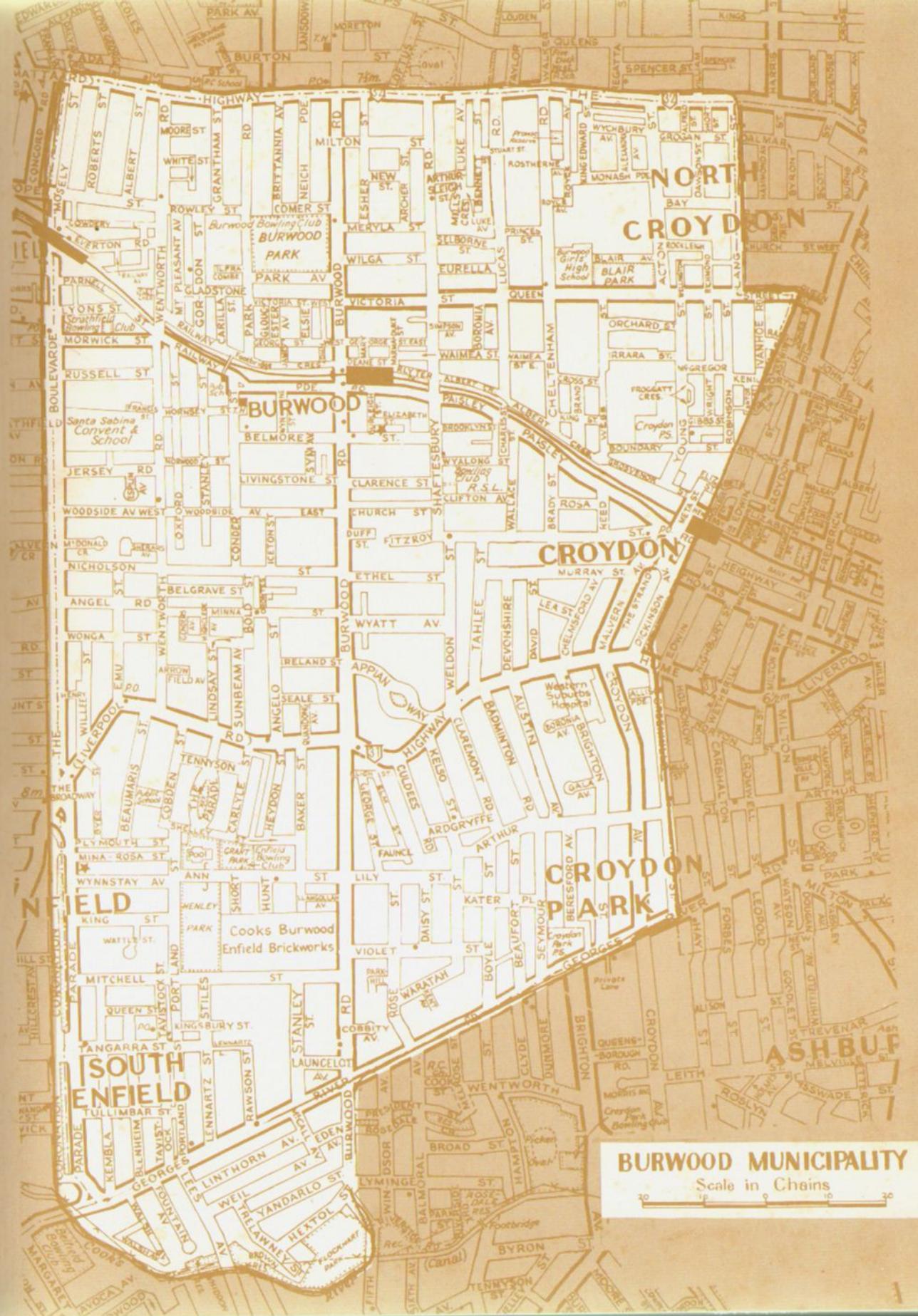


THE FARMS
OF
OLD BURWOOD
showing original streams



HARVEST OF THE YEARS

At the beginning of last century almost the whole of the district was taken up by two large grants known as Burwood Farm and Faithful's Farm. The early harvest from the farms was a little wheat; but the Municipality of Burwood was the eventual *Harvest of the Years*.

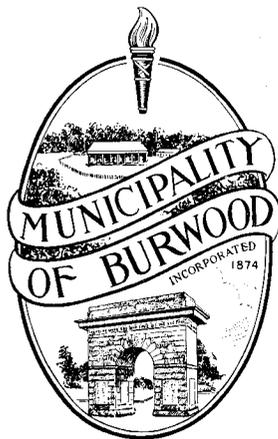
—E.W.D.

HARVEST OF THE YEARS

The Story of Burwood
1794-1974

ERIC DUNLOP

Issued by Authority of the Council of the
Municipality of Burwood



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In the main, photographs are acknowledged on the individual pictures. Most of the others are from Council records or were taken by myself. Incalculable assistance was given by Mr. Ray Neeson and Mr. Les Barnett in copying and preparing much of the photographic material. I am also deeply indebted to Mr. Ron Underwood for drafting the sketch maps showing *The Farms of Old Burwood* and the *Subdivisions of the Rowley Estate*, and to Mr. Frank Tyler for his drawing of *The Bath Arms Inn* and for his most attractive design for the outer cover.

Lastly I must express my thanks to the many staff members of The Mitchell Library for their assistance in locating source materials, and to the Strathfield Town Clerk who kindly allowed me to use the records of the former Enfield Council.

—E.W.D.

FOREWORD

BY THE MAYOR, ALD. K. A. R. SMITH, M.B.E., E.D.

1974 is the Centenary Year of the Municipality of Burwood, which was proclaimed on 27th March, 1874. To mark the occasion, and in conjunction with the Centenary Celebrations, the Council thought it fitting to publish a record of the history and growth of the district.

The preparation of this work was entrusted to Eric Dunlop, an historian with a special interest in Burwood, as he spent many years in the district and received his early education at Croydon Public School. Mr. Dunlop was formerly the senior lecturer in history at Armidale Teachers' College and lectured in History Method at the University of New England. A past councillor of the Royal Australian Historical Society, he has written several books on local and social history and has contributed articles to the Australian Encyclopedia and the Australian Dictionary of Biography.

The title of the book comes from the fact that by 1810 the entire area of the present Municipality was taken up by farms. As Mr. Dunlop points out, their initial harvest was a little grain for the infant colony, but the real Harvest of the Years is the Municipality of Burwood!

It needed a skilled and dedicated craftsman to seek out and put together the many pieces which go to make up the History of Burwood. In "Harvest of the Years" Eric Dunlop has combined the expertise of the professional historian with a warmth of feeling which stems from his own early associations with the District.

If you are a past or present resident of Burwood; if you are a student of Australian history or if you just like reading for pleasure I know you will find this book intensely interesting and informative and I believe you will also find, as I did, much for which to be thankful as you learn, perhaps for the first time, of the efforts of the vast number of people who, over a period of nearly 200 years, have made Burwood what it is today.

A handwritten signature in black ink, appearing to read 'KAR Smith', with a long, sweeping flourish extending to the right.

MAYOR, 1974.

1. THE EARLY SETTLERS

The story of Burwood goes back to the very first years of the convict colony. Governor Phillip's infant settlement was mainly clustered around Sydney Cove, but in his efforts to avert the grim spectre of starvation which ever stalked its streets, the Governor also founded a small farming community at Parramatta—or Rose Hill as it was then called. Easy communication between the two settlements was essential. At first, access to Rose Hill was by boat to the upper reaches of the Parramatta River, but sooner or later a land route had to be found.

This route began as a rough bush track blazed through heavily timbered country, our earliest evidence of it being a sketch map drawn in 1791 by Lieutenant Dawes. The track followed much the same line as the present Parramatta Road, but three more years were to pass before working parties of convicts succeeded in clearing and widening it to form the first usable road. It was only eighteen feet wide and though the trees and stumps were removed, the surface was quite unmade. As there were no culverts or bridges, the road sometimes deviated upstream to a convenient shallow spot to ford one or other of the numerous streams that ran down to the river.

One of the best known of these was Iron Cove Creek, now crossed by a bridge near Croydon Road. Another still flows under the road through a canal at St. Luke's Park. In 1797 Governor Hunter required the officers, storekeepers and superintendents to make their assigned convicts available for three days a week to work on the road, so that by 1802 its condition was greatly improved, though the surface was still not metalled.

The building of this road was to give Burwood its first humble beginnings as a settlement. The constant passage of guards and convict working parties made it necessary to build some form of overnight resting place approximately halfway between Sydney and Parramatta, and the spot chosen was very near the present pavilion in St. Luke's Oval. Tradition says the site was selected by Governor Phillip himself in 1792. We do know from Lieutenant Collins' Journal that several huts had been constructed there by July 1793, and in October that year Lieutenant Governor Grose sent workmen and convict gangs there to form a timber yard. In a very short time they had built nine huts, cleared sixty acres of timber, and sown twenty acres of this with Indian corn. This was the beginning of what became known as the Longbottom Government Farm, extending from Parramatta Road down to the river.

Being on the northern side of the road, the convict stockade and the village of Longbottom would now be in the municipality of Concord, but for many years the area was regarded as part of the Burwood district.

Meanwhile other small farms were developing in the neighbourhood. The major problem of the early governors was to ensure an adequate food supply for



A CONVICT CHAIN GANG. A few huts built in 1793 as an overnight resting place for convict gangs moving between Sydney and Parramatta were Burwood's first buildings.

(Photo—Mitchell Library.)

the colony. Governor Phillip relied mainly on government farms, but after his departure in 1792 the Lieutenant Governor, Major Grose, decided to encourage private farming in the hope that it might result in a greater output. Grose has often been criticised for too lavishly granting land to the soldiers and officers of the N.S.W. Corps, but in fairness it should be remembered that apart from the military there were almost no free men in the colony. His policy was to grant 100 acres to any officer who wished to work the land, and to make smaller grants to soldiers or to convicts who had served their sentences. A private soldier was entitled to 25 acres and an ex-convict to 30, on condition that the grantee "shall reside within the same and proceed to the improvement and cultivation thereof".

The earliest known settler in Burwood was a free woman named Sarah Nelson, whose courage and enterprise must appeal strongly to modern advocates of the Women's Liberation movement. When her husband, Isaac Nelson, was convicted at Stafford on 13th August, 1789, and sentenced to seven years penal servitude at Botany Bay, Sarah was undaunted. She resolved to share his fortunes in the convict colony, and arranged her own passage aboard the *Mary Ann*, a transport that reached Sydney in July, 1791, "with one hundred and forty-one female convicts on board, six children, and one free woman". Actually she reached the colony ahead of her husband, who arrived on the *Albermarle* in October, 1791. In some instances free women were known to have their convict husbands assigned to them as servants, but whether Sarah succeeded in this is not recorded. We do know that their first child died in December, 1793, and that on November 19, 1794, Major Francis Grose, the Lieutenant Governor, granted Sarah:

"Fifteen acres of Land to be known by the name of Nelson Farm, laying and situate on the West side of Hermitage Farm in the

District of Petersham Hill, the said Fifteen Acres of land to be had and held by her the said Sarah Nelson Her Heirs and Assigns free from all Fees, Taxes, Quit Rents and other acknowledgments for the space of Five Years from the date of these Presents; provided the said Sarah Nelson Her Heirs or Assigns shall reside within the same and proceed to the Improvement and Cultivation thereof, such timber as may be growing or to grow hereafter upon the said Land which may be deemed fit for Naval Purposes to be reserved for the use of the Crown, and paying an Annual Quit Rent of One Shilling after the expiration of the Term of Five Years before mentioned."

Situated on what we now call Malvern Hill, this tiny farm must have been a lonely spot for Sarah. There was no Liverpool Road in those days, and her only access to Sydney was by a bush track leading out onto Parramatta Road a little to the east of Cheltenham Road. From the Muster of 1806 we find that she then had 11 acres under pasture and 4 acres fallow, and that though her younger daughters—Louisa and Harriott—were "victualled" from Government stores, Sarah and her 11-year-old daughter Isabella were not victualled, but evidently supported themselves from the Farm. Sarah's fate is not recorded, but the 1828 Muster shows that Isaac had remarried and had his own farm at Lower Minto.

Sarah Nelson's earliest neighbour was James Brackenrig, a private soldier in the N.S.W. Corps, who received a 25-acre grant on December 3, 1794, a little nearer Parramatta Road in an area then called York Place. His land was bounded by Parramatta Road and what we now know as Queen Street, Lang Street and Acton Street. But Brackenrig did not occupy his farm for long. He had moved to Parramatta by 1806, and his land was eventually absorbed into Joseph Underwood's huge estate of Ashfield Park.



CAPTAIN THOMAS ROWLEY'S TOMB, originally at Kingston Farm but now re-erected in Waverley Cemetery.

A much more resolute beginning was a few years later by a convict named Denis Connor who arrived in the colony on the *Neptune* in 1790. He had been convicted in Exeter on 17th March, 1788, and sentenced to life imprisonment. We know little of his early life or convict days except that his sentence was reduced to 7 years penal servitude, and that on its expiry he received a 30-acre grant at York Place in August, 1796. Two years later at St. Philip's Church, Sydney, Connor married Mary Anne Hill, another convict who arrived on the *Surprise*.

Connor's Farm included the present Blair Park and Acton Street and extended to Parramatta Road. As a farmer Connor succeeded despite the failures of most of the other early settlers in the district. By 1802 he had cleared 14 acres of his property, had 9 acres under wheat and maize, and owned 6 hogs. Four years later he had 3 acres under wheat, 6 under maize, $\frac{1}{2}$ under peas, $\frac{1}{4}$ under potatoes, 3 acres of orchard and garden, and $17\frac{1}{4}$ acres fallow. Grazing on the fallow were 2 cows, 6 male hogs and 10 sows. By this time Dennis Connor had become a constable, and employed two free men apart from convict servants. He was quite independent, none of his family or servants being victualled from the government stores.

Today it is hard to believe that a flourishing little farm could have graced the spot, for the soil is hard, parched and waterless, and scarred by the huge pit of the Burwood Brickworks. Fifty years ago a few great gum trees still remained—survivors of the original forest that Dennis Connor so courageously cleared. For this and for general farm work he could only have had crude hand implements, and at first he would certainly have had no horse plough, and possibly no horse. He did have the advantage of virgin soil, but for irrigation he must have relied on wells or carried water from neighbouring creeks. Early settlers commonly did this, mostly by hitching a horse to a "slide" or sledge carrying a wooden cask.

Modern kerbing and guttering have completely altered the natural drainage of the district until it is almost impossible to guess at the appearance of the little farm carved out of the bush at York Place by this pioneer convict. Old maps show that a small tributary of the stream now flowing through St. Luke's Park rose on Connor's Farm, and that another little stream flowed towards Barnwell Park (the nearest foreshore of Hen and Chicken Bay).

Connor's hut or house was probably built of slab or of wattle and daub, with a thatched roof—neither bark nor shingle yet being common with the English newcomers. It was almost certainly near Parramatta Road, which was the only link with the main settlement. At a very early date an inn was built on the property, but it is not certain whether this was in Connor's time or during the ownership of Samuel Terry who purchased the farm in 1809.

During these years the Longbottom Government Farm had grown into a considerable establishment covering more than 700 acres of a heavily timbered flat, sloping down to the extensive mangrove swamps along the foreshores of Hen and Chicken Bay. In his Report of 1822 Commissioner Bigge told how valuable timber was cut and sawn on the spot, and conveyed to Sydney in boats by the Parramatta River. "Charcoal for the forges and foundries is likewise prepared here," wrote Bigge, "and as the land is gradually cleared of wood, the cultivation is extended under the direction of an overseer, who was a convict, and has received his emancipation."

The overseer, John Ford, was paid an annual salary of £25, and in 1821 he had 110 convicts working on the establishment. The main buildings were barracks for



THE MAIN LIVERPOOL ROAD NEAR BURWOOD IN 1908. Almost a century after the road was built it still passed through timbered country.

(Photo—The Sun.)

the men, a mess room, and a house for the overseer, all constructed of wood and roofed with shingles, and situated near the present pavilion in Concord Oval.

Although the stockade at Longbottom and the little farms at York Place brought the first settlers to Burwood, the present municipality owes a great deal more to two huge land grants made early last century to Captain Thomas Rowley and William Faithful.

Rowley, the adjutant of the N.S.W. Corps, was still a lieutenant when he received his first grant at *Kingston Farm* at Newtown. On 3rd August, 1799, Governor Hunter gave him a further grant on the south side of Parramatta Road which Rowley named *Burwood* after the Burwood Farm on which he had lived in his native Cornwall. Subsequent grants by Governor King increased the Burwood estate to 750 acres, but Rowley continued to live at *Kingston Farm* till his death in 1806.

This does not mean that Rowley made no use of Burwood Farm. Every school-boy knows about John Macarthur buying some of the first Spanish merinos brought out from Cape Colony by Captain Waterhouse in 1797, but not many people are aware that some of these sheep were bought by other farmers. Among them were the Rev. Samuel Marsden, William Cox and Thomas Rowley. Including these sheep Rowley had a flock of more than 500 by 1805, and there can be little doubt that some of them were depastured on Burwood Farm. A cottage or shelter would certainly have been built there for the shepherds, and it is worth noting that an article in *The Journal of The Royal Australian Historical Society* for 1922 (vol. 8, p. 356) mentions that the architect Harry Kent found a stone

inscribed "1797" in the foundation of the old Burwood House when he was carrying out repairs there early this century. That would have been two years before Rowley received his grant, but unauthorised occupation was by no means uncommon in those days, and it seems quite possible that the Burwood Villa generally believed to have been built after 1814 by Alexander Riley incorporated some of the materials or perhaps rooms of an earlier cottage.

Under the terms of Thomas Rowley's will the property passed to his two sons and daughters, but as these were still children the administration of the estate remained with the executors, Dr John Harris and Major Johnstone. Both these gentlemen were involved in the Bligh rebellion and returned to England in 1808 to take part in the ensuing legal proceedings. Governor Macquarie therefore appointed Thomas Moore as executor and guardian to the Rowley children.

It is not known whether Moore was unaware of the legal position, but in 1812 he quite wrongfully auctioned the estate, which was bought by the well-known Sydney businessman Alexander Riley for £520. Covering considerably more than a square mile, the estate included the greater part of modern Burwood. Riley built a substantial cottage which he called Burwood Villa, where he lived until his departure for England in 1817.

What is now Enfield once belonged almost entirely to two large landholders named William Faithful and James Wilshire. Wilshire's grant of 570 acres covered the section of Enfield now in Strathfield Municipality, so that our present interest is in Faithful's grant. Faithful came to Sydney in 1792 as a private in the New South Wales Corps. When discharged in 1799 he became farm manager for Captain Foveaux, who secured him a grant of 1000 acres at Liberty Plains in November, 1808, during the Bligh rebellion and Macquarie re-granted this land to him on January 1, 1810. Apart from 15 acres granted to Sarah Nelson on Malvern Hill, Faithful's Farm (as it was called) extended from Rowley's property on the north to Cook's River on the south, and west to Punchbowl Road. Faithful received the grant on certain conditions. He was not to sell it during the first five years; he was to cultivate at least 75 acres within that period; and the Government retained the right to build a public roadway through the grant, and to cut "such timber as may be deemed fit for naval purposes." We do not know what use Faithful made of this farm, but in 1815—at the end of the five-year period—he exchanged it for what he considered better land at Jordan Hill.

By that time Macquarie, "the roadmaking governor", had had a township surveyed at Liverpool and linked to Sydney by a newly-formed road passing through Faithful's Farm. This made it convenient to divide the estate in 1815. About 200 acres of it on the northern side of the road were bought by Alexander Riley and incorporated in his Burwood estate. The remaining 800 acres (exactly $1\frac{1}{4}$ square miles) were re-granted to Simeon Lord by Macquarie on 8th October, 1816.

It is amazing to think of so vast an estate being owned by a man who had arrived in the colony 25 years earlier as a convict and was once one of Rowley's assigned servants. But on emancipation Simeon Lord quickly became one of Sydney's wealthiest merchants and entrepreneurs.

A mere fraction of the 5000 acres he held in various parts of the colony by 1822, Lord's Enfield land was known as the Brighton Estate. He received it conditionally on his cultivating 65 acres of it, but beyond that Lord probably made little effort to develop it. In 1824 he sold the whole Brighton Estate for £450 to W.



THOMAS HYNDES, an ex convict who became one of Enfield's earliest citizens and endowed St. Thomas's Church and School.

(From the portrait in St. Thomas's Church.)

H. Moore. The new owner seems to have put it to good use, for *The New South Wales Calendar and General Post Office Directory* for 1832 mentions that from the seven-mile point on the Liverpool Road:

“A farm of eight hundred acres to the left belonging to W. H. Moore, Esq., extends to the eighth mile-stone; there is much cleared land, and the whole is securely fenced for the purpose of grazing.”

If there was “much cleared land” Moore had indeed been busy, for the Enfield of today bears little resemblance to its original appearance. The first settlers found it a great expanse of unspoiled forest, which became renowned for the splendid timber along the banks of Cook's River.

The Government's action in reserving the right to cut timber for naval purposes on Faithful's grant was no idle gesture. This fine timber attracted the attention of another well-known pioneer in the district, Father J. J. Therry, the first archpriest of the Catholic Church in Australia. Therry, who arrived in the colony in 1820, was anxious to build a large church in Sydney, and while on one of his country rides he chanced to see some enormous ironbark trees growing near Cook's River. Deciding that they would make admirable pillars for his proposed church, he succeeded in getting a 47-acre grant on the north bank of the river adjoining Wilshire's land. When the huge columns for the original St. Mary's Cathedral had been cut from this estate, Therry sold most of the land, but retained a few acres

as a future church site in what is now the village of St. Anne. Therry's land was a little west of the Burwood Municipality, but the story helps to convey some idea of the original nature of the country.

Another pioneer similarly attracted to Enfield's timbers was Thomas Hyndes, a young Londoner who went to sea at an early age and came to Sydney in 1803 as a convict aboard H.M.S. *Glatton*. Evidently a man of some education, he became a clerk to the superintendent of gaol gangs in 1804, and although he retained this position for the next twelve years he also showed sufficient enterprise to begin to trade in timber. As early as 1809 he had timber-getters and saw-millers working on land at Cook's River which, he claimed, Lieutenant Governor Paterson had granted to him.

Governor Macquarie, however, refused to recognise this grant, so Hyndes was obliged to transfer his activities for some years to the North Shore. Later we shall see that he returned to Enfield and made a most important contribution to its development.

2. INNS, COACHES AND BUSHRANGERS

We have seen how the earliest settlers came to Burwood, and how by the 1820's most of the land was taken up by a few very large estates. There was no possibility of closer settlement while these remained intact, and the only real development during the 1820's and 1830's was the appearance of a few roadside inns along the two highways through the district.

