



MUNICIPALITY OF WAVERLEY.

PROCLAMATION.

His Excellency SIR WILLIAM THOMAS DENISON, Knight Commander of the Most Honorable Order of the Bath, Governor General in and over all Her Majesty's Colonies of New South Wales, Tasmania, Victoria, South Australia, Western Australia, and Captain General and Governor-in-Chief of the Territory of New South Wales and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by a certain Proclamation dated the thirteenth day of June, one thousand eight hundred and fifty-nine, and duly made and published under the provisions contained in the "Municipalities' Act of 1858," in the *Government Gazette* of the fourteenth day of June, 1859, a certain District in the said Proclamation described and named, and the limits and boundaries whereof were thereby defined, was by the said Proclamation declared to be "a Municipality" within the intent and meaning of the said Act, by the name and style of "the Municipality of Waverley," and the electors for the time-being of the said Municipality, immediately upon such publication as aforesaid, became and were a Body Corporate, under such name and style: And whereas it is by the said Act provided and declared, that on a day to be notified by the Governor, with the advice of the Executive Council, within three months after the incorporation of such Municipality,—and twice published in the *Government Gazette* and once in some local newspaper nearest to such Municipality, not being less than twenty days or more than forty days from the date of such first publication,—the Returning Officer, who, at the first election shall be named in such notice, shall preside at such meeting of Electors as in the said Act is authorized to be holden; and such elections and further proceedings shall be taken as are in the said Act authorized to be taken after such notice as aforesaid: Now, therefore, I, SIR WILLIAM THOMAS DENISON, in pursuance of the provisions of the said Act, and with the advice of the Executive Council, do, by this my Proclamation, nominate and notify that CHARLES ST. JULIAN, Esquire, of Paddington, shall be the first Returning Officer of the said Municipality, and that the first meeting of the said Electors shall be held at noon at such place at Waverley as may be fixed for the purpose by public notice, on Thursday, the fourteenth day of July, 1859, for the purposes of the said Act.

Given under my Hand and the Seal of the Colony, at Government House, Sydney, this fifteenth day of June, in the year of our Lord one thousand eight hundred and fifty-nine, and in the twenty-second year of Her Majesty's Reign.

By His Excellency's Command,

GOD SAVE THE QUEEN!

Governor Denison's approval for appointment of first Returning Officer.

(Continued from Page 51)

"I do hereby convene a Public Meeting of the Electors of the Municipality of Waverley to be holden at Noon, on Thursday the fourteenth day of July next, on the vacant ground between the Waverley Toll-bar and the Old South Head Road, for the purpose of electing nine Councillors and two Auditors for the said Municipality: And I do hereby give notice that if a greater number of Candidates be nominated for these offices than there are Officers to be elected, I will proceed to determine by a show of hands in each case, which such Candidates have a majority of suffrages at the said Meeting: These Candidates will then be declared truly elected, unless a Poll shall be demanded by some other Candidate, or by an Elector on his behalf, in which event due notice will then and there be given of the time and place whereat such Poll will be taken.

Charles St. Julian,
Returning Officer.

Waverley, June 24, 1859."

The result of the Poll and the first meeting of the elected Councillors are shown in the photostat herein, as copied from the first Minute Book of the Council.

(See pages 62-63 for photostats concerning first meeting.)

That concluded the business of the first meeting of Council. John Birrell, the first Chairman, was a member of the firm of John Birrell and Fesq, wine and spirit merchants, of Sydney.

It might be appropriate here to give a brief biographical sketch of Charles St. Julian who played such an important part in the early establishment of the Municipality, as first Returning Officer, subsequently as Councillor in 1860, and Chairman of the Municipality, in 1861. Charles James Herbert St. Julian, the son of a French Officer, was born in France, in May, 1819. He landed in Adelaide in 1837, and was employed on the "South Australian Gazette and Colonial Register." St. Julian came to Sydney in 1839, and joined "The Sydney Morning Herald" in 1843, and later became proprietor of the "Sydney Chronicle." On the demise of that paper he rejoined the "Herald" in 1849, and acted as a law reporter until 1872. He was an authority on municipal law and published authoritative books on the subject.

St. Julian was described as being of middle height, stout and rather pompous in manner. In the 1870's he was appointed Consul-General for the Kingdom of Hawaii, and was knighted by the King of that country. Afterwards he became Chief Justice of Fiji (1872), and died near Levuka, in November, 1874.



Charles St. Julian, whose painting hangs on the wall of the Council Chambers at Waverley.

(Photo.: C. Cameron.)

At the second meeting on July 28, 1859, of the newly appointed Municipal Council at which all were present, the following questions were resolved:—

1. That the offer of Councillor Newland be accepted giving a room for a Council Chambers gratuitously for six months.
2. That Councillor Browne be appointed Honorary Secretary to this Council.
3. That the Chairman be requested to apply by letter to the Randwick Municipality for the alteration of our southern and western boundaries to the lines as applied for to the Government in our petition for incorporation.
4. That a committee be appointed to consider the design of a Seal for the Waverley Municipality.
5. That the Council form themselves in a Committee of the whole for the purpose of framing By-Laws.

After making some progress the further consideration of them was adjourned.

JOHN BIRRELL,
Chairman.

At the next meeting of Council, held on 2nd August, 1859, further consideration was given to the dispute with Randwick Municipality concerning the boundaries. A request was also made to the Minister for Lands and Works for land for the erection of a

town hall—for the purposes of public recreation and also for early Government action to have all the public roads within the Municipality proclaimed as such.

On August 16, consideration was given to the expenditure of £1,500 for road construction. The report of the Seal Committee was adopted by Council.

A proposal for the division of the Municipality into wards, as submitted in a petition to the Government by Mr. Francis O'Brien in August, 1859, was considered by Council as injudicious, premature and prejudicial to the best interest of the district, because the entire area comprised a population of only 1,200, and 800 of these would be in one ward.

FIRST ASSESSMENT AND VALUATION OF PROPERTY

(Explanatory Notes are given in brackets.)

The question of the Assessment and Valuation of properties was decided by Council at its meeting on August 18, 1859. More than ordinary interest was taken in this matter because it was the Council's first attempt at property valuation.

The following is a summary of the rates resolved:

All houses, shops, mills, factories or other buildings with land not exceeding five acres shall be rated at their annual value.

All houses or land, having frontage to the Old South Head Road from the north west boundary (near St. James Glebe Lands) as far east as Mr. Clarke's residence (formerly the Old Orphan School) and Waverley House.

Also all lands fronting the Coogee Road (Cowper Street and part Bronte Road) from the Old South Head Road, as far south as Mr. W. B. Allen's southern boundaries, (north of Birrell Street) to be rated at twenty-five shillings per acre.

All lands from Clarke's (as above mentioned) to the north east corner of Flood's land (probably Flood Street) at twenty shillings per acre. From the last-mentioned point to the north west corner of H. Watt's ten acres (a little south of William Street) at twelve shillings and six pence per acre. Frontage to the Coogee Road (Cowper Street now Bronte Road) from Atkinson's north east boundary to the South boundary line, the Frenchmans Road (now Church Street and Carlington Road) and the Nelsons Bay Road (now Bronte Road) as far as the said road is made at fifteen shillings per acre. From the north west corner of H. Watt's ten acres before mentioned, to the boundary of municipality at South Head to be rated at ten shillings per acre. All back lands from the south and west boundary of Roberts' grant of 200 acres to be five shillings per acre. All other lands fronting to any made road, twelve shillings and six pence per acre. All allotments of land less than an acre to be rated at their

actual value. All other uncultivated lands not otherwise provided for at ten shillings per acre. All land not to be rated as fronting any of the made roads beyond three hundred feet deep.

To enable any owner dissatisfied with an assessment to appeal, the Waverley Council published the following notice in the "N.S.W. Government Gazette" of May 22, 1860, :— "Notice is hereby given, that a Court of Petty Sessions, to hear Appeals against Assessment, will be held in the Council Chambers, Waverley, on Monday 28th proximo, at 10 o'clock a.m.

W. Mortimer,
Council Clerk."

In August, 1859, the first and only Hon. Secretary, Councillor Brown, resigned, and W. J. Hamburger was appointed to the position at a salary of £50 per annum from August 23, of that year. Other appointments were Mr. Andrew Allen, as Valuator for the Council, and Mr. W. Carruthers as Surveyor.

As the Council as yet had no finances, official sanction was sought for a loan of £500, and an advance of £500 was granted by the Commercial Bank of Sydney to tide Council over its first period and until rates or other sources of income came in.

A short but important function of interest at the time was the handing over to Council on August 30, 1859, by Councillor Simmons, Chairman of the Seal Committee, of the Seal of Council which had been received by him from the Colonial Secretary.

NAMING OF ROADS AND STREETS

(Explanatory Notes are given in brackets.)

Up to the period of September, 1859, most of the roads had been provided by Government subdivision and were unnamed and unimproved excepting of course, those within the private subdivision of Bondi Estate and Barnett Levey's grant at Waverley. Old South Head Road, Coogee Road and Frenchman's Road were in use and known by those names. The question of naming all existing roads within the Municipality was given attention by Council at its meeting of September 6, 1859, and the following designations were resolved by a unanimous vote of Council:—

"That the Frenchmans Road from Madden's corner (Charing Cross) north to its end (Church Street) to be called Vickery Street. (This was formerly part of Frenchmans Road.)

"That road commencing at end of Nelson Road turning eastward of Evan's along the Government road to the Ocean south of Nelsons Bay be called Trafalgar Road.

Municipality of Haverley
Saturday 23^d July 1859

On the twenty third day of
July. A.D. 1859 at the hour of nine AM.
It was publicly and officially declared by
Charles St Julian Esquire, the first Returning
Officer for the Municipality of Haverley
that

Mess^{rs} John Birrell
Charles J Smithers
Charles Browne
Joseph Vickery
Charles Simmons
William Newland
Francis O'Brien
James Vickery
Joseph Dickson

had been duly elected to serve as Councillors
in and for the said Municipality.

The said nine - Councillors -
being all then and there present, severally
made and subscribed their declarations
required by Section 44 of the Municipalities
Act before the said Charles St. Juliano

as a Commissioner of the Supreme Court of New South Wales!

The said nine Councillors then assembled at the Tea Gardens Inn Navarrely. in order, and accordance with, the provisions of Section 31 of the before mentioned Act. to elect their Chairman

Councillor O'Brien having been called upon to preside at this Election and having taken the Chair.

It was moved by Councillor Simmons seconded by Councillor Newland and carried unanimously

That Councillor John Birrell be the Chairman of this Municipality

Councillor Birrell having signified his acceptance of that Office proceeded to make and subscribe the necessary declaration as such Chairman, before the above mentioned Charles A Julian

John Birrell
Chairman

"That road connecting the Coogee (later Cowper and now Bronte Road) and Frenchman's Road (later Vickery and now Carrington Road) running past the English Church (now site of St. Clares College) be called Church Street.

"That the road running east and west from the Old South Head Road near Waverley House, to the Recreation Ground near Bondi be called Waverley Street.

"That the road running between Atkinson's and Allen's land, crossing the Coogee Road and leading as far (west) as Fitzgerald's north west corner (Stanley Lane) be called Birrell Street.

"That the Coogee Road from the Old South Head Road (Oxford Street) to the boundary (Municipal) be called Cowper Street (now parts Bronte Road and Albion Street) etc.

"That the road running south from the Old South Head Road (Oxford Street) to the Old Wesleyan Chapel being the second road past Hough's mill be called Newland Street.

"That the road leading from the Nelson Road to the Ocean be called Browne Street.

"That the road running south from the Old South Head Road (now Oxford Street) by Hough's mill be called Denison Street.

"That the corner formed by the junction of Vickery Street (now Carrington Road), Cowper Street (Bronte Road), and Victoria Street be called Charing Cross.

"That the road leading from the Old South Head Road through Floods land be Flood Street."

These names, many of which have been changed or partly changed since their adoption, were the first bestowed by the Council. Following the street naming came the erection of street name label boards in September, 1859. Quite a problem for Council at this time was whether the forming of roads should be done by tender or by day labour. Wages for the latter was then about seven shillings a day and horse and cart about fifteen shillings a day, with driver.

In October of that year (1859) the Council Clerk, W. J. Hamburger, tendered his resignation, the vacancy being filled by the appointment, at a salary of £50 a year, of William Mortimer, who had been doing a little clerical work for Council. It was not a big salary, but the financial position of the Council was not strong. So far the Council had borrowed only £500, but permission had been given by the Colonial Secretary for a further borrowing of up to £2,000 by tender at suitable rates of interest. But this was no easy matter, as Council well knew. Another problem for Council was that it had as yet no permanent office for official duties.

DIVISION OF MUNICIPALITY INTO WARDS

But another question which Council had considered previously concerned the establishment of Wards in the Municipality and which Council had decided as being injudicious and premature, was again before its December meeting. At this meeting it was resolved to divide the Municipality into three Wards to be named, "Bondi," "Waverley" and "Nelson" respectively. Approval of this action was gazetted on February 22, 1860. Separate accounts for each ward were at first agreed to, but later dispensed with.

FIRST BALANCE SHEET

An interesting document to the residents and ratepayers especially, was the first half-year Balance Sheet of the Municipality (see photostat on opposite page). This is indeed an historic document.

The Balance Sheet was certified as correct by the auditors, Charles St. Julian and R. W. Newman. It was quite evident that with the new Council commencing the year with only £32 in credit, something would have to be done to get either a loan or overdraft to carry on its affairs with many important works waiting to be done.

Considering the initial expenses entailed in establishing municipal administrative offices, in purchasing furniture, books, stationery, instruments, and other incidentals thereto, the Councillors appear to have made a very creditable start in their first half-year.

The policy of Council concerning property on which rates would not be enforced was determined at its meeting of January 3, 1860, when several places of worship, the Clergy Daughters' School (St. Catherine's) and the Waverley School of Arts were exempt.

EARLY FINANCIAL DIFFICULTIES

There was a slight change in Council after the 1860 elections in February, R. Watkins and W. Smith replaced Francis O'Brien and Joseph Dickson, and two months later Charles St. Julian replaced Charles J. Smithers, who had resigned. At this time the salary of the Council Clerk was raised from £50 to £100 per annum. In view of the state of the finances this rise did not seem justified. By May, 1860, no funds were available for paying even the working expenses of Council. The endeavour to raise a £2,000 loan had failed. To tide Council over this difficult period, Councillor Smith paid out from his own resources money to cover some of the necessary working expenses—security being given to him by other Councillors. The

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Minutes

The Minutes of the previous meeting were read and confirmed

The Balance Sheet and Expenditure for the half year ending 31 December 1859

The Balance Sheet of the Income and Expenditure for the half year ending 31 December 1859 as certified by the Auditors Chas McJulian and R.H. Newman Esq. was then laid before the Council showing

Receipts

Cash Credit on Commercial Bank	500 ..
Cash Received for Powder	1 .. 7
Cash Received for Rates	29 .. 6
	<hr/>
	530 .. 8 6

Expenditure

Total Expenditure	494 .. 17 .. 10
By Balance on Commercial Bank	32 .. 10 .. 8
	<hr/>
	530 .. 8 .. 6

Photostat of first balance sheet.

position, however, was somewhat relieved when Council received the Government Endowment of £341/8/-. This indeed was, to a struggling Council, "pennies from heaven."

One of the unceasing difficulties of Council was to find money for road construction. Sometimes more than half the income received was devoted to this work. In that year of 1860 too, some sort of control of transport to Waverley was advanced when proper stands for vehicles plying for hire to Sydney were decided by Council. Two stands, one at the Tea Gardens and another at Charing Cross were established. In July of the same year, it was proposed to install oil lamps between the Tea Gardens and Charing Cross, but a decision was deferred.

FURTHER STREET NAMING

At that period too a further comprehensive scheme of street naming was decided upon by Council, and the following names were adopted for streets north of Bondi:—Cliff, Bay, Francis, McFarlane, Gregory, Eliza, Palmerston, Derby, Bligh, Clyde, Smart, Mitchell, Argyle, Albert, York, Oxford, Stanley, Park, Cambridge, Patrick, Napoleon, Waterloo, Russell, Peel, Young and Tower streets. Many of these have since been altered, but some still remain to remind us of some early British statesmen and other persons etc. In other parts of the Municipality, further names were applied to unnamed streets and some designations were altered, or partly so. These included

Trafalgar, Cowper, Leichhardt, Albion, Gipps, Denham, Wellington, Alfred, Sturt, Bourke and Brisbane streets and Nelson Bay Road and Bondi Road, (now Warners Avenue). Nearly all of the last batch of names survive, but they may not now apply to the particular length of road.

WAVERLEY IN THE 1860's

To obtain some kind of a picture of Waverley towards the end of the year 1860, we turn to the "Sydney Mail" of October 20, and November 3, of that year in "Rambles in Waverley":

"Whoever the grant of Crown Land came from, whoever first intended the gift — alike displayed good taste in their nomenclature — Waverley! how rich in all the wealth of young and affectionate romance. Out comes before us that old, but somewhat and sterile estate (Waverley Honor) where the Edward whose career we longed to trace, grew to manhood; in heart and honour high, in determination somewhat fickle and irresolute. . . . But we may approach nearer to our Australian Waverley — very rich as it is in beauty and scenery, which tempts us to reverie, and commemorate upon its namesake. In this beautiful suburb we have softness of subduing loveliness, mingled with scenes, . . . in grandeur as any of those depicted by the master hand in the land of 'Brown Heath'; . . . The aggregate population is about 1,200 and it has increased much of late, owing probably to the increased facilities of conveyance to and fro, . . . One portion of Waverley has been made commemorative of the great naval hero of Britannia . . . there is Nelson Bay, Nelson Road, Trafalgar Road and others to remind us of the one-armed warrior of the waves. The Englishmen of Waverley have felt the call of the old sailor in the duty they have performed in commemorating his name.

"Waverley, however, has higher views and aspirations than those of a merely municipal character. It has a School of Arts with 80 members in which instructive lectures are frequently delivered and which has a growing library. There are too, Anglican, Catholic and Wesleyan Churches, numerous and constantly attended. Also a Catholic Young Men's Association for meeting and instruction.

"The scenery is very beautiful

"Waverley though possessing some handsome mansions is not pretentious in its private dwellings but many are delightfully situated and plentiful in gardens. I dare not trace it now to the grand old gateway to Pacific civilization which was opened thousands of years ago when the washing tide of ocean preceeding the power of man, cleared the path between those majestic rocks. And I dare not now go down from the summit of the cliffs to the chorus . . . which is whispered to me amongst the wild flowers, wild birds which

make the heights of Bondi beautiful and musical very fair the scenes the early traveller gazes upon as he explores the cliffs . . . Gaily and cheerily is Waverley interspersed with its gay little borders in front verandahs and looking verdant in green lettuces and cabbages behind [Continued "Sydney Mail", November 3, 1860.]

"I do not deny that there are many fine and picturesque mansions and many pretty dwellings. These are the picked spots and the scattered and irregular way in which these buildings have been erected tends to show that there is little prospect at the present time of their being consolidated into a regular and compact town. But still Waverley is a go-ahead place and so much has been done that seemed impossible that any prediction is not quite safe.

"Beyond the main street the country is covered with short tea-tree scrub. The street, however, which runs through it is level and well formed and the mass of wild flowers on either side, which load the air with perfume make it a pleasant walk. The roads are so well laid and formed as to do credit to the Municipality.

"To the multitude, interest is confined to Sunday drives to the Heads and holiday excursion to Manly and Watson's Bay. But the latter two in variety and sublimity of scenery sink into lame insignificance before Bondi . . . There is a silence around Bondi . . . which the Heads do not possess . . . Bondi where the waters are seldom still, wash the shifting sands mostly with dimpling waves . . . Oft times they come forward with mountain fierceness."

That was Waverley just after the establishment of the Municipality.

It might be of interest to refer to the end of the year 1860, because it was the first full year of the Council's activities. At this period, the rateable property was estimated at a valuation of £17,977 — the revenue about £1,202 and the approximate expenditure about £1,178. The total number of electors was 244, of which 130 were resident and 114 non-resident. Of the 244 electors, 240 voted at the election of 1860. This is nearly 100 per cent. vote which shows the keen interest voters took in affairs of municipal government.

Reviewing the work done during the year 1860, Council reported that 2,967 running yards or nearly $1\frac{3}{4}$ miles of new streets had been made at a total cost of £809 or a general average cost of 5/6 per yard which included also the cost of cuttings, embankments and culverts. Of the before-mentioned, 1,060 yards have been by contract at a cost of £385, and 1,897 yards of day labour at a cost of £424. This shows that day labour was cheaper than work by contract.

EARLY COUNCIL MEETINGS AT CHARING CROSS

Although the building of a Council Chambers was early in the mind of Council for the conduct of its business, some of the early meetings were held in the Charing Cross Hotel where a large room, used generally for lodge and such meetings, was made available to Council by the proprietor, William Newland, who was one of the first Councillors of the Municipality. It was at this hotel, too, that the Waverley Councillors gathered in April, 1860, to have their first municipal dinner, the parliamentary representative of the district being also present for the special occasion. The "Evening News" reported that it was one of the best dinners in every respect that could have been arranged. The only "fly in the ointment" was the remarkable inclemency of the weather, which, while not interfering with enjoyment of the dinner itself, did prevent the diners from getting home until the small hours of the morning. It was "heavy weather" they were under indeed but every one was joyfully gratified with the result, except perhaps the "home front" of which we heard nothing.

Offers of temporary office accommodation for Council in the old stone Wesleyan Church, and by the president of the School of Arts of the cottage building it occupied were considered, and the latter was accepted. This building was situated in Cowper Street (now Bronte Road) between Church Street and Charing Cross.

COUNCIL BY-LAWS

For some time the Council had under its consideration a set of by-laws by which it could operate for the general benefit of the community. They were submitted to the Government, approved and gazetted on June 10, 1861. One of these in particular deserves quotation:— "All public Roads, Streets or Lanes within the Municipality exceeding twenty feet in width which have been or hereafter may be duly proclaimed or marked out (save and except such as may be vested in any Special Road Fund) and all Public Roads, Streets or Lanes of like width in actual public use, as such . . . shall be from henceforth under the charge and care of the Municipal Council . . ." This by-law put practically the whole of the roads, streets and lanes within the Municipality under its control.

FIRST COUNCIL CHAMBERS

In December, 1860, the Council accepted the offer of Francis O'Brien of a site for a Council Chambers, free of cost, in Waverley Street (now

Bondi Road). This was readily accepted and Council lost no time in preparing plans for the erection of a building. The cost was to be limited to £500, but when finished it was quite in excess of that amount. It was in connection with this building that a most provocative and most unusual motion was moved in Council by Councillor Simmons regarding the building committee. The motion stated that this committee be instructed at a cost of not more than £5, cause to be carved three grotesque heads — over the doorway of the new Council Chambers, viz. — one on each of the springer stones above the arch and that the three gentlemen constituting the above committee be requested to have their photograph likenesses taken previous to the execution of same. The motion was duly seconded. Councillor Simmons apparently seeing how silly the motion was, sought permission to withdraw it. However, this was refused and debate followed. An amendment was then moved by another Councillor that only Councillor Simmons' likeness in the character of a Harlequin of Clowns be carved and placed in the centre arch. After some further animated debate it was resolved, and perhaps wisely too, that the whole matter be expunged from the Minutes of Council. So the frivolous incident ended.

FOUNDATION STONE LAID

One of the "high lights" of the municipal year of 1861, was the laying of the foundation stone ceremony of the new Council Chambers on the site in Waverley Street given by Mr. Francis O'Brien. It was fixed for Tuesday, June 4 of 1861. Unfortunately, the day was very wet and only about 100 people attended. The Hon. Premier, Mr. Charles Cowper, performed the ceremony with a mallet and trowel, presented to him for that purpose by the Chairman of the Municipal Council, Charles St. Julian. After giving the stone the usual number of taps Mr. Cowper amid the cheers of the people declared the stone "well and truly" laid. It is not proposed to quote the many speeches by the several politicians gathered for this historic occasion. There is one, however, that of Charles St. Julian, the Chairman of the Council, which it is intended to quote in part because of the reply he gives to critics and the information it contains of the Council's work in the two short years of its life. St. Julian said:—

" . . . I can point confidently to our own experiences in Waverley as a proof that, even as it now stands, the Municipalities Act may be worked . . . and that well . . . As in such bodies, there have been occasional differences of opinion, sometimes perhaps a little warmth — but never for an instant have the material interests of the Municipality been neglected

. . . now let us see what has been done . . . 4,327 running yards, nearly two and a half miles of new streets have been made . . . in many cases with deep cuttings, high embankments and massive culverts. Properties heretofore inaccessible have now good roads to them. Waverley Street which lies in front of us and Botany Street . . . running to the very heart of the township were formerly almost impassable sand tracks. Besides these, Vickery Street (now Carrington Road) Church Street, . . . Birrell Street, Leichhardt Street, Arden Street and Nelson Road have been completed as well as a portion of Trafalgar Road . . . on the south side of the Municipality. Upper Birrell Street . . . is now nearly completed and Waverley Street, (now Bondi Road) which runs nearly to the south head of Bondi Bay will . . . be completed most of the distance ere the year is out. There are improvements which, but for the incorporation of the district, would probably not have been made for the next quarter of a century. I say nothing of repairs—especially after bad weather, entail a considerable outlay . . . We have tried both the contract and day labour systems for our municipal works, contrary to what has been held elsewhere, have found day labour not only the most effective, but the cheapest . . . our labouring men, too, are all rate-payers. The 'Corporation stroke' is unknown in Waverley . . . The average cost of making such roads as you see around you . . . cuttings, embankments, culverts, and all has been about 5/6 per running yard or £494 per mile . . . The construction of roads through to or near to lands always add very materially to their marketable value . . . Some gentlemen . . . are not content with paying their rates but have subscribed money towards the construction of new roads, on condition of an equal amount being paid from municipal funds, and the work being carried out under the superintendence of the Council and its officers. Conditions which have been gladly compiled with. It was with aid of this kind that Botany Street, Arden Street and parts of Nelson Road were made . . . Not one shilling of emolument, direct or indirect, is derived by any member of the Municipal Council. On the contrary, a seat in that Council, besides entailing a heavy tax upon the member's time, entails no inconsiderable tax upon the member's pocket. His sole reward is in the consciousness that he is doing good, and that he has been chosen for this purpose by his fellow-electors. The building which we are about to erect will be useful for other purposes than for strict business of the Municipal Council . . . lectures, concerts . . . or any other public purposes . . ."

Nobody could have spoken with more authority on this subject than Charles St. Julian for he played a notable part in bringing Waverley Municipality into being.



First Waverley Council Chambers built 1861.

The new Council Chambers building was completed and the first meeting of Council held there on November 12, 1861—the first erected by any municipality under the Municipal Act of 1858. (See also under Council Chambers and Town Hall for details of building.)

The early part of the year 1862 found the Council's affairs drifting to a low ebb. It was disclosed that no funds were available for any works, and no new work was to be started until the debt of £379 at the Bank had been paid, which was a mortgage over the new Council Chambers. Rigid economy was the order of the day until further financial accommodation was obtained and rates began to come in. A change in the system of money raising was decided upon, viz: by raising a loan of £1,000 on the security of the rates and the discarding of the cash credit bond system in use by Council. But the Commercial Bank refused to grant credit upon the rates. Council therefore approached the Oriental Bank with success. The Commercial Bank was paid off and all was well again, at least temporarily.

It seemed strange that in May, 1862, the system of day labour which had been in use with success by Council was altered, to the extent that the contract system was to be introduced for all work costing over £10. On results of both systems so far, day labour

MUNICIPALITY OF WAVERLEY.

Incorporated by virtue of "The Municipalities Act of 1858," and the Proclamation of the Governor, with the advice of the Executive Council, dated the 14th of June, 1859, and published in pursuance thereof.

No. _____ **NELSON WARD.**

To Mr. _____ the Tenant,
and to the Landlord, Proprietor, or Occupier of the undermentioned Property.

