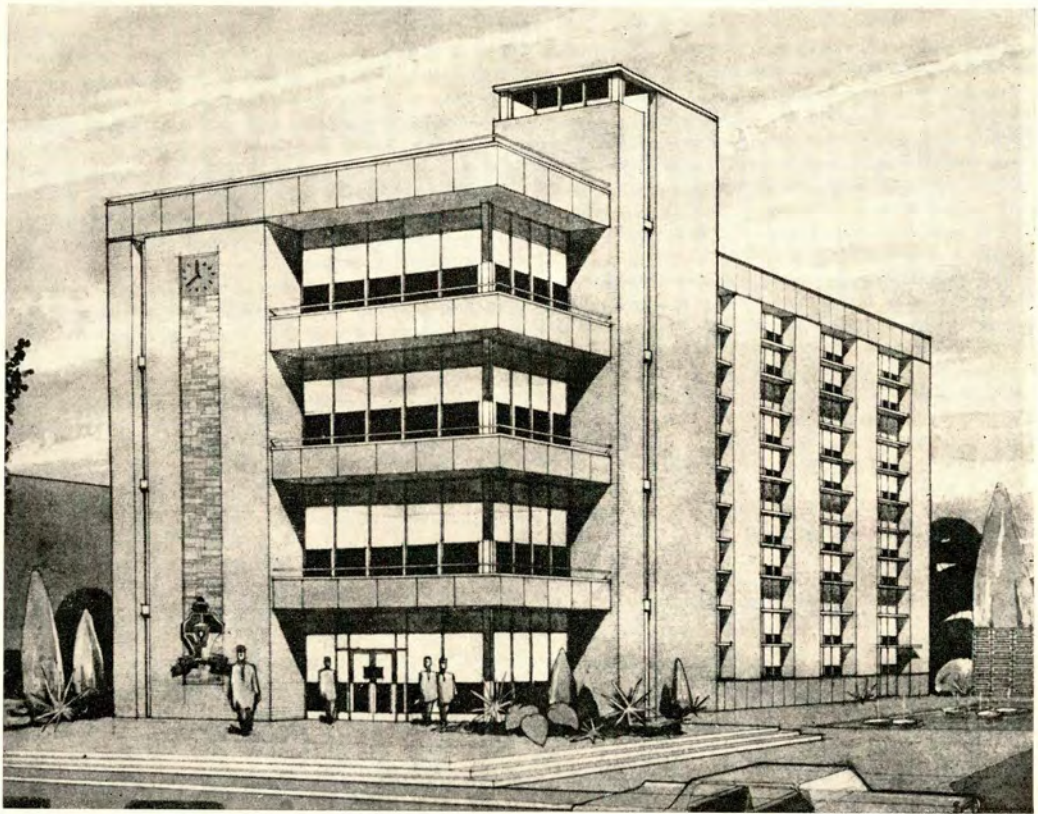
1865

•  
1965

*Victoria Avenue, Chatswood, 1965.*

GLEN. A. KEEP STUDIOS

ARTARMON, CASTLECOVE, CASTLECrag,  
CHATSWOOD, MIDDLE COVE, NAREMBURN,  
NORTHBRIDGE, ST. LEONARDS, WILLOUGHBY



*Architects' perspective drawing of Willoughby's new Municipal Administrative Centre,  
under construction adjoining the original Town Hall.*

ARCHITECTS: McMURRAY & McELHONE, CHATSWOOD



# WILLOUGHBY

A Centenary History of the Municipality  
From Earliest Times

*By*

ERIC RUSSELL



THE COUNCIL OF  
THE MUNICIPALITY OF WILLOUGHBY

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I also wish to thank the Archives Authority of N.S.W. for permission to reproduce the MS map of the Parish of Willoughby from the original in the Archives Office of N.S.W.; and the Trustees of the Public Library of N.S.W. for permission to quote passages from the Journals of Lieutenants Ralph Clark and William Bradley in The Mitchell Library, Sydney; and for permission to reproduce part of Grimes and Flinders' *Plan of the Settlements of New South Wales* from the printed copy in The Dixson Library, Sydney.

ERIC RUSSELL



## A Centenary Message

THE COUNCIL of the Municipality of Willoughby has celebrated one hundred years of responsible local government. The attainment of a centenary birthday is in itself a magnificent achievement—particularly when it is realized that Australia herself is only one hundred and seventy-seven years old.

Many communities establish for themselves some traditional hallmark distinguishing their way of life; this is particularly so in country centres, but not so common in a metropolis. However, despite its size—54,000 citizens and eight and a half square miles—I found in my six years as Mayor of Willoughby that the Municipality has a strong community spirit that may well be termed its “traditional hallmark”. And in our hundredth year I pay tribute to that spirit.

Undoubtedly it is based on the solid foundations built by our pioneers; and equally certain it is the outcome of its Council’s fostering and promoting the community services required by its citizens. Community services, however—the true manifestation of a good community spirit—have no home in Federal or State governments but must be achieved by the voluntary efforts of citizens working together with their Council to make a district a better place in which to live. In Willoughby no field of endeavour is wanting.

I salute the community spirit of Willoughby and the service given by so many citizens to each other to distinguish it as a “good place in which to live”.

L. F. MCGINTY,  
Mayor, 1965

## An Appreciation

IN MAY, 1965, Willoughby Council commissioned Eric Russell of Greenwich to write and produce a Centenary history of the Municipality, and, as Council's Convenor for this publication, I desire to place on record Council's indebtedness to the author.

Eric Russell has a literary background ideally suited to the compilation and writing of history, and the painstaking research undertaken by him in the preparation of our Centenary history in the space allowed leaves little to be desired.

In conclusion, I also wish to express thanks for his co-operation, not only in the writing and production of this book, but for his association in an advisory capacity with the various Centenary Celebration committees and for his interest in providing historical data for the script of Council's 16 mm. sound colour documentary film, *The First Hundred Years*.

DAVID WARNER,

Alderman.

December 1965



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*The First Fleet entering the Heads.*

TYRRELL'S LTD.

## 1. In the beginning . . .

THE STORY of Willoughby is the story of the heartland of metropolitan Sydney's North Shore: the people and happenings that played important parts in the rise and development of this distinctive area since its initial penetration by men of the First Fleet in the last quarter of the eighteenth century.

The story begins at sunset on 26th January 1788, when the eleven ships of the First Fleet had anchored at Port Jackson, "the finest harbour in the world, in which a thousand sail of the line may ride in the most perfect security" according to Governor Phillip. And at Sydney Cove the First Settlement was founded.

David Collins, captain in the Royal Marines, put into words the relief that must have been felt generally at their safe arrival, when he wrote:

"Thus, under the blessing of God, was happily completed, in eight months and one week, a voyage which, before it was undertaken, the mind hardly dared venture to contemplate, and on which it was impossible to reflect without some apprehension as to its termination. This fortunate completion of it, however, afforded even to ourselves as much a matter of surprise as of general satisfaction; for in the above space of time we had sailed five thousand and twenty-one leagues; had touched at the American and African continents; and had at last rested within a few days' sail of the antipodes of our native country, without meeting any accident in a fleet of eleven sail, nine of which were merchantmen that had never before sailed in that distant and imperfectly explored ocean: and when it is considered, that there was on board a large body of convicts, many of whom were embarked in a very sickly state, we might be deemed peculiarly fortunate, that of the whole number of all descriptions of persons coming to form the new settlement, only thirty-two had died since their leaving England. . . ."



According to Collins: "In the evening of this day, the whole of the party that came round in the *Supply* were assembled at the point where they had first landed in the morning, and on which a flagstaff had been purposely erected and an union jack displayed, when the marines fired several vollies; between which the governor and the officers who accompanied him drank the healths of his Majesty and the Royal Family, and success to the new Colony."

In the months that followed, the work of setting up the little colony went on; afloat, the work of surveying the harbour was carried out by the commander of H.M.S. *Sirius*, Captain John Hunter, with Lieutenant William Bradley and the master of *Sirius*, James Keltie. A week after the Landing they made one of the earliest contacts with the northern shore and its inhabitants in their exploration. Bradley wrote in his Journal (today in the possession of The Mitchell Library, Sydney):

"At daylight saw several canoes in the Cove we were surveying; they all fled, some out of the cove and others up to a cove above [Lane Cove]. We could not by any means get these people near us. Having occasion to go to the bottom of the inner cove where several of them had gone with their canoes, they thought we were following them and pushed up a creek to avoid us.

"In a cove to the N.W. 3 miles above the ships we saw several natives, some sitting round a fire, others were just landing with their canoes. The moment they perceived us, they ran off in great confusion and hurry, not taking time to make the canoes fast and haul them ashore. These people had a dog with them. We found mussels [mussels] on the fire, others in the canoes, and some dropt between both. Their fright was so great that they went off without taking their fishing lines, spears, or anything with them. These we suppose to be of the number who fled up the harbour when we arrived. We left strings of beads, cards, pieces of cloth, etc. about their fire and in the canoes and were very particular not to move any one of their things."

What happened at the first celebration of the King's Birthday in the new land was noted by John White, Surgeon-General of the Settlement, in his *Journal of a Voyage to New South Wales* (London, 1790). On 4th June 1788, "When all the public toasts had gone round, the governor nominated the district he had taken possession of, Cumberland County; and gave it such an extent of boundary as to make it the largest county in the whole world. His excellency said that he had intended to have named the town, and laid the first stone, on this auspicious day, but the unexpected difficulties which he had met with, in clearing the ground and from want of artificers, had rendered it impossible; he therefore put it off till a future day. Its name, however, we understand, is to be Albion."

Just over a month later, Phillip wrote officially to Evan Nepean, under-secretary of the Admiralty, of his formal definition of this first county, named tactfully in honour of the Duke of Cumberland, second brother of George III:

"His Majesty's Commission, with that of establishing the Courts of Civil and Criminal Judicature, were read soon after landing, and as it is necessary in Public Acts to name the county, I named it Cumberland, and fixed its boundaries by Carmarthen and Lansdown Hills [the Blue Mountains] to the westward, by the northern parts of Broken Bay to the northward, and by the southernmost part of Botany Bay to the southward."

Their painstaking survey of Port Jackson during 1788 took Hunter and Bradley "with a few boats" into the branches of Middle Harbour, where, on 22nd April, they landed on an unnamed point and came across what appeared to be the grave of an aborigine who had been cremated native-fashion. The next day, Wednesday, they "examined all the N most branch & moored the boats below the flats leading up to the large run of water, passed several of the Natives out fishing, off the Middle Cape".



The following day,

"Thursday 24th: As the tide flowed we went over the flats in the small boat, found many winding reaches with holes of 2 & 3 fathoms in some of them: as we went up we saw one Old Man setting upon the rocks by his canoe; at about  $\frac{1}{2}$  flood we got nearly up to the fresh water in the boat: when we returned we found the Old Man with our people, they entertained him with dancing, combing his hair and beard & showed him how to smoke a pipe, two or three whiffs perfectly satisfied that part of his curiosity & sett him coughing.

"We gave him roasted oysters which he ate as fast as we could get them & on giving him a bunch of them roasted he open'd them with his thumb as easy as we could with a knife.

"All the Natives in this part of the Harbour, except the Old Man, were very shy & would not come near us we did not find any Huts, they were in caves formed by shelving rocks. at the outer part they made a fire which serves both for roasting their Fish & giving them heat during the night."

Of all the aboriginal tribes living around Port Jackson at the time of the First Settlement, the largest in numbers and the most powerful in authority were the Cam-ee-ra-gal people, who gave their name to the twentieth-century suburb of Cammeray. In his *Account of the English Colony in New South Wales* (London, 1798) David Collins said:

"Those who live on the north shore of Port Jackson are called Cam-mer-ray-gal, that part of the harbour being distinguished by the name Cam-mer-ray. Of this last family, or tribe, the settlers had heard Ben-nil-long [*or* Baneelon] and other natives speak (long before they were otherwise known) as of a very powerful people, who could oblige them to attend wherever and whenever they directed. They were afterwards found to be by far the most numerous tribe yet discovered. It so happened, that they were also the most robust and muscular, and that among them were several of the people styled Car-rah-dy and Car-rah-di-gang. . . .

"To the tribe of Cam-mer-ray also belong the exclusive and extraordinary privilege of exacting a tooth from the natives of other tribes inhabiting the sea-coast, or of all such as were within their authority. The exercise of this privilege places these people in a particular point of view; and there is no doubt of their decided superiority. Many contests, or decisions of honour (for such there are among them), have been delayed until the arrival of these people; and when they came, it was impossible not to observe the superiority and influence their number and muscular appearance gave them."

The strength and authority of the Cameragal tribe—"who are certainly the most powerful community in the country"—at that time was confirmed by another Marine officer, Watkin Tench, in his lively *Complete Account of the Settlement at Port Jackson* (London, 1793):

"Whenever he [Baneelon, or Bennilong] recounted his battles, 'poized his lance, and showed how fields were won,' the most violent exclamations of rage and vengeance against his competitors in arms, those of the tribe called Cam-ee-ra-gal in particular, would burst from him. And he never failed at such times to solicit the governor to accompany him, with a body of soldiers, in order that he might exterminate this hated name."

Governor Phillip, intent on seeing as much of the new territory as he could at first hand, made several explorations of the North Shore area: in April 1788 he went by boat with Bradley and Hunter into Middle Harbour as far as Sugarloaf Bay; on 15th April, Phillip landed with a party of nine men at Manly, and walked for two days around the northern shores to what is now called French's Forest.

Surgeon John White, who was with Phillip's party on this expedition, gives a vivid description of aboriginal rock carvings and various birds that he saw—black swans, king



fishers, Banksian cockatoos, and blue-bellied parrots, some of which are illustrated in his *Voyage to New South Wales*. For two days the party walked westward and then camped at the head of Middle Harbour. "Here in the most desert, wild and solitary seclusion that the imagination can form any idea of, we took up our abode for the night, dressed our provisions, washed our shirts, and turned our inconvenient situation to the best advantage in our power."



*The kingfisher (or Kookaburra) as seen through the eyes of an English artist in 1790.*

on Friday the 16th November, 1789, and has never since been heard of. We conclude he either lost his way, or (being unarmed) was slain by the natives. 'Tis most generally thought the latter. Parties were sent in search, boats rowing up and down in all the coves, guns fired frequently, but to no purpose."

Another early venturer on the North Shore was Lieutenant Ralph Clark, whose eyewitness accounts of the aboriginal people living along the banks of the Lane Cove River have been preserved in his Journal, now in the possession of the Mitchell Library, Sydney. In February 1790 he took his boat along the river on several occasions, to meet Dourrawan and Tirriwan, to whom he had given a hatchet. Clark attempted to make friends with the aborigines, and also met their children. On 18th February, accompanied by three convict servants, he went six miles up-river; while ashore at Lane Cove, he made the grisly find of

The energetic Governor made a number of other exploring journeys into the wild northern hinterland of Port Jackson. By land and by sea he penetrated as far as "Pitt Water" on Broken Bay; in July 1789 he and Hunter led a party overland for two days from Pitt Water to Sydney, sleeping on the first night—"which happened to be very cold"—around a large fire on the shores of Middle Harbour.

But others who ventured into the trackless hostile wilderness to the north of the harbour were not so fortunate; some people vanished without trace. Lieutenant Daniel Southwell, of H.M.S. *Sirius*, wrote to his uncle, the Reverend Weeden Butler, in Chelsea, of

"... Mr Hill, nephew to Mr Dyson, Solicitor to the Admiralty [who] having been on leave to see some friends in camp, Syd'y Cove, the ship lying in Careening Cove to repair, and knowing that duty req'd he should be on b'd in morning, he made the attempt (having landed on the North Shore) to walk down. He went



"... the skeleton of a man or woman, the skin was still entire on the back part of the head and the hair still adhering to it, which was in colour of light brown, from which I was certain that it could be none of the natives but must belong to some unfortunate person that was killed by the natives or what is much more dreadful than being killed by the Natives, that of losing one's self and perishing with hunger, it struck me as it did everybody in the boat that it must be the skeleton of Mr. Hill, a Midshipman belonging to the *Sirius* and was either killed by the Natives or lost in the wood, I brought the head home with me and sent it to the hospital to see if they could inform me if it was a Native or one of the people that has been missing, when it proved to be the head of one Hill, a convict that was lost from Rose Hill, nearly a twelve-month since. The surgeons wanted for me to give them the skull, but I would not, I told them that I should carry it back and collect the rest of the bones and bury them with the head."

Clark was as good as his word. He took the skull back to the place where he had found it and buried it with the rest of the bones. That Friday, 19th February 1790, he named the area "Skeleton Point"; he had intended then to return to have dinner with Major Ross, the Lieutenant-Governor and officer commanding the Marines, but it being a fine day went farther up the river, collected some "sweet tea" [i.e. Native Sarsaparilla] and shot "a fine paroquet".

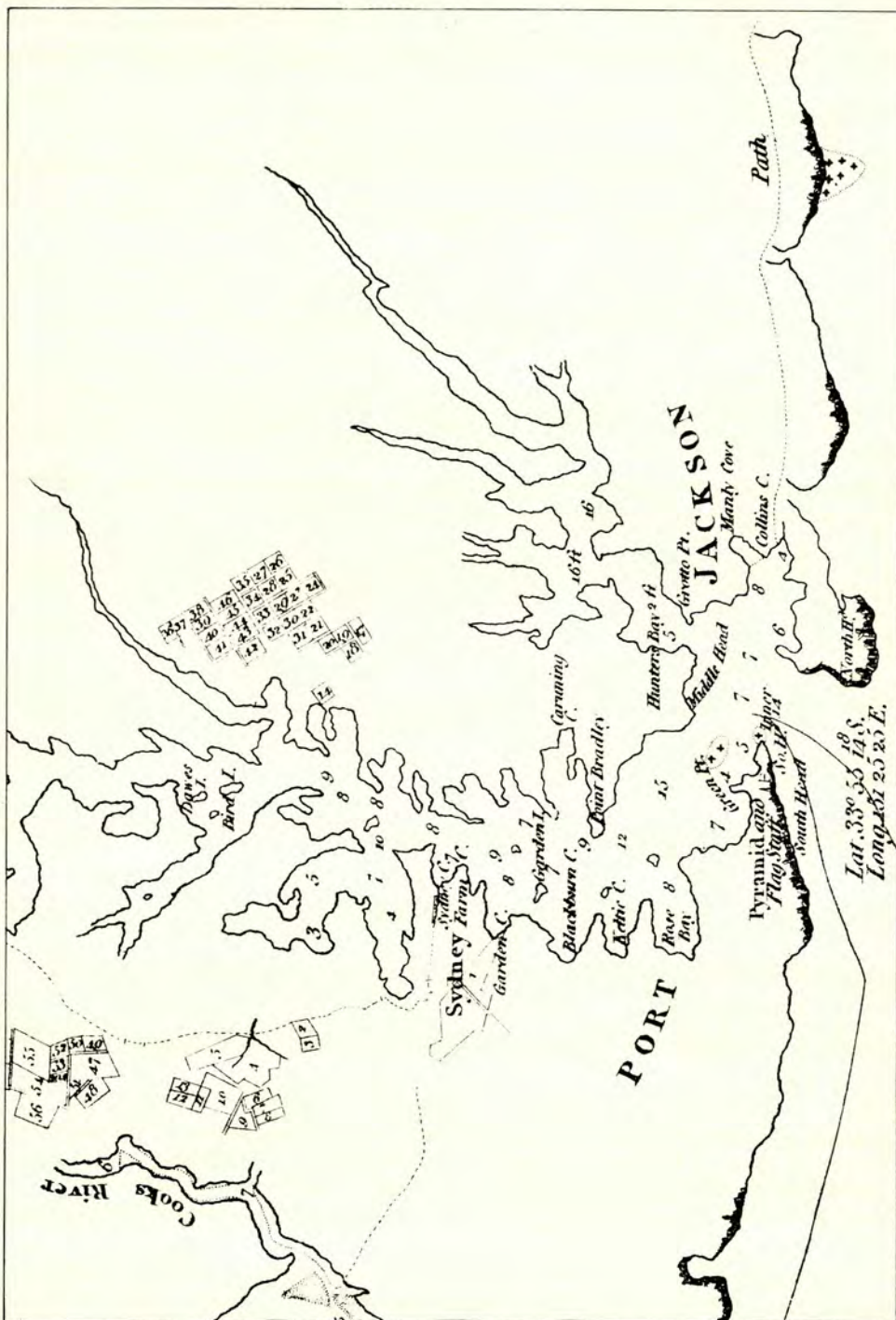
SETTLEMENT did not spread immediately to the North Shore. The little colony went through periods of near-starvation in the 1790s, and the arrival of more convict transports, with additional mouths to feed, did little to encourage expansion. Phillip, a sick man, left in 1792. His successor at Port Jackson, Francis Grose, Lieutenant-Governor for the while, made some of the earliest grants of land on the North Shore, many of them to discharged men of the New South Wales Corps. On 30th October 1794, grants of 30 acres each were made at "Lane Cove on the North Side of the Harbour of Port Jackson" to Henry Hacking, Robert Watson, Obadiah Ikin, and Thomas Whittle; and on 19th November 1794, Grose made grants of 25 acres in "Lane Cove in the District of Hunter's Hill" to William Walker, George Loder (or Loader), Daniel Carr, Charles Robinson, John Roberts, Daniel Currey, George Tilley, Gilbert Goodlet, Thomas Baker, Henry Lamb, John Sawyer, John Darks, George Whitfield, and John Taylor. Ikin and Whittle were sergeants in the New South Wales Corps; Loder was a private, and later went to Hawkesbury; Darks was a drummer; Goodlet, another private in the Corps, was later granted 80 acres at Hawkesbury, but lost much of his stock and crops in the 1806 floods.

These first eighteenth-century grants cover an area roughly north of present-day Mowbray Road; south to Westbourne Street, St Leonard's; west to Austin Street, Lane Cove; and east as far as Elizabeth Street, Artarmon, on present-day maps.

John Hunter, the naval captain who commanded H.M.S. *Sirius* and was in charge of the initial survey of Port Jackson, returned to New South Wales as Governor in 1795; on 15th September he made two grants of land on the North Shore: one of 30 acres to Henry Asher "at Lane Cove in the District of Hunter's Hill"; the other, of 44 acres, to James Williamson, "one mile from Lane Cove". The present-day Pacific Highway runs south diagonally across Williamson's land, beginning at Hotham Parade, Artarmon.

The outlines of these early North Shore grants—as well as those in other parts of the Colony, such as Eastern Farms (Ryde), Sydney Town, Parramatta, the Hawkesbury, Mulgrave Place (near Windsor), Liberty Plains (near Concord), and Hunter's Hill (Willoughby and Lane Cove)—appear on the printed *Topographical Plan of the Settlements of New South Wales . . . Surveyed by Messrs Grimes & Flinders*, and





Part of Grimes and Flinders' "Topographical Plan of the Settlements of New South Wales," showing early North Shore land grants.

FROM A COPY IN THE DIXSON LIBRARY, SYDNEY



published in London in 1799. On another map, in a note beside references to grants on the North Shore, Grimes commented: "The whole District deserted."

In those early years of settlement the northern side of Port Jackson was called the North Shore; later, the area roughly east of the Lane Cove River came to be known as the District of Hunter's Hill; still later, the name Lane Cove was given to the western part of that District. However, the name Hunter's Hill had no relation to the present-day riverside suburb, but is believed to have stemmed from that given to his estate by Thomas Muir, one of the Scottish Martyrs. Muir was exiled to New South Wales in 1794, but escaped to North America in 1796. "Huntershill Farm" was situated on the waterfront opposite Sydney Cove.

Phillip Gidley King, another First Fleet officer who came back to New South Wales to govern it, made a very large grant of land in the "District of Hunter's Hill" on 18th December 1805 to Isaac Nichols, a former convict who was later to be appointed Principal Superintendent of Convicts. In extent 200 acres, this area of land Nichols called "King's Plains", possibly in honour of his benefactor; and on present-day maps it straddles the Pacific Highway and the railway station at Chatswood, as well as taking in part of the shopping centre. Nichols also owned land in other parts of the Willoughby area, at the Hawkesbury, two grants each of  $75\frac{1}{2}$  rods in "Sydney High Street" (present-day George Street), and one of  $75\frac{1}{2}$  perches "in High Street of the Town of Sydney near the Public Wharf". He was also a shipowner.

In the *Sydney Gazette* of 12th June 1806 Nichols was able to offer for sale "five hundred acres of Land in the District of Hunter's Hill, a part of which is on a profitable tenantry; also 20 young oxen, 15 heifers, and about 100 ewes, all healthy, and in good condition".

At his death in November 1819, the *Sydney Gazette* said of him: "Mr Nichols came to this Colony in the *Admiral Barrington* in 1791, when the present extensive settlements were a continued forest. . . . He was one of the first who received the very useful and much required appointment of Post-master, the duties of which office he has performed highly to the general satisfaction for the last eight or nine years of his lifetime. He was a good farmer also; and the pleasure he took in agriculture has been very conducive to the improvement of colonial farming and particularly the extension of the orchard."

THE Lane Cove River, on the western boundary of present-day Willoughby, was used in Colonial times as a thoroughfare for bringing timber from that part of the North Shore down to Sydney; there were many busy sawpits in the bush, and loading wharves along the banks of the river. In 1810, on Tuesday 15th May, the Governor, Lachlan Macquarie, paid an official visit to one camp and noted in his Memoranda book:

"I went this day to visit the Government Saw Pits at Lane Cove, accompanied by Mrs M and Gentlemen and my Family.—The entrance of Lane Cove is about 3 miles from Sydney and the Saw Pits about six miles higher up. The Timber here getting scarce, the Saw Pits must soon be removed to another place, where Timber is more abundant—The Stringy Bark and Blue Gum Trees are the best and fittest for Buildings and Flooring."

Two years later the Government timber-getting establishment at Lane Cove again came under the eagle eye of the Old Viceroy: an angry instruction came from Macquarie through his Principal Superintendent of Convicts, Isaac Nichols: not enough work was being done by the "Sawyers, The Shingle, Lath, Pail Splitters &c" and the timber had been split "in a shameful manner much to the disgrace and neglect of the Overseer". To rectify this situation, Macquarie therefore laid down exactly the amount



of each task that was to be done, the quality expected, and the number of men required to do it "*wet or dry*" (the italics are his!).

Timber-getting continued to be an important Lane Cove industry for some years. In 1838 Governor Gipps, wrestling with a long and complicated dispute over the ownership of a block of land in the District, commented that Lane Cove was the principal source of supply of timber for Sydney. Well into the 1840s the bush around Sydney, and particularly this part of the North Shore, was thickly peopled by sawyers and splitters. Alexander Harris, in *Settlers and Convicts* (London, 1847) tells of a trip he made up-river in

"... one of those snug little 2½ or 3 ton boats that the Lane Cove settlers manage to stow with top-heavy loads of wood, and yet bring safely down the stream to Sydney. She had about 3 cwt of beef together with a couple of bags of flour weighing perhaps 4 cwt in the bottom; and this ballasted her so that we could afford to carry on sail pretty well. We had the tide with us. A whole fleet of the Lane Cove and Parramatta River boats were a-head of us; some of which had got a large enough bough stuck up to catch the wind and help the oars; others we noticed where the boatman for want of a sail had set up their blankets; one chap had his jacket with a stick passed through the arms for a sail. It must have done about as much good as his hat would, for his boat was full three tons burden."

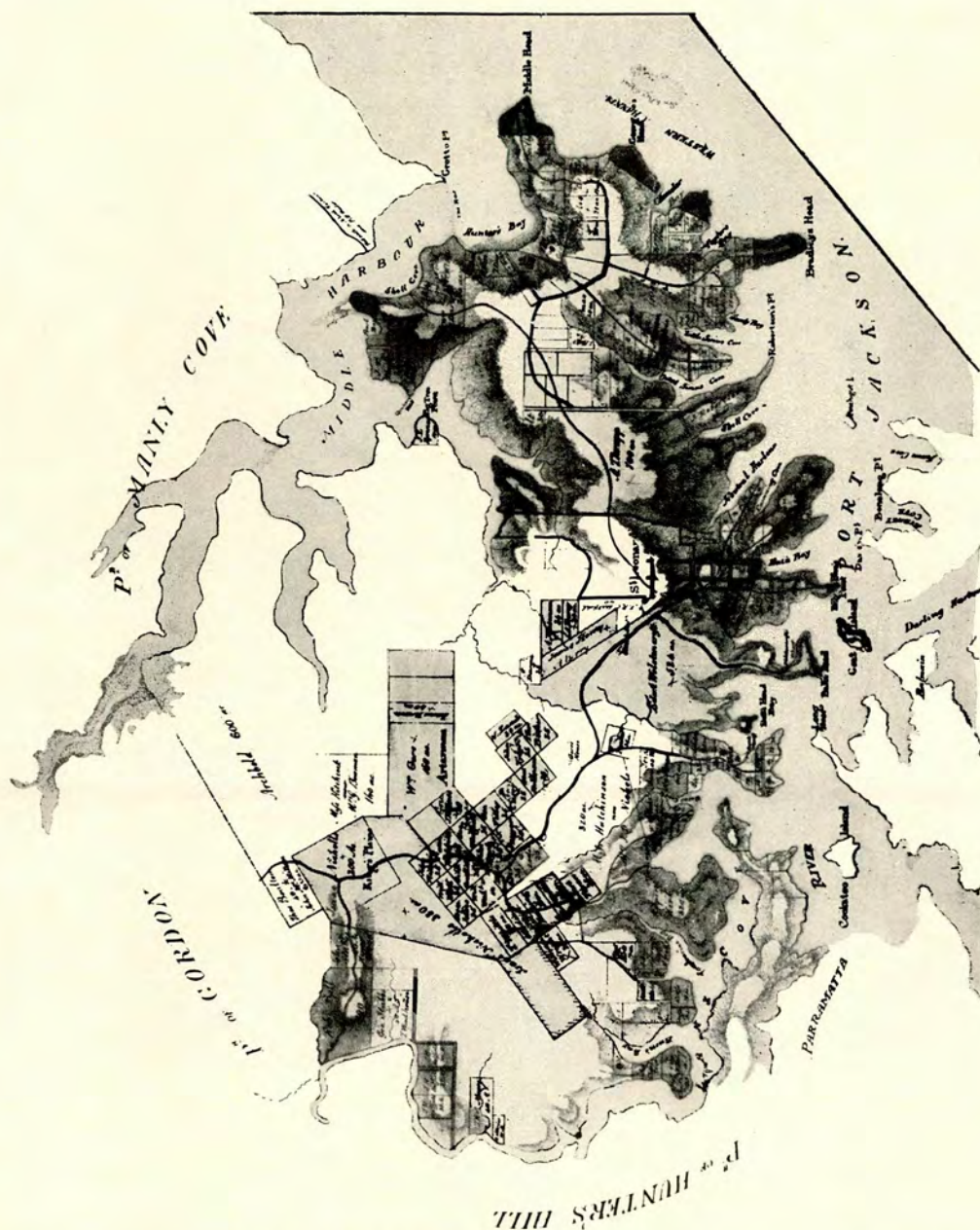
Harris found that this part of the country at that time was busy with men doing various kinds of bush work: "felling and squaring whole trees with the squaring axe for girders, &c., &c., &c., to use in the colony or for export, some splitting out of wood the slate-like shingles with which the houses are here covered in; some splitting posts, rails, paling, for fences; some sawing the various sorts of building stuff, and some cutting and splitting firewood. . . ." Many of the sawyers were convicts or had been convicts, and Harris claimed that he was not popular with them and found it hard to get work because he was a free emigrant. As he retraced his steps towards Sydney to join Billy Blue's ferry he could not help noticing all around him "the immense numbers of tree stumps. Each one of these had supplied its barrel to the splitter or sawyer or squarer; and altogether the number seemed countless". Already the bush was being thinned out; soon the men with axes and saws would move on, and their places be taken by farmers and orchardists.