Just as Burwood's halfway position between Sydney and Parramatta had earlier made it the logical place for a convict stockade, in the days of coaching it was an ideal staging post for travellers to the inland. Travel in the coaching days was incredibly slow by modern standards. Not counting overnight stays and stops for meals, coaches averaged about six miles per hour. Parramatta was a good two hours journey from Sydney and Liverpool was nearer to three hours. Coaches plying to either place found it convenient to have staging posts to take on fresh horses roughly at six or seven mile intervals, so from the mid 1820's roadside inns began to appear along both highways.

The coaching days were a colourful period in Australian history. Wayside inns not only catered for the needs of travellers by day and by night, but were centres for many occupations that have long since disappeared. The saddler, the blacksmith, and sometimes the wheelwright, had their shops nearby, and there were ostlers, grooms and stableboys to look to the needs of the horses. In addition to the driver the larger four-horse coaches even had a postillion who carried a horn or bugle to warn the innkeeper of the coach's approach.

The inns themselves were much more than places to eat, sleep and drink. An advertisement for *The Plough Inn* in 1850 assured the public that:

“There is a large and spacious yard, extensive stabling for livery and coach horses etc., woolsheds, stores, and coach houses etc., good and well enclosed paddocks with plenty of water for fat cattle, sheep, horses and teams.”

By that time Henry Rotten's 4-horse Royal Mail coaches were running three times a week along Parramatta Road and James Lane's 4-horse coach was plying daily between Sydney and Windsor. The fare for this journey was 4/- inside, or 3/- outside on the driver's seat.

Royal Mail coaches had operated by private contract since 1825, but the services changed hands fairly frequently. Each coach had its name emblazoned on the side, the famous coaches of the 1820's being “The Currency Lass”, “The Monitor”, “The Victory Coach” and “The Eclipse”. Journey times varied greatly with the weather, and were very slow indeed when heavy rains affected the unmade roads. The newspapers contain occasional reports of coaches actually being overturned by the deep, muddy ruts.

The earliest coach proprietors seem to have been the four Dargan brothers on the Sydney-Parramatta run, and Mr Lupton between Sydney and Liverpool. However,

by 1840 Isaac Titterton and John Ireland had the mail contracts between Sydney-Bathurst and Sydney-Goulburn. Titterton's coaches ran along Parramatta Road using Neich's *Bath Arms Inn* as their first changing station, and Ireland's ran on Liverpool Road, staging at *The Bark Huts* where the Royal Hotel now stands. Titterton was a wine and spirit merchant, and the starting point for both runs was his *White Horse Cellars* at the corner of Market and George Streets in Sydney.

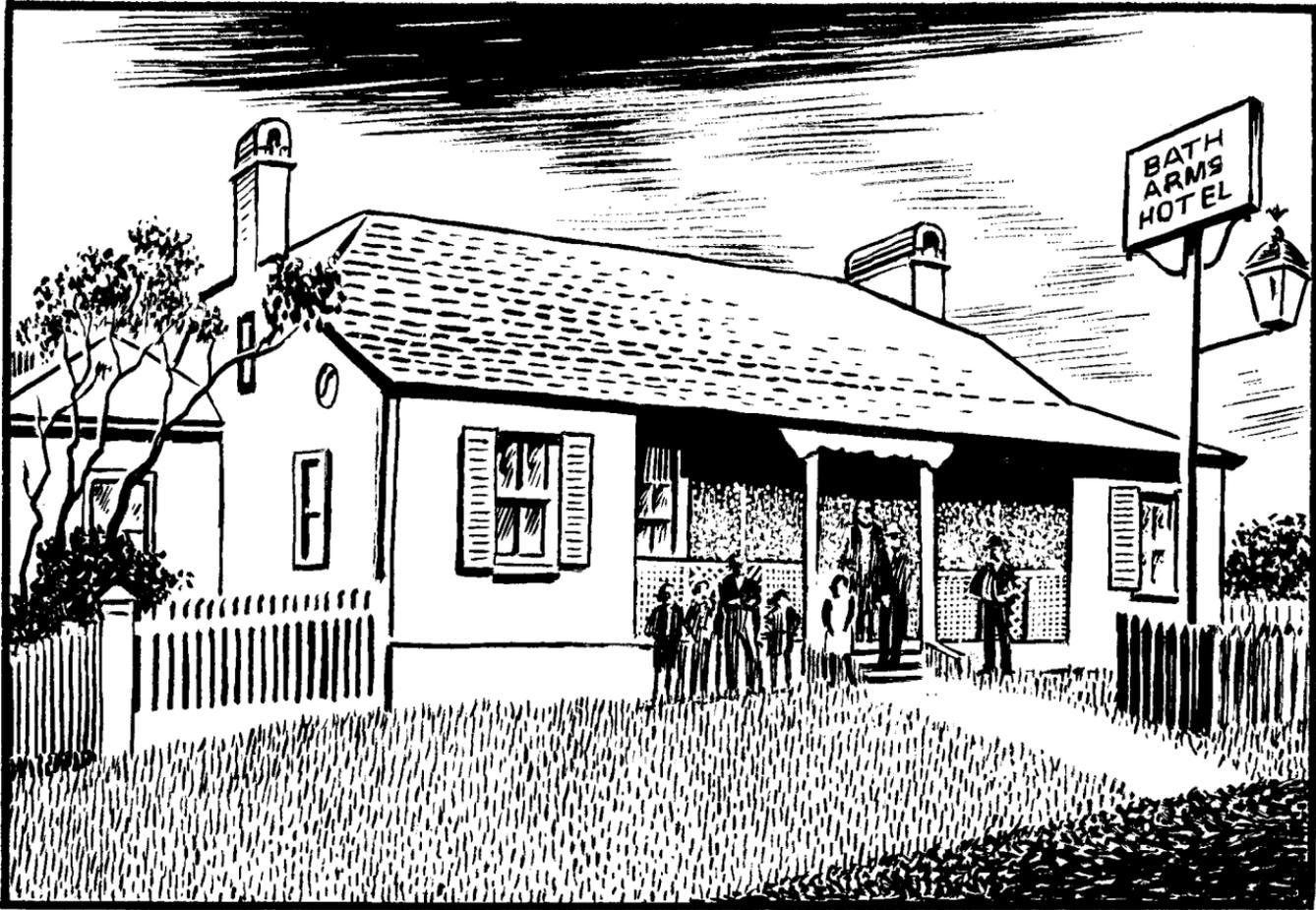
From the *Post Office Directory* for 1832 we learn that in that year the first staging post on the Parramatta Road was *The Ship Inn*, conducted by John Vickers on the Croydon side of Iron Cove Creek near the corner of what is now Croydon Road. The name of this inn is surprising, but in those days there was a great deal of river traffic, and boats could come up Iron Cove Creek almost to Parramatta Road. Beyond this, near the foot of Acton Street stood *The Bush Tavern*,



A TYPICAL COACH OF THE PERIOD, taken from an 1854 advertisement for William Ireland's Plough Inn.

said to have been built by Thomas Stone. In 1830 it was kept by Daniel Roberts and was known as *The Duke of Wellington*. Later it was variously called *The Fox and Grapes*, *The White Horse* and *The Wheat Sheaf Inn*. Its last landlord, William Bottell, was appropriately nicknamed Billy Bottle! Like most of the roadside inns, *The Bush Tavern* did not survive the coming of the railway in the 1850's, and was forced to close in 1859. The building, however, served for many years as the coachman's cottage for John Dawson's mansion *Humberstone*.

Most famous and long-lived coaching inn on Parramatta Road was *The Bath Arms* at the corner of Burwood Road, founded by Emanuel Neich in 1834. Neich continued as licensee till his death in 1893—possibly an Australian record for an innkeeper. The circumstances that brought him to the colony are worth relating. Born in Genoa, Neich took to the sea as a young man and, after several voyages, left ship at Mauritius. There he signed on with Cap-

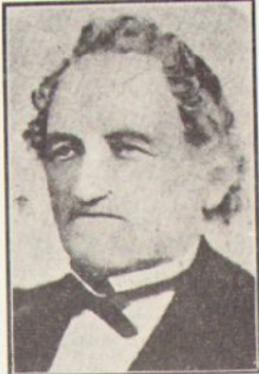


THE BATH ARMS INN, built in 1834 by James Comer for his son-in-law, Emanuel Neich.
This famous coaching inn was conducted by Neich for sixty years.

(Drawing by Frank Tyler from an old photograph.)



THE BATH ARMS HOTEL IN 1974—a striking contrast to the original inn both in style and setting.



EMANUEL NEICH, a well known Burwood identity who was landlord of the Bath Arms from 1834 till his death in 1893.

tain White of the *Lord Rodney*, bound for New Holland, which Neich—not strong on geography—thought was near Rotterdam! His arrival in Sydney was therefore quite involuntary, but he decided to remain. Eventually he applied for the licence for Samuel Terry's new *Black Dog Inn* in The Rocks area in 1829. Being only 20 years of age he found he was ineligible for a licence unless married—a difficulty he proceeded to overcome by wedding a Miss Comer. Her father, James Comer, then built *The Bath Arms Inn* at Burwood for his son-in-law. A well-known landmark it remained a staging post for the coaches for many years. The present building bears little resemblance to the original inn, which was a three-sided building enclosing a courtyard for vehicles and had stables and grazing paddock at the rear.

Another series of inns was dotted along the Southern Road which branched off Parramatta Road about five and a quarter miles from Sydney near what the 1832 Directory mentions as the *Speed the Plough Inn*. This was a favourite resting place for bullock drivers, as their heavily-laden teams had difficulty in covering more than ten miles in a day. For the faster coach and horse travellers the *Plough Inn* was a little close to the city. They preferred to push on to *The Dove Inn* which was established in 1825 and, like *The Old Bush Inn*, was reputedly built by Thomas Stone. Later it was conducted by William Lucas, and then by a Mr Jones who closed it in the early 1860's. At one time this inn seems to have been called *The Lame Dog*. For reasons we shall see later *The Dove* must have been a welcome sight to travellers who had ventured through the lonely, wooded stretches of the redoubtable Seven Mile Hollow between Ashfield and Enfield.

Not quite as old as *The Dove* were *The Punch and Bowl* and *The Angel*, both dating from the early 'thirties. One of *The Angel's* early landlords was an Enfield pioneer named Michael Seale who died in 1850 and is buried in St. Thomas's churchyard. Later it was bought by Titterton and Ireland, and became their staging post instead of *The Bark Huts*. The Inn stood between the present Post

Office and Wentworth Road. It closed in 1870, and its grounds were subdivided in 1884 Angel Road, Emu Street, Willee Street and Wonga Street were formed through the property.

Nearer the Boulevard *The Punch and Bowl* was opened by George Faulkner, and took its name from the road—then a mere bush track—leading to Claireville (or Punchbowl)—the country home of Judge John Stephen and—from 1833—of his even better-known son, Sir Alfred Stephen. In 1847 Henry Hynes transferred the licence of this inn to a new hotel—*The Woodcutter's Arms*—on the opposite side of Liverpool Road. This was taken over in 1868 by Luigi Cervetto who conducted it for many years as *Cervetto's Hotel*, and the present Enfield Hotel stands on the same site.

The Seven Mile Hollow mentioned above was a lonely stretch of highway which old newspapers maintain had a terrible name in the 1820's "as a resort of bushrangers and other desperadoes, who found ample shelter in the scrub between the Liverpool Road and Cook's River." Something of the spirit of those unsettled times is reflected in the stories of the first Australian-born novelist, John George Lang, who lived in Ashfield Park House in the 1830's.



IRELAND'S HOTEL IN 1974. Built in 1880, this was never a coaching inn, though William Ireland's coaches staged earlier at *The Angel* and then at *The New Inn*.

In his *Botany Bay or True Stories of the Early Days of Australia* we read:

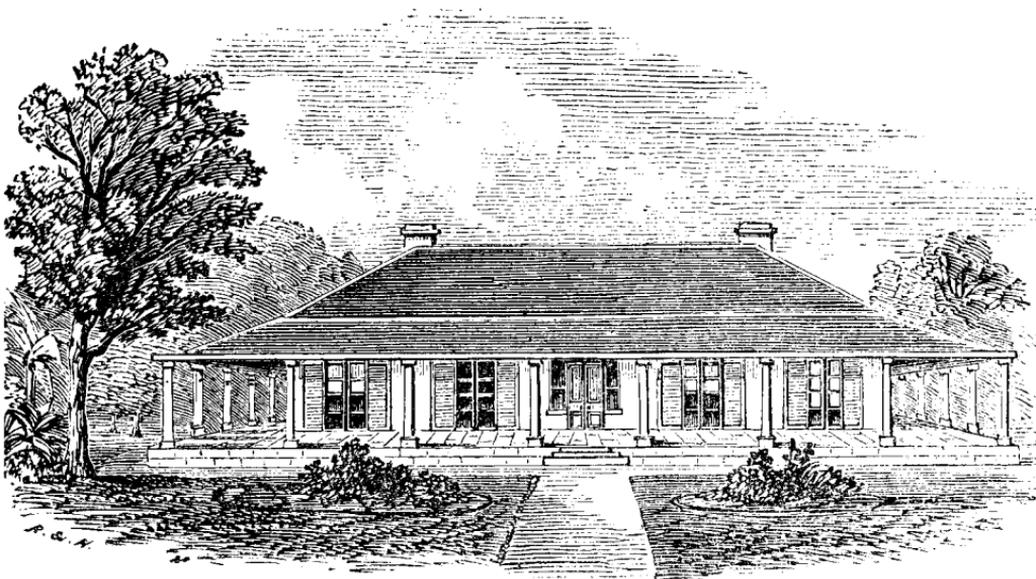
"After leaving the court, I mounted my horse and was riding towards my home, some seven miles distant from Sydney, on the Parramatta Road, when I was overtaken by Mr Flower, who, mounted on his famous galloway, Sheriff, was proceeding to a place called Prospect, to effect, if possible, the capture of three notorious bushrangers."

In the same book Lang tells of a police officer who set out to track down two bushrangers who had been terrorising the district. His plan was to hire a horse and cart, and disguise himself as a farmer travelling along Parramatta Road.

“On the first occasion he went and returned unmolested; but on the second occasion he was stopped by two men armed with fowling-pieces, near the Iron Cove Creek, Ashfield; they demanded his money or his life; he said they should have it; dropping the reins and putting his hand into the hind pockets of the old top-coat, he discharged through the pockets a brace of loaded pistols within a yard of each man’s breast and brought them down as dead as hammers.”

Although Lang’s stories are fiction, contemporary newspapers are even more realistic and convincing. They tell, for instance, how, on Saturday, 23rd September, 1826, three bushrangers raided Burwood House, then the home of Dr Dulhunty. Defending themselves with pistols and cudgels, Dr Dulhunty’s son and Mr Clay managed to beat them off and sent word to the Sydney constabulary. A strong posse of police scoured the surrounding bushland, and early on Monday morning surprised two of the men asleep. The third man was arrested soon afterwards. All three were duly “convicted of several atrocities committed at and about Burwood”, and in accordance with the policy of the day were sentenced to be executed at the actual scene of the crime on improvised gallows. The gallows on this occasion were erected at the gate to Burwood Farm on Parramatta Road and the arrangements were publicly announced in a Government Order of 13th October, 1826:

“The execution of Thomas Mustin, Daniel Watkins and John Brown is to take place at Burwood on Monday morning next. The prisoners will move from the gaol in Sydney at 6 o’clock under a military escort to the place of execution. The (convict) road



BURWOOD HOUSE, ON THE ROAD TO PARRAMATTA.

IN 1854.

(Photo—The Government Printer.)

parties in the neighbourhood will attend according to the orders communicated to the inspector of roads. The bodies of the criminals . . . will remain suspended during the day.

“The Government would willingly hope that the examples thus held up may have the effect of deterring the evil disposed from entering on a course of crime which must infallibly end in their ruin.”

The same year more than twenty bushrangers were hanged in New South Wales, so the above instance was no isolated case, and the reputation of Seven Mile Hollow seems to have been well founded, as Mail coaches were said to have been held up there on more than one occasion.

The bushranging menace was by no means ended by 1830, but it tended to move further inland away from the more closely settled areas, and as far as Burwood was concerned the roads were fairly free by that time. They were becoming increasingly important, for they were the very arteries of the colony until the coming of the first railway in 1855.

Several more inns opened up along both highways during these years. In 1847 Thomas Seale built *The New Inn* on the north side of the Liverpool Road near Quandong Avenue. This was one of the few inns to survive the threat of the railways. It was taken over in 1865 by Seale's son-in-law, W. H. Ireland, who, fifteen years later, transferred the licence to the present Ireland's Hotel at the corner of Burwood Road.

In 1854 William Lucas, a former landlord of *The Old Bush Inn*, returned from the Turon gold rush, and opened an inn on Parramatta Road at the foot of Cheltenham Road. Relying on continuing patronage from itinerant gold-diggers he first named his new pub *The Golden Times Hotel*, changing this later to *The Diggers Arms*. It was not a successful venture, though many a curious visitor called at the inn for no other reason than to see Lucas himself, as he was reputedly “the biggest man in Australia”. Even the Duke of Edinburgh is said to have called for this very reason while on a visit to the old Homebush Racecourse. The next proprietor, O'Brien, re-named the inn *Burwood Park Hotel*, but it closed at his death.

3. TWO ROADSIDE VILLAGES (1830-1860)

Until the thirties Burwood consisted simply of a few inns along the highways and two or three huge, undeveloped estates adjoining them, but during the next twenty years the big estates began to break up, attracting settlers and encouraging the growth of embryo villages both at Burwood and Enfield.

Captain Rowley, the original owner of Burwood Farm, did not live on the estate, but after buying the property in 1812 Alexander Riley built the solid stone house known as Burwood Villa. Completed in 1814 it was not demolished till 1937, though it underwent several changes and extensions during its long life. In its original form it did not even have the verandahs shown in the old drawing of 1824¹. These were added during the occupancy of Captain John Piper who leased the farm after Riley returned to England in 1817, and lived there until the completion of his own mansion at Point Piper in 1822. The Villa was then leased in succession to a number of gentlemen including Dr John Dulhunty and Dr Elyard.

Things changed rapidly after Alexander Riley's death in 1833. The Rowley children, now of age, instituted legal proceedings and succeeded in regaining possession of the whole of the 750-acre property which, under the terms of Rowley's will should never have been sold by the executor. Rowley's eldest daughter, Isabella, who married Lieutenant Ellison, R.N., died in 1808 and her husband forfeited all claim to the land. Mary Rowley married John Lucas, and Eliza married Henry Sparrow Briggs. So in 1833 the estate was partitioned among Thomas Rowley junior, John Rowley, John Lucas and Henry Briggs. The adjoining sketch-map shows the portions allocated to each.

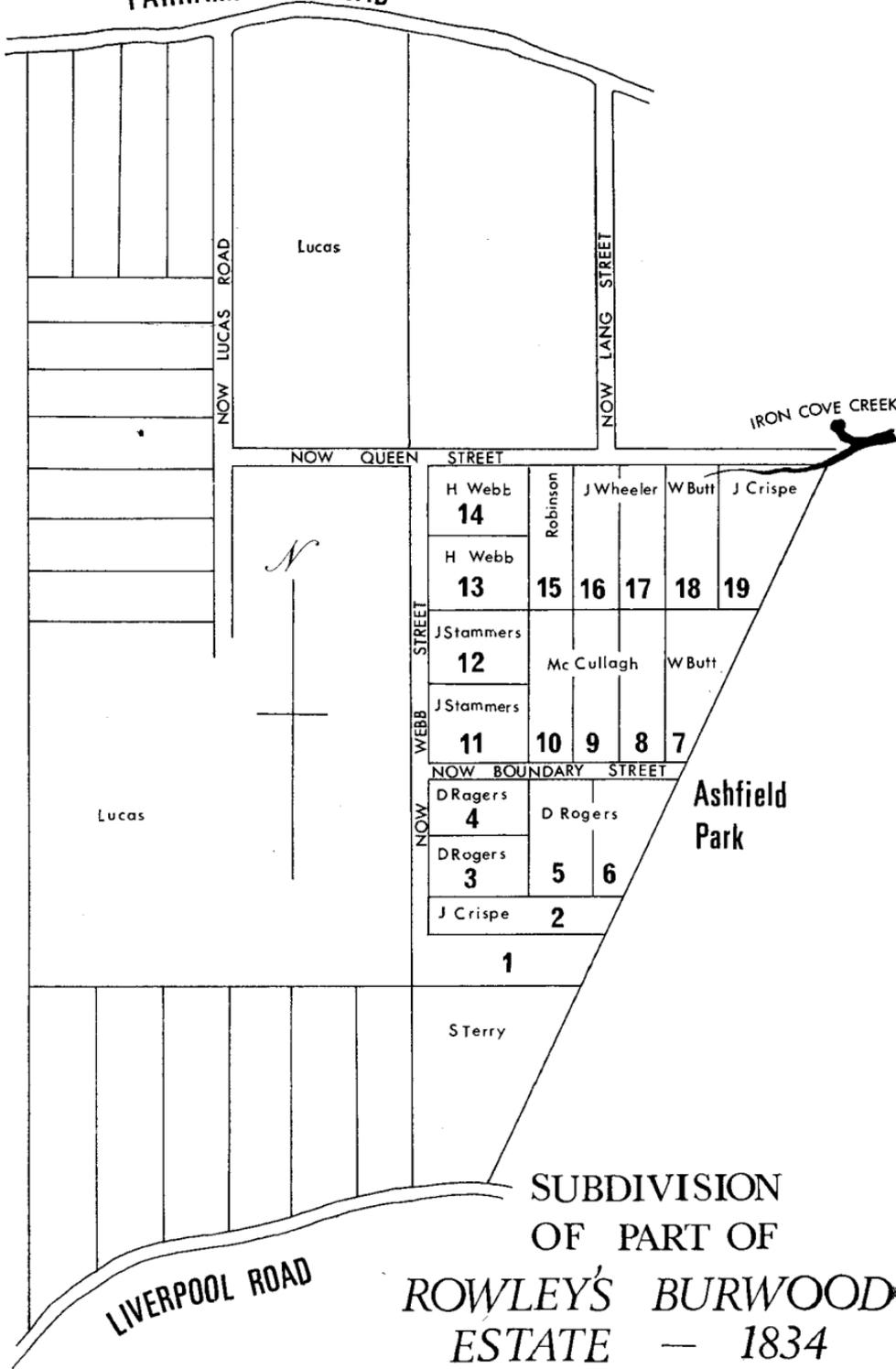
Almost at once the new owners proceeded to subdivide their estates into blocks ranging from four to twenty acres, evidently intending the smaller ones as sites for country homes and the others for small farms. Each block in the subdivisions had to have an outlet to one or other of the highways, so it was at this stage that the first streets were marked out. It is not possible to show all these "reserved roads" as they were called, but the enlarged map shows how John Lucas subdivided his 213-acre share of the estate, together with the street plan and the names of the first purchasers in 1834. The same principle can be traced for each of the other main sections, though their subdivision did not proceed so quickly. The important thing to notice is how the streets were planned simply as outlets to the two highways which were the very arteries of the settlement.