Notice is hereby given, that the undermentioned Property has been Assessed by the Council of the said Municipality, at the sum and for the purposes hereunder mentioned:—

PROPERTY ASSESSED AND WHERE SITUATE.	FAIR AVERAGE ANNUAL VALUE OF PROPERTY ASSESSED.	AMOUNT AND DESCRIPTION OF RATE.	AMOUNT PAYABLE.
		One Shilling in the Pound being the Rate under and for the purposes set forth in Section 79 of the said Act, for the current Municipal Year.	£ s d
		1865 186	

NOTICE is also hereby given that you are required to pay the above amount £ _____ into the office of the Council Clerk of the said Municipality, at the Municipal Council Chambers, Waverley, within thirty days from the date of service of this Notice. And if the same be not paid within that period, proceedings will be forthwith taken for the recovery of the same, as provided by the said Act.

William Mortimer,
Council Clerk.

Date of Service, _____ 186
(You are requested to bring this Notice when you come to pay.)

Received £ _____ on account of the amount abovenamed. _____ 186

Council Clerk.

N.B.—A Court of Petty Sessions will be holden in the Council Chambers, Waverley, on _____ the _____ day of _____ next, for the hearing of appeals against the above assessment. Notice of each appeal must be in writing and lodged with the Council Clerk seven days at least before the holding of the said Court.

First printed Rate Notice Form, 1866.

was the cheaper. Two years later the ratepayers urged Council to revert wholly to the day labour system of work.

The policy of naming streets and roads was continued by Council in December of the last mentioned year. In BONDY WARD the new names were:—Ocean, Walker, Stephen, Warren, Wall, Charles, Princess and Alfred streets; in WAVERLEY WARD, Henrietta, Paul and Little Church streets; in NELSON WARD, Budd, Alice, Clarence, Kent, Eaton, George, King and Taylor streets.

The extension of Waverley Street (now Bondy Road) towards Bondy was also given attention by Council because it was, as then, only a bush track.

Most of the year 1863 was taken up by Council in endeavouring to provide finance with the Oriental Bank for the carrying out of necessary works in the Municipality, particularly for the construction of new roads and maintenance and repair of existing ones. It was not made easier by the Oriental Bank which raised its interest rate for cash credit to 10%. A petition of ratepayers early in 1864 urged Council to have all work done by day labour instead of some by day labour and some by contract.

What was considered a better working proposition for Council affairs was adopted by a by-law passed in February, 1865, constituting a standing committee with three councillors in each committee—Finance, Improvement and By-laws. The former system embraced two committees, Finance and Improvement.

In view of the sharp criticism by parties that some of the Wards were not receiving their fair share of the Ward income, John Birrell, the Chairman, said such talk was wilful delusion by these parties who wished to serve their own ends. The Chairman's report on the question showed that each of the Wards had over £100 more expended in it than had been received in the rates for each Ward.

Another problem for Council at this period, and since 1864, was the difficulty in the collection of rates. There was no 10% charge as at present if rates were not paid at the due date, or perhaps it would have been easier. To overcome the problem Council appointed a special Collector and a Solicitor to prosecute for recovery when other means failed. These engagements were effective, as was later indicated by the Chairman of the Council, in 1865, when he said that "this year was the largest in rate collection since

incorporation, even though they were still £366 behind for the whole 6½ years of the Municipality's existence"—the total receipts being £8,533 and the full expenditure totalling £8,899. Considering their many obligations over this period the various Councillors are far from discredited over this result.

One of the by-laws of Council was that any Councillor who was absent from any meeting of Council without a just cause was subject to a fine of five shillings. Three to feel the effects of this by-law were Aldermen Fletcher, Cary and Gregan in 1866.

Further financial embarrassment awaited Council in 1867 when Messrs. McDonagh and Hurley, who held a mortgage of £500 over the Council Chambers, intimated a desire to foreclose. This difficulty was overcome, however, by the offer of a Mr. Robert Robley to take over the mortgage at 10% interest rate, which Council accepted. With the advent of the new Municipal Act of 1867, the Council held its last meeting under the 1858 Act on October 28, 1867, under the Chairmanship of Mr. C. K. Moore.

NEW MUNICIPAL ACT, 1867

The next meeting of Council was held under the new Municipal Act of 1867, on January 13, 1868. Under this Act the designation of "Municipality" was changed to "Borough," "Councillor" to "Alderman" and "Chairman" to "Mayor." The operation of these changes came into working operation at Council's meeting of February 17, 1868, at which Alderman David Fletcher was elected Mayor, the first Alderman to be elected to that office for the "Borough of Waverley." The other aldermen elected in that year for the Borough were: — Messrs. Stephen Dickson, Thomas Gregan, William Cary, Robert Yeend, James Campbell, William Henderson, John Macpherson and J. C. Peters. Robert Yeend resigned in March to proceed on a trip to England and Lewellyn Baglin was elected in his place.

We might now have a look at the first Estimates of the first Borough Council of 1868. Income from rates £850—Government endowment £425, Expenditure £1,275 — Rate struck; one shilling in the pound.

A new departure for financing the Borough's affairs was resolved by Council in June, 1868, when provision was made for borrowing £2,000 for ten years, by debentures of £100 each at the rate of 6% p.a., on the property and revenue of the Borough—such debentures were to be sold by tender with a condition that the Council would pay off £200 per year until the liquidation of the loan. This would appear to be the first real attempt to liquidate a loan by instal-

ments which amounts to what we know as a "Sinking Fund." The loan was not an immediate success, but was better responded to later.

DISPUTED MUNICIPAL BOUNDARY

The years 1868-69 involved Waverley Council in one of the most bitter disputes of its existence. It arose between the Council and the Council of the City of Sydney, when the Mayor of Sydney caused fencing along the southern side of Victoria Street, Waverley, the property of the Borough to be forcibly seized and removed. Letters of protest poured into Waverley Council against this action of the Mayor of Sydney. This seizure was intended to stop trespassing on the Old Water Reserve which was under the control of the Sydney Municipal Council. A description of what actually happened during the dispute is vividly told in an article by the late Major Johnston, a Waverley historian, "Plugshell," in the "Bondi Weekly" of December 21, 1933, from which the following extracts are taken:—

"A little over half a century ago the village of Waverley, as it was then, was convulsed by a pitched battle between the forces of the Municipal Councils of Waverley and Sydney. The *casus belli* was the closing of a track through the scrub in the Water Reserve (now known as Queen's Park).

The City Council, by whom the water supply was controlled, objected to the passage of horses and vehicles along a sandy track leading from Bourke Street to Market Street, Randwick. This track had been made use of by the residents as a short-cut, avoiding the long way round via the Charing Cross to Hooper's Flat.

The scene of the 'Battle' was at the end of Bourke Street, where Cuthbert Street crosses it. In those days the street ended at this point — the extension of the thoroughfare to the boundary of Queen's Park at Victoria Street coming later when the residue of the Reserve lands was sold about 1900-3. The 'armies' were led by Mr. Charles Moore, of the City Council, and Alderman Lewellyn Baglin, of Waverley, supported by the Council Clerk, Mr. Mortimer.

As usual between belligerents, much correspondence in the form of 'notes,' 'conversations,' etc., etc., had taken place, but the final ultimatum having been delivered, both parties metaphorically proceeded to roll up their municipal sleeves and prepare for a scrap. As in 1914, war was suddenly launched 'out of the blue,' so the people of Waverley woke up one fine morning to find that the first shot, as it were, in the campaign had been fired by the City. Early morning disclosed that the enemy had advanced during the night on to the disputed position and had erected a stout three-rail fence right

across the track—effectively barring access through the scrub. The Waverley Council, having fought diplomatically for the right and freedom of the passage, without result, promptly mustered their force of employees and moved into action. The offending fence was uprooted and the posts and rails scattered over the landscape. Next day the City forces returned, re-erected the fence and mounted a guard over it. To prevent any further raid by Waverley, they camped their men amongst the scrub adjacent, and watch was kept day and night. But Waverley possessed a cunning leader in Alderman Baglin, for he caused a false order to be delivered to the enemy — drawing them away to another point of threatened attack. When their backs were turned the Waverley die-hards stormed the fence, demolished it, cut it up, set alight the tinder-dry bush shelters of the City men, tossed the splintered rails and posts on to the flames, and generally cleaned the position up. The City men, realising that they had been tricked, returned to the scene of action to find all their efforts gone up in smoke and the enemy in possession of the ground. Feeling now ran at fever heat, and as both sides had armed themselves with 'waddys' of saplings and broken rails, matters looked ugly. But not for long. The Waverley men were supported by their womenfolk and many citizens. Many an eye was blackened — noses bloodied and skinned — shins barked and skulls cracked before the City men retired, beaten to a standstill. The retreat was followed up, and many a slow goer was helped forward from the rear as a parting gift. The Waverley warriors were left, broken-skinned and bloody, victors in the field and masters of the situation.

The battleground was known as 'Battle Hill' for many years after the fight, and to-day, if one talks to any of the real old-timers, you will learn that the deeds of the Anzacs at Gallipoli, Palestine, or in France are considered quite 'small potatoes' compared to the 'day we licked old Charlie Moore and his mob'."

ADMINISTRATIVE PROBLEMS

Miss Hall, who conducted a school in Waverley House, took up £1,500 of the £2,000 Debentures in 1870, issued by Council. These debentures were intended for the payment of existing cash credit and mortgage on the Council Chambers and for general improvements in the Municipality. As they were issued at 8% for a period of 13 years, it appeared that they were a good investment.

In September of the following year (1871) the financial position of Council had so deteriorated that it was deemed necessary for Council to obtain a Council Clerk for a salary not exceeding £52 a year. The salary of Mr. Mortimer was then £156 including his

work as surveyor. This proposal brought forth immediately the resignation of Mr. Mortimer, who had been Council Clerk since October, 1859. Mr. H. Jones acted in the position until the appointment of Mr. Jonathan Wiley in March, 1872, at a salary of £25 a year, but he was to have residential quarters at the Council Chambers free. His duties were to keep the books of the Council, deliver the assessment papers, be at the office to receive rates and do all clerical work required by the Council.

In August, 1872, the proposal to light the Borough with gas was mooted. (For details see under Lighting the Municipality.)

Although the receipts for the year 1873 were expected to be £1,374, over £700 of it was to be expended on road construction. None, however, was wasted on salaries for the Council Clerk got £25 a year, and the Inspector of Nuisance got only £10. The Overseer was much better off on £109 p.a. The latter's work appeared to be much more important in those days than that of Council Clerk. Perhaps it was a case of supply and demand.

Some idea of the condition of the municipal area north of Bondi at that time (1874) was revealed by a request to Council by a Mr. Killick to indicate the situation of Stanley, Darling, Palmer, Tower and other streets by clearing away the bush and erecting street posts in order that they might be identified. But the Council's reply was that it was not in a financial position to do so.

The salary of the Council Clerk, Jonathan Wiley, was raised to £50 plus £5 for services as Valuator early in 1874. This salary, however, was not sufficient to keep Wiley in the Council's service, for in December, 1875, he tendered his resignation. A resolution of regret at his departure and thanks for his efficient services was carried by the Council. He was succeeded on January 1, 1876, by his brother, William Wiley. Jonathan Wiley became an alderman in the last-mentioned year and remained in Council until and including 1884. He was the first manager of the English Scottish and Australian Bank at Waverley. He married Helen, a daughter of Mr. John Macpherson, of Waverley.

In April of 1876 Samuel Hawkes Banks made a request to Council to have the name of Smithers Street changed to Ebley Street in honour of his home town, "Ebley," in Gloucestershire, England. He claimed that he built and resided in one of the earliest cottages at Mill Hill, near Hough's Mill. The Council granted the request and Smithers Street became Ebley Street, as we know it today. Charles J. Smithers was elected to Council in 1860, but only served until March 13, of that year when he resigned.

The policy of Council concerning roads or streets through private property was emphasised when it resolved in February, 1877 to pass a by-law "that no road marked on private property be received under the charge of Council until the same shall have been formed and ballasted to the satisfaction of the Council." This question arose in connection with the Erith Estate through which Broom Street, now Spring Street, passed. This decision, however, was rescinded in April, 1881, in favour of one in which it was a condition that owners on each side of street contribute at the rate of one shilling per foot towards the cost of its making. Another by-law for the suppression of nuisances was also passed in May the same year, which stated: "... Any person or persons who shall lead, drive or ride any kind of cattle, horse, ass, mule, sheep, swine or goat upon any footpath or paths within the Borough of Waverley shall upon conviction forfeit and pay a sum not exceeding £5, nor less than five shillings for each animal." Straying stock and goats were always a problem to the Council.

Up to this period, workmen in the Council's employ worked six full days a week, but in December, 1877, it was decided that, as it was the practice in Woollahra and Paddington councils to allow the workmen a half holiday on Saturdays, Waverley Council would do likewise.

In the latter part of the year 1878 some new street names were adopted; Campbell Street at the rear of Campbell's property was so named, Shrewsbury Street was altered to Wiley Street, after Jonathan Wiley, ex-Council Clerk, Broom Street to Spring Street, and part of Denham Street to Fletcher Street, after David Fletcher, the first Mayor of the Municipality. Following the subdivision of the "Bondi" Estate

in 1879, Hardie and Gorman, the auctioneers, requested Council to take over the roads and streets.

About this time the tar-paving of footpaths was being considered by Council, and in some cases applications were granted for this work to be done.

Another change in the office of Council Clerk came in January, 1882, by the resignation of William Wiley. He, too, had carried out his duties to the entire satisfaction of Council and credit to himself. Robert T. Orr succeeded William Wiley. Following his resignation, William Wiley, like his brother Jonathan, immediately nominated for Council and was elected for the years 1882-84. The latter year terminated the services of both as aldermen in Waverley Council.

The hours of working for Council workmen was always one for consideration by Council, and at the period of the last-mentioned year it was decided that employees work 9 hours a day and at the existing rate of pay, which was 7/6 for labourers per day and 12/6 a day for carters. It was also decided to employ a cart and driver two days each week to remove house rubbish and street sweepings in the municipal area. In 1885 the hours of workmen was altered to 8 hours a day — 48 hours a week at existing rates of pay.

About that time (1882-83) Pine Avenue was named and the name Waverley applied to the street running easterly from Pine Avenue, and the name of Bondi Road applied to the road leading from Old South Head Road to Bondi, formerly Waverley Street. In that year, too, Surveyor Hedgeland, of the Department of Lands, commenced the alignment of all unaligned streets in the Municipality — the total length of which was 39 miles 52 chains, and lanes 1 mile 71 chains.

MUNICIPAL GOVERNMENT

(1884—1908)

As the year 1884 marked the 25th Anniversary of the existence of the Municipality, a brief summary of Council's affairs in that year will serve to show the progress made over this period:

<i>Receipts</i>		£	s.	d.
From Rateable Property		2,855	14	0
„ Government Light & Water .. .		951	11	7
„ Subscriptions, etc.		1,449	11	5
„ Loans		5,005	12	4
„ Miscellaneous		1,153	18	2
TOTAL		£11,416	7	6

<i>Expenditure</i>		£	s.	d.
Office Salaries		403	15	5
Public Works		7,139	16	3
Special Light & Water		741	17	11
Miscellaneous		1,603	10	10
Loans, Repayment & Interest .. .		483	10	0
TOTAL		£10,372	10	5

Estimated total value of

Rateable Property £1,302,093

At this period there were approximately 11 miles of made roads and streets.

Further street naming was adopted by Council in 1885, when the street at the rear of Council Street was called Dalley Street, no doubt after William Bede Dalley, statesman; Cross Street from Botany Street to Paul Street to be Allen Street, after the Allen Family; Coogee Bay Road to be Leichhardt Street, after Leichhardt the explorer, from Charing Cross to Municipal boundary at Douglas Street; Bronte Road and road passing through Bronte Estate to be Nelson Bay Road; Nelson Bay Road to commence at Leichhardt Street and terminate at Bronte Beach; Nelson Road from Albion Street to Thomas Street to be Macpherson Street, after John Macpherson, who was several times Mayor; Nelson Bay Road from south west boundary

of Bronte Estate to the sea to be Murray Street; Wiley Street, North Bondi, to be William Street; the Government Road in Bondi Estate to be Simpson Street; Ocean Street near Hendersons to be Moore Street; the street from Chesterfield Parade to Nelson (Macpherson) Street to be Baglin Street and Vickery Street to be changed to Carrington Road in honour of Governor Lord Carrington.

Most of the names of streets, not specifically mentioned as otherwise, were after aldermen of the Council at one time or another.

NEW WARD ESTABLISHED—LAWSON

Following the establishment of the new Ward called "Lawson," after William Lawson the explorer, as gazetted in April, 1887, the boundaries of the three other wards were adjusted accordingly. The first election for the new ward was held on May 14, 1887, and resulted in the election of Thomas Jessep, William Spring and William Thomas. This establishment made the Municipality one of four wards.

At that time certain changes and subsequent changes were adopted regarding the name of Old South Head Road, i.e., from St. James Road to Waverley Street to be called Oxford Street, May, 1887, to which the Woollahra Council agreed in September of that year; from Jersey Road, Paddington, to St. James Road, Waverley, to be Oxford Street to which Woollahra Council approved, on January 14, 1902. Then in May, 1932, that part of Old South Head Road between Bondi Junction and Bondi Road was also designated Oxford Street.

WAVERLEY IN 1887

If we want to get a general picture of Waverley at the period of the end of 1887, nearly 30 years after Council's incorporation and just on the verge of the centenary of New South Wales, nothing perhaps better could be done than to quote portions of an article published in the "Sydney Morning Herald" on December 13, 1887:—

BOROUGH OF WAVERLEY.

Incorporated by virtue of "The Municipalities Act of 1867," and the Proclamation of the Governor, with the advice of the Executive Council, dated the 14th of June, 1859, and published in pursuance thereof.

No. **1015**

NELSON WARD.

To *J. H. Curry* the Occupier, Lessee, Owner, or Agent of the undermentioned property.

NOTICE is hereby given, that the undermentioned property has been Assessed and Rated by the Council of the said Borough, at the sum and for the purposes hereinafter mentioned.

Property Assessed and Rated and where situate.	Assessed value for rating purposes (nine-tenths of fair average annual rental, or 5 per cent. on capital value of fee-simple).	Amount and description of Rate.	Amount payable.		
			£	s.	d.
<i>Plot 12 Salvage Lane</i>	<i>£5. 0. 0</i>	One shilling in the Pound on assessed value; being the rate imposed under and for the purposes set forth in section 164 of the Municipalities Act of 1867 for the current Municipal Year, 1884-5. Fourpence in the Pound on assessed value; being the rate imposed under section 165 of Municipalities Act of 1867 for the purpose of maintaining the Public Gas-lights for the current Municipal Year, 1884-5.		<i>5</i>	
				<i>1</i>	<i>8</i>
				<i>6</i>	<i>8</i>

Notice is hereby given, that the above-named Municipal Rate, also Special Rate, are by the 176th section of the Municipalities Act due and payable **Thirty Days** after the service of this notice. You are therefore required to pay the same into the office of the Council Clerk, at the Municipal Council Chambers, Waverley Street, Waverley, between the hours of 10 a.m. and 4 p.m. on Tuesdays and Saturdays in each week, on or before the 30th JUNE, 1884, otherwise the Council will take proceedings for the recovery of the amount with costs. By order of the Municipal Council.

Robert T. Orr,
Council Clerk.

Date of Service, *16* May, 1884.

Notice is also hereby given, that if you be dissatisfied with the above assessment, you may appeal against the same to the Justices of the Peace at the next Court of Petty Sessions, to be holden in the Water Police Court, Sydney, on Saturday, 31st day of May, 1884, at 10 a.m., by lodging in the Council Chambers, Waverley, a notice in writing of your intention to appeal seven days at least before the holding of such Court; and if no notice of Appeal against the above assessment be lodged at the said Chambers, within the period above prescribed, such assessment will be finally confirmed by the said Council.

Arrears, £ **s.** **d.**

You are requested to bring this Notice when you come to pay.

Typical Rate Notice for Wards, 1884.

"... The municipality, which has an area of 2,111 acres, is divided into four wards, viz., Bondi Ward, Waverley Ward, Nelson Ward and Lawson Ward.

"At the present there is no system of sewerage or drainage in the borough, excepting merely the surface drainage; but as soon as the main Bondi sewer is completed the drains will be connected with it. All the inhabited portions of the district are being reticulated with pipes for the supply of Nepean water. The sanitary condition of the borough is very good, the ocean breezes sweeping over it doubtless contributing in no small degree to its healthiness and purity. The death rate is unusually low; the percentage last month was only 0.03 of the population.

"The total length of the streets is only 42 miles. All the main thoroughfares are metalled, as well as many of the smaller ones. The footpaths in the more populated parts are kerbed and guttered, and a very large amount of asphaltting has been done. The streets are nearly all aligned and proclaimed,

but the alignment shows that many encroachments exist. There is an exceedingly large proportion of land unoccupied, and much work in the way of road-making, etc., remains to be done in the future. The council find employment for 50 men in the work of general repairs to the roads and road-making. The rates of payment are:—Ordinary labourers, 7/6 per day; carters, providing horses and carts, 12/6 per day, for the usual 48 hours per week. There are 186 public gaslights in the borough, the cost of each lamp being £5/15/- per annum.

"The accommodation provided by the council-chambers is totally insufficient; but this is not a matter for surprise when it is remembered that the building is the oldest municipal building in the colony. It is prettily situated on the road leading to Bondi, and has a somewhat quaint appearance. The business of the municipality has, however, entirely outgrown the capacity of the building, and plans have been prepared for one more suitable, containing, in addition to the usual offices and council-chamber, a large hall for public meetings etc. The site proposed for the building is in Carrington Road,

near Charing Cross, which will certainly be a more convenient place for the majority of ratepayers. The most important work undertaken by the Council has been chiefly in the formation of many good roads, but they have also laid out the Waverley Cemetery, and constructed two sea baths. The arrangements for extinguishing fire are ample, a staff at the local station being always in readiness in cases of emergency. Water plugs are placed at intervals in various streets throughout the borough.

"Waverley is exceedingly well off in regard to public reserves. Waverley Park consists of 27 acres; Bondi Park, 25 acres; Bronte Park, 14 acres; Varna Park, 3 acres; Dickson Park, 2 acres; Macpherson Park, 2 roods 30¼ perches; and Simpson Park, 1 rood 33¾ perches. The water frontage is also extensive, consisting of the coastline from the Lighthouse reserve to Little Coogee.

"The total number of houses in the borough is 1,510 and the number of ratepayers is 1,758. The total estimated annual value of rateable property is £97,451/5/-, and the total annual assessed value of rateable property is £95,669/5/-. The rates levied are—General, 1/- in the pound; lighting, 4d.; which, together, produced £6,494/14/11 during the last financial year. The total expenditure to £12,889/11/4. The actual amount spent on public improvements was £10,116/13/6. The Government endowment was £1,849/9/5.

"Debentures to the extent of £20,000 have been issued by the Council, as under:—In 1883, £5,000, at 6½ per cent., for a term of five years; in 1884, £5,000, at 6 per cent., for 10 years; in 1886, £5,000, at 6 per cent., for eight years; in April, 1887, £2,500, at 6 per cent., for seven years; and in October, 1887, £2,500, at 6 per cent., for six and a half years. The latter realised a premium of £3 per £100 debenture — — —"

Thomas J. Dickson was the Mayor and Robert Thomas Orr, Council Clerk at that time.

In order that some comparison may be made with the present day, it might be of interest here to give some idea of the cost of the various outdoor works of the Municipality by the undermentioned tenders which were accepted by Council in March, 1888:—

Blue metal, by George Hill, 10/6 broken by hand and 9/6 machine broken per ton.

Asphalting and tar paving, by H. Falvey, 2/6 best and 1/6 per yard for second class.

Ballast and side stones, by D. Teefy, Quarry Ballast and breaking to 5 inch, in Quarry 2/9 — delivered 4/6 — side stones 7/6 a perch, Quarry developed 10/-.

Kerbing and guttering by John Aitken:—

	Linear Yard
New and one stone gutter	5/6
New and two stone gutter	8/-
New and three stone gutter	10/3
New and four stone gutter	12/-
Extra course stone gutter	2/6
Removal and resetting	1/6
Dish Drains	7/3 & 12/-
Gully Shafts	20/- & 11/-

Scavenging, P. Hynes, £14/8/- per week.

Nine years later the successful tenderers for these works were:—Patrick Murray, Blue Metal and Ballast; James Daley, Kerbing and Guttering; Jon Fitzpatrick, Asphalting; Patrick Hynes, Scavenging; Elphanstowe & Co., Drain Pipes; and James Douglas, blacksmith's work.

A proposal to amend the Municipalities Act was brought forward by the Waverley Council in September, 1888. This was intended to give Councils power to supervise dwellings in course of erection, so that satisfactory sanitary conditions might be provided, in view of the approaching sewerage connections. This appeared to be a very wise and necessary proposal.

Some people, however, may not have agreed with Council's new by-law, made in the same year, which provided that no dancing saloon, open to the public, was to be established or maintained within the Borough of Waverley. The penalty for offending was a fine not exceeding £20 nor less than £10. Much water has run under the bridge since that by-law was passed. It has since been relegated into oblivion.

In February, 1890, another special by-law was resolved by Council which provided that the owner of property was to be charged half the cost of kerbing and guttering. Similar provisions are in operation today, but include also the footpath in front of the owner's property.

In view of the existing economic situation, it did not seem an appropriate time for borrowing, but about the middle of the year 1893, Council resolved to apply to the Government for permission to borrow up to £60,000 to replace existing debentures—the balance to be used for permanent improvements. Later in the year it was decided to call tenders for debentures of 10 years' currency at 5%. This was a period of general depression in the Municipality, and in the country, too. Council proposed that it was advisable in the interest of economy that the salaries of the officers should be reduced, but after discussion the proposal was abandoned. The economic effects of the "Bank Smash" of 1893 were being felt in all the affairs of the community. Waverley Borough was no exception. Towards the end of the year the Council were endeavouring to place debentures to the extent of about £40,000 on the market at 5% to commence

from January, 1894. It did not seem an appropriate time for such an issue.

Then a dry spell occurred which made a serious call upon the Water and Sewerage Board for water, and flushing was prohibited until after 8 o'clock in the evenings. There were, of course, many parts of Waverley still unconnected with water or sewerage.

A move was on foot at this period to include the lands of St. James Glebe in the Waverley Municipality, but fifty years passed before it was actually done.

While the excavation for the reservoir at Centennial Park was going on, Council took advantage of using the soil for the filling up of Newland and Ebley streets and the west part of Birrell Street. Plans for the numbering of the houses west of the Tea Gardens along Oxford Street were also under way at this time which was about 1896.

REVELATIONS IN COUNCIL AFFAIRS

The Civic Fathers of the Borough were rudely awakened early in 1897 and quite a sensation was caused in the Council at its meeting on April 28, 1897, when it had before it a report by a special committee on the finances of Council. The report revealed that the rates outstanding amounted to the alarming figure of £4,121/1/2, excluding £818/4/7 for sanitary fees. Further, the accounts generally were in a most unsatisfactory state. Suspicion naturally fell upon the Council Clerk, Mr. Orr, who at the time was on leave. Council, after discussion, decided that Mr. Orr's leave should be extended for some two or three months and that he be prohibited during that period from attending at the Council's office. It was found that bank pass books since 1893 were missing with no explanation — the ledger of the Sanitary Accounts, Principal Cash Book and the Cemetery Cash Book were also missing. Without these books an investigation was difficult and the position was regarded as very grave and one which full Council would have to face.

Then on May 4, 1897, came the discovery of the missing Principal Cash Book in a position where it could not have been overlooked before — butts of receipt books of 1896 were still missing — no other books or documents were located though a diligent search was made. Mr. Orr, the Council Clerk who was on leave could not be located for information. Council decided to suspend the Council Clerk owing to irregularities and missing books. Mr. Geo. Christie, public accountant, was authorised to make a searching inquiry of the accounts over the last four years. Council then dismissed Orr. Mr. E. Searson, who had been appointed to act as Council Clerk during Orr's absence was also suspended, but his explanations were finally accepted, and he was reinstated.