Harris also met Joseph Fidden, whose timber camp and wharf were situated at the head of navigation on the Lane Cove River, today remembered in the naming of Fiddens Wharf Road, Killara. In *The Secrets of Alexander Harris* (Sydney, 1961) he describes this "most extraordinary of workers", a man

"... certainly two-fifths of his own height (which could have been but little beyond five feet) across the shoulders. . . . Yet every tide did he make a trip to Sydney, pulling long heavy oars with three tons of wood in the boat, besides loading and unloading; two trips up and down, or, to strike an average, about forty-six miles; and that not all at once but just going day and night, as the tide served. When he got home he usually set to work chopping wood till he wanted to load, and when loaded started again. Thus he kept on day and night for weeks together.

"He used to sleep, I suppose, as he went; ten minutes here and ten minutes there, just as he could not help it. But to bed he certainly never went for days and nights together. His strength was such as might be imagined to belong to such a man: if his boat got aground he would go and put his hand under the nose of it, and give himself a jerk upwards, and away would go the boat like a child's toy into deep water."





Manuscript map of the Parish of Willoughby, made in the early 1840s, showing land grants.

BY PERMISSION OF THE ARCHIVES AUTHORITY OF N.S.W.



THE PROCESS of bringing law and order to the Colony as a whole was taken a stage further in 1835 with the division of New South Wales into a number of counties. The Governor, Sir Richard Bourke, issued a Proclamation printed in *Government Gazette* No. 169 "erecting the County of Cumberland and dividing same into Hundreds and Parishes". The limits of this new County of Cumberland were as follows: West, Hawkesbury and Nepean Rivers, on the south-west and west, the Nepean and Cataract Rivers, and a line bearing east 20 degrees south to Bulli, on the sea-coast, which was the eastern boundary. Over 1600 square miles in area, it remains the same today.

Within the County were "thirteen distinct and separate Hundreds", areas of approximately one hundred square miles. The Hundred of Packerham was declared, in the cautious language and style of the law, to be outlined as follows:

"On the north by Broken Bay, from Barrenjuey [*sic*] Head to Cowan Creek, by a branch of that creek to its head; by a line thence bearing south to the centre of the road from Wollstonecraft's Wharf on the North Shore; and by the centre of that road until opposite the head of Lane Cove; on the south-east by a line bearing south from the centre of the road from Wollstonecraft's Wharf to the head of Lane Cove, and by Lane Cove; on the south by Lane Cove and Port Jackson; on the east by Port Jackson to the sea coast; and by the sea coast to Barrenjuey Head, including the Islands attached to the parishes in this hundred."

A subdivision of the Hundred of Packerham produced five basic parishes—Broken Bay, Gordon, Narrabeen, Manly Cove, and Willoughby. The official description of Willoughby, as well as defining exactly the area of the parish, also provided something of an index to land grants and their original ownership, couched in legal phraseology:

"... bounded on the north-east by Middle Harbour; on the north-west by a line from Middle Harbour bearing west thirty degrees south to the west corner of Thomas Boulton's forty acres; part of that line being the north-western boundaries of that land, and Archbold's six hundred acres; by the south-western boundary of Thomas Boulton's forty acres; by part of the north-western boundary of Isaac Nichol's two hundred acres; and by the northern boundary of John Stubb's forty acres to the head of Blue Gum Creek; and by Blue Gum Creek to Lane Cove; on the west by Lane Cove; on the south by Lane Cove and Port Jackson; on the east by Port Jackson to Middle Harbour."

However, the creation of counties and hundreds and parishes did not bring law and order to the North Shore as a matter of course. In 1841 the *Sydney Gazette* complained that the Hunter's Hill and Lane Cove districts were "infested" with bushrangers, informing its readers on 25th February that two wanted men openly paid a visit to a farm there to ask the overseer

"... the way to Pheeden's Wharf, at Lane Cove; to which they were directed; and they walked off in that direction. Lane Cove has long been notorious for the resort of disreputable people, and we do not hesitate to say, that there ought to be a military post established there to prevent smuggling on the one hand, and sly grog-selling on the other;"

and then, unable to resist the opportunity of making a pun and of lashing the authorities at one and the same time, the *Gazette* added:

"Sly grog-selling at Lane Cove is carried on so openly, that it can scarcely be said to deserve the name *sly*. Wherever sly grog-shops are established, thieving is encouraged; for sly grog-sellers are the receivers of property stolen. If an active Police Magistrate were to make it his business to visit this infamous place pretty frequently, at times when he might least of all be expected, we make no doubt that much would be done towards cleansing that district of as great a set of ruffians as this Colony contains."



The Census of the Year 1841 gave the population of the Parish of Willoughby as 586 persons (married: 113 males, 256 females; single: 96 and 121) from "under two" to "Sixty & Upwards". Their civil condition included "landed proprietors, merchants, bankers, professional persons, shopkeepers and retail dealers; mechanics and artificers, shepherds and others in the care of sheep; gardeners, stockmen and persons employed in agriculture; domestic servants, and persons not in the foregoing classes". Possibly the last-mentioned category included bushrangers, convicts, and sly grog-sellers. The census-takers counted 92 houses (69 "finished", 23 "unfinished"), 35 being of stone or brick and 57 of wood. Religious denominations were represented by Church of England (358), Roman Catholic (122), Church of Scotland (83), Wesleyan Methodists (14), Dissenters (7), Jews (2), and Mahommedans or Pagans (1).

A LINK with early times was broken in 1845, with the death of William Gore, a former Provost-Marshal of the Colony, whose colourful career began during the Rum Rebellion and culminated in what could easily have been his trial for murder. In 1806 Gore was one of the first to be imprisoned by the rebel government of Major Johnston because of his friendship with Bligh; on refusing to acknowledge their jurisdiction he was sentenced to transportation for seven years to Newcastle; in 1810 he was set free by Macquarie, the new Governor. In 1814 Gore was thrown out of work by a legal dispute, in 1820 he was committed to debtor's prison and removed from office. In 1824 he was tried for shooting at and wounding Private Andrew Beattie, a military grass-cutter, on his property at Gore Hill. Reporting the trial, the *Sydney Gazette* said:

"On the day named in the indictment he [Beattie] was procuring grass on land contiguous to the farm of the prisoner [Gore]; in which spot or, within half a mile, he had been before. There was a fence quite close to the spot; he was outside, and alone. When he first saw Mr Gore, he was 50 yards distant, and he had then made up, in bundles, 4 dozen of grass . . . Mr Gore commanded him to lay down his hook; the witness said that the prisoner was welcome to the grass if it belonged to him; whereupon Mr Gore struck him with his fowling-piece on the right shoulder which staggered him; and recovering himself the witness ran off with his hook.

"The prisoner then levelled his fowling-piece at the deponent, and shot him, at a distance of 30 yards: the prisoner never uttered a word. The deponent positively swore that the prisoner came up to him on the charge, cocking the piece as he advanced; and that there was not above the intervention of half a minute between the blow and the discharge of the gun."

Beattie told the court that he ran some distance before he realized that he had been wounded; then he returned to the spot where Gore was standing with his convict servant, his back to him. As he came up, Gore turned around, saying:

"'You rascal; have you come to trouble me again?' and made for the deponent; who informed him that he was wounded. The reply of the prisoner was that he was nothing the worse, and he was sorry it had not been a ball, for it would have stopped his running."

Gore's own evidence, the evidence given by his assigned servant and Gore's son's evidence, all conflicted with Beattie's; and Beattie himself admitted having been admonished previously by his adjutant for trespassing on Gore's property and taking his grass. Dr. Stephenson, Surgeon of Beattie's regiment, told the court that the private

"... had been wounded with small shot; from the back bone under the side there were 8 shots; on the back part of the upper arm there were 10; and on the fore arm and hand, 24 were lodged . . . from the appearance of the wounds he was unable to decide for several days as to a recovery."



Gore was convicted on 9th January 1824 of having shot at and wounded Beattie, but he was subsequently pardoned by Governor Brisbane. Gore's grant of 150 acres is bounded on present-day maps roughly by Mowbray Road, Elizabeth Street to Artarmon Station and the North Shore railway line, and by a line north from Chelmsford Avenue back to Mowbray Road. He is said to have named it "Artarmon" after the family estate in Ireland, but this remains unproven. His name today is also remembered in Gore Hill, near St Leonard's, and Gore Cove at nearby Greenwich.

TRANSPORTATION of convicts to relieve the overcrowding of English prisons was suspended as far as the colonies of New South Wales and Moreton Bay were concerned by 1850, never to be resumed. Although the up-country squatters would have welcomed its re-introduction, the townsfolk, particularly the Sydneysiders, wanted no more convicts; large protest meetings were held and resolutions carried that were sent to the British authorities. The character and outlook of the colonies, particularly that of New South Wales, was changing; many people now regarded Australia and not England as "home"; and the first stirrings of the coming demand for self-government were soon to be heard.

Little wonder then, that in May 1865, sixty-seven citizens resident in the Rural District of Willoughby on the north shore of the harbour of Port Jackson, sent a petition to the Governor, Sir John Young, praying for the incorporation of the Municipality of Willoughby. These men were the pioneers of a new era that was dawning; and their efforts to achieve their own government of their own local affairs would set a pattern for others to follow. Those who signed the petition were J. C. Ludowici, William Smith, John Boyle, Thomas M'Clelland, Albert Ratke, James Reid, Edwin Rannard, James Snow, William Pollard, Richard Horsley, George Woolland, Hugh Haron, Alexander Casher, Francis Bellman, George Trickett, John Jones, Michael Smith, Thomas Adamson, Richard Johnson, Jacob Holland, Thomas Foote, senior, Thomas Foote, junior, James Medlyn, John Collins, Andrew Smith, William Martin, G. H. Chalk, James Bereyn, Harry Russell, John Scholfield, William Donnelly, T. T. Allard, George Jones, Peter Corkin, James Mills, David Etherington, Alexander Wallace, Smith Bennet, B. Carnett, Joseph Cox, John Cropley, Donald Carmichael, Joane Howard, John Williams, Francis Stack, William Purnell, H. H. Bligh, Emuel Dew, William Watts, Jethro John Pearse, William Reynolds, John McMillan, John Armitage, Edward Carr, Timothy Cuick, James Welch, George Green, Heinrich Kulman, John Rogers, Edward Anderson, Thomas Connelly, Charles Andie, Connell Linsley, James Cook, Edward Lee, Matthew Simpson, James French.

A proclamation issued from Government House on 23rd October 1865 and published in *Government Gazette* No. 227 two days later granted their prayer and brought into being the Municipality of North Willoughby. It was the first municipality on the North Shore to be incorporated, and was followed by East St Leonard's (1886), St Leonard's (1869), Victoria (1871), and North Sydney (1890).



## 2. And then came Willoughby

A RURAL DISTRICT considered somewhat remote from Sydney, with only a small population, where timbergetters' cart tracks were almost the only lines of communication—an area that lacked most of the amenities of civilized life in the nineteenth century: this was the state of North Willoughby in 1865 when it was incorporated as a municipality.

The boundaries of this new municipality were:

Long Bay, Middle Harbour, Parish of Willoughby, County of Cumberland, at the junction of a fresh water creek, at the eastern point of James Yates' 5½ acres and James William Bligh's 3½ acres; and bounded on the south-west corner of Archibald Mossman's 34 acres, thence by a line bearing south-west to the source of a creek dividing Wright's 29 acres and Woolstonecraft's 525 acres; thence by that creek to a bay, and by the bay, and the waters of Port Jackson running westerly, and by Lane Cove Creek, to the head of Blue Gum Creek, and thence by the dividing boundary line of the parishes of Willoughby and Gordon to Middle Harbour; thence by the waters of Middle Harbour to the point of commencement.

The first meeting of the "Councillors of the said Municipality", a purely formal one, was held on New Year's Day 1866, when James William Bligh was elected Chairman. The names of some of the pioneer Councillors are remembered today in such street-names as Bligh Street, Northbridge (Bligh's original grants of land were in this area); Bryson Street, Chatswood; McClelland Street, Willoughby; French's Road, Willoughby; the present Town Clerk, Mr H. J. Reid, is a grandson of James Reid, who was one of the petitioners for the Municipality and a member of the first Council.

Council meetings were generally held in a barely furnished slab hut in those days: owned by "German Bill" Reynolds it stood behind a cottage on two acres of land near what is now the intersection of Penshurst and Penkivil Streets; the first Council election was also held here on 16th December 1865.

Most of the countryside in this part of the North Shore was still in its native state; it was covered in sections by thick bush, undergrowth, scrub, trees, stumps of trees left by the timbergetters, rocks, gullies, creeks, waterholes, and other natural obstacles to make travelling difficult. Settlers had previously found their own way from place to place through this rocky wilderness; timbergetters also made their own tracks, and these followed the ridges wherever possible; the tanners, like Radke and Ludowici on Burns Bay Creek, used water trans-

*Municipality of North Willoughby*

*At the first Meeting of the Councillors for the said Municipality held on the first day of January 1866*

*At the following Councillors took oath, a list of Office made by him before a Magistrate as required by the Municipalities Act of 1865 by*

<i>James William Bligh</i>	} <i>elects by majority of votes</i>
<i>George Suckett</i>	
<i>James Reid</i>	} <i>elects by the same method</i>
<i>John Bryson</i>	
<i>Donald McClelland</i>	
<i>James Harris French</i>	<i>3rd member of 6 etc.</i>

*The said James William Bligh was unanimously elected Chairman of the said Municipality.*

*The first monthly meeting to be held on the 1st day of January at the above.*

*Wm Bligh*  
*Chairman*

port. Now, however, the district was emerging from its rural infancy and a road system would be needed to cater for people who would come to live and work and travel in Willoughby.





*James William Bligh.*



*David Broadfoot, Mayor, 1868.*

On 15th January 1866, Council decided that

"Application be made to the Government to appoint a Surveyor to mark out the following Roads and that the same be proclaimed public Roads, viz.: Road from Lane Cove Road to a Government Road, South of Archbold's 640 acres through Mitchell's land [*Victoria Avenue*]; Road from St Leonards towards West Sydney and Sugar Loaf Bay deviating from marked Road near Ryan's and running through Government Land and Carr's 50 acres [*Flat Rock Road*]; a Road deviating from same through Nathan and Adamson's Lands to join a Government Road to Middle Harbour [*Mowbray Road*]; and such other roads as shall be considered requisite."

In March 1866 it was estimated that the sum of £200 would have to be spent on forming and repairing local roads; but the actual amount — a good deal of the money went on stumping and clearing — came only to £101 14s. 7d., which was offset by a Government subsidy of £103 15s. 8d.

A change in the membership of the Council took place on 5th March 1866; Messrs Henry Russell and Elijah Charlish were reported in the minutes to be elected in place of Messrs French and McClelland. In April 1867 the Chairman of the Council (J. W. Bligh) resigned, producing medical certificate from Dr. H. G. Alleyne:

"March 27th, 1867. I certify that Mr James W. Bligh, Chairman of the Municipal Council of North Willoughby has long been and still continues to be a great sufferer from bodily infirmity and illhealth which renders his residence in North Willoughby most objectionable."

What effect the climate or the people of Willoughby had on Mr Bligh was not specifically stated.

In June 1866 Council decided to buy one chair for the use of the Council Clerk (Mr James Coleman); two long stools for strangers to sit on; and three glasses, one jug, a bucket and a rope for "the Accommodation of the Aldermen". In his early official history, *Willoughby's Fifty Years: 1865-1915* (Chatswood, 1915), Alderman Claude Leplastrier commented: "It cannot be assumed that the two latter articles were provided for the purpose of enabling the tired-of-life Aldermen to 'kick the bucket' from under their feet, after adjusting the rope in due form"; rather that the Mayor of the day used an adjacent well as his Mayoral locker.



As soon as Council had confirmed the assessment and rating of property, it was decided that "immediate steps" be taken to collect the revenue; on 30th July 1866, Christopher Tuckey was appointed Collector of rates with a commission of 1s 6d in the pound provided he gave security himself of £50 and two sureties of £25 each. A rate of one shilling in the pound was fixed by Council at its meeting on 8th April 1874, the first time this appears in the records.

The collection of tolls on the Lane Cove Road (now Pacific Highway) at the northern boundary of Willoughby; and the erection of a Toll House and a Toll Gate at this point were contentious subjects in the 1870's, from the time that Council agreed to charge tolls. In the first instance, it had been proposed that people outside the Municipality should pay £50 per annum towards the cost of maintaining this important thoroughfare, but when this was not forthcoming the toll was introduced; in July 1870 the nearby Borough of St Leonards asked if North Willoughby intended handing over a proportion of the tolls to help repair that part of the Lane Cove Road passing through St Leonards; and on 10th April 1873, the Toll Collector reported that James Archbold had refused to pay Toll.

During the Council meeting of 3rd January 1874

"The Mayor (Alderman J. P. Best) stated that he had caused repairs to be made to two culverts, had had the Toll Board made good and repainted and the Toll Gate having been taken away he had issued a Notice that the Council would give a reward of £5 for such information as would lead to the conviction of the person or persons who had committed the act."

The toll was collected for some years, but it was finally discontinued.

Feelings ran high at a Council meeting on 1st October 1870; Alderman French moved successfully that all motions standing in the name of Alderman Russell be ordered to stand over until 1st January 1900—thus muffling him for nearly thirty years!

Flat Rock Road (now *Willoughby Road*) and the bridging of Flat Rock Creek continued to occupy the attention of aldermen during 1866 and 1867, and a number of Council meetings were actually held there at that time. In January 1867, the bridge across Flat Rock Creek—the first bridge built by Council in Willoughby—was completed, at a cost of £15 10s., plus £2 for a stone wall on the eastern side of the approaches to it. However, work on forming and repairing and clearing the roads to enable travellers to use the bridge cost over £70.

In the early fifties many newcomers to this country took up blocks of land in Willoughby and Chatswood and tried their hands at orange-growing, market gardening, or farming. Tempted to leave the British Isles or France or Germany by rosy descriptions of life in the Colony printed in official immigration handbooks they discovered that pioneering was largely hardship and toil. For some of the immigrants this was disastrous: having used their original small capital as a deposit, they were unable to keep up the payments because they could not reap a harvest quickly enough, and so lost their land. But the district did become renowned for the fine quality of its strawberries, and some orchardists also made money from peaches and apples and plums. Later, the Chinaman's gardens and the dairies were to become familiar features of the scene.

At first the population grew slowly: the 400 inhabitants of 1865 increased to 553 by 1871. In 1889 the *Illustrated Sydney News* put North Willoughby's population at "about 1600", adding that there were 500 houses within the Borough. The official Census of 1891 counted 3,411 people in the area, this number increased to 3,600 by 1893; and by 1900 there were 5,103 according to an *Evening News* article on the "rapid progress made in the suburb", published in 1904.



**MODEL TOWNSHIP  
SUBDIVISION  
CHATSWOOD**

Only 5 Miles from Milson's Point. Elevation 350 feet above sea level. The Sanatorium now strongly recommended by Medical Men.

**MONEY ADVANCED ON LIBERAL TERMS TO ASSIST PURCHASERS TO BUILD.**

City water on the estate.  
Asphalte footpath from Station to property.  
Every allotment is marked out.

**TITLE TORRENS.**

Rate of Interest charged only 7%. The Title being Torrens Act Legal Fees will be Nominal. Inspection of the Estate and Applications for Advances to build are invited.

## North Shore Railway Estate, TOWNSHIP OF CHATSWOOD, ON THE NORTH SHORE RAILWAY LINE.

Township Allotments. Elevated Building Sites.

You are cordially invited to attend the Auction  
Sale on the Ground, on  
**SATURDAY, JANUARY 19, 1889.**

At Three o'clock, by

**RICHARDSON AND WRENCH,**

AUCTIONEERS,

98 Pitt Street, Sydney.

**TERMS:**—10 per cent. Deposit, 15 per cent. in 3 months without interest, and balance by 11 Quarterly Payments, with interest at 6 per cent. per annum.

The prime reason for this increase in population was the coming of public transport to the North Shore. Early settlers had to walk from Willoughby or Chatswood to Port Jackson to catch the Blue's Point ferry to town; even the first Mayor had to trudge it at times. An intermittent service was provided by the first postmaster, Mr Nash, with his four-wheeler, drawn by a grey horse. George Leafe's spring cart was the first regular transport, although it could only carry six passengers (three seated, three standing). Single fare was 1s. 6d. and travellers had to book a day ahead to be sure of getting on; and if they did get aboard the odds were — especially after wet weather — they would be called on to use the shovels the vehicle carried to fill in pot-holes along the rough and narrow road. Finally, there came the famous "Bianconi" horse-buses, which ran regular services until displaced by the trains. Richard Hayes Harnett, who was Mayor in 1871, had an interest in the "Bianconi" line. Other services were run by Harry Russell, landlord of the "Great Northern", and along Willoughby Road by W. T. Muston.

The North Shore branch railway, from Pearce's Corner (Hornsby) to St. Leonards, was opened for traffic on 1st January, 1890, but though the coming of the railway marked the beginning of true residential development there were many

*Above: An advertisement for land in the 1890s.*

FROM A REAL-ESTATE BROCHURE IN THE POSSESSION OF MRS M. W. CARR.

*Below: The North Shore Railway Estate comprised the area from Mowbray Road to Centennial Avenue west of the Pacific Highway.*

AN ADVERTISEMENT FROM THE "ILLUSTRATED SYDNEY NEWS", 1889.



“residential pioneers” before this time. The *Sydney Mail* in 1904 remembered that these pioneers

“... revelled in the beautiful bush scenery and the delightful air of the [North Shore] Line. Some were attracted by the desire for rural surroundings in contrast to their city avocations, for cows and horses and fruit and fowls. Others went for health's sake, for themselves or their families. They found the high country one of Nature's grandest sanatoria, and with sound sleep and keen appetites attacked whatever work lay to their hands . . . Most of them drove down to Blue's point each morning. Others came in a coach, which must have been telescoped, for in its history it was never known to fail to take up a fare. It ran from Pymble, and brought down some 40 people. On the footboard, on top, among the horses, anywhere. No one ever troubled about overcrowding. The driver, “Old Tom” Watson, was a crack. He would gallop his five horses down the North Shore hill as fast as they could put hoof to road. And the roads were shocking; so that the fares were a bounding brotherhood who needed all their acquired vigour to hold on. The worst places were at Gore Hill, opposite Mr Whiting's, Cooper's Flat, Chatswood; and Springdale, now Killara. Frequently drays would be left in these places overnight because they could not be hauled out of the mud.”



FROM THE COLLECTION OF MRS M. W. CARR.

Before the railway, the North Shore had seen the introduction of its first publicly-owned tramway in 1886: the cable tram service ran from Milson's Point to Ridge Street and was extended to Crow's Nest in 1893. It made outlying Willoughby a little less remote, but not until 1898 did the district have a direct electric tram service to the ferry terminus.

James Anderson was the Council Clerk in those days. An old Army man who served in the Crimea with the Royal Engineers, he was highly regarded in his day. The *Illustrated Sydney News* of 22nd August 1889 said of him



MR. JAS. ANDERSON,  
Council Clerk, North Willoughby.

“After serving his country faithfully and well for a number of years, Quarter-master Anderson was discharged in 1870 at his own request, but as he says, he is ‘fit for service yet’. He holds the Silver Medal for the Crimea, with clasps, for Inkerman and Sebastapol, the Sultan's Medal for the Crimea, and medal and highest gratuity for long service and good conduct. This is a record of which any man might be proud. In the past 13½ years Mr Anderson has held the position of Town Clerk which he now occupies, and has won for himself the respect and esteem of his fellow townsmen.”



Mr Anderson, who was present at the Smoke Social held in Chatswood on 25th October 1908, related how he did the clerking and pretty well everything else and held his position for nearly 21 years. Leplastrier, in *Willoughby's Fifty Years*, said that "Old municipal identities all testified to 'Andy's' efficient services. One of his office peculiarities was his system of making memos. These he wrote on little bits of paper, and pinned them on to the table, like entomological specimens. Any sudden disturbance upset all the old man's specimens, and chaos reigned in the little room till they were arranged again."



*Opening of Willoughby Town Hall, Victoria Avenue, Chatswood, 4th September, 1903.  
Designed by Mr B. Hadley and built by Mr John White, it cost £3165.*

PHOTO: WILLOUGHBY COUNCIL.

The Suspension Bridge connecting Cammeray with Northbridge was built in 1889 at a total cost of £100,000 by the North Sydney Tramway and Development Company to open up Northbridge as an elite residential suburb; the ornate sandstone structure, dominating the bush and scrub all around it, was designed to attract people to live in what was then called Gordon's Estate. The bridge took nearly three years to construct, it contained over 2,000 tons of iron and steel; it was built with painstaking care, the Depression of the Nineties intervened, population did not come, and the project was abandoned for the time being. In 1912 it was taken over by the State Government and a tram service was run to Northbridge, but this ceased in 1936 when the Suspension Bridge was condemned. In 1939 it was re-opened as a reinforced concrete arch and girder bridge.





*The Suspension  
Bridge, Northbridge.*

*Top: The bridge as  
it was not long after  
completion in 1889.*

PHOTO: D. WARNER.

*Bottom: A south-  
bound tram crosses  
the bridge in 1914.*

FROM A PAMPHLET  
IN THE POSSESSION  
OF D. WARNER.







*Willoughby Waterfalls in the 1890s.*

FROM A PRINT IN THE POSSESSION OF WILLOUGHBY COUNCIL.

The Suspension Bridge drew attention to Willoughby because of its unique engineering qualities, but North Shore people were no doubt more attracted to the natural beauty of their own Willoughby Waterfalls; and it became a favourite place for picnic parties in those far-off horse-drawn days. A coloured lithograph of the Falls appeared on the cover of "Raindrops in Australia", an impromptu by Miska Hauser published in Sydney about the 1850s. Local pride was also evident in "The Rose Bay Quadrilles", W. H. Paling's "Sydney Railway Waltz", "The Woolloomooloo Schottische", and a "Railway Galop", dedicated to the New South Wales Government.

In 1866 North Willoughby had been divided into two Wards, North Sydney and Lane Cove River, separated by the old Gordon Road (now Pacific Highway); in 1879 these became East Ward and River Ward. In 1895 River Ward became the separate Municipality of Lane Cove, and Willoughby was re-subdivided into Naremburn, Chatswood and Middle Harbour Wards.

The turn of the century saw the North Shore still expanding. Churchill Thomas, in a special article in the *Town and Country Journal* of 29th December 1900 wrote that

"Nothing so illustrates the rapid progress of the northern suburbs as the constantly increasing number of ferry boats employed, and the change within a few years from hourly or half-hourly to ten-minute services . . . The promise of a bridge dates back many years, but the achievement seems now within measurable distance, as tenders have been received from a number of firms for its construction, and it is hoped that the residents will at length see their dream realized."

Thomas added that excursionists would no doubt prefer to go across to the North Shore by water, or at least patronize the Bridge as an alternative route. A great future was before the district as a whole. Turning to the area from Gore Hill to Chatswood he remarked that

" . . . a pleasant half-hour's walk along a picturesque road, favoured by cyclists, brings us to Chatswood. A pretty ivy-grown church [*Chatswood South Methodist Church*] is first met with, and past this we proceed onwards for a short distance, and then we turn to the right across the railway line at Chatswood Station. This suburb has gone ahead very rapidly of late years, offering as its residential sites at a fair elevation, removed from the excessive moisture of the atmosphere of lower parts of the Shore, and yet within easy distance of the city. It thus attracts many who wish to be a little away from the sea air, and yet are prevented by the greater expenditure of time and money from going further up the line, where conditions of dryness and elevation are more fully satisfied. From the station, a quarter of an hour's walk through an avenue of





*Above: Lane Cove Road  
(now Pacific Highway) near  
Mowbray Road intersection,  
about 1900.*

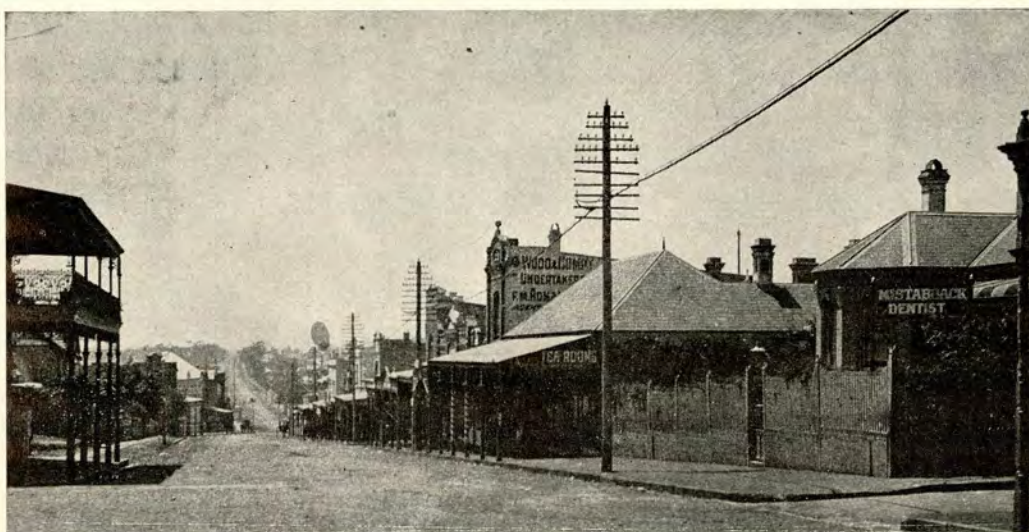
PHOTO: MRS A. HAMMOND.

*Centre: Willoughby tram ter-  
minus in the 1890s.*

PHOTO: LANE COVE  
HISTORICAL SOCIETY.

*Below: Victoria Avenue,  
East, Chatswood, about 1908.*

PHOTO: S. H. KNIGHT.







*Aldermen of Willoughby Council, 1898.*

PHOTO: WILLOUGHBY COUNCIL.

handsome cottages, with well-kept gardens, brings us to the terminus of the Willoughby tram."

Roads and streets were often bad in those days and travellers did complain about the state of them; on 1st May 1889 the *Manly and North Shore Times* gave space to "A Sufferer" of Naremburn for this classic attack on the Council

"Sir: That part of Naremburn formerly known as Central Township has been long suffering from municipal neglect and I notice that in your last issue that Willoughby Council still makes light of its requirements. The aldermen have turned a deaf ear to the petition lately presented by the ratepayers for some improvement in the care and condition of the streets in that part of the Borough. If the aldermen for the Ward and the Works Committee had visited Garland-road I think they would have recommended something being done. The road in question is only partly formed. The footpaths in most parts are not cleared. Stumps and ti-tree impede the way. There is no channel on one side to carry away stormwater. "A stitch in time" is a saying that the Council might lay to heart with regard to this road. The other day I saw a horse overturned by a stump on the side of this road. Fortunately no damage was done; but had it been otherwise the Council would have been morally, if not legally, liable for the damage by its neglect of ordinary care in the construction of the road. Again, if heavy rain, which may come any day, runs into ratepayers homes, causing damage, for want of proper roadside channels to take it away, will not Council be liable?



"The extremities of the Borough should not be starved at the expense of the heart of it. The Council has the money to beautify the streets of Chatswood with trees. Cannot a few pounds be spared to make our ways safe and passable? The Lazaruses of Naremburn will not envy the the Dives of Chatswood if only a few crumbs fall to their share."

On the other hand, quite a pleasant little pen-picture of life at the heart of the Borough was given in "Chatswood Chips", the gossip column of the *North Shore and Manly Times* of the day:

"The well-illuminated streets of Chatswood create a good impression of the place with passengers by train there these dark winter nights, when all the more northerly stations are enveloped in gloom and darkness."

These "highland suburbs" of Sydney were also the subject of special comment by the *Sydney Mail*, four years later:

"For the most actively progressive suburbs of Sydney today one has to take the ferry from Circular Quay and train from Milson's Point up the North Shore Line. There, in what was but a few years ago, bush, dotted with the homes of orchardists, and earlier with timbergetters, are some of the most palatial homes around Sydney . . .

"For a long time what Miss Ethel Turner has described in her books as 'red road country' was only known as a specially picturesque and invigorating district of Sydney, a delightful objective for drives and picnics among the orchards and orangeries, and eucalypts — which were unsurpassed by those of any district within hundreds of miles of the metropolis. It was a singular exception to the rest of Sydney's surroundings, a district remarkable for the richness of its soil as well as for its salubrity, and it embraced the highest country this side of the Blue Mountains."