Advertising the sale of Lucas's land in 1834 *The Sydney Herald* described it as so well timbered that "the firewood alone would amply remunerate purchasers for their outlay", and it went on to appeal directly to market gardeners and nurserymen because of "the facility with which produce can be sent to market". As for the larger blocks:

"They are particularly adapted for Settlers bringing cattle for sale from the interior, as they might be left upon these allotments until

¹ This drawing is in the vestibule of the Council Chambers.

PARRAMATTA ROAD



NOW LUCAS ROAD

NOW LANG STREET

NOW QUEEN STREET

IRON COVE CREEK

H Webb 14 Robinson J Wheeler W Butt J Crispe

H Webb 13 15 16 17 18 19

J Stammers 12 Mc Cullagh W Butt

J Stammers 11 10 9 8 7

NOW BOUNDARY STREET

D Rogers 4 D Rogers

D Rogers 3 5 6

J Crispe 2

1

S Terry

Lucas

N

Ashfield Park

SUBDIVISION OF PART OF

ROWLEY'S BURWOOD ESTATE — 1834

LIVERPOOL ROAD

disposed of, which is much preferable to driving them into town at once, by which the Settler is frequently compelled to sell at a sacrifice."

The Rowley estate comprised the sections marked 1 to 4 on the sketchmap, but section 5 was the part of the Faithful Farm bought by Riley, and jointly owned by the Rowley family after 1833. Up till then there were no streets between the Parramatta and Liverpool Roads, though a few tracks seem to have been used by general agreement. Sarah Nelson, for instance, had a 15-acre grant before 1800 on what is now Malvern Hill. As there was no Liverpool Road at that time she needed access to Parramatta Road and an old map in The Mitchell Library shows a track from her property along the present line of Reed and Webb Streets and the western fence of Connor's farm. This fell into disuse after Liverpool Road was opened, and on maps of 1835 the only track linking the two highways was the one known for many years as Neich's Lane, later to become Burwood Road.

Some of the names of the early streets help us to recall people and features associated with the pioneering days. Boundary Street, for instance, originally ended at the boundary of the Underwood's Ashfield Park estate. It gave access to Webb Street which skirted the property of Henry Webb, licensee of *The Hope Tavern* in Clarence Street, Sydney. His son, Henry Richard Webb, built *Augustaville* and *Cicada* (1863), the latter being one of the oldest remaining mansions in the district. Queen and Victoria streets were topically named after the accession of the young Queen in 1837, and Lucas Road marked part of the boundary of John Lucas's land. Wentworth Road was then called Driver's Road, R. Driver being an early settler and a member of the Parochial School Committee as early as 1844. Rowley Street, although not formed until a later subdivision in 1854, keeps alive the memory of the man who gave Burwood its name.

For many years The Boulevarde was known as Redmyre Road—a name now applied to a quite different street. Redmyre, of course, was Wilshire's land grant, and was the early name both of the district and of the railway station that was renamed Strathfield in 1885. Comer Street and Neich Parade remind us of James Comer, an early landowner in 1834, and his son-in-law Emanuel Neich of *The Bath Arms Inn*. Angel Road runs through the grounds of the old *Angel Inn*, but though one of its landlords was Michael Seale, Seale Street was actually named after Thomas Seale of the *New Inn*. Woodside Avenue East was long named Want Street, John Want being one of Burwood's early residents who bought several blocks of the Rowley subdivisions in the 1840's.

Despite the opening up of the Rowley estate there was surprisingly little settlement in Burwood between the two highways before 1860. C. A. Henderson who came to Burwood as a lad in 1855, writes that:

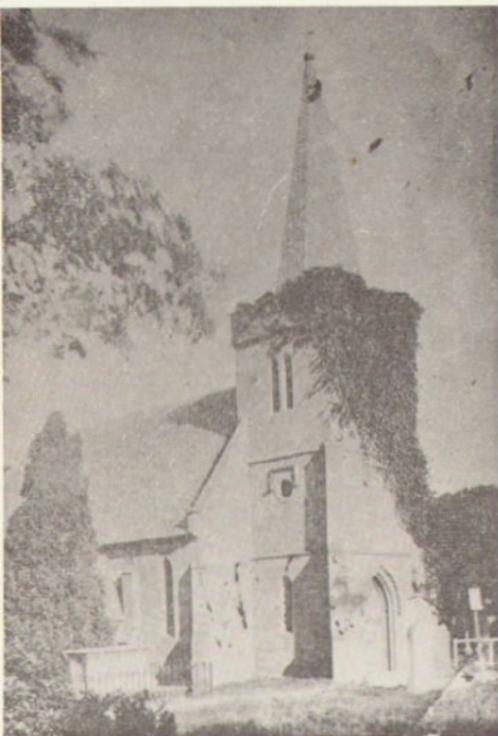
"From Neich's, on the Parramatta Road corner of Burwood Road there was only one house along the road to Burwood station for several years after 1856. From the Burwood station to the Liverpool road . . . there were about three cottages, and they were near the station."

The earliest local school of which there is any record was conducted in 1838 by a Presbyterian clergyman, but apart from the fact that it received a government subsidy of £80/5/6 in that year, no particulars of it are known. It is just possible that the unknown clergyman was conducting classes for John Rowley in a room at

p. 30/
p. 37

Burwood Villa, as *The Sydney Herald* of 31st May, 1843, mentions that "through the kindness of Mr. Rowley some of the children of the neighbourhood had hitherto been accommodated on his own premises . . . but his school had not been so numerously attended as might be expected if founded on the principle of public subscription."

From 1843 the picture becomes much more clear. Rowley and a number of other citizens won the support of Judge Burton, who prevailed on Governor Gipps to grant half an acre of land on trust to the Church of England for a school, and the Lord Bishop of Australia advanced £40 from Diocesan funds towards the cost of a building. Judge Burton raised the rest of the funds by private subscription, and



Left:

ST. THOMAS'S CHURCH, ENFIELD, IN 1907. Opened in 1848 through the benefaction of Thomas Hyndes, this is the oldest church in the Municipality. It was designed by the architect, John F. Hilly.
(Photo—Miss A. M. Tame.)

Below:

CICADA. Now known as Three Pines, this old mansion was built in 1863 by Henry Richard Webb and was once the home of Edward Lloyd Jones.



a brick schoolhouse to accommodate 80 pupils was built by John Lucas in Burwood Road opposite Morton Street. The opening of this Burwood Subscription School—later known as the Parochial School—was quite a gala occasion, and was very fully reported in *The Herald* of 31st May, 1843. The main speaker was Judge Burton, and there was a tree planting ceremony by Lady Gipps—but for the sixty pupils in the gathering better things were in store.

"At the close of this part of the ceremony a liberal distribution of plum cakes and other edibles amongst the young folk took place, to which were added a no less bountiful scattering of toys suited to the taste of the sexes respectively, and for which, we believe, they are indebted to the kind liberality of the generous patron."

The school's original trustees were John Rowley, James Edrop and Thomas Bray, and the first teachers were George Davis and his wife. Other residents to take an active interest in the early years were G. R. Nichols, M. M. Cohen, R. Driver and James Powell. The school drew its pupils from quite a wide area including Burwood, Concord and Mortlake, and was the district's main elementary school until public schools were established many years later.

The earliest church services in the district seem to have been conducted by Father Hallanan of Parramatta in Luke Daly's cottage on Parramatta Road, largely for the benefit of the Canadian Exiles stationed at Longbottom Farm after the Canadian Rebellion of 1838. A little later St. Mary's Catholic Church—at first a small wooden building—opened near the site of the present Church in 1846. It was also used as an elementary school.

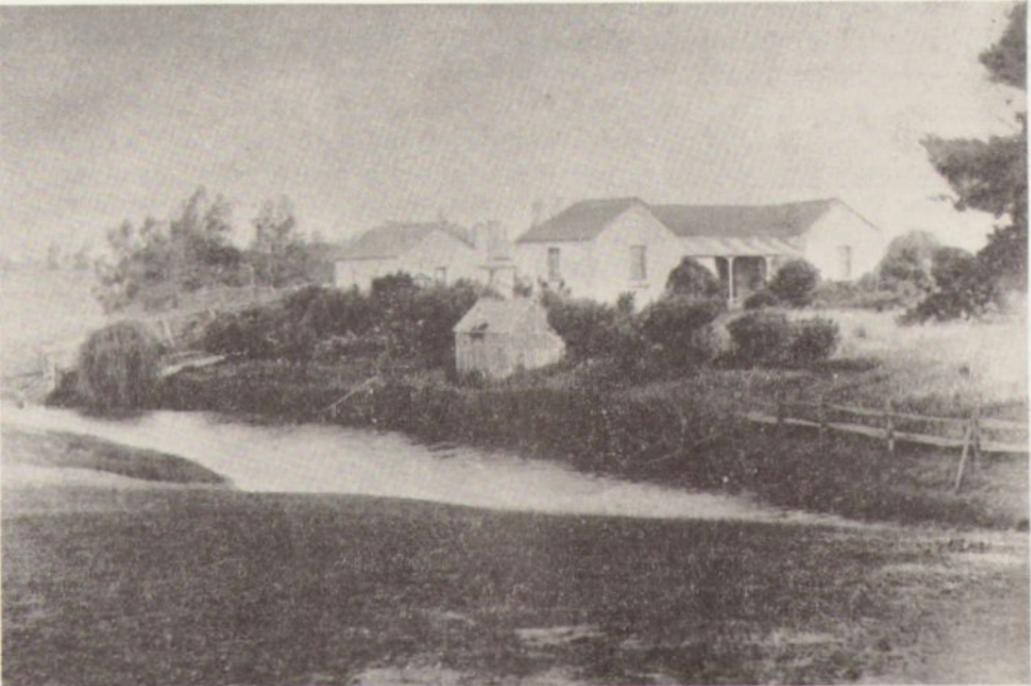
During these years Burwood had no Church of England, as it was included in the parish of St. John's, Ashfield. Indeed the only Protestant church was begun by a group calling themselves "The Burwood Christian Instruction Society" which used to meet for worship in the mid-fifties at the home of Daniel Alderton, a storekeeper on Parramatta Road. In 1857 they built a small wooden church further along the road between Park and Grantham Streets. It was open to preachers of all evangelical denominations, and the trustees included two Baptists, a Presbyterian, a Wesleyan and a Congregationalist.

Despite opening of the Sydney-Parramatta railway in 1855 Burwood remained a roadside village at least till 1860. Its hinterland was still sparsely occupied by small farms and gentlemen's country residences, but the stores and inns, the parochial school and the little wooden churches were all at Longbottom or nearby on the highway.

The village of Enfield developed on lands first granted to Faithful and Wilshire. In chapter 1 we saw how Faithful's land passed to Simeon Lord and then to W. H. Moore. Its subdivision into small farming blocks did not begin until about 1840, although a few scattered settlers were there even earlier, one of them being the first puisne judge of the Supreme Court, John Stephen, whose large country home, *Claireville*, stood just south of Cook's River in 1830. A natural basin in the bend of the river so reminded the Judge of a Punch Bowl that he sometimes whimsically applied that name to his estate. Though the present suburb Punchbowl perpetuates the name, it is several miles away from the spot settled by Stephen, which is at the foot of Coronation Parade—or Punchbowl Road, as the track from Liverpool Road to Claireville was then called.

The earliest commercial activity in Enfield was timber-getting, but as the forests were cleared, the farming potential of the river slopes began to attract settlers. Among the first were William Lees, Thomas Austin and William Hilly who had all settled there by 1840. Lees and Austin had market gardens and Hilly an orchard which was delightfully situated in the bend of Cook's River at the foot of the track that eventually became Burwood Road. The river afforded a plentiful supply of water to these early settlers for irrigation, and a party of Chinese were soon irrigating extensive terraced gardens by means of a vertical boiler engine.

Thomas Hyndes, whose original grant was not recognised by Governor Macquarie, returned to Enfield about 1823, by which time he had become a prosperous timber merchant. His main mill and house were in Sussex Street, Sydney, but he also had properties on the North Shore and in the Illawarra



WILLIAM HILLY BUILT THIS HOME AND ESTABLISHED HIS ORCHARD ON COOK'S RIVER ABOUT 1840. Demolished about 1950 it stood on what is now Flockhart Park.

(Photo—Mrs. Wells.)

District. In 1842 he set up his country home on the Punchbowl Road, naming it *Adelaide Park* after his daughter.

By the mid-forties woodcutters, gardeners and farmers, with the innkeepers, storekeepers and blacksmiths along the main roads, were forming the nucleus of a small but thriving village, with Hyndes something of a village squire. In 1847 he gave the Bishop of Sydney five acres of his property:

“to the intent that the same may be used as a site for the erection of a Church to be devoted to the worship of Almighty God according to the rights and ceremonies of the united Church of England and Ireland.”

In addition to contributing most of the funds for the church, Hyndes built a substantial stone schoolhouse which opened in 1847 as the *Adelaide Park Free School* and was also used for worship until the completion of the church in 1848. Little is known of the school's early years other than the rather unusual name of the first teacher, Plum Chin. However, it was to remain the district's elementary school for almost forty years.

Hyndes is said to have requested a prominent Sydney architect, John Frederick Hilly, to design a typical English village church such as he had known as a boy—a task which Hilly accomplished with distinction. No other church in Sydney so thoroughly captures the atmosphere of an old-world English village at St. Thomas's,

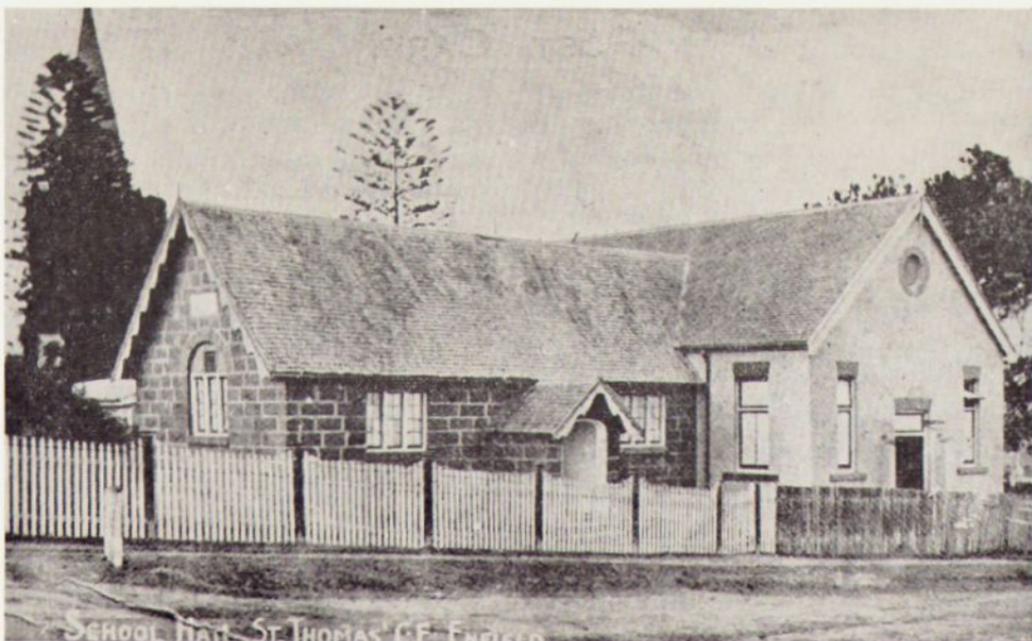
nestling in a beautifully-kept cemetery. With its rough-hewn stonework, stained windows, gothic doorway, fine Norman tower and the quaint shingled spire it is still a prominent landmark in the district. Bishop Broughton laid the foundation stone of the building in February, 1848, and services began on 9th January, 1849, under the direction of the Reverend Frederick Wilkinson whose parish of St. John's Ashfield then included Enfield and Burwood.

It is fitting that portraits of Thomas Hyndes and his wife are preserved in the porch of St. Thomas's, and that their grave should feature prominently in the churchyard. Here, indeed, may be seen the graves of many of the district's pioneers including William and Frederick Hilly, Dr. Haylock, Captain Burns and Michael Seale the innkeeper. Among them is the grave of an early blacksmith with the quaintly informative inscription:

"Gavin Clydesdale, blacksmith, died March 16, 1850, aged 25.

My sledge and hammer lie reclin'd,
My bellows, too, have lost their wind,
My fire's extinct, my forge decayed,
And in the dust my vice is laid;
My coal is spent, my iron's gone,
My nails are drove, my work is done."

The economic recession of the early 1840's so seriously affected the colony's wool trade that many graziers were forced to cull their flocks and boil them down for tallow, which, in those days was in great demand for candlemaking. Rather



THE ADELAIDE PARK FREE SCHOOL was built in 1847 by Thomas Hyndes. It served both as a Church Hall and Day School for many years.

(Photo—Miss A. M. Tame.)

surprisingly a large Boiling Down Works was set up in 1844 on Cook's River by J. and H. Hamilton who employed a considerable number of labourers. About ten years later the factory closed, partly because of recovering wool prices and also because much of the work-force had made off to the goldfields. A temporary result was the closure of the little Catholic Church opened by Father Therry at St. Anne's and carried on by Father Dwyer.

When Judge Stephen died in 1833 Claireville continued to be occupied by his even more distinguished son who became Sir Alfred Stephen. Other gentlemen settlers of this period were the Reverend Frederick Wilkinson and Dr. Batholemew O'Brien. Wilkinson was the incumbent of St. John's at Ashfield, but Enfield was in his parish, and in October, 1843, he bought part of the Brighton estate where he built a very large house, *The Meads*, designed both as a residence and a boarding school for young gentlemen. The school proved a marked success, especially when conducted by Wilkinson's son, who later became a judge. Its semi-rural situation and comparative closeness to the city commended it to some of Sydney's foremost families, its pupils including the sons of Sir Alfred Stephen and James Norton of Elswick. An advertisement in *The Sydney Herald* (January 6, 1855) even cites the Reverend D. Woolley, Principal of Sydney University, as one of the school's referees.

Dr. O'Brien's professional ties kept him from moving to Enfield till shortly before his death, but he had property there from about 1850 which he used mainly for weekend picnics. According to *The Echo* (September 25, 1890):

"He and his family and friends drove out there on Saturday afternoons and at other times, and spent the day amid the gum trees, the gentlemen employing their time in shooting pigeons and gill-birds, and the ladies in collecting flowers and otherwise amusing themselves."

Enfield was originally regarded as part of *Liberty Plains*. A little later the area where Father Therry had his grant became known as the *Village of St. Anne*, and a small settlement further along the highway was called *Bark Huts*—the name of the nearby inn opened by William Taverner and later rebuilt as the Royal Hotel. The name *Enfield* clearly came from the Middlesex market town near London, but we do not know why or when it was adopted. Its earliest known use was in 1853 when the first "Enfield Post Office" opened in Richard Fulljames's store near St. Thomas's Church.

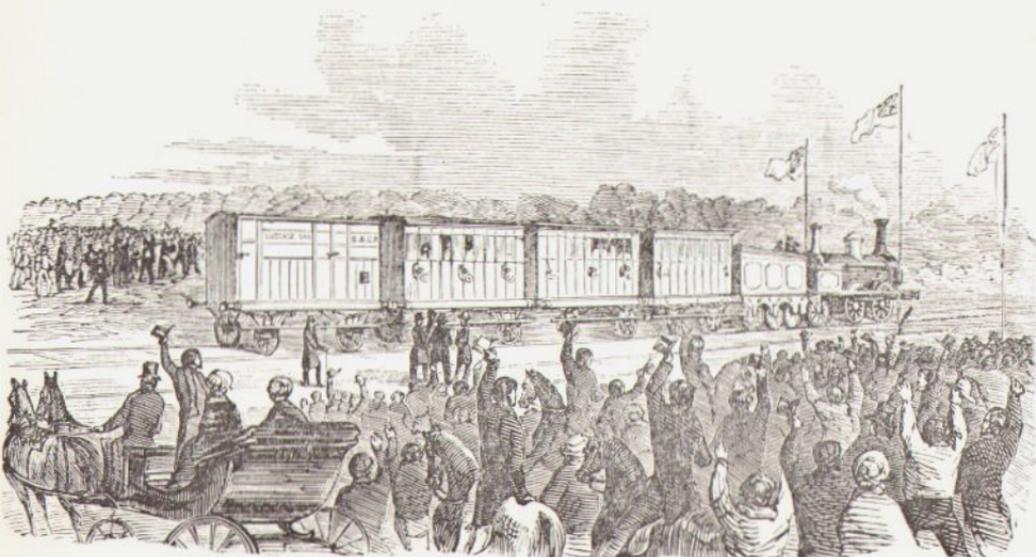
By 1860 Enfield was a well established but smaller village than Burwood. Indeed the 1867 Post Office Guide lists the names of only 34 householders for Enfield, which would indicate a total population of rather less than 150 people, including those at Bark Huts and St. Anne's.

4. VILLAGES TO BOROUGHS

September 26, 1855, was a special public holiday for Sydney. Shortly after 11 o'clock in the morning a 19-gun salute boomed out above the cheers of the vast crowd watching from Cleveland Paddock as the first train pulled out on its adventurous journey to Parramatta. Its eleven carriages were packed to capacity, with even Sir William Denison, the Governor, among its passengers. It was perhaps as well that supplies of steel rail had arrived in time to replace the wooden one laid over much of the track by the first contractors—but that was only one of the many difficulties that finally induced the Government to take over the whole venture from the Company that began the work in 1850.

The first train may not look impressive in the picture, but on no less authority than *The Sydney Morning Herald* its carriages provided “the utmost of comfort combined with great elegance and taste.” As for the journey, the reporter found little to say about Burwood except that, a mile or so beyond Ashfield:

“We reach the newly laid out township of Cheltenham, at the Parramatta end of which is situated the Burwood station on the main road from the village of Concord to the Liverpool Road.”



ARRIVAL OF THE FIRST RAILWAY TRAIN AT PARRAMATTA, FROM SYDNEY.

ARRIVAL OF THE FIRST RAILWAY TRAIN AT PARRAMATTA FROM SYDNEY. Although this was a contemporary drawing the artist shows only four of the seven carriages!

(Photo—Government Printing Office.)