This was followed by an astounding report that a majority of the missing books and documents had

been discovered, concealed in a large hole dug in the sandy ground beneath the floor of the Council Chambers, access to which had been obtained by a trap door which was hidden from view by a covering floor-cloth. The hole had been dug many years before and its existence had been hitherto unknown to the Aldermen. Altogether, about a cart load of books and papers were located. Many of these were damaged by mildew and dampness, as they were merely placed on the sand and unprotected — the current books were not on the surface of the pile, but underneath those of earlier date. It was very singular, too, seeing that on three separate occasions during the past five years, the cellar had been opened for the purpose of fixing drain pipes, that none of the Council staff knew anything of this hole until they had received outside information of its existence. The hole in which the books were secreted was under the staircase, where the light was rather dull. This was, of course, in the old Council Chambers, since demolished. The deficiency in the accounts, according to Mr. Christie's report, submitted to Council meeting on December 7, 1897, showed the affairs of Council were as follows:—

Arrears of rates to February 2, 1897	£4,585	13	7
Amount received February to November, 1897 (10 months)	£1,610	12	7
Current year's rate notices issued to July 3, 1897	£6,843	1	8
Credit received July to November	£4,557	6	10
Total amount outstanding on December 1, 1897	£5,260	15	10

By June 30, 1898, the arrears of rates had been reduced to £2,289/16/6. A special collector had for some time been engaged in this work with apparent success. Of the deficiency the Council received £450 from the Fidelity Guarantee Fund. And so ended a remarkable case.

Two proposals followed closely on the heels of the irregularity case: one, a proposal to have the Treasury auditors inspect and audit all Council's books with a small rate assessment to cover costs; and the other, to have all houses numbered in each street and the name of streets painted on the lamps or in some other way in order that certain Council accounts could be correctly kept.

Robert T. Orr, the ex-Council Clerk, a few years later, in August 13, 1901, was appointed Registrar of Births, Marriages and Deaths for the Waverley district. His official work was carried on at Sheridan's stationery shop at Bondi Junction. During this period of investigation the Mayor, Alderman Hewlett, owing to ill-health, resigned the Mayorship and Alderman Waterhouse was elected in his place. He too found the strain of holding such office during the period of this

irregularity — working 10 to 12 hours daily — was taking up more time than he could afford to give to it. With the appointment of a new Council Clerk, Mr. John Clubb, in place of Orr the position must have eased, as Gustavius Waterhouse still continued as Mayor. He was a son-in-law of Ebenezer Vickery, of Waverley, and a shipping and commission merchant in Sydney.

One of the earliest Councils to observe Bank Holiday as a holiday for Councils was Waverley which decided this question in July, 1899.

AT THE TURN OF THE CENTURY

As the Council commenced the first year of a new century (1900) Council's affairs, according to a Minute by the Mayor, H. C. Evans, were not then in a very happy position. He said: ". . . the very serious position in which we are placed necessitates the strictest economy and the imposition of an extra rate . . . the amount set apart for wages, works and maintenance is about £1,000 to cover the whole of the Borough, comprising 52 miles of streets — a sum totally inadequate to meet necessary repairs, . . . disbursements under this head for the past seven years from 1893-4 have been £7,554 . . . more streets may require attention . . . I ask for a 3d rate on all rateable property in streets requiring watering . . . the extra property rate should provide about £500 or £600 . . . If . . . refused, the watering must be discontinued and the staff . . . reduced." The rate proposed at next meeting of Council was 1½d. in the pound, but it was defeated.

Submitted with the Mayor's Minute was the Valuer's Report, dated March 20, 1900, which is only a few months short of forty years of Council's establishment. This is quite an interesting report:—

Ward	No. of Assessments	New Houses	Vacant Houses	Annual Value
Bondi	1890	10	8	£11,440
Waverley	1412	57	40	40,149
Nelson	994	8	16	19,220
Lawson	1065	20	29	31,354
	5361	95	93	£102,163

Ward	Capital Value	Assessment by Council	Rate in £	Revenue
Bondi	£93,440	£14,968	1/-	£ 748 8
Waverley	78,800	40,074	"	2003 14
Nelson	49,240	19,769	"	988 9
Lawson	29,920	29,715	"	1485 6
	£251,400	£104,526		£5225 17

Replying to a question in March, 1901, concerning the position of the Municipality, the Mayor gave these particulars:—

The number of Assessments for current year	4,450
The number of Houses	2,538
Total value of houses	£106,635
Assessed value of rateable property ...	£107,849
Rate	£5,392
Revenue derivable from General Assessed value of vacant lands at 5%	£237,570

It will be noted that this statement differs in some respects from the former Valuer's report, but the two give us some interesting figures for the particular periods. The Council Clerk, Mr. John Clubb, who was no doubt responsible for the above information, was at the time receiving £175 a year plus £25 as Treasurer. In 1903 his salary was raised to £300, of which £100 was to come from Cemetery funds for his service as secretary.

What appears to be the first proposal to grant a Mayoral Allowance of £100 to enable the Mayor to carry out his official duties with more dignity was made in 1902, but it found no support whatever—not even a seconder. Four years later, however, an amount of £50 was granted for the purpose of preserving or increasing the dignity of office.

In the year 1903 came the first appointment of a typiste, in the person of Miss Vial, on the staff of the Council at the rate of 12/6 per week. Miss Vial was already on the staff as a Clerk.

An important move was made by Council in 1903, when it was decided that no new subdivision estates would be approved until the streets and lanes were laid out to the satisfaction of the Council. In view of the new subdivisions contemplated about this time because of tram extensions, etc., the decision appears to have been a wise and necessary one.

NEW LOCAL GOVERNMENT ACT

For some time during the early years of 1900 the interest of the people centred round the effect of the new Local Government Act of 1906 which brought with it considerable changes. The term "Borough" was changed to "Municipality" and "Municipal Districts" to "Shires" and it seems that "Town Clerk" was adopted in lieu of "Council Clerk" although Council Clerk is the term used in the Act. An instance of the later change is shown in a decision by Waverley Council on August 11, 1908:

"Mr. Clubb, the Town Clerk, was deputed by Council to act for it in all legal matters." Jonathan Wiley claimed that he was the first Town Clerk in the 1870's. The authority for the claim is not stated. It might be interesting to have a look at the general

position of the Municipality of Waverley at the beginning of the operation of the Local Government Act in 1907 which might be summarised as follows:—

Area: 1,965 acres.

Occupied Dwellings	3,040	} 3,160
Unoccupied Dwellings	120	
Population	15,480	persons
All Rateable Property	£2,144,600	
Unimproved Capital Value of Lands	£660,468	
Fair Average Rental of Improved Lands with buildings thereon	£137,910	
Land neither built on nor cultivated	£213,900	
General Rate		£0 1 0
Total General Rates Received (includes Lighting and others)	£11,414	
Total Disbursements	£11,840	
Assets—Outstanding Rates	£1,183	} £6,234
Land and Buildings	£4,292	
Liabilities—Current Loans at 5%	£49,250	
Other	£416	
Total	£49,266	

Roads and Streets: 76 miles (including metalled) 9; ballasted 35; formed 15; and natural surface 17 miles; valuation of £115,000.

It might be as well too for us to refer to the staff payments at the period of the Local Government change.

The Council Clerk, Mr. Clubb, who was also Treasurer, received £325; the Engineer, also Manager of Cemetery, £350 (£100 of which was appropriated from Cemetery funds); Assistant Council Clerk, £130; Typiste, £78; Inspector of Nuisances £150, plus £26 horse allowance; and Overseer of Works, £187/4/, plus £26 horse allowance. Those were the salaries a little over half a century ago.

FIRST MEETING UNDER NEW ACT

The first meeting of Council under the new Local Government Act was held on February 12, 1907, when R. G. Watkins was elected Mayor for the year.

The debates in Council must have been of unusual length and of great importance at this time, for in March, 1908, the deliberations did not on that occasion conclude until 4.50 a.m.—a really all-night sitting. Loans and Tenders were the main questions under fire.

ANOTHER FIFTY YEARS OF MUNICIPAL ADMINISTRATION

(1909—1959)

The year 1909 was important because it marked the half-century milestone of the Incorporation of the Municipality. It is thought that a brief statement of its affairs after 50 years of progress should be worthy of mention. It will enable us to make a comparison with the first balance sheet of Council, as recorded at the beginning of its history.

THE YEAR 1909

Occupied Dwellings	4,100
Population	18,540
Unimproved Capital Value	£820,702
Improved Capital Value	£2,347,395
Rates	£14,486
Total Receipts	£19,091
Salaries and Office	£1,921
Total Disbursements	£18,374
Assets (land and buildings)	£9,210
Current Loans	£48,750
Total Liabilities	£49,848
Total Mileage of Streets	61.51 (miles)
Total Electors enrolled	3,435
Number of Electors (voted)	1,681
Length of Water Mains (30/6/06), 37m. 53c.	

Peace and tranquillity did not always reign supreme at Council meetings as we notice that in August, 1909, the meeting was so disturbed by Alderman Parkhill that the Mayor called upon the Assistant Clerk to send for the police. A constable quietly removed Alderman Parkhill to the more serene atmosphere outside the Chamber, and then business proceeded. This incident was followed by a Mayoral Minute to the effect that the whole Council should resign forthwith. The matter was, however, postponed until it was almost forgotten. When several ratepayers asked the Mayor why he did not resign, he replied: "In the interests of honesty and integrity." No doubt, worthy reasons.

A large increase of work was recorded by Council as a result of the new Local Government Act during 1909. Further too, the sea beaches were now becoming increasingly popular, life-saving clubs had been

formed at the different beaches and beach accommodation was an urgent necessity. In March, 1909, it was stated in Council that the amounts contributed to surf bathing by the Government, excluding the baths, for the period 1904-1909 was £50 and £25 by the Railway Department for Bondi and for other beaches nil. All extra expenditure was the responsibility of the Council which had to bear the burden.

Towards the middle of the year 1910, the news of the death of King Edward the Seventh shocked the world. Waverley District's sympathy was appropriately expressed in a motion by the Mayor on May 10 in these words:—

"that the Council of the Municipality of Waverley and the residents desire most respectfully to convey through His Excellency the Governor-General its sincere sympathy and sorrow on the death of our well-beloved and illustrious King Edward the Seventh, and also to the Members of the Royal Family in this their time of great sorrow and bereavement."

A little over 12 months later, at a Council meeting of January 10, 1911, the valuations, etc., for the year 1911 were supplied and are worth quoting here as additional interest to the former statement.

	U.C.V.	I.C.V.	A.A.V.
	£	£	£
Bondi Ward	296,862	573,701	36,007
Waverley Ward	350,623	1,088,855	77,225
Nelson Ward	135,361	403,528	26,225
Lawson Ward	203,322	654,311	48,579

Totals

986,168	2,720,395	188,063
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Estimated Expenditure for the same year:—

Interest and Sinking Fund	£2,140
Public Works	9,000
Bondi Baths	600
Beach Bathing Accommodation	2,500
Public Lights	1,800
Scavenging	2,000
Fire Brigade	650
Mayor's Allowance	100
Other Amounts	3,310

Total: £22,100

Early in March, 1911, came the resignation of the Town Clerk, Mr. John Clubb. He had occupied the position since 1897. For a while Mr. W. Donald acted as Town Clerk. The position was then filled by Mr. Kenyon who defeated no less a person than Mr. B. S. B. Stevens who was later several times Premier of New South Wales. The salary of the Town Clerk was fixed at £400 a year.

Another red letter of civic improvement in the Municipality was marked when on January 6, 1914, Council assembled for its first meeting in the newly erected Council Chambers in Waverley Park, Bondi Road, built by J. Compton. (See also under Council Chambers.)

£50,000 LOAN FOR IMPROVEMENTS

In order to put the Municipality in a generally good condition worthy of Waverley, the Mayor, in May, 1915, gave notice of his intention to place before Council a proposal to borrow £50,000 from the Commonwealth Bank of Australia, mainly for the purpose of construction and reconstruction of roads, kerbing and guttering, building of retaining walls, and drainage works. In need of attention were 42 streets in Waverley Ward, 17 in Bondi Ward, 18 in Nelson Ward and 16 in Lawson Ward. The proposal included the Neuchatel Asphaltting of Oxford Street at a cost of £3,671; road construction £4,795; road reconstruction £33,110; kerbing and guttering £5,938; tar paving footpaths £6,124; drainage works £2,095; and footpaths £88; part payment by owners was expected to be £5,822. The loan was to be repaid in 20 years at an interest payment of 4½%. Council approved of the loan and later the Local Government Department agreed.

For the repayment of the loan the Council struck a loan rate of ¾d. in the pound on all rateable land in the Municipality. There was no extra revenue expected by Council from this loan.

During a period in 1916 when employment in the Council was at a rather low ebb, the question of dismissals was raised, and Council then established the principle that, subject to all things being equal, "last on, first to go." Nobody could reasonably quarrel with that principle.

INQUIRY INTO COUNCIL AFFAIRS

Towards the end of 1916, the affairs of Waverley Council were again brought into public view by persistent rumours that a report of the Local Government Examiner, who had earlier (1916) conducted an inquiry into the administration of the Municipality, was to be suppressed. As far as the aldermen were concerned, they repudiated any such action on the part of any

person or persons, and insisted, in the interest of public morality and purity of municipal administration, that nothing should be suppressed. It asked that the Examiner's Report be furnished to Council with the least possible delay. This request was to be immediately forwarded to Hon. the Premier. A communication was received from the Department of Local Government by the Council in December which contained over 60 pages of foolscap. It revealed breaches of the Local Government Act by Alderman Campbell and Alderman Barnett. These breaches were considered by Council to be thoughtless acts only. Breaches were also reported against Aldermen Lamrock, Cox and Donald who, Council decided, should be prosecuted. A week or so later, Alderman Lamrock resigned as Mayor and then, with Donald and Barnett, resigned as Aldermen of the Council and never again entered the aldermanic field. Like many other employers of labour, Waverley Council made up the difference in salary, totalling about £3/18/11 per week, of wages of those who enlisted for service in World War I (1914-18). In all, 14 enlisted from the Council's staff.

The year 1919 will be long remembered as the year of "masks" because of the virulent influenza epidemic that swept Sydney. In Waverley the Mayor was empowered to carry on the works and essential services and life insurance policies were taken out to cover the important officers of Council likely to come in contact with the epidemic. A sad remembrance of the epidemic is that it was responsible for the death of Miss Thomas, a young voluntary depot worker who rendered valuable and unselfish service as a nurse to the Municipality during the worst period of the epidemic. In helping others she caught the dreaded disease herself and died — a death as noble and courageous as it was unselfish. That a letter of condolence be sent to the parents and family was carried in tense silence in Council — the Aldermen standing as a mark of respect, to the late Miss Mildred Thomas. In all, 902 cases of the disease were reported in the Waverley Municipality during the epidemic.

Many minor matters occupied Council's attention until the advent and passing of the New Local Government Act of 1919. One of the many important parts which affected councils provided that "Every Council which at commencement of this Act shall in year 1920, and every year hereafter until such debts have been paid, make and levy a loan rate sufficient to pay interest on and to repay within a period of 30 years from the said commencement the principal of such debt." This provision was certainly a move in the right direction.

Another provision under this Act was for the establishment of "Residential Districts." Under this provision action was taken on February 17, 1920, to have the area between Carrington Road, Salisbury

Street, Henrietta and Victoria streets so proclaimed. This prevented the erection of any building within that area for purposes of trade manufacturing industry or shops. But there was provision also in the Act for the rescission of any part or the whole of any such proclamation. So it was flexible enough for most purposes.

In September, 1920, special consideration was given by Council to Ordinance Regulations to govern the erection of buildings in the Municipality. In this connection it adopted the following regulations: Semi-detached buildings, minimum frontage of allotments 42 feet, minimum area 5,040 square feet; single-fronted, 25 feet, 3,000 square feet and double-fronted dwellings, 35 feet, 3,500 square feet. These areas were to provide for depths of 120 feet in the first two instances and 100 feet depth in the last case and where it was proposed to reduce the depth of an allotment the front was to be included by one and a half times the amount of reduction. This proposal was sent to the Local Government Department for proclamation.

In that year (1920) the Mayoral Allowance which is always a matter for the whim of Council and which had been £100 for some years, was increased to £150 a year. It could rise or fall according to the wish of the majority of any particular Council. Sometimes the Mayor who needed it most got the least amount.

Another matter which affected the industrial affairs of the Municipality was the introduction of the 44 hours' working week which came into force on March 17, 1922. The established hours of work were 8.00 a.m. to 12.00 noon and 1.00 p.m. to 5.00 p.m. weekdays, and 8.00 a.m. to 12.00 noon on Saturdays.

As a memento or war trophy, the Municipality of Waverley was allotted a heavy machine gun which was later permanently fixed in Waverley Park. It is a grim reminder of World War I.

After an investigation into the question of the erection of bowsers or petrol pumps in the Municipality it was decided that a charge of £5 be levied on each pump erected in a public place by any person. This decision was made on May 20, 1924, possibly the first of such charges.

An improvement of importance to the Municipality and to the community generally was carried out in August, 1924, when nameplates were erected on every street in the Municipality where a residence was built. This was followed by a contract being let to Messrs. Branton and Thomas for the numbering of the homes in every street. For this purpose 5,062 number plates were required. The contract was completed in 40 weeks, but, when the work was finished, it was found that the return to each man was only thirty shillings. On account of the very satisfactory and conscientious job that was done, the Council granted an honorarium of £20 to each man.

LEVY FOR MAIN ROADS

An additional levy of $\frac{1}{2}$ d. in the £ on all rateable property was included in the Estimates for 1925 for the Main Roads Board then being established. Six years before, the Waverley Council supported Randwick in its effort to have the Main Roads Board created, and recommended that all main roads to beaches be placed under its control — little knowing at the time that Council would have to pay the price. This $\frac{1}{2}$ d. in the £ was on all U.C.V. rateable land which was estimated at £3,173,115 and Council's contribution has gone on ever since. The first main road through Waverley — Oxford Street to Bondi Junction, Old South Head Road and Bondi Road to Bondi Beach, Campbell Parade to the northern intersection of Bondi Park and Marine Drive was already proclaimed as reported by Council in its meeting on May 5, 1925. The first quarterly instalment paid to the Main Roads Board by Council was due on March 31, 1926 and amounted to £2,112/2/3.

One of the important changes that took place in January, 1926, was the adoption by the Government of the working week of 44 hours which although considered a progressive movement was one that added considerably to Council's financial burdens. The Act came into force on January 4, 1926. It appears that Council had adopted a 44 hours' working week in 1922.

Another action which meant a loss to Waverley Council was the amount of rates lost by an exemption in a new Local Government Act which came into force in 1927.

It exempted the levying of rates on (1) schools and playgrounds (loss, £671) (2) each Rectory, Presbytery, Parsonage, Vicarage (loss, £273), (3) places of public worship (loss, £364) being a total loss of revenue of £1,309. Council objected to this new law. Two years later in March, 1929, the Court decided that churches, schools and Ministers' residences were non-rateable property by Councils.

The closing of the office of Waverley Council all day on Saturdays came into operation on November 15, 1927.

During the last-mentioned year and subsequent three or four years the Council was engaged with the big Beach Improvement Scheme at Bondi. (See under that heading for details.)

At a meeting on April 3, 1928, consideration was given by Council to a communication from the Minister for Labour and Industry concerning the result of a conference convened by the Premier for the purposes of dealing with the question of unemployed relief. Council was asked to submit a list of works which might be put in hand and the number of men who could be employed on the works. In December, 1929, £6,000 was asked by Council for this work.

Inquiries concerning the number of residential flats in the Municipality revealed that there were, on January 22, 1929, 2,582 including those in course of erection.

Early in 1929 (January 8) came a loss to the Council in the resignation of the Town Clerk, Mr. L. W. Beagly, after 17 years' service. He was granted a gratuity of £225 in addition to the amount he was entitled to under the Award. His successor was the then Deputy Town Clerk, Mr. Joseph Stanley MacKinnon, who was appointed Town Clerk as from January 8, 1929. Mr. Thompson was appointed on the same date as Deputy Town Clerk.

ECONOMIC DEPRESSION OF 1930's

Towards the end of the year 1930, an economic depression was beginning to show its head in grim reality. A sub-depot for "Unemployment Relief" was established in Waverley. The Council made a contribution of £100 for the relief of existing distress and it was proposed by Council to ration employees because of the lack of loan money for works. In December, however, a loan of £80,000 for Waverley Council was approved on December 16, 1930.

Indications of the severe depression which had developed throughout the State were clearly reflected, so far as the Municipality of Waverley was concerned, by its large arrears of rates amounting to £9,685/14/8 due at December 31, 1930. The following year the position had deteriorated to such an extent that the arrears had reached an amount of £30,372. The Council staff was then 195, involving a weekly wages bill of £1,050.

The general position of the Municipality at May of 1931 was stated to be as follows:— Population, 52,030 persons — Unimproved assessment value of property, £6,187,493; Improved Capital Value, £16,736,536; Area, 2,185 acres — Made streets 62 miles — Unmade streets, 9 miles — Total indebtedness, £340,912 or approximately £6/10/- per head of population.

The economic depression continued through the year 1932 and the Government provided some thousands of pounds for relief works in Waverley. A portion of Waverley Park was placed at the disposal of an officer of the Department of Labour and Industry for the issue of Government Rations.

In this year too, unhealthy rumours spread concerning certain cartage contracts with Council. An investigation proved that a conspiracy existed and Council was being defrauded. Council then took action to dismiss the contractors, the Foreman of Works and the Bookkeeper concerned in the affair.

The year 1933 brought into the Council one who was destined to play a big part in the civic affairs

of Waverley as an Alderman for a period of nearly twenty-two years. That person was Thomas Hogan (better known as Tom) of Penkivil Street, Bondi Beach. No other Alderman in the history of the Municipality has attained such an unbroken record of service. Civic service was in his blood as his father, Daniel Hogan, was an Alderman of Waverley Council in the years 1901 and again in 1911-12-13. Tom Hogan was reluctantly forced, through ill-health, to retire from Waverley Council in 1955 after nearly 22 years of continuous service to the community during which time he was several times Mayor. He died in 1957.

EMERGENCY RELIEF WORKS

An important matter came before Council in May, 1934, when the Council's proposal to borrow £100,000 for Drainage Works was adopted. It was stated that if carried out by the Relief Work Emergency Scheme the cost to Council would be about £67,000. It was hoped to get the loan from the State Superannuation Board at 3 $\frac{3}{4}$ %. This was approved by Council on May 14, 1935.

Previously in February, 1935, the extra drainage work considered necessary was estimated to cost £140,176, but if constructed under the Emergency Relief conditions the cost to Council would be £96,689.

During the year 1935, and the next few years, the Waverley Council embarked upon, and carried into effect, a general scheme of construction of important works for the improvement of the Municipality. The improvements included:— stormwater and other drainage works, roads and streets, footpaths, kerbing and other necessary works important to the well-being of the Municipality. In the early operation of the Government Relief Work Emergency Scheme, relief workers were limited to two days' work at a time. This scheme was unsatisfactory to Waverley Council and, no doubt, to the relief workers also. It was then that Mr. P. R. Norman, Engineer for the Municipality of Waverley, suggested a scheme by which the Council should borrow money for works, subject to the Minister controlling the Emergency Relief Scheme providing the amount of wages for the labour employed on the works, and the men to be paid the Award rate of wages for a full working week. This suggestion met with favour by the Minister controlling the Emergency Relief Scheme on certain conditions:— Only works approved of by the Minister were to be undertaken; local relief workers were to be employed on the works; works proceeded with were to be completed to the satisfaction of the Engineer of the Municipality of Waverley and the Unemployed Relief Council; strict supervision of all works by Waverley Council's officers;

relief workers considered unsatisfactory on the jobs to be dismissed; workers to be engaged for a specific period of time but not less than a week.

The Government promised that the Emergency Relief Scheme in Waverley would not be discontinued if local conditions warranted its retention.

Large loans were secured by Waverley Council amounting to about £250,000, while the Emergency Relief Scheme provided somewhere in the vicinity of £200,000 for wages. On the whole, the scheme worked highly satisfactorily in the Municipality of Waverley and the Minister for Local Government was equally satisfied with the arrangement.

In fact, the Waverley scheme was later extended to other municipalities and shires in New South Wales, and became known as the "Spooner Scheme."

ADDITION TO MUNICIPALITY OF WAVERLEY

An area of 37 acres known as the "Mill Hill Area" was proposed to be taken from Randwick Municipality in 1935 and added to Waverley. The reason for this proposal was that it was somewhat isolated as a community centre from Randwick by park lands. Further, it was in the postal and police districts at Waverley, and, generally speaking, its business interests were at Bondi Junction. But Randwick did not favour the proposal and wanted in exchange a portion of Waverley Municipality south of Macpherson Street. Waverley Council did not approve of this, and so the matter dragged on until 1941 when a Commission of Inquiry, by the Local Government Department, was made which recommended that the "Mill Hill Area" of about 37 acres between Centennial Park and the western boundary of Waverley Municipality be taken from Randwick and added to Waverley. This was finally done by Gazette Proclamation of October 6, 1944. This addition increased the area of the Municipality to 2,222 acres. The improved capital value of the lands transferred amounted to about £222,000 and the unimproved capital value about £75,000. If the non-rateable property be added, the U.C.V. would be about £91,900 and the I.C.V. would be over £292,500. An alteration of the valuations of this area was made in January, 1945, as follows:— The Unimproved Capital Valuation being increased to £144,518 and the Improved Capital Valuation being increased to £1,238,199. It was expected the rates would yield an amount of £3,311 p.a.

A change in the hours of work for employees took place in November, 1945, when the Council introduced the 40-hour week for the Council's staff, and no doubt the staff appreciated the lesser hours of work from the old 44-hours previously worked.

OUTBREAK OF WAR

Following the outbreak of war in 1939, action towards the protection of the residents of the Municipality of Waverley was immediately taken by the appointment of Wardens. In September, 1939, these Wardens met to make the most suitable arrangements for the organizing and effective carrying out of their duties. Consideration was given to the establishment of a Decontamination Squad of the Council's outdoor staff and also of a Demolition Squad for the rectifying of the dangerous condition of houses in the event of hostilities in the Waverley section of the open coast line. In January, 1940, Emergency Services and Wardens' Posts were established in various portions of the Municipality. Deep air raid shelters of bomb-proof strength were also being considered.

The organization worked so satisfactorily that by July, 1941, a Council report indicated that the Municipality had a well-prepared emergency service ready for any eventuality.



Major P. R. Norman

A few months later, the Municipal Council of Waverley and residents were shocked when the sad news came through that Major P. R. Norman, former Engineer of the Municipality, was killed in action at Tobruk. Major Norman was born at Newcastle in 1898. After leaving the University of Sydney with an honours pass in Civil Engineering, he practised privately for a time. In 1932, he was appointed to the staff of the Municipality of Waverley as Engineer and remained until 1938. Norman joined the militia in 1937, and became Adjutant of the 2nd Division Engineers. He enlisted for overseas service in February, 1940, and sailed in October of that year. Major Norman was present at the capture of Tobruk and Benghazi, but was killed in action and buried with military honours at Tobruk on September 3, 1941. A

plaque has been erected to his memory in the Waverley Council Chambers.

To many other homes in Waverley came similar sad news during the war. A further grim reminder of the existence of war came to the district when the Japanese submarines shelled, for the first time, the eastern coast line of Sydney. One shell fell in Simpson Street, Bondi; but apart from tearing a large hole in the street, did no damage to property or inhabitants of the Municipality. This shelling occurred on June 8, 1942.

About a dozen other shells went over Bondi and lodged in the Woollahra Municipality, but not a great deal of damage was done, though some houses were hit. Rose Bay Air Base was, most likely, the enemy's intended target.

The Wardens' organization carried on its duties until the end of the war in 1945, when the Wardens' posts, many in private houses, were released and the homes put back in living order.

Expressions of appreciation and thanks were extended to Waverley Council and staff by the Minister for Local Government on behalf of the Government for its great contribution in the nation's effort to bring the war to a successful conclusion.