And revealing the foresight of a Government departmental official of the day, who, like many people at that time felt that the North Shore was destined to remain a backwater:

"So little was thought of the district in some quarters that the late Mr Henry Copeland who was regarded as a particularly shrewd man, told the Public Works Committee that it would be better to pull up the rails of the branch line from Hornsby to St Leonards than to extend them to the waters of the Harbour. And the district he thus contemptuously regarded is now occupied by homely Artarmon, populous Chatswood, picturesque Roseville, accessible Lindfield, vigorous Killara . . . and on to Hornsby.

"The timbergetters of old supplied Sydney with blackbutt, mahogany, stringybark, turpentine, and ironbark and others besides. Splendid red gum, blue gum, and apple and on the sandy lower levels white gum, amongst a host of other trees and shrubs. The timber industry lasted for many years. Mr Robert Pymble, now over 80 years of age, and who has lived in the district since he was five years of age, was a master timbergetter."

An *Evening News* reporter who visited Naremburn in 1904 found there

" . . . 'Pension-Town' where resides as interesting a group of bedrock humanity as could well be met. A longtime miner prefers canvas to bricks and mortar, his residence being quite the aristocratic establishment of the settlement. An outside kitchen has a sweet-smelling fire, of blackfellow's spear roots, where heat the odorous gum exudes, and burns cheerfully. A bush railed-in garden is growing honey-sweet, broad beans (in flower), long coss-lettuce, and cream-hearted cauliflower. The ornamental is provided by a trellis of vivid geranium. The owner is Irish, with memories out of a huge repertory of experiences. 'How Mother Kinder Made a Pile' is told with a twinkle, as it has a soupçon of local interest. . . . Well, there was a little bit of a screen put up across the bar and behind it sat a little dried-up looking woman, nothing to look at, with a ticket across the screen, 'The Notorious Mother Kinder. Price 2 shillings, with drink'."

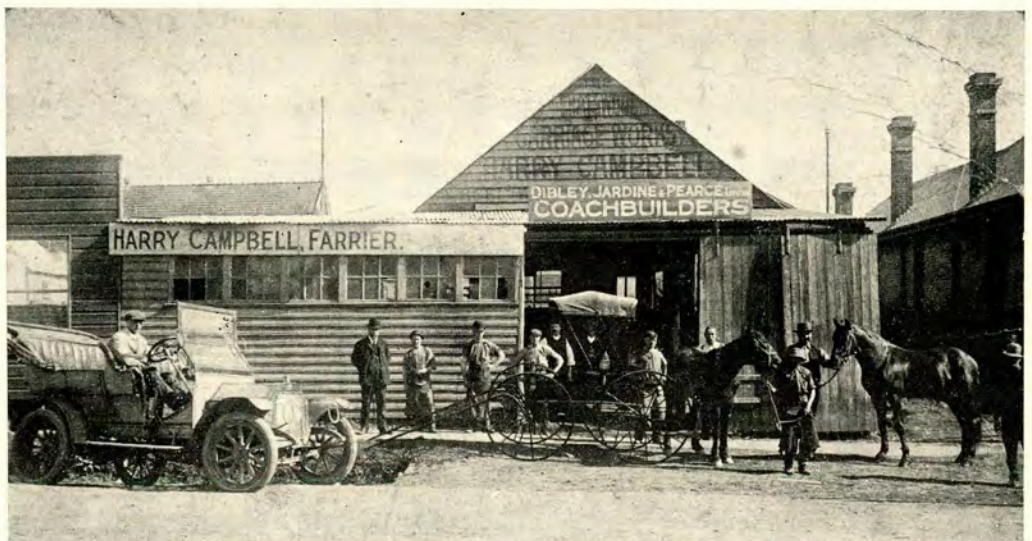




*CADETS OF CHATSWOOD SCHOOL, ABOUT 1902*

*Left to right—Top row: Joe Moore; Clem. Aubin; Jack Lilja; Bob Ford. Front row: Stan Wood; Ted Hickey; Captain Wright; Tom Tennant; Fred Beattie; George Nock; Absent, Reg. Meikle.*

PHOTO: MR E. A. HICKEY, WOLLONGONG.



*On the old Gordon Road (now Pacific Highway) just before the first World War. An early "flivver" poses with a horse and buggy outside Harry Campbell's farriery, just north of Fuller's Road, on the western side. The coachbuilder's workshop is next door. The men in the photograph are blacksmiths, wheelwrights, farriers, and coachbuilders.*

PHOTO: HARRY CAMPBELL, JNR.



Freak weather conditions created a terrible willy-willy that brought wholesale destruction to Naremburn and parts of St Leonards on the afternoon of Wednesday 27th March 1906. On Thursday the *Sydney Morning Herald* reported that



*The wreckage of Mr. Leslie's home, Naremburn.*

PHOTO: MRS E. GILTROW

Mrs Leslie and her daughters were extricated from the wreckage and rushed to Royal North Shore Hospital. Not so fortunate, however, was the man next door:

"Patrick Toomey occupied a cottage close by, and at the approach of the storm was in his garden giving attention to his fruit-trees. Hearing a warning cry from Mrs Toomey, he hastened towards the house, and had but reached the wash-house at the rear when the chimney of the house fell. He was killed outright by flying debris."

According to the *Herald* the path of the "tornado" was roughly two miles long and from a quarter to half a mile wide; it passed over the heights of North Sydney and eventually found its way across the Harbour, but

"... the district round St Leonards railway station and Crow's Nest received the full force . . . For a space of about five minutes the air was filled with flying sheets of iron, torn rudely from this or that building, portions of fences, trees, veranda supports, and other materials. Men, women, and children were seen running for shelter in all directions, while those within their homes were experiencing a day that will be indelibly impressed on their memory. Before they had time to realize what had happened, the storm had passed them by, soon the sky cleared, and the sun was shining brightly over a region of ruin and loss."

"The telephone and telegraph wires along the Lane Cove Road were in many places broken, and in one instance the overhead wire of the tramway in Willoughby Road was lying along the tram route, occasioning a temporary delay in the traffic."

The following day the Mayor of Willoughby (Alderman W. Cleland) opened a relief fund for victims of the disaster; and a public meeting was held at Crow's Nest two days later to form a joint Willoughby and North Sydney distribution committee. Among those present was "Billy" Hughes. Working bees were also formed to help rebuild damaged premises. Alderman Campbell of Willoughby collected enough money from his fellow employees at Anthony Hordern's to purchase iron to put a new roof on the grocery shop in Mitchell Street run by Mrs Stacker, a widow of very small means; and the teachers and pupils of Naremburn Public School held a "continental" to raise money for the relief fund.

"It was about ten minutes to two when the tornado swept across Naremburn Park carrying destruction in its wake . . . Mr T. H. Leslie, a brick-carter, with his wife and children resided in a comfortable weatherboard cottage, and this building was completely wrecked. At the time Mrs Leslie and her two daughters Ethel (13) and Ivy (11), were in the house, Mr Leslie being away at his work. Without a moment's warning, the wind caught the house—which stood on brick piers—lifted it bodily from its supports, and hurled it over the garden fence, where it collapsed, and was immediately reduced to a heap of ruins."





*Artarmon in the early 1900s.*

PHOTO: S. H. KNIGHT.

the whole municipality to be now 13,280; by 1911 the figure was 15,970; by 1912, 16,345; 1914, 21,450, and for 1915-16 the population was given as 24,835. In 1910 Willoughby had 90 miles of streets and roads, and this mileage steadily increased to 130 by the end of 1916.

An indication of values in the area just before the first World War is given in these "Land for Sale" advertisements in the *Sydney Morning Herald*, 2nd December 1911:



*Artarmon shopping area, about 1910.*

PHOTO: WILLOUGHBY COUNCIL.

By modern standards, suburban streets of Edwardian Sydney were not well lighted, but Willoughby was constantly improving the lighting of its area. In 1910 the Town Clerk (Mr A. A. C. Bastian) reported that 26 new lamps had been erected, making a total of 360 lamps (333 gas and 27 oil); and this number was split up into Chatswood East, 109 gas, 6 oil; Chatswood West, 78 and 1; Middle Harbour, 51 and 5; Naremburn, 94 and 16. There were also 6 electric lamps on Willoughby Road

As a result of improved transport, better communications, and the provision of public utility services, marked advances in population and development took place in the Municipality between 1890 and 1910. But as many of the new facilities were available only at Chatswood, it grew rapidly, outstripping Willoughby proper and areas to the west. The Council's *Annual Report for the Year 1910* (Chatswood, 1910) showed the population of

*Chatswood*, 10 mins. from stn.—1½ ac. Land £225.

*Artarmon*, close to the station—Splendid Building Allotments, 50 x 150, from 25/- per foot. Torrens Title. Terms.

*Willoughby*,—2 Allotments, each 66 x 132. Price 17/6 per foot. Terms. 5 minutes from tram.

*Chatswood*.— Splendid Level Building Site, 50 ft. frontage, good depth. Torrens. £60.



erected by the Chief Railway Commissioner and their cost was shared by the Council, but in 1911 these were replaced by gas. The Mayor (Alderman R. T. Forsyth) told Council that the Railway Commissioner switched the electric lights off at midnight, while the gas lamps would burn all night. In 1914 Council signed a street-lighting agreement with the Sydney City Council and electricity gradually came into use throughout the whole Municipality.



*Alderman R. T. Forsyth.*

PHOTO: L. FORSYTH.

Although the suburbs north of Port Jackson continued to grow and improve in the years before the first World War, residents still wanted a better form of Harbour crossing. In Willoughby Council's 1911 *Annual Report*, the Mayor (Alderman R. T. Forsyth) voiced local opinion when he said:

"Consideration of the question of a bridge or tunnel to connect Sydney with North Sydney is now being inquired into by the Public Works Committee. In connection with this matter a Conference of Councils to the Northern Suburbs was held recently when it was decided that connection between Sydney and North Sydney is preferable to the residents by a bridge from Milson's Point to Dawes Point, to carry trams and trains, a roadway for vehicular traffic, rather than by tunnel; and if a bridge cannot be given to carry trains, then communication by trains be by tunnel in addition to the bridge . . . and delegates were appointed to give evidence before the Committee on the matter."

The *Sydney Morning Herald* threw all its weight into the cause of better transport for the North Shore. On 27th January 1911 it said:

"We are reaching the point where this old-time method of crossing the harbour must be dismissed and more modern ideas substituted . . . Neither tunnels nor a bridge can be built in a day, and as the city grows, the confusion, delay and friction will become steadily worse."

The paper attacked the problem again on 15th February:

"Nothing is more certain than the expansion of the northern suburbs. In spite of all the delays and difficulties of transit, they fill up and spread out month after month, because they have been marked out by nature for residential purposes . . . The growth of the northern suburbs has been heavily handicapped all the time by the feeble train service, by inconvenient tram transit, and by the barrier of the Harbour. . . . Meanwhile it is becoming clear that the problem is ceasing to be one of bridge versus tunnel. The growth of the northern suburbs promises to be so rapid and so great that both will be required well within the next quarter of a century."

However, the Standing Committee on Public Works continued to inquire into "the expediency" of bridging the Harbour. On 29th March 1912, the manager of Sydney Ferries (Mr W. G. Todd) gave the following evidence:

"Approximately the number of passengers carried in a year by the ferries to the North Shore was 19 million and gross revenue from the traffic including vehicular traffic was £113,000. The number of vehicles carried last year was 510,000, of which 320,000 went by the Milson's Point ferry and 190,000 by Dawes Point ferry. The capacity of the vehicular steamers was 730 per day or 2,857,000 per year."



MR SCOBIE (Chairman of the Committee): If the bridge is built it will interfere with your ferry to a great extent.

MR TODD: It will interfere with the North Shore service somewhat.

CHAIRMAN: And if there are a bridge and tunnel?

MR TODD: I don't think it will make any difference whether there are a bridge or tunnel."

But war came and the bridge across the Harbour was put aside for more pressing tasks. During hostilities, building operations in Willoughby, as in all other municipalities, were very much restricted; there was little extension of water and sewerage services, and only work considered absolutely essential was done.

On the home front local organizations were busy raising money in aid of a number of worthy causes: the Australia Day Fund, the Belgian Fund, Willoughby United Soldiers' Fund, Voluntary Workers, Anzac Day, the Y.M.C.A., Win-the-War League, Button Day, and the War Chest Appeal. More than £5,000 had been donated by the citizens.

The Mayor (Alderman R. T. Forsyth), Aldermen W. T. Dickson and E. G. Hattersley, and the Town Clerk (Mr Bastian) all volunteered to enlist in the services, but were all rejected. In the words of the Council's *Annual Report* for 1915-16, "The residents of the Municipality and district, in fact, the whole of the northern suburbs, have freely volunteered for the Empire".



*Children's Sports' Day on Chatswood Oval, 22nd October, 1915.*

PHOTO: WILLOUGHBY COUNCIL.

The year 1915, of course, was the Jubilee Year of the Municipality of Willoughby and, to celebrate this event, Council published *Willoughby's Fifty Years*, by Alderman Claude Leplastrier, who had been Mayor in 1898. A Children's Sports Day, held on Chatswood Oval Friday 22nd October 1915 was one of the Jubilee functions organized as part of the celebrations. There were events for boys and girls; potato races, sack races, egg-and-spoon race, obstacle race, interschools relay races for boys, and championships for girls. The same evening a "Grand Continental" was held at Chatswood Park, with a fireworks display, vocal and instrumental music, recitations; and selections by the Rifle Reserve Band and also the N.B.R. Band.

The celebrations were concluded by the Jubilee Banquet held in the Town Hall, Chatswood on the evening of Saturday 23rd October 1915. Among those present on this great occasion were, apart from the Mayor and the Town Clerk and other officers, The Hon. Joseph Cook, M.H.R. (Leader of the Federal Opposition), the Hon. C. G. Wade, M.L.A. (Leader of the State Opposition), ex-Alderman Richard Johnson, one



of the original petitioners for the Municipality; and ex-Alderman Hugh Duff, Alderman A. A. Campbell, Alderman W. T. Dickson, the Hon. J. D. Fitzgerald, M.L.C., the son of Mr H. H. Bligh, the third Mayor; the sons of ex-Mayors Charlish and Harnett; Alderman Claude Leplastrier, Alderman F. C. Petrie, Alderman E. G. Hattersley, Alderman D. A. Campbell, Alderman W. J. Shepherd, ex-Alderman T. T. Forsyth, ex-Alderman R. H. Gordon, ex-Alderman G. F. Bailey, Alderman W. Cleland, Alderman J. Knight Smith; the Mayor of Lane Cove (Alderman Tomlin), Alderman T. B. Redgrave; the Mayor of North Sydney (Alderman W. Anderson); Mr John Haynes, M.L.A.; and many others. The gathering was told that the only other original petitioner, Mr J. C. Ludowici, was unable to attend, because of illness.

Mr Joseph Cook said that it was a very good thing to have a Municipal Jubilee in this young country, adding:

"There are in Australia 1,000-odd Municipal bodies who raise from the people of the Commonwealth the annual revenue of seven million pounds. The Alderman on the whole do their work well, and without remuneration [Hear! Hear!] 'The great unpaid', I always call them. I always feel like taking off my hat to Municipal authorities, when I remember the way they work, and the unselfish and ungrudging effort they put into the management of local affairs from year to year."

Alderman W. T. Dickson ventured the opinion that

"... if that grand old man, Sir Henry Parkes, was to come back again and find that the Municipality of Willoughby was celebrating its Jubilee and that the North Shore Bridge had not yet been constructed, he would not believe his own eyes."

Alderman F. C. Petrie said that although Willoughby was bush when North Sydney was a township, yet they were the first Municipality formed on the northern side of the water, and the first to adopt the electric system of lighting, a contract with the City Council having been signed as far back as May last year. The Mayor (Alderman R. T. Forsyth), proposing the toast "The Day We Celebrate", recalled that fifty years ago the revenue of the Municipality had been small indeed:

"The first balance-sheet, dated 3rd January 1867, which covered the half-year ended December 31st 1866 showed that total receipts were £103 15s. 8d., whilst the expenditure was £11 18s. 1d. and the year closed with the balance of £92 17s. 7d. That balance-sheet indicated exceedingly careful management. At the present time the general revenue is £28,000, inclusive of general rate, sanitary charges, and loan rate. The residents of Willoughby ought to be proud, as I believe they are, of the old pioneers of the District, who deserve all possible credit for the interest that they had taken in the welfare of the place."

During the 1920s more growth and development took place. In 1921, Willoughby's population was 28,067, in 1923 it was 35,600, by 1924, it had increased to 38,200; and there were now 150 miles of streets and roads. These were bustling busy times, big schemes were talked about, progress was in the air, and at least one project was actually started—the Sydney Harbour Bridge, which commenced building on 28th July 1923. Another big public work proposed was an electric railway from St Leonards to Eastwood "which may grow to rival the North Shore Line", but which was never built. It was recommended by the Public Works Committee in 1925, but today the Epping Highway runs over much of the route. In 1924 Roseville Bridge over Middle Harbour was opened. Willoughby had shared its cost with the State Government and Warringah and Ku-ring-gai. Amidst all this evidence of progress and talk of progress one newspaper found the time to remind its readers of what they owed to the past: the *Daily Guardian* in 1923 remembered that Willoughby was once "wild, rocky bush country",

"But the labours of the pioneers have changed all this, until the bush of North Willoughby has been slowly but surely changed and in its stead the beautiful suburbs



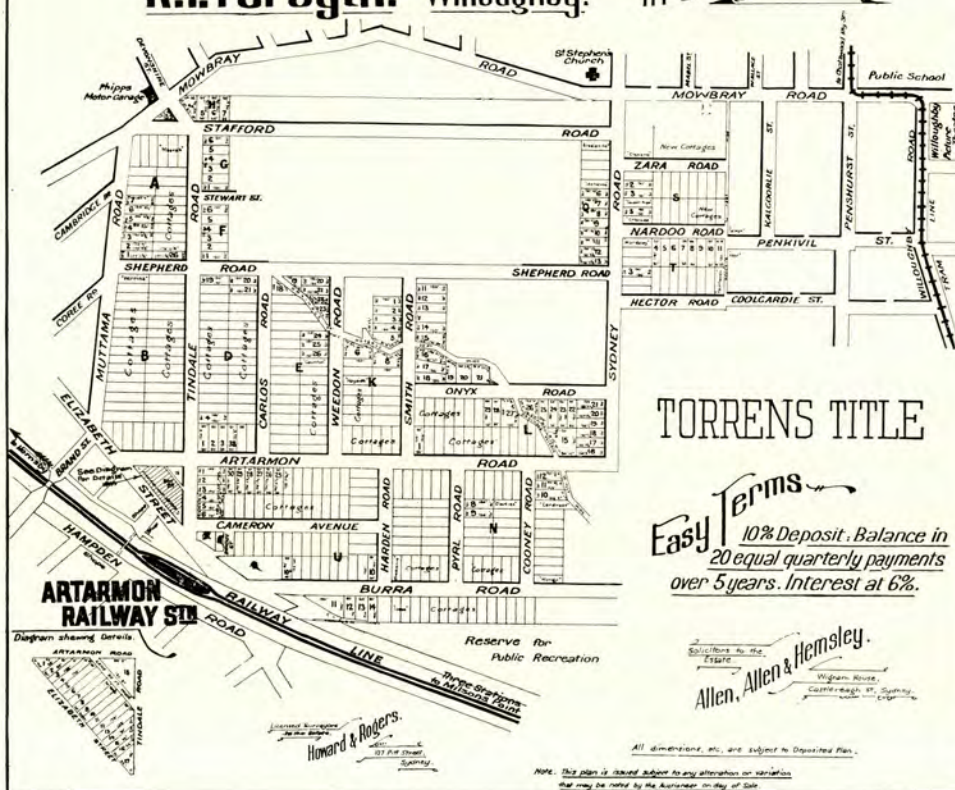
# ARTARMON ESTATE

## ARTARMON

Residential and Business Sites. 20 minutes from the City. The Pick of North Shore Line.  
For Auction Sale. on the Ground.

**SATURDAY, 9<sup>TH</sup> DECEMBER 1922**

Auctioneers **Stanton & Son Limited.** 133 Pitt St. at 3 p.m.  
**Richardson & Wrench Ltd** 92 Pitt St.  
**R.T. Forsyth.** Willoughby. in conjunction.



From a real-estate plan in the possession of D. Warner.



of Chatswood, Willoughby, Artarmon, Naremburn, and Northbridge have come. In place of a small government subsidy of £150 there is now an annual rate bill of £60,000. . . . The spadework of pioneering done by the struggling population of 400 sixty years ago has been well rewarded. In the area of nine square miles there are now 35,000 residents, and this total is increased each year. . . .”

Early in 1930 the *Sydney Morning Herald* published the results of a survey it had made of the North Shore, remarking that “few persons have more than a general idea of the extent of the settlement that has taken place in the northern suburbs in recent years”; areas that once had been only paddocks were now subdivided and built out, and the value of buildings erected was almost ten million pounds. Official returns from the Water Board of the value of new homes approved showed the steady increase in population, in Willoughby Municipality:

	Buildings	£
1925 .....	482	405,436
1926 .....	513	491,389
1927 .....	337	378,148
1928 .....	312	317,462
1929 .....	269	281,259

The Council’s rate income had increased over the period from £54,466 to £111,000; and the unimproved capital value of land in the area had nearly doubled; and this rapid growth was also reflected in the increase in the Harbour Bridge levy paid by North Shore municipalities—in Willoughby’s case from £5,016 to £9,486.

BUT IT ALL CAME to an end in the thirties—temporarily at least, for prosperity was always just around the corner. The Depression affected the people of Willoughby just as much as any other municipality: through no fault of their own men and women found themselves unemployed and with no prospect of getting work. In November



*Eastern Valley Way in the 1930s, looking south, vicinity of Greenfield Avenue and Victoria Avenue East.*

PHOTO: WILLOUGHBY COUNCIL



1930 Willoughby Council decided to ask the State Government for £1,250 to finish building the Eastern Valley Highway, which had been undertaken originally to provide work for the unemployed and on which £9,500 had already been spent. Council also contemplated building a Western Valley Highway on the Lane Cove River on similar lines.

In April 1931 Council granted permission for a Mrs Canning to establish a soup kitchen in the Town Hall, and voted five pounds for the purchase of coppers and other cooking equipment. Residents of the Gore Hill and Artarmon areas, being mostly employed at the local brickyards, were very hard hit by the times. To relieve their distress, a local committee set up a soup kitchen in a disused shop in Elizabeth Street, Artarmon near the present Community Library. Local butchers and greengrocers gave surplus bones and vegetables and these were cooked in large vats. People queued up with billycans and other containers to get something for their family's evening meal.

The Sydney Harbour Bridge was opened in 1932, thus bringing every North Shore suburb fifteen minutes nearer to the city, those on the railway line enjoying the advantages of direct rapid transit with the city and the western and southern parts of Sydney. As early as 1924, the effect of the building of the Bridge had been foreseen; and the auctioning of land on the "Wireless Subdivision" not far from 2FC, Farmer & Co.'s pioneer radio station, whose transmitter was then near Edinburgh Road, brought a thousand prospective land-buyers to view the area. By 1933, Willoughby's population had increased from the 1921 census figure of 28,067 to 42,511.



*The Mayor (Alderman H. B. Piper), the Premier (Mr Stevens), Mr. W. M. Hughes, M.P., and Mr E. L. Sanders, M.L.A. for Willoughby, at the opening of Northbridge Golf Course.*

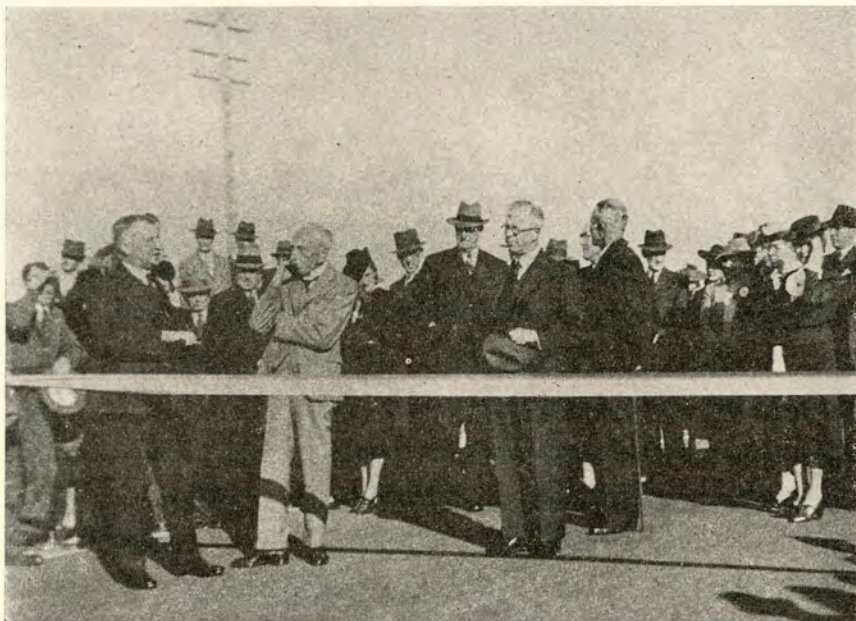
PHOTO: WILLOUGHBY COUNCIL.

A Willoughby project begun to provide jobs for men out of work during the Depression came into use in 1935: the municipal golf course at Northbridge was officially opened on the afternoon of Saturday, 13th April, by the Premier (Mr B. S. B. Stevens) in the presence of the Mayor (Alderman H. B. Piper). After a civic reception at the Town Hall, Chatswood, Mr Stevens inspected the new course and opened it for play by driving the first ball off the first tee. He was followed by champions Sam Richardson and Billy Bolger, who played an exhibition match over nine holes.

The task of constructing the golf course was undertaken by Council, although the wages of those on the job were paid by the State Government as emergency relief work; materials were supplied by Council, and where necessary the State advanced money at a low rate of interest.



In 1939, the Eastern Valley Highway was opened, and another important link in the road system was completed; this highway helped in the development of Castlecrag, Castlecove, Middle Cove, East Willoughby, East Roseville, and Northbridge, linking them more directly with surrounding areas.



*Official opening of the Eastern Valley Highway, 9th September, 1939, by Mr W. M. Hughes, M.P. The Mayor of Willoughby, Alderman J. Bales (at left), introduces Mr Hughes to those present.*

PHOTO: WILLOUGHBY COUNCIL.

DURING the second World War a number of voluntary organizations were formed in parts of the Municipality: the local squad of the National Emergency Services, known as the "N.E.S." worked well. Council's engineer (Mr H. D. Robb) was leader of a group of demolition and heavy rescue squads, trained to deal with damage caused by bombs, shell-fire, and to demolish buildings. Many local men and women were part-time wardens.

Other units were trained in rescue work, treatment of the injured, evacuation of people to safe areas, and in the setting-up of emergency reception centres. Willoughby had a very efficient and well-trained squad: it gained second place in the State competition in 1943; it was awarded first place in the Warden's test, and first place in the First Aid test in the quiz competition for the North Shore Group. There were 73 teams competing.

Willoughby also took part in official salvage drives to collect paper, metals, rubber, rags, and other waste materials to help in war effort during 1942 and 1943; and the first of these was a "Book Drive", which lasted for six days.





*Willoughby Park Committee, 1941. From left: V. Chivers (organizer); Clive Reid (secretary); George Brain (now M.L.A. for Willoughby); F. Butt (treasurer); M. Whitaker (publicity officer).*

PHOTO: CLIVE REID.



*Field ambulance bought with funds raised by Willoughby Park Committee, 1941.*

PHOTO: CLIVE REID.



The Willoughby Park Committee in 1941 raised over £1000, sufficient to buy two ambulances for the fighting services; the Municipality of Willoughby Patriotic and War Fund, which came into being in October 1939, provided comforts for those on active service and looked after the welfare of their dependents.

In 1946 a two-day "Victory Carnival" was held at Chatswood on 12th and 13th April, and was opened by the Right Hon. W. M. Hughes with Dame Mary Hughes, in the presence of Their Royal Highnesses, the Duke and Duchess of Gloucester. Mr Harold Reid, the Town Clerk, was Chairman of the committee that organized the memorable events of the carnival, which was held to aid returned servicemen's organizations locally, the Patriotic and War Fund, and the Willoughby Community Service Movement.

The "Victory Carnival" was a Royal Easter Show on a smaller scale; it took a year to plan and organize, and it included a flower show, wood-chopping events, athletics events, wrestling matches, a boxing tournament, a display by "the world's most educated horse", Y.M.C.A. gymnastics team, standing block woodchop, and a wood-sawing contest. The committee raised £7,000.

IN THE POST-WAR YEARS Willoughby's population has continued to increase steadily; the figure was 51,945 in 1947, 52,090 (1954), 53,683 (1961), 53,880 (1962), 54,100 (1963), and 54,350 (1964).

The outlines of some future changes that will undoubtedly affect Willoughby, but in very different ways from those of the past century, may be seen already. Some of the more important factors in the progress of the area were the capacious and reliable electric tramways, the building of the North Shore railway line, the building of the Harbour Bridge, electric power and lighting and gas services, water and sewerage services, roads and bridges, and the abiding influence of local government.

Although there was an abortive move to remodel part of the Chatswood shopping area in 1923 to make a better approach to the railway station, no official decision to prepare a town planning scheme was made until 1946; a draft planning scheme was adopted in 1960, and submitted to the Minister for Local Government for approval in 1965. "The Municipality of Willoughby Draft Town Planning Scheme", as it is known, replans the whole of the Municipality for its satisfactory development and for the correction of defects within the area. Other important projects on the horizon include the development of air space over the present railway station at Chatswood for the development of tower home units, a department store, parking for 3,000 motor vehicles, and shopping arcades, at a total cost of £4.8 million; the construction of a Memorial Athletic Field in the Whatmore Estate, Mowbray Road West, by the Council and the Rotary Club of Chatswood; the Warringah Expressway and associated works now being built by the Department of Main Roads, and a number of minor and major changes in the local road system.





*Chatswood District Centre, 1965, looking south, from a Main Roads Department helicopter.*

PHOTO: GLENN KEEP



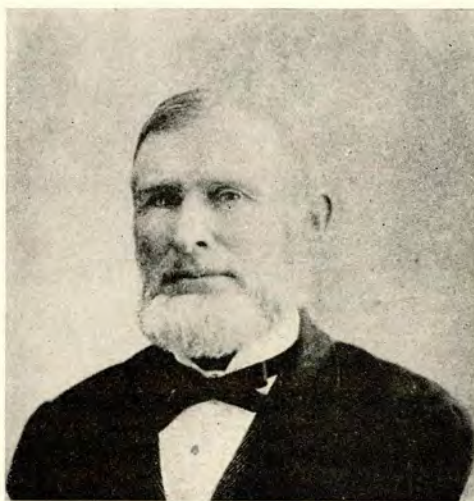
### 3. Old Ways, Old Times

"ONLY THE FORSYTHS and the blacks live up at Willoughby"—that is, according to a North Shore saying of yesteryear. An exaggeration, but one with a grain of truth in it: there have been Forsyths in public life in Willoughby for nearly a century now; and the family has served the Municipality in many capacities. But other names are needed to round out the picture.

Men and women came to live and work and raise their families along the lovely Lane Cove river as early as the 1820s; and there were isolated expeditions and explorations in the area as far back as First Settlement times. These pioneer settlers braved loneliness and the strange ways of the wilderness to build primitive bark huts, fell the tall trees for the Sydney market, and become fishermen. One such was William Henry, an Irish ex-private of Marines, who took his discharge in the new land and secured a grant in the Lane Cove district in the 1820s. About ten years later William Maher and his wife Maria took up an orchard in the Eastern Farms district, where in 1830 a daughter whom they named Maria was born to them. And on 2nd July 1849 at St Mary's Church in Sydney, this Colonial lass and her Colonial lad—Thomas Jenkins—were married.