THE ORIGINAL BURWOOD RAILWAY STATION. It stood at the western side of Burwood Road level crossing (now replaced by an overhead bridge).
(Photo—D. C. Mahood.)

The main road in question was a grassy track known as Neich's Lane, and the station was a little wooden platform just beyond the railway gates at the level crossing. Newtown, Ashfield, Burwood and Homebush were the only stations between Sydney and Parramatta. Of these Burwood was probably the first to be built, as the earliest section of the line completed was from near Croydon to Haslem's Creek. Wallace and Brady Streets were most appropriately named in honour of the two principal engineers responsible for the work.

The opening of the railway was an historic event for the whole colony, and certainly one that was to bring far-reaching changes to Burwood. Some sixteen months earlier an advertisement in *The Illustrated Sydney News* (May 12, 1854) announced that John Rowley's 100-acre estate of Burwood Villa was about to be subdivided and sold by auction. It went on to state:

"The Sydney and Parramatta Railway, now near to completion, runs through the estate, dividing it into two nearly equal portions. The Burwood station adjoins it on the eastern or Sydney side, thus affording every inducement to parties building on the estate, as they can reach the business parts of the city in as short time as residents of any of the suburbs, and save the imposition of the monstrous rents of the Sydney landlords, taxes, etc., and other heavy exactions, beside the opportunity of enjoying all the luxury of a country life."

The auctioneer had astutely anticipated the effect the railway was to have on this hitherto isolated stretch of country between the two roadside villages. With so few stops the early trains were much speedier than their appearance might suggest, and this made Burwood a much more convenient and pleasant residential place than many of the older suburbs served only by road or water transport. The station quickly became a new focal point for people from the surrounding villages. They began to converge on it from all directions, some by foot, some on horseback, some in private carriages, and before long there were horse-cabs and wagonettes plying between the station and Enfield, Concord and even Mortlake.

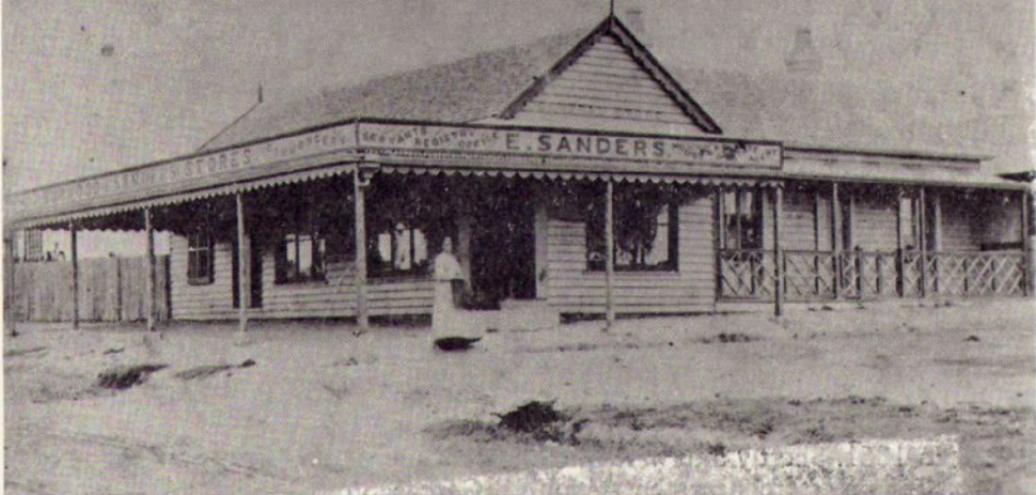
With the growing demand for building blocks land prices quickly rose, and John Rowley was by no means the only nearby landowner to subdivide his estate into smaller building allotments. With each subdivision access streets had to be laid out, so that in the next few years the map of Burwood took on pretty much its modern form. Burwood Road—at first a mere track from Neich's Inn to the Liverpool Road—gradually became a key road and began to attract the shops and institutions expected in a growing community.

Probably the earliest storekeeper was James Pearson, who had the post office agency in 1861. Shortly afterwards this was transferred to John Atwell who set up another general store near the station in George Street East. Fairly typical of these early shops was the general store opened later in the 'sixties by Edward Sanders on the south-west corner of Burwood Road and Livingstone Street. The picture, taken early in the 'seventies, gives a delightful impression of Burwood in its village days, with its unmade streets and the wide verandahs with such convenient posts for hitching customers' carts and sulkies.

The opening of the Burwood Family Hotel in 1862 by Richard Hawkins marked another significant trend. The railway struck a crippling blow to the coaching services and, though the full impact of this did not come until the line was extended as far as Penrith, it was clear from the late 'fifties that the days of the roadside inn were numbered. The Burwood Hotel was one of the first of the many "railway hotels" that sprang up throughout the State as the old coaching inns disappeared. Standing right at the station, on the corner of Burwood Road and Railway Parade, the broad-balconied inn of 1862 was for long the very hub of the rising village. There is still a hotel on the site, though the modern, bustling business bears little resemblance to the original inn.

The advertisement quoted earlier in this chapter advanced two sound reasons for settling in Burwood: fast, convenient travel to the city, and "the opportunity of enjoying all the luxury of a country life." Fanciful as the latter may seem, it was very real in the 1850's, and within a short time a surprising number of well-to-do professional and businessmen from the city moved into the district and established themselves in fine homes with beautiful, spacious gardens. The trend was to buy several blocks and consolidate them into estates ranging from 4 to upwards of 20 acres. The result was that, quite late last century, Burwood was still a fashionable rather than a working-class suburb, and a historian in 1888 expressed the view that its outstanding feature was the remarkable number of its fine residences. Another contemporary observer claimed that:

"In some portions of the borough the fine gardens on both sides of the road bring to mind some of the country lanes in the south of England." (The Echo—4/9/1890.)



E. SANDERS' BURWOOD STORES. Built in the early 1870's at the SW. corner of Burwood Road and Livingstone Street.

(Photo—Mrs. Buzacott.)



BURWOOD HOTEL AS ERECTED IN 1862.

A few of the "gentlemen settlers" came during the 1850's, one of the first being William Hemming, Commissioner for Stamp Duties. In 1856 he built *Newbury House*, a fairly large timber cottage in Queen Street. It stood in 19 acres of land, mainly given over to orchard. All this has long since been settled on, and though the cottage remains, its exterior has recently been modernised beyond recognition.

John Frederick Hilly, the architect of St. Thomas's Church, probably never lived in Burwood, though he bought several blocks of land there in the 1850's. Some of these were in Want Street (as Woodside Avenue East was then called), and without doubt the old house still known as *Wellings* was already on one of them. The original part of this fine, shingle-roofed timber home almost certainly dates from the late 1830's when a London shipowner named William Richards owned the property. Hilly sold it to a Mr. Morgan who, in turn sold to Richard Terry. In 1864 the house and part of the land were bought by Mrs. Elizabeth Carmichael who substantially altered and enlarged it. In 1870 she married a leading solicitor named Thomas Icton who lived there till his death.

Newbury and Wellings were timber houses, but from the mid-1860's the "gentlemen settlers" began building more substantial mansions in brick or stone, one of the first being Henry Webb's *Cicada* (1863) in Queen Street—perhaps the oldest survivor of its class. More elaborate were the adjacent homes of Captain Fox and John Dawson, and Anthony Hordern's magnificent *Shubra Hall* near Croydon station. Fox built *Evandale* in 1868, and both Dawson's *Humberstone* and Hordern's *Shubra Hall* were built a year later. All three were typical of the great homes of the period. Standing in 30 acres of land *Shubra*, with its fine tower dominating the landscape, was outstanding architecturally, though *Humberstone* was a larger house and at one time had some sixty acres of parkland.



BURWOOD'S OLDEST HOUSE — WELLINGS. A shingle-roofed timber house, possibly dating from the late 1830's.



Above:
HUMBERSTONE,
another of
Burwood's fine old
mansions, built in
1869 by John
Dawson.
Much altered, the
building is now
St. Anthony's Home.



Right: **THE PRIORY**
AS IT IS TODAY.
In the late 1870's
this was the home
of Mowbray Forrest.

From Humberstone's main gateway in Parramatta Road a lovely tree-lined carriageway swept past the eastern side of the old *Wheat-sheaf Inn* which served as the coachman's cottage, curved around the stables to the main porch shown in the picture. On the ground floor were a large sitting room and drawing room which could be thrown into one great room by means of four huge folding doors. Adjoining them were the dining room, breakfast room and library. There were wide verandahs on three sides, but the southern side was given over to store rooms, pantry, kitchen, scullery and laundry, all opening onto a courtyard. Steps led down to the cellar, and upstairs were six bedrooms for the family, two bathrooms, a dressing room, a cook's room, two maids' rooms, and a verandah. An old photograph from this verandah shows that it overlooked beautifully tended gardens and a wide, distant sweep of the river. South from the house was the cricket field used by the old Burwood Club, and to the west lay an unspoilt stretch of bushland fondly called "The Wilderness" now scarred by the yawning pit of the Burwood Brickworks.

Within a few years homes like these were appearing in many parts of Burwood. Just south of the railway line a cluster of them extended almost all the way from Croydon to Burwood station. These were E. H. Woodhouse's *The Hall*, G. A. Murray's *The Lea*, Josiah Mullens's *Tahlee*, Walter Friend's *Cintra*, and James Martin's *Grantham* in Shaftesbury Road. Mowbray Forrest's *The Priors* was one of the first mansions in Burwood Road; E. T. Penfold built his great house *Woodstock* (now Broughton) in Church Street, and C. E. Pilcher's *Woodside* was in The Boulevarde. Enfield had its impressive homes—especially along the Liverpool Road. *The Meads* was still there, but by the 'seventies there were also *Austinlee*, *Wynstay* (later called Beaumaris) and William Hudson's vast *Roslyn House* which is now used as St. Joseph's Home for Children.

The choice of Burwood for homes like these was due largely to a firm belief in its health-giving climate. When Edwin T. Penfold was advised by his doctor to take his wife away from what we would now call the "smog" of the city, they moved to Paddington for a while, but finally settled in Burwood. Similarly Walter Friend and his wife decided to build *Cintra* because of Mrs Friend's dislike of the unduly windy weather at Darling Point.

The founders of these great Victorian houses almost certainly built them in the belief that they would become ancestral homes such as they had known in their British homeland—homes that would remain as the family seat from century to century. They little realised the way a suburb can change its whole character in a few years in a fast-growing city, and there is probably not a single instance of any of them continuing as a family home for more than three generations.

Despite the external grandeur of the old mansions, living in those days was very primitive in some respects by modern standards. There was no street lighting, and in the homes the only lighting was by candle or oil lamp. Indeed until the 1860's even kerosene was unknown in Australia, and lamps burned either whale oil or colza oil. In Sydney gas had been available since 1841, but in the suburbs wood and coal were universally used for cooking and heating. There was no piped water supply, so each house had its own wells or tanks, and water had to be used much more sparingly than now—so sparingly in fact that few houses had bathrooms and most personal washing was done in the bedroom using a large jug and basin on a wash-stand. If there was a bathroom the water had to be pumped from a well unless there was a convenient tank. There were, of course, no indoor toilets, and

the outdoor lavatories were built over cess pits, even the pan system being a thing of the future.

Burwood's only schools and churches were quite a distance from the station. To the south the nearest school was at St. Thomas's in Enfield, and on the northern side there were the Catholic school at St. Mary's on Parramatta Road and the Parochial School at Longbottom on the site of the old Church of England rectory.

The central position of Longbottom in relation to Burwood and Concord led the Church authorities to open St. Luke's Church of England there as late as 1861, some years after the coming of the railway, so that for Burwood Anglicans the nearest churches were at Concord, Enfield and Ashfield. The only Catholic churches were at Concord and Ashfield. A little wooden church in Parramatta Road just beyond Park Road had been built in 1857 as a united Protestant church, but in 1862 this passed into the hands of the Congregationalists, only to close in 1866 when they opened a fine new stone church in Burwood Road near the station. This was the first church to be built in central Burwood, but it was not long before the Anglicans responded to the rapidly increasing population by establishing a new parish and opening St. Paul's Church in 1871.



THIS CONGREGATIONAL CHURCH IN BURWOOD ROAD WAS TOTALLY DESTROYED BY FIRE IN 1879.

(Photo—Ill. Sydney News.)

Just as the church leaders were concerned to provide more adequate spiritual facilities for the central district, a number of responsible citizens were concerned at its educational short-comings. In 1868 they formed a committee to agitate for the establishment of a Burwood Public School. Within a year its secretary, the well-known tobacco merchant, E. T. Penfold, sent a formal petition for a school to the Council of Education, reporting that his Committee was willing to buy a 2½-acre site in Conder Street and to guarantee £400 towards the cost of the building. The response was so prompt that a brick school and master's residence were completed in time for Burwood Public School to open on January 16, 1871 with James McCredie as first headmaster.

Through all these years of development there was no effective body to take a direct, responsible interest in this district which was still an undefined part of the parish of Concord in the County of Cumberland. Premature attempts to gain municipal status were made in 1863 when local inhabitants submitted two petitions to the Governor. The boundary proposed in these was for a municipality extending as far north as Parramatta River, but the dream came to a speedy end when strong counter petitions were submitted, with considerable backing from residents between Parramatta Road and the river.

However, the extension of local government throughout the State was encouraged by the 1867 "Act to Establish Municipalities" which laid down fairly clear guide lines under which any area not exceeding nine square miles could seek municipal status if it had a population "of at least one thousand souls". By 1873 Burwood was able to conform to this condition and to submit another petition, this time for a smaller municipality bounded on the north by Parramatta Road. It was signed by 150 persons "liable to assessment for municipal rates . . . within the boundaries of the proposed borough," and it is interesting to note that the list was headed by Richard Wynne, shortly destined to become Burwood's first Mayor. Other prominent petitioners included Anthony Hordern, E. T. Penfold, John Dawson and J. R. Bubb. Again there was a counter petition, but it lost much of its force when it was discovered that 33 of the 130 names on it had already appeared on the original petition! The Governor gave his consent, and the new Borough was gazetted on 27th March, 1874, Mosely M. Cohen being appointed Returning Officer for the first municipal election, to be held on Tuesday, 9th June, 1874.

The resultant Council comprised William Archer, Franz Bouffler, Charles Muzio Deane, Charles H. Humphrey, Stephen H. Lambton, Simon McKenzie, Edward Sanders, George Lindsay Thompson and Richard Wynne. At its first meeting the Council elected Wynne as Mayor, and a little later Richard Ferguson was appointed Town Clerk.

The proceedings of the early Councils are largely veiled in mystery because of a most regrettable incident in February, 1894. An acute economic depression during 1893 had obliged Council to have recourse to drastic economies. At a special meeting called by the Mayor, Alderman Paisley, the estimates for the year were cut by £200 and the Town Clerk's salary was reduced by £26 although just two years previously it had been increased from £275 to £312. Alderman Simpson at once handed in his resignation as Treasurer, and the Town Clerk, William Redfearn, wrote a letter of protest which he was dissuaded from posting. It appeared in *The Advertiser* on 9th December, 1893, though written on 13th March. Redfearn bitterly pointed out that he had been appointed to the double

duty of Town Clerk and Overseer of Works, and that his salary was less than that of town clerks in other boroughs of comparable size which had a separate Overseer of Works.

"I cannot conceive that you gentlemen can wish me to take the responsibility of two positions for less money than other Council Clerks receive for their separate services only."

Redfearn eventually submitted his resignation on December 4, 1893. It was probably a mere gesture which he did not think would be accepted, for he had an excellent record, had more than once been given a bonus "for the satisfactory manner in which he had discharged his duties", and was once described in *The Advertiser* as "one of the most able and upright men that ever served a community".

To his dismay Council, headed by Alderman Paisley, accepted the resignation but insisted that he must serve until March under the terms of his agreement. Redfearn brooded over this, and clearly saw the Mayor as the source of his frustration. There was a Council election on Friday, February 9, and when he saw the trend of the voting Redfearn went to the Council Chambers early next Monday morning and, in a fit of fury, shot and fatally wounded the Mayor, destroyed all the existing Council records, and ended the lugubrious drama by shooting himself.

The loss of the records would have been less serious if detailed reports of Council meetings were available in files of the local papers, but unfortunately these have not been preserved. There are no known copies of *The Chronicle*, a short-lived paper founded in 1882 by Thomas Boyce, and the only early files of *The Australian Courier*, begun by Robert Moss in 1887, cover the period 1899-1903. Indeed the only early reports of Burwood Council meetings appear in an



RICHARD WYNNE, FIRST
MAYOR OF BURWOOD IN
1874.



Now a service station, this was once the schoolhouse of St. Paul's Church. It was here that the early meetings of Burwood Council were held.

Government Gazette.

PUBLISHED BY AUTHORITY

No. 72.]

FRIDAY, 27 MARCH

[1874.

NEW SOUTH WALES } Proclamation by His Excellency Sir
 to wit. } HERCULES GEORGE ROBERT ROBINSON,
 Knight Commander of the Most
 Distinguished Order of Saint Michael
 and Saint George, Governor and Com-
 mander-in-Chief of the Colony of New
 South Wales and its Dependencies, and
 Vice-Admiral of the same.

(L.S.)
 HERCULES ROBINSON,
 Governor.

WHEREAS the Municipalities Act of 1867 provides for the constitution of a Municipality, on receipt of a Petition signed by not fewer than fifty persons who would upon incorporation be liable to be assessed for municipal taxes in respect of property or household residence within the area proposed to be so incorporated. And whereas a Petition signed by one hundred and fifty persons liable to be so assessed upon such incorporation has been received by the Governor, praying for a Municipality, to be styled the "Borough of Burwood": And whereas the substance and prayer of such Petition have been duly published in the Government Gazette and otherwise in accordance with the said Act. Now therefore, I, Sir HERCULES GEORGE ROBERT ROBINSON, the Governor aforesaid, in pursuance of the provisions of the said Act, and with the advice

of the Executive Council, do, by this my Proclamation, declare that the area hereinafter described shall be, and the same is hereby constituted a Municipality, under the name and style of the "Borough of Burwood," viz. :-

County of Cumberland, parish of Concord: Commencing at the junction of the Liverpool and Redmire Roads; and bounded thence on the west by a line northerly along the centre of Redmire Road, and the continuation of that line north to the centre of the Parramatta Road; on the north by a line easterly along the centre of that road to the western boundary of the Borough of Ashfield, as proclaimed 28th December, 1871, on the east by part of that boundary southerly to the centre of the Liverpool Road aforesaid; and in the south by a line westerly along the centre of that road, to the point of commencement.

Given under my Hand and the Seal of the Colony, at Government House, Sydney, this twenty-seventh day of March, in the year of our Lord one thousand eight hundred and seventy-four, and in the thirty-seventh year of Her Majesty's Reign.

By Command,

HENRY PARKES

GOD SAVE THE QUEEN!

SYDNEY.

Printed and published by THOMAS RICHARDS, Government Printer, Phillip-street, 27th March, 1874

THE PROCLAMATION OF BURWOOD MUNICIPALITY ON 27 MARCH, 1874.

Ashfield paper, *The Advertiser*, and its files date only from 1888. There is no record at all of the fourteen years before then.

Council meetings were held at first in St. Paul's Schoolroom, but were transferred in 1879 to the new School of Arts. Eight years later, during Alderman R. V. Hardie's term as Mayor, the first Council Chambers were built in Conder Street. An upper storey has since been added, but it is still easy to recognise the lines of the attractive, single-storey building designed by John Hennessy, a leading Sydney architect who was shortly to occupy the mayoral chair himself. With its plain, almost severe, classical lines it was a modest building by the standards of the time, and Burwood was fortunate that the School of Arts hall, immediately across the road from the Council Chambers, relieved the Council of any necessity to build a costly town hall for public functions. This economy undoubtedly helped the Council to proceed with a highly creditable programme of public works in its early years despite its rather meagre finances.

Beyond question the greatest single factor in Burwood's growth to municipal status was the coming of the railway and the establishment of the station at Burwood Road. Without this the probable development would have been the absorption of central Burwood into two large municipalities around the older villages of Enfield and Longbottom. Further from the railway, the village of Enfield developed much more slowly, and was fifteen years later than Burwood in achieving municipal standing. Even as late as 1877 *Greville's Postal Guide* showed only 148 householders in Enfield—most of them farmers, market

Right:

JOHN HENNESSY, A FORMER MAYOR, was an eminent architect who designed several of Burwood's buildings. He was also the architect of St. Mary's Cathedral, St. Patrick's College and Sydney Town Hall.

Below:

MEMORIAL TO WILLIAM PAISLEY IN BURWOOD PARK. The unfortunate Mayor was shot by the Town Clerk on 12.h Febuary, 1894.



gardeners, tanners, woodcutters, woodcarvers, dairymen, potters, splitters, fencers, carpenters and labourers.

There must have been a remarkable growth during the next ten years, for when a petition was submitted to the Governor in 1888 seeking the formation of a municipality the population of the proposed borough was given as 1,500 in an area of only 1½ square miles. During the intervening years Sydney's suburbs were reaching out along the western railway line, and astute estate agents were most diligent in pushing land sales at Enfield.