Such a mutual admiration and comradeship was engendered by the Wardens' organization that, even before the war ended, they banded together and formed a Wardens' Club. By arrangement with the Council of the Waverley Municipality, the club obtained the use of portion of the old pavilion at the cricket oval and have carried on ever since as a Wardens' Club. The club was officially opened by the Deputy Premier on January 27, 1945. Alderman Claude Gibbons was the first Chief Warden in Waverley and Alderman Thomas Hogan Deputy Chief Warden.

The housing question was always one of the problems of municipal councils, and Waverley was no exception. A general review of the position in Waverley was set out in a report of statistical information for the Commonwealth Housing Commission in August, 1943. It revealed that there were at that time:— Separate Domiciles, 9,458; Blocks of Flats, 7,414; Shops in Residence, 999; Guest Houses, Hotels and Boarding Houses, 15; Laundries, Bakeries, Factories, Fire Stations and Public Buildings, 41; Churches, Schools, Halls and Hospitals, 35; Public Garages, 35; Population estimated 63,000 — average 3.5 for each domicile. Approximately 475 were sub-standard domiciles. It would need 2,300 domiciles to re-house people in residential communal facilities. There were 5 Baby Clinics, 1 School of Arts, about 217 acres of recreation lands, 3 Public Halls and other Church Halls.

Generally speaking, the Municipality is fully developed with the exception of an area of about 10 acres and some isolated lots. Council has not at this time any plan for future development, but has taken suitable action to zone its residential areas. Its industrial activities were mostly developed prior to Council having control over such industries.

With the cessation of hostilities in 1945, to the joy and relief of the community, Waverley Council at its meeting of May 15, 1945 resolved:

- (1) that Council place on record its unswerving loyalty to His Majesty, King George VI, whose devotion to duty throughout the war years has been an inspiration, and expresses the hope that his Reign will be a long one and marked with blessings of peace and prosperity for his subjects.
- (2) that this Council place on record its deep satisfaction and thankfulness at the successful conclusion of the war in Europe, and pays tribute to the magnificent courage and fortitude displayed by the fighting forces which has culminated in a glorious triumph for the cause of the United Nations and expresses the hope in the years to come that the Great Powers, who have toiled and suffered, will strive for a greater understanding so as to ensure a long era of peace and prosperity throughout the world."

Copy of the resolutions was forwarded to The Right Honourable the Prime Minister of Australia, for submission to the representatives of the nations concerned.

PROPOSED PUBLIC MARKETS

The question of establishing public markets at Bondi Junction was at first the subject of an inquiry by the Town Clerk and the Engineer, as requested by the Council on March 16, 1920. The report dated May 4 of that year intimated that it "would be unwise for Council to incur heavy expenditure at this stage, but in order to test the demand for public markets recommended that the suggestion to utilise the northern side of Spring Street between Cowper (Bronte Road) and Newland Street be adopted." The Engineer was then asked to prepare a plan in order that tenders could be invited for the leasing of spaces for a period of six months. It was intended to hold market days on Tuesday afternoon and Friday in the afternoon and evening. Council agreed to the proposal in July, 1920, but in August of the same year decided to defer the matter for a month. It was brought up again in November, 1920, but finally it was decided that no further action was to be taken.

In 1948, however, the question of the establishment of Public or Municipal Markets was again before the Council. Alderman Tom Hogan and Mr. J. Byrnes of the Council staff made an exhaustive inquiry in the matter, the result of which they reported to Council. The Council, after fully considering the question, decided that the establishment of a wholesale market at Bondi Junction would be impracticable, and the general view was that such a venture would be doomed to failure. The matter was revived in February, 1952, but owing to the financial position of Council at that period and the fact that no suitable site was readily available, Council resolved to take no further action respecting the establishment of a municipal market at Bondi Junction.

DEATH OF HIS MAJESTY KING GEORGE VI

The passing of King George the Sixth was given its rightful recognition by the Waverley Municipal Council at its meeting of February 8, 1952. At this meeting the Mayor moved the following motion:—

"That the Council on its own behalf and the citizens of Waverley, express their profound regret at the loss sustained by members of the Royal Family, and the British Commonwealth of Nations, in the death of His Most Gracious Majesty, King George VI, and the Council place on record its sincere regret of his demise."

The terms of the resolution were forwarded to the Honourable the Premier, with a request that it be transmitted to the Agent-General for New South Wales in London for conveyance to the Royal Family.

LOCAL GOVERNMENT WEEK IN WAVERLEY

Celebrations for Local Government Week in the Waverley Municipality were fixed for September 27 to October 4, 1953. The idea of such a week was intended to create a better understanding of Local Government and to stimulate the interest of the people in the value of civic service.

Further, the Municipality of Waverley had much to offer the resident and the visitor. Being richly endowed with natural facilities for the enjoyment of the people, careful planning had made it the playground of the nation. The income of the Municipality had risen from £1,628 in the first period of its incorporation in 1859, to £358,123 at the end of 1952—about 93 years later; and at its unimproved capital value from about £1,600 to about £9,305,112 for the same period. The estimated value of buildings on rateable lands was £32,579,670. The Municipal

area contained about 239 acres of park lands with three magnificent beaches—Bondi, Bronte and Tamarama—to serve the 74,340 persons who resided within its boundaries and the hundreds of thousands outside its limits. It was desirable, therefore, that Council should show the people how the Municipality had progressed, and the importance of local government to the community.

The official programme commenced on Sunday, September 27, 1953, and comprised church services, the unveiling of a plaque to commemorate Local Government Week, 1952, official opening by the Hon. J. B. Renshaw, M.L.A., Minister for Local Government; business firms' display at the Bondi Beach Esplanade; golfing and bowling matches; theatre party at Coronet; Arbor Day at schools, and various addresses on Local Government affairs.

DEVELOPMENT AND PLANNING

The Municipality of Waverley is situated about four miles to the east of the City of Sydney, and is predominantly a residential suburb. It has an extreme width from east to west of about 2½ miles, and is approximately 3¼ from north to south, bounded in the west and north-west by Centennial Park and the Municipality of Woollahra, on the south by the Municipality of Randwick, and on the east by the Pacific Ocean. The ocean frontage is upwards of five miles in length, the greater part of which comprises high sandstone cliffs up to 200 feet high above sea level, but there are several indentations, the most important of which form the well-known beaches of Bondi, Tamarama and Bronte.

Topographically the Municipality comprises two elevated areas, Waverley and Dover Heights, connected by a low-lying flat to the north-west of Bondi Beach. This last area has a maximum elevation above sea level of 75 feet, and the high lands attain an elevation of 300 feet in Dover Heights and over 350 feet in Waverley Park.

Public transport largely influenced the growth of settlement. The early settlers used private vehicles or one of the few horse buses plying between Sydney and the Tea Gardens (now Bondi Junction). The introduction of the steam tram in the early 'eighties, with extensions to Waverley in 1885, Denham Street in 1887 and Bondi Beach in 1897, controlled in large measure the outward spread of settlement for the years up to about 1912. Concurrently, the accessibility of some of the northern parts of the Municipality to the tramway at Rose Bay and Vaucluse led to early scattered settlement in the Rose Bay and Diamond Bay areas.

After 1912 the outward development of settlement from Waverley to North Bondi, Rose Bay and

Dover Heights proceeded rapidly, but the major development really occurred in the years immediately preceding and following the depression of the 1930's.

Although the original settlement was by small householdings and minor industrial and rural undertakings, a good deal of development later was in comparatively large estates. Most of these have now disappeared and the lands have been subdivided into the small suburban allotments of today.

Prior to the Local Government Act of 1906, Councils were not able to exercise any control over the subdivision of land and the layout of streets, and it was not until the passage of the Act of 1919 that Councils were able to compel owners to construct roads and drainage in new subdivisions to a proper standard. As a consequence the Waverley Council has had to bear the cost of constructing the greater part of its seventy-five miles of roads, and it is only at the date of writing (1959) that the construction may be said to be complete. The streets have been laid out largely on a rectangular pattern and, because of piecemeal development and difficult topography, much of the street system is far from ideal from the point of view of gradient and access to abutting property. Fortunately the original "natural" arteries radiating from Bondi Junction have remained and the Council has been able, over the years, to effect many improvements in the routes carrying cross traffic. There is still much to be done, however, to meet the phenomenal growth of motor traffic.

The Local Government Act of 1919 empowered Councils under Section 309 to regulate the use of land by means of Residential District Proclamations. Such proclamations enabled a Council to prohibit the erection of buildings for any purpose other than residential and, in effect, establish a form of use-zoning control now becoming familiar in town planning schemes. An amendment in 1928 extended the powers to the prohibition of residential flats, and a further amendment in 1940 added powers to regulate the permissible site coverage of flat buildings. Waverley Council took early advantage of the new powers, and the first proclamation applying to the area bounded by Carrington Road, Salisbury Street, Henrietta Street and Victoria Street was gazetted on the 27th February, 1920. Proclamations embodying appropriate prohibitions have since been applied to the greater part of the Municipality, and provide a desirable control over land-use.

The 1919 Local Government Act also introduced powers to plan and re-plan parts of the area, and included power to acquire the necessary land. It was proposed to utilise these powers in 1938 when a comprehensive scheme for the redevelopment of the Diamond Bay area was formulated. The Diamond

Bay area is situated at the northern extremity of the Municipality, and the street layout was badly planned and development was at the time mainly horse and dairy paddocks, quarries and relatively few scattered houses. The scheme was designed to provide a new street system, fully utilising the whole of the land, comprising about 72 acres, which would have been difficult, if not impossible, if the existing street system were to be retained. Difficulties arose, however, because of the need to acquire and demolish a number of owner-occupied dwellings. No further action was taken owing to outbreak of World War II, but a modified scheme was prepared in 1946. This scheme, though not as good as the original proposal, almost entirely eliminated the earlier objection, and was adopted by Council for implementation in stages. To date, only the first two stages have been developed, the second stage established the new street known as Chris Bang Crescent. Economic conditions have prevented further development, but the basic plan can still be implemented when practicable. The Council has undertaken minor re-planning works such as the extension of Marne Street and re-planning of the Wentworth Street area where it was possible to provide road access to land not feasible under the original layout.

The Local Government (Town and Country Planning) Amendment Act, 1945, introduced new powers and responsibilities for Local Councils. The Cumberland County Council was established in 1946 to prepare a master plan for the County of Cumberland, and all Local Councils became responsible for preparing local schemes within the framework of the master plan.

The provisions of the County of Cumberland Planning Scheme became effective on the 27th June, 1951. During the intervening period, a number of interim proposals were issued and from time to time modified.

The interim plans dealt in broad terms with the major aspects of use-zoning, traffic arteries, and open spaces, and were to a large extent based on theoretical considerations that were later amended after detailed examination. The road proposals in Waverley followed, in the main, the existing roads, but there were two completely new routes proposed that would have affected occupied lands. The first of these was a coastal drive forming part of a scenic road planned to extend from Botany Bay to South Head. The other was a new road planned to connect the southern part of the Municipality with the proposed eastern expressway at Old South Head Road near Edgecliffe Road. This route would have traversed the western side of Waverley Park and passed through much private property and church and school land to the south of Birrell Street. Waverley Council's representations, following local objections in these cases, resulted in modification of the proposals to follow

existing roads as far as possible, with consequent reduction of interference with private property to a minimum.

The provisions of the interim proposals for creation of new open spaces were also largely impracticable. The major features were the creation of a continuous foreshore reserve along the coastline and of a "green wedge" extending, though not continuously, from Cooper Park, Woollahra to Waverley Cemetery at Clovelly. It was proposed in the latter feature that the whole of the block bounded by Flood Street, Old South Head Road and Bondi Road be ultimately converted to open space and civic uses. This proposal would have affected some 400 dwellings and there were strong protests by local residents. Although Council first favoured the latter feature, it later altered its view, and upon representations being made the "green wedge" proposal was dropped from the scheme and the foreshore reserve proposal drastically modified.

With the commencement of the County Scheme in June, 1951, the Waverley Council became "responsible authority" for the control of most of the development within its area and the preparation of a local scheme to fill in the details of the master plan was commenced. The first stage was reached in 1954, when the Council adopted a zoning scheme for the Bondi Junction area. This area, which extended from Centennial Park to Waverley Park and from Oxford Street southerly to the Charing Cross shopping centre was zoned for residential, commercial and industrial purposes. Consideration was also given to the establishment of a Civic Centre for the Municipality, but after reviewing several sites it was found that the cost would be prohibitive, and it was decided that the present site of the Council Chambers in Waverley Park be retained as the location for any future development of a Town Hall.

During the year 1957, the Planning Committee reviewed planning proposals for the whole of the Municipality and made a number of inspections of the area. The proposals have been accepted with some modifications and the preparation of plans embodying the proposals is now proceeding (May, 1959) with a view to early submission to Council for adoption. Completion of the details of the local Planning Scheme will then proceed with the expectation of presenting the scheme for public inspection in the year 1959.

The map on page 89 shows the main features of the scheme in outline and indicates in broad terms the proposed land-use zones, existing and proposed traffic arteries, and the existing and proposed parks and open spaces in 1958. It will be realized that in an area such as Waverley, which is almost entirely built-up, considerations of cost will largely confine the scheme to improvement of existing conditions and the checking of undesirable trends in re-development, and

for these reasons many desirable features in planning must be rejected as impracticable.

[Mr. E. M. Stephens, Council Engineer and Town Planner is here thanked for the foregoing information on this subject.]

GROWTH OF MUNICIPALITY

Although quite a few statistical statements have been already shown at specific stages of the Municipal history, it seems appropriate that several schedules indicating the growth of the Municipality at intervals should be included here.

POPULATION

1859				
1860	891	persons		
1871	1,377	"	increase	486
1881	2,365	"	"	988
1891	8,842	"	"	6,477
1901	12,342	"	"	3,500
1911	20,750	"	"	8,408
1921	37,660	"	"	16,910
1931	52,460	"	"	14,800
1941	63,000	"	"	10,540
1951	75,030	"	"	12,030
1956	66,270	"	decrease	8,760
1957	65,730	"	"	540
1958	65,130	"	"	600

NUMBER OF ELECTORS

Year	1859	Electors	220		
"	1860	"	244	increase	24
"	1870	"	376	"	123
"	1880	"	475	"	108
"	1890	"	1,994	"	1,519
"	1900	"	2,351	"	357
"	1910	"	3,545	"	1,194
"	1920	"	8,685	"	5,140
"	1930	"	33,490	"	24,805
"	1940	"	38,717	"	5,227
"	1950	"	56,229	"	17,512
"	1957	"	52,441	decrease	3,788

RECEIPTS AND EXPENDITURE OF THE MUNICIPALITY 1859-1958

Year	Receipts			Expenditure		
	£	s.	d.	£	s.	d.
1859	30	8	6	497	17	10
	(First half year)			(First half year)		
1860	861	6	4	1,178	13	11
	(Full year)			(Full year)		
1870	1,009	17	6	861	12	4
1880	2,421	8	2	2,893	7	6
1890	12,412	0	0	17,953	0	0
1900	10,034	0	0	10,440	0	0
1910	20,731	0	0	21,841	0	0
1920	71,651	0	0	57,967	0	0
1930	181,416	0	0	214,520	0	0
1940	191,217	0	0	222,742	0	0
1950	234,351	0	0	288,156	0	0
1956	387,145	0	0	446,948	0	0
1957	510,483	0	0	491,696	0	0
1958	512,745	0	0	479,611	0	0

The Receipts between 1860 and 1910—a 50-year period—increased by £19,869/13/8, and the Expenditure increased by £20,663.

From 1910 to 1956 the Receipts increased by £366,414 and the Expenditure increased by £425,107—a phenomenal increase over this period.

VALUATIONS

Year	Rateable or Unimproved Capital Value £	Improved Capital Value £	Year	Rateable or Unimproved Capital Value £	Improved Capital Value £
1859	20,000 (Approx.)		1915	1,286,447	3,741,015
1860	17,977		1920	2,330,695	6,087,608
1865	15,925		1925	3,177,153	9,096,415
1870	16,670	329,000 (Approx.)	1930	6,205,969	16,992,917
1875	17,386	347,720	1935	4,440,440	13,619,925
1880	23,838	476,766	1940	5,488,522	16,608,783
1885	74,186	1,483,736	1945	5,917,994	20,531,214
1890	107,963	2,250,000	1950	6,462,486	22,642,172
1895	116,880	2,525,200	1955	11,913,956	48,548,670
1900	660,468	1,768,600	1957	17,032,555	75,127,310
1905	660,468	2,073,100	1958	17,027,310	75,104,945
1910	847,955	2,440,836			

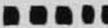
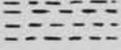
The Unimproved Capital of land from 1870 to the year 1920 — a period of 50 years — increased by £2,314,025, and from 1920 to 1957 by £14,701,860. The Improved Capital Value from 1870 to 1920 increased by £5,758,608, and from 1920 to 1957 by not less than £69,039,702.

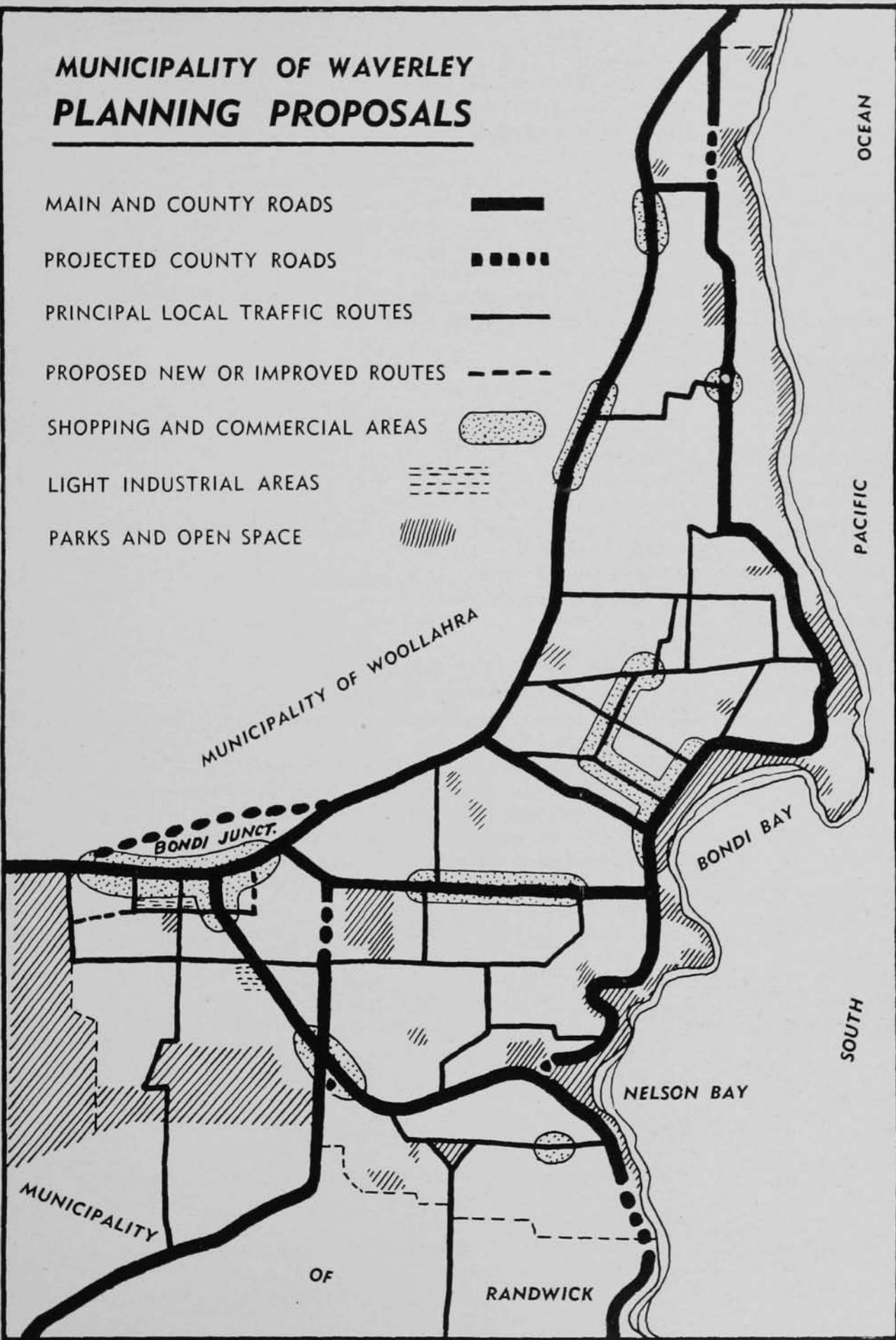
CHANGES OF STREET NAMES

Throughout the long years of nearly a century many changes of the early street and road names have taken place and changes are constantly going on in the Municipal area. In the undermentioned list some of the known alterations are recorded, but there may be quite a number that have been missed.

PRESENT NAME	FORMER NAMES
Francis Street	O'Brien Street.
Mitchell Street	Part Snargate Street.
Lyon Street	Patrick Street and Stroud Street.
Military Road	Part Waterloo Street.
Darley Road	„ Boundary Street.
Salisbury Street	„ Shrewsbury Street.
Denham Street	„ Denison Street and Fletcher Street.
John Street	Clarence Street.
Hewlett Street	Part Brown Street, part Murray Street.
Murray Street	„ Nelson Bay Road.
Simpson Street	Government Road.
Baglin Street	Government Road.
Dalley Street	Waverley South Street.
Allen Street	Cross Street.
Leichhardt Street	Part Coogee Bay Road.
Firth Street	Government Road.
Tipper Street	Hardy Street.
Warners Avenue	Bondi Road (North Bondi)
Diamond Bay Road	Stanley Street. This name has been variously shown on maps as applying to different parts of Diamond Bay Road. The South leg off Old South Head Road is at present so called.

MUNICIPALITY OF WAVERLEY PLANNING PROPOSALS

- MAIN AND COUNTY ROADS 
- PROJECTED COUNTY ROADS 
- PRINCIPAL LOCAL TRAFFIC ROUTES 
- PROPOSED NEW OR IMPROVED ROUTES 
- SHOPPING AND COMMERCIAL AREAS 
- LIGHT INDUSTRIAL AREAS 
- PARKS AND OPEN SPACE 



Military Road, part	Derby Street then Kimberley Street from Old South Head Road to Peel Street.
Military Road, part	Peel Street then Peel Street North between Kimberley Street and Kobada Road (Russell Street).
Military Road, part	Russell Street (part) from Peel Street to Bede Street.
Military Road, part	Dalley Street then Bede Street from Lancaster Road to Russell Street.
Military Road, part	Maison Dieu Street, Lancaster Road to Kiparra Road.
Military Road, part	Argyle Street (part) Douglas Parade to Loombah Road.
Military Road, part	Waterloo Street between Raleigh and Lancaster Street.
Kimberley Street	Kimberley Street East, formerly.
Eastern Avenue	The Avenue (off Peel Street).
Kobada Road	Russell Street (part) from Old South Head Road to Peel Street.
Bulga Road	Russell Street (part) east of Military Road.
Lancaster Road	York Street.
Hunter Street	View Street.
Myuna Road	Annie Street.
Portland Street, part	Beulah Street from Lancaster Road to about south end of reservoir.
Gilbert Street	Oxford Street.
Princess Street	Eliza Street.
Blake Street	Napoleon Street.
Dover Road, part	Cambridge Street, Athol Terrace, then Dover Street from Old South Head Road to Gilbert Street.
Lyons Street	Stroud Street and Patrick Street.
Liverpool Street	Collingwood Street and Albert Street.
Bangalla Road	Collins Street.
Hardy Street	Snargate Street.
Wallangra Road, part	Brighton Street from Dover Road to Raleigh Street.
Wallangra Road, part	Amy Street (part) to Raleigh Street to Kiparra Road.
Kiparra Road	Amy Street (part) from Wallangra Road to Military Road.
Raleigh Street	Biggin Street and Stuart Street.
Pindari Road	Argyle (part) Military Road to Raleigh Street.
Loombah Road, part	Helen Street, Military Road to Hardy Street, later Military Road to Military Street.
Loombah Road, part	Military Street, Helen Street to Military Road.
Macleay Street	Helen Street (part) Military Street to Hardy Street, for a time known as Loombah Road.
Clyde Street, part	Alice Street east of Hardy Street.
Polybank Parade, part	Stewart Street (part) from Narelle Street, southerly to angle.
William Street	Wiley Street.
Murriverie Road	Gregory Street.
Wentworth Street	Murriverie Road, east off Military Road.
O'Donnell Street, part	Francis Street (part) westerly off Military Road to Frederick Street.
Frederick Street	Francis Street (part) northerly from O'Donnell Street to Murriverie Road.
Oakley Road, part	Walsham Parade, easterly from Mitchell Street.
Blair Street	Sewer Road.
Griffith Avenue	Plowman Street (part) from present Plowman Street to Niblick Street.
Beach Road	Matilda Street.
Roscoe Street, part	George Street, Glenayr Avenue to Wellington Street.
Glenayr Avenue, part	Sophia Street, Hall Street to Walters Avenue.
Forest Knoll Avenue	Sir Thomas Mitchell Road (part) Lamrock Avenue to Francis Street.

Notts Avenue	Sir Thomas Mitchell Road (part), east of Campbell Parade. For a time known as Sir Thomas Mitchell Road East.
Wellington Street, part	Georgiana Street, Edward Street, northerly.
Martins Avenue	Glen Street.
Orr Street	Mitchell Street.
Moore Street	Ocean Street.
Denham Street, part	Fletcher Street, southerly from Bondi Road, formerly part of Denison Street.
Ormond Street	Denham Street.
Fletcher Street, part	Fletcher Avenue, from Denham Street to Glen Street, formerly part of Denison Street.
Fletchers Avenue	Fletchers Glen also for a time forming part of Denham Street, formerly part of Denison Street.
Gaerloch Avenue, part	Tamarama Street.
Wilga Street	Bay Street.
Sandridge Street	Thomas Street.
Philip Street, part	Avoca Street (part), not confirmed.
Murray Street, part	Kenyon Street, Birrell Street to Belgrave Street.
Palmerstone Avenue, part	Bronte Street, Murray Street to Dickson Street.
Gibson Street, part	Bayview Avenue, Henrietta Street to Brown Street.
Pine Street	Alice Street.
Bronte Road, part	Cowper Street, Oxford Street to Victoria Street.
Bronte Road, part	Leichhardt Street (part) Victoria Street to Nelson Bay Road.
Bronte Road, part	Nelson Bay Road (part) Leichhardt Street to Macpherson Street.
Calga Avenue	Nelson Bay Road (part) Trafalgar Street to Macpherson Street.
Gardyne Street, part	Gipps Street (part) Evans Street to St. Thomas Street.
Carrington Road	Vickery Street and earlier Frenchman's Road and Power Street.
St. Marys Avenue	Park Avenue.
Allens Parade, part	Allen Street, Bronte Road to Hollywood Avenue.
Allens Parade, part	Carona Avenue, easterly from Botany Street.
Bon Accord Avenue, part	Gierstein Street, later Barnett Avenue, Flood Street, westerly to angle.
Hollywood Avenue, part	Cary Street, Waverley Street to Ebley Street.
Short Street	Taylor Street from Church Street to Bronte Road.
Ebley Street, part	Smithers Street, Denison Street to Hollywood Avenue.
Ebley Street, part	Hope Street, Denison Street to Mill Hill Road.
Newland Street	Newman Street.
Walter Street	Park Street.
Cuthbert Street, part	Church Street, Crescent Street from Bourke Street to Blenheim Street. This name applied only on the north side before the present Cuthbert Street was established by subdivision of the water reserve.
Queens Park Road	Victoria Street (part) from View Street to York Road.
York Road, part	Abbott Street from Darley Road, northerly and westerly to second angle.
York Road, part	Sutherland Street, northerly from Abbott Street to Lynch Avenue.
York Road, part	Dalley Street, northerly from Lynch Avenue to Oxford Street.
Bondi Road	At first called Waverley Street, formerly extended to Hall Street, thence Campbell Parade to Ramsgate Avenue, thence Military Road.
Bligh Street	Westerly off Military Road between Wallis Parade and Blair Street, thence northerly to the present O'Donnell Street and Cliff Street, running due north from the present intersection of Military Road and Hastings Parade, apparently vanished after the establishment of the present Military Road.
Queen Elizabeth Drive (as consented to by Her Majesty, 1955)	Formerly Marine Drive (Bondi Park).