Thomas and Maria Jenkins established an orchard on their property called "Millwood" on the Lane Cove River near present-day Fuller's Bridge; the house they lived in, "Waterview", had originally been built by William Henry from local timber. During their long married life they brought up a family of 13 children. In those times the only other people in the locality were the timbergetters, to whom the river was the highway down which they took logs and coal-mine props to Sydney. Maria Jenkins was a courageous pioneer woman who needed all her health and stamina in daily life: to go to Sydney meant a walk to Blue's Point, and then a trip across the Harbour in a waterman's boat, since the river boats carried only cargo. Maria died on 14th October 1919, aged 89.

On the first Friday in December 1847 Thomas Jenkins set up a wholesale fruit business at the markets in York Street, Sydney. Fruit, timber, and other produce of the "Millwood" property were taken to the city on the steamship *Nellie* from the Jenkins' wharf on the estate. John Jenkins, son of the founder, entered the business in 1866 and took control in 1883. Three grandsons of Thomas Jenkins carried on after John's death in 1925: Leslie, "Barney", and George. In 1963 the firm was bought by a syndicate, but still trades under the Jenkins' name.



*Thomas Jenkins*

PHOTO: MRS. E. M. BARRY





*Jenkins' steamship "Nelly" tied up at Millwood wharf.*

PHOTO: MRS E. M. BARRY

THE TANNING INDUSTRY of Lane Cove had its genesis in Balmain, on the other side of the Harbour; for it was in rented premises in Darling Street in 1858 that two young European migrants started a tannery: John Charles Ludowici (Altona, Holstein, Denmark, 1836-1916) and Albert Radke (or Ratke) (Zippnow, Deutsche Krone, Germany, 1828-1899) entered into partnership, trading as Ludowici & Co., Tanners, Curriers, and Belt Makers, etc. In 1860 Radke and Ludowici became the owners of 16 acres of land at the head of Burns Bay in the Parish of Willoughby, and here they established their new tannery. They put up buildings of local bush timber, drew water from Burns Bay Creek, then a good stream flowing with crystal-clear water inhabited by fresh-water fish. Access to the tannery was by boat only.

By 4th September 1860 the partnership had been dissolved and the land divided between the two partners. Albert Radke received the land on which the tannery buildings were situated, and paid Ludowici for the plant and equipment retained by him. From this date Radke conducted the original business as Albert Radke, Belt Manufacturer; Ludowici established a tannery on his portion of the land, and this business eventually became J. C. Ludowici & Son Ltd. Albert Radke's business prospered, and in 1897 he bought more modern equipment in Britain, Europe, and America. The quality of the tannery's products won many awards at exhibitions and shows. Transport to the area gradually improved: at first all goods and materials were taken by sailing boats or rowing boats; about 1880 a steam ferry service to Fig Tree commenced, later followed by a cargo ferry; roads were built into the area. From





*Mr and Mrs Albert Radke*

PHOTO: MR. A. RADKE



*John Charles Ludowici*

PHOTO: J. C. LUDOWICI & SON LTD.

its inception the business had been purely a family interest, but after the death of their father four of his sons formed a partnership. By 1940 it had become evident that the advent of synthetic rubber and plastics had caused a significant drop in demand for leather for mechanical transmission of power. In 1941 the buildings, plant, and portion of the land was sold to J. C. Ludowici & Son Ltd.

John Charles Ludowici learnt his trade of leather manufacturing and belt-making in England at the works of the Preller Leather Company at Deptford in Bermondsey; he put his knowledge to good use in the company he founded.

Harness leather, and the thoroughbraces on which every Cobb & Co coach was suspended; flat leather belting used in factories to transmit power from prime mover to lineshaft and from lineshaft to machine; hydraulic leather packings: these were a few of Ludowici leather products. The company's "Pioneer" brand leather belting was at one period being manufactured at the rate of half a million feet a year in a variety of widths and lengths; the main drive belt of the cable tramway power station at Rushcutter's Bay was a "Pioneer" product. Ludowici's also made hundreds of leather water buckets for the fire brigades, and many thousands of feet of copper-riveted leather hose for the railways, fire brigades, and for use on ships.

Times change, but Ludowici's have met the challenge of change in industry by developing new products: hydraulic seals and packing; industrial gloves; synthetic rubbers; plastics; and power transmission equipment. The original works on Burns Bay have been extended and modernized, but much of the bushland has been preserved.





*James Reid*

FROM A DAGUERRETYPE IN THE  
POSSESSION OF MRS H. FOWLER.

From the north of Ireland came James Reid and his wife to live at Northwood. Later they settled in Willoughby at the same time as the Russells, and each family built a house in Sydney Street. The Reids had 13 children, the youngest boy being R. G. ("Barney"), who lived the whole of his life in the Municipality; and one of the daughters, who became Mrs M. Hawksley, was the first white child born in the Municipality. "Barney" Reid was the father of the former Town Clerk of Willoughby, Harold James Reid, who has rendered outstanding service to the people and their Council.

Harold Reid entered the service of local government in Willoughby on 29th April 1912, when he was appointed office boy. The staff of the Council then consisted of the Town Clerk (A. A. Bastian), the Deputy Town Clerk (G. A. Bailey), a clerk (W. R. Ames), an Overseer of Works, a Nuisance Inspector, an Impounding Officer, and the caretaker

of the Town Hall. There was only one telephone in the office and it was No. 1 at the Chatswood Exchange.

In those days the minutes of Council meetings were written out by hand and read out at each Council meeting. One of the duties of the youngest member of the staff was to copy all outward letters in a press copying machine, a fussy contrivance at the best of times. There was also a duplicator that operated by spreading ink over the stencils, but in cold weather the ink would harden and the machine could not be worked until the ink was heated up.

In the 1920s, improved office methods were introduced: the minutes were typed on a loose-leaf system; rate books and receipts, handwritten until 1925, were mechanized by the installation of a cash register and three book-keeping machines. Harold Reid has seen many changes during his long period of service.

His first school was Crow's Nest (now Crow's Nest High School) where the headmaster was Dr. Jeremiah Crowley; and later he went to Naremburn, until leaving school. Harold Reid furthered his education at night school; he studied shorthand and typing at North Sydney Technical College and later took a course in accountancy. He obtained his Town Clerk's certificate by examination in 1921.

Willoughby's Town Clerk retired in 1965, with the longest period of service to the Municipality in the last century to his credit. Over this time he has maintained an active interest in local affairs and has been associated with the following local organizations: Willoughby Benevolent Society (Secretary, 1918 to date); Willoughby Council Sick and Accident Association (Secretary, 1926 to date); War Memorial Trust (Treasurer, 1945 to 1963, when it disbanded); Willoughby Repatriation Local Committee (Secretary, 1944 to date); Chatswood Play Centre (Treasurer, 7 years); Chairman of Victory Carnival Committee 1946; and in 1950 the Federal Council of the Returned Soldiers' League awarded him a "Certificate of Appreciation" for services rendered. He has been appointed Secretary of the Senior Citizens' Welfare Committee at Chatswood, and Secretary of Chatswood Rotary Club.



Harold Reid says: "To record the very many changes which have taken place in the development of the Municipality during my service, together with events associated with such changes, would require a great deal of time. However, I would like to place on record the valuable service rendered in the past and still being rendered by the Mayors and Aldermen in making our Municipality the finest in the Metropolitan area."

Another northern Irishman was John Dawson, of "Florencecourt", County Fermanagh, who brought his family to New South Wales in the 1860s, first living in Sydney, then moving across to North Sydney. He was appointed police officer in charge of the Chatswood-Willoughby area; in 1871 he laid the foundation stone of the South Chatswood Methodist Church; in 1889 he built "Noswad" (Dawson reversed) on three-quarters of an acre of land at what is now 59 William Street, Chatswood. This house still stands in 1965. John Dawson died in 1905, and the house was sold. His eldest son, Robert William, lived in Boundary Street, naming his house "Florencecourt", after the family estate. Robert William Dawson was the first honorary secretary of the Loyal Star of Willoughby Lodge of the Manchester Unity Independent Order of Oddfellows, and when he died in 1950 at the age of 87, was its oldest member. There are still Dawsons living at "Florencecourt" to this day.



*James Forsyth*



*Margaret Forsyth*

PHOTOS: MR L. FORSYTH

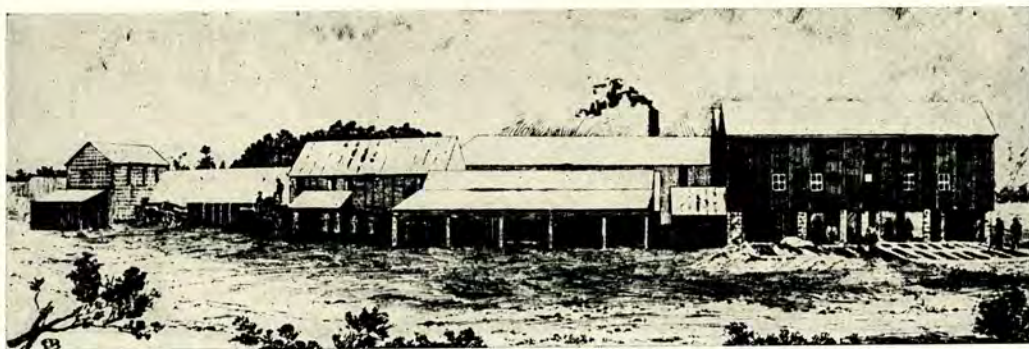


On St Valentine's Day 1863, a Scot and his wife and their grownup son arrived at Port Jackson intending to settle in New South Wales, and at first found a place to live in the newish suburb of Chippendale; the newcomer was James Forsyth, and he was accompanied by his wife, Margaret, and their son Thomas Todd Forsyth.

After a fruitless attempt to strike gold on the diggings at Sofala, James Forsyth returned to Sydney and opened a shop at 29-31 George Street West (near the present site of Sydney Technical College on Broadway); and he imported leather and boot-makers' requirements from the United Kingdom, France, and the U.S.A., utilising his previous experience in the trade in the British Isles. He found Australia to be as advertised in the immigration handbooks—a land of opportunity for those who were prepared to work—and soon built up the business. So much so that in 1865 he was able to buy 278 acres of land in the bush of the remote suburb of North Willoughby at a price of three pounds an acre. During the following year he commenced building his first tannery in the young Municipality; situated at the confluence of two creeks in the middle of his holding it drew its supplies of wattle bark used in the tanning process from nearby Wattle Paddock, the area now called Willoughby Park. The tannery site is today the Willoughby Bus Depot in Stan Street.

James Forsyth was elected an Mayor of the Borough of North Willoughby in 1875; he was an alderman until 1881, when he retired from the Council, and handed over the conduct of the business to his two sons, Thomas Todd and Robert. By this time he had acquired 12 grand-children, and numerous great-grandchildren, in Willoughby. In his retirement he went for a trip to England, and on his return interested himself again in local and North Shore development; to each of his grandchildren he gave a home as a wedding present. Alderman David Warner of the present Council, and a distant cousin, Michael Forsyth—past-president of Chatswood Apex Club—are both fifth-generation direct descendants of James.

James Forsyth is buried in the Wesleyan churchyard at the corner of Pacific Highway and Mowbray Road; and the inscription on his grave reads simply: "In loving memory of James Forsyth, who died 11th April 1907, aged 89 years". His wife Margaret—leather merchant's wife, settler's wife, pioneer tanner's wife, alderman's wife, Mayor's wife, successful businessman's wife, mother and then grandmother, was



*The Forsyth tannery in the 1890s*

FROM A SKETCH IN THE "ILLUSTRATED SYDNEY NEWS".





*A Willoughby family portrait of 1899; Thomas Todd Forsyth with his wife and family.*

PHOTO: MR L. FORSYTH

loved and respected by all who knew her for her abilities, her steadfastness, and for her kindness. She passed away on 21st February 1891 at the age of 73, and is buried in the same churchyard as her beloved husband.

Thomas Todd Forsyth (Leeds, England, 1839-1921), like his father before him, brought skill and enthusiasm to his new homeland, applying his drive and energy to everything he did. He had served an apprenticeship as a leather finisher in the old country, and went into the boot trade in Sydney: first learning the new method of "rivetting" (or nailing) soles instead of sewing them, with Alderson & Sons; then working at Ebenezer Vickery's; and then setting up his own boot factory at Surry Hills, which he kept going until 1880.

In 1864 Thomas Todd Forsyth married at St Paul's Redfern, Ann Lyle Lewis, the red-haired Welsh girl whom he had met on the ship coming out. In 1871 they came to live in Willoughby, and Tom put his knowledge of leather finishing to good use in his father's business. By this time they had four sons — born at Surry Hills, Parramatta, at George Street West, and at Parramatta. In Willoughby in 1872, Hannah, their first daughter, was born; she was followed over the years by six more children, boys and girls equally divided.

Tom inherited his father's interest in municipal affairs in the district: he was an alderman for 27 years; he was Mayor of the Municipality in 1882, 1887, and 1888. During this long term of office and in public life Willoughby grew from an agricultural



and semi-rural backwater to a thriving suburb with water reticulation, telephone services, railways, regular electric tram services, paved roads, parks, a town hall of its own, and such amenities as a hospital and a fire station. Although not responsible for all of these improvements he shares the credit for some of them.

Being an alderman and a Mayor and a businessman did not make Tom a dull man: he was a practical joker; he was a foundation member of the St Leonards Bowling Club, and laid down a bowling green in the backyard of his home, "Rosewall", in High Street, Willoughby; he was the friend and confidant of the many Chinese market gardeners in the district and once lent one Chinaman £90 to bring out a second wife from the Orient (Unfortunately she turned out to be a harridan!); and he disliked pomp and circumstance. Once, having taught a red-haired and a Very Important Person to bowl, he instructed him in these words: "Bowl 'em up, Ginger! Bowl 'em up!"

Tom's wife, Ann, was a cousin on her mother's side to Lloyd George. She was a kindly woman, with deep auburn hair, that curled profusely; it remained curly in her later years, when it had turned white. She was keenly interested in the Willoughby Benevolent Society, Royal North Shore Hospital, and Chatswood South Methodist Church, and "no one who ever appealed to her for personal assistance did not go away with a gladness and encouragement in their heart". In the 1920s, one newspaper writer said that Thomas Todd Forsyth "would not have been able to carry to fruition many of his schemes for the betterment of life on the Shore had it not been for the



*"Grandpa's bowling cronies"; from backyard bowls in the 1890s at Thomas Todd Forsyth's home.*

PHOTO: MR L. FORSYTH



encouragement and assistance he received from his beloved partner". Ann died in 1920, aged 84 years, and is buried with her husband at Gore Hill Cemetery.

Probably the best known of all his clan, Robert Todd Forsyth (Willoughby, 1877-1939) made very important contributions to the stability and progress of the Municipality, building well on the firm foundations laid by his forefathers. He was educated at Willoughby Public School and Sydney Grammar School and was coxswain of the fours—before the day of eights—when the team was Head of the River in 1894. He was auditor of Willoughby Council at one period.

R.T.'s service to the district was outstanding: he served as an alderman representing Middle Harbour Ward for 28 years; he was elected Mayor on 11 occasions (nine full terms, two broken terms); he was Vice-President of the Committee of Royal North Shore Hospital; he was a committeeman of the Willoughby Benevolent Society from its founding in 1883; he was a member of the Chatswood Bowling Club for 35 years—and a keen bowler. R.T. went on a world tour in 1923, and became a one-man fact-finding mission seeking information on the running of local governments and hospitals in other countries. Today Willoughby reaps the benefit of his forward-looking policies and the improvements he put into practice on his return: concrete roads and footpaths are two of the most outstanding; and Willoughby was the first metropolitan council to start a "Clean-up Week".

Annie Bennett, born in Somerset, in England, married her R.T., on 7th September 1904, and the couple settled down at Penshurst Street, Willoughby, where they spent all their married life. There were three children by the marriage, two of whom still live in the Municipality. Gentle, but determined, Annie was able to lead and work with the people with whom she came into contact when her husband entered public life. She gave a lifetime of service to others. She was associated with Willoughby Benevolent Society, was President of the local Red Cross, founded a Service League during the Depression of the 1930s, worked with the Mater Misericordiae Hospital Auxiliary, with Royal North Shore Hospital Auxiliary; and she was the first President of Tresilian North Mothercraft Training School. In 1939 Annie was awarded the M.B.E.

for her many charitable works and for her unselfish service. She died in 1940.



*Harry and Dave Baldry at Chatswood in the 1880s, near present-day Baldry Street and Victoria Avenue. Their father, Mr George Baldry, stumped and cleared Victoria Avenue*

PHOTO: MR J. J. JONES

An interesting picture of life on the North Shore in the Nineties is given by Walter G. Hazlewood, grandson of David Hazlewood, missionary and pioneer, and himself a keen local historian; his sister, Mrs M. Carr still lives at Chatswood. Writing in *Descent* in 1965, Walter Hazlewood recalled that in 1894 the family

. . . moved to Chatswood, which was like an outback bush village. . . . On the eastern side of the line there was one house in Ashley Street and three houses and a pottery in Victoria Avenue. Later, when the water tanks were erected, two cottages were built



near the Methodist Church for the people who looked after the tanks. Willoughby had a much larger population, as there were several tanneries as well as many Chinamen's gardens—so many, indeed, that the place was known locally as China Town.

. . . . .

In 1894 we went to a little bush school on the edge of the gully at the top of what is now Findlay Avenue but was then a deserted orchard. A few children came from Roseville, some from the flour mill [Wade's Cornflour Mills at the end of Mowbray Road] and the rest from Chatswood. As the population grew this school became too small and the first section of the present school was built in 1896. With the increase in building in the district the enrolment at the new school reached 1,200 in twelve months. Such was the rush of buildings that the bricks in the kilns were not allowed to cool properly and were so hot that they charred the floors of the drays on which they were carried to the jobs.

. . . . .

Walter Hazlewood's memories of public transport then, and the consideration given to passengers, makes an interesting contrast to modern times:

The first train in the morning was at 8.20 a.m. from Chatswood, the next at 8.50, after which they were two hours apart. In the evening two similar trains ran from Milson's Point, except on Saturday, when there was a theatre train. At night and on Sundays there were no station officials in attendance, so a flag or lamp was used to stop the train. Tickets were bought from the guard. In the daytime, if the guard saw anyone rushing to catch the train he would hold it, even if the passenger were a quarter of a mile away! As the population grew, the service became more frequent, so the guard would not wait. . . . There was a level-crossing at Victoria Avenue and in the railway area was a cottage occupied by a railway maintenance man, whose wife looked after the gates while he was at work. On washing days she



*Hammond's butchery, established 1868 at Gordon Road (now Pacific Highway) near Mowbray Road*

PHOTO: MRS A. HAMMOND





*A Hammond family group taken about 1884*

PHOTO: MRS A. HAMMOND

put her tubs near the line and the driver of the goods train filled them with hot water for her.

Mr R. H. Clarke, of Sydney Street, has lived in Willoughby since his marriage in 1910; at the age of 87, he is still active and takes a keen interest in local affairs. He was for some years honorary secretary of Chatswood School Parents & Citizens' Association, and an enthusiastic worker for the Liberal Party. In his younger days he used to walk daily to Milson's Point on his way to work in the city.

Four brothers, successful businessmen and distinguished sportsmen, added lustre to the name of Willoughby: W. G. Broomham, J. J. Broomham, R. C. Broomham, and A. F. Broomham, were all born within a stone's throw of the tannery they founded in 1906 after the Forsyth partnership was dissolved earlier; the class of leather they produced compared with anything in the State it was claimed in 1915, and the business increased its output from 25 hides a week to a maximum of 350 during the first World War. In 1957 the property was resumed by the State Government as a site for the new government bus depot. Three of the brothers—W.G., J.J., and R.C.—were part of the five-man team of St Leonards Rifle Club (later North Sydney) that won the coveted Dawson Shield, 1901-1903. This trophy commemorating the N.S.W. Volunteers who served in the South African War was competed for by rifle clubs throughout the State; it was finally won in the competitive shoot within his club, by W. G. Broomham, a Light Horseman then recently returned from the South African War, and is now in the possession of his son, R. W. Broomham. A. F. Broomham, the famous Rugby League international wing-three-quarter played in the 1911 representative team that won three Tests and the Ashes in England—a League record that still stands.



According to Claude Leplastrier's *Willoughby's First Fifty Years*, on one occasion at least a whole bullock has been roasted "within the Borough": this was on the occasion of the joint opening of the Great Northern Hotel and Joseph Hammond's butcher shop in the then Gordon Road in the 1870s. There were six hundred guests at the ceremony and dinner—free to all-comers!—was served in a large marquee erected in a nearby paddock. Joseph Hammond started business in North Sydney in 1864, moved to Willoughby four years later and established himself at Beauchamp Park where he had bought land for £5 an acre. His final move was to Gordon Road, where he was in business as a butcher for 48 years. Mr and Mrs Hammond had eight sons and four daughters, a total of thirty-three grandchildren and four great-grandchildren.

Robert Small, who was Mayor in 1892, 1893, and 1895, traced his ancestry to John Small, a First Fleeter who was granted 30 acres of land at Eastern Farms (now Ryde) in 1794. On 12th October 1788, Small married Mary Parker and their first child, Rebecca, was born a year later, the 70th baptism recorded in the First Settlement. Alderman J. A. R. Balfour, of the present Council, is a great-grandson of Robert Small.

Dr Hastings Willis lives in unique, castle-like "Innisfallen", known locally as "Willis's Castle", on the shores of Middle Harbour; he was an alderman of Willoughby Council for 16 years and was Mayor in 1943 and 1944. Of his service as an alderman he says:

"I was first elected in 1938, to represent Middle Harbour Ward, with a definite



*"Innisfallen", Middle Harbour*

PHOTO: ERIC RUSSELL



policy: the division of Middle Harbour Ward into two areas; the building of Eastern Valley Way, and the running of a bus service along it; and the construction of Edinburgh Road. We got Eastern Valley Way and the bus service; the partition of the Ward took three years; but it took 16 years to get Edinburgh Road made, mainly because of shortages of men and materials during the second World War. By dividing Middle Harbour Ward the dominance of the Municipality by Chatswood was ended."

"Innisfallen" was built for Dr Willis's father in 1905 of sandstone quarried on the site and dressed by Australian and Scottish masons. It is Late Perpendicular Gothic, sometimes called Tudor, and is typically English in style; the house stands on the vantage point of 30 acres of land, including two acres of garden area.

Before the house was built the Willis family had a weekend cottage on the land, when the district was almost virgin territory. Settlement was slow at first because the area could be reached only by water, and at this time rowing-boats had to be used; the introduction of the motor-boat made it possible to come from as far away as The Spit—terminus of the electric tram. A twenty-minute water-taxi service in the launch *Dreadnought* from the boat-shed at The Spit cost three shillings in those days.



Walter Burley Griffin

PHOTO: RUDOLPH BUCHNER

A quiet, softly spoken idealist about whom controversy raged wherever he went: this is a description of Walter Burley Griffin (Illinois, U.S.A., 1876-1937), the famous American architect who designed Canberra, but who also left the impress of his ideas and his philosophy of life on Castlecrag and its environs. In 1913 Griffin came to Australia with his wife Marion to supervise the early stages of the building of Canberra to his design, which had won for him first prize in a world-wide competition. Disliking the typical suburban development of closely packed houses in regular rows with red roofs—development that disregarded completely the natural attributes of the landscape—he decided to develop Castlecrag as an Australian community suburb with emphasis on retaining the natural beauty of the bushland. The Greater Sydney Development Association was formed in 1921 for this purpose.

Griffin's scheme covered the whole area south of Edinburgh Road from Eastern Valley to Linden Way; and he subdivided it and put roads through so that the landscape was scarred as little as possible. Covenants on all the blocks of land restricted the type of development: all purchasers were bound to avoid removal of trees; and Griffin's approval had to be obtained to the design and situation of every house erected. These covenants remain on the land to the present day.

The name Castlecrag had been given to the locality originally because a large, rocky outcrop on the peak of Edinburgh Road above the Tower Reserve, was thought to resemble a castle. Griffin named streets and reserves after parts of a mediaeval castle: The Battlement, Sortie Port, The Bastion, The Barbican, The Parapet, The Barbette, and The Bulwark, are a few—some in quite appropriate situations.



Griffin's houses had flat roofs—they sometimes leaked—they were designed to blend with the landscape rather than stand out from it; they were small because he was designing them for a lower income group; and they incorporated features such as double sinks and plate-drying racks—innovations then, but accepted as normal equipment today. However, his ideas were unacceptable to many potential residents, financial institutions and banks would not support what they thought were unorthodox ideas. When he left for India in 1936 to design a library at the University of Lucknow, he had built less than 20 houses. Griffin died in India in 1937; his wife, Marion—who shared his ideas and helped in many Castlecrag community activities organized by the Griffins—returned to the United States, where she died in 1964. Griffin's memory is perpetuated today in Castlecrag by a memorial fountain, but the whole suburb still bears the imprint of this remarkable man's personality.

The heyday of the electric tramways of Sydney—once the largest street railway system in the British Empire—are recalled by George Richmond, now living at Belrose, but ratepayer of Willoughby Municipality from 1912 to 1954. George Richmond, now 87 years of age, joined the New South Wales Government Tramways in 1901 as a conductor on the North Sydney electric lines. When he joined the tramway service there were 8 men working North Sydney; when he retired in 1954 he had charge of nearly 1,000 men and women in uniform at the depot in Military Road. George Richmond went through all the grades in the tramway service and retired as a Sub-inspector; he received the highest award that could be given for his services to government transport: the Imperial Service Medal.

Tramway men in the early days, and also in later years, were expected to be self-reliant in dealing with emergencies such as re-railing a tramcar or clearing traffic jams. George Richmond remembers in particular, Jack Strahan, whose tram got out of control on slippery rails in rainy weather on a steep grade down to Milson's Point. Sand sprinkled on the tracks had no effect, but Strahan stayed at the controls of the skidding "E" car and managed to bring it to halt only a few yards from the buffers at the ferry terminus. Willoughby people who had been on the tram collected enough money to buy Strahan a gold watch and chain in gratitude; and this was presented to him at the Town Hall by the Mayor (Alderman R. T. Forsyth).



*Milson's Point tramway terminus, 1930s*

PHOTO: GEORGE RICHMOND

George Richmond served originally in the 6th Australian Rifles, and marched with that regiment in Centennial Park at the incorporation of the Commonwealth in 1901, wearing full-dress uniform. They trained on the Domain at night and headquarters was an old iron shed at the back of the Registrar-General's Department. In the first World War he fought in France and Belgium with the 4th Machine-Gun Battalion of the First A.I.F. Nowadays he is very interested in Australian history and is a mine of information on the electric tramways that were once a colourful facet of life in Sydney and the suburbs.



## 4. Watchdogs and Servants

"IT IS THE FASHION of the moment to speak with enthusiasm of co-operation. If a 'Get-together' movement were started in Newfoundland, or a 'Co-operative Nut Export Association' in Brazil, it would attract a lot of interest in New South Wales. And yet these excellent enthusiasts forget that right close to their homes, at the local town or shire hall, there is to be found the headquarters of the most perfect and successful co-operative movement in the world. Local Government is merely the getting together of local people to co-operate for their health, comfort, and safety, and the advancement of the district." The late Albert Robert Bluett said this in *The Local Government Handbook* (Sydney, 1920), and his words are still true.

Your own local government in Willoughby today administers a municipality with an area of 5,547 acres, with a population of 54,350 (1964 figures). The collective political responsibility of running this complex and developing enterprise is shared by the Mayor and Aldermen, as representatives of the electors; the administrative responsibility of day-to-day management falls on the shoulders of what are called the Council's "servants"; the Town Clerk, and heads of such departments as Engineering and Town Planning, Health and Building, and Parks and Gardens.

The Municipality of Willoughby is divided into five Wards: Chatswood West, Chatswood East, Middle Harbour, Naremburn, and Northbridge; and each of the Wards is represented on the Council by three Aldermen, making a total of fifteen, including the Mayor. In New South Wales, municipal elections are held every three years, but at the end of each twelve months, the Aldermen elect a Mayor and a Deputy-Mayor from their number.

The Mayor and his Aldermen are busy men; from all walks of life, they attend to their normal occupations like others in the community, but their position in public life makes many calls on their time; and on that of their wives and families as well. Every Monday night Willoughby aldermen attend an ordinary meeting of the Council; a variety of matters comes up for consideration and discussion: advertising signs; traffic problems; applications to erect or alter buildings; applications to subdivide land or to re-zone land; recommendations from Council's officers and inspectors; recommendations from the Town Clerk; complaints from ratepayers; financial reports; and reports and recommendations from various committees of Council. Since a good deal of Council business cannot be handled expeditiously by the whole Council at an ordinary meeting, it is channelled through a number of Committees created to deal with special aspects of municipal business. Aldermen of Willoughby Council serve on the following committees: Works, Finance, Planning, Codes & Practices, Building, Town Planning, Parks & Gardens, Staff, and Inspection; and there are various sub-committees, including one set up to consider street parking within Chatswood District Centre.

An alderman is a watchdog, put on the Council to guard the interests of the people who elected him to office; he is civic-minded and he is concerned with the development of the district in which he lives and with those matters that affect the daily life of the man in the street—possibly the man next door—; it is essential that an alderman knows intimately the area of his Ward in particular, since he is its direct representative, although he must also have at heart the interests of the Municipality as a whole. He is expected to be familiar with the ordinances of local government.



An alderman's telephone is hardly ever silent, there's always a knock at the door, and the postman never passes his letterbox without putting something in it: "My street's a dark street! Can you get some lights put in it?"; the local school asks him to give out the prizes on speech day; the cricket club would like to use another oval; the footpaths need repairing in the next street; a man wants to know why he can't put up a shop; the local progress association draws his attention to matters requiring action; there's a complaint about removal of garbage. The footpath may be in poor shape outside his own house, but let a Council truck and workman come one day to replace it, and there's no end of gossip—even if the alderman had nothing to do with it.

THE ADMINISTRATIVE RESPONSIBILITY of managing the affairs of the Municipality of Willoughby is that of the Town Clerk, under whom are the Engineer and Town Planner, the Chief Health and Building Inspector and the Superintendent of Parks and Gardens; they in turn control their particular officers or inspectors. A good Town Clerk is an asset to any municipality; mayor, aldermen, employees, ratepayers, electors, local organizations, everyone in the community benefits from the influence of wise and steady management—especially in financial matters; and a Town Clerk must have a working knowledge of the six-hundred-odd sections of the Local Government Act of New South Wales, "the mass of ordinances, and the thirty or more other Acts through which Councils work".

The late A. R. Bluett, who gave a lifetime of service to the cause of local government in this State and who was for many years secretary of the Local Government Association of New South Wales, was nevertheless able to see the lighter side of local government law. A lot of it, he said, was

. . . aimed at the cow—its wanderings, milk and slaughter. The councillor finds he has to chase that animal through a maze of Acts—the purity and the selling of milk and butter are governed by the Pure Food Act, Local Government Act, and Dairies Supervision Act; when it wanders at large it butts into road law and impounding law; dead or slaughtered its corpse haunts the Cattle Slaughtering Act, the Pure Food Act, the Noxious Trades Act, the Local Government Act and the regulations and ordinances made under those Acts. In the multitude of laws there is often safety for the cow and its misdeeds.

Nowadays, cows and horses do not concern Council a great deal, but horsepower—especially horsepower expressed in terms of motor-cars clogging roads and creating parking problems—seems to be everpresent in modern urban life. One of the ironies of the situation that seems to have gone unnoticed is that although it is one of the important factors operating to change modern society, the motor-car itself remains a fairly complicated old-fashioned machine: beneath the gleaming duco and shining chromium strips it has advanced little beyond the mechanical arrangement invented by two Frenchmen in the 1890s. Modern or not, however, local government will be coping with its side-effects for years to come. If the helicopter replaces it as personal transport then a new dimension will be added to municipal law.

Science and technology are also responsible for changes in the techniques and materials used in building. An old resolution of Council stated that all buildings erected within the Municipality "shall be of brick, stone, concrete, or the like", but this was framed in the days when the choice was between a brick, stone or concrete home, and a timber-framed home covered with flat fibro or weatherboard. It was the intention of the Council of the day to maintain a high standard of building in terms of the then known methods. However, since 1945, and particularly in the last ten



years, there has been an enormous advance in building technique and a wide range of new materials has come into being, the use of which could not be sanctioned by the terms of Council's original resolution. Council therefore added to the resolution a new clause:

"Council will also consider modern claddings in individual applications and each will be viewed on its merits."