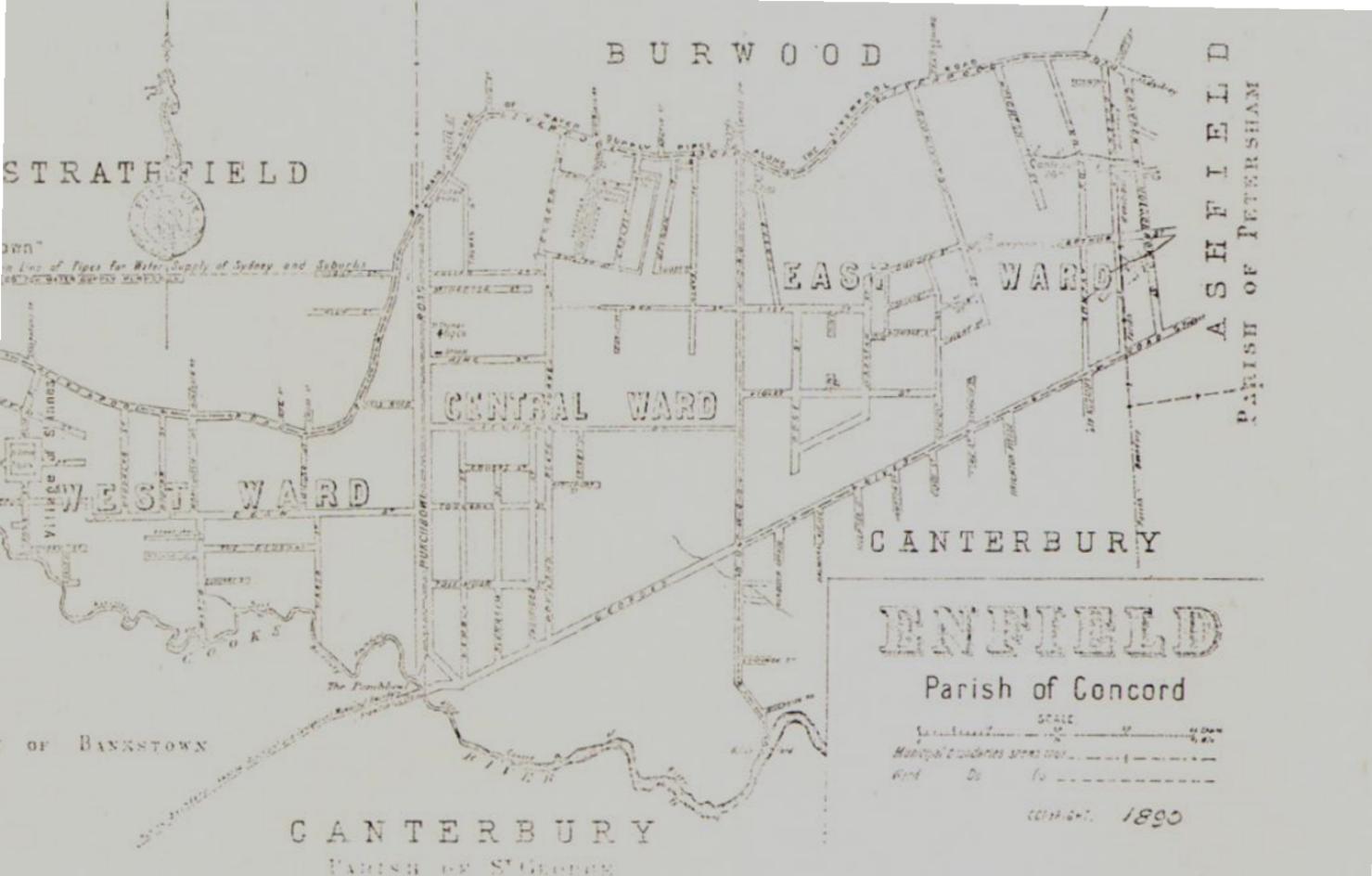
Granted that it was an extremely attractive place in those days, with extensive views to the north and south from the high ridge followed by Liverpool Road, Enfield certainly loses nothing in the telling when we read such contemporary advertisements as:

“Claremont (estate) is singularly adapted for forming happy homesteads. It is Park-like, touching the grandeur of the grandest City of the South, with a beautiful landscape presenting a Panorama of Picturesque Manors, Villas and Hamlets. It stands on one of the highest Watersheds of the Suburbs, suggestive of Health-restoring and Life-preserving influences; with present easy approaches to the Suburban Railway, and with a reasonable prospect of increasing facility for locomotion by means of Tramway Extension, which the pressing requirements of expanding population will command. The soil is good! The Subdivision has a general North-easterly aspect, protected by Nature from the chilly Southerly and blighting Westerly winds.”

Small wonder if people succumbed to the added enticement of free travel from Sydney to Burwood by rail and thence by wagonette to attend the sale and purchase their own little building allotments in this earthly paradise!



BURWOOD SCHOOL OF ARTS. Built in 1879 this was a cultural centre for many years and was used for Council meetings until the Council Chambers were opened in 1887.



THE MUNICIPALITY OF ENFIELD IN 1890. The area east of Punchbowl Road is now part of Burwood. The map shows "The Punchbowl" mentioned in the text.

Estates sold in the 1880's included Adelaide Park, Claremont, Green Slopes and part of the Brighton estate; and with new roads being reserved with each subdivision, Enfield's map began to take shape.

The Borough of Enfield was proclaimed in the Government Gazette on January 22, 1889, and the first election was held in the Enfield Hall on March 23 with T. B. Wilkinson as Returning Officer. From its inception the Borough was divided into three wards, and as a result of the election these were represented as follows:

| <i>East Ward</i> | <i>Central Ward</i> | <i>West Ward</i> |
|-------------------|---------------------|------------------|
| Herman Groth | James Eve | Thomas Hodson |
| Thomas Richardson | William Foy | Hugh Cadden |
| George Westbrook | Luke West | Henry Lipscomb |

At the Council's first meeting on March 30 James Eve was elected Mayor, and a week later A. Twine was appointed Acting Town Clerk. Strangely enough the names of the new Mayor and Aldermen Groth, Westbrook and Lipscomb did not appear on the petition seeking the establishment of the Borough.

The Council originally rented premises in Tennyson Parade, but moved in 1893 into a new Town Hall on the corner of the Parade and Liverpool Road. Privately built by Mrs. Eve, this too was rented from her at first, but was later purchased by the Council. It remained in use until new Council Chambers were erected near the Broadway in 1930. Its later uses are mentioned in other chapters.



BURWOOD COUNCIL CHAMBERS AS DESIGNED BY JOHN HENNESSY IN 1887. A second storey was added many years later. The photo also shows an old gas lamp-post.



THE OLD ENFIELD TOWN HALL, built in 1893 and demolished in 1962. In its later years it was known as Greenwood Hall, and the new Greenwood Hall is on the same site.

(Photo—The Mitchell Library.)

The twenty-five years following the formation of the Municipality were the period of most rapid development in Burwood's history, the sixfold population increase from 1,250 in 1874 to 7,400 in 1900 certainly being much faster than at any time since.

The Council's record in these early years was surprisingly good, and *The Advertiser* in 1891 even claimed that "In proportion to its revenue Burwood is the most economically worked borough in the Western Suburbs." So favourable a comment becomes more impressive when we learn that rates collected in the Council's first year amounted to a paltry £128.8.2d, and that as late as 1900 revenue from this source was only £3,727. Facing such fundamental problems as draining and surfacing the streets, providing proper footpaths, installing street lighting and taking basic precautions to safeguard public health, it is small wonder that Council found it necessary to raise loans of some £25,000 in the early 1880's.

Most of this was spent on improvements to roads and footpaths which were still in their natural state, many with streams flowing across the road surface. A long article in *The Advertiser* (March 16, 1889) on "Sanitary Conditions in Burwood" listed an alarming number of noisome drains and stagnant pools throughout the Municipality, which even the Mayor admitted to be substantially true. Indeed a later Mayor—Alderman Paisley—once sought compensation from the Council for stock losses due to the flooding of his premises during a heavy storm.

The early kerbing and guttering was done with hardwood slabs or hewn stone, but on 12th March, 1888, Alderman Simpson successfully moved—"That in the interest of health and economy, it is desirable that a system of concrete guttering be adopted generally in the Borough." This effected a wide improvement in the drainage, though the larger streams continued to present a problem until the Department of Public Works constructed the Iron Cove Creek canal in the 'nineties, and assisted with tunnels and barrel drains for the tributary streams. Other canals were constructed for Powell's Creek and the stream flowing through St. Luke's Park.

By 1896 31 miles of streets had been formed and cleared, and 18 miles of these were ballasted and metalled. Tar sealing was also becoming more common since the Australian Gaslight Company established its new works at Mortlake in 1886 and began selling ashes and tar as by-products. But there were sufficient unsealed roads and footpaths to make dust and mud a great worry to householders, and the footscraper and doormat were no mere ornaments. The Council kept a water-cart to lay dust in the streets, and in 1891 the business people agreed to pay 6d each per week on condition that the Council watered the road through the shopping centre whenever necessary. The mud nuisance was also

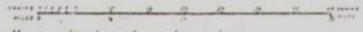


Not Incorporated

BURWOOD

Parish of Concord

SCALE



Municipality boundary shown thus.....

Ward boundaries.....

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1890

Published by H. K. BROWN, 10, BROADWAY, LONDON, E.C. 4. PRINTED BY THE NEWSPAPER PRESS, 10, BROADWAY, LONDON, E.C. 4.

THE MUNICIPALITY OF BURWOOD IN 1890. This map affords an interesting comparison with the present map inside the front cover. Note that the original streams still followed their natural courses.

minimised gradually after 1888 when, again at Alderman Simpson's suggestion, the first strips of asphalt footpath were laid down in Shaftesbury Road between Victoria Street and Selborne Street.

There was no street lighting in the Borough before 1883 except for an occasional oil lamp outside a hotel or public building, but when The Australian Gaslight Co. laid mains to Burwood in 1882 from its Five Dock works it opened up new possibilities. Many householders began to use gas for lighting and cooking, and in 1883 the Council arranged for the Company to install 100 gas street lamps. The first lamps were rather ineffective naked fish-tail burners, but during the 1890's the Gas Company responded to the increasing challenge of electric lighting and changed over to burners with incandescent mantles, which gave a much more brilliant light.

Sanitation was improved greatly by the Council's drainage and guttering works, and even more by the abolition of cess pits and the introduction of a pan system about 1880. Ten years later, thanks to Alderman Scholes, Burwood became the first council to adopt a system of pans using air-tight lids patented by the Council's overseer, G. B. Southwick. This system was subsequently used in most unsewered areas in the State, and beyond doubt it did much to lower the incidence of the once dreaded typhoid fever.

Garbage accumulation was another potential source of disease in these years, for although the Council had a garbage service, it was available only to householders who paid for it, and there was no compulsion to use it, a difficulty that



AN ENFIELD DAIRY FARM ABOUT 1880.

(Photo—The Sun.)

was not overcome until the Council's powers were extended by the Local Government Act of 1906.

The problem facing the early Enfield Councils were much the same as Burwood had met fifteen years previously.

"When Enfield was first incorporated," wrote one of the later Mayors, "our streets and footpaths were in their natural state with the exception of a short portion of the Georges River Road . . . and about $\frac{1}{4}$ of a mile of Trust Road, West Ward. Not another yard of metal or formation of road or footpath had been made in the Borough."

Much of the Borough was still covered with quite dense bush where the lads of the village could still amuse themselves shooting rabbits and hares especially at the Devil's Den and Waterloo Bush towards the Lion Tile Works. Sir Kelso King also recalled how the Hunt Club used to hold its meets across the wild, unsettled country towards Bankstown.

Council vigorously took up the challenge, and at their very first meeting agreed to seek an overdraft of £500 so that work could commence immediately on street forming "to render the Borough navigable!" Nor was the phrase exaggerated.



IRON COVE CREEK IN 1890. The picture, taken near Croydon Road, gives some idea of the appearance of the meandering streams that once watered Burwood.

(Photo—Miss King.)

Records show that St. Thomas's Church often had to cancel its services in wet weather because the roads were impassable.

The Mayor was pleased to learn from an early report of the Inspector of Dairies that Enfield's dairies were "the cleanest in any part of the Colony", but Council had to work hard to maintain this record when foul drains were found to be discharging into waterholes used by dairy herds and—even worse—when it was reported that contractors from neighbouring boroughs were "shooting nightsoil into the Creek near Punch Bowl bridge!" Nor were remonstrances always well received by the public, and Council once had to prosecute a ratepayer for assaulting the "Inspector of Nuisances."

Quite the most daring venture of the first Council was an arrangement made with the firm of Wood Brothers to light up the streets with electric lamps, making Enfield the first Sydney suburb lit by electricity. Wood Brothers set up their plant in Liverpool Road diagonally opposite Ireland's Hotel, and the Mayor, Alderman Eve, performed the switching-on ceremony on March 26, 1890. *The Advertiser* reported that "The night was very dark, and the lights showed out splendidly." How they did so remains a mystery, as the lamps were only 16-candlepower and the temporary generator proved so inadequate that a month later the supply was discontinued until a permanent plant could be brought out from England. It arrived nine months later, and a second switching-on ceremony was held on March 2, 1891.

This time 32-candlepower bulbs were used, and Enfield claimed with some pride that it had the most modern alternator and transformer in the colony. Yet despite the Mayor of Canterbury's apt pun that "Enfield was evidently on the Eve of Progress", Wood Brothers & Co. were hit so hard by the depression of 1894 that their twelve-year contract with the Council had to be taken over by Luke West who established his generator in Punchbowl Road near the corner of Minna Rosa Street. Nevertheless, by the close of the century the people of Enfield were making invidious comparisons between dim electric lamps on their side of the Liverpool Road and the brilliant gas lamps across the road in Burwood. As soon as their twelve-year agreement with the electrical contractors expired Enfield changed over to gaslight from January 31, 1903. "The gas is much cheaper," said Mayor Hodson, "and the illumination about five times brighter."

Even in these early days relations and links between the two young boroughs were strong. Burwood was the older borough, and Richard Wynne, its first Mayor, had actually lived in Enfield since the late 'fifties. His home was a fine old mansion in Liverpool Road just east of the present Byer Street, almost opposite the old Angel Inn. In the 1870's it was known as *Wynstay*, but a later owner—probably William Hughes—changed it to *Beaumaris* about 1886. Wynne forged a close personal link with Burwood by marrying a daughter of Emanuel Neich. He was also a member of the original Board of the Burwood Public School. A later Mayor, Alderman Hodson, in 1899 sponsored a combined harbour cruise for the Burwood and Enfield Councils aboard the steamer *Wyong*, perhaps foreshadowing the merging of the boroughs just fifty years later?

Highly important for a growing suburban area were the changes during these years in transport and communication, beginning with the opening of Croydon railway station in 1875. Croydon people had previously used either Ashfield or Burwood station but, quite apart from distance, this was extremely inconvenient in very wet weather when flooded creeks became almost impassable. Local



CROYDON RAILWAY STATION AND THE EDWIN STREET LEVEL CROSSING
ABOUT 1889.

(Photo—Miss King.)

residents presented several petitions for a station to the Department of Public Works, the 1868 petition stressing “the difficulty that is experienced by them in getting access to either of the above-mentioned stations, a portion of the land on either side of their residences being flooded in wet weather.”

The site proposed for the station was at the Webb Street level crossing, but eventually it was built at the Edwin Street crossing and opened in January, 1875. Known first as Five Dock, the station was re-named Croydon, supposedly because it was about the same distance from the old Homebush racecourse as the London suburb “Croydon” was from another racecourse.

In those days there were only two railway tracks and the two wooden platforms were linked by an arched bridge, the entrance being at Edwin Street gates. It was an unattended platform and passengers were warned that they “must carefully give notice to the guard at the next previous station.” The following year trains began to set down and pick up passengers at Redmyre Road (now the Boulevard). From 1885 this stop was called Strathfield, though there was no platform there until 1887.

The two stopping places were a great boon to people from as far afield as Five Dock, Enfield and Croydon Park, though these places developed slowly for several more years. The horse-buses to the stations were slow and carried relatively few people. Typical of them was Tom Hale’s bus, plying between St. Thomas’s and Burwood. It was a single-decked vehicle, entered from the rear, with one long seat along each side. It continued even after the opening of the tramline from Enfield to Ashfield station in 1891—an event that gave tremendous impetus to Enfield. Agitation for this line began years earlier, but was vigorously revived in 1889 by the newly established Enfield Council.

Postal services also advanced tremendously during these years. At first the only services at Burwood and Enfield were provided by post office agencies in general stores, but in 1869 a Burwood Post Office was set up on the railway station, with the stationmaster acting as postmaster until Henry Matthews was appointed first full-time postmaster in 1875. A special post office building erected at the station in 1883 still stands in Railway Parade but is now used as the Goods Office.

Burwood Council was active in seeking better postal facilities, and after several deputations the Postmaster General visited Burwood in 1888 and approved a site for a new office in Burwood Road which opened in 1893. The building, with its imposing tower, remains one of Burwood's prominent landmarks, though expanding business has led to severe overcrowding on its rather restricted site.



HORSE TRAFFIC OF THE 1880's. Horse buses like those in the picture brought people to Burwood station until replaced by steam trams in 1901.

Enfield had three post office agencies by 1891 when Alexander Henderson was appointed at the first official postmaster. The three agencies were then combined and stationed at the corner of Punchbowl Road and King Street. Two years later the office moved into temporary premises in a more central position next to the old Town Hall, but in 1898 the Postal Department accepted a tender from J. C. Hickson to build and rent them a suitable building in Liverpool Road at the corner of Heydon Street. This was eventually taken over by the Department and remained in use until the present Post Office at Emu Street was opened in 1925.

Postal services at Croydon began in 1877 when the stationmaster, Cornelius Murphy, was paid an additional £5 per annum to conduct a post office. Miss Annie Ludford was appointed full-time postmistress in 1883 at a salary of £50 per year, but the office remained on the station until Joseph Bridekirk's term as postmaster when a Post Office was built in Edwin Street on the Southern side of the railway line. It was a poor choice of site, as the Railway Department laid down two more tracks the following year and closed the level crossing, leaving only a pedestrian subway to link the Post Office to the shopping centre. The present attractive brick Post Office was not built until 1913 when Malvern Hill was being developed.



BURWOOD GOODS OFFICE IN RAILWAY PARADE was built in 1883 as a post office. It was then on the old station, though the Station Master was no longer the Post Master.

Despite agitation from the Council, there was no postal delivery service in Burwood until 1879 when J. Jones became the first "letter carrier". Enfield, a much more scattered settlement, had to wait till 1888 before George Green was appointed to give them a similar service. His salary was £25 per annum with 2/- daily forage allowance for his horse.

Nor was there any telegraph service until 1887, and the telephone came even later. Burwood's telephone exchange opened in January, 1894, the telephone No. 1 being allotted to William Paisley who was Mayor at the time. Actually this was not the first telephone in Burwood, as a few residents were connected a year previously to the Ashfield exchange. Among them was R. H. Rowe, an agent for the N.S.W. Fresh Food and Ice Co., whose number became 16 on the new Burwood Exchange. Enfield's first subscribers were probably through the Ashfield Exchange.

The original Burwood railway station was replaced in 1871, but like its predecessor the new one was still at street level, with level-crossing gates at Burwood Road. The smooth flow of traffic along Burwood Road was seriously threatened when the additional railway tracks were laid in 1892. There was a possibility of the crossing being closed as at Croydon, and even if retained there were bound to be more frequent interruptions to traffic. Burwood was indeed fortunate at the time to have a leading Sydney architect, John Hennessy, as Mayor.

Hennessy strongly advocated replacing the gates by the present overhead railway bridge which enabled Burwood Road to remain an open thoroughfare.

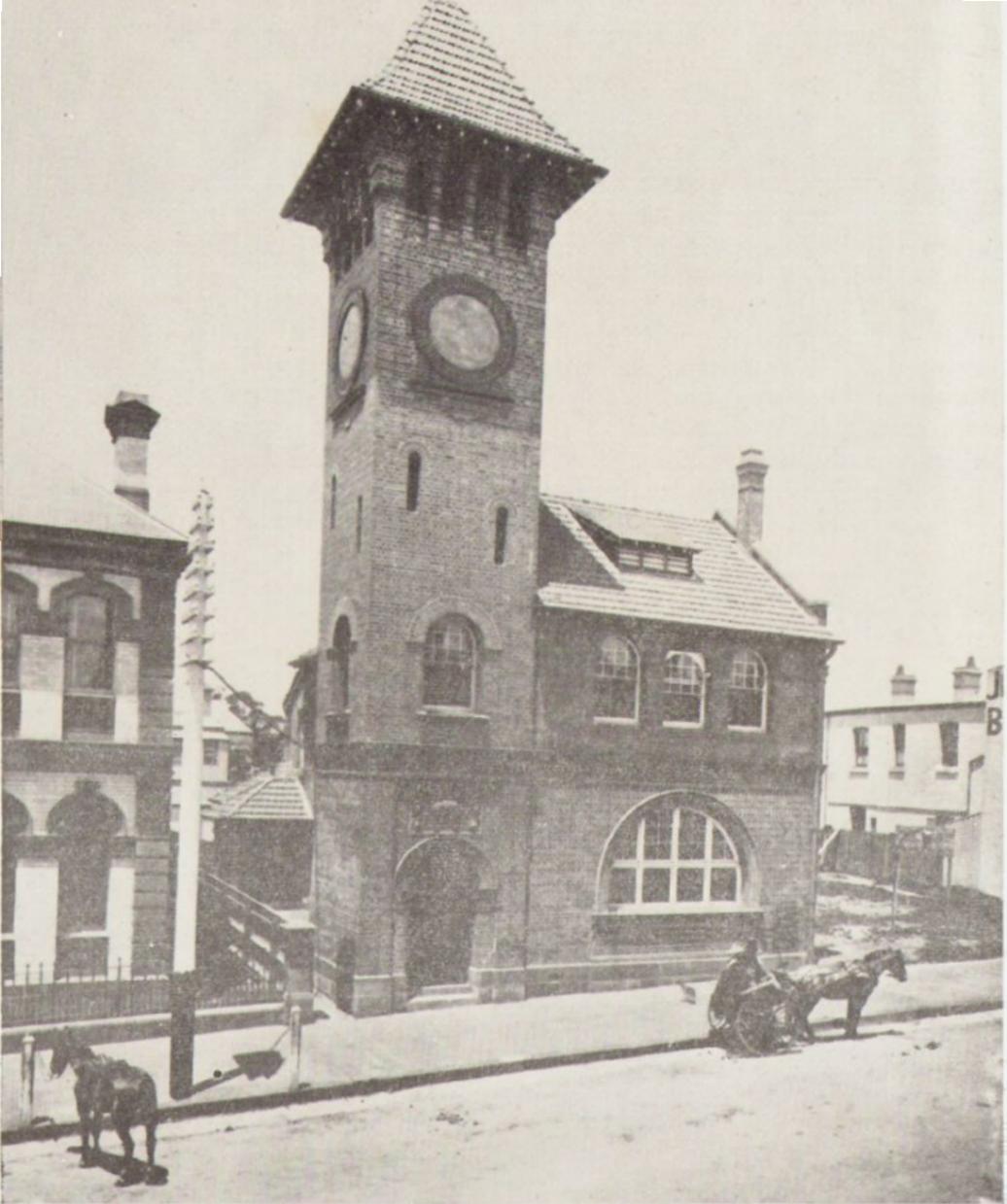
The importance of this bridge can hardly be exaggerated, for the free flow of traffic made it possible for the shopping centre to expand on each side of the railway line. Even before the coming of the tramways a major shopping centre was growing up, in marked contrast to Croydon where the blocking of the gates eventually led to the development of two rather small shopping blocks on opposite sides of the railway.