ORIGIN OF DISTRICT NAMES

It is generally believed, and without much doubt, that the name "Waverley", as applied to Barnett Levey's house at Waverley, previously mentioned, originated from Levey's admiration of Sir Walter Scott's "Waverley Novels", inspired from the Abbey of Waverley, near Farnham, in Surrey, England.

In view of this it was thought appropriate to make reference here to Waverley Abbey.

Abbot Gasquet, in writing "The Greater Abbeys of England," in 1908, said: "The river Wey flows by its site and a mile or two away to the west of the hills, which form the well-known 'Hogsback' rise from the plain and stretch away towards Guildford and Dorking. . . . Waverley was the first abbey of the Cistercians founded in England . . . the foundations of the abbey of the Blessed Mary of Waverley were laid . . . on November 24, 1128. . . . Waverley is best known to the present generation as that religious house which gave to Sir Walter Scott a title for his immortal series of romances."

A few street and lane names in the vicinity of the site of Waverley House, at Waverley, are linked with Scott's novels, such as Woodstock, Kenilworth, Gierstein (now Bon Accord Avenue) and Waverley.

BONDI

This name has been referred to before in connection with the grant of land to William Roberts at Bondi. Here I propose to mention the various ways the name has been spelt by different authorities.

"Bundi" Bay by James Meehan in 1809, Field Book No. 58, Mitchell Library.

"Bundye" by William Roberts in "Sydney Gazette" of August 31, 1811.

"Boondye" by William Roberts in "Sydney Gazette" of September 4, 1819.

"Bondi" Bay, by R. Hoddle, on February 5, 1927, Field Book No. 279, Mitchell Library.

"Bondi," "New South Wales Calendar and Directory," by Raymond, 1832.

"Bondi" in E. J. H. Knapp's Map of 1842 in Waverley Council Chambers.

"Bondi Estate," "Sydney Morning Herald" of July 3, 1852, for sale.

The name has been "Bondi" since 1827.

According to some authorities, "Bondi" or "Boondi" is a native word meaning "water breaking

over rocks" or "noise of water breaking over rocks." The Australian Museum records that Bondi means a "place where a fight with nullas took place."

CHARING CROSS

The locality of Charing Cross was so named by the Waverley Municipal Council at its meeting on September 6, 1859. No reason was given by Council why it was so called, but there is not much doubt that it was named after Charing Cross in England, of which Leigh Hunt in "The Town" records the following:—

" . . . In the reign of Edward I, on the country road from London to Westminster, stood the hamlet of Charing Cross; a rustic spot, containing a few houses, and the last cross set up by that Prince in honour of the resting-places of his wife's body on its way to internment in the Abbey. The Cross was originally of wood, but afterwards of stone. The reader may see it in the old map of London by Aggas . . . towards the end of Elizabeth's reign Charing Cross was united with London on the Strand side, and at intervals with Whitehall. . . . Charing Cross has long been something the reverse of a rural village, and is now an improving metropolis. . . ."

In "Old and New London," Vol. 3, by Edward Walford, we read:—

"The name is most probably derived from the old village Charing which stood there, a sort of halting place in bygone times for travellers between London and Westminster."

It is, indeed, interesting to quote a few parts of Plugshell's reference to Charing Cross in the "Eastern Suburbs Daily," November 18, 1924:—

"In the '50's that portion of Waverley now known as the Charing Cross, was practically virgin scrub. Even up to the end of the '70's Waverley consisted of two separate communities — the 'Tea Gardens' and 'The Cross.' The roads between the two were destitute of shops, and when one left the 'Tea Gardens' the journey to the 'Cross' was like passing along a country road till the next village was reached. They are both busy centres now, but for as long as I can remember (fifty years) they were, and are now to a certain extent, two separate communities of thought and interests. In municipal and political life they were apart — the politician at the top of the poll at the 'Tea Gardens' was certain to be at the

bottom at the 'Cross,' and vice versa. The 'Cross' was evidently intended as the 'township' of Waverley, for when it was a village, the 'Tea Gardens' was just a collection of shops along the main road. When Bondi woke up, and the tram to that place junctioned at the 'Tea Gardens,' with the Waverley tram the 'Tea Gardens' became the 'Bondi Junction,' which latter place then leaped ahead, leaving the 'Cross' standing still. It remained comparatively stagnant for many years, but has latterly quickened into life, and with the opening up of the land round Bronte, Bishop's Mount and Clovelly, bringing increasing business, it is now rivalling the 'Junction' as a commercial centre. . . ."

BEN BUCKLER

There have been many conflicting opinions and statements made at various times concerning the origin of the name of this rocky projecting point, "Ben Buckler." So far as can be traced, the first official recognition of this name appears in an official description of an intended land grant to one, Richard Hurd, in 1831, thus: "to a point called Ben Buckler." This suggests, of course, the name was in use at the time, but for how long is not clear.

It is significant that when Surveyor Hoddle made a survey of the coast line in 1827 he commenced the survey from the 5-mile stone (near present Murrivierie Road) and proceeded southerly along the low lands past Bondi, where he recorded in his field book of connections to "Bondi Bay" and to "North Head of Bondi," which is Ben Buckler. He was apparently unaware of it having the last-mentioned name at that time, which was February 5, 1827.

But let us have a look at the several opinions offered respecting the origin of the name "Ben Buckler." The question appeared to have been first raised when an estate, "Queenscliffe," was put up for sale on this headland in 1906. An endeavour was then made to have the name "Ben Buckler" changed to "Queenscliffe." This, however, was not adopted.

Some nine years later a letter appeared in the "Sun" newspaper of June 29, 1915, which stated: "People have been wondering lately how Ben Buckler got its name. It was a popular notion that the point was called after some local celebrity, but as a matter of fact the name is a corruption of that originally bestowed upon the place by no less a personage than Governor Macquarie, who called it 'Ben-becula,' because of its resemblance to one of the islands in the Argyleshire Highlands, of which group our one-time Governor was a native. Governor Macquarie came to New South Wales in 1809 and remained till 1821."

The next authority to offer an opinion was Captain Watson, at a meeting of the Australian Historical Society on the same night as the issue of the "Sun" before mentioned. He said: "The name is a corruption of Ben-becula, the name given by Macquarie." Unfortunately Captain Watson gave no authority for his statement — neither can any be found in official records. Watson was followed by Mr. Edward Mills in the "Sun" of July 4, 1915, stating: "'Ben Buckler' is not like the island 'Ben-becula' in the Hebrides — Ben-becula is a low, flat islet, more muddy than rocky, and nothing like Ben Buckler at Bondi." He claimed that it was named "Ben Buckler" after an old man, supposed to have been a convict, named Ben Buckley, and brother to the William Buckley, the convict who escaped from the prison gang at Sorrento, Victoria, in 1804, and who lived for thirty years with the blacks. Ben Buckley arrived in New South Wales in the same ship as William Buckley, and was assigned to a farmer at the Hawkesbury. He cleared out from there and became a bush-ranger. After many adventures, recaptures, floggings, etc., he is reputed to have been given his liberty on account of his giving information to the gaolers of an intended mutiny amongst the prisoners. He was the man after whom the headland was named, as he lived in a cave in the rocks and was, in the early days, a well-known character in the locality."

Some months later, October 28, 1915, Mr. Hugh Wright, Librarian of the Mitchell Library, wrote:—

"In 1865, at a meeting of the Philosophical Society of New South Wales, the Reverend W. B. Clarke stated that 'Ben Buckler' was corruption of a native name, 'Baal-buckalea.'"

This was replied to by Mr. Meston, Director of Queensland Museum, in the "Daily Telegraph" of November 6, 1915, thus:

"Mr. Wright is wrong. Baal-buckalea, as quoted is not a native name, Baal is aboriginal, but 'buckalea' is not a native word at all." Meston also said: "In the year 1810 two men named James Ives and Benjamin Buckler left the penal settlement and went away to live with the blacks at Botany Bay and Port Hacking for ten years, and Ives learned to speak the language fluently. In 1822, Ives, who was well-educated, wrote a pamphlet, which was published by the "Sydney Gazette," containing the only reliable vocabulary of aboriginal words ever written.

"Ben Buckler," says Ives, "was a Yorkshireman, and was killed by the collapse of a shelf of rock on which he was standing, in the vicinity of Bondi. For many years the rock was known as 'Ben Buckler's Leap.'"

DIAMOND BAY

The origin of the name Diamond Bay is obscure. The earliest record found appears in a "Report and Map of the Harbour Defences," dated 3rd January, 1863, in the "N.S.W. Votes and Proceedings" of that year. Diamond Bay is now a developing locality. Diamond Bay Road leads to the bay and Rosa Gully. Eclipse Bluff, a feature about midway between Ben Buckler and "Meriverie Pass," was also shown on the before-mentioned map. The name Eclipse Bluff has long since gone into oblivion.

DOVER HEIGHTS

The locality of Dover Heights appears to have been first mentioned in Municipal records in March, 1886. A road leading from Rose Bay to the heights prior to this period was called Dover Street (now Dover Road) — hence the name Dover Heights. It is now a fashionable residential area of the Eastern Suburbs.

The names of Bronte and Tamarama have been dealt with under Bronte Estate and House, and Tamarama under Tamarama Beach and Park, etc.

SERVICES, FACILITIES, ACTIVITIES AND AMENITIES IN THE MUNICIPALITY

It is now proposed to record, as far as can be ascertained, the various Services, Facilities, Activities and Amenities which directly or indirectly affect or interest the Municipality. Although a number of these may have been briefly mentioned earlier, more details of their establishment and history will be unfolded under their own titles.

FIRST COUNCIL CHAMBERS

Reference has already been made to the opening of the new Council Chambers as the "high light" of 1861, but let us give a little more as to the building itself as reported in the "Empire," June 5, 1861.

"The building which is to be two stories in height, is to be constructed in the Continental Gothic style, and is to afford office accommodation, as well as a suite of apartments for the residence of the housekeeper. The Council Chamber will be on the second storey, and will lead out to a small verandah, which is intended for electioneering purposes. The general aspect of the building is neat and simple. It is to be erected on a piece of ground the gift of Mr. Francis O'Brien, a wealthy landed proprietor residing in the Municipality. A more commanding site for a public building could not be desired. The Council Chamber, which is situated in Waverley Street, will be visible from the sea. The cost of erection is estimated at £700 - - - a very small amount when it is considered that it is to be built of stone, and that the principal room - - - "the council chamber"—is to afford accommodation for 200 people.

The site of the new Council Hall was gaily decorated with flags of all nations; and at a short distance from it was located a marquee, in which a lunch, provided by Mr. Poehlman, of George Street, was spread. The internal decorations consisting of flags and green bushes, were most appropriate. Of the luncheon, it is only necessary to state that it gave general satisfaction - - - the good things of the season being provided in a bountiful manner. A detachment of police kept the ground. We must not omit to mention that the employees at the new hall were provided with refreshments, which they discussed in a tent close by.

Immediately on the arrival of the Premier and his colleagues, they were escorted to the site of the hall by the Chairman of the Waverley Municipality, Mr. Charles St. Julian, who opened the proceedings by reading the following inscription, neatly engrossed on a scroll of vellum, intended to be deposited in a bottle under the foundation-stone:—

The first stone of this building,
The Waverley Municipal Council Chambers,
Was laid on Tuesday, the 4th day of June, in the
year of our Lord, 1861.

And in the 25th year of the reign of Her
Majesty Victoria, Queen of Great Britain and
Ireland, of India, and of Australia.

By the Honorable Charles Cowper, Esq., M.P.,
Chief Secretary of New South Wales, &c., &c.
Governor of the Colony, Sir John Young,

K.C.B., G.C.M., &c., &c.,
Members of the Municipal Council of Waverley:

Mr. John Birrell
Charles Simmons
Charles Browne
James Vickery
Richard Watkins
Walter Smith
Charles St. Julian
Hercules Watt
Stephen Dickson

Chairman of the Municipality:

Mr. Councillor St. Julian.

Treasurer:

Mr. Councillor Simmons.

Architect:

Mr. Thomas Rowe.

Contractor for Mason's Work:

Mr. Phillip James Newland.

Contractor for Carpenter's Work, &c.:

Mr. Henry Turbit.

A sealed bottle, containing the parchment scroll, having been deposited in the cavity under the foundation stone, Mr. Cowper proceeded to spread the mortar. The stone was lowered into its place, and after giving it the customary number of taps, the Premier declared it 'well and truly laid.' The announcement was received with cheers."

Some twenty years later, in April, 1882, the subject of the erection of a new town hall and Council Chambers, to embrace a school of arts and public library, was brought before Council. About a month later, Council decided that it would proceed with the building of the new town hall on a site it had already bought in Vickery Street, Charing Cross. This site was purchased in 1878 at £3 a foot for the intended school of arts. The design for the new town hall and council chambers to be erected in Vickery Street was submitted to Council by Messrs. Clarke Bros., well-known architects, in 1882, accepted by Council and all preparations made to commence building. Then a halt was called because of a legal difficulty which cropped up as to whether Council had power to build on a site which had been purchased for a school of arts and for which money had been subscribed. This legal doubt caused such a long delay that Council decided to abandon the building of a new town hall and Council Chambers on the site. Clarke Bros. received £50 for their design plan and the people of Charing Cross lost the benefit of such an important building in their locality. In 1904-6, it was proposed to sell the Carrington Road school of arts site and the then Council Chambers site and create a fund for the building of a new town hall on a more suitable site. The consent of the Government was given to the sale of the school of arts site in 1911 and it was subsequently sold. Other sites for a town hall were then considered by Council and submitted to a vote of the ratepayers in the 1911 elections as follows:—

A. Are you in favour of a Town Hall in Waverley?

B. If so, which of the following sites . . . are you in favour of, intimating order of preference?

- (1) Old South Head Road, known as Wangenheim's property, area 125ft. by 300ft., cost £5,000.
- (2) The present Council Chambers, Bondi Road, including extra land necessary, £2,500 (240ft. by 99ft.).
- (3) Corner Cowper and Gray Streets, £3,000 (70ft. by 135ft.).
- (4) Land bounded by Bondi Road, Waverley Street and Waverley Crescent (£2,000).
- (5) Land Cowper (Bronte Road), Brisbane Street, £3,000, (site of Star Theatre).

The result of the poll was:—

For the building of a town hall — Yes — 804,

No — 343.

Sites —

At Council Chambers (Bondi Road)	253
" Old South Head Road	173
" Cowper and Brisbane Streets	118
" Bondi Road and Waverley Street	63
" Cowper and Gray Streets	39

Some months later the property "Eastcourt" — formerly Landsdown House — was placed on offer to Council as a site for Council Chambers and Town Hall. None of the proposed sites were acceptable, no doubt because of their cost. It was then arranged that Council should be given a portion of the north-west corner of Waverley Park, and this was formerly dedicated, September 3, 1913, for Council Chambers.

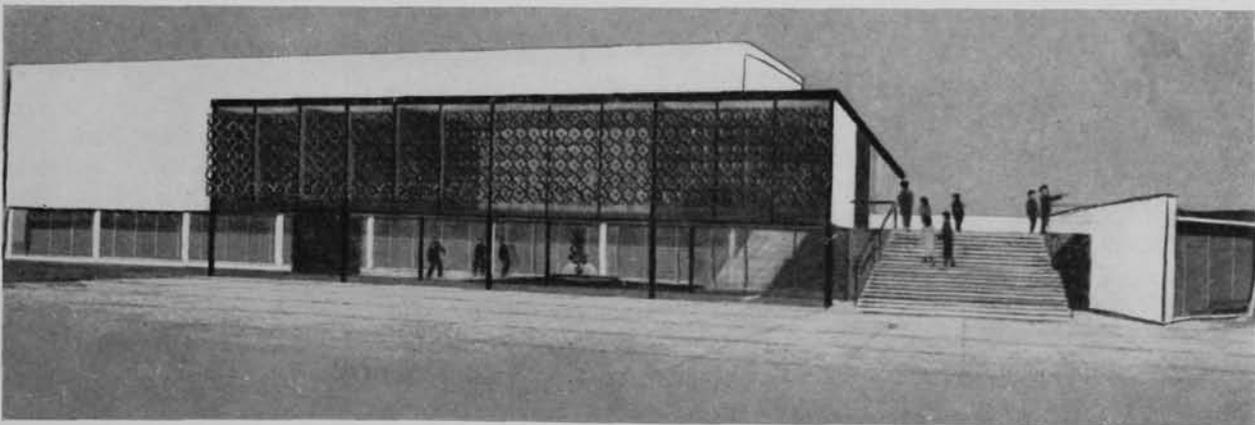
The first move towards acquiring the Waverley Park site was made in September, 1912. Before final steps were taken, however, a medical report was obtained on the condition of the old Council Chambers in Bondi Road. The report of about June, 1913, stated that the building was insanitary owing to dampness, bad ventilation, poor lighting, insufficient accommodation, and far too small for the staff. It was estimated by Mr. St. Julian, the architect, that the necessary renovations would cost about £2,150. The Town Hall Building Fund which had been accumulated by Council for that purpose was £1,328. The old Council site, when sold, was estimated to realize about £1,600 and the balance of about £1,096, required for the building of the new Council Chambers on the park site would have to be provided by the ratepayers. This would be in the form of a temporary loan by Council. Following a calling for tenders for the erection of the new building, the lowest tender of several submitted, was that of £3,424, by Mr. J. Compton. It was accepted by Council in March, 1913. The building was completed by the end of that year and on January 6, 1914, the Council met for the first time in the new Council Chambers. Dr. L. J. Lamrock was the Mayor at that period. The canopy behind the Mayor's dais was erected at the end of 1913 at a cost of over £26.

A quiet ceremony of loyalty and affection took place in the Council Chambers on May 18, 1937, when a portrait of His Majesty King George the Sixth was unveiled. It was hung over the dais of the Mayoral Chair. Following the accession of Her Majesty Queen Elizabeth the Second to the Throne, the portrait has been replaced by one of the Queen and her husband, the Duke of Edinburgh.

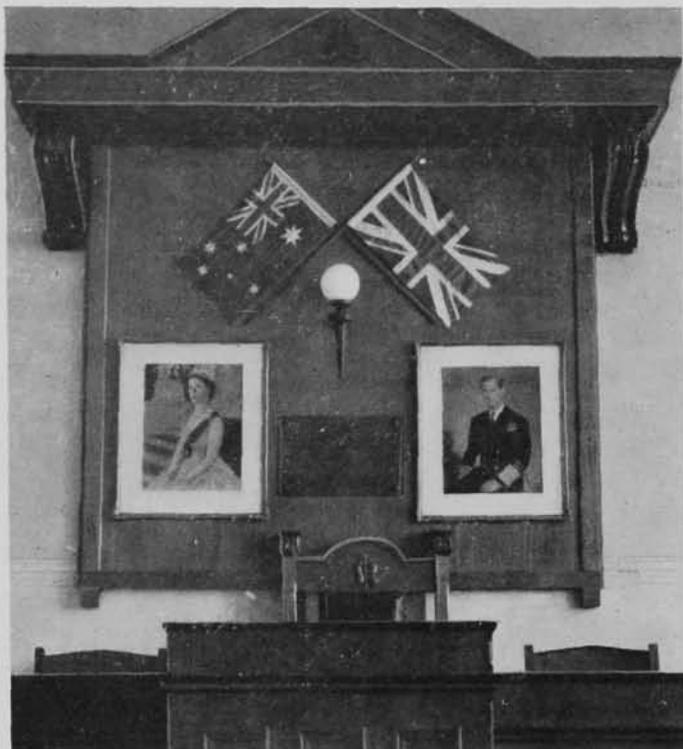
The old Council Chambers of 1913 has served the requirements of the staff and public for well over 45 years, during which time the Municipality has been without the advantage of a Town Hall. Several vain attempts have been made over the long years to fix upon a site, but finality was never reached. In November, 1955, however, Messrs. Bloch and Grusman were requested by Council to prepare plans for the reconstruction of the present Council Chambers to include a public hall large enough to accommodate 2,000 persons and facilities for a public library. It was later decided to hold a competition to secure the best design. Mr. Baldwinson was appointed the assessor to conduct the competition. Three schemes were submitted. No. 1 provided a total re-building of



Design for Waverley Town Hall proposed to be built at Charing Cross in 1882.



Proposed Town Hall, Council Chambers and Library at Waverley, 1958.



Mayor's Chair and Dais, 1959.

(Photo.: C. Cameron)

present Council Chambers and offices at a cost of £45,500. The other two schemes were less costly, but did not include a complete new building. The closing date of the competition was fixed for September 30, 1957. The adjudication of the designs commenced on October 2, 1957. All historical features of the old building were to be retained, including foundation-stone of original Council Chambers, plaques and all honour boards, particularly the Mayoral Honour Board installed in the Council Chambers in 1955 at a cost of £285; etc. With furnishings it is estimated that the total expenditure would be about £150,000.

The competition was won by the Sydney architects, Ancher, Mortlock and Murray who gained the winning prize of £500. The second prize was awarded to the firm of P. B. Hall, G. P. Webber, A. L. Craig and K. Woolley; the third prize to Harry Seidler and the fourth prize to the firm of Peter Priestley, Lyle Dunlop and K. G. McLaren. The second, third and fourth prizes were £200 each. Three other designs were given special mention. There were 87 entries in all.



Present Council Chambers, 1959.

(Photo.: C. Cameron.)

At the Council Meeting held on January 28, 1958, it was recommended that an application for a loan of £125,000 for the construction of a town hall and municipal offices be made to the Minister of Local Government. The main points to be stressed in the application were that the building of the hall and offices would largely assist in any unemployment problem in the district; that the erection of this important building would coincide with the Council's

Centenary Celebrations which are contemplated in 1959 and lastly, as the "Bondi Daily" of February 1, 1958, stated:— "The inadequacy of the existing offices and the lack of town hall facilities are not in keeping with the district and mitigate very largely against cultural development."

The above loan was not approved by the Minister, and so another proposal for a Town Hall and new Council Chambers has been delayed.

LIGHTING THE MUNICIPALITY

Gas and Electric Street Lamps

The earliest proposal for lighting the Municipality came before Council on July 25, 1860, just 12 months after its establishment, when consideration was given to the question of erecting oil lamps in Cowper Street (Bronte Road) between the Tea Gardens public house and Charing Cross, but it was negated. Then a report was called for on the expediency, cost and positions of oil lamps, if erected. This matter was deferred.

In March, 1861, Council resolved that it was highly desirable that Old South Head Road to Bellevue Hill and the more frequented parts of the Municipality, including Waverley and Birrell Streets, should be lit with gas. It was, however, deferred until the next year. Unfortunately for the following ten years the question of gas lighting remained in abeyance. Then in August, 1872, a petition signed by 40 residents and ratepayers was presented to Council asking that consideration be given to lighting the principal roads with gas. The petitioners intimated their willingness to pay a rate of 3d in the £ for the lighting. The special committee appointed by Council reported favourably to a meeting on September 3, 1872, stated that twenty lamps would be necessary in the following streets and places:— Cowper (at the Tea Gardens), Birrell, Church, Vickery, Leichhardt, Brisbane and Smithers; opposite Cables, Nelson Bay Road, Botany Street, Old South Head Road, Paul Street, opposite Bellevue Hill, Flood, Waverley and Bennett streets. In some cases there would be more than one light in a street.

The committee also recommended that the Sydney Gas Company be asked to state the terms under which it would lay mains and carry out the project. The Company offered to do so for £9 per lamp for not less than 23 lamps. Council agreed and struck a rate of 4d in the £ to cover cost. The Agreement was dated January 31, 1873.

In April, 1873, Council decided to strike a special rate of four pence in the pound on all rateable property for lighting the borough with gas lamps. Quite a few changes were made from time to time both in location of gas lamps and the numbers operating, and in the price charged Council per light. What appears to be the first use of the incandescent burner was at the Tea Gardens in April, 1898. It was at that time, too, that it was agreed to place the names of

streets on the lamps of the borough at 8d each. Some five years later the Australian Gas Light Co. gave Council twelve months' notice, in accordance with the agreement, to terminate its contract regarding gas lamps in the various streets. We find, however, that in 1911 the Gas Company offering to install inverted burners of 100 C.P. at £4/10/- per lamp, providing a five years' agreement was given by Council. Nine years later the Gas Company again gave the requisite notice to terminate the existing agreement, but a further six months was agreed to, dating from January, 1921.

It was about this time, November, 1920, that Council asked the City Council to submit the best offer to light the Municipality by electricity, and Mr. Forbes Mackay, the General Manager of the Electricity Department, addressed Council on the matter.

How long the Waverley Council has levied the Australian Gas Light Co. for the possession and enjoyment of the use of mains for the distribution of gas to consumers is not clear. However, in February, 1924, the levy amounted to £498 but in recent years the levy has risen to over £2,200 per annum.

ELECTRIC LIGHTING

We must now retrace our steps from the time Forbes Mackay addressed Council, in 1920, as just mentioned, to 1883. In February of that year a Mr. W. B. Churchhouse requested an opportunity of placing before Waverley Council some points on the question of electric lighting. This was followed by a representative of the Electric Light Co. laying before Council the leading features of the scheme. Nothing, however, was done until 1891 when an Electricity Bill was introduced for providing the City of Sydney and suburbs with this form of lighting.

The next move was in December, 1910, when a report was submitted to Council by G. A. Julius, B.Sc., M.E., and Forbes Mackay, of the Electricity Department, City Council, of two schemes—Schedule A provided that the lighting should be done by the City Council under which it was expected that a saving to Council of Waverley would be made; Scheme B provided that the Council would draw power from the City Council's mains and distribute current itself, which scheme would necessitate a loan of £12,000 but calculated to be a profitable undertaking in a few years. The cost of lighting the Municipality by gas at

that time was between £1800 and £1900 annually. The City Council offered definitely to place an electric light everywhere there was a gas lamp, at £3/7/6 each. The Council was paying £4 at that time to the Gas Company. The price to each consumer would be 2/6 per quarter. Council then resolved by 8 votes to 2 to adopt Scheme A. At the end of February, 1911, it was decided to defer, for six months, the installation of electricity. It must have been again deferred, as final agreement was not reached until November, 1914. In May, 1921, the City Council advised the Waverley Municipal Council that approval had been given to the proposal of electric street lighting for the Municipality at an estimated cost of £24,000, the work to be completed by February 8, 1922, or at a later date, if Council agreed.

With the replacement of gas by electricity for street lighting the people saw the last of the familiar rounds of the "lamplighters."

The first electric street lights, however, were switched on in the Municipality of Waverley on February 1, 1922, by the Electricity Department of the Municipal Council of Sydney. This body controlled electricity supply in the district at that time. The Sydney County Council which had taken over control of electricity supply from the Municipal Coun-

cil of Sydney in 1936, decided on November 15, 1938, to purchase the property known as Nos. 149-151 Oxford Street, Bondi Junction, for the purpose of establishing a Branch Office and Showroom within the Municipality of Waverley. This branch was opened to meet the convenience of the Council's customers and to keep pace with the needs of an enterprising and ever-growing community. The office and showroom building were officially opened by Councillor J. H. Gardiner on March 7, 1940, and business commenced the following morning. The new showroom is, indeed, an asset and convenience to the district. The policy of the Sydney County Council is to co-operate with, and assist any local body by allowing meetings to be held in the rooms. Facilities are provided at this Branch for the transaction of all types of business of the County Council including payment of accounts in particular, and for the display of electrical apparatus. Arrangements for the sale of such goods may be made and purchase completed there.

Some indication of the variation of the charges by the Sydney County Council for street lighting in Waverley may be gained by the fact that in the year 1942 it amounted to £6,130, in 1948, £8,383, in 1954, £18,272, and in 1957, £20,500.