Willoughby is still predominantly a "brick area", however: in 1947, of 13,444 occupied private dwellings in the Municipality, there are 12,288 with outer walls of brick; 903 of wood; 105 of fibro, and only 79 of stone.

More changes—social, scientific, and technological—will come before the end of the century and at an increasing rate, but, whatever form they take, much of their day-to-day working out in detail will fall to the lot of the watchdogs and servants of local government: at the grass-roots of our democracy. Many of the changes will, of course, be incorporated from time to time in Willoughby's Town and Country Planning Scheme, which is designed to ensure

... the satisfactory development of and correction of any defects in the Municipality and for the purpose of or with the object of providing for regulating and controlling the use of the land and the purposes for which the land may be used.

#### MAYORS OF WILLOUGHBY\*

J. W. Bligh .....	1865-67	W. Cleland Jnr. ....	1906-7
D. Broadfoot .....	1868	G. F. Bailey .....	1908-9
H. H. Bligh .....	1869-70	H. H. Robey .....	1910
R. H. Harnett .....	1871	R. T. Forsyth .....	1911
J. H. O. G. P. Ffrench .....	1872	C. N. Backhouse .....	1912-13
E. Charlish .....	1873	W. T. Dickson .....	1914
J. P. Best .....	1874	R. T. Forsyth .....	1915-18
J. Forsyth Snr. ....	1875	F. C. Petrie .....	1919
R. Seldon .....	1876-80	R. T. Forsyth .....	1920-21
E. Charlish .....	1881	H. W. Clarke .....	1922-25
T. T. Forsyth .....	1882	R. T. Forsyth .....	1926-27
J. P. Best .....	1883	L. Bavin .....	1928-30
H. Fleming .....	1884-6	J. Bales .....	1931-32
T. T. Forsyth .....	1887-88	E. E. Alcorn .....	1933-34
A. Simpson .....	1889	H. P. Piper .....	1935
W. T. Muston .....	1890	J. Bales .....	1936
H. C. Catt .....	1891	A. V. Meldrum .....	1937
R. Small .....	1892-3	J. Bales .....	1938-42
H. Fleming .....	1894	H. H. Willis .....	1943-44
R. Small .....	1895	J. Bales .....	1945-47
R. H. Gordon .....	1896-7	W. M. Jack .....	1948-49
C. Leplastrier .....	1898	A. R. Baldwin .....	1950-52
G. F. Bailey .....	1899-1900	E. A. Deans .....	1953-54
F. S. Willis .....	1901	D. J. Cawthorne .....	1955-57
F. C. Petrie .....	1902-4	N. R. McDowell .....	1958-59
J. N. Mason .....	1905	L. F. McGinty .....	1960-

\* J. W. Bligh (1865-67) was styled "Chairman".





THE MAYOR  
*Alderman L. F. McGinty*  
PHOTO: GWEN FIELD



THE MAYORESS  
*Mrs R. McGinty*  
PHOTO: GWEN FIELD



## WILLOUGHBY COUNCIL 1965.



A full meeting of the Council in session in the Council Chamber, Victoria Avenue, Chatswood, during Centenary Year.

Those present on this occasion are: (at rear, left to right)—Chief Health and Building Inspector (Mr. F. J. Roche); Engineer and Town Planner (Mr. J. Mairs); The Mayor (Alderman L. F. McGinty); The Town Clerk (Mr. H. J. Reid); Minute Secretary (Miss G. Luther); Caretaker of the Town Hall (Mr. B. Smith); (around the Council table, left to right)—Alderman K. M. Anderson; Alderman H. S. Done; Alderman L. J. Bennett; Alderman A. S. Tyler; Alderman J. E. McCann; Alderman B. T. Sully; Alderman D. Warner; The Deputy Mayor (Alderman A. D. Faunce); Alderman J. A. R. Balfour; Alderman J. W. Donnelly; Alderman R. H. Dougherty; Alderman H. R. Jefferies; Alderman W. J. Young; and Alderman E. J. Baulman.

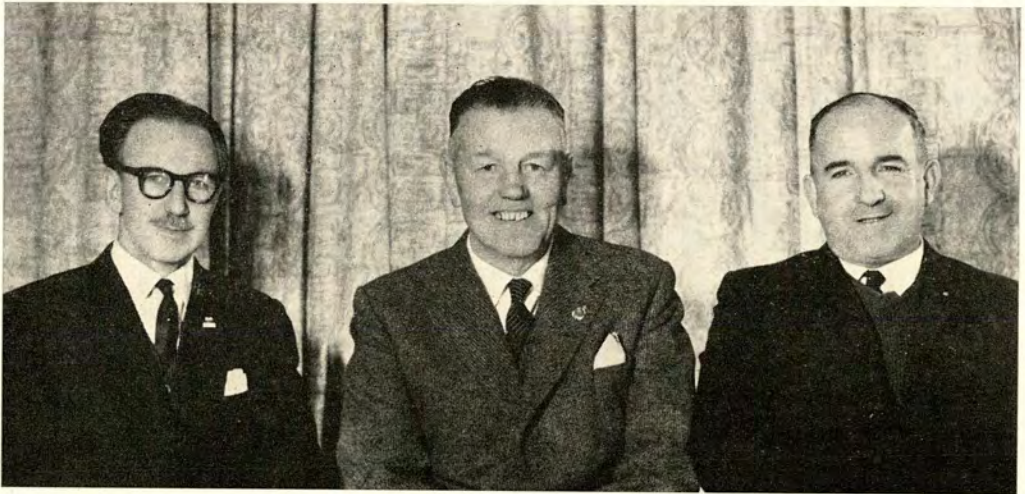
PHOTO: GLENN KEEP



# ALDERMEN OF THE COUNCIL

1962-1965

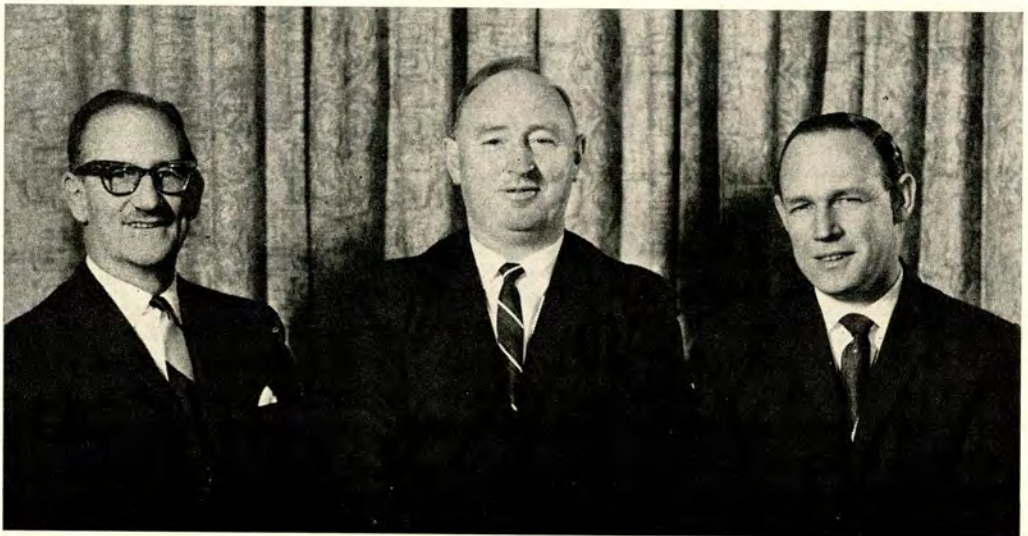
## CHATSWOOD EAST WARD



*Aldermen J. A. R. Balfour, J. W. Donnelly, R. H. Dougherty.*

PHOTO: GLENN KEEP

## CHATSWOOD WEST WARD



*Alderman A. S. Tyler, Alderman L. J. Bennett, Alderman J. E. McCann.*

PHOTO: GLENN KEEP



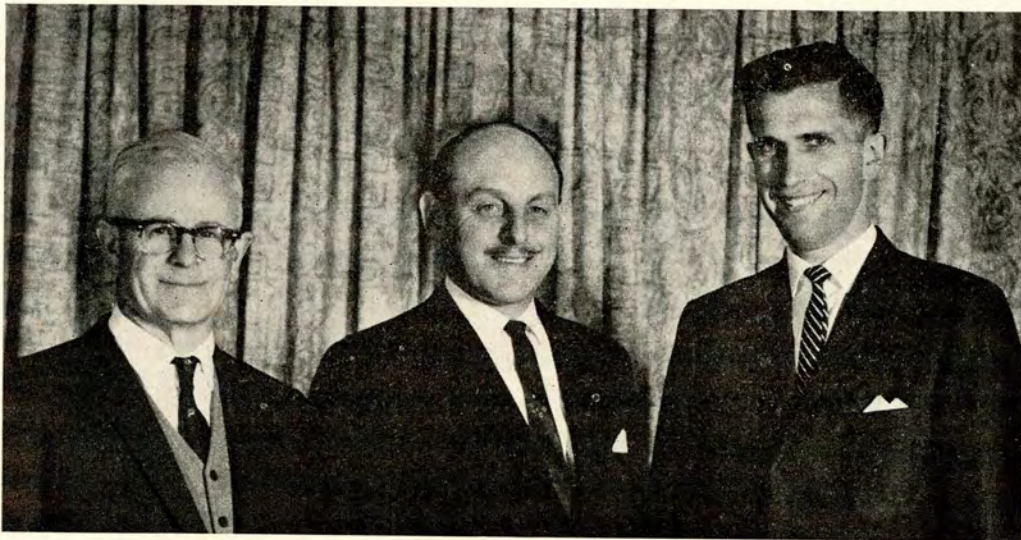
## MIDDLE HARBOUR WARD



*Alderman H. S. Done, Alderman L. F. McGinty (Mayor), Alderman K. A. Anderson.*

PHOTO: GLENN KEEP

## NAREMBURN WARD

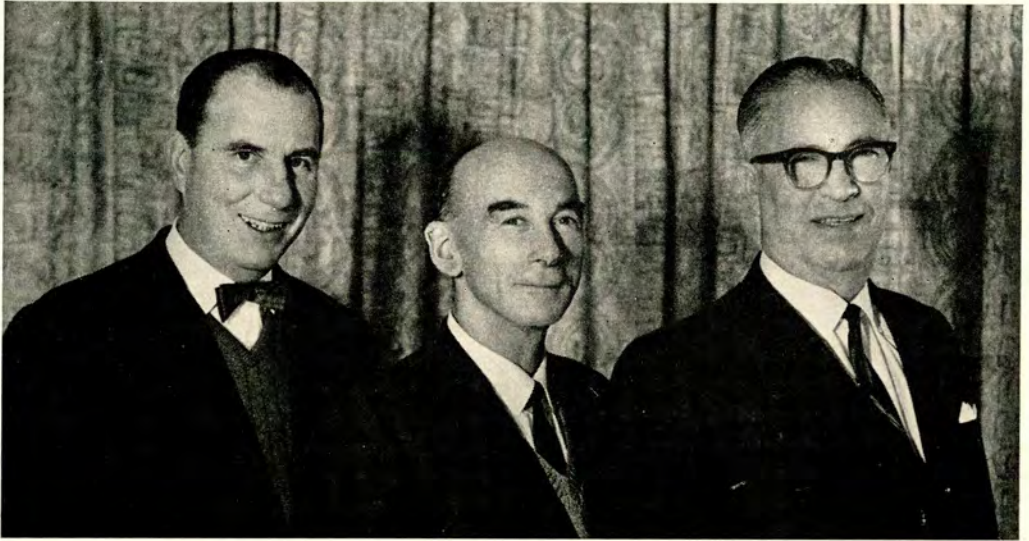


*Alderman A. D. Faunce (Deputy Mayor), Alderman D. Warner, Alderman B. T. Sully.*

PHOTO: GLENN KEEP



NORTHBRIDGE WARD



*Alderman E. J. Baulman, Alderman H. R. Jefferies, Alderman W. J. Young.*

PHOTO: GLENN KEEP



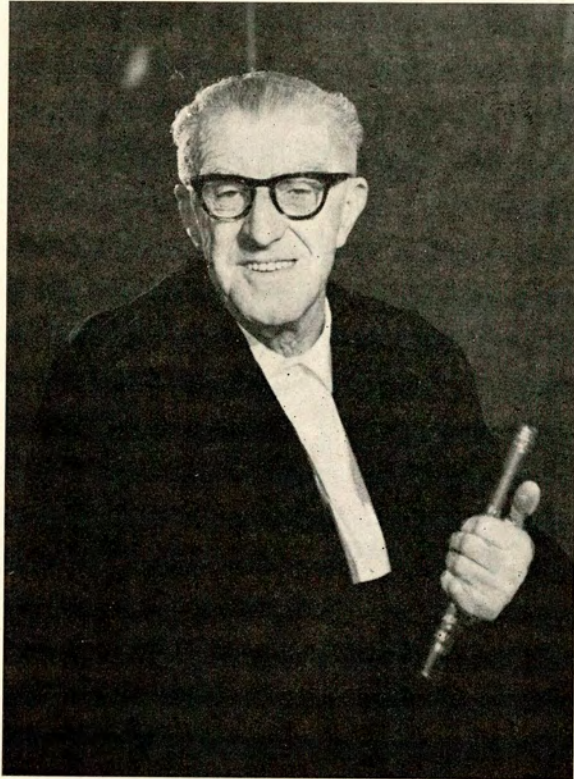
**J. BALES, LL.B. J.P.:**

Alderman 1925 to 1953;  
Mayor 1931-1932, 1936,  
1938-1942 and 1945-1947.

PHOTO: WILLOUGHBY COUNCIL



## THE TOWN CLERK



*Mr H. J. Reid, F.L.C.A., J.P.*

Joined Council staff, 1912; appointed Deputy Town Clerk 1924; appointed Town Clerk, 1956. Retired 1965.

PHOTO: GLENN KEEP





ENGINEER & TOWN PLANNER

*Mr J. Mairs*

PHOTO: GLENN KEEP

THE ENGINEERING DEPARTMENT of the Municipality constructs and maintains the various public works for which Council is responsible: roadways and thoroughfares for motor vehicles and other traffic; footpaths; kerbs and gutters; drainage facilities; sporting ovals; and swimming pools, are some of the more important examples. Specially qualified professional civil engineers on the staff advise Council and supervise construction of approved works.

High standards of safety are maintained on works—particularly those on public roads—for the protection of the general public during construction, and also after the work has been completed. Partly because of this particular need, the Department of Local Government requires to be satisfied as to the experience and academic qualifications of engineers before it will issue a certificate that will allow them to carry out works for local-government bodies. Works supervisors in local-government employ have to obtain similar certificates from the Department, thus ensuring that the best possible supervision is given to Council works. It is to the credit of these supervisors, with the assistance of gangers and the outdoor work staff, that most jobs are well done—especially when resources and available funds are relatively limited.

Until the 1930s most residential streets were constructed with hand-packed sandstone ballast; this has now been replaced by forms of construction that lend themselves to mechanization: cement stabilization of existing materials on the site; or cement with treated or untreated decomposed dolerite mixture. Over these base, or foundation, courses a layer of hot pre-mixed bituminous material provides a smooth non-skid wearing course.

The road network constructed and maintained by Council includes: concrete roads (24 miles); bituminous pre-mix roads (18 miles); and bituminous sealed roads (56 miles). Concrete roads involve low maintenance costs, and Willoughby was one of the early councils to adopt this form of construction for residential streets. Particular credit for this must be given to Messrs H. D. Robb (Engineer), and W. A. Seymour



(Deputy Engineer), who organized the large relief works programmes of the 1930s and established the high standard of construction of modern road pavements.

Council begins its second century with a considerable programme of works, including the improvement of existing streets originally designed to meet the needs of the horse age, but now needing reconstruction to provide a better standard of road pavement and safer riding facilities. Many years of work lie ahead.



CHIEF HEALTH & BUILDING  
INSPECTOR

*Mr F. J. Roche*

PHOTO: GLENN KEEP

THE HEALTH AND BUILDING DEPARTMENT is responsible for protecting public health, safety and convenience and controls buildings; its purpose and outlook have changed greatly over the past century.

The first officer following Incorporation in 1865 was Constable Kirby, who, although not an employee of Council, acted as "Inspector of Nuisances". In 1885 Mr G. A. Baldry was appointed to this position at a salary of ten pounds per annum, and was followed in quick succession by Messrs R. Loveday and H. Green. Joseph Naylor was the first "Sanitary Inspector" appointed, and in 1915 came the first Health Inspector, M. F. Hughes. These officers succeeded each other with increasing responsibilities, and legislation gave added powers: Dairy Supervision Act (1901); Noxious Weeds Act (1902); Public Health Act; Nightsoil Removal (1902); Cattle Slaughter and Diseased Animals and Meat Act (1902); Smoke Nuisance Abatement Act (1902); and the Public Health Act (1908). The first effective Local Government Act received assent in 1906, and under it the Health Inspector was further empowered to protect the "public health, safety, and convenience", and the power to control buildings was vested in Councils. The status of health inspector was changing, his duties became even more comprehensive with the advent of ordinances gazetted under this Act.

Even in those far-off days the health and sanitary inspectors were busy men: dairies were inspected regularly and milk samples analysed; smallgoods shops and butchers shops were registered; infectious disease investigations were carried out and a register



kept; at the turn of the century many cases of typhoid, smallpox, and diphtheria were recorded; stock was a major problem (many animals were seized and impounded when caught grazing on parks and reserves or straying on roads). The earliest building applications go back to 1900, and this work threw more responsibility on to the Department; the Health Inspector in 1915 (M. F. Hughes) asked Council to provide some form of conveyance for him, as he found it impossible to do justice to his important tasks by going round on foot.

People in the 1920s were slow to realize the importance of health and building ordinances in their daily lives and the number of prosecutions for breaches testifies to public ignorance of such restraints. In 1923 there were 148 cases of infectious diseases admitted to Royal North Shore Hospital, of which 63 occurred in the Municipality, and these figures were regarded as a greatly reduced number. Today, the number of cases of scarlet fever, diphtheria, typhoid, poliomyelitis, and meningitis notified does not reach double figures. The staff of the present Health and Building Department, under the control of the Chief Health and Building Inspector (Mr F. J. Roche), deals with many matters not conceived a century ago: problems of nuisance arising from secondary industry in the Municipality; maintenance of Council properties; control of buildings under the Public Health Act (1896), the Factories and Shops Act (1896), and later the Local Government Act (1906). Willoughby was one of the first municipalities to introduce on an organized basis, an annual "Clean-Up Campaign", which has been extended on a quarterly basis. There was also a trial of "Garbags" in one Ward of the Municipality to test their utility and public appeal; the system is now in operation.



SUPERINTENDENT OF PARKS &  
GARDENS

*Mr R. McMahon*

PHOTO: GLENN KEEP

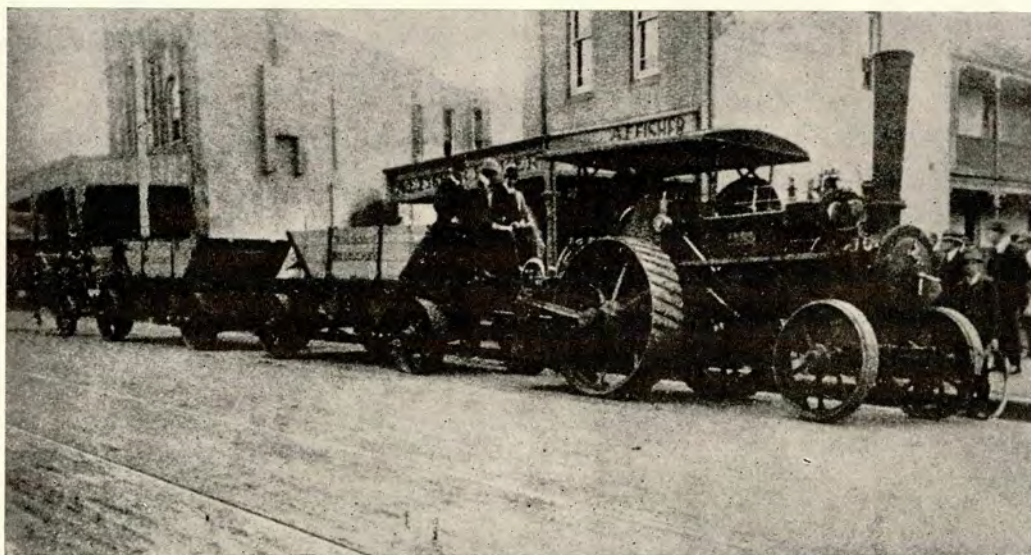
THE PARKS AND GARDENS DEPARTMENT is responsible for the overall development of all parks and gardens and reserves under Council control in the Municipality. Half a century ago two men were engaged on "general gardening"; and their positions were generally filled by older men or by those suffering from some disability or unfit for



manual work. About 30 years ago there were six men and a Head Gardener, who walked about his work or rode a bicycle; while tree-cutters walked and carried their ladders to the job. The present Department of Parks and Gardens was established in 1954 under the Superintendent (Mr R. McMahon), who controls a staff of 29 men. Young men are engaged on leaving school at Intermediate Certificate standard and are encouraged to study at Ryde School of Horticulture in the three-year Horticulture Certificate Course or Greenkeeping Course, and to do post-graduate courses. The staff operates a wide range of modern equipment; the Department has its own plant nursery and glasshouse.

In the Municipality there are 70 gardens, lawns, and small playground areas; 24 larger parks and ovals requiring regular maintenance (including three turf wickets, lawn tennis courts, croquet grounds, and the Senior Citizens' bowling green). Tree pruning and paspalum spraying, tree planting and removal is spread over 236 miles of pathways, and there are 22 children's play areas.

Over the last ten years over 40,000 trees have been planted by the Department in the streets of the Municipality, suitable indigenous species being used wherever possible, with exotics. Groves of eucalypts planted eleven years ago in Beauchamp, Willoughby, and Muston Parks are now 40 feet high. The Harold Reid Reserve on the shores of Middle Harbour was opened in 1965; it has been dedicated as a bird sanctuary and a flora and fauna reserve; walking trails have been constructed, barbecue facilities provided by Chatswood Apex Club, and a guard fence put up at the lookout 320 feet above sea-level. Parks and Gardens Department maintains the Garden of Remembrance near Chatswood Station: these widely known gardens won first prize in the 1965 Northside Arts Festival competition; they were judged best garden under two acres in the *Sydney Morning Herald* competition in 1961 and 1963 and have been placed second on three occasions in the last six years.



*Council road-making equipment, about 1915.*

PHOTO: WILLOUGHBY COUNCIL





G. A. BAILEY, *F.L.C.A., J.P.*  
*appointed Deputy Town Clerk, 1908;*  
*appointed Town Clerk on the death of*  
*Mr A. A. C. Bastian, 1918.*  
*Retired 1956.*

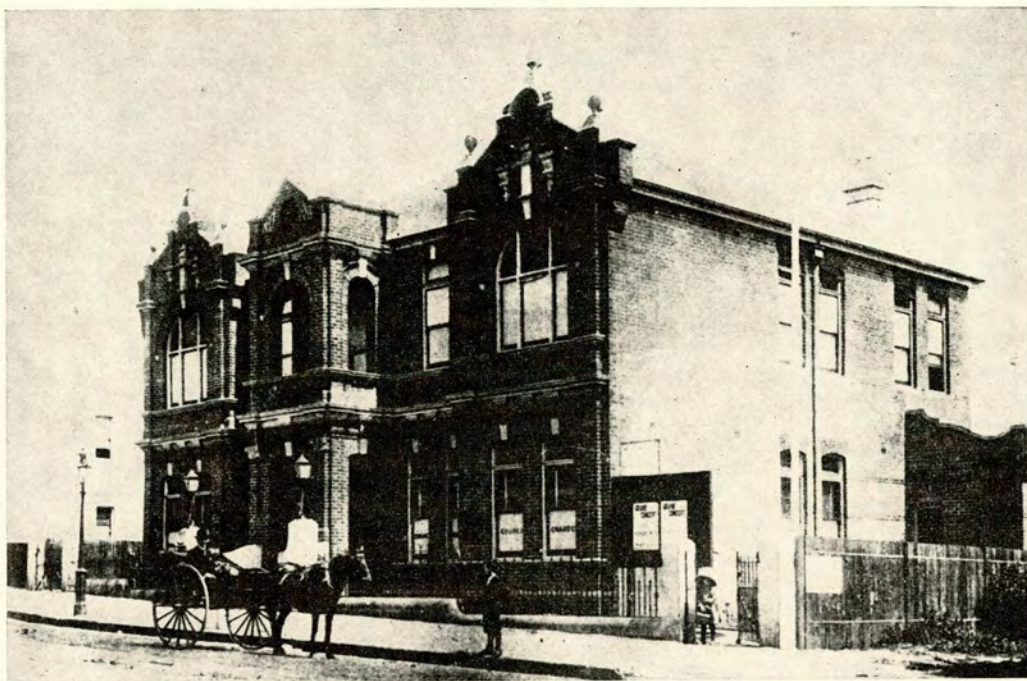
PHOTO: WILLOUGHBY COUNCIL



H. D. ROBB, *M.C., R.S., A.M.I.E.,*  
*F.A.P.I., M.I.S.:* *appointed Assistant-*  
*Engineer, 1928; appointed Engineer 1931*  
*and Town Planner, 1946; Retired 1961.*

PHOTO: WILLOUGHBY COUNCIL





*Willoughby Town Hall, Chatswood, as it was before the first World War.*

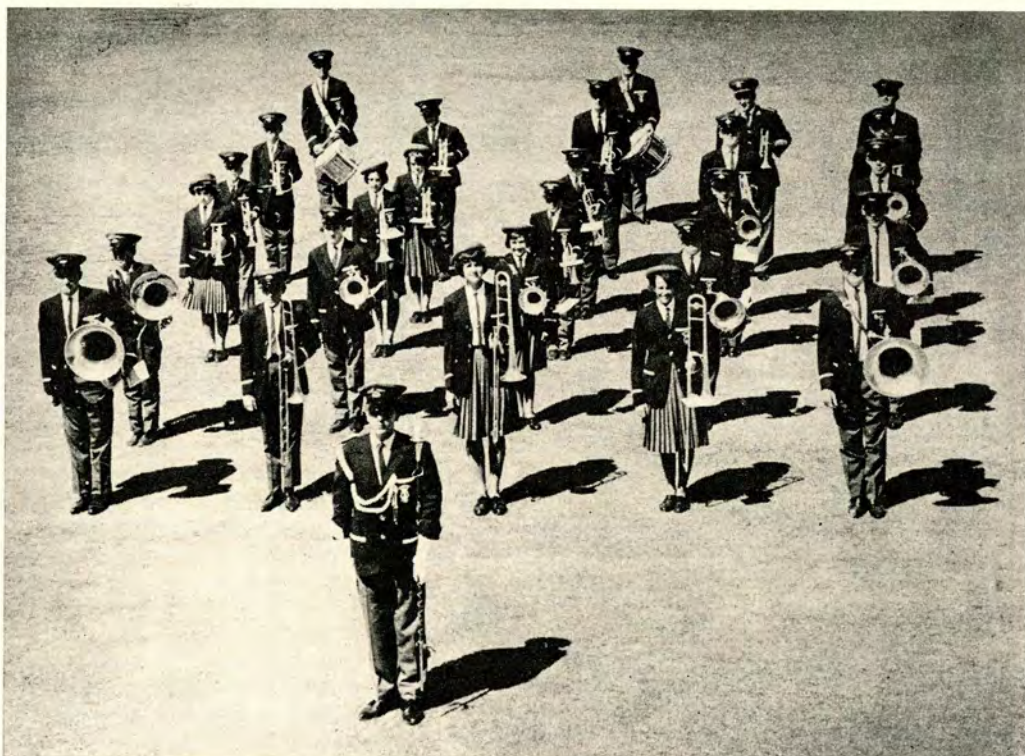
PHOTO: WILLOUGHBY COUNCIL.



*Horse-drawn garbage wagon, 1930s.*

PHOTO: H. D. ROBB





*Willoughby Municipal Band.*

PHOTO: WILLOUGHBY COUNCIL



*A Council motor lorry in the 1930s.*

PHOTO: H. D. ROBB



## 5. Community Life in Willoughby

THE SENSE of being part of the community as a whole is still a strong feature of the life of the people of Willoughby: and there are many organizations working within the Municipality that cater for the needs of its citizens—spiritual, educational, civic, recreational, and for sport and entertainment of various kinds.

ALL RELIGIOUS DENOMINATIONS are represented in the Municipality; many places of worship have interesting links with the history and development of local areas, and they will undoubtedly play their part in the future.

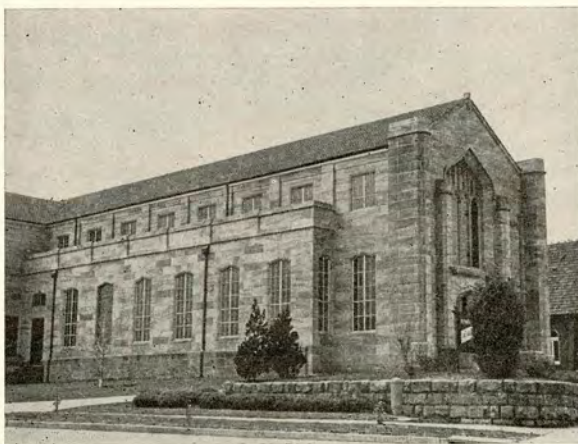
### CHURCH OF ENGLAND



*St Stephen's.*

PHOTO: WILLOUGHBY COUNCIL.

The first Church of *St Stephen* was opened by the Dean of Sydney in 1872; the present church at Mowbray Road and Sydney Street was dedicated in 1884 by Bishop Barry; and the first Rector, the Rev. D. Murphy, held his position for nearly 25 years. *St Stephen's* was built by Alexander Simpson (Mayor, 1889), and was among the first stone buildings of any size in the Municipality. Mr Simpson also built North Sydney Post Office and put up the stonework of the Suspension Bridge.



*St Paul's, 1965.*

PHOTO: ERIC RUSSELL

The first *St Paul's*, Fuller's Road, Chatswood, was officially opened in 1902, but services had been held in the Chatswood Hall since December the previous year. The first rector, the Rev. H. G. J. Howe, was succeeded by the Rev. G. H. Cranswick, who afterwards became Bishop of Gippsland and finally Chairman of the Australian Board of Missions. The present *St Paul's* was built in 1951 and the foundation stone was set by the Archbishop of Sydney, Dr Mowll.



In December 1912 the first service was held in *St Basil's, Artarmon*. The foundation stone of the present church was laid by Bishop Hilliard in 1956, and the reconstructed church was opened and dedicated by the Archbishop of Sydney, Dr Mowll, in 1956. The first confirmation service in the new church was held on 15th June 1951. In 1956 a Thanksgiving Service was held in the church to celebrate the repayment of the church debt.

The foundation stone of *St Barnabas*, William and Macquarie Streets, was laid in 1927; the church itself was built at a cost of £4,500, and additions to the structure were made in 1952, 1953, and 1961. The rectory was built in 1925.

*St James's*, Edinburgh Road, Castlecrag, was built in 1958, at a cost of £8,400; the church hall was built in 1953.

*St Mark's*, Tunks Street, Northbridge, was built in 1927, but for several years prior to this services had been conducted in a building behind the present Baptist Church. The rectory was completed in 1958, and a church hall built in 1961.

*St John's*, Warrane Road and McClelland Street, was first known as *St Stephen's*, having owed its origin to that church, and services were held there originally in what was called the "School Hall". The church was built in 1927 and additions were made to it in 1929. The church was completed in 1961 at a cost of £19,600, with an additional amount of £2,000 for furnishings and fittings.

*Mowbray House Memorial Chapel*, Chatswood West, was originally the Town Hall in Mowbray Road. Afterwards it became the chapel of Mowbray House School, which was conducted by L. Bavin, an alderman, and also Mayor for several terms, and the brother of T. R. Bavin, M.L.A., who was Premier of New South Wales. Early in 1957 the Sydney County Council took over the site and the building was systematically demolished and re-erected on 46 Beaconsfield Road.