By 1900 Burwood's shopping centre was fairly continuous on either side of the railway from Victoria Street to Belmore Street, with occasional shops further towards Parramatta Road. There were two or three produce stores featuring horse and stock feed, and carters were supplying householders with ice from the Fresh Food and Ice Co. or Woods Bros. Ice Works at the corner of Wilga Street. The two largest stores were conducted by Murray & Co. Ltd. and C. A. Arnold. Murray's was established in 1878 by Messrs. Murray and Woodhill and was carried on by Thomas Murray and his sons after Mr. Woodhill withdrew in 1886. It developed into a large department store of "Universal Providers" which remained the focal point of the shopping centre until after World War II. At first the business was conducted in Clarendon House, a little to the north of the huge store erected in 1906. Adjoining Murray's on the south was the large clothing, millinery and drapery business established by Cansdell Bros. and taken over in 1889 by C. A. Arnold. By that time there were also three banks in the shopping centre—the Bank of N.S.W., the A.J.S. Bank and the Austral Banking and Land



BURWOOD'S SECOND RAILWAY STATION (1861-1892) was on the west side of Burwood Road. The photo shows the arched bridge between the platforms and the gates at Burwood Road level crossing.

(Photo—The Railway Historical Section.)



BURWOOD POST OFFICE JUST AFTER ITS OPENING IN 1893. The clock was not yet added; there were no tramlines, but a couple of hitching posts for horses are shown. (Photo—Post Office Historical Dept.)



A PROCESSION IN BURWOOD ROAD ABOUT 1898, showing the 1893 overhead railway bridge.
(Photo—The Mitchell Library.)

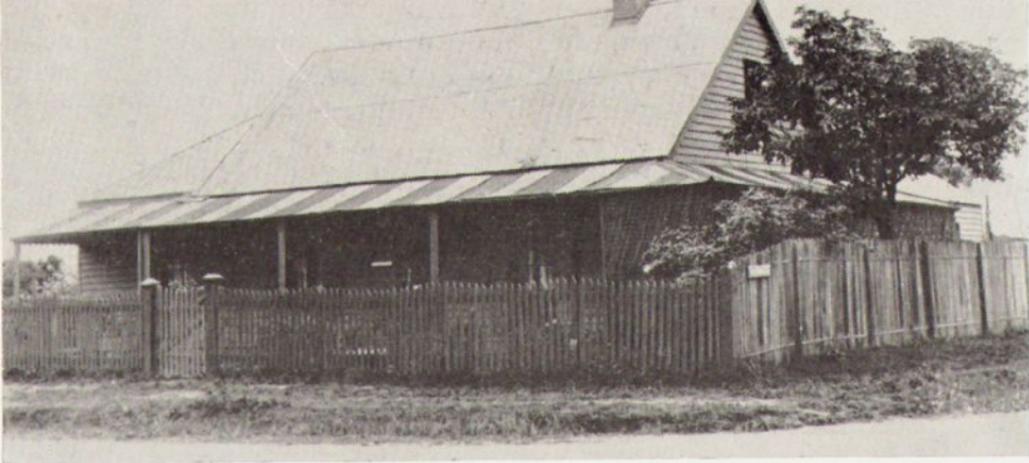


C. A. ARNOLD'S DEPARTMENT STORE IN BURWOOD ROAD ABOUT 1899. The business was established in 1889 by Cansdell Bros.
(Photo—The Advertiser.)

Propriety. Freemason's Hotel had opened in 1878 on the opposite side of the railway crossing to the Burwood Hotel, and Angelo Arditto opened the Strathfield Family Hotel in 1889 near the southern entrance to the recently built Strathfield station.

One of the State's earliest railway disasters cast a great gloom over the district on October 30, 1894. The 9.31 a.m. train from Strathfield collided with another train near the Redfern signal box. Many passengers were seriously injured and eight were killed. Among these were four prominent Burwood residents—Edward Lloyd Jones of David Jones & Co., William Quodling, Thornton Bulmer, a barrister, and the beloved Father McCarthy of St. Mary's Church.

A most important advance came in 1886-7 when watermains from the Nepean Scheme reached Burwood. The mains were laid along Liverpool Road, and down Burwood Road into Parramatta Road so that within two years piped water was available in all parts of the Municipality. Despite immediate complaints about "excessive and unjust rates" charged by the newly-formed Water Board, few events have proved such a boon to the community. For the housewife washing day was no longer a matter of lifting and carrying buckets of water from the tank or the pump to the tub, and it was good to have a proper tap and sink in the kitchen. More and more houses began to have bathrooms too, though for some years it was still common to have to heat bath-water in saucepans or pots on the kitchen fuel stove and carry it into the bathroom—not much easier than the earlier custom of simply bathing about once a week in a large tub or hip-bath in the kitchen itself. But perhaps the two most important sequels to having a proper water supply were the change from primitive outdoor closets to water closets, and the development of adequate fire-fighting services.



THOMAS MURRAY'S FIRST HOME IN BURWOOD IN 1878. Standing in Lucas Road on the south corner of Victoria Street, it was probably built in the 1860's and was a typical timber home of the period.

(Photo—Mr. D. Murray.)



THIS SANDSTOCK BRICK COTTAGE WITH SHINGLE ROOF WAS A WORKMAN'S HOUSE ON HILLY'S ORCHARD.

(Photo—Mrs. Wells.)

It is quite incredible that, less than a century ago thriving suburbs like Burwood had almost no protection in the event of a serious outbreak of fire. The nearest fire brigade was in Sydney itself and, to make matters worse, until the closing years of the century there were no telephones to summon help in an emergency. No more dramatic picture of the pathetic plight of citizens confronted by a fire could be given than in *The Sydney Morning Herald's* account of the destruction of the Burwood Congregational Church on January 2, 1879.

“The fire was too fierce for them to gain admittance, and all they could do was to stand in painful consciousness of their utter helplessness, as the flames spread with frightful rapidity, and in a remarkably brief time enveloped the whole of the Church Then followed successive crashes, as the gallery and the harmonium, the roof and a great part of the front wall fell down The mighty flames attended by millions of sparks poured forth from the interior, and favoured by the South-East wind dipped towards the main road, occasionally igniting the fences surrounding the Church. As the glass of the windows fell out or melted away, tongues of flame crept out like fiery serpents licking the walls all around. The spire kept alight for some time, and then falling over, the point pierced the ground to a considerable depth

“Meanwhile the wind gave signs of shifting, causing great anxiety, for if it had changed while the large flames were rising nothing could have saved the schoolroom and cottages around, and without engines or water, none could say where fire would have staid. But happily the fire soon spent itself and the danger became considerably lessened. Then, in prompt obedience to a telegram sent to Sydney, a fire-engine from the Haymarket station arrived, and willing hands soon dragged it off the railway truck and into an adjoining paddock to a waterhole, its services being especially required to prevent the schoolroom from igniting.”

What a story! No 'phone to raise the alarm, no local fire station, and in distant Sydney the fire-engines still drawn either by horse or by hand. The fire engine had to be brought to Burwood by train, and then dragged off to the nearest waterhole to fill the tank so that the hand-pumps could go into action. Small wonder that the Church was a total write-off!

Memories of this disaster doubtless accounted for the solid support given by residents when a public meeting was called in 1882 to establish a Burwood Volunteer Fire Brigade which quickly proved its worth despite the primitive equipment then available. Its earliest officers were J. Mullins and Captain W. Baldock, whose only equipment was a small manual engine pulled by hand and filled from any convenient tank or waterhole. A larger, heavier engine was bought in the time of Captain Jackson in 1888, and the Brigade was registered with the Fire Brigades Board. One of its first decisions was to decline a request for a horse to draw the fire engine. The Council indignantly remonstrated:

“Without a horse the brigade is useless. In view of the weight of the engine in use, and the inability of the brigade to draw it, the firemen might use a set of syringes with better effect!”



THE VOLUNTEER FIRE BRIGADE IN 1908.

(Photo—by courtesy of The Fire Station.)

The Board was adamant, insisting that a horse should be hired whenever occasion arose—which could hardly have been in the interests of speed or efficiency.

The Brigade's first home was in Belmore Street, but a fine new station with an attached residence for the senior officer was opened in 1900 on a site at the corner of Burwood Road and Belmore Street. Even so, at the close of the century it was still a voluntary brigade equipped with a horse-drawn, manually pumped engine.

When the Council was formed in 1874 William Lee was Burwood's only constable, and the nearest Divisional Headquarters were in Regent Street, Sydney. A reorganisation in 1883 placed Burwood in No. 5 Police Division at Newtown, and it was not till 1900 that the present Police Station was built in Burleigh Street to become the Headquarters of the newly-formed No. 9 Division—a Division originally staffed by Sub-Inspector Fowler and eight policemen.

On 26th September of the previous year the first case was heard in the Burwood Court of Petty Sessions. Until then the nearest Court had been at Newtown, though the Council had been agitating for a local court since 1883. There was still no Courthouse at the end of the century, but the Department of Justice made use of rooms in the Council Chambers.



THE OLD FIRE STATION (1900-1925) was in Burwood Road at the corner of Belmore Street where the Commonwealth Bank now stands.

Despite the rapid growth of the Western Suburbs there was no hospital in the district until the opening of the Western Suburbs Cottage Hospital in December, 1893. The matter was one of great concern to several of the leading medical practitioners who were able to cite instances where accident cases had been gravely affected by having to be driven to city hospitals. The cause was taken up by Joseph Carruthers (later Sir Joseph) on whose initiative representatives of several of the local councils were invited to a meeting in Ashfield Town Hall on July 20, 1891. There the project was outlined, a committee was appointed to plan a small hospital centrally situated for the suburbs concerned, and a subscription list was opened. Alderman Brown, Mayor of Ashfield, was President of the Committee, and Burwood was represented by Ald. Scholes (Vice-President), W. Redfearn (Treasurer) and Dr. Traill.

Fund-raising projects in the various suburbs soon made it possible to procure a site in Liverpool Road, Enfield, where a small building designed by J. S. E. Ellis and built by McKellar and Wilson was completed in 1893 at a cost of only

£1,939. It seems to have cost rather less than a dozen beds and an isolation ward for four patients—a modest beginning for the large Western Suburbs Hospital of today.

The opening ceremony was a fine example of the pageantry that delighted people in the closing years of the Victorian Age. Mr. and Mrs. Carruthers were met at Ashfield station by the Mayor of Ashfield and a cadet Guard of Honour, which escorted them to the carriage and pair in which they were to ride in procession to the Hospital. The procession was headed by a cadet band and the Guard of Honour. Then came the official carriage followed by vehicles and wagonettes for the committee members, several fire brigade vehicles, representatives of such bodies as the Good Templars, Druids, Salvation Army, Ambulance Corps, Foresters, M.U.I.O.O.F. and Rechabites, another band, and such a crowd of pedestrians that Mrs. Carruthers eventually laid the foundation stone "in the presence of one of the largest and most representative gatherings that has ever been assembled in the Western Suburbs."

Even when the Hospital opened, Joseph Carruthers claimed that it would serve a district of 70,000 people, and it was actively supported by Ashfield, Burwood, Enfield, Five Dock, Petersham and Strathfield, all of which held demonstrations and appeals on its behalf from time to time.

Friendly Societies such as those mentioned above had been thriving in Burwood since the 1880's. The earliest were The Protestant Alliance and the Grand United Independent Order of Oddfellows—both formed in 1881—but by the end of the decade Burwood also had branches of the Rechabites, the Foresters, Druids, and the Manchester Unity Order of Oddfellows. These groups displayed a keen interest in the formation of the Hospital, and over the years continued to assist its growth.



WINCHESLEA TERRACE IN WELLINGTON STREET. Built about 1883, this is one of the few blocks of terrace houses in Burwood.

by organising fund-raising demonstrations and carnivals. We are prone to forget that the Commonwealth-sponsored medical schemes we know today did not exist until after the Second World War. Long before that the only safeguard the workers had in sickness were the voluntary medical schemes and dispensaries conducted by Friendly Society Lodges.

One of the early hospital demonstrations at Burwood was attended by three brass bands from Enfield, the Salvation Army and the city, which reminds us that people in those days enjoyed different pastimes and entertainments from those of today. The Enfield and Croydon brass bands were both conducted by George Westbrook, but there were also a Burwood Fire Brigade Band and a Burwood District Band. The latter, founded in 1893, won the Interstate Band Contest (B Grade) in 1902 under the baton of Alfred Lovell. In the home there were also relatively more musical performers than today. Although Edison patented his phonograph in 1877 few homes possessed a gramophone before the close of the century, so the piano was very common, and a sing-song or musical evening around the piano was the standard home entertainment. Church choirs were usually strong, and occasionally performed major choral works.

The churches, indeed, served much the same function for young folk as the modern community centres, and a glance at the files of *The Advertiser* shows what a wide range of cultural and recreational activities they organised. Burwood Literary Society used to meet weekly in the Presbyterian Hall for readings and criticisms of manuscripts; Croydon Park Literary and Debating Society held both debates and concerts, and there were concerts in the Wesleyan, Congregational and Anglican halls, as well as lectures on topics that would barely attract a following today—such as “Log Cabin to White House” organised by Croydon Band of Hope. Several churches, like St. Thomas’s, also had physical culture and gymnastic groups for young folk.

Non-sectarian groups like Burwood Amateur Operatic Society and Western Suburbs Musical Society used to stage their performances in the Burwood School of Arts, which opened in Conder Street in 1879. Burwood’s most prominent cultural centre for many years, this institution was founded through the efforts of a number of citizens who attended a meeting called by the mayor, Ald. Lindsay Thompson, in 1877. Thomas Walker of Yaralla generously donated the site, and the building was erected in two stages, in 1879 and 1885, at a total cost of £3,200. The original trustees were Mowbray Forrest, Kelso King, C. H. Humphrey, S. H. Lambton and William Archer, and the first secretaries were Kelso King and J. Wedderburn.

To see the School of Arts in perspective it is necessary to reflect that even at the beginning of this century there was no T.V., no radio, and no cinema. Reading loomed large as a recreation, and the School of Arts library filled a very real need. It also had chess and billiards rooms, a Reading Room well stocked with periodicals and newspapers, and a large hall which served as a centre for literary, dramatic and musical societies, dances, concerts, and occasional lectures—often illustrated by the fashionable “magic lantern” of the time. The Burwood Dramatic Company staged performances in the hall from the early eighties, and the Amateur Operatic Company was launched on December 22, 1888, when “Patience” was acclaimed by a “large and fashionable company.” It was led by Charles Muzio Deane, a talented violinist who also conducted the



FRIEND'S PADDOCK IN PAISLEY ROAD, SHOWING THE OLD CINTRA CRICKET FIELD.

(Photo—Miss D. Friend.)

Western Suburbs Musical Society. In addition, the Hall was used for services by several religious denominations before their own churches were built, and, in lighter vein, by "The Ladies of the Skating Rink"!

The earliest Schools of Arts were intended to play an important role in adult education by promoting organised lectures and evening classes. Starting late in the century Burwood made little headway in this field. In 1890, for instance, the only classes were a commercial course of six lectures conducted by the Technical Department and a private dancing class thriving under a Professor West.

Sport and recreation in those days must always be considered against the economic background of very low wages and long working hours which gave but little leisure time. Most people worked six days a week, and an average labourer earned 7/- per day.

Admittedly, Burwood had its reformers, including an active "Half Holiday Association" formed in the late 'eighties, which not only aimed at getting shops to close on Wednesday afternoons, but even more daringly "resolved to petition the local tradespeople to close their respective establishments at 8 p.m. each evening during the week, Saturdays excepted." Sunday sport, too, was taboo in those days, so that little time remained for organised sport.

Despite all this, there were several active cricket and football clubs and, although there were few public sports grounds, several gentlemen allowed the local clubs to use their private fields. Amongst these were Walter Friend of *Cintra*, John Dawson of *Humberstone*, George Hoskins of *St. Cloud*, E. T. Penfold of *Woodstock* and Thomas Austin of Arthur Street. Mr. Austin's ground



BURWOOD MUNICIPAL CRICKET TEAM. Probably taken in 1891 the picture shows the Mayor, Ald. Scholes (No. 1), and the Town Clerk, William Redfearn (No. 5), who shot the ill-fated William Paisley (second from him in the same row). No. 3 is William Archer, and in front of the architect, John Hennessy (No. 10), is the famous Quong Tart who umpired the match. The pavilion was in the old Burwood Recreation Ground, but was later moved to the outer ground at St. Luke's Park when Wyatt's Paddock was subdivided in 1905. It has since been demolished. (Council photo.)

used by the Croydon Cricket Club, Mr. Friend's by Cintra Club and the Burwood Club played first on Dawson's ground and later on Hoskins' field on what is now Wyatt Avenue.

Tennis and Croquet were still games for the wealthier folk. There were a few grass tennis courts in the grounds of some of the bigger homes, but no hard courts, so that few people had opportunities to play tennis, though it was a sport recognised and encouraged by the new ladies' colleges.

Surfing was not a pastime at all. For Burwood residents the beaches were rather remote in the pre-car age, and in any case surfing in the daytime was illegal until 1902. Even swimming was very restricted in the absence of any baths in the Municipality. Ashton's Baths at Mortlake certainly date back to 1886, but until the coming of the tramline in 1901 they were of little use to Burwood. Youths of the district, of course, made good use of several quite sizeable waterholes in Cook's River and even in Iron Cove Creek before these were tidily confined to concrete canals.

There were some excellent picnic grounds along the riverfronts—none more popular than Correy's Gardens at Cabarita, which drew patrons from near and far. On special occasions like the Centennial Festivities of January 26, 1888, Correy used to advertise in *The Sydney Morning Herald*, assuring the public that "Wagonettes meet trains at Burwood for the Gardens." People also went to Cabarita by ferry, but Burwood folk who wanted to take a harbour cruise usually joined the ferry at the old Burwood wharf at the river end of Burwood Road (then called Wharf Street). Sometimes people went surprising distances for their picnics, one entry in Captain Henry Fox's diary telling how the Foxes and the Dickinsons from Croydon drove across to Conn's Gardens at Botany, and it was common for young people to hire a "drag" or coach and drive to Parramatta Park or some similar venue, ending the day with a picnic tea and fireside sing-song.

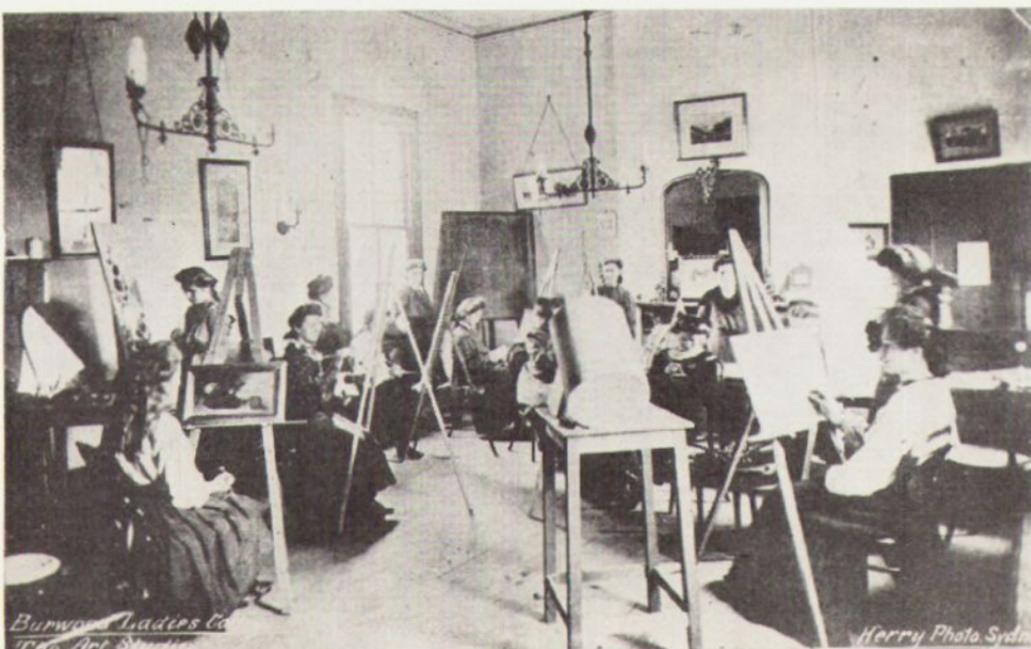
Sculling was much more popular than today, and enormous crowds used to assemble at Cabarita and other vantage points on the Parramatta River to see championship races—several for world championships—by such half-forgotten heroes as Hanlan, Stanbridge, Laycock, Trickett, Beach and Searle. Under their inspiration it is not surprising to read of a sculling match between Burwood and Ashfield teams in 1888. The Burwood pair—Johnston and Sommerville—rowed their boat *La Belle* over a course from Cabarita to Burwood Wharf to defeat Ashfield's *Marie*.

Captain Fox's diary gives us another interesting glimpse into a week-end holiday. Setting off from Burwood in a buggy at a quarter to six one Saturday morning in 1878, he drove his party via Marrickville to Sandringham, reaching Weklow's Prince of Wales Hotel about a quarter past eight, just in time for breakfast. Among his fellow guests for the week-end were the Dickinsons from Liverpool Road, and one of the main attractions was the Sandringham Baths. On the Monday morning Fox took a dip at 5 o'clock, and set off to work, walking to Newtown station to join the train! His wife and son drove the buggy back to Croydon later in the day, but the holiday was so enjoyable that they returned for ten more days at the end of the month.

Burwood's first park consisted of 17 acres of the former Police Paddock which the Council acquired in 1879. Later known as St. Luke's Park, this was taken over in 1883 by the newly-formed Concord Council. Meanwhile a 15-acre area



METHODIST LADIES' COLLEGE GIRLS PLAYING TENNIS IN THE 1890's.
(Photo—M.L.C.)



AN ART CLASS AT THE METHODIST LADIES' COLLEGE IN THE 1890's. The gaslight and the girls' dresses are of particular interest.
(Photo—M.L.C.)

in Burwood Road was resumed as a park in October, 1882. Known as Edrop's Paddock, it had earlier been called Edrop's Bush, and must have been a delightful spot when C. A. Henderson first saw it as a lad in 1855:

"Edrop's Bush, consisting of about fifteen acres of the original forest . . . was the home of many birds. Any birds coming to the district would naturally make for so fine a shelter. Here one might see large hawks, cranes, moorporks, kookaburras and gill-birds when in season. I saw a kookaburra dart down on a snake here and carry it to the top of a tall tree, then drop it, and repeat the process. The Kingfishers had a nest here in an old leaning apple-tree. Small birds were also plentiful, yellow robins, black caps, silver eyes, yellow hummers, ring coachmen, the diamond bird, a ventriloquist and many others. Then there were Blue Mountain parrots, King parrots, parroquits and green leeks in their season, but there were no magpies that I remember except the peewhit."

Certainly not the Burwood we know today. Yet the paddock of 1882 developed into a pleasant oasis thanks to the foresight of a few civic fathers of other years, among whom was a former Mayor, Alderman R. W. Hardie, of "Ilfracombe," Park Road, who planted many of the original ornamental trees.

The prize-winning design adopted for the Park's development was roughly in the form of a Union Jack—a useful enough lay-out for the paths, though it unfortunately divided the area into sections rather too small to permit of any adequate sporting field.