TRANSPORT

TOLL GATES

For some years after its inauguration the Waverley Municipal Council was in continuous dispute with the Commissioner of the Randwick-Coogee Road Trust, respecting the toll gate at the corner of Ebley Street and Cowper Street (now Bronte Road)—about where the Star Picture Theatre now stands. The complaint by Waverley Council concerned the upkeep of road and collection of fees. This Toll Gate was established by notice in the "N.S.W. Government Gazette" of December 11, 1855, under the name of "Waverley Toll Gate." This was before the Municipal Act of 1858, and the establishment of the Municipality. Briefly the tolls demanded were: Sheep, goat, etc., $\frac{1}{4}$ d., cattle $1\frac{1}{2}$ d., horse 2d., horse and cart, etc., 3d., horse and other vehicles 6d., 2 horses and waggon 1/-, additional 2d., coach or carriage 8d.

So disturbed was Council at one stage that it made provision for a new roadway from Newland Street to Charing Cross, avoiding the Toll Gate altogether. It seems that the authorities then moved the Toll Gate to Mill Hill westerly of Newland Street which put that idea out of action. Negotiations, however, were continued with the Road Trust for transfer of that part of the road to Randwick running through the Municipality for some years before the Road Trust finally accepted Waverley Council's offer of £50 for the Toll Gate and house at Ebley Street. The transfer was effected on December 15, 1868. The Council then put up the lot for sale by tender and it was secured by Mr. J. Madden for £19 in March, 1869. It is understood that Mr. Mortimer, then Council Clerk, bought some or most of the stone for building his house in Dalley and Council streets. The road to Randwick was in such a deplorable condition at the time that the Government made a grant of £10 towards its repair.

A resolution moved in the Legislative Assembly in May, 1877, for the abolition of tolls on roads was carried by 23 to 12. Quite a few interesting tales are told of the old toll house when William Lees was in charge, but space cannot be spared for them to be told here. It is claimed that William Horsewell was the first Toll-Keeper at Ebley Street.

The other gate was situated at Mill Hill and came into being because the people were avoiding the one at Ebley Street by back streets. Billy

Deacon operated the Mill Hill toll gate and was often to be heard playing old-time musical instruments as he waited for customers to pass through. But this gate was abolished with others when road trusts were superseded by other bodies.

OMNIBUS TRANSPORT

It was not until about the middle of the 1850's that buses began to run to the Eastern Suburbs, and then only as far as Mrs. Jane Beard's Inn at Paddington. Transport beyond there was either on foot, horse, buggy or cart. There were only three buses which ran to Paddington: the "Alpha" and "Omega" owned by Richard Palmer and the "Thistle" owned by McLutchy. They started from Wynyard Square and charged sixpence to the Paddington destination. If a person wanted to get to Waverley he had to engage a special bus. A run to the Tea Gardens and Charing Cross was then commenced by Harry Stephens — "Old Steve"—and Joe Smith, who at first charged a shilling, but later reduced it to sixpence. Then the buses were taken over by a firm, Howard and Smith, who ran several buses. "Old Steve" and Joe Smith continued with the firm as drivers. They were both good drivers with accidents unknown. They had to be good drivers to be selected to take the soldiers to the Chinese riots at the Lambing Flat gold diggings (now Young). In the meantime Michael Quinn had started a service to Bondi for sixpence in what was termed a most "comfortable conveyance"—probably the best so far. It was no easy task for buses on the roads such as they were in those days. Barrack Hill and Mill Hill were two obstacles which had to be overcome. Sometimes passengers had to alight and walk to the top. When the roads were wet and muddy, difficulties were increased. On wet days the buses would sometimes be strewn with hay for a carpet and what a rush there would be for the inside seats on such days!

Two buses running to Charing Cross could not cope with the traffic; so Mickey and Tommy Shortell started to operate. Others in the bus services were M. Macnamara, John Dolling and Tommy Rouse. They had a paddock in Carrington Road and Victoria Street. Later came Conlon, Stephens, Foster, Murphy, Eggleston and Arthur Bros., whose stables were in Blenheim Street. Then came the formation of the

Woollahra Bus Co. with Mr. O'Dowd as Manager. It stabled in John Street, Woollahra. Subsequently the stables were moved to Victoria Street, Waverley. When the Company closed down, the land was cut up and sold, and O'Dowd Street was named after the manager. Although some hundreds of horses were stabled for these bus services until the trams commenced to run, they seemed a payable proposition. Generally speaking, the buses ran about every half-hour.

As early as June, 1864, an omnibus stand for licensed buses was established on the north side of then Waverley Street (Bondi Road), some 20 yards from Denham Street. About seven years later the Council requested the City Council of Sydney not to grant more than three licences for the Bondi-Sydney service. In April, 1874, an Act for the control of public vehicles in Sydney, etc., by Transit Commissioners was passed. It brought in a scheme for the buses to use different coloured lights for different suburbs. Waverley's colour was red and white. This seems to have been the forerunner of a similar adoption later by trams.

Increased services for buses were asked for in 1886 and again in 1896 by the Waverley Bus owners, but the Transit Commissioners were in opposition and no doubt with trams running they had good reason for such opposition.

Perhaps if we look for one of the last of the old-time bus owners we find that man in John Bunyan whose stables were located on the old Bronte Picture Show site, now a garage and petrol station.

Prior to 1933, buses which operated in the Waverley Municipality were privately owned. In that year the Government established its own controlled services. It is intended to quote here the details of information received from the Transport Department concerning the Government buses:— "The first Government bus was operated in the Waverley area on March 8, 1933, when the Route 30, now 330, Bondi Junction-Central Railway via West Bellevue Hill service commenced. On April 9, 1933 the Route 65 Campsie Railway Station-Central Railway-Bondi Beach service began operation. This is now incorporated in the Route 365 service, which operates between Bondi Beach and Central Railway. On April 15, 1934, the Route 20, now Route 322, Bondi Beach-Vaucluse service was taken over by the Department. This was extended to Lamrock Avenue, Bondi Beach, on November 11, 1934. On March 26, 1933, the Route 66, Watsons Bay-Bondi Junction via Rose Bay Heights service was established between Rose Bay Heights and Bondi Junction. On May 21, 1933, the service was extended to Watsons Bay. The portion of the route between Watsons Bay and Bondi Junction via Rose Bay Heights was discontinued on March 11

1934, and the service was diverted via Dover and New South Head roads and amalgamated with Route 159. This service was discontinued on June 18, 1934. On December 18, 1933, the Route 88, Enfield-Central Railway service was amalgamated with Route 159 and a through service was provided between Enfield and Bondi Beach. On June 24, 1934, certain trips were diverted to Bondi Junction.

"The Department established a service, Route 230, between South Head Cemetery and Central Railway on March 12, 1933. On May 21, 1933, the service between Kimberley Street and South Head Cemetery was discontinued, but was included in the Route 66, Watsons Bay-Bondi Junction via Rose Bay Heights. The service was extended on March 11, 1934, to South Head Cemetery and Watsons Bay. Today, Routes 331/333 operate between South Head Cemetery and Central Railway via Rose Bay North and Macquarie Street. The Route 160 Dover Heights-North Bondi-Central Station service was introduced on June 18, 1933. This service was extended to Military Road, North Bondi on September 20, 1936. On May 2, 1937, it was further extended to Dover Heights. This is the present day Route 360 bus service. On January 4, 1938, a service, Route 158, between Double Bay and Maroubra Junction, connecting with the tramway services at Double Bay, Bondi Junction, Randwick Junction and Maroubra Junction was commenced. This is to-day's Route 358 service. Route 195, Rose Bay-Maroubra Junction, via East Bellevue Hill and Bondi Junction was extended on January 7, 1938, to Maroubra Junction over the portion of the route previously operated by a privately-owned service on Route 74. This service was merged into the Departmental transport system and that portion of the route between Coogee Beach and Randwick Junction was extended to the city. To-day this is the Route 374 service.

"A peak hour service, Route 161, between North Bondi and Martin Place, Sydney, was inaugurated on August 2, 1937, to supplement the Bellevue Hill-Circular Quay tramway service. This is the present day Route 361 service. A direct service, Route 162 was commenced between North Bondi and Martin Place, City, on March 21, 1938. This service was restricted on June 6, 1938, to peak hours and extended to Dover Heights. To-day this is the Route 362 service. The Route 229, Lawson Street, Paddington-Central Railway via Five Ways, Paddington, was introduced on December 15, 1935. The service was extended to Bondi Junction on December 13, 1937. This extension was discontinued on January 9, 1939. The Clovelly-Bondi Junction service, Route 29 was introduced on January 4, 1938. To-day this is the Route 329 service.

THE FOLLOWING SCHEDULE SHOWS THE NAMES OF PERSONS WHO SOUGHT PERMITS
TO PLY MOTOR BUSES THROUGH THE MUNICIPALITY OF WAVERLEY PRIOR TO
THE ESTABLISHMENT OF GOVERNMENT CONTROLLED BUSES.

DATE.	NAME.	LOCATION.
21/ 8/1917	J. C. Moorfoot	From Dover Road, Rose Bay, to Bondi Beach.
13/ 3/1919	Aaron Leber	From Bondi Beach to Central Railway Station.
6/ 5/1919	Cyril Collington	From Edgecliff Road, via Grosvenor Street, Randwick Military Hospital and extension Bondi Junction to Bellevue Hill.
3/ 6/1919	George Stretz	From Edgecliff Post Office to Bondi Junction.
19/ 8/1919	W. H. Smith	From Bellevue Hill to Central Railway Station.
7/10/1919	Sydney J. Burnett	From Bondi to Little Coogee (Clovelly).
17/ 2/1920	Archibald Rice	From Waverley to Central Railway Station.
5/10/1920	J. J. Lynch	From Queen's Park to Central Railway Station.
1/ 5/1923	The Superintendent for Traffic was informed by the Municipal Council of Waverley that it did not intend to recommend the granting of any further applications for motor bus services in the Municipality until decisions of a conference of all parties on the control of motor buses were known.	
15/ 5/1923	The Superintendent of Traffic informed Council that a seven-minute motor bus service between North Bondi and the Central Railway Station had been arranged.	
15/ 5/1923	W. C. Etherington	From Bondi Junction to Beach Street, Coogee, via Oxford Street, Leichhardt, and Albion Street, Waverley.
8/ 1/1924	M. Miller	From South Head to Central Railway Station, via Old South Head Road—not granted.
8/ 1/1924	W. F. Dougherty	From Clovelly, via Macpherson Street, Bondi Junction, to Central Railway Station—not granted.
4/ 3/1924	F. Lane (for General Omnibus Co.)	From North Bondi to Central Railway Station—not granted.
1/ 4/1924	F. W. Dines	From Central Station to Bondi—not granted.
30/ 6/1924	Leyland Motor Bus Co.	From North Bondi to Central Railway Station.
30/ 6/1924	Roland Cooper	From Bondi Beach to Central Railway Station.
1/ 7/1924	The Police Department reports on the buses to North Bondi granted by Council.	
5/ 8/1924	Central Omnibus Co. (F. Lane)	From Birrell Street to Central Railway Station.
5/ 8/1924	R. Cooper	From Bondi Junction to Central Railway Station.
5/ 8/1924	S. H. Jackson	From North Bondi to Annandale South.
5/ 8/1924	Mr. Pankhurst	From Rose Bay North to Central Railway Station and extension to Signal Station.
7/10/1924	Motor Bus Co.	From Parsley Bay, via Bondi Junction, to Central Railway Station—not granted.
21/10/1924	The Chief Secretary advised Waverley Municipal Council that its request for an alteration of the law to enable Council to approve or disapprove of applications for licensed motor buses to travel through municipalities could not be acceded to.	

"Since the end of the Second World War some services previously mentioned were extended whilst some other new services were introduced. Brief details of these new services are:— Route 313 Bondi Junction-Gibson Street, Waverley, introduced on 21/2/1932. This service was extended to St. James Station on December 17, 1956. Route 324 — an express bus service was introduced on August 10, 1953, to operate between Bondi Junction and St. James Station. This service was discontinued on November 20, 1953.

"Route 315 — Introduced on 28/5/1950 to operate between Bondi Junction and Macquarie Street via West Bellevue Hill and Manning Road.

"Route 375 — Introduced on 28/5/1950 to operate between Bondi Beach and Macquarie Street, City, via O'Sullivan Road and East Bellevue Hill.

"Route 314 — Introduced on November 14, 1954, to operate between Bondi Junction and Coogee. This replaced the Waverley-Randwick Extension tram service referred to earlier.

"Route 388 — Introduced on November 14, 1954, to operate between Bondi Beach and the city. This replaced the Bondi Beach to Ocean Street section of the Bondi Beach to Circular Quay via Bellevue Hill tram service."

Thanks are due to the N.S.W. Government Transport Department for the details of its services. Subsequent changes may have taken place.

EXTENSION OF TRAMWAYS TO THE EASTERN SUBURBS

One of the early signs of the possible introduction of trams to serve the Eastern Suburbs, was shown when Mr. Larsen, Engineer and Promoter of the City and Suburban Tramway Co. Ltd. was allowed to address the Waverley Municipal Council and explain the Tramway Bill, then before the New South Wales Parliament at the end of 1873. Council was very satisfied with Larsen's explanation and resolved that it was pre-eminently suitable for the requirements of traffic in the Borough, and offered every assistance it could give towards a successful issue. Nothing further appears to have been done until the Waverley Council presented a petition through M. J. Lucas, M.P., to Parliament in February, 1878, requesting action in regard to the Tramway Bill.

Speaking about a year before this petition, two years in advance of the opening of the Garden Palace Exhibition, Sydney, in 1879, the Hon. C. A. Goodchap, then Commissioner for Railways, advised the Government of New South Wales, "that the increased traffic of the city had so outgrown the ordinary means

of conveyance by omnibus as to render necessary the early adoption of some other mode of transit." He concluded by urging the immediate construction of a steam tramway to run from the Redfern terminus along Pitt and Elizabeth streets. This line, which, without doubt, was intended to serve the Garden Palace Exhibition, was constructed and opened on September 16, 1879, and ran from Redfern to Hunter Street — Sydney's first tramway.

The extension of the Government tramway services into the Waverley Municipality was provided for in "A Bill to authorise the construction and maintenance of Tramways along certain streets and highways in the City and Suburbs of Sydney and elsewhere" which, after passing through the various legislative stages of the New South Wales Parliament, was assented to on April 28, 1880. Among the tramway extensions authorised by this Bill was one from Darlinghurst to Charing Cross, Waverley.

There was much activity in tramway construction following the passage of this Bill. The first section of line towards the Eastern Suburbs ran from Liverpool Street junction to Darlinghurst and Randwick Racecourse, and was opened September 14, 1880. Then on March 12, 1881, steam trams began operating between Darlinghurst Junction and Ocean Street via Oxford Street. This new extension was single track only, and was 1 mile 47 chains in length. This service was extended on April 13, 1881, to Charing Cross, Waverley, a distance of 1 mile 14 chains. This terminus was known as the "Old Waverley Terminus." It is also of interest to note that at this time trams were called "Trains." During 1882, duplication of the tram tracks was carried out between Darlinghurst and Queen Street on the Waverley line. A crossing loop was laid also in 1882 at Vernon Street, on the Sydney side of "Tea Gardens" which later became known as "Bondi Junction."

In an inquiry on proposed tramways for Melbourne, in April, 1882, J. W. Wright, said of Sydney trams, "During the 31 days January 13 to February 14, 1882, the cars on Waverley line carried approximately 4,700 passengers per day, five motors and twelve carriages being employed in performing this work, the miles run by each motor equalling 60 miles - - - - total mileage 300 - - - - number of journeys 86 including specials - - - - passengers equalled 50 per journey - - - - the sum per journey earned being 8/4 over a distance of 3½ miles about 2/6 per mile run - - - - In case of Waverley line it is reckoned that it does not pay more than 1½% on capital."

Duplication of the Waverley line continued during 1883, and a further 37 chains of track was duplicated from Queen Street to Ocean Street, while the terminus at Charing Cross was extended 12 chains to Leichhardt Street. On May 24, 1884, a double line, 1 mile 13 chains in length, was opened along Old

South Head Road and Bondi Road from Waverley Tea Gardens (now Bondi Junction) to Denham Street, at that time known as Fletcher Street. At about the same time the main eastern line was duplicated between Ocean Street and Bondi Junction.

It is interesting to note that in the year 1885, the combined population of Paddington, Woollahra, Waverley and Randwick was only 25,190, spread over some 20,000 acres. Bearing in mind these figures, the tramway extensions indicated great optimism on the part of the Government authorities.

The Report for Tramways for the year 1884, revealed that the Woollahra, Waverley and Bondi trams showed a return of 6.34% on capital expended on these lines, which was considered good. A glance at the summary below will reveal that the years 1885-86 showed considerably increased profits.

During these years there was continuous agitation by the Waverley Municipal Council and residents for reduction of fares, and for the Commissioner for Railways and Tramways to extend the section from Woollahra to Bondi Junction (fare then 3d and Bondi Aquarium 4d), but the people wanted the section at Bondi Junction to be 2d. And so the fight carried on until the 1890's.

The following is a summary of the seven years' operation of the first trams to Waverley district:—

Year	Mileage	Expenditure	Receipts	Surplus
1881	110,314	£15,818	£21,393	£ 5,575
1882	149,040	£23,417	£33,226	£ 9,809
1883	195,789	£31,360	£44,329	£12,969
1884	258,398	£41,982	£50,349	£ 8,367
1885	269,829	£42,852	£58,519	£15,667
1886	277,643	£43,790	£58,014	£14,224
1887	279,862	£44,153	£48,643	£ 4,490

At the last-mentioned year the lines terminated at the Aquarium Junction (Denham St.), Macpherson Street (Junction) and from that Junction at Alison Road (Randwick).

The general falling off of revenue for 1887 was attributed to a wet season and the increase of the number of omnibuses operating on or near the tram routes.

During 1886, a number of unemployed were engaged in the construction of the Waverley-Randwick extension. This was opened on June 4, 1887. The new tramway, which was a single line throughout its length of 1 mile 30 chains, ran from Charing Cross terminus, Waverley, to connect with the Coogee tram line at Alison Road Junction, Randwick.

An interesting note is recorded in the Annual Report for Tramways for 1886, concerning the Waverley to Randwick line, then in course of construction, which read:— "This line is being carried out by the unemployed 'at task work'." Whatever that meant is not clear — perhaps similar to unemployment relief of later years.

On September 28, 1887, the Bondi line was extended by single track from the original Fletcher Street terminus to the Bondi Aquarium, a distance of 30 chains.

An experiment was made on October 1, 1887, of running a first-class car on the Woollahra (Queen Street) line. Trips were made from Woollahra at 10.10 a.m., 2.22 p.m. and 7.4 p.m. and from Bridge Street at 12.59 p.m. and 5.7 p.m. The fare by this car for the whole, or any portion of the journey by cash or ticket was sixpence (6d.). The operation of the first-class car was discontinued on December 1, 1887.

Up to 1890, only steam trams were operated. On November 9, 1890, an important event occurred in the history of Sydney's tramways, when the first change to electrification was made. On that date an experiment or trial was made in the running of the tram by electricity between Waverley and Randwick, current being obtained from an overhead wire. The tests were carried out by the Thompson Houston Electric Company of America, which supplied the equipment. The line electrified was about one and a half miles long and the imported equipment comprised a motor truck, generation and three cars fully equipped. The generating plant was erected in Randwick Workshops. The cars, fitted with two 10 horse-power motors, were not very fast. The electric system operated for 17 months, but it was found that it was less economical than steam power. The latter system was reverted to in April, 1892. The overhead electrical equipment and cars were transferred to the Military Road overhead electric line, Ridge Street, North Sydney.

A single line extension for steam trams, 60 chains in length, to Waverley Cemetery, was opened on October 20, 1890. This line commenced in Cowper Street, Waverley, near Leichhardt Street, an old terminus which was named Waverley Junction, and ran along the Randwick extension line for 12 chains until it turned into Macpherson Street. With the opening, the Waverley trams, which had continued to Randwick, were diverted to Waverley Cemetery. A shuttle service was introduced between Waverley Junction and Randwick.

During 1894-1895 the portion of the Waverley line was duplicated from Bondi Junction along Cowper Street, (now Bronte Road) which was joined to the Charing Cross loop and gave a double line as far as Waverley Junction.

The Waverley line was provided with a double track to the Waverley Cemetery terminus during 1898-99, the junction of the Waverley-Randwick extension being transferred from Waverley Junction to Macpherson Street. In addition, 48 chains of track were constructed between the new Macpherson Street Junction and Waverley Cemetery terminus.



Bondi Junction in 1902, about the time of change from steam to electrification of trams.

The 1890's was a worrying period for the Tramway Authorities because of constant agitation for improvements. There was a special meeting in June of that year in Stratton's Hall, Bondi Junction, which urged extension of trams to Bondi Beach. An early tram for bathers was refused because of loss on Coogee line for similar purposes. Then followed a meeting in the Town Hall, Sydney, calling for penny sections on trams, and for reduction of fares to Bondi Junction to 2d. The M.L.A.s in the district assisted the municipal councils in their representations.

During 1901-1902 a sub-station was erected at Waverley and on the same land the construction of a new car-shed was commenced. On October 7, 1902, the steam service between Bondi Junction and Waverley was converted to electric operation and an "all night" service was operated to Waverley.

The Waverley-Junction to Randwick steam trams were also converted to electric operation on October 7, 1902, and the section Bondi Junction to Bondi on October 20, 1902. The name Waverley-Randwick Extension was altered to "Bishopscourt" line on September 7, 1902, but on December 20 of the same year, the name reverted to Waverley-Randwick Extension. The signal box at the entrance to Waverley Depot was brought into use on September 20, 1902, and one at Bondi Junction opened for use on November 2 of the next year — the latter signal box being replaced with a new one on September 19, 1907. An electric tram service between Bondi Junction and the railway was not established until January, 1905.

On March 8, 1908, the first of the 80-seat "O" type or "Dreadnought" cars was placed into service on the Waverley-Bondi lines.

It should be noted that the several extensions of tramways, namely, Elizabeth Street (Sydney) to Bellevue Hill in 1909, Waverley Cemetery to Bronte Beach

in 1911, Bellevue Hill to Bondi Beach in 1929, were only obtained by a continual fight with the authorities by residents, Progress Associations in, and adjoining the Municipality and members of Parliament for the districts.

Other proposed connecting tramways to Double Bay and Watsons Bay, were put forward but not adopted.

A proposal to construct a tramway from the Waverley Tram Sheds to Bronte via York, Birrell, Dickson and View Streets, was made in 1912, but the Chief Commissioner for Railways said that it would be preferable to deal with additional traffic in this district by the proposed Eastern Suburbs Railway. (That will soon be 50 years ago.) The proposed tramway was again brought forward in 1916. The Deputy Chief Commissioner reported that "under the present unsatisfactory financial conditions I am strongly of opinion that the proposal should be allowed to remain in abeyance."

The total cost of the Waverley, Bondi and Bronte tram lines amounted to £211,455 — Waverley to Randwick, £9,463 — Elizabeth Street to Bellevue Hill and Bondi Beach, £122,501.

NO SINKING FUND FOR TRAMWAYS FOR FIRST FIFTY YEARS

A very important and significant statement was made in the Report of the Commissioner for Road Transport and Tramways for the year ending June 30, 1935. It stated:— "After meeting all charges, including interest, sinking fund and exchange, and providing for depreciation of assets, the net profit was £57,272. The policy of providing for depreciation will enable the Department to carry out its programme

of gradually replacing many of the tram cars that are now obsolete with modern vehicles. . . . The entire failure of previous administrations and of Governments of the past to provide for depreciation and obsolescence, has built up a very serious condition of affairs and left the metropolitan systems of Sydney and Newcastle with a large legacy of capital indebtedness and consequential charges for interest, sinking fund and exchange . . ."

It might be mentioned here that, up to the year 1934, no provision had been made for a "sinking fund" to replace capital indebtedness since the introduction of trams in 1880. Any profits made in the period from the latter year to 1934 must have gone into the Consolidated Revenue Fund.

In a letter by the Minister for Transport dated January 19, 1937, to Waverley Council, it was intimated that "the Government had been able to secure reductions in railway, tramway and omnibus fares amounting to about £1,115,000 p.a. The railway debt being reduced from over £4,000,000 to an almost negligible amount; the tramway deficit, which in 1929-30 amounted to £530,000 annually being converted to a surplus of £250,000 a year, from which it had been possible to provide for payment of interest, sinking fund and exchange, and current depreciation . . ." It further stated "that it would be realised that it was the aim of both the Government and the Department to secure material advantages to the travelling public, while at the same time conserving to private bus operators every advantage they could secure under law." This letter was written at a time when rumours were about that it was proposed to merge certain private omnibus services into the Departmental omnibus service.

In recent years it has been and still is the general policy of the Government Transport Department to substitute bus services for existing tramway services. Two tram lines in the Waverley Municipality have bus services now operating in lieu, namely, — Bellevue Hill to Bondi Beach and Bondi Junction to Randwick. So far the other tram lines have not been affected but it is only a matter of time when it will be either bus services or the Eastern Suburbs Railway. The latter is still remote.

EASTERN SUBURBS RAILWAY

Probably the earliest proposal to extend railway service to the Eastern Suburbs was made by a Mr. Wakely in 1875 — over eighty years ago. By this proposal, it was intended that a branch railway line was to leave the Main Suburban Line at the Sydney yard (Redfern) and, after crossing Prince Alfred Park, pass under Castlereagh Street then via Riley and Devonshire Streets to near the Sacred Heart Church, Darlinghurst, and then on to the harbour. A branch

line would junction near Lansdown Street under which it would have tunnelled to Moore Park, thence to Randwick and Waverley by surface line. The next move was made in May, 1877 by Mr. Farnell in the N.S.W. Legislative Assembly, when a motion was carried, which provided, among other things, that a railway line run from Redfern to Randwick Racecourse with a branch line running about a quarter of a mile west of Charing Cross, crossing the Old South Head Road about Mill Hill to junction with another line from Hyde Park and Rushcutter's Bay. This was apparently a part of a comprehensive plan of suburban railways for the Metropolitan Area. An amount of £639,000 was put on the Estimates in 1879 for this plan, but when the vote was taken it was defeated.

Some comment on this system of suburban railway extension was made by a Mr. John Young in the "Illustrated Sydney News" of June 23, 1877, which states, ". . . by this scheme . . . the commencement of an outer circle might be begun by taking the railway from Woolloomooloo Bay tunnelling under the heights 40 chains to Rushcutters . . . and then up the valley beyond to Piper Street, Woollahra, on to Waverley and Randwick . . ."

Another proposal in 1888 was for a line to run from Circular Quay which would connect with the railway extension in the city and run to Bondi Junction, then run to the west of Cowper Street and Frenchmans Road to the south of Randwick Racecourse joining the Illawarra railway about Erskineville.

Two bodies, the City Extension Railway League and the Eastern Suburbs Railway Extension League became very active urging local municipal councils to hold public meetings and urge the extension of the railway to the Eastern Suburbs. Another body, called the City and Suburban Improvement Committee also strongly advocated the construction of the railway from the Quay to Bondi Junction. All efforts failed to impress the Government with the importance of the building of this line.

Then came the comprehensive scheme in 1915, by J. J. Bradfield, who, after an overseas investigation, submitted plans which provided for a City Railway and a suburban line to the Eastern Suburbs. The route from the City line ran through Darlinghurst, Paddington, Edgecliff, Bondi Junction, Waverley, Randwick, Daceyville, Erskineville to the Illawarra Line. It was, no doubt, intended that this line as far as Bondi Junction, would be proceeded with as many resumptions for the railway to Bondi Junction were made about 1916, but, because of the lack of funds to proceed with the line, a number of these acquisitions were revoked. Had the line been constructed at that time, millions of pounds would have been saved, compared with the present cost.

In a report submitted in 1932 by a Special Committee appointed by the Government which inquired into transport in the Metropolitan and Newcastle districts it was stated:—

“For the reason that the distance of the whole area from the City is within the economic scope of street transport, and because of the greater convenience which such transport affords as compared with railways as long as it can be maintained without too great a congestion of the streets, and because also the streets are, as a rule, adequate to carry much greater traffic than now prevails, and can be expected to do so without being overloaded for very many years to come, the Committee is of opinion that it would be preferable to develop the street transport arrangements rather than to give any consideration to the construction within the next ten or fifteen years or longer of the projected Eastern Suburbs Railway . . . At best this railway will be unable to serve the areas along and back from the foreshores, while except under circumstances of congested streets, residents within the inner 3 or 4 miles radius will continue to prefer street transport to the railway . . .”