*Mowbray House Memorial Chapel, 1965.*

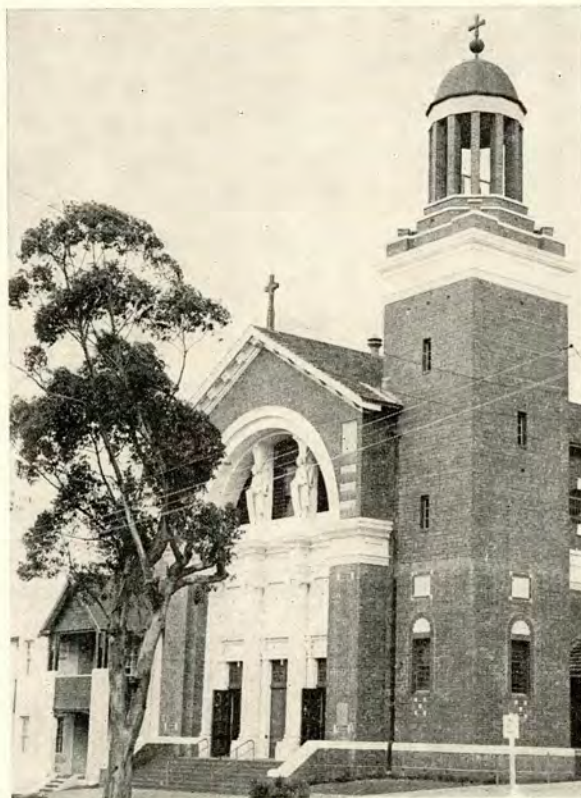
PHOTO: WILLOUGHBY COUNCIL



*St Cuthbert's*, Naremburn, was consecrated by the Archbishop of Sydney, Dr Wright, in 1916. However, in the 1880s, the area had been served by two Mission Churches—one in Alexander Street and the other in Market Street—but these were later sold. The old shed at the back of the rectory was the scene of many church social meetings, and other gatherings until the building of the parish hall in 1921.

#### ROMAN CATHOLIC CHURCH

The whole of the north side of the harbour was originally known as the Parish of St Mary's; it was administered from North Sydney by the Jesuit Fathers until 1883, when some went into residence at Pymble on the establishment of the new Parish of Lane Cove with its boundary at Mowbray Road.



*Our Lady of Dolours, Chatswood.*

PHOTO: ERIC RUSSELL.

When the Parish of St Thomas's, Willoughby, was formed in 1927, it took in Castlecrag and Northbridge; it has been the charge of the present parish priest, the Rev. Monsignor Darby, since 1928. The present *St Thomas's War Memorial Church* was completed in 1961 at a cost of £59,000.

At a time when Northbridge was a relatively undeveloped area, Willoughby Council placed what appeared then to be stringent conditions on future development, but it has since proved that these conditions have made the area one of scenic beauty. The presbytery and the *Church of St Philip Neri*, Sailor Bay Road, fit in well with Northbridge, being structures of outstanding architectural merit and workmanship. They were completed in 1941 at a cost of £9,856.

In 1897, the parochial church was established in Archer Street, Chatswood, and became known as *Our Lady of Dolours*. The foundation stone was laid by Cardinal Moran and the priest in charge was the Rev. M. McNamara, who came from Pymble. In 1910, two parishes were created — Chatswood and Naremburn — with two resident priests, the Rev. Father W. Barry and Father Michael Sheerin. A new church was built at Archer and Kirk Streets, Chatswood, the foundation stone of which was laid by the former Father Barry, who had since become Co-adjutor Bishop of Hobart. In 1960, the church was enlarged considerably at a cost of nearly £80,000. In 1953, the Rt. Rev. Monsignor T. Harrington was appointed to take charge, and has remained at the helm ever since. The Chatswood Parish also administers the *Church of St Peter the Apostle*, Chatswood West, and *St Paul the Apostle*, Castlecove.





*St Leonard's, Naremburn, before completion.*

PHOTO: E. LINDER

tion was being taxed by the size of congregations, the Archbishop of Sydney, Cardinal Gilroy, sponsored its extension, and the church was completed as it is today.



*Chatswood South Methodist Church. The four men are (left to right): Robert Forsyth; Richard Johnson; John Bryson; and John Leet.*

PHOTO: MRS M. W. CARR

*St Leonard's*, Naremburn, with its imposing tower and spire, dominates the skyline as one approaches Naremburn from Crow's Nest, and is outstanding among ecclesiastical buildings in the Municipality. Naremburn Parish was constituted in 1916, with Father Michael Sheerin as its first pastor. Construction of the first section of the church was undertaken by Father Barry; and many will recall the original section of the church with its temporary wooden end facing Willoughby Road. In 1954, when accommoda-

tion was being taxed by the size of congregations, the Archbishop of Sydney, Cardinal Gilroy, sponsored its extension, and the church was completed as it is today.

St. Leonard's Church, on an important thoroughfare, caters spiritually not only for those within its parish but also for travellers from surrounding suburbs. An exacting duty resting with Father Hollands, and his assistant, Father Doherty, is that of visiting patients in and responding to sick calls from Royal North Shore Hospital.

#### METHODIST CHURCH

The picturesque Chatswood South Methodist Church at the intersection of the Pacific Highway and Mowbray Road has served the people of Willoughby for many years, since the days when it was known as the Wesleyan Church. With the passing of time, however, local boundaries have changed, and the land on which it is built comes no longer within the Municipality. The church is now in Lane Cove, but it remains a building of great historic interest to Willoughby; the names of many pioneer families of this part of the North Shore are linked with it.





*Clanwilliam Street Methodist Church.*

FROM THE ORIGINAL DRAWING BY DOUGLAS PRATT  
IN THE POSSESSION OF W. J. WARNER

The cornerstones of the *Methodist Church, Clanwilliam Street*, were laid on 19th January 1901 by Mrs Robert Forsyth, and Mrs Howard Fleming, and Messrs W. H. McKeown and James Forsyth, senior. A Sunday School was built in 1922, and added to in 1953, when a Church Hall was also built.

Other Methodist churches in the Municipality are at Chatswood (1925); Charles Street, Castlecrag (1950); Barooka Road, Northbridge (1924, then 1953); French's Road, Willoughby (modernised 1959); and at Dickson Avenue, Artarmon a kindergarten hall was built in 1924.

#### CHURCH OF CHRIST

Land was secured in Central Street, Naremburn for a church; alterations and additions were made in 1924, in 1925, and again in 1926. The erection of a Church in Victoria Avenue was completed in March 1923, and in 1960 alterations and additions were made.

#### SEVENTH DAY ADVENTISTS

A church hall was secured in Chandos Street in 1926, and additions and alterations were made to it in 1928. A new Church is about to be built in Johnson Street, Chatswood.

#### SECOND CHURCH OF CHRIST, SCIENTIST

The original building at Victor Street and Albert Avenue, Chatswood, was constructed in 1925 at a cost of £3,000; extensive improvements were made in 1928, and further improvements carried out in 1953.

#### LIBERAL CATHOLIC CHURCH

On 29th January 1929, Council was advised that the Liberal Catholic Church had purchased a building at Eddy and Whitton Roads, Chatswood, to be used in future for church purposes. Extensions to this church were made in 1965.



## PRESBYTERIAN CHURCH

Before the Church in *Anderson Street*, Chatswood, was built in 1898, services were held in a cottage near the Chatswood Bowling Green, and in the Chatswood Hall, where the Rev. Alexander Miller was welcomed on 13th November 1896. Alterations to the church costing £8,000 were made in 1955, and a foundation stone was laid on 13th September 1955 by the Moderator, the Rt Rev. Dr Cumming Thom.

In 1925, the church at 88 *High Street* was built at a cost of £1,000, replacing the temporary building that had served as a church at the corner of High and Laurel Streets from 1923. A school hall was built in 1953 and has since been added to.

*Artarmon Presbyterian Church*, at Artarmon and Tindale Roads, came into being to meet the spiritual needs of families from Crow's Nest and Chatswood, but the venue of the initial congregation was the local School of Arts. The church is celebrating its 40th anniversary; and its growth and influence have been largely due to men of the Eldership and to such ministers as the Rev. G. L. Sneddon, P. Norman, V. Clark-Duff, J. B. Thorn, and the late E. A. Ferguson. The present Minister is the Rev. R. R. Martin.

There is a Presbyterian school hall at Sailor Bay Road, Northbridge, which was built in 1949, and is now Northbridge Presbyterian Church. The Presbyterian church at Farran Street, Chatswood West, was completed in 1955 at a cost of £5,000.



## CONGREGATIONAL CHURCH

The first church building in the Municipality still stands. Situated in Penshurst Street, north of Laurel Street, it was built as a Congregational Church in 1871, and the first minister was the Rev. W. Cullen, who was succeeded by Rev. Dr Morris. Mr Cullen afterwards left the ministry, entered parliament, and after studying law, eventually became Chief Justice of New South Wales. Today this building is a private house and is called "Pommy Lodge".



*The pioneer Willoughby church: 1915 (top);  
1965 (below).*

PHOTOS: WILLOUGHBY COUNCIL

The foundation members of this pioneer Willoughby church were William Smith, James Reid, Edwin Rannard, William Pollard, George Woolland, Jacob Holland, Joe Martin, David Etherington, David Broadfoot, J. Hawksley, T. Scott, Richard Horsley, J. B. Forsyth and George Leafe. In 1882 a new church was built at Penshurst Street and Church Street. At first, music for the services was played on a harmonium; later a two-manual and pedal keyboard organ was installed at the new church, and in 1965 an electric organ was put in.



Other Congregational churches in Willoughby include the following: Anderson Street, Chatswood, where the first minister was the Rev. J. Marshall Brown; and a church hall in Glenmore Street, Naremburn, built 1901.

#### BAPTIST CHURCH

The Baptist church at the corner of Albert Avenue and Orchard Road, Chatswood was built in 1919; and the foundation stones of the church were laid by the pastor, the Rev. E. H. Swan, and the Rev. A. J. Waldock, President of the N.S.W. Baptist Union. The church was added to in 1934, 1953, and 1956. The church at Macquarie Street, East Chatswood was built in 1934, and added to in 1954 and 1960. There is also a Baptist church at Baringa Road, Northbridge.

#### THE SALVATION ARMY

In 1923 the Salvation Army built a brick Citadel in Victoria Avenue not far from Penshurst Street, and in 1960 additions costing £3,000 were made to it.

#### TEMPLE EMANUEL

A Liberal Jewish Synagogue of contemporary design was built in 1961 at Chatswood Avenue, Chatswood, by the North Shore Temple Emanuel at a cost of £20,000. The founder of the Liberal Jewish Movement on the North Shore was Rabbi Dr Brasch, who gave religious tuition to local children in 1956; a meeting of parents was held in Pymble Community Hall in 1957 and a committee formed; on Friday 5th December 1958 the first Liberal Jewish Service was held on the North Shore at the Dispensary Hall, Rabbi Brasch officiating, with the assistance of the Reverend M. Mandel. In 1959 the land at Chatswood Avenue was bought on behalf of the new Liberal Congregation, the Inauguration took place in 1960, and in that year were held on the North Shore the first High Holydays services: Rosh Hannash at Lane Cove Town Hall; and Jom Kippur in the Albert Chowne Memorial Hall, Willoughby. The president of the Congregation is Dr M. Joseph, and services are conducted by the Reverend C. Schwarz, with Cantor W. Frankel.

SCHOOLS CONTROLLED by the Department of Education, and private church schools provide for the primary and secondary educational needs of the community; more than 6,000 children attend departmental public schools, and private schools are attended by more than 2,000 children.

Every junior school in the municipality is supplied with milk; periodic medical and dental visits are arranged by the Department of Education; the Health Department of the Municipality of Willoughby arranges the screening of a wide range of educational, health, and scientific films at local public schools; the Police Department conducts lectures on road safety at schools, and provides staff at busy road crossings to control traffic and see that children cross safely. At Chatswood and Naremburn schools traffic lights have been installed for the protection of children from the great volume of heavy traffic passing. At other schools, crossings are supervised by school patrols or by police where necessary.

The first public school in the Municipality was built at Willoughby in 1867; the teacher, Mr S. Davis enrolled thirty pupils. The foundation stone of the present Willoughby Public School was laid in 1876 and there were 50 pupils enrolled; today school buildings worth £225,000 accommodate nearly 2,000 pupils. Representations were made by local citizens in 1882 for a school at Chatswood, which was built in 1883; the first teacher, Miss Agnes J. Burt, had an average attendance of 27. By 1895 the school was becoming overcrowded and accommodation for 240 more pupils was



provided, this being increased by a further 250 three years later. A girls' school was opened on the site in 1903, an infants' department in 1928. Today over 800 pupils attend the school, supervised by a staff of 29 under the direction of the headmaster Mr E. T. Weissel. The parents' and citizens' association of the school, founded in 1907 is very active.

Naremburn Public School was completed in 1887 at a cost of £1,250; it was added to in 1892, 1897, and 1913. Today the school caters for about 850 pupils. Artarmon Infants' School was opened in 1910 with an enrolment of 66, under Miss E. I. Cowan. The original site was a government grant, but more land for the school was purchased in 1912. Since then the school has grown in size and importance and the Artarmon Opportunity School accommodates over 600 pupils and has an excellent scholastic record. Mr. Harold Mathews is headmaster.

Chatswood West Public School, Mowbray Road West, is relatively new. It cost £100,000 to build, and the headmaster, Mr A. L. Parker, has about 350 pupils under his direction.

Northbridge Public School was opened in 1923, and now has an enrolment of 400 pupils. The headmaster, Mr M. Gadd, has seen many improvements, including the building of a large assembly hall, during his seven years at the school.

Castlecove Public School, often referred to as "East Roseville" has frontages to four streets, and accommodates over 500 pupils. The headmistress is Miss M. Bruce, with a staff of 13.

Castlecrag Infants School and Kindergarten was opened in 1950, cost £37,000, and is attended by more than 100 children.

NORTH SYDNEY TECHNICAL COLLEGE occupies an area of more than six acres on the Pacific Highway near Westbourne Street, Gore Hill. It caters for nearly 6,000 pupils, and the staff of 87 full-time and 168 part-time teachers; and the subjects taught include plumbing, carpentry and joinery, and mechanical engineering. More land is available for future expansion of the college.

The Co-educational High School, Centennial Avenue, Chatswood was opened in 1959 on the property once known as "Chiselhurst", home of the Horden family, well-known Sydney drapers. An enrolment of over 1,000 is supervised by 59 teachers under the supervision of Mr R. J. Brereton, the principal. The school has a fullsize sports oval, and four tennis courts which were made possible by the hardworking and enthusiastic parents' & citizens' association with some help from the Department of Education. The school has a strong cadet unit and band.

Evening continuation classes are conducted at Chatswood and Willoughby public school, and their arts and crafts classes have an annual intake of some 1,500 students.

#### ROMAN CATHOLIC SCHOOLS

Schools, convents, and colleges have been established by the Catholic Church to serve the special educational needs of parishioners throughout the Municipality. In 1954, the building of Our Lady of Dolours School in Archer Street, Chatswood was commenced, at an estimated cost of £35,000. The foundation stone was blessed and laid by the Most Rev. James Carroll, acting on behalf of Cardinal Gilroy. However, an increase in secondary school enrolments made it necessary to put up more accommodation; and in 1964 another new building, at Archer Street and Malvern Avenue, was commenced, being completed in 1965. Estimated to cost £120,000 it contains 15 classrooms, three



science rooms and other facilities and is known as Our Lady of Dolours High School, Chatswood. The foundation stone was blessed and laid by the Most Rev. James Freeman on 28th June 1964.

In 1926 a church school was built for the Parish of St Thomas, Willoughby at a cost of £2,500. In 1948 it was destroyed by fire, but was rebuilt almost immediately at a cost of £6,500, and later a further £2,000 was spent on additions and improvements. The convent school was built in 1941, and in 1953 was appointed as a primary demonstration school administered by the Sisters of St Joseph. Enrolment is now over 250 pupils.

Before 1937 local Catholic schoolboys had to go as far away as Lewisham, River-view, or the city for their education, but in that year a college was officially at Chatswood opened by Archbishop Michael Kelly; The first principal was the Rev. Brother R. B. Quirke and he supervised a staff of four to teach 147 boys; the first boy on the roll was Master Ronald Beagle. In 1956 the school adopted the new name, St Pius X College. During 1956-57 another six classrooms and three science laboratories were completed at a cost of £43,000 and were further extended in 1965.

The college authorities in 1949 acquired land in Mars Road, Lane Cove for use as playing fields; and in that year a cadet corps was established. It was taken up enthusiastically by the pupils and the first public ceremonial parade was held at Chatswood Oval in November 1949, when the Unit Flag, donated by Mr and Mrs J. Vaughan, was presented. A cadet unit band was also formed and has performed regularly in Chatswood and at Anzac Day ceremonies; the band has been successful in the Waratah Festival and in the cadet band competition held each year at Singleton.

St Claran's, the church school at Baringa Road, Northbridge, was founded by the Rev. Father J. Rohan, parish priest of Naremburn in 1926, and was staffed by the Sisters of St Joseph, North Sydney. As the population of Northbridge has increased, additions and alterations have been made to the school to cope with the greater demand for accommodation.

PROGRESS ASSOCIATIONS are active in the Municipality, working on behalf of ratepayers and residents in community service.

The oldest progress association in the Municipality is the Artarmon and District Progress Association, which was formed in 1914 and has been in operation without a break since that time.

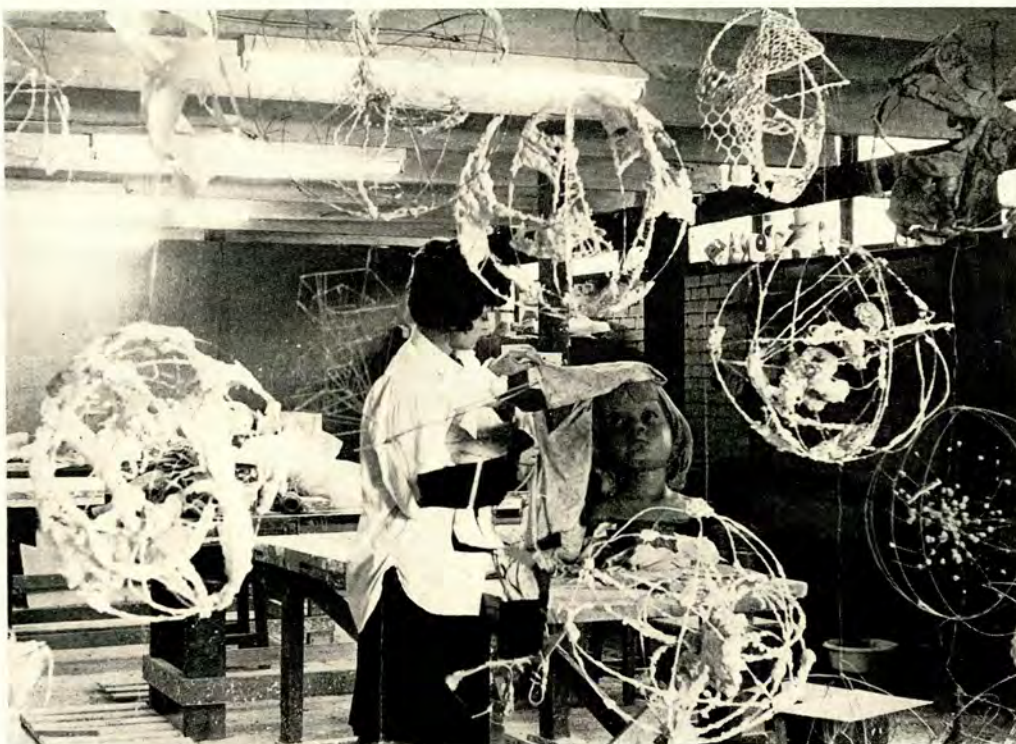
Other progress associations in the Municipality are: Castlecrag; Chatswood East Ward; Chatswood West Ward; East Northbridge; Castlecove; Naremburn; Naremburn West; and Middle Harbour.

CHAMBERS OF COMMERCE cover business activities in Chatswood, North Willoughby, and Artarmon. The Chatswood Chamber of Commerce was formed in the mid-1920s, and in 1929 defined its objects as being "to promote and protect the interests of the business people of Chatswood, by co-operation"; in 1930 it embarked on a Shopping Carnival with a procession through Chatswood watched by 10,000 people; in 1949 it organized a "Service With a Smile" Quest in conjunction with Willoughby Youth Welfare Committee; and in 1961 it staged a Christmas Carnival on Chatswood Oval. President of the Chamber is Mr K. R. McCoy.

SERVICE CLUBS in the Municipality include Chatswood Apex, Middle Harbour Apex, Chatswood Lions, Chatswood Rotary, Chatswood Junior Chamber of Commerce, Middle Harbour Lions Club, and the Quota Club of the North Shore. There are



branches of the Red Cross Society at Chatswood, Willoughby, and Artarmon; and a branch of the Civilian Widows' Association at Chatswood, Ex-service Clubs in the Municipality include sub-branches of the Returned Sailors', Soldiers' & Airmens' Imperial League of Australia at Chatswood-Willoughby, Naremburn, Northbridge; a branch of the Australian Legion of Ex-Servicemen and Women; and the Naval Association of Australia.



*Mitzi Finey, a teacher of sculpture at the Workshop Arts Centre, uncovers a conventional head study, surrounded by 3-D spatial designs.*

PHOTO: ERIC RUSSELL

There are a number of organizations offering cultural facilities in the Municipality. The Workshop Arts Centre at Laurel Street, Willoughby, was established on its present site in 1963, with the late Joy Ewart as its first Honorary Art Director. The Centre now provides tuition in such creative arts as painting, sketching, expressive photography, sculpture and mosaic pottery, fine print-making which includes lithography, etching, serigraphy, and wood cut and the making of jewellery, creative drama for children and caters for all age-groups and abilities in its syllabus. A feature of the Centre is the Gallery, where one-man and group exhibitions are held throughout the year.

Chatswood School of Arts was built originally in Mowbray Road, in 1875; the School of Arts later moved to a temporary building in Victoria Avenue, until the new building opposite was erected in 1910, being added to later. The School of Arts at present comprises a billiard room, a library, and a reading room. Musical activities in the Municipality are catered for by Chatswood-Artarmon Music Club, Chatswood Musical Society; the North Shore Symphony Orchestra, and Willoughby Municipal Band.



There are children's libraries at Chatswood, Northbridge, and Naremburn; the library at Castlecrag is mainly for adults; the Artarmon Community Library—a children's library prior to July 1964 now caters for all age-groups. The library for children in Northbridge Park was initiated by the local Volunteer Defence Corps Association in 1947 and was run on a voluntary basis for some years. A new building costing £2,000 was erected in 1956 by Council, and named "The Norman Landers Library" in memory of the foundation secretary of the library.

A free library for children was first started in Artarmon in 1944 by a group of public-spirited citizens who rented a small shop and raised their own finances, and received some assistance from Council. In 1958 Council erected the present library building in Elizabeth Street at a cost of £5,672, and it is known as the Artarmon Community Library.

THE BOY SCOUTS' Association is well represented in the Municipality: with more than 700 members (Scouters, Senior Scouts, Rovers, Scouts, and Cubs); and there are groups at Artarmon, Chatswood, Chatswood East, Castlecrag, Mowbray West, Naremburn, Northbridge, Roseville, Willoughby, and Sailor's Bay (Sea Scouts). Facilities are also provided for nearly 200 Girl Guides by the Girl Guides' Association.

WILLOUGHBY YOUTH CENTRE is located at the Lieutenant Albert Chowne V.C., Memorial Hall in Willoughby Park. Its objects are to provide a youth centre for the children of the Municipality and surrounding districts; to assist financially and otherwise, children subject to hardship and distress, and generally to provide for the welfare of the underprivileged children of the Municipality and surrounding districts; to promote good citizenship through physical, mental, and ethical health. The centre originated from a committee of eighteen local citizens appointed by Council in 1945. It raised funds at a carnival held in 1945, and by other activities in 1947, 1952, and later. Building operations commenced in 1952, and the Hall was officially opened in 1954 by the State Governor, Sir John Northcott. Activities promoted at the Centre include a youth club gymnasium, pre-school play centre, Willoughby Public School Annual Award for the best essay on some aspect of citizenship, vacation play centre, and Willoughby Girls' Marching Association.

THE SENIOR CITIZENS' Centre at Chatswood, was established by Chatswood Rotary Club, which created and housed on Council land a building worth £7,000 in 1958. Since its erection Council has built and maintained a small bowling green for the centre, and a Welfare Committee has been established at the Centre.

SPORT is a firm favourite in the Municipality and clubs and associations have been established for almost every game or activity; and these include: cricket; squash; all codes of football; croquet; baseball; swimming; tennis; bowls; golf; sailing and ten-pin bowling. Two of the oldest sporting clubs still extant in the Municipality are Chatswood Bowling Club and Gordon District Cricket Club. Chatswood Bowling Club was formed in 1900 under the presidency of Captain McClemens, and its green was opened in June of that year by Mr John Young, who, fifty years ago was known as "the Father of Bowls". The club has prospered over the years and today occupies a position of high esteem in the world of rinks and greens. Willoughby District Cricket Club was also formed in 1900, and subsequently became known as Gordon. Among the famous players who have appeared for the club are Frank Iredale (who played his first interstate game in 1890), C. G. Macartney, Victor Trumper (regarded by many as the world's greatest batsman and certainly the most stylish) and many others.



## 6. Taken for granted . . .

THE TAP brings water; the switch on the wall produces electricity for lighting or for one of the many appliances now accepted as commonplace; the gas stove boils the water for tea; the postman's daily whistle tells of the arrival of letters; the fire brigade and the hospital are always ready; radio and the newspapers provide news and entertainment: living in metropolitan Sydney would hardly be possible without basic services and amenities such as these—the “public utilities”, as they are often loosely termed. Their establishment and subsequent growth and development to meet modern needs is a story worth telling.

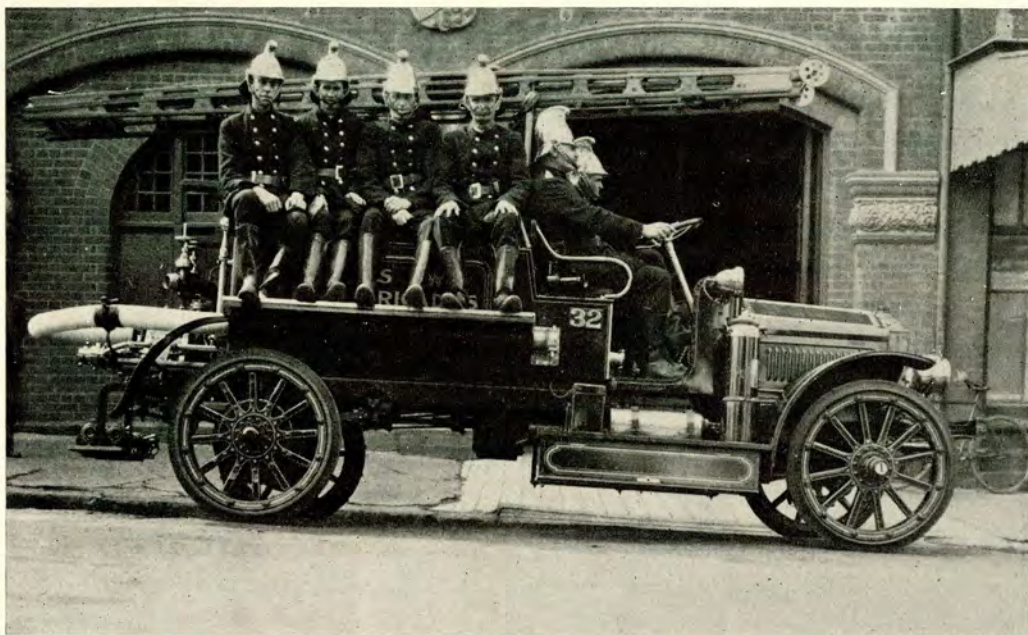
THE FIRE STATION at Chatswood was opened on 14th February 1900. It was equipped with a manual engine, one horse, hose reel, hose, etc.; and manned by seventeen volunteer fireman under Captain P. Melvin. It was follow your nose to the first recorded fire call attended by the Chatswood Volunteer Fire Brigade: on Tuesday 13th February 1900 at 12.10 a.m. they were summoned to McClelland Street where Willy Way Lee's shed containing three tons of burning onions was ablaze. The fire was extinguished but the onions were “severely damaged”. As the area expanded so did the need for fire services, and Engine-keeper Chappell was appointed a permanent fireman to take charge of the station in 1912. In 1922 a Garford motor fire engine was installed at the station. Capable of delivering 200 gallons of water per minute it was built by the Fire Brigade workshops and proved an excellent addition to the firefighting strength of the Municipality.



*The first Willoughby Fire Brigade.*

PHOTO: MR. H. AHRENFELD





*An early Willoughby motor fire-engine.*  
*Left to Right: Tom Lawrence; George Miller; Paddy Hopkins; Driver, J. J. Chappell;*  
*Jack Hopkins.* PHOTO: MR H. AHRENFELD

The fire station at Willoughby was opened in November 1905, at Laurel Street, with six volunteer firemen; their equipment comprised a hose reel, four scaling ladders, 600 feet of hose and a hand pump. They were under the command of Captain A. Heely. The first fire attended by the Willoughby Brigade was to a large area of grass in Laurel Street on 25 November 1905. They extinguished it with a hydrant. In 1907 the first fire alarm—located at Smith and High Streets—was connected to the station. In 1914 First-class Fireman J. Bathie was appointed to take charge of the station to deal with the increased responsibilities of the growing area. A new fire station was built to replace the original quarters and opened in 1915; and in 1923 a petrol-driven engine was installed, enabling firemen to reach any part of the Municipality in a short time.



*Willoughby Fire Station.*  
 PHOTO "ILLUSTRATED SYDNEY NEWS"





*Volunteer Fireman Harry Saunders. So highly regarded was he by local residents that a gold watch and chain was presented to him on their behalf by the Mayor. The fire brigade paid tribute to him when the local fire engine was used as a hearse at his funeral.*

PHOTO: MRS R. OLD

At an evening ceremony on 8th December 1924 at the Willoughby Fire Station, Fire Commissioner J. F. Beswick (volunteer firemen's representative on the Fire Board) presented a Long Service Medal to volunteer fireman F. Huggins. Alderman R. T. Forsyth, on behalf of residents of Willoughby, presented a gold watch and chain each to volunteer firemen Harry Saunders V. Reid, and F. Huggins in recognition of their service to Willoughby. Volunteer fireman Huggins retired in 1954, after 45 years of excellent service.

Chatswood Fire Station was closed in 1945, as part of the complete re-organization of the metropolitan fire service, and its volunteer staff transferred to nearby stations. Willoughby brigade has attended and controlled many large fires and has kept pace with the expansion of the area. A fast, modern radio-controlled fire appliance is stationed at Willoughby and its staff of permanent and volunteer fireman are adequate to deal with any emergency.

HOSPITAL FACILITIES in this part of the North Shore had their genesis in a printed circular sent out by Mr and Mrs Frank B. Treatt, of Chatswood, on 28th September 1885: outlining a plan to hold an industrial exhibition of local products to raise money to build a local hospital.

The North Shore Pioneer Industrial Exhibition was held in the Blue Street Public School during the June holidays of 1886 and was a great success, nett takings amounting to £120. The *Catalogue* of the exhibition said:

"Although there have been several Industrial Exhibitions in Sydney and suburbs during the last few years, the present is the first of its kind held on the North Shore, hence its pioneer character . . . It has not been intended to compete in any way with the larger and more elaborate industrial displays held in Sydney, the principal motive animating the promoters being to encourage the young and struggling industries of the North Shore district in such a way as to be enabled at the same time to contribute to the funds of its charities.

"The history of the North Shore is typical of that of New South Wales, the busy hum of labour replacing the solemn stillness of the primeval forest, and heralding the



time when the kings of industry shall repeat the triumphs of the old world on the shores of the new . . . Simple and unpretentious as is the North Shore Pioneer Industrial Exhibition, it represents the germs of a great industrial future, and as such must command the respect of all interested in the progress and welfare of the colony."