Sometimes one reads of curiously different happenings in the Burwood of those years. *The Advertiser* complained in 1895 that "the stone throwing nuisance is very prevalent just now," and cited a case of a lad "caught in the act" and fined £2 in Newtown Police Court, Burwood then being in Newtown Police District. Boys were still throwing stones in Burwood twenty years later, but sealed or concreted roads have long since effectively ended the trouble! The Council of 1895 was in no way surprised to receive an application to graze a cow in the Park, though both an engine driver and a cow were undoubtedly surprised in February, 1889, when a goods train at Croydon "came in contact with a cow belonging to Mr. Dickinson that had by some means escaped from an adjoining paddock and strayed on to the railway line." The cow was killed and two trucks fell over the embankment.

That same year a very human scene in the Council room was reported in *The Advertiser* of 2nd November:

"In his report on Tuesday evening, the Inspector informed the Burwood Council that the old grey horse was dead. He described at great length the horse's illness, the nursing and physicking he had undergone, the delight with which the inspector noted any improvement in his condition, the eagerness with which he listened to remarks of the ratepayers as to probable recovery, the animal's unfortunate relapse and his much lamented decease. The aldermen were so struck with the brilliant tale that they were almost moved to tears."

What comparable scenes have we now? Even the write-off of the finest motor truck could scarcely move the most benevolent council to tears!



ILFRACOMBE—THE BEAUTIFUL OLD HOME OF ALDERMAN R. W. HARDIE.
It was built in Park Road in 1881 and demolished in 1931.
(Photo—Mrs. Hardie.)

Most of Burwood's churches and several more schools were opened during this period, but details of these are given in later chapters. The churches and most of the schools were built to meet the actual needs of the district, but the choice of Burwood for three large colleges for young ladies certainly stimulated its development. The Dominican Nuns established Santa Sabina School in 1894, and the Methodist Ladies' College (1886) and the Presbyterian Ladies' College in Croydon (1891) had already opened. The two latter colleges were the only ones of their kind in Sydney, and were among the very early girls' secondary schools in the State. All three were both boarding and day schools, and attracted pupils from far and near.

Burwood was still a fashionable suburb for gentlemen's residences and some superb homes were built during these years. Among these were E. T. Penfold's mansion *Woodstock* in Church Street and two fine houses built by the Hoskins brothers who are remembered as pioneers of the steel industry. Both George and Charles Hoskins moved to Burwood in 1893, George to *St. Cloud* in Burwood Road and Charles to *Illyria* in The Boulevard. By a happy chance all three homes are still standing, though like most great houses of the time they are no longer private residences. *Woodstock* is now owned by the Commonwealth as Broughton Hostel. *St. Cloud* is St. Joseph's Convent, and *Illyria* is part of Santa Sabina Convent.

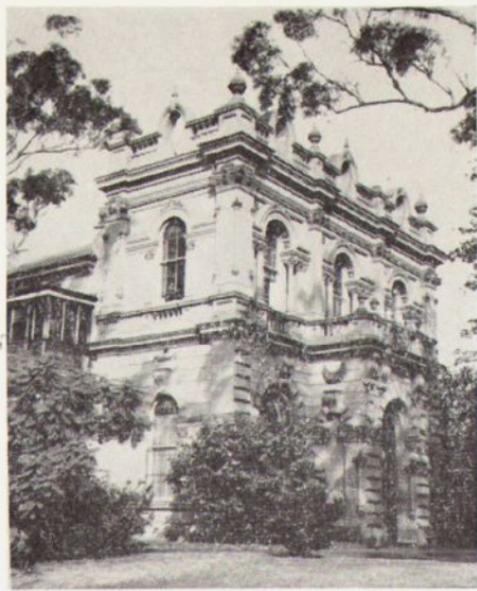
Illyria has an unusually interesting history. A great fire in Sydney in 1890 destroyed several buildings in Pitt Street and Moore Street (Martin Place), including the City Bank, which had been built in 1873 by the architects George and Ralph Mansfield. After the fire only its magnificently carved, highly ornate sandstone frontage remained standing. Charles Hoskins bought this and had it rebuilt as the facade of his new home in 1893. Its classical lines led him to call it *Illyria*, but W. J. Adams—who occupied it from 1911 to 1936—renamed it *Holyrood* because of its fancied resemblance to the Royal Palace in Edinburgh.

Another fine old home of the period, once called *Tulloona*, is now used as a nursing home. Built in 1875 by J. R. Bubb, the ironfounder, it occupied the whole block bounded by Gloucester Avenue, Park Road, Victoria Street and George Street, the main entrance being in Gloucester Avenue (formerly Winnie Street). Later it was bought by Alban Riley, a prominent Burwood resident who was Mayor of Sydney in 1887, Commissioner for the N.S.W. Centennial Celebrations of 1888, and a director both of Sydney Hospital and of the Benevolent Society. Influenced by a visit to Italy, Riley proceeded to alter *Tulloona* by adding the present classical facade on the western side and making the main entrance from Park Road.

Of more modest size is a particularly well-preserved home of this period, *Orissa*, in Livingstone Street, now occupied by Dr. Tomlinson. Built in 1882 by John Rowe—a local builder—it was later the home of the surgeon, Dr. William Morris. Had it been larger *Orissa* would doubtless have been taken over by some



ST. CLOUD (NOW ST. JOSEPH'S CONVENT), a fine, stately home built in the early 1890's by George Hoskins.



ILLYRIA (later known as Holyrood) was also built in the early 1890's by Charles Hoskins. The elaborately carved facade was formerly part of the City Bank in Martin Place, destroyed in the great fire of 1890. It is now part of the Dominican Convent.



**THREE GRACIOUS
HOMES OF OLD
BURWOOD.**

Above: Orissa in
Livingstone Street (1882).

Left: Rose Hall, built
in 1885 by the Enfield
vigneron, J. P. Lennartz.

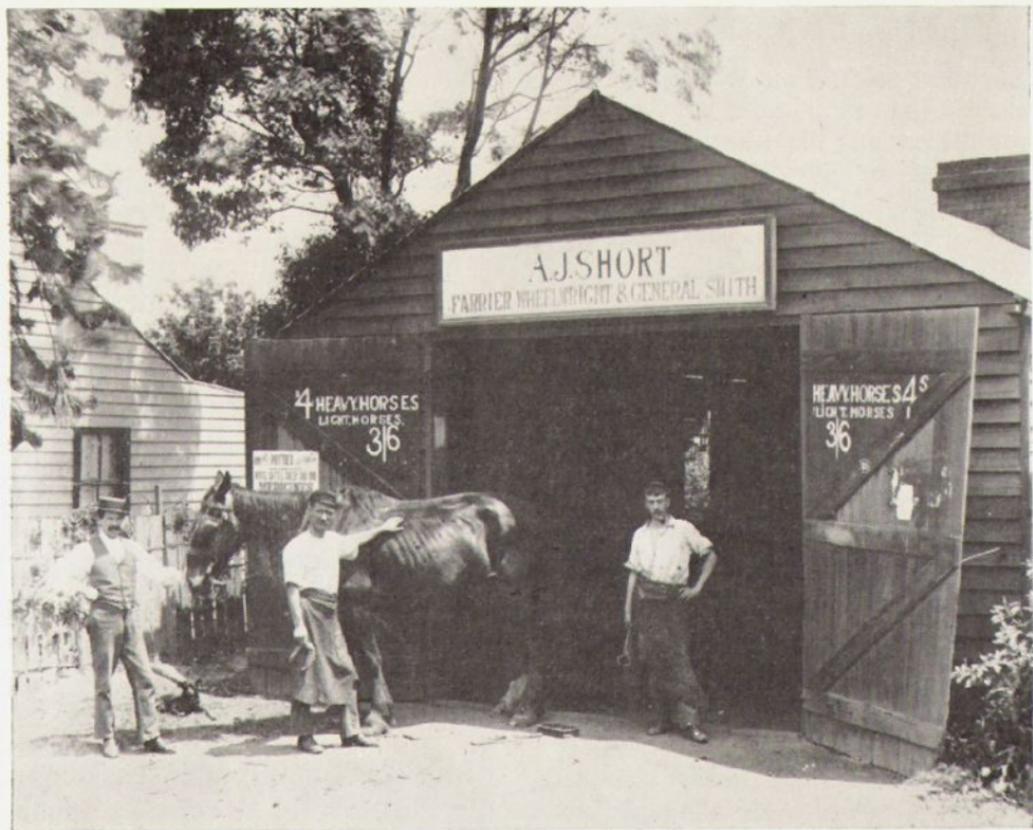
Below: Tenilba in Shaf-
tesbury Road (now Elim),
designed for Josiah
Mullens by the architect
John Sulman.



institution instead of remaining a residence and a reminder of the suburb's days of gracious living.

No mention of the mansions of the day could omit *Tenilba*, on the corner of Shaftesbury Road and Clarence Street. Several of Burwood's churches and public buildings are associated with the names of eminent architects, but less is known of the houses. *Tenilba*, however, was designed by John Sulman for Josiah Mullens who had formerly lived in Tahlee. It is a remarkably beautiful home in mellowed red brick. It is well preserved, but is now a reception and banqueting house known as *Elim*.

In Enfield there is still an imposing old home called *Rose Hall* that reminds us of one of the district's unexpected industrial activities towards the end of last century. Brickmaking, tanning and dairy farming were all common enough, but few people realise that quite a lot of high-grade wine was produced there from the 1870's. Pietro Marcantelli's vineyard was on the western side of Burwood Road towards the river, and in 1885 John Lennartz built *Rose Hall* in his extensive vineyard on Georges River Road. The initials "J.P.L." may still be seen on the pillars on either side of the front steps—but unfortunately the old home's only entrance today is at the back, from Lennartz Street, which now runs through the estate.



BLACKSMITH'S SHOP, 1896.

Although in Croydon, A. J. Short's smithy was typical of the several Burwood forges of the time. Perhaps the best known were Edward Collis on Parramatta Road and Thomas Foord on Liverpool Road.

6. EARLY THIS CENTURY (1901-1948)

Sydney was in a particularly gay mood on New Year's Day, 1901. Huge crowds gathered to celebrate two most unusual events—the beginning of a new century and the inauguration of the Commonwealth of Australia. Enthusiasm ran so high that numbers of Burwood folk, unable to squeeze aboard the overcrowded special trains to the city, walked in to take part in the festivities.

In Burwood itself, according to a contemporary paper, “many of the splendid mansions were beautifully bedizened and displays of fireworks also added to the general attractiveness.” Special services were held in the churches, and the mayors of Burwood and Enfield were among the guests at a Vice-Regal picnic at Berry arranged as part of the celebrations.

On May 9 the first Parliament of the Commonwealth was opened by H.R.H. the Duke of Cornwall and York, with Sir Edmund Barton as Prime Minister. Burwood at the time was in the division of Parkes, and, as a result of the first elections, was represented by Mr. Bruce Smith, who continued to hold the seat for the ensuing nineteen years. Later representation and changes in the electorate are listed for convenience in Appendix 6.

The first half of this century was a period of steady change and development, though Burwood's rate of growth was by no means as dramatic as in the closing years of last century. The population rose from 7,400 in 1900 to 20,200 by 1929, but hardly increased at all over the next twenty years. These were the years of the Depression and the Second World War, but the main reason for the static population was simply that Burwood had become an “old” suburb. Most of the building blocks had been taken up, the houses were occupied mainly by ageing people, and young folk marrying tended to move out and set up homes in newer, less settled suburbs where land was cheaper.

Rising property values were due partly to demand and partly to the remarkable growth of the shopping centre. The centre originally developed because the railway station attracted people to it, and the building of the overhead bridge in 1892 stimulated this by keeping Burwood Road open as a through highway. Still greater impetus came with the extension of the Ashfield-Enfield tramline to Burwood in 1901 and the opening of a further line from Burwood to Mortlake the same year. Although this really linked Ashfield to Mortlake—and later to Cabarita—the trams from both places terminated at Burwood station, so that it was necessary to change trams to make a through journey. The Tramway Department clearly looked on the trams primarily as feeder services to the railway. Commuters from Enfield, Concord, Mortlake and Cabarita came to Burwood by necessity, but the tramlines also made it very convenient for housewives from these places to shop at Burwood rather than locally or in the city, and with a larger buying public the shops were able to carry wider and more varied stocks.



THE ENFIELD BROADWAY IN 1901. The tramline had just been extended from Enfield to Burwood and ran through the grassed centre-strip of what is now Coronation Parade.
(Photo from the Field Collection in The Mitchell Library.)



THE ENFIELD BROADWAY TODAY. The clock-tower building in the centre-strip is the former Enfield Council Chambers.

Among the first to realise the importance of the tramlines was Thomas Murray, who greatly extended his business in 1906 when he moved from Clarendon House into a fine new departmental store opposite the Post Office. The site on which it was built was occupied previously by a large house and a pair of two-storey, semi-detached houses. Strange as it may seem, these were carefully removed and re-erected, and are still standing—the semi-detached building in Railway Parade opposite the station, and the house in Wyatt Avenue. Murray & Co. rightly advertised themselves as “Universal Providers,” their new store closely resembling the large general stores typical of country towns of that period. It gave character to the shopping centre, and through it Thomas Murray made a highly significant contribution to Burwood’s commercial life.



MURRAY & CO.'s DEPARTMENTAL STORE. Built in 1906, this replaced the earlier premises known as Clarendon House. The building still stands, but since 1970 it has been used by several smaller shops.

(Photo—Mr. D. Murray.)

Despite a steady shortening of working hours, late shopping on Friday nights remained in force until stopped by “blackout” restrictions during the Second World War. Apart from its convenience to workers, late shopping was a custom that had a peculiar social appeal, the well-lit shop-fronts making Burwood Road a popular rendezvous on Friday nights for people of all ages.

The first trams in Burwood were hauled by steam engines for which coal and water were supplied at the Enfield Depot in Tangarra Street. They were fast, reliable, and usually safe, though there was a disastrous accident on 11th November, 1907, near Stanley St. when a boiler exploded as two trams were about



MURRAY & CO.'s GROCERY DEPARTMENT ABOUT 1910. The chairs for customers and the old-style gaslights are interesting reminders of a bygone age.

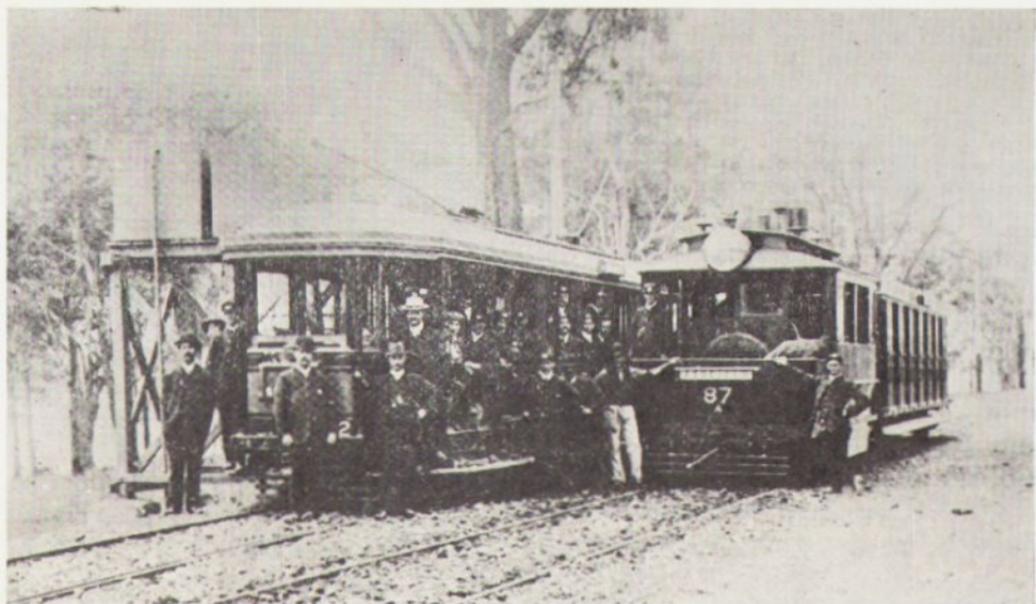
to pass. Both trams were wrecked and their drivers killed. This had no bearing on the change to electric trams in 1911, when the old steam trams were transferred to the Kogarah line.

The electric trams gave a clean, convenient service for many years, but never paid their way. As early as 1936 the Government began to consider replacing them by motor buses, but this was delayed both by public protests strongly supported by the Council, and by wartime shortages of oil, petrol and rubber, essential to motor transport.

The earliest motor bus service in the district was begun in 1915 by F. H. Stewart from Chullora (Enfield) to Sydney. The buses were small and primitive, but Stewart later acquired several ex-army Leyland lorries which he converted to buses, and by the early 1920's he had two additional services running from Burwood to Sydney, one via Liverpool Road and the other via Parramatta Road. In 1926 his garage in Liverpool Road, at the corner of Byer Street, was constituted as The Metropolitan Omnibus and Transport Co. Ltd., and a few years later the business moved to a much larger depot in Parramatta Road opposite St. Luke's Park. This became the centre for additional services to places like Concord West and Rhodes.



A STEAM TRAM LEAVING BURWOOD STATION.



Taken in 1912, this picture shows an electric tram on a trial run side by side with one of the steam trams it was about to replace.

(Photo—The Field Collection in The Mitchell Library.)



THE BURWOOD STEAM TRAM DISASTER OF NOVEMBER 11, 1907. All that was left of the engine that exploded, killing its driver and the driver of a passing tram.
(Photo—Railway Historical Section.)



ONE OF THE LAST ELECTRIC TRAMS ON BURWOOD ROAD IN 1948.
(Photo—Ald. F. H. Reed.)

Stewart was then the largest bus operator in the metropolitan area, and even offered to take over the tramways from the Government. However, in 1930, the Government Metropolitan Transport Trust was made responsible both for the tramways and for all hire vehicles in the area. Within a year a heavy tax was placed on all motor buses competing with tram or train services, so that Stewart's buses were forced off the road, leaving only a few small feeder services operating. Of these, the Fivedock-Burwood-Rookwood service was taken over by the Government in 1937, and the Burwood-Lakemba service in 1948. Stewart's huge bus terminal had already been bought as a Government Transport Depot. Although part of a broad move to rationalise Government transport services, these changes were not well received by the public, and certainly deprived many Burwood residents of well-established and convenient travel services.



THE GOVERNMENT TRANSPORT DEPOT IN PARRAMATTA ROAD, which was earlier the depot for F. H. Stewart's private buses.

The early years of the century were still in the age of horse transport. Most well-to-do people had their sulkies or buggies and the wealthier folk their carriages and even their coachmen. Tradesmen delivered goods in horse-drawn vehicles ranging from light carts to covered vans, bulk deliveries came by dray or horse-lorry, and household removalists had large pantechnicons. Even in the late 1920's passengers alighting from trains could hire a hansom cab or buggy from the cab ranks at Croydon, Burwood or Strathfield stations. The older houses still had large grounds with possibly a little grazing for the horse, and a coach-house or stable. As home gardening was much more in vogue than now, small boys could often be seen shovelling up manure from the streets into their little "billy carts," incidentally lightening the Council's task of street sweeping, for whatever accusations of pollution may be brought against the motor car, it is at least cleaner than the horse in that respect!

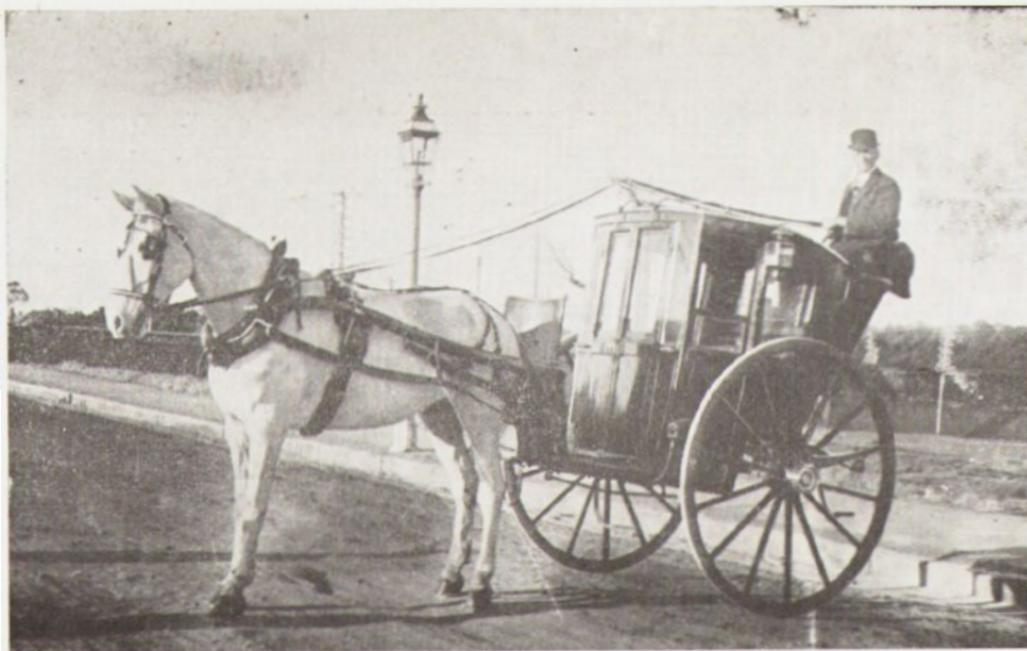


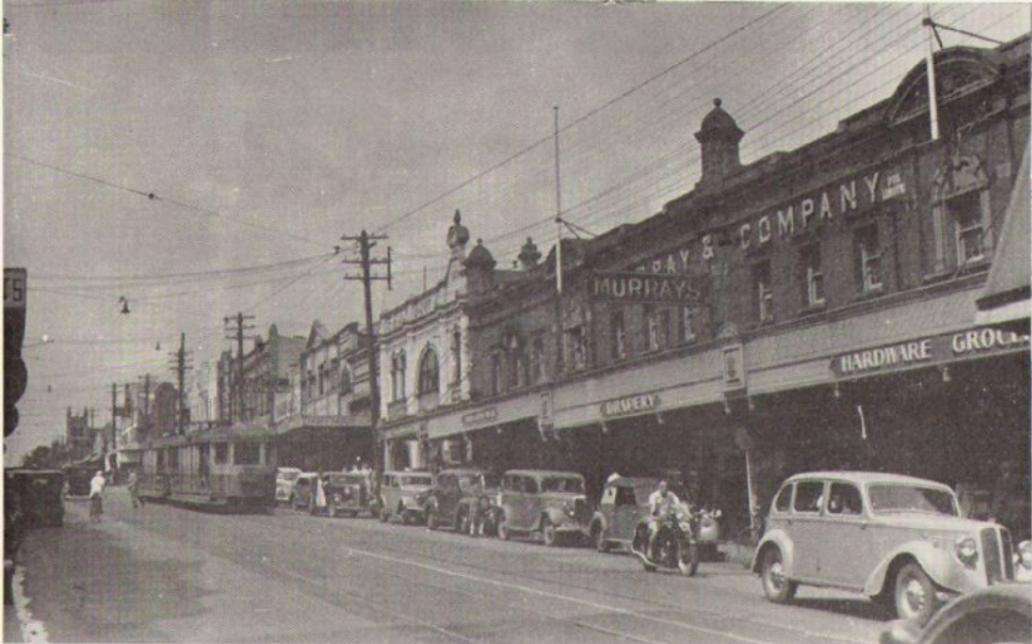
TWO VEHICLES FROM THE OLD CROYDON CAB RANK IN EDWIN STREET.