That report was made 27 years ago and was no doubt a suitable report and excuse for the Government of the day to use for not proceeding, at that time, with this vital work. The building of the Eastern Suburbs Railway was never a vote-catching proposition for elections; consequently no political party wanted it.

Some idea of the annual passenger traffic in the Eastern Suburbs is contained in a letter of the Department of Road Transport and Tramways, dated August

4, 1938, which stated, that the number of passengers carried during that year were:— Tramways 101,085,000 and by omnibuses 15,750,000, both being approximate figures. The population of Waverley had increased from 30,037 in 1917 to 59,700 in 1937. Speaking at a conference on the Eastern Suburbs Railway in 1938, The Hon. B. S. B. Stevens, Premier of New South Wales, said:— “this railway is not opportune,” but he admitted it was a necessity in time of emergency, — national emergency no doubt was meant — not traffic congestion emergency. It is clear from “Hansard,” November 17, 1937, which states “the proposal by Dr. Bradfield has been abandoned for the first section to Bondi Junction . . .” that the future construction of this line was shelved indefinitely.

The latest proposal for the Eastern Suburbs Railway, as charted on a map of the County of Cumberland planning scheme, is as follows:— From the Town Hall Station via Martin Place, King’s Cross, Stadium, Double Bay, Edgecliff, Bondi Junction, Tamarama, Bondi Beach, North Bondi, Dover Road and thence to Rose Bay, with a branch line from Bondi Junction, Birrell and Henrietta Streets and Macpherson Street to Randwick.

Work on the line, so far, has been confined to Martin Place and the Domain, but when the first section to Bondi Junction will be built, and in operation, is something only the future will reveal. It is over 80 years since the first move for the construction of this railway was made. Its construction is the only solution to the Eastern Suburbs transport problem.

ESSENTIAL DOMESTIC FACILITIES

Night-Soil Disposal and Extension of the Sewerage System

The Waverley Municipal Council was in existence over thirty years before the sewerage system first came into operation in the Waverley area. What form of disposal of night-soil operated during that period?

There appears to be little recorded how Waverley Council dealt with the problem of the disposal of night-soil in its first years. About 1865, a Dr. Bedford called the Council's attention to the advantages of a model system of earth conservancy as an effective means of getting rid of sewerage. Another proposal for general disposal of night-soil was put forward in 1876, the scheme being to shoot the soil over the cliffs at Bondi. This idea was strongly objected to by Waverley Council. A by-law was passed by Council about 1876 prohibiting the cartage of night-soil through the Municipality between the hours of 5 a.m. and 10 p.m., but this was superseded by another by-law the following year altering the hours to 4 a.m. to 10 p.m. Some years later a petition was presented to Council requesting the de-odorising of night-soil and for other action to be taken in the interest of public health. In 1887, the Pondrette Ammonia Company offered to treat the night-soil at 2d per cubic foot. This offer Council accepted. Little, however, is known about its method. A tender for the removal of night-soil by A. Mailer was accepted by Council in 1888 at the following rates:— Pans dry earth system, fourteen shillings each per annum and cess pits, fifteen shillings each. Complaints were rife at the time concerning the burial of night-soil at night by persons on their premises endangering the health of the people. Further complaints were made at this time because of the noises made by employees at the night-soil sheds at Waverley Park. Council then considered their removal to Varna Park. Although the sewerage system came into operation in Waverley in 1892, the pan system remained in use for parts of Waverley until more recent years.

In May, 1920, Council reported that the removal of night-soil from the unsewered portions of Waverley Municipality for the previous year cost £796. There were about 450 houses being serviced at the time. The cost of sanitary service in 1937 was fixed at 12/6 per quarter for two services weekly. With the

gradual extension of the sewerage system in Waverley, the number of houses now served by the old system is negligible.

EARLY WATER SUPPLY AT WAVERLEY

Long before the days of the installation of the water supply at Waverley by the Government in the middle 1880s, the district had to depend on house tanks, natural springs and wells. In dry times tanks often ran dry and residents had to rely on springs and wells — the springs rarely failing. One of the springs was located on the corner of Birrell and Cowper streets (now Bronte Road) on the present site of the Telephone Exchange. A well was later established at the spring and a pump erected on it for the public use in 1880. There was another useful spring about the foot of Lawson Street which trickled over some rocks where buckets of good water were obtained by the local residents for baths and more so for the women's "washing day."

Another well, one of the earliest, was established in Victoria Street, Charing Cross. In November, 1859, the new Municipal Council directed that this well should be cleaned out and repaired. Eight years later the well was deepened and the pump, which had become defective, was put in order. The following year complaints were made that the residents were unable to get water there because of the waste of water in washing omnibuses and horses nearby. There was another spring on the "Edina" side of Birrell Street in Bronte Road where the bird fountain can be seen today.

But a more important spring was one considered by Council at its meeting of May 2, 1876, when steps were taken to conserve the natural stream issuing from the hill in Waverley Street (now Bondi Road) near the corner of Flood Street, by the appointment of a competent person to report on the best way to do so. The person so employed was J. J. Davey, Civil Engineer and "architect surveyor." Following his inspection he reported as hereunder. It was the first report of a definite water supply for Waverley. Though the scheme was very primitive, it is very interesting.

“ . . . I have inspected carefully the site of Water Supply in ‘Boro’ which flows through the gully into Nelson Bay. (Actually Tamarama of today.) I am decidedly of opinion . . . that is to me clear evidence that the spot in which it first acquires sufficient volume to flow in any channel is situated at the culvert near Flood Street and is the result of the waters of the neighbourhood rising at that exact spot to such a level as to cause them to overflow. From thence it may be traced thro’ the natural Channells (sic) worn by itself probably during many ages and discharges into the Bay. It runs for some distance on both sides of the roadway and is at present unprotected. From its volume and permanence it would be wise to take steps for its preservation from pollution, and I would suggest the prudence of doing so as it is the only water supply that can be depended upon in your Borough. I would advise that to protect the stream from sewerage and contamination the water should be conducted by a carefully made stone or brick channell (sic) or large earthenware pipe to a reservoir of brick and cement built on the North side of road near place where the carts have been receiving water lately, the size to be about 12ft. diameter and 10 feet deep with arched top so that a pump might be fixed. From this an overflow leading to a small trough or cistern of iron or brick and cement from which animals could drink and the inhabitants obtain an occasional supply. The remaining portions of the water course are natural and permanent and I would advise that from the reservoir to the sea the course of the rivulet should be protected by being reserved by authority from all connection from sewers gutters or even sloping land adjacent on which effete or decayed animal matter or vegetable may be placed, and that no refuse waters or residue from any factory or works be permitted to flow therein. Application to the Lands Dept. and Col. Secy would probably be the best means of effecting this. The roadway in one or two places is dangerous having been washed away by the rivulet and I would suggest that at those places some long saplings to tie the work be placed in the bank and rough hardwood slabs be driven into the sand so as to have a batter or slope towards the crown of road and the whole filled in with rubble, ballast and sand. By the time the wood decays the stone will be so consolidated as to resist all pressure against it. The cost of this will not be great.

I may add that I consider practically the immediate source of the water is within your Council’s control being naturally within the width of the roadway. The surrounding country is sand saturated with water, and not liable to pollution more than the Botany swamps.

Also it is within the powers and duties of the Council to provide by special taxation if necessary for a Water Supply for the Borough.

If no rate be levied the water should be paid for by those only who use it, and in times of drought a much larger income would be derived from ratepayers and the supply thus economically distributed and regulated while the revenue would pay handsomely for any capital invested by the Council.

You would thus secure for the Boro’ a gift of nature which unless speedily secured will be unavailable.”

No record can be found of the Council having acted on this advice, but as Waverley was to come within the Sydney Water Supply about that time, as will be seen later, Council decided to await further reports on that scheme.

Apart from the report by J. J. Davey just mentioned, the earliest reference regarding the extension of a water supply scheme to Waverley appears in “Reports on Sydney Water Supply,” by W. Clark M.I.C.E. in 1877 wherein is stated:—

“The Waverley Reservoir is proposed to be on Flagstaff Hill and will command the highest levels from that part towards Randwick.”

Early indication of the water supply to Waverley is also expressed in the “Town and Country Journal” of January 17, 1885, which reported a deputation introduced to the Mayor of the City of Sydney, January 15, 1885, presenting a petition by the residents of Waverley urging the extension of the City Water Supply to Waverley and Bondi. The Report further states:—

“It appears that the lower parts of Waverley on the watershed side are already supplied by the Waverley Storage Reservoir, but this is not sufficient to meet the requirements of the higher levels. The Government has recently constructed a reservoir on the heights of Waverley capable of holding a million gallons but which was intended to receive the Nepean water when available. The deputation suggested that the city pumps should fill the reservoir and so furnish Waverley with an intermittent supply. They represented that if they could get the city water only twice a week this would be ample to supply all demands until the Nepean water was available. The City Engineer pointed out that the reservoir was never intended to come into use until the Nepean water was brought into Sydney—the connecting water mains were not yet laid.”

Further complaints by residents in the Eastern Suburbs were reported in the same newspaper twelve months later, of the inconvenience caused and even danger to health by not being able to flush drains because of the inadequate water supply.

But Mr. Jones, the Engineer, said the pipes had not yet been laid for utilizing the high level reservoir at Waverley. This would be done as soon as a sufficient supply of water was available. He said he proposed to place a small engine at Woollahra Reservoir to force the water into the Waverley Reservoir which was 70 feet higher. This was done in 1887. The site of the reservoir comprised 1a. 3r. 24½p., acquired from Waverley Park, as gazetted January 3, 1883.

The general extension of the water supply to Waverley as furnished by the Metropolitan Water, Sewerage and Drainage Board in 1939 briefly is as follows:—

“A pumping station was erected on the shores of Botany Bay in 1858, and water from the streams and swamps at Botany was pumped through a 30” main to Crown Street Reservoir, built in 1858, and Paddington Reservoir, constructed in 1864. In the year 1879 a pumping plant was erected at Crown Street Reservoir, to lift water to the Paddington Reservoir, and, in 1881, a supplement plant was constructed to raise water to the Woollahra Reservoir, which was built in 1880. In 1886 a small pumping plant was erected at the back of Woollahra Reservoir to lift the water to a new reservoir at Waverley Park, which was completed in 1887. The storage capacity of this reservoir (now called Waverley No. (1) Reservoir) is 1,087,000 gallons. It is a covered reservoir of concrete and brick construction, 19 feet 9 inches deep, and its top water level is 360 feet above mean sea level.

In 1894 elevated tanks were erected, made from 40-ft x 20-ft buckle plates erected on iron framing. They were filled by pumping from Crown Street or from a small pumping plant in Waverley Park and supplied the surrounding high level areas. They were 5-feet deep and had a capacity of 40,000 gallons, whilst the top water level was 380 feet above mean sea level. The elevated tanks were superseded in 1917 by a reinforced concrete reservoir of 500,000 gallons capacity, having a depth of 14 feet and top water level 396 feet above mean sea level. In the same year (1917) Waverley No. 2 Reservoir was erected. It is a covered concrete structure of 4,260,000 gallons capacity, being 18'8” deep with top water level 360-feet above mean sea level. Twenty-one years later Waverley No. 3 Reservoir was erected in reinforced concrete, its capacity is 15,000,000 gallons, the depth 25-feet and top water level 359.67-feet above sea level. Water is pumped from Waverley storage to the elevated Bellevue Hill Reservoir. This is an open elevated steel tank 75-feet in diameter. Its capacity is 400,000 gallons and its top water level 380-feet above mean sea level. It was erected in 1910 and supplies water to the

surrounding heights. The water mains in the Waverley Municipality range in size from 4”, for reticulation purposes, to 33½” diameter. The largest diameter main in the series carries water by gravitation to reticulated areas in Randwick.”

EXTENSION OF SEWERAGE SYSTEM TO WAVERLEY

When the body called the Sewage and Health Board was formed in 1873, its function was to draw up a scheme of sewerage for Sydney and suburbs. This Board provided two schemes, one for the outfall of sewerage into the ocean at Ben Buckler, Bondi, and the other with the outfall to Botany Bay. With the approval of that eminent English Engineer, Mr. W. Clark, M.Inst.C.E., an authority on those questions, the Government carried out both schemes. They were commenced in 1880, completed in 1889, and handed over to the Board of Water Supply and Sewerage in January, 1890.

One of the early protests against the discharge of the sewerage at Ben Buckler (Bondi) was made by the Municipal Council of Waverley in April, 1880, which considered it was detrimental to the best interest of the district. But it was of no avail, as a report in the “Sydney Mail” of July, 1885, shows:— “Citizens . . . who have for the last 18 months or so suffered considerable vexation in consequence of the explosions will be glad to hear that their trouble will end about the beginning of September when, it is understood, the excavation of the tunnel will have been completed. The tunnel extends from Hyde Park to Bondi — a distance of 4¼ miles — and ranges in size from 7 feet 2 inches by 6 feet 2 inches to 8 feet 6 inches by 7 feet 6 inches. A considerable portion of the work has been lined with brick and there are only a few short sections of rocks to be pierced.”

A most unusual sight, when the outfall tunnel was under construction was to be seen on the flat ground near the Old South Head Road and Curlew Street. It was the navvies' camp, where men of all nationalities, under Jerusalem Smith, the contractor for the work, lived with their families. It was really a mining canvas township of huts or tents, provision shops, and saloons. On pay days it was generally up to the Tea Gardens (or Simon Pure) hotel to make merry, settling their differences in their own particular national way. A big percentage of the workers were Italians.

In reply to Council's request for a system of underground sewerage for Waverley Borough in September, 1885, the Department of Public Works said the scheme for connecting with Bondi Sewer outfall was to be commenced forthwith. Up to July, 1889, no tender had been called to connect Waverley with the Bondi sewer, but in 1891, the work was commenced in Cowper Street (Bronte Road) and Gray Street.

METROPOLITAN WATER, SEWERAGE AND DRAINAGE BOARD

WAVERLEY MUNICIPALITY WATER SUPPLY MAINS

	31st Dec., 1888	30th June 1898	30th June 1908	30th June 1918	30th June 1928	30th June 1938	30th June 1948	30th June 1956
Length of Mains in Commission (Miles)	3½	23	33	54	81	94½	100½	101½
Number of houses connected	175	2,893	4,676	6,890	10,740	12,051	13,094	13,456
Rate per £ of Assessed Annual Value:								
Occupied Land	6d with sliding scale to 2d 1st Jan., 1890	7d with sliding scale to 2d (Minimum 10/- p.a.)	7d (Minimum 10/- p.a.)	6½d (Minimum 10/- p.a.)	8½d (Minimum 15/- p.a.)	9¼d (Minimum 15/- p.a.)	9¼d (Minimum 15/- p.a.)	10d (Minimum £3 p.a.)
Unoccupied Land	A.A.V. of £60 @ over —2d	4d	7d	6½d	8½d (Minimum 5/- p.a.)	9¼d (Minimum 5/- p.a.)	9¼d (Minimum 5/- p.a.)	10d (Minimum £1 p.a.)
SEWERAGE								
Length of Sewers in Commission (Miles)	1	12½	29	45	65	86½	90	91½
Number of houses connected	491	1,559	3,414	6,517	10,417	12,044	13,068	13,426
Rate per £ of Assessed Annual Value:								
Occupied Land	7d (Minimum 10/- p.a.)	7d (Minimum 10/- p.a.)	10d	10d	9d (Minimum 15/- p.a.)	8¾d (Minimum 15/- p.a.)	8¾d (Minimum 15/- p.a.)	9½d (Minimum £3 p.a.)
Unoccupied Land	A.A.V. of £40 & over —3d	4d	10d	10d	9d (Minimum 5/- p.a.)	8¾d (Minimum 5/- p.a.)	8¾d (Minimum 5/- p.a.)	9½d (Minimum £1 p.a.)

The first application for a house to be connected to the sewer was from F. McKenzie, for premises at the corner of Council and Dalley streets, on October 8, 1891, the work being completed in February, 1892. It was in this year that Council complained about the hardship of the cost of connection to sewer pipes of owners of small houses, and suggested a modification of terms. The Council later suggested that the Board make all connections to houses as far as the building line for purposes of proper supervision, as contractors and drainers were in the habit of destroying roads in their work.

Up to 1898 no extension of the sewer system had been made to Curlewis and other streets in that vicinity. In 1901, the Board allowed night-soil to be discharged into the main sewer at Bondi. Even as late as 1920 a considerable portion of the Municipal area at Bondi was unsewered, as it was in that year that the Water and Sewerage Board had approved of reticulation sewer pipes being laid to parts of Old South Head Road, Strickland Avenue, Blake, Roberts, Gilbert, Northcote and some other streets in that area.

DRAINAGE

When the Bondi Sewer outfall was under construction in the early 1880s on the line of present Blair Street, a system of drainage was necessary to get rid of the water in the swamps and lagoons there. For that purpose a drain known as the Rose Bay Side Drain was constructed through the Golf Links area to Sydney Harbour at Rose Bay. But this had no connection with the conventional house drainage and storm waters disposal.

A rather scathing report of the drainage system in the Borough of Waverley appeared in the "Sydney Morning Herald" of January 16, 1886, under the title of "Pollution of Water Supply," It said:—

"... The Boroughs of Waverley and Randwick stand on a series of hills, which on one side slope directly towards the dams (Botany) and as a matter of fact filth from the former is running day and night in streams on to the watershed. Waverley, though one of the prettiest, is one of the worst drained suburbs. It contains many beautiful residences and new houses are being added to it every day. No proper attempt has been made, however, to provide the inhabitants with an efficient system of drainage, and while the corporation slumbers over one of the most important sanitary principles, typhoid fever and other diseases have advanced with unrestricted steps amongst the people. In the most public thoroughfares there the nostrils are offended with bad smells and the eye is shocked by accumulations of filth that are perfectly sickening. Everywhere there are open drains into which house refuse water of all kinds is permitted to flow and in the present dry season (1886) lie in . . . pools in front of the people's residences. The people complain bitterly of the manner in which they are neglected by Council and in many cases they cannot put their faces outside the door or pass from house to another without holding their noses. . . ."

In the rainy season the refuse is washed away quickly, but during the present fine weather remains in front of the houses until the liquid particles are infiltrated into the ground and the solid matter dries up and being lifted by winds impregnates the atmosphere to the great damage of public health. . . . The fact is that house refuse and other equally offensive matter are flowing into the watershed, and without Waverley Council having provided a pit or any other means to intercept them. In Denison Street the negligence . . . is particularly manifest . . . house water issues from exposed pipes . . . forms puddles of liquid mud . . . in Ebley Street a similar state of things exist and down Newland

Street, towards the dams, there flowed yesterday, two considerable streams of thick and slimy matter. In Birrell Street, Carrington Road, Edmund and Victoria streets . . . and from Charing Cross to tram terminus (Leichhardt Street), pipes under the footways are conveying into gutters discoloured and bad smelling liquids from public houses, butchers' shops, stores and private residences. The people complain of what the Council are compelling them to endure and they are clamouring for a system of sewerage which will properly drain the place and release them from the danger that incessantly threatens them."

This report appears to be rather drastic and, if true, it seems strange that there appears no record of any complaints by residents in the Minute Books of Council, as would be expected if such conditions existed. The report, too, is somewhat in contrast to another one which appeared in the same newspaper on December 13, 1887, — a little less than two years later which said:—

"... At present there is no system of sewerage or drainage in the borough (Waverley) excepting merely the surface drainage; but as soon as the Bondi Sewer is completed the drains will be connected with it . . . The sanitary conditions of the borough are very good, the ocean breezes sweeping over it doubtless contributing . . . to its healthiness and purity. The death rate is low . . . last month was only 0.03 of the population . . ."

The latter report makes the first look to be to a great extent, exaggerated.

STORM WATER DRAINAGE SYSTEMS

Storm water drainage systems in the Waverley Municipality maintained by the Metropolitan Water, Sewerage and Drainage Board, for which the Municipal Council contributes towards maintenance and management expenses, are:—

Norwich Road or Albermarle Avenue, draining to Rose Bay.

Rose Bay Side Drain, Owen Street through the Royal Sydney Golf Links.

Penkivil Street to Bondi Beach.

Varna Park towards Clovelly.

Queen's Park system in south-westerly direction.

Some idea of the large payments made by Council to the Metropolitan Water, Sewerage and Drainage Board is as follows:—

Year	1942	£4,415	
	„	1944	£5,652
	„	1946	£4,847
	„	1956	£5,490

The total length of the stormwater channels in 1956 was estimated by the Metropolitan W.S. & D. Board at 3.15 miles, and the number of properties served, 5,356.

STORMWATER DRAINS

The Council's main stormwater drainage systems are:—Centennial Park; Bronte Gully from about Henrietta Street; Tamarama system from about Flood Street; Diamond Bay and Old South Head Road system towards Rose Bay, and North Bondi-Wallis Parade and Bondi Beach system.

SEWERAGE PLANT AT BONDI

One of the greatest nuisances and problems of Waverley Council, particularly through the years of the 1930's, was that of the pollution of the surfing beaches, especially Bondi, by the outfall sewer at Ben Buckler. In 1936, a special investigation and report was made by Messrs. Dare and Gibson, Engineers for the Metropolitan Water Supply, Sewerage and Drainage Board.

In short, the investigators recommended an underground treatment plant at the sewer outfall at Ben Buckler, Bondi. P. R. Norman, Engineer for the Waverley Municipality, said that, if Messrs. Dare and Gibson's recommendations were followed, further nuisances would be created. He strongly recommended that the Bondi outfall be intercepted and diverted to Long Bay and a treatment plant installed there. If that plan were not practicable because of its cost, he would press for the immediate installation of an efficient treatment plant at Bondi. This recommendation was made to Council in April, 1936.

The Metropolitan Water, Sewerage and Drainage Board decided to equip the outfall sewers with suitable treatment works to remove any matter liable to create a nuisance from sewerage before its discharge into the sea.

By 1939 a considerable amount of research and investigation into the different aspects of the problem and requirements from any sewerage processing plant at Bondi had been undertaken and studied. The site for the treatment works was necessarily to be near Ben Buckler headland. An excavation in solid rock had to be made for the treatment works. The details of the treatment works need not be dealt with here. In 1940, the scheme was considered to conform with most modern practices adapted to other countries at ocean outfalls. As a result of research, in 1943 a definite scheme was decided upon which it was expected would meet the situation at Bondi. It was intended that the full treatment works would be developed in successive stages. The incidence of

war and the lack of manpower caused serious delays from time to time. Up to the end of 1944, very little had been done to minimise the sewerage pollution of Bondi Beach. In April, 1945, the Council appointed Alderman Anderson and Alderman T. Hogan to see the Premier on the subject and urge that something be done by the Government. Several public meetings were held which brought the true position before the authorities and the people. Early in 1948, the Town Clerk at Waverley, in reporting on beach pollution at Bondi, stated the causes as "(1) sewerage and grease, (2) garden refuse from stormwater channels, (3) filth from fellmongers coming up the coast, (4) refuse from punts and barges, (5) seaweed, and (6) papers and refuse left by the general public." The main nuisance was, no doubt, the sewerage pollution, but it was expected that when the treatment plants at Bondi were in full operation the nuisance would be eliminated.

The first stage of the treatment works was placed in commission in December, 1953, and operated satisfactorily during the surf-bathing season. Between 1954 and 1955 this treatment was continued. Further plant for treatment works was brought into operation and work on the project was now progressing satisfactorily towards completion.

GARBAGE DISPOSAL

The first systematic form for the collection of house refuse and garbage in the Municipality was recommended in Council on February 19, 1901. Tenders were to be invited for such collection in parts of, or the whole borough for which a uniform box for each householder was to be used. In the following month Council decided to make a charge for such collection at the following rates:— 6d. a month or 2/6 half-yearly to all occupants of property rated up to £30 p.a., and 1/- a month or five shillings half-yearly to all occupants of land rated above £30 p.a.—all charges to be paid monthly or half-yearly in advance. On June 11, 1901, Special Garbage fees were fixed by Council to be paid by shops to the Contractor.

The successful contractor for this work was Patrick Hynes, who was already engaged by Council as scavenger. His price was £11/12/- per week.

The Waverley Council seems to have been one of the first to make a charge for garbage collection as no charges were then being made in either Burwood, Petersham, Leichhardt or Newtown. The question of the erection of a garbage destructor was discussed by the City of Sydney Council, The Minister for Public Works and the Eastern Suburbs councils.

The question of what was considered "House Refuse" was decided by Council in a "by-law" which

stated: "House Refuge shall include all waste materials such as ashes, rags, animal or vegetable food, paper, bones, broken crockery, glassware, fruit, jam tins, and house sweepings."

The site recommended for the deposit of house refuse or garbage was Dickson Park between Martins Avenue and Wellington Street. In March, 1904, this site was discontinued because it was too close to first-class residential homes. The Department of Lands had refused to allow Bondi Park as a site for such deposits. The next site was Rossiter's land at North Bondi, but on account of the expense in carrying it there, Council arranged that all garbage in Nelson Ward was to be sent to Denis Brown's ground at Bronte and also to the dry watercourse at Hewlett Street in the same locality.

The question of installation of a garbage destructor was again raised by Council in 1914-15, but it was decided to carry on as before, since it considered the burying of garbage at Bronte Park was not a menace to health. The contract for removal of garbage by Hynes in 1911 which was £2,000 a year had risen the following year to £2,550. He also had a separate contract for street and gutter cleaning at about £1,150 a year.

In July, 1918, an endeavour was made at a conference of Waverley, Woollahra and Paddington councils to agree to the erection of a destructor for the three councils but with no success. The Paddington Municipal Council had in the meantime erected its own destructor and arrangements were made in May, 1923, for the destruction of the Waverley garbage at 7/6 per ton as a trial for three months. For one week ending July 14 over 46 tons had been delivered to Paddington, and the cost of destruction was £17/7/9.

A proposal to Council in September, 1925, by Messrs. Pitt and Eastway, at Murrivier Road, to destroy garbage up to 250 tons a week at 5/- a ton was at first accepted, but rejected in December of that year.

An agreement was finally reached with Paddington Council in February, 1926, for the destruction of Waverley garbage for twelve months of not less than 150 tons at 7/- per ton to operate from 1st March, 1926. In 1927 a new agreement with Paddington Council at 8/3 per ton was accepted. During 1927, 8,552 tons of garbage were sent to the Paddington destructor at a cost to Waverley Council of £3,045. Apparently a part of this tonnage was at the lower rate of 7/- per ton. The arrangement with Paddington Council was so satisfactory that another agreement was reached in July 17, 1928, for a further period of ten years at 8/3 per ton.

P. Hynes' contract for the collection of garbage in Waverley was in 1925, £122 per week, but was increased to £163 per week in January, 1927. He employed 28 men and 16 horses.

From 1938 to the end of the year 1949, garbage was still removed within the Municipality of Waverley by contract, and, until the end of the year 1948, was taken in open vehicles to Paddington Council's incinerator.

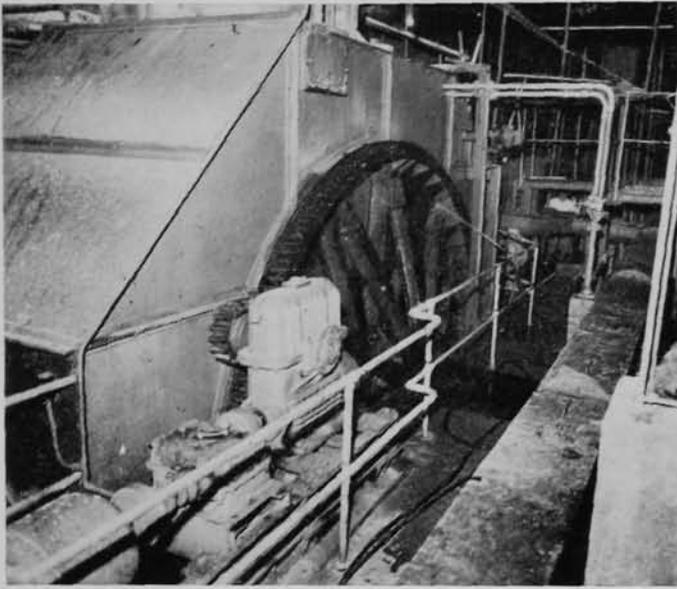
Arrangements were then made with St. Peters Municipal Council for the disposal of Waverley Council's garbage by depositing same at the tip at St. Peters. This commenced in January, 1949.