The exhibits were divided into the following sections: Fine Arts (paintings, drawings, photos, engravings, plastic work); Educational (appliances for teaching, boys' and girls' work); Raw Products and Building Materials (clays, shale, bricks, stone); Manufactures of the North Shore (furniture, leather, pottery and glass, models of boats and appliances, plumbing, lighting, &c, miscellaneous); Manufactures other than North Shore; Ladies' Court; Natural History and other Collections; Agricultural and Horticultural (preserves, honey, &c, plants and raw fruit, bees &c.). Some interesting prizes were listed in the *Catalogue*: best collection of dried ferns grown in parish of Willoughby, one guinea; best darned pair of stockings by a North Shore girl under 14 years of age, one guinea; best water color of any scene in Middle Harbour, open to all competitors, one guinea; and best exhibition of knitting, two guineas presented by Lady Carrington, wife of the Governor.

The foundation stone of the original cottage hospital in North Willoughby Road, Crow's Nest, between Holtermann and Albany Streets, was laid on 18th July 1887 by Sir Henry Parkes, and the hospital was opened the following year with beds for 14 patients; the land on which it stood was presented by Mr David Berry of Shoalhaven, who also defrayed the expenses of transfer and made a donation of £200. But the following year the State Government set aside eight acres of land for a new hospital at Gore Hill, St Leonards, because it had already become obvious that the old one would be too small for the rapid increase in population of the surrounding districts.

The title "Royal" was granted to the North Shore Hospital in 1902 to commemorate the coronation of Edward VII; it was announced by the Governor of New South Wales, Sir Harry Rawson, when he laid the foundation stone for the buildings on the



*An early sketch of the original North Shore Hospital.*

BLOCK BY COURTESY OF ROYAL NORTH SHORE HOSPITAL

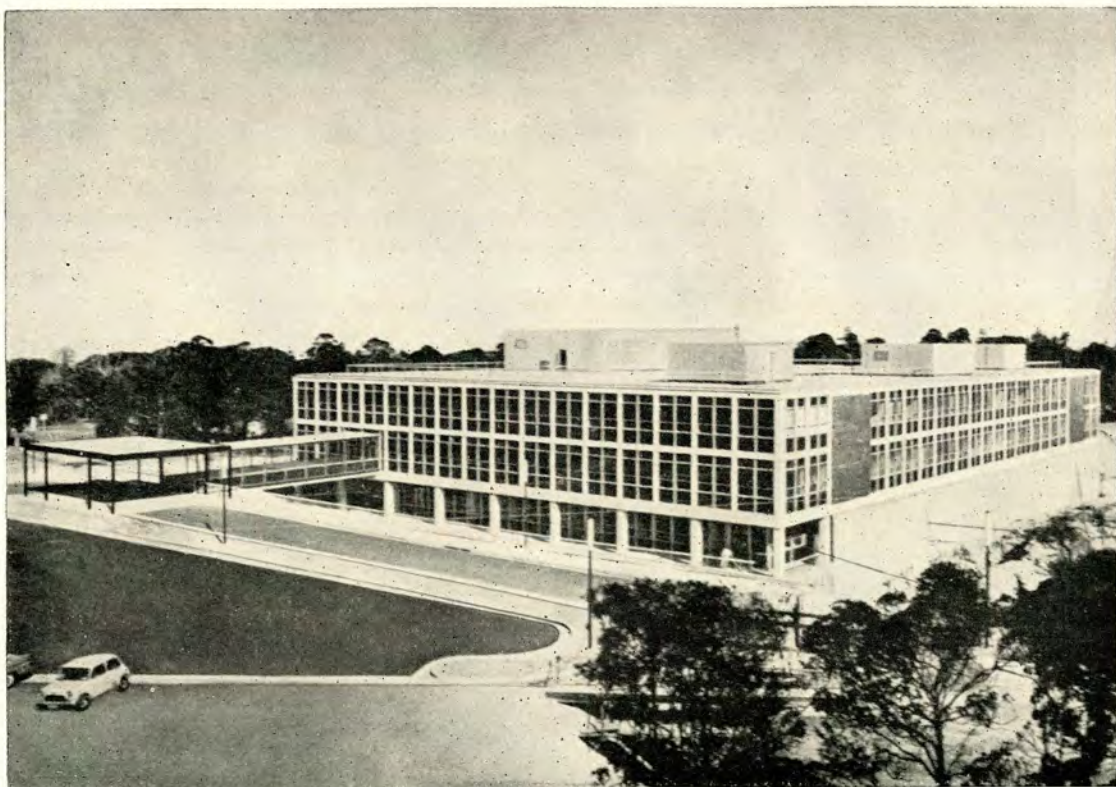


present main site near St Leonards Railway Station, and the hospital was transferred there when the new buildings were opened. Further changes resulted in the hospital's present name by the time it was incorporated under "The Royal North Shore Hospital of Sydney Act" in 1910, and new buildings and extensions were added from time to time. In 1948 it became the fourth teaching hospital associated with the University of Sydney.

In 1958 the Hospitals Commission approved a three-stage plan to construct a "New Hospital" on six acres of land behind Gore Hill Oval. The first stage was commenced in 1962 and completed in 1964: a four-storey reinforced concrete building, it comprises a new out-patients' department, casualty and accident unit of 17 beds, emergency operating theatres, recovery ward and intensive therapy unit of 15 beds, offices and medical and nursing administration.

North Shore Hospital's growth over the years is shown also in the number of people treated by the out-patients' department: in 1921, when it was opened, about 200 cases a week were handled, but in 1965 the same department was dealing with nearly 3,000 cases.

Although it is not in the Municipality, the Mater Misericordiae Hospital on Pacific Highway has served residents of Willoughby for many years; it was originally opened in 1906 in the old North Shore Cottage Hospital in Willoughby Road by Sisters of



*Royal North Shore's "New Hospital", 1964.*

PHOTO: ROYAL NORTH SHORE HOSPITAL



Mercy from Monté Sant Angelo Convent, North Sydney. The foundation stone was laid by Cardinal Moran.

The first Sister Superior was Mother Xavier Hannigan, who had a hard struggle to keep the hospital going during the early years. In the first twelve months of its existence the hospital treated 209 patients, 30 operations were performed, and receipts amounted to £690. At this stage the hospital took only women and children as patients. By 1911 the number of patients treated annually had increased to 469; 269 operations were performed, and receipts came to £1849.

The time had come to expand. A cottage which had been the residence of Judge R. E. O'Connor (Sydney, 1851-1912), a member of the first Federal Parliament and an original member of the High court, was purchased in 1912 and opened as a private hospital next door to the present-day general hospital. The foundation stone of the general hospital was laid by Archbishop Kelly on 22nd March 1914, and by March 1915, patients had been removed from Willoughby Road to the new hospital. This hospital—now a general hospital—consisted of three wards and administrative and surgical units. Additions and alterations were made to it in 1926 and 1945, and more developments will take place in the future.

Its services to the sick and needy of all denominations—only about 27 per cent of patients treated are Catholics—have given "The Mater", as it is affectionately known on the North Shore, its unsurpassed reputation.

Chatswood District Hospital, formerly Ku-ring-gai Community Service Hospital, was established in 1927 as part of Dr Olver's residence, and on his death his son and three daughters administered it in trust as a non-profit co-operative institution, all receipts being turned back for improvements. The hospital is now controlled by the Hospitals Commission, and has 14 beds.

There are also a number of private hospitals, nursing homes, convalescent homes, and homes for the aged within the Municipality. Ambulance stations serve the Municipality from Crow's Nest and Lane Cove.

THE NORTH SHORE GAS COMPANY LIMITED was incorporated in 1882 to acquire the business then being carried on by Charles Watt and James Walter Fell, who manufactured and supplied gas to residents of St Leonards, East St Leonards, Victoria, and North Willoughby municipalities. Gas had been supplied to residents of this part of the North Shore from works at Neutral Bay since 1876.

Even in those days public utilities had their troubles. The Company's lamplighter became dissatisfied and asked for an increase in wages on 17th January 1884, and the Board agreed to pay him an extra 7s 6d per week, bringing his wages up to £2 7s 6d, provided the Company could have the use of his horse, occasionally, through the day. The lamplighter, however, wrote to the Company on 14th February, rejecting the offer and objecting to the idea of his horse being used, even "occasionally". This was too much for the Board: the lamplighter lost his job and a new man was engaged at the old rate of pay a fortnight later. Customers were also fractious; one man refused to pay the "usual one pound deposit" required in those days, so the Board told him that his meter would be removed unless he complied. He did so.

As the population grew so the Company's activities expanded; the works at Neutral Bay became too small, and land at Oyster Cove, Waverton, was purchased in 1912



with an eye to the future. Oyster Cove eventually became the main manufacturing centre and in 1931 the Neutral Bay works was closed down; it is now a holder site and store. By 1948 the North Shore Gas Company was supplying gas to customers in the municipalities of North Sydney, Mosman, Willoughby, Lane Cove, Manly, and in Warringah Shire as far as Avalon; in 1961 the Company was authorized to supply and distribute gas in any part of that Shire, bringing the total area served by it to 131 square miles; and at present the supply of gas to Gosford Shire is being considered. The North Shore Gas Company is now the fourth largest gas supply undertaking in Australia. Of the Company's (1965) 322 miles of gas mains, 132 are in Willoughby. The North Shore Gas Company operates under the Gas and Electricity Act, which imposes permanent control of the price of gas, controls profits, sets standards of quality and pressure, and regulates the issue of shares and the Company's relations with its customers.

ELECTRICITY SUPPLY was first sought by North Shore people as early as 1914, when a number of municipalities — Willoughby included — made agreements with the City Council. Two submarine cables each carrying 5,000 volts were to be laid across the harbour bed from Dawes Point to McMahon's Point, but shortages of material caused by the first World War delayed the work; it was not completed until 1916. Electricity was first supplied to Willoughby municipality in April 1916 to premises 513 Victoria Avenue, Chatswood; and to 342 Victoria Avenue, Chatswood, in October. From 1916 to 1936 the City Council supplied electricity to the Municipality; in that year the Sydney County Council was created by Act of Parliament as an electricity undertaking.

Today the northern suburbs receive high-voltage supply from four 33,000 volt submarine cables from Benelong Point, from Long Nose Point, and from Electricity Commission bulk supply points at Carlingford, Ku-ring-gai and Willoughby. North Shore customers represent about a quarter of the Sydney County Council's half-million accounts, and of those North Shore customers nearly 19,000 live in the Municipality. Willoughby uses as much electricity in a year as does the Hunter Valley County Council, an area that includes the City of Greater Cessnock.

MAILS for nearly all the people between the North Shore and Gosford could be carried on horseback twice weekly in 1878; North Willoughby post office delivered to some local residents. The roadside mail was delivered by C. C. Fagan, who held the contract to carry mail from the General Post Office to St Leonards, Lane Cove, Hornsby, Peats Ferry, Gosford and Kincumber.

In July 1871 "residents of North Sydney within the Municipality of North Willoughby" asked for a post office to be established for them. Supporting their petition, William Tunks M.P. said that they had no better way of posting or receiving letters than by trudging to the post office at St Leonards or conveying them by hand to Sydney. The North Willoughby post office was opened on 1st September 1871, in charge of William Nash, who was paid a postal allowance of ten pounds per year and a portage allowance of fifteen pounds per year for conveying the mails once daily between his office and St Leonards. The fifty people said to live within one mile of the post office did not make very great use of its facilities: by January 1873 only 14 letters a week were posted there. George Leafe was appointed postmaster on 1st May 1873, and in 1875 applied for an increase in his portage allowance, claiming that he had to leave North Willoughby at nine o'clock in the morning, but did not get back



until one o'clock in the afternoon because the Sydney mail did not arrive at St Leonards before eleven "thus taking half a day of my time with a horse and cart for less than one shilling a day". In 1879 a deputation asked for a postman and for earlier delivery of mails. The Post Office refused, because revenue amounted to less than £70 per year.

Chatswood post office was opened on 1st August 1879, James Montgomery, a store-keeper and builder being appointed postmaster; the name "Chatswood" was suggested by Council. The previous year however, a postal inspector had reported that

"In the immediate vicinity of the proposed 'Chatswood' Post Office there were only 10 houses. No roadside mail was delivered between St Leonards and Sandays [on the Lane Cove Road], which was barely a mile from the North Willoughby Post Office.

"There were six residents at Tambourine Bay and these, as well as those at the Lane Cove River near the ferry, mostly received their mail from Hunter's Hill Post Office."

In January 1886 the Chatswood post office was closed because very little business was being done, and Willoughby was provided with a daily letter delivery by two mounted postmen from St Leonards. Letter carriers James Holland and W. W. Huggett commenced duty on 16th March 1886 and were paid £52 per year with a forage allowance for their horses.

The building of the North Shore railway line caused the Postal Department to re-open a post office at Chatswood: Charles Moore had a store at Chatswood near the main railway camp, where there were about 400 navvies working on construction; he sold about 15 shillings worth of stamps every week. After many petitions, counter-petitions, deputations, reports, and an official visit from the Postmaster-General himself, Chatswood was made an official post office in 1897 and Willoughby office became a non-official office, being given official status in 1921.

Chatswood telephone exchange was opened in 1897, Willoughby Council being No. 1 of 23 subscribers connected by the end of the year. By 1915, there were 1,556 subscribers; and the following year the exchange was converted to automatic working.

*Chatswood Post and Telegraph Office before 1900.*

PHOTO: MRS M. W. CARR



*North Shore postmen, 1890s.*

PHOTO: P.M.G. HISTORICAL SECTION







*Chatswood Post Office staff, 1900.*

PHOTO: P.M.G. HISTORICAL SECTION

Naremburn Progress Association made representation for the establishment of a post office near Slade Street and Willoughby Road in 1925, but the available facilities at Crow's Nest and Penshurst Street were then considered adequate for the district. Not satisfied, the Progress Association sent a deputation to the Deputy-Director of Posts and Telegraphs in April 1926 to press the claim again, and in June a non-official office in the premises of Mr J. G. Charlesworth, three doors from Slade Street, was opened.

Representations for a post office at Northbridge were made by local residents as far back as 1918, when 40 signatories petitioned for better postal facilities; but the office was not opened until 1920. By 1927 residents were asking for an official post office, and many similar requests were made over the years. In 1946 land in Strathallan Avenue was acquired for a post office and this became an official post office on 1st November 1955.

Castlecrag Progress Association asked for a post office for the district in 1926, but the postal inspector reported against it. Residents continued to press for a post office, but approval was not given until 1937, when a non-official office was opened.

WATER SUPPLY was brought to the Municipality in 1891: from its Ryde pumping station the Metropolitan Board of Water Supply and Sewerage laid water mains to connect with its tanks at the corner of Lane Cove Road (now Pacific Highway) and Mowbray Road; these two tanks—each of 1,500,000 gallons capacity—served Willoughby, Mosman, and North Sydney. By 1895, however, the districts between Chatswood and Hornsby had grown considerably and more water was needed. Two more



tanks were put up at Wahroonga and a pumping station established at Chatswood to supply them.

By 1916 it was apparent that the existing Ryde pumping station could not meet the ever-increasing demand for water for the northern suburbs, so a new station was built, and put into commission in 1921. In a souvenir pamphlet issued for the opening ceremony the Board said:

"The maintenance of a satisfactory supply of water to all residents of the Northern Suburbs has been an engineering problem attended by many difficulties, chiefly because of the marked variation in levels.

"Development has been particularly rapid, as may be realised from the fact that twenty years ago, a population of 44,000 on the Northern side of the Harbour was served; ten years ago it had grown to 93,000, and has now reached 180,000.

"Before the water flows from the taps of consumers it has travelled many miles; having been caught on the Catchment area it flows along 40 miles of canal and tunnels to Prospect Reservoir; thence it issues and travels via an open canal for 5 miles, where it is first screened through copper gauze, so fine that there are 720 meshes to the square inch, and then delivered into two large pipes which travel to the Ryde Pumping Station, a distance of 9 miles."

"The Board does not differentiate the water rates in the Metropolitan Area, so that the Suburbs which are receiving costly pumped water, pay the same as those supplied by gravitation; but if each district were to pay according to actual cost, rates on the North Shore would materially rise, while those of the Southern Suburbs would be correspondingly reduced."

The original pumping station at Ryde was supplying 192 million gallons of water to northern suburbs consumers in 1892; in 1907 this figure rose to 1,104 million gallons; in 1932 (after it was closed down and a larger station replaced it) the figure was 5,948 million gallons; and in 1960 the figure reached 13,983 million gallons.

Following the extension of the water supply and pressure by Willoughby Council for sewerage facilities for the Municipality some areas were served by 1899 and a large part of Chatswood and a section of the Middle Harbour area benefited by the later establishment by the Water Board of treatment works at Warrane Road. During this period the North Sydney system was extended to Naremburn. Today, Willoughby, in common with most North Shore municipalities accepts water and sewerage as part of the ordinary necessities of daily life in a metropolis.

THE NORTH SHORE RAILWAY LINE came into being 1st January 1890, with the opening of the section from Hornsby to St Leonards; at this stage it was a single track throughout. On 1st May 1893 the line was extended to Milson's Point, and on 20th March 1932 a regular electric passenger train service was begun to Wynyard Station via the new Harbour Bridge to connect with the Western Suburbs.

The original line was a suburban railway extension only 14 miles long. It carried passengers, some of whom transferred to the main Northern line at Hornsby and there was a little goods traffic. Most of the services were self-contained and the timetable made to fit in with the arrival and departure of ferries between Milson's Point and Circular Quay.

In those steam train days the service was not a frequent one even during weekdays, and there were no trains at all on Sundays until 1st June 1893. The original platform of St Leonards Station was on the "up" side, with an approach from the rear off the Lane Cove Road near its overbridge over the platform; the ticket office was in the station building. Chatswood Station was originally one platform on the "down" side of



the line on the site of the present one and immediately south of the Victoria Avenue level-crossing then in use. The stationmaster's residence was opposite the station in Dalton Street. Artarmon Station came into use on 6th July 1898; it was a single platform

on the "down" side and was to serve the newly subdivided "Artarmon Estate". An island platform with the original timber station re-erected on it was put in later, and in 1916 this was replaced by a new standard-type brick building.



It was inevitable that the North Shore line be electrified: maintaining a regular and frequent passenger steam service on the heavy grades was expensive and difficult; and peak-hour traffic was expected to increase rapidly when the Harbour Bridge was opened. Preparatory work for electrification of the North Shore line began in 1927.

However, steam dies hard. Although all passenger trains are now electric multiple-unit sets, sometimes with double-decker cars, the goods train service at night between St Leonards and Hornsby is still hauled by steam locomotives; many residents set their clocks by them, and some early risers know that it's time to get up when they hear the goods passing through.



*Top: Old and New Chatswood Stations.*

PHOTO: MRS M. W. CARR



*Centre: Chatswood morning peak-hour, before 1910.*

PHOTO: MR J. CURREY

*Below: Artarmon Station, about 1908.*

PHOTO: MRS A. HAMMOND



"SYDNEY has reason to be proud of its tramway service", the editor of *Sydney Ferries Handbook* wrote in 1906. "It is up-to-date in every particular and affords as convenient facilities as are to be found in any part of the world." He added;

"Visitors to the State as a rule concede this after an experience on the trams; their speed, comfort, appearance, and staff of men all combine to render a most satisfactory and complete service. The tramways have practically created greater Sydney by opening up new suburbs and holiday resorts, while in many cases, where the tram and ferry feed both places, a pleasant round trip has become established, and visitors, it is found, prefer an alternative trip."

The same *Handbook* advertised the "magnificent system of up-to-date electric trams" which carried 140 million passengers in 12 months, and included such innovations as tramcars which ran to "picturesque resorts" during the summer months.

Tramway services on the North Shore began on 22nd May 1886, when the cable tramway from Milson's Point ferry wharf first ran to Ridge Street near the Independent Theatre, via Alfred, Blue, and Miller Streets. In 1893 the service was extended to Crow's Nest via Miller and Falcon Streets.



Above: One of the first North Shore trams.

PHOTO: COURTESY "SYDNEY MORNING HERALD"

Below: First tram to Chatswood arrives at Penshurst St., Willoughby, 1908.

PHOTO: MR J. B. RICHARDSON

Regular electric tram services came to Willoughby Municipality in 1898, when a feeder line ran to Penshurst Street from the cable tram terminus. A line to Gore Hill was opened in 1900. The line from Penshurst Street was extended to Chatswood Station in 1908 and a line to the southern side of the Suspension Bridge site was opened in 1909. The bridge was opened in 1912 and the line went through to Northbridge in 1914; the tram service was cancelled in 1936 when the Suspension Bridge was found to be in a dangerous condition. In 1932 the electric trams ran across the Bridge for the first time, linking the North Shore directly with the City. On the last day of June 1958 the Department of Government Transport replaced all North Shore tram services with buses and the electric traction era came to an end.

In 1930 all bus services in Sydney were privately operated. There was intense competition between the private buses and publicly owned tramways and even between private operators themselves. Legislation restricted the operation of bus services in 1931, and in 1932 the first government bus service ran between Cremorne Junction and Manly





*Arrival of first electric tram at Chatswood, 21st July, 1908.*

PHOTO: MR R. A. WALTERS



*Left: First tram arrives at Gore Hill, 1900.*

PHOTO: LANE COVE HIST. SOC.

*Below: Chatswood-bound tram on Harbour Bridge, 1956.*

PHOTO: ERIC RUSSELL



Wharf. This was the fore-runner of Route 144, which now runs from St Leonards Station to Manly. Government bus services on the North Shore expanded gradually and today 25 routes serve the Municipality, linking it with city terminals at Martin Place and Wynyard Square, and with Mosman, Balmoral, Crow's Nest, North Sydney, Manly, The Spit, McMahon's Point and other places.

Private bus operators also handle a good deal of passenger traffic within the Municipality and to places outside it: there are ten such privately owned services. They run from Chatswood Station to Artarmon, Riverview, Northern Suburbs Cemetery, Mount Ku-ring-gai, Castle Cove, Terrey Hills, Gladesville, Lindfield, Longueville, Crow's Nest, St Leonards, and to many points within Willoughby.



NEWSPAPER CIRCULATION on the North Shore goes back to the pioneer *Sydney Gazette* (1803-1842); the paper carried advertisements offering farms for sale in the area as early as 1805; Isaac Nichols used it to advertise for sale his "hundred acres of land in the District of Hunter's Hill"; and on 19th June 1809 a news item reported that a timber-cutter on the North Shore had been seriously injured while at his work.

Many local newspapers have been published in various North Shore suburbs during the past century. Most of these papers have not been long lived and a complete bibliography of them may never be compiled. The following list of the titles of some of them was supplied by John Earnshaw of Lindfield and is the product of his painstaking research; the dates given are of earliest issues seen or referred to; a good many of these newspapers were distributed in the Municipality; those marked with an asterisk\* are still published:

<i>North Shore Weekly Times</i> (1858)	<i>Quiz: the North Sydney Advertiser &amp; Milson's Point Gazette</i> (1904)
<i>St Leonards Recorder</i> (1878)	<i>Great Northern</i> (daily) (1918)
<i>North Shore and Manly Press</i> (1885-86)	<i>Broadcaster</i> (1920)
<i>North Shore and Manly Times</i> (1890)	<i>Northbridge Chronicle</i> (1923)
<i>St Leonards Bee</i> (1885)	<i>Mercury</i> (1924)
<i>North Shore Gazette</i> (1890)	<i>Suburban Herald</i> (1925)
<i>River Times</i> (1889)	<i>Northbridge Leader</i> (1931)
<i>Pymble News</i> (1898)	* <i>Clarion</i> (1933)
<i>Mosman and Middle Harbour Herald</i> (1898)	* <i>Great Northern</i> (weekly) (1958)
<i>Warringah Argus</i> (1902)	<i>North Shore Women's Week</i> (1959)
<i>Willoughby Despatch</i> (1902)	* <i>North Shore Times</i> (1960)
<i>Mosman Resident</i> (1904)	
*(now <i>Mosman Daily</i> )	

One of the biggest local newspapers that circulated in the Municipality during the past forty years was the *Suburban Herald*. It was established in 1925 at Crow's Nest as an eight-page broadsheet by Mr J. J. Gay, who had previously been interested in the old *Daily Mail*. The *Suburban Herald* was a free paper for North Sydney, Willoughby, and Lane Cove, it ceased publication in 1931 because of the Depression, resumed in 1936 and finally finished in 1938. Between 1925 and 1928 it ran a series of historical articles about the North Shore districts and people called "Peeps into the Past". The author of the articles, John Griffin, was afterwards a leader-writer for the *Labor Daily*. Today the *Suburban Herald* business is carried on as a general printery by Mr Gay's two sons.



## 7. Celebrating the Centenary

A CENTENARY IS CELEBRATED only once in a hundred years; and for the people of Willoughby — many of whom participated actively in the local celebrations—the year 1965 will always be one to remember: whether for the excitement of riding on the Vintage Train; the wonderful gaiety of the Centenary Ball; the carnival atmosphere of the Centenary Day Procession; the Centenary Banquet; or the Thanksgiving Service.

Centenary Year began with a reception at the Town Hall, Chatswood, on December 1964, when it was opened officially by the then Minister for Local Government, Mr P. D. Hills.

Celebrations began with the Centenary Regatta held on Upper Middle Harbour on Sunday 21st February, sponsored by Northbridge Sailing Club. Three generations were represented on the hundred-odd yachts and sailing craft taking part: youngsters from eight years of age sailed their tiny Northbridge Juniors: twelve to fifteen-year-olds were on Lightweight Flying Ants, teenagers on International Class Cherubs with colourful spinnakers, and parents were aboard Northbridge Seniors. An invitation to participate was also accepted by Stella and Folkboat yachts.

More than 200 official guests were entertained by the Mayor and Alderman aboard the ferry *Karrabee*, which cruised the competition area; and trophies donated by Willoughby Council were afterwards presented to successful contestants at a ceremony in Clive Park. Council's convenor for this event was Alderman W. J. Young.

The amateur theatre was represented in Centenary events by presentations of the Chatswood Musical Society and the Willoughby Players at Chatswood Town Hall. *Tulip Time*, a romantic musical comedy, produced by Earl Harvey, was presented by the Chatswood Musical Society on 29th and 30th April and 1st May; and performances of Victor Herbert's evergreen *Naughty Marietta*, produced by Douglas Forsyth, were given by the Willoughby Players on 1st, 2nd, and 3rd April.

On 10th April, 1965, additional buildings were erected at the Senior Citizens' Centre, Chatswood, for the use of the many hundreds of elderly people who reside in this district. The cost of the project was £14,000 and was the first Senior Citizens' Centre in the Commonwealth, the most up-to-date of its kind to date.

A Swadishi Exhibition of Indian handcrafts was officially opened by the Trade Commissioner for India, Mr Axel Khan, on 21st April, at Grace Bros. in Chatswood. The proceeds of this Centenary event were in aid of the Mayoress' Charity Fund.

On 7th May, the Harold Reid Reserve overlooking the North and South arms of Sugar Loaf Bay, Middle Harbour, was officially dedicated by the Chairman of the State Planning Authority (Mr N. A. W. Ashton); the reserve commemorates, in the words of a motion submitted by Aldermen Dougherty and Faunce, "the untiring work of Mr H. J. Reid (Town Clerk) for the people of the Municipality of Willoughby over a period of more than fifty years". An area of 90 acres, it is to be developed to preserve native flora and any species suitable to the reserve will be cultivated: there is a circular roadway to "The Lookout". The Apex Club of Chatswood was responsible for much of the early development of the lookout area, and construction of barbecues for picnickers.

The Independent Theatre, North Sydney, took part in the celebrations with two special performances of a musical comedy version of Sellar and Yeatman's memorable history, *1066—And All That*, produced by Robert Levis. The Centenary Celebration Performance was held on the evening of 1st June and the Special Schoolchildren's Performance early in the evening of 2nd June. In a note to the specially printed



programme, the Mayor, Alderman McGinty, said that Willoughby Council had "always tried to give practical leadership as well as service to all sections of the community, and in every phase of community activity, and it is particularly gratified to have the opportunity of sponsoring these performances by the Independent Theatre School of Dramatic Art." Alderman B. T. Sully convened this function on Council's behalf.

New extensions to the pavilion at Beauchamp Park, Chatswood, were officially opened by the Mayor, Alderman L. F. McGinty, as part of Centenary Year celebrations, on the afternoon of 12th June.

The improvements, which almost doubled the length of the building, included a hall, gymnasium, and showers; and were the result of the joint efforts of Chatswood Junior Rugby Union Football Club and the Lions Club of Chatswood which set out to raise £2,000 for the improvements; plus a contribution of £5,000 from Willoughby Council. Aldermen J. W. Donnelly, who was interested in the project, described it as a unique example of self-help by the two organizations; the raising of money as an outright gift to Council for a particular purpose had never before been recorded in the history of the Municipality. The Deputy-Mayor, Alderman A. D. Faunce was Council's convenor for this function.

The New South Wales Junior State Band Competition was held at Chatswood in June as part of Centenary celebrations: fourteen bands (two from Newcastle, one each from Gosford and Tuggerah, and ten from the Sydney metropolitan area) took part, with Willoughby Municipal Band (Bandmaster, Mr Reg. Bishop) acting as host.

On Sunday 20th June, a Grand Parade of competing bandmen was held down Victoria Avenue to Chatswood Oval accompanied by teams of marching girls doing square marching. At the oval, the bands played hymn tunes for the championships; in the evening the events were continued at the Town Hall.

Willoughby Municipal Band gave a concert at the Town Hall on 23rd June, when Junior members played their Championship programme and Senior members gave their selections.

The inaugural concert of the Willoughby Municipal Chamber Orchestra at the Methodist Amenities Centre, Chatswood, on 17th July, was also part of Centenary Year celebrations, and the orchestra was given a standing ovation at the conclusion of its first public appearance. The conductor, Mr Bela Ruttkai, of Northbridge, is a graduate of the Hungarian Academy of Music in Budapest and has studied under Zoltan Kodaly, the composer. The orchestra's first programme included works by J. S. Bach, Tchaikovsky, and Benjamin Britten. Council's convenor of this event was Alderman K. A. Anderson.

During August sporting enthusiasts in the Municipality took part in Centenary Sports Week, 15th to 22nd. This was convened as part of the celebrations by Alderman H. S. Done.

On 15th August a Golf Day was held, with Castle Cove Country Club, and Chatswood and Northbridge Golf Clubs competing—each on their own course; and trophies—including a perpetual shield for annual competition—were presented to the winners at a ceremony held at Castle Cove Country Club on 22nd August. On 16th August an all-day competition was held at Northbridge between bowling clubs in the Municipality; and 168 players from Northbridge, Willoughby Park, Valley View, Chatswood, Chatswood West, and Willoughby Legion, took part. The trophy — donated by Willoughby Council—was won by Northbridge Club and presented by the Mayor, Alderman L. F. McGinty, at High Tea on Saturday 21st August at Northbridge Club House.



A women's bowls competition was held on 17th August between Valley View, Northbridge, Chatswood West, and Willoughby Park bowling clubs, with Valley View acting as host club. A trophy, donated by Council, was presented to Valley View by the Mayoress, Mrs McGinty, at a special ceremony held in the afternoon.

A Horticultural Exhibition organized by the Superintendent of Parks and Gardens in the Municipality, Mr R. McMahon, was held in the Grace Arcade Gallery, Chatswood, from 3rd to 7th August, providing the public with a unique opportunity to see the work of Council's highly qualified gardening staff. Displays included hothouse plants, shrubs, street trees, and native flora, as well as photographs of Council gardens. Talks on gardening subjects were given at the exhibition by members of the Parks and Gardens Department staff.

TWO IMPORTANT EVENTS were held as part of the celebrations during September: Centenary Youth Week, and the Centenary Civic Ball.

One of the outstanding events of all the Centenary celebrations was undoubtedly the Centenary Civic Ball held at the Town Hall on the evening of Saturday 18th September: a gay social event on a grand scale in keeping with the great occasion, it was a "great success", in the opinion of the *North Shore Times*, which paper went on to say that

"The sparkling ball was indeed one to remember from the moment the Premier and his wife stepped out of their car under the blaze of floodlights to be greeted by a guard of honour of cadets . . . with the sound of music played by the Willoughby Municipal Band outside, to be greeted by the Mayor and the Mayoress—the Mayor in his scarlet robes of office."