Above: Hughie Howie driving his four-wheel buggy.

Below: Bob Ayers driving a hansom cab.

(Photos—Mrs. Peisley.)





MURRAY & CO.'s BUILDING IN 1948. The old-style verandah posts have been replaced by cantilever supports. The trams were about to cease running, but motorists still had reasonable prospects of getting kerbside parking.

(Photo—Mr. D. Murray.)

The first warning of a new age probably came in 1904 when Charles Hoskins of *Illyria* bought a two-cylinder Ford car—supposedly the second Ford sold in Australia. Another motoring pioneer was Robert Walker of *Iruak* in Liverpool Road who drove a single-cylinder De Dion Bouton car in 1906. So rare were cars in those days that there was not even any registration until after 1910, and petrol stations were non-existent. On the other hand horse-troughs were still to be seen along the roadways, and saddlers, produce merchants, blacksmiths, wheelwrights and even coachbuilders were still plying their trades in Burwood.

In 1910 Robinson Bros. opened the first “motor Car works” in Burwood, only a few doors beyond the Post Office. Over the next ten years the ‘smithies, saddlers and produce stores began to disappear as more garages opened up with their crude, hand-pumped “bowsers”. Verandah posts—once such a convenience for hitching horses—proved rather a nuisance to motor cars, and early in the 1920’s Council ordered their gradual removal and replacement by cantilever supports, quite altering the face of the main shopping centre. But even as late as 1950 car parking was not an alarming problem. There was still a fair chance of being able to get kerbside parking reasonably close to the station or to the shops in Burwood Road.

With the car came other problems. Horse traffic could be heavy, but it was slow and relatively gentle to road surfaces. The early motor lorries with their solid tyres began to break up the roads into “pot holes” instead of the old



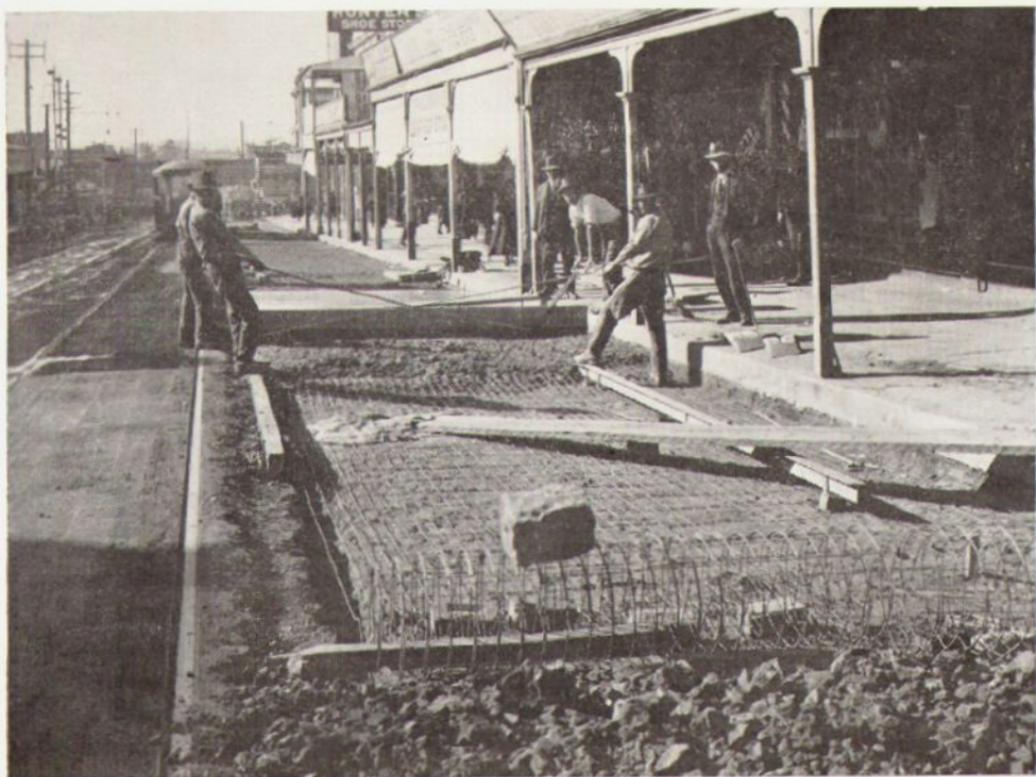
From the 1920's motor vans gradually replaced horse-drawn vehicles for deliveries, although the latter did not disappear until the 1950's. These two pictures illustrate the general change.

(Photos—Ald. F. H. Reed.)



familiar ruts, and fast-bouncing cars brought the new phenomenon of corrugations even in tarred roads. The Government slowly came to realise that maintenance of main roads was quite beyond the resources of local councils, and from 1925 the responsibility for these was placed with a Main Roads Board, later replaced by a new Department and Commissioner. In the County of Cumberland a Main Roads Fund was established from taxes on motor vehicles and a Council contribution which, in Burwood's case, was made from general rates. The Department has since maintained the two highways, The Boulevard and Coronation Parade, with Morwick Street, Railway Parade, Paisley Road and The Strand being treated as secondary roads.

Metal surfaces and tar sealing were already in vogue at the turn of the century, but in 1922 Burwood Council laid an experimental strip of concrete roadway along Burwood Road from the station to Victoria Street, the first two barrowloads of concrete being wheeled by the Mayor (Alderman Whipp) and Alderman F. Reed. This proved so successful that by 1924 Burwood Road was concreted on either side of the tramline from Liverpool Road to Parramatta Road. The concreting of the full width of Wentworth Road and Morwick Street was completed in 1927—a memorable work in the days when concrete had to be mixed in small petrol-driven mixers, wheeled in barrows, and smoothed and floated by hand!



THE FIRST SECTIONS OF CONCRETE BEING LAID IN BURWOOD ROAD IN 1922.
This section is between the railway and Belmore Street on the east side.
(Council photo.)

The new roads proved infinitely superior for motor traffic, and subsequent improvements have been mainly in techniques such as "ready-mix" concrete and the practice of using bituminous sheeting over reinforced concrete surfaces.

Another very important change in transport was the electrification of the suburban railways from August, 1928. This involved much preliminary work, including the laying of two additional tracks of rail and the reforming of certain stations. At Croydon a new concrete-steel footbridge was built, and Strathfield station was completely redesigned and moved a little further to the west, though part of it remains in Burwood Municipality. As a matter of interest there were entrances in use at each end of Burwood and Croydon stations all through these years, but more recently staff retrenchments have led to the closure of the eastern



A SUBURBAN STEAM TRAIN ENTERING BURWOOD STATION IN 1924. There were still only four tracks until electric services began in 1928.

(Council photo.)

entrance to each station at no little inconvenience to the travelling public. On the other hand the public can hardly complain about the train service. When the trains began running in 1855 there were four trains per day each way. Today—largely because of the feeder services operating from the station—about 470 trains stop at Burwood each day, approximately 235 in each direction. This surprisingly large number is quite independent of the many country trains and goods trains that pass through without stopping.

Burwood's streets were lit by gas until a change was made to electricity on August 14, 1921, the switching-on ceremony being performed by the Mayor, Alderman F. Reed. Sydney Municipal Council's electricity mains had been available since 1914 and were used by many householders, and the immediate cause of Council changing over to this source in 1921 was that the Gas Company suddenly raised the price of maintaining gas lamps from £3/15/0 to £9/10/9 per annum. The City Council's charge was £3/2/6. Enfield had changed from electricity to gas in 1903, but they too reverted to electricity for economic reasons.

The old gas lights were mounted on tall standards by a well-known figure, the lamplighter, who rode around each morning and evening on horseback or bicycle turning the gas on or off at each lamp-post. He was only one of the quaint tradesmen of other days to pass unobtrusively from the scene.

Residents of pre-war years can recall many of them—the butcher who called each day to deliver meat and take the order for the morrow, the baker and the greengrocer who each came to the back door with a basket full of their wares, and especially the Chinese greengrocer who brought silk handkerchiefs or jars of ginger as presents for his customers each Christmas. In those days before refrigerators the milkman called twice daily, pouring out the milk from a bulk container into a jug or billycan. Unperturbed by the fairly general lack of letterboxes, the postman deigned to deliver letters at the front door, and the newspaper was carefully placed on the front verandah! On Friday evenings a muffin man used to come around ringing a bell and carrying his muffins and crumpets in a basket covered with a white cloth. Sometimes an Italian hurdy-gurdy man came by, complete with a monkey decked out in a red coat and blue cap. Other occasional visitors were the “Rabbito,” his cart stocked with cleaned rabbits which he would skin as they were bought, and the “Clothes-prop” man with his load of forked saplings. All these were familiar sights till about 1920, but old-folk of that time cherished still earlier memories. Among them was William Keen, one of the first butchers, who did most of his trade from a “cutting cart”—virtually a travelling butcher’s shop—from which the housewife selected her meat and had it cut, weighed and delivered on the spot. Even earlier, in the days before there were any local bakeries, housewives around Burwood eagerly awaited the weekly visit of a horse-waggon from Tooth’s Brewery, driven by a certain Bill Worsley, who came each Monday morning selling the yeast they would use in baking their own bread. Quite as important in that pre-gas and pre-electric age was the less frequent visit of the chimney sweep with his long rods and brooms. Readers of Dickens will be relieved to learn that colonial architectural styles made it unnecessary for the sweeps to have recourse to the inhuman practice of sending small boys up the chimney to do the cleaning.

Both the Enfield and Burwood Councils were still receiving frequent complaints up to 1914 about cattle straying or being driven along the footpaths. Most councils were obliged to maintain a poundkeeper whose duty was to impound any straying horses or cattle found roving the streets. If unclaimed in a reasonable time the animals were sold to defray expenses. Although the nuisance of stray stock did not cease until after the Great War, Burwood did not have its own pound, but made use of the nearby ones in Concord and Ashfield. Concord pound was on Parramatta Road, almost at the foot of Cheltenham Road, and the Ashfield pound was just off Elizabeth Street, on the eastern side of the stormwater canal. Occasionally there was a humorous side to the stock nuisance, as when members of the old Burwood Dramatic Society attached advertising posters to the sides of some roving cows—a device also used for electioneering propaganda by one enterprising alderman.

Incredibly enough the crack of the drover’s stockwhip and the barking of his dogs were quite familiar sounds to the belated traveller. As there were no abattoirs at Homebush until 1916, all stock to be slaughtered was driven along the highways to Glebe Island, generally at night to avoid other traffic. There were several



Left:

Demolition of the Croydon Brickworks' chimney stack on 15th December, 1946. Built in 1886, the chimney was 8 ft. 4 in. wide at the top and 150 ft. high. (Council photo.)

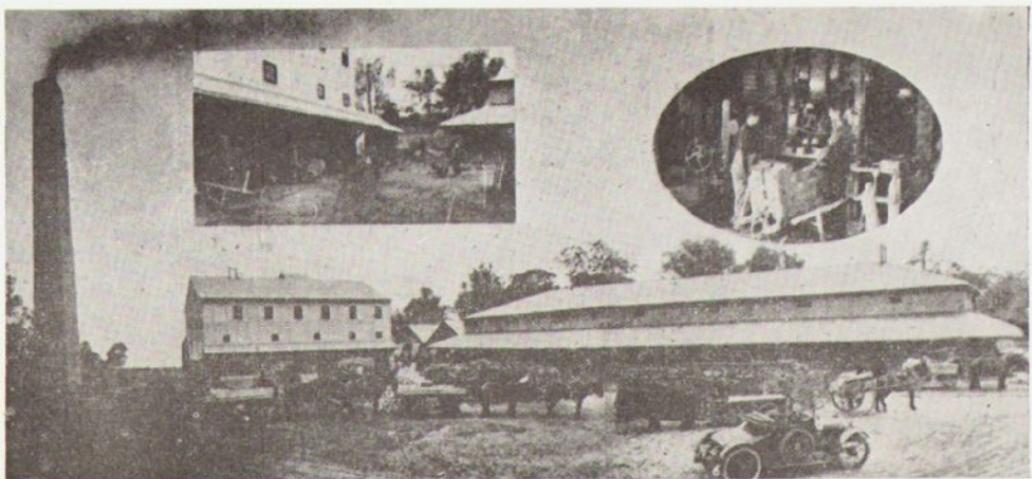
Below:

This small weatherboard cottage in Wellington Street was fairly typical of workers cottages in the 1880's.



resting paddocks for the sheep and cattle along both highways, one being in Lang Street north of Church Street, and another next to Western Suburbs Hospital in Liverpool Road. These were closed when the abattoirs were moved from Glebe Island to Homebush, but the change did produce two remarkable monuments in the form of the huge sewer shafts in Wentworth Road and near Croydon Station. The abattoirs so greatly increased the flow of waste material through the sewer that public protests at the offensive effluvium led to the building of these about 1920.

In building this was the great brick era for Burwood. There had been brickworks of a sort from very early days—mostly small hand-worked pits, the bricks being dried in the sun rather than kiln-burnt. Often the bricks were actually made on the building site, but from 1879 the Croydon Steam Brickworks were operating in Webb Street, much of the capital being provided by Anthony Hordern on whose land they stood. They were large works and continued in production until about 1930. The huge pit was used for a while as a rubbish tip until it was bought as a factory site by W. E. Smith & Co. The Burwood Brickworks in Cheltenham Road began production in 1913 in part of John Dawson's former estate. Originally controlled by The Suburban Land and Investment Co. Ltd., they are no longer in active production, but have been taken over by Brickworks Ltd. which has its Head Office there and co-ordinates production from a number of metropolitan pits. The picture shows the tall chimney, the kilns, and an interesting glimpse of some of the old-style drays and lorries that carried away the bricks in the early days. From these two pits came most of the bricks for the thousands of brick bungalows and cottages built before 1930 to house Burwood's growing population. Timber cottages are still to be found around the district, but few have been built since 1900. Indeed in most areas the Council has insisted for many years on building covenants forbidding the use of materials other than brick with slate or tile roofing. One of the first such covenants was applied to the Malvern Hill subdivision of 1909.



BURWOOD BRICKWORKS IN 1923, showing the kilns, chimney, and some of the horse-drawn drays and lorries.

(From an old advertisement.)

The Court of Petty Sessions continued to use rooms in the Council Chambers until 1907 when the present Courthouse was opened on a site in Belmore Street adjoining the Police Station. The latter is still the Headquarters of No. 9 Police Division, but Inspector W. J. Schofield's staff numbers 195 compared with eight in 1900.

The Fire Brigade also expanded considerably during these years. In 1912 the last volunteers were replaced by permanent staff, and in 1918 the Brigade acquired its first motor-pumping fire engine. The Station was moved in 1925 to its present site in Livingstone Street. It has excellent modern equipment, and there are now three Station Officers and three "platoons" of firemen, so that there are always an officer and four men on duty.

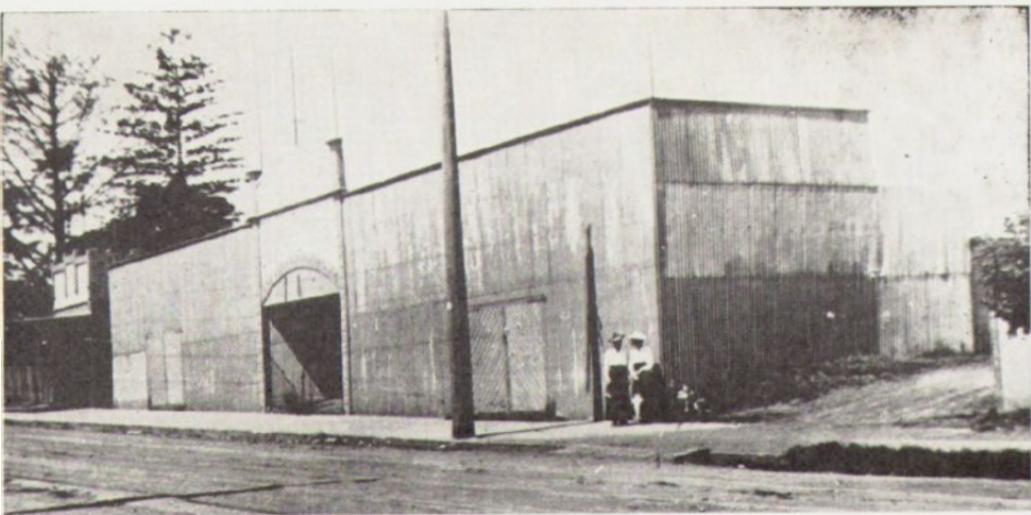
Social and cultural interests underwent many changes in this period. Sydney's first regular picture show was set up by George West in 1905, but it was not until 1910 that Burwood had what was rather ironically described as its Picture Palace in Railway Parade. In fact the Palace was a galvanised iron enclosure roofed only over the screen and the projection box. Spectators sat on wooden benches and—as with all the early picture shows—the films and equipment were so crude that people jestingly spoke of "going to the flicks (flickers)". Below stage a pianist and perhaps a violinist or two used to provide musical accompaniments to



AN OLD PHOTO OF BURWOOD COURT HOUSE. Additions have been made on the right, but this section is substantially the same as when built in 1907.
(Council photo.)



Opened in 1925 this FIRE STATION IN LIVINGSTONE ROAD replaced the earlier one in Burwood Road.



THIS OPEN-AIR PICTURE SHOW was opened in 1912 in Liverpool Road, Enfield, but was demolished in 1916 to make way for St. Joseph's Church. It was similar to Burwood Picture Palace, built in 1910 on the present site of the Palatial Theatre.

(Photo—Father Ferrari.)

the "silent" films, and brief printed captions assisted the viewers to follow the course of the action. A similar picture show was built in Enfield in 1912 on the site of what is now St. Joseph's Church.

Towards the end of the 1914-18 War more pretentious cinemas were appearing in the suburbs. The Croydon Picture Theatre opened in Edwin Street in 1916, only to close five years later when the Messervy brothers built the much more elaborate Croydon Theatre de Luxe in Meta Street. In the same year Hoyts opened The Astor Theatre in Burwood Road and a little later the old Picture Palace was completely rebuilt as The Palatial Theatre. In the late 'twenties this was a very well appointed theatre with a fine orchestral organ, and was sufficiently popular to have both afternoon and evening sessions. In an attempt to bolster up its declining patronage in the early years of the depression this theatre even offered free tea and biscuits to everyone in the dress circle! A less elaborate theatre appeared in Croydon Park from 1923 in Georges River Road at the corner of Beaufort Road, and there were also the modern Enfield Cinema (1929) at the Broadway, and The Melba Theatre in Mosely Street near Strathfield station.

These suburban theatres proved so popular that the live theatres in Sydney had to battle hard for survival. Most people were content to visit their local cinemas, some of which changed their programmes twice a week and screened special children's matinees on Saturday afternoons. The advent of "talkies" from 1929 made them even more popular, though "canned music" (as it was first



CROYDON PARK THEATRE in George's River Road just before buses replaced the trams in late 1948.

(Photo—Mr. D. Murray.)



CROYDON DE LUXE THEATRE (1921) was more typical of the later suburban picture shows. In the 1920's there were six such shows in the Municipality.

called) quickly sounded the death-knell of the orchestral organs and musical groups that had supplemented the silent-film programmes.

Picture theatres, together with the advent of private cars and improved transport (which enabled more and more people to take their recreation at the beaches or in the country) struck a crippling blow to the Schools of Arts. Burwood School of Arts, once a reasonably popular community centre, still had plenty of calls for the use of its hall, but the billiards and chess rooms and library declined rapidly from 1920. The trend was so clear that by 1936 the Committee resolved to close the institution while it was still solvent. The Department of Education agreed to buy the land and the building for £1,760, and even the library books were sold along with the other assets. The Committee emerged with a small surplus of £221 which was eventually presented to the Burwood Police-Citizens Boys' Club Library in 1946. The subsequent history of the old building is not without interest. It has been used most of the time by the Department of Education's Visual Education Centre, but for four years during the War it served a cultural function that would surely have pleased its founders, as it was taken over as an emergency studio for the Australian Broadcasting Commission from September, 1942. During those years world-famous artists like Peter Dawson and Marjorie Lawrence broadcast from this studio, and the old concert hall earned a place in history as the cradle of the Sydney Symphony Orchestra which held its first rehearsal there on April 1, 1942.

Edison's newly-invented gramophone became increasingly popular from the beginning of the century, giving people for the first time the chance to hear first-rate artists and musicians in their own homes. Twenty years later Farmer & Co. set up the radio broadcasting studio which later was known as 2FC. Within a few years amplifiers had replaced the headphones of the early wireless sets, and "Listening-in" became a standard indoor entertainment. Culturally the gramophone, and then the radio, opened up new worlds in the fields of musical appreciation, drama and news services, though at the same time lessening the need and desire of the average person to be an active performer himself. The School of Arts concert or dramatic performance and the home sing-song around the piano quickly lost their appeal as a new passive, "listening-in" public gradually developed. Of the old entertainments only dancing managed to retain its appeal, even if jazz, the Charleston and the Blackbottom replaced the more sedate waltzes and quadrilles of earlier days.

As early as 1899, during the Boer War years, a volunteer company of mounted cadets was formed in Enfield, its main activities being rifle practice and pony riding. From 1911 until its abolition in 1929 N.S.W. had a system of compulsory military training which—in its early years at least—required all boys to train as junior cadets from the age of twelve, as senior cadets from the age of fourteen, and finally for four years as militiamen. Although only part-time training, this involved the young men on many weekends at the drill halls at Ashfield and Homebush, with short annual camps at Liverpool. The cadet corps trained at the public schools. The scheme was introduced on the advice of Lord Kitchener who visited Australia to advise on defence in 1910, and had only been in operation a few years when war broke out in 1914.

The massive Memorial Arch at the entrance to Burwood Park is an impressive, if grim, reminder of the Great War of 1914-18 which directly or indirectly