At the Centenary Ball (left to right): the Mayoress (Mrs McGinty); the Premier (Mr Askin) and Mrs Askin; the Mayor (Ald. McGinty); Mrs Reid; and Mr Harold Reid.

PHOTO: GWEN FIELD



There were 300 guests at the ball from all walks of life in the community. The guests-of-honour were the Premier of New South Wales, Mr R. W. Askin, and Mrs Askin; and the following parliamentary and municipal representatives were present: the Attorney-General of New South Wales, Mr K. M. McCaw, and Mrs McCaw; Sir John Cramer, Federal Member for Benelong, and Mrs Cramer; Mr W. M. Jack, Federal Member for North Sydney, and Mrs. Jack; Mr H. B. Turner, Federal Member for Bradfield, and Mrs Turner; Mr G. W. Brain, State Member for Willoughby, and Mrs Brain; Mr J. L. Waddy, State Member for Kirribilli, and Mrs Waddy; Alderman A. E. Shaw, President of the Local Government Association of New South Wales, and Mrs. Shaw; Alderman Mrs M. Propsting, Mayor of Lane Cove and Mr H. S. Propsting; Alderman Justin Rickard, Mayor of Ku-ring-gai, and Mrs Rickard; Councillor Gordon Jones, President of the Shire of Warringah, and Mrs Jones; and Alderman W. Churchill, Deputy Mayor of North Sydney, and Mrs Churchill. At the head of the procession of distinguished guests was the Town Clerk, Mr H. J. Reid, who was accompanied by Mrs Reid. Alderman David Warner was Master of Ceremonies. The entry of the official guests was announced by a roll of drums and a fanfare of trumpets played by cadets from Chatswood High School and St Pius X College, Chatswood.

The Deputy Mayoress of Willoughby, Mrs A. D. Faunce, as Matron-of-Honour, presented the following debutantes: Yvonne Ahearn; Susan Balfour; Wendy Bright; Marianne Cox; Jan McMahon; Margaret Price; Margo Williams and Penny Yates. Their escorts—all dressed in red and black artillery uniforms of the 1860s—were Graham Catto, John Balfour, Paul Griggs, David Ineson, Ross King, Trevor Magrath, Michael Roach, and Richard Vernon. Susan Donnelly and Fiona McCann were attractive flower-girls. Young ladies of the Municipality dressed in the styles of the 1860s acted as maids-in-waiting, and escorted guests to their tables. They were: Mrs Maureen Haycock; and Misses Louise Kirk, Rosalind McIntosh, Julie Warner, Christine Macpherson, Dierdre McEwen, Denise Hick, and Jennifer Robinson.

Huge photographic enlargements of old days in Chatswood; of the original Suspension Bridge; of a church picnic gathering at Chatswood South Methodist Church before the turn of the century; and of other parts of Willoughby, were used to decorate the entrance hall. This period theme was repeated in the decorations of the interior of the Town Hall, and in the gowns of the girls who acted as hostesses to the guests.

It was a wonderful evening; one that ended all too soon for those who were present; and will be long remembered in Willoughby.

Centenary Youth Week was celebrated in September, with a number of very successful events, convened by the Mayor, Alderman L. F. McGinty, and organized by Mr Tom Hall, Willoughby Council's youth recreation officer. On 15th September a Folk Concert organized by the Artarmon Parents' and Citizens' Association was held in the new Jubilee Assembly Hall of Artarmon Public School. On 16th September a Square Dance Festival was held at Grace Bros., Chatswood car park. On 17th September, more than 800 people packed the quadrangle of Chatswood High School at a Folk Moot organized by the school's Parents' and Citizens' Association. A Family Car Trial and Barbecue held on 18th September and organized by the Willoughby District Car Club over 60 miles of tarred roads around Sydney, was also a great success. It started from Burra Road, near the Artarmon Community Library and ended at Artarmon Reserve; the event was run according to the rules of the Confederation of Australian Motor Sports.

The Vintage Train that ran from North Sydney to Chatswood on the morning of Centenary Day created great excitement wherever it passed, and attracted crowds of photographers and onlookers to either side of the permanent way. The Mayor and the Mayoress welcomed the Mayor of North Sydney (Alderman Jeffries), with Mrs Jeffries,



aboard at North Sydney station; and with 265 specially invited passengers in four carriages drawn by two decorated steam locomotives it left North Sydney at 9.45 a.m., and made a triumphant whistle-punctuated progress through Waverton, and Wollstonecraft, until it halted at St Leonards, on the southern border of the Municipality. Here the Mayor and the Mayoress welcomed the Mayor of Lane Cove, Alderman Mrs. M. Propsting, and Mr H. S. Propsting, and the Mayor of Mosman, Alderman Parkinson, and Mrs Parkinson, and escorted them into the State Car. This had been reserved for distinguished guests and for eighteen passengers dressed in period costume of the Nineties. At Artarmon Station Mr W. E. Ward, President of the Artarmon and District Progress Association and Mrs Ward, with the President of Artarmon Chamber of Commerce, Mr G. Hodgson, and Mrs Hodgson, joined the train.



*The Vintage Train arrives at Chatswood.*

PHOTO: "THE CLARION"

At Chatswood Station a large crowd gathered to watch the train's arrival at No. 1 Platform at 10.5 a.m., and gave the special guests a warm welcome. Willoughby Municipal Band played *Advance Australia Fair* as the guests alighted; and then a group of eight cadets from Chatswood High School and St Pius X College played a fanfare composed specially for the occasion. At the official dais in Dalton Street, Alderman R. H. Dougherty as Master of Ceremonies welcomed the guests; this was followed by "The Pioneers", a poem written and read for the Day by Ester Cossman and Emma Kay, two 15-year-old pupils of Chatswood High School. Then Alderman John Donnelly, dressed in period costume, spoke of the part played in developing the Municipality by the people of the past; the Mayor, Alderman McGinty, spoke of the present generation; future manhood and future womanhood were represented in speeches made by Master David Russell, captain of Willoughby Public School and Miss Suzette Cook, from Artarmon Public School. After the ceremony the official party boarded veteran and



modern vehicles and moved in procession to the Town Hall led by the Willoughby Municipal Band and a police motor-cycle escort.

At least 12,000 people inspected the Vintage Train before it left Chatswood at four o'clock that afternoon. It was made available for the day by the Commissioner for Railways, Mr McCusker; and Alderman David Warner, who was accompanied on the train by Mrs Warner, was responsible for the overall organization of the ceremony and associated activities.

The Centenary Naturalization Ceremony was held on the evening of 22nd October in the presence of the Minister for Immigration, Mr Hubert Opperman, at the Albert Chowne V.C. Memorial Hall, Willoughby Park, McClelland Street.

CENTENARY WEEK was celebrated on the 17th to 23rd October, 1965, culminating in Centenary Day, Saturday, 23rd October, 1965.

Convenor of Centenary Week events was Alderman David Warner, who arranged the Centenary Procession, the running of the Vintage Train, the staging of the Historical Exhibitions, and (in conjunction with the Principal of the North Sydney Technical College) the Centenary Open Day at that College. Behind Alderman Warner were two strong Committees, one organizing the Centenary Procession, and the other the Historical Exhibitions. Secretary and Publicity Officer for both Committees was Mrs Barbara Rowlands and the Centenary Procession Committee comprised representatives from many organizations in the Municipality. They were:

Deputy Convenor: Mr John Macpherson (Artarmon Community Library).

Chief Marshal Assembly: Mr Dudley Hick (Chatswood Apex Club)

Chief Marshal Motorized and Movement: Mr Charles Davis (Artarmon P. & C. Ass.)

Chief Marshal Vintage Train: Mr Graham Brooks (Artarmon Progress Ass.)

#### COMMITTEE DELEGATES

Chatswood Lions Club:	Messrs. D. M. Rogalsky, H. N. Parsons, N. R. Sands.
Chatswood Apex Club:	Mr John Mackenzie.
Middle Harbour Lions Club:	Messrs G. Youdale, K. Marsh, K. Yates, J. White and V. Kline.
Chatswood Rotary Club:	Mr M. Evans.
West Willoughby Boy Scouts:	Dr G. Middleton, Mr G. Reid.
East Willoughby Boy Scouts:	Mr L. Butz, Mr C. Bray.
Willoughby Marching Girls:	Mr E. Galloway.
Willoughby Youth Management Committee:	Mrs V. Hilder.
Chatswood Willoughby R.S.L.:	Mrs M. Stillman.
Good Neighbour Council—North Shore Branch:	Mr H. Frank.
Chatswood Chamber of Commerce:	Mr R. Findlater, Mr J. Thompson, Mr R. Mugdan.
Girl Guides Association:	Mrs N. Wade-Ferrell.
Willoughby North Chamber of Commerce:	Mr R. Norman, Mr K. O'Connell.
Artarmon Chamber of Commerce:	Mrs Mason, Mr T. Francis.
Willoughby Legion Bowling Club:	Mr T. Hyslop.
Chatswood Junior Chamber of Commerce:	Mr G. Ferguson.
Valleyview Women's Bowling Club:	Mrs S. Harrison.
Willoughby Council:	Alderman J. A. R. Balfour, Alderman J. E. McCann.



This Committee met monthly from May to October, with many more executive meetings during the latter stages, some in conjunction with Chatswood Police, at which were present Sgt Seeley, Sgt West, Sgt Martin, and with the co-operation of Inspector A. J. Kingston. Mr John Wendon of the Civil Defence also joined the executive in the latter stages, and gave invaluable help in co-ordinating communications. Council's Engineer, Mr John Mairs, and Chief Health & Building Inspector, Mr Frank Roche, joined the executive in its final stages, the former of great help in closing roads, planning and clearing of the Procession route, and arranging for signs, maps etc., the latter in the building of Council's Centenary Float and other matters (with the co-operation of Mr W. Sweetman and Mr O. Vaux of his staff). St John Ambulance staffed First Aid Posts etc. on Centenary Day, and Legacy (organized by the Deputy Mayoress, Mrs A. D. Faunce) provided refreshments.

Some 3,600 people participated in the Centenary Procession, with 120 units entered. This included 40 floats, vintage cars, a complete Army unit of troop carriers towing field-guns, marching groups of children from every school, sporting bodies, and entries from commercial and community organizations. There were 14 bands, and the procession was headed by N.S.W. Mounted Police.

Perfect weather marked Centenary Day. By 8 a.m. the Town Hall was a hive of industry as costumed participants for the running of the Vintage Train arrived for the men to don whiskers and beards of the period. The carnival atmosphere was beginning on a day which was to go down in the history of the Municipality as one of excellent organization and unique interest, as people flocked in their thousands to the Chatswood centre to help celebrate.

As the Vintage Train passengers departed by bus and cars to North Sydney, more men arrived to be made up for their parts in the Centenary Procession as the first Council, early Governors and an early Mayor. The expert services of Channel 9 television make-up artist, Miss Vikki Wenning, are gratefully acknowledged. Channel 9, situated in the heart of Willoughby, co-operated to the full in many ways, giving picture coverage of events in their News session, and arranging for some of their stars (Dawn Lake, Bobby Limb, Desmond Tester, and "Penny") to ride in the procession, together with a huge outside broadcast van. Earlier in the week, the Willoughby Centenary Princess, Miss Christine Macpherson, made an attractive appearance on their "Tonight Show", being interviewed by Don Lane, and telling of the events of Centenary Day.

An official dais outside the Town Hall seated important guests, with the Mayor of Willoughby, Ald. L. F. McGinty, in his red robes, taking salutes from services organizations. On the official dais were:

The Attorney-General for N.S.W., the Hon. K. M. McCaw and Mrs McCaw.

The Mayor and Mayoress of Willoughby, Alderman and Mrs L. F. McGinty.

Sir John Cramer, M.H.R. for Benelong.

Mr W. M. Jack, M.H.R. (North Sydney) and Mrs Jack.

Mr G. W. Brain, M.L.A. (Willoughby) and Mrs Brain.

Mayor of Lane Cove, Alderman Mrs M Propsting and Mr H. S. Propsting.

Mayor and Mayoress of Mosman, Alderman and Mrs W. V. Parkinson.

Mayor and Mayoress of North Sydney, Alderman and Mrs R. Jeffries.

The Deputy Mayor of Willoughby, Alderman A. D. Faunce and Mrs Faunce.

Alderman and Mrs David Warner. Centenary Procession Director.

Major-General I. N. Dougherty (Director, N.S.W. Civil Defence) and Mrs Dougherty. Supt. and Mrs A. McDonald (representing Police Commissioner Mr N. Allen).

Mr H. J. Reid, Town Clerk of Willoughby, and Mrs Reid.

Mr R. Conolly, Town Clerk-Elect, and Mrs Conolly.

Alderman A. E. Shaw, Immediate Past President Local Govt. Association.



Seating in front of the Town Hall was also arranged for Aldermen and their friends, staff members and friends, Senior Citizens, representatives of Government bodies, churches and of local organizations and many who had been associated with Centenary organizing etc. A special enclosure was set aside for children from the Lorna Hodgkinson Sunshine Homes, who were brought along in cars by Lane Cove Rotary Club and Lane Cove Lions Club.

Commentator for the procession, and keeping the public informed of all Centenary Day events, was Ald. R. H. Dougherty, who added to the formal commentary many informative sidelights from his knowledge of the Municipality and its organizations. Before the procession, the public were entertained with organ music from an organ set up outside the Town Hall and amplified by members of the Theatre Organ Society of N.S.W.

Marking the start of the procession, some 700 pigeons were released from the side of the Town Hall, provided by the northern suburbs clubs of the Racing Pigeon Association. They were to have wheeled over the Victoria Avenue area before winging their way to their lofts, but after one or two birds flew off in a north-westerly direction, the others followed suit, and many did not see them. A fly-past of light aircraft was more organized. Three planes of the North Shore Aero Club made two sweeps down Victoria Avenue to the delight of waiting crowds, adding an extra touch of ceremony. It was remarked that one could contact the planes by radio if they were off-course . . . what a pity one could not do the same with pigeons.

The 50,000 people who thronged the streets of Chatswood were rewarded with a never-to-be-forgotten spectacle, a pageant of colour: the Centenary Procession, almost two miles long, was the largest and best ever seen on the North Shore. Chatswood was bedecked with bunting and flags, and the crowd, often five deep at the barriers, joined in the carnival spirit. Bearded gentlemen in top hats and period dress, and ladies in the long flowing gowns of last century took their places marching or riding in vintage cars. Representing Mr J. W. Bligh, first Chairman of the Municipality in 1865, was Alderman J. A. R. Balfour; he was accompanied by Mrs Balfour, who wore a dignified crinoline of the period. Alderman H. S. Done, sporting a delightful grey beard, also represented one of the members of the first Council. The Willoughby Centenary Princess, Miss Christine Macpherson, looked radiant on the colourful float which had entailed many long hours of preparation by Council staff, Senior Citizens, Art Classes from Chatswood High School, and voluntary helpers.

The organization was executed with military precision, without a hitch from the time the motorized procession formed up in the early hours at Keary Street, Willoughby, through the huge assembly programme at Beauchamp Park, Chatswood, and finally on its way around the route of 1.9 miles through the centre of Chatswood. Particularly heartening to the organizers was a special wireless message from Sgt. Ron Livermore in charge of the Mounted Police, who said that in all his experience of processions and official functions, this was the best he had ever participated in, and he congratulated Ald. Warner and his organization. Similar tributes came also from Chatswood Police, and from all who helped in the day's events.

A GROVE OF FLAGPOLES along the Nicholson Street boundary of Beauchamp Park, Chatswood, was the venue for an impressive flag-raising ceremony on the afternoon of Centenary Day as a special tribute to the new settlers of the district, who now total one-eighth of the Municipality's population.

Arranged by the Chatswood Branch of Junior Chamber International, in conjunction with the Good Neighbour Council of N.S.W. (North Shore Branch), this function was attended by many new settlers wearing their distinctive national dress. Groups of



Dutch, Welsh, and Americans danced native folk dances, cadets from Chatswood High School and St. Pius X College, Chatswood, played a fanfare, and the flags of eleven nations were unfurled from a line of flagstaffs. In his address, the Mayor said, that shrubs were to be planted later at the bases of the poles, an idea conceived by the Mayoress.

A MEMORIAL FOUNTAIN to Walter Burley Griffin, designer and developer of Castlecrag, whose concept of dwellings in natural materials, blended with the surrounded bushland, make the original Castlecrag homes unique, was unveiled by the Mayor on Centenary Day. Burley Griffin, who designed the national capital Canberra, has no memorial except the Lake named after him at Canberra.

To mark Centenary Year, the community of Castlecrag decided to honour his memory with a unique fountain designed and made by Bim Hilder, who worked with Griffin, and which epitomizes some of the architectural forms favoured by Griffin, in free-form nodules of copper. Situated on an island site in Edinburgh Road, landscaped with rock and indigenous shrubs, the fountain is floodlit at night.

The official party was welcomed by Mr Hugh Maccallum, Chairman of the Board of the Castlecrag Community Centre, and by Mr Michael Stoker. After unveiling the plaque and turning on the fountain, the Mayor was presented with a book on the life and work of Walter Burley Griffin, and the Mayoress was given a bouquet of Australian flowers. She later planted a tree nearby to inaugurate the planting of a grove of Australian trees down Edinburgh Road, something which would have been dear to the heart of Walter Burley Griffin and his wife Marion, who themselves organized walking parties to plant seeds and shrubs in the neighbouring bush to perpetuate the natural heritage of beauty.



*The Memorial Fountain to Walter Burley Griffin is unveiled by the Mayor (Alderman McGinty).*

PHOTO: "THE CLARION"

THE CENTENARY HISTORICAL EXHIBITIONS at the Grace Bros. Arcade Gallery and the Commonwealth Bank, Chatswood, proved highly successful.

Planned by a Historical Committee under Alderman Warner, and by the Deputy Convenor, Mr Arthur Thomas, the exhibitions covered all facets of historical interest, from antique furniture and utensils, clothing and bric-a-brac, to countless photographs which were of absorbing local interest.

The Historical Committee members were: Mr Les Forsyth; Mrs H. C. Barry; Mrs G. Leeds; Mr P. Leeds; Mr and Mrs J. Heathers; Mrs J. Macpherson; Mr and Mrs E. McIntosh; Mrs D. Warner; Mr H. Lintott; Miss Pamela Whyte and Mr and Mrs Gurney (North Shore Hist. Soc.); Mrs F. L. Scurrah; Mrs Lenehan and Mr E. Radke of the Lane Cove Hist. Soc. Ald. J. A. R. Balfour also attended many of the meetings.

The Exhibitions were officially opened on Monday, 18th October, 1965, by Mr Justice R. Else-Mitchell, and remained open for two weeks, during which time hostesses



were on hand, and counted many thousands of interested viewers. Whilst the Grace Bros. Gallery had the furniture and articles of interest, the Commonwealth Bank contained all the photographs, and each display was absorbing. The famed Holtermann transparencies, loaned by Kodak, were well mounted in huge cases, and were most attractive. Countless photographs of pioneer families, school and sporting groups (including the late Victor Trumper) and scenes past and present of the locality were displayed.

In conjunction with the exhibitions, stores throughout the Municipality showed historical window displays. The Sydney County Council showed early electrical appliances, including an old wooden washing machine; a well-known collector of firearms, rare and valuable, showed them to advantage in a store window, as did the air historians with vintage model aircraft, and the Military Historical Society with rare old military uniforms.

Newspaper supplements also stressed the historical aspect of the celebrations. They were the *Chatswood Clarion*, the *North Shore Times*, the *Sydney Morning Herald* and the *Daily Telegraph*: reflections on the past and present growth of the Municipality.

THE CONVENOR of Centenary Week events, Alderman D. Warner, sought the co-operation of the Mayoress of Willoughby, Mrs L. F. McGinty, in the choosing of a Centenary Princess to grace the Willoughby Centenary float in the Centenary Procession, and take part in social events to mark the Centenary. Mrs McGinty willingly formed a Committee of Aldermen's wives, and arranged for the Centenary Princess to be chosen at a garden party held at 'Windsor Gardens', Mowbray Road, Chatswood, one of the district's oldest historical homes, built in 1888 by Frank Coffey, and loaned for this occasion by the present owners, Mr and Mrs Alan Gilbert.

In the lovely gardens, members of the Middle Harbour Lions Club staged a bazaar, and the girls who entered the quest strolled around with their friends. There was no nomination form or fee required, but the girls had to be within the age limit of 16 and 21 years, be unmarried, and resident within the Municipality.



"Windsor Gardens".

PHOTO: WILLOUGHBY COUNCIL

Preliminary judging of entrants, which took place after the official opening of the function by Lady Cramer, wife of Sir John Cramer, M.H.R., was in the hands of the 14 Aldermen's wives, each accompanied by a member of the Middle Harbour Lions Club. Each couple chose a finalist, who were then presented to a final judging of distinguished people: Miss Doris Fitton O.B.E.; Mrs Nancy Bird Walton; Mr Barry Creyton and Dr Roger Vanderfield. Mrs Pat Spalding adjudicated in the preliminary judging in case of need.

Miss Christine Macpherson, daughter of Mr and Mrs John Macpherson of Artarmon, and a first-year physiotherapy student at Sydney University, was unanimously named Centenary Princess. An attractive and intelligent girl, Christine proved to be well able to cope with her responsibilities, was a delightful speaker and charmed all who



met her. The other finalists were: Misses Kathy McKee, Gail Fitzimmons, Carolyn Dand, Louise Kirk, Penny Yates, Karen Garlick, Susan Balfour, Margo Williams, Brenda Lambe, Carol Ingham, Lorraine Dawson, Rosalind McIntoch, and Louise Hutton.

Christine won a wardrobe of clothes from local business houses, including the lovely specially designed gown for wearing on the Centenary float given by Grace Bros., plus foundation garments, jewellery, accessories and hairdressing services. The other finalists received Victorian posies of everlasting flowers as mementoes. Christine's official escort at functions was Alderman Brian Sully.

*The smiling Centenary Princess,  
Miss Christine Macpherson.*

PHOTO: COURTESY "SYDNEY MORNING HERALD"



THE CENTENARY BANQUET was held in the Town Hall, Chatswood, on the evening of 23rd October; 420 guests were present, representing all churches, the schools, sporting bodies, the army, community organizations, and citizens who helped with the organization of Centenary events; as well as former aldermen, and old residents Alderman R. H. Dougherty, took the position of Toastmaster at very short notice, but was more than equal to the occasion and the task.

There were a number of distinguished guests present: Sir John Cramer M.P., and Lady Cramer; Mr K. M. McCaw, M.L.A., Attorney General of New South Wales, and Mrs McCaw; Miss Christine Macpherson, Centenary Princess; Mr H. B. Turner, M.P., and Mrs Turner; Mr W. M. Jack, M.P., and Mrs Jack; Mr G. W. Brain, M.L.A., and Mrs Brain; Mr J. T. Monaghan, Under-Secretary for Local Government, and Mrs Monaghan; Mr R. Conolly, Town Clerk elect of Willoughby, and Mrs Conolly; Dr H. Hastings Willis, and Miss Willis; Alderman A. E. Shaw, Immediate Past President of the Local Government Association of New South Wales, and Mrs Shaw; and Mr E. S. L. Hall, solicitor to Willoughby Council, and Miss Hall.

The hosts on this occasion were the Mayor and the Mayoress and the Aldermen of Council, and the Town Clerk, and their wives.

The traditional first toast of the evening, "Her Majesty the Queen!" was given by the State Member for Willoughby, Mr G. W. Brain. The toast to "Local Government" was given by Mr K. M. McCaw, and was supported by Mr J. T. Monaghan. Mr McCaw said that local government stood among the highest and most representative institutions that had been handed down the centuries to us; it was one of the biggest businesses in the State, employing three per cent of the total work force and absorbing the public service of thousands of aldermen and shire councillors. Local government was the people managing their own affairs and ministering to their own needs.

Responding to the toast to local government, Alderman A. E. Shaw said:

"Local government is something that concerns us all—councils need all the help that the community can give them. The primary tasks of any community are the local tasks—those that make life worth while in this mechanical age; and local govern-



ment has a very definite place in this community life in which we participate: we expect that, as a pre-requisite of our democratic society that there should be a system of local government."

The toast to "The Municipality of Willoughby" was given by Dr H. Hastings Willis, a former Mayor of the Municipality. He said that much had been done to improve and develop Willoughby from the times when it had been a difficult place to reach. Accessibility to all parts of the area by public transport had been one of the greatest problems to be overcome during the past century. Important advances had included the construction of the Eastern Valley Highway and the running of a bus service along it. Dr Willis was supported by Mr E. L. S. Hall.

Responding to Dr Willis's toast, the Mayor, Alderman L. F. McGinty, said that Willoughby was now a city within a city, despite the provisions of the Local Government Act of New South Wales. He added that the district centre of Chatswood was truly the retail and commercial heart of the North Shore. Willoughby Municipality was

"... a well-balanced municipality in which every possible endeavour is catered for. We as a Municipality were chosen in 1951 by the State Government to be one of the 19 district centres in the County of Cumberland; we were required to develop what is known as the Chatswood District Centre for the benefit of the district around it. We have established in Chatswood a district centre equal at least to Bankstown or Parramatta—I am quite certain that Chatswood will surpass them—and these are the only district centres in New South Wales that have fostered car parks."

Alderman McGinty said that there was a great spirit of community service and community pride in Willoughby. "I pay tribute to Willoughby's civic pride and its community spirit: this is the basis of a great nation. Willoughby is a good place because we have good people!"

Special church services were a feature of the Centenary celebrations. On 17th October a morning service was held in the Baptist Church, Chatswood, conducted by the Rev. J. G. L. Wedge. A number of aldermen and their wives were present, including the Mayor and the Mayoress. The service was broadcast through radio station 2CH and the lesson was read by Alderman David Warner. Another morning service was held on 24th October at the Church of Our Lady of Dolours, Chatswood, where the Centenary address was delivered by Monsignor T. Harrington. A lining party of St Pius X College cadets formed up outside the church, where the Mayor and the Mayoress and aldermen and their wives and State and Federal Members were received by Monsignor Harrington. Later in the morning of 24th October another Centenary service was held in historic St Stephen's Church of England, Chatswood; this was conducted by Canon Begbie. The lessons were read by Mr G. W. Brain, M.L.A., and Alderman J. A. R. Balfour. On the afternoon of 24th October Willoughby Council's own Centenary Thanksgiving Service was held in the Town Hall, Chatswood. All aldermen were present. This service was organized by Alderman R. H. Dougherty. Those taking part were: The Mayor, Alderman L. F. McGinty; the Deputy Mayor, Alderman A. D. Faunce; The Dean of Sydney, Bishop F. O. Hulme-Moir; Alderman J. Young; Alderman R. H. Dougherty; Alderman J. E. McCann; the Reverend Father Burton; Alderman D. Warner; and Alderman B. T. Sully. The Benediction was read by the Town Clerk, Mr Harold Reid. An evening service to celebrate the Centenary was held at the Congregational Church, Naremburn, on 24th October; it was conducted by Alderman the Rev. H. R. Jeffries and the lesson was read by The Deputy Mayor Alderman A. D. Faunce. Willoughby Municipal Chamber Orchestra provided music during the service and in the church hall afterwards. On 7th November a Centenary Service was held in the Albert Chowne V.C. Memorial Hall. It was organized by Alderman R. H. Dougherty in association with the Combined Methodist Churches of the Willoughby Circuit. The Rev. R. G. White of Willoughby Methodist Church officiated, and the address was delivered by the Rev. R. Coleman, Superintendent of Waverley Methodist Mission.

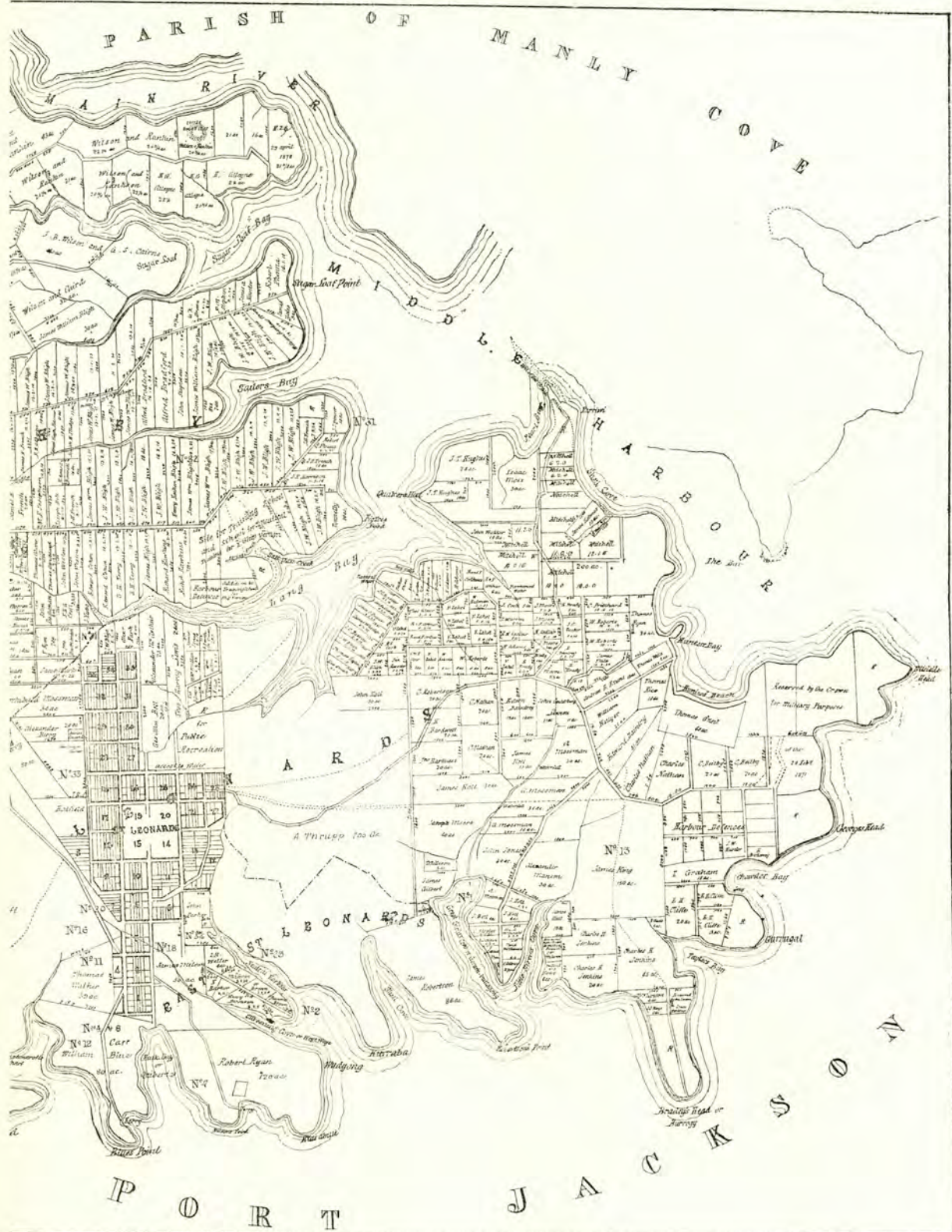




*SHOPPING IN VICTORIA AVENUE, CHATSWOOD, AT THE TURN OF THE CENTURY. Hill Brothers, "Universal Providers", was the big emporium of the district in the days before the Model T; A. J. Benjamin & Co operated their department store there until 1965. Today the modern "Big W" store occupies the same site.*

PHOTO: WILLOUGHBY COUNCIL









*Thomas Todd Forsyth's home, in McClelland Street, Willoughby, was built originally in 1873. In recent years a number of alterations and additions have been made to it.*

PHOTO: MR L. C. FORSYTH



*Victoria Avenue in the early 1900s, looking east from Chatswood station. The area shown is now Chatswood District Centre. For comparison, see the present-day colour photograph on the front cover.*

PHOTO: MRS WINIFRED DYE