A new scheme of garbage collection was proposed by the Mayor, Alderman Thomas Hogan. In a Mayoral Minute dated February 8, 1949, he suggested the introduction of a modern and hygienic method of the collection and removal of garbage and its disposal in the Municipality by the staff employed by the Council.

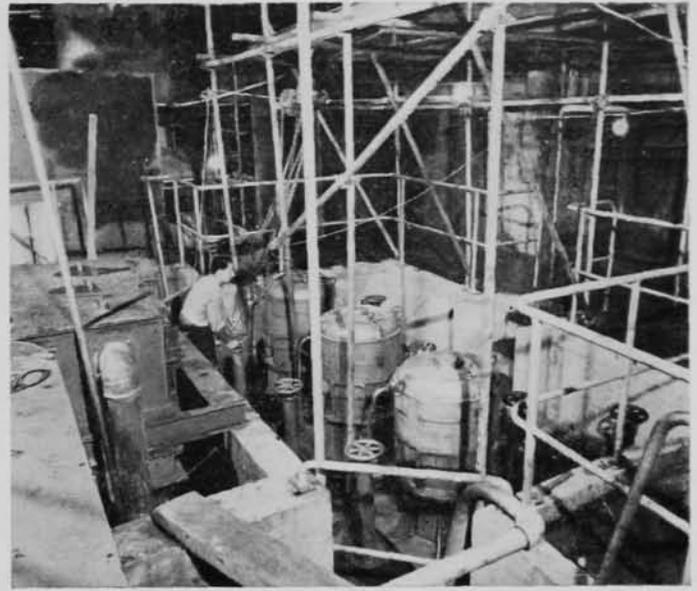
This matter was considered by Council at its next meeting on February 15, at which it was recommended that the Mayor be empowered to make inquiries about the sources of loan money for the proposal, with Local Government Department's approval, and ascertain the necessary plant to establish the new garbage services, and then report to Council. To carry out this project the Council obtained a loan of £33,000 repayable after 10 years, and orders were placed for the vehicles necessary to carry out the service, namely six Collectors and five Mechanical Horses and Tipping Trailers.

In January, 1950, the Waverley Council commenced its own garbage service to collect household refuse, trade refuse and trade waste from premises within the Municipality, using enclosed types of vehicles for collection, and employing 32 men, consisting of the foreman, drivers and loaders. For this service a modern type of vehicle known as the "Elgin" Refuse Collector—there being six in operation—was engaged in collecting garbage twice per week from premises within the Municipality — each vehicle removing garbage from a specified area. The Municipality was divided into six areas for this purpose. These vehicles, when full, return to a central point — the Council's Depot — and tip into tipping trailers which are backed under a chute (each trailer carries approximately two Collector loads), and the trailers are then taken to the St. Peters Tip. This method of transhipment was evolved so as to save the cost of purchasing additional specialised enclosed Collectors and to avoid the loss of time and use of the vehicle when running to and from the Tip. Another factor in this method was the saving of petrol, and the general wear and tear which would occur on heavy specialised Collectors travelling to and from the Tip — a distance of $7\frac{3}{4}$ miles from the Depot.

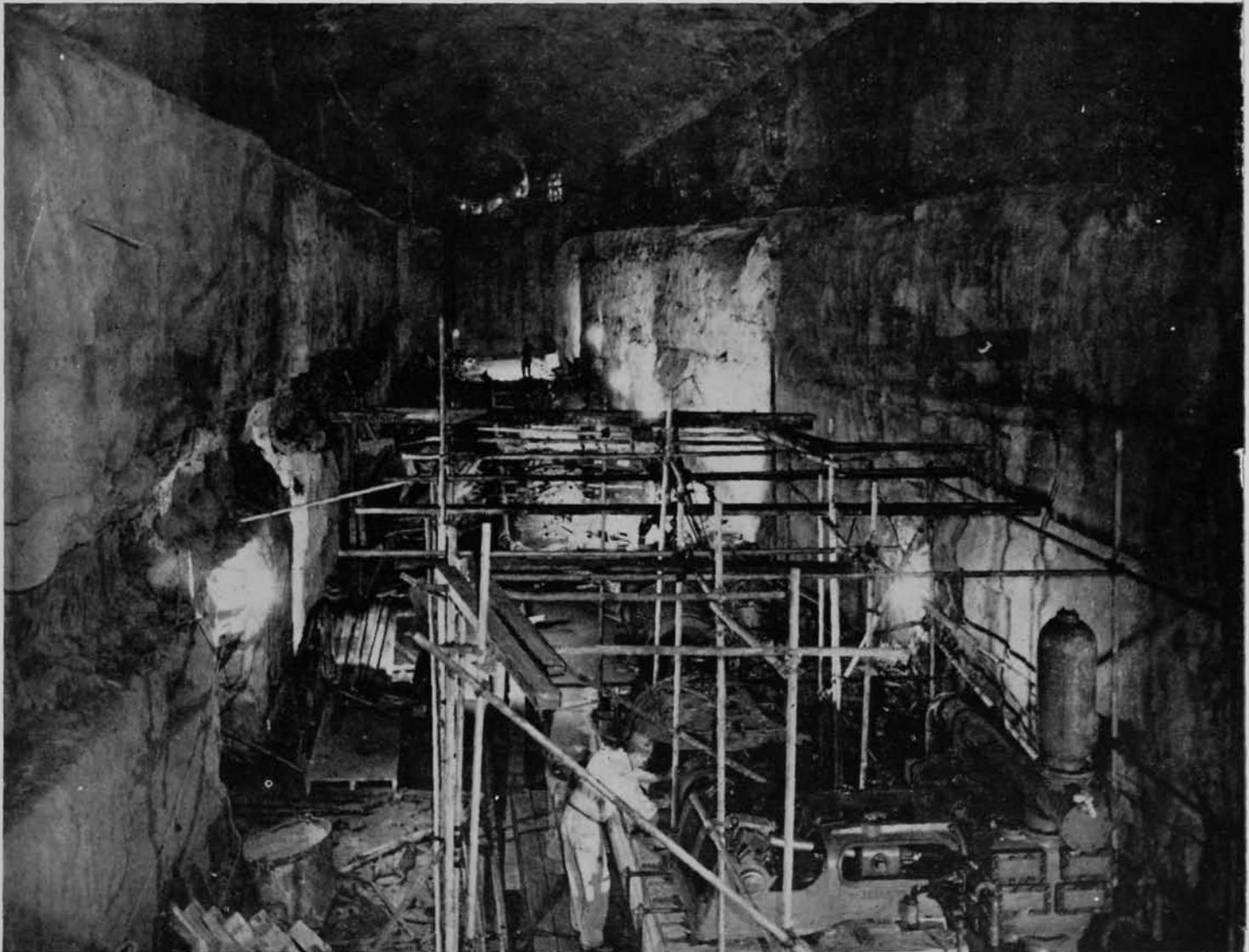
The Council resolved that two tins be removed from each dwelling twice per week, and that for any tins in excess of this number, the Council would make a charge against the owner of 30/- for each tin per annum. In the case of shops and industries, the trade



*Bondi Outfall Sewage Treatment Plant No. 2
screen drum at work, 1954.*



*Three disintegrators with screening hopper and
control gear, 1954, photograph taken during
construction.*



*View of excavation for No. 4 Sedimentation Tank and Temporary installation of Sludge pump at
Bondi Treatment Works, 1954. The plant is operated by The Metropolitan Water, Sewerage and
Drainage Board.*

refuse or trade waste is removed as often as required for a weekly charge payable by the occupier—such charge being assessed on the amount of refuse removed.

It is considered that, with the inauguration of the removal of garbage by the Council, better service has been rendered to ratepayers, and fewer complaints are received than previously when the service was carried out under contract; and, moreover, the cost of removal would be less than if carried out by a private contractor. In the first year of its operation this new garbage service saved the Council about £1,500.

In a comparative cost, made in August, 1956, with other Councils, such as Randwick, Woollahra and North Sydney, the cost of the collection and disposal of garbage in the Municipality of Waverley was less than any of these. In 1955 it was estimated that this service would cost a little less than £30,000 for the year.

MECHANICAL SWEEPING OF STREETS

In January, 1954, Council gave consideration to a report of the Town Clerk concerning the introduction of the mechanical sweeping of the streets in the Municipality. It was estimated that the cost would be about a little over £15,000 per annum. It was also estimated that there were approximately 114 gutter miles suitable for this means of sweeping of which 13 miles were in the shopping areas that must be swept daily. The mechanical revolving broom sweeper which

was subsequently purchased and put into action is operated by a one-man driver. The old method of street cleaning was by hand broom with a horse dray or cart and driver. This system is only reverted to now when the mechanical sweeper is out of action.

DAIRIES SUPERVISION ACT OF 1886

Apparently there was little or no direct control of dairies within the Municipality by the Council prior to 1886. In this year the Government passed what was called the "Dairies Supervision Act 1886" which gave Council power to supervise the production and distribution of milk. In Waverley, the Council appointed Mr. Michael Searson an Inspector, and Mr. Robert Orr, Registrar for the area. In June, 1887, Inspector Searson reported that there were sixteen dairies in the Municipality in good order and four others were making the necessary improvements. Other dairymen were warned that, unless they complied with the regulations, the distribution of milk by them would be stopped, which meant that their licences would be cancelled.

In 1917, there were eleven dairies and eighty milk vendors operating in the Waverley Municipality. Thirteen years later the number of dairies had decreased to two and the number of milk vendors had increased to 234. In the following year (1931) there were no dairies or milk vendors operating in the Municipality. Apparently the distribution of milk had been taken over by the big milk distributing companies.

HEALTH AND BUILDING ADMINISTRATION

The staff engaged in the Health and Building Administration Section of the Council, under the immediate supervision of the Chief Health Inspector comprises three health inspectors, one male clerk as general assistant, a trainee health inspector, and one typiste, a personnel of seven including the Chief Health Inspector. Working also under the control of the Chief Health Inspector is a man permanently engaged on rat extermination, a male caretaking cleaner of the Council Chambers, and five part-time workers in connection with the cleaning and attendance of public conveniences in the area; and 32 employees on the garbage service staff.

Health Administration derives chiefly from the Public Health Act 1902/1944 and the Regulations framed thereunder; also to a lesser extent from the provisions of the Local Government Act in that section dealing with Public Health and Convenience, and the various Ordinances framed thereunder, embracing the control of nuisance of various descriptions, mosquito and garbage control, licensing of shop premises such as refreshment rooms, butchers, smallgoods, fish shops and barbers' shops. The Pure Food Act 1908 and various Regulations framed thereunder deal with standards and conditions for the supervision of such shops and foodstuffs. Certain other enactments such as Noxious Trades Act 1902, etc., have very little application owing to local conditions.

The Public Health Act provisions cover a very wide field of activity, defining powers and duties of the Local Authorities (Councils), land unsuitable for building purposes, Closing Orders against dwellings unfit for human habitation; and that most common recurrent in the field of public health i.e. the Nuisance. Polluted waters, mortuaries, lodging houses are amongst other provisions that have little practical application to local conditions. Residentials tending to sub-standard conditions, on the other hand, are an increasing problem. The backbone of the Act could be said to be the provisions for the abatement of the "nuisance" which in its initial definition is practically any premises or thing in such a state as to be or to tend to become a nuisance or injurious or dangerous or prejudicial to health. And bearing in mind this definition and the many provisions of the Act and the Regulations framed thereunder, the scope of activity is obviously comprehensive in character.

Investigation and control in regard to notifiable infectious diseases is another phase under the provisions of the Act. Perhaps in no phase of the control of notifiable diseases has there been such success of latter years than in the case of diphtheria, due to the general acceptance of immunisation of children against the disease. The world trend is too well-known in this regard to need emphasis on the enormous benefits of immunisation to the community.

In this Municipality, as in other areas, local clinics are set up annually and repeated, according to enrolment demands at intervals during the year, and mass immunisation against diphtheria is conducted free of charge. The immunising agent is provided free to the Council by the N.S.W. Department of Public Health. The Clinic is staffed by a registered medical practitioner (usually a local man) engaged on a basis of an agreed and more or less nominal attendance fee at the Clinic on the particular day nominated, a trained nurse on the same basis, and voluntary Aids from auxiliary branches of St. John's Brigade.

The year 1956 marked the introduction of the mass immunisation against Polio. The Clinics were conducted on somewhat the same basis as the Diphtheria Clinics, the initial work being very heavy, but the same spectacular results in proportion to incidence rate should be expected. This has not yet been extended into the field of adults.

Local mass X-ray has already been carried out in Waverley in co-operation with the Anti-T.B. Association of N.S.W. and it is only a matter of time before it is repeated. The X-ray Clinic which was on a voluntary basis met with an enthusiastic response from the public, who recognised its great value in detecting unsuspected disease.

BUILDING CONTROL

Control over building operations both for new buildings, and for alterations and additions of all description, is exercised by the Council under the provisions of the Local Government Act 1919 (as amended) and Ordinance 71 framed thereunder. The Local Government Act in its application (Part XI) vests in the Council the control and regulation of buildings, stipulating that plans and specifications

shall first be submitted for consideration, and that every building shall be erected to the satisfaction of the Council and in conformity with the provisions of the Act and Ordinances; and setting out subjects for consideration by the Council in that regard. The Act amongst other provisions makes provision for the Proclamation of Residential Districts.

Ordinance 71 framed hereunder is the elaborating Ordinance, and comprises approximately 63 pages of building regulations, divided into the following parts which will give an idea of its scope:—

Part I, Introductory; Part II, General Provisions (relating to all buildings); Part III, Dwelling Houses; Part IV, Residential Flat Buildings; Part V, Commercial Buildings; Part VI, Hotels; Part VIa, Hostels, Lodging Houses; Part VIb, Holiday Cabins; Part VII, Enforcement.

These regulations are comprehensive in character, containing specific relative provisions and a certain amount of constructional detail designed mainly on the basis of minimum requirements. These, with certain other subsidiary Codes and the requirements of normal building practice, form the working basis upon which control and supervision are based. Build-

are inspected at intervals during the course of their erection.

The plans for buildings are examined in detail in the Building Department, and reported on as to their conformity or otherwise with the provisions of the Local Government Act, and Ordinances, to a fortnightly meeting of the Building and Subdivision Board. This Building-Subdivision Board appointed by the Council for the purposes comprises the Town Clerk, Chief Health Inspector and Engineer, three permanent departmental heads — the meeting being held in the day-time during the ordinary hours of duty, and a report of the proceedings and recommendations of this Board is subsequently submitted to the Council for confirmation or otherwise. This arrangement regarding the Building Board is rather unique, as in many Councils the applications are first dealt with by a Committee of Aldermen, but the system has operated in Waverley satisfactorily over a number of years.

Within the scope of a relatively short report of this nature, it is impossible to include the many incidental aspects of health and building administration, or in fact to touch on more than essential points. Thanks are given here to Mr. Lawes, Chief Health Inspector for the above information.

PUBLIC PARKS AND RESERVES

Beaches, Recreation and Sporting Grounds

When the Municipality of Waverley was established in 1859, there were practically no areas of consequence set apart for public recreation. A few isolated areas including Queen's Park were reserved for water purposes.

Waverley, Bondi, Bronte and Tamarama parks were all subsequent purchases by the Crown for public recreation. The history of Waverley Park is so interwoven with the history of the Waverley District Cricket Club and Oval that separation of the story is considered undesirable.

Similarly the history of each of the other parks above-mentioned is so intimately connected with the beach of which each one has a frontage that it is thought appropriate that the story of the beach, beach improvements, baths, surf life saving club and other important features associated with the locality should be written under the one heading — the park and beach name of each.

WAVERLEY PARK AND OVAL

This beautiful park stands on high ground with frontages to Bondi Road, Park Parade, Birrell Street, Paul Street and St. Marys Avenue. Looking easterly from the grandstand at the Cricket Oval a glorious view of the blue waters of the South Pacific Ocean along the coast line over Bondi and Bronte, opens before our eyes.

In recording the history of the park it seems desirable to repeat here some particulars mentioned earlier of the land now occupied by Waverley Park before its acquisition by the Government. This land embraced three grants of about 10 acres each originally purchased from the Crown viz. Richard Roberts on April, 1837, for £82/10/-; John Robert Raine, April, 1837, for £52/10/- and T. D. Edwards and John Smith, February, 1839 for £170, making a total of £305 for the 30 acres. About 2½ acres were later taken from Roberts' grant for a Church of England Parsonage, leaving about 27½ acres in the three grants. By the year 1844, these three blocks had passed into the hands of T. D. Edwards, formerly in partnership with John Smith, but then in the occupation of Robert Dawson. The land had an assessed annual valuation of £80 p.a.

At that period there existed on the property some improvements, a stone house with offices and an area

of nine acres fenced and under cultivation. It was known to all as "Flag Staff" farm. To know something of this farm area, as it was originally, let us read from the writings of the late Major Johnston, well-known Waverley historian, who knew the area very well. He wrote in the "Eastern Suburbs Daily" of November 7, 1924:—

" . . . About 1851 a man named Edwards lived there; afterwards a man named Seymour. Old residents still recall the times, during the latter's occupancy, when the farm lands were thrown open to the people on public holidays, and the populace of those times spent the day in sports and ball games. The flat where the soldier monument now stands, was damp and boggy in parts . . . the land was hilly and rough — the soil poor and sandy . . . but the hillsides made good grazing ground for the dairy cattle. In the early '60's it was proposed to attach portion of the land along Birrell Street side to St. Mary's Church, to be used as a burial ground . . . but the idea was opposed by Mr. Spain who lived in "Palmerston" who feared the drainage would pollute the stream which flowed through his grounds into Bronte Beach . . . the protest bore fruit, and the scheme was abandoned. It was later a Rectory site for St. Mary's Church. On the north corner of the ground was a rich flat which afterwards was worked by Chinamen as a vegetable garden, and the "cabbage patch" flourished until well into the nineties when the present oval was formed on the site. The water for irrigation purposes was obtained from a pond situated about the southern end of the grandstand enclosure . . . There was another patch of vegetables grown on the flat opposite Henrietta Street. When the Chows quitted the flat was made available as a sports area . . . On the Bondi Road side the remains of the one-time Flagstaff Farm-house stood . . . the buildings were used in the sixties by Mick Quinn, the Bondi busman who stabled his horses and vehicles in the rooms. In later years, even after the installation of the sewerage system in the borough, the Council utilized the building as a parking ground for the nocturnal waggon. The hill was known as "Quinn's Hill" . . . but gradually being denuded of its shrubbery and wild flowers . . . when I



Waverley Oval in Waverley Park in the 1950's.

(A.V.A. Photograph.)

was a kid this spot was secluded, and quite a bird sanctuary . . . red head, diamond sparrow, silver-eye, and other feathered friends then abundant in the neighbourhood . . .”

That is a very descriptive picture of the ground by Major Johnston.

The first real action towards the establishment of a recreation ground at Waverley took place when the Mayor, Alderman John Macpherson, called a special meeting of Council, December 30, 1878, to discuss the question. At that meeting he said that for the past two years he had been endeavouring to negotiate for an offer of Edwards' land with a view to getting the Government to purchase it for a public recreation reserve for Waverley. He was now happy to be able to lay before them an offer of the land which he hoped to submit to the Hon. the Premier. Alderman Maxwell moved and Alderman Henderson seconded a resolution that the Mayor be requested to bring the matter before the Hon. the Premier with a view to purchase by the Government.

Following a deputation to the Colonial Secretary on the subject, D. Maitland, a Government surveyor, was instructed to report on the proposal. In his report of January 21, 1879, Maitland estimated the value of the land, embracing 27a. 2r. 10p., at £350 per acre or a total valuation of £9,800. It was subsequently purchased by the Government for £7,500, the transfer from Edwards to the Queen being effected on July 29, 1879. The land was vested in the Borough Council of Waverley as trustees and gazetted as "Waverley Park" on June 18, 1880. James Hoskins was the then Minister for Lands.

It is suggested here that the residents of Waverley and adjoining districts should be grateful to the late

Alderman John Macpherson for his successful effort nearly 80 years ago in obtaining this now beautiful park for Waverley.

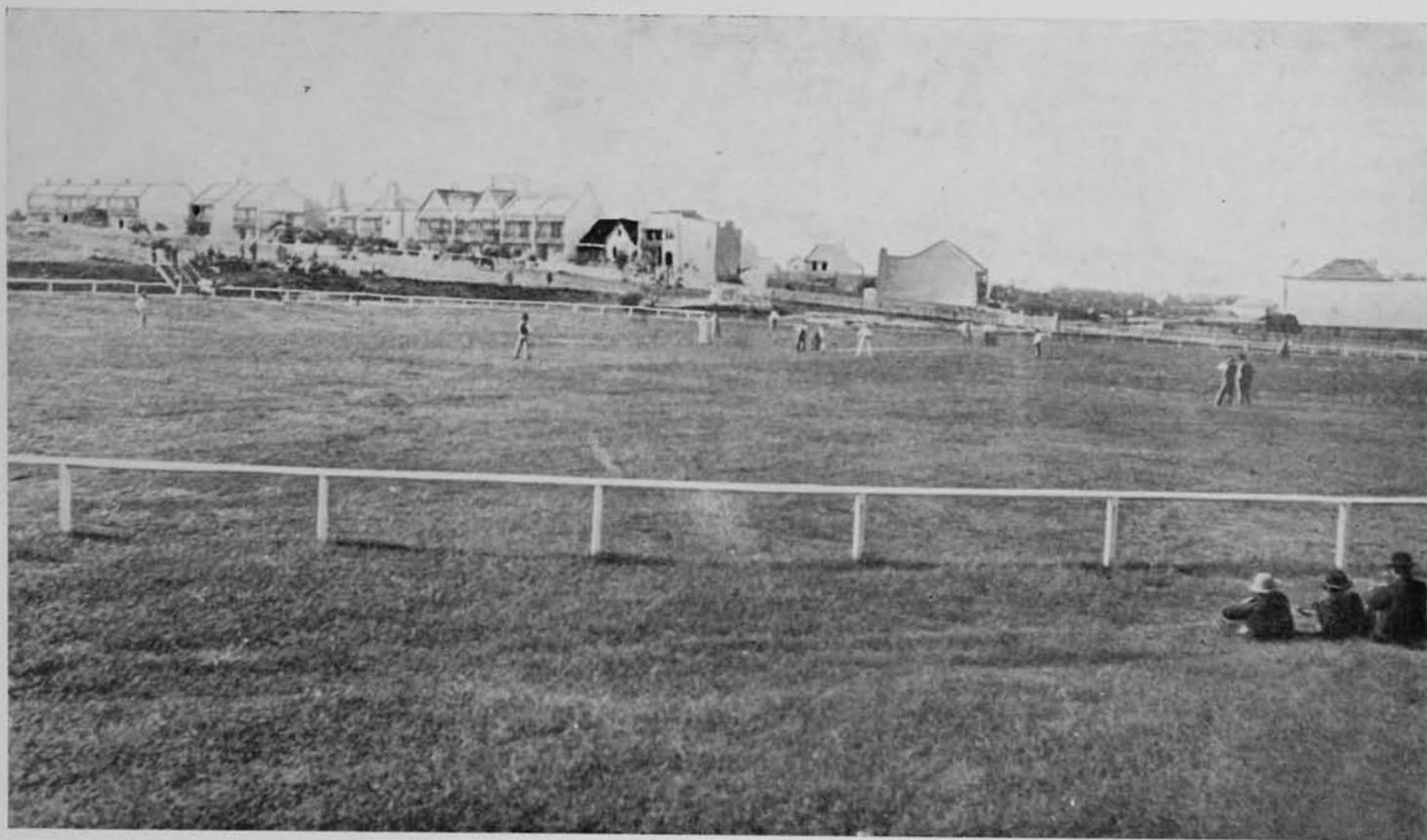
Following resumption of the park lands, Mr. Schneider, a landscape gardener, was engaged to prepare improvements, and Mr. Moore of the Botanical Gardens also submitted designs for improvements of the park. Mr. Denning's tender of twenty-four shillings per rod was accepted for a batten fence to enclose the area in August, 1880.

As trustees of the park the Council had power to lease portion of the land, and in 1889 leased the right to graze 20 head of cattle at a weekly tenancy of £65 per year. Several applications to the Minister for Lands for permission to charge for admission to the park were refused. Such permission was continually refused until November 15, 1899, when the Lands Department approved of a charge for admission to a limited area.

WAVERLEY DISTRICT CRICKET CLUB

Two months after Waverley Park was placed under the control of the Borough Council, an application from the Secretary of the Waverley Cricket Club dated August 3, 1880, was received respecting the making of a cricket ground on the park. This was followed by another application from the same club and the residents of Waverley in 1881, and again in 1882 from T. J. Dickson, the then Hon. Secretary of Waverley Cricket Club, requesting that an area be set apart for a cricket ground and that the club be allowed to make a pitch thereon. This was approved by Council. Similar permission was given to the Waverley Mechanics' Cricket Club to form a pitch on the park. The Glentore Cricket Club also asked for a

WAVERLEY OVAL, 1890.



Waverley Oval looking in northerly direction, 1890.



Waverley Oval looking in a north-easterly direction, 1890.

similar permission for a pitch near Birrell Street. Up to the end of 1885 the Treasury had granted about £1,450 for park improvements. In 1886, W. Allen, the Secretary of the Waverley Cricket Club, asked permission to top dress the wicket formed by the club and further requested that the part where cricket was played be used for that purpose only, and the Birrell Street side be used for football only. But the Gladstone Cricket Club, with permission, had already formed a pitch at this side of the park and also in 1886 laid down an asphalt one for the club. Up to this period various football clubs, namely, Waverley Juniors, Victoria and Glenhead had used the park for football.

It was in that same year, 1886, that the question of the improvements to Waverley Park was very much in the minds of the people, and a most unique way was adopted in raising funds for its improvement. About 2½ acres of the park were enclosed by a committee for the holding of a "Flower Show." It was opened on October 13, 1886, by His Excellency, Lord Carrington, accompanied by Lady Carrington. It was liberally patronised both afternoon and evening. The fair at night was illuminated by electric light which invested the decorations and flowers with peculiar charm. Two bands provided lively music for the two days. The Flower Show closed on the Monday night following with a fine concert in a marquee on the grounds. The outcome of the whole Show resulted in £300 being presented to the trustees—Waverley Council—for improvement to the park. The Council extended its grateful thanks to the organisers of the Flower Show.

An Ode was written by A. W. Allen of Waverley for the occasion, one verse of which is quoted:—

"Fair Waverley to-day is crowned
With Nature's best, in leaf and flower;
Her hills and dells with joy resound,
And gay with life are park and bower
The oldest and the youngest born
Hail gladly this October morn."

In the last verse of the Ode, Allen says that "Boondoorah" is the native name for Waverley.

Let us recall to your memories a cricket match of unusual interest which took place at Waverley, as reported in the "Town and Country Journal" of April 17, 1886, as follows:— "Waverley V Ivanhoe. A warmly contested match was played between these clubs on Saturday on the Waverley wicket, the game ending in favour of the local representatives by 21 runs. Scores 47 and 26 respectively. For the winners, C. Rogers, 22 not out and Dole, 14, batted well. On behalf of the losers Percy Charlton with 9 and Alex Anderson 7 were the batsmen able to score off the deliveries of Ross who secured 3 for 13 and Teeffy 5 for 13. The palm for bowling, however, was carried out by E. Kelly who secured the whole of Waverley wickets at a cost of 19 runs." This should put Kelly among the immortals who have taken all 10 wickets in an innings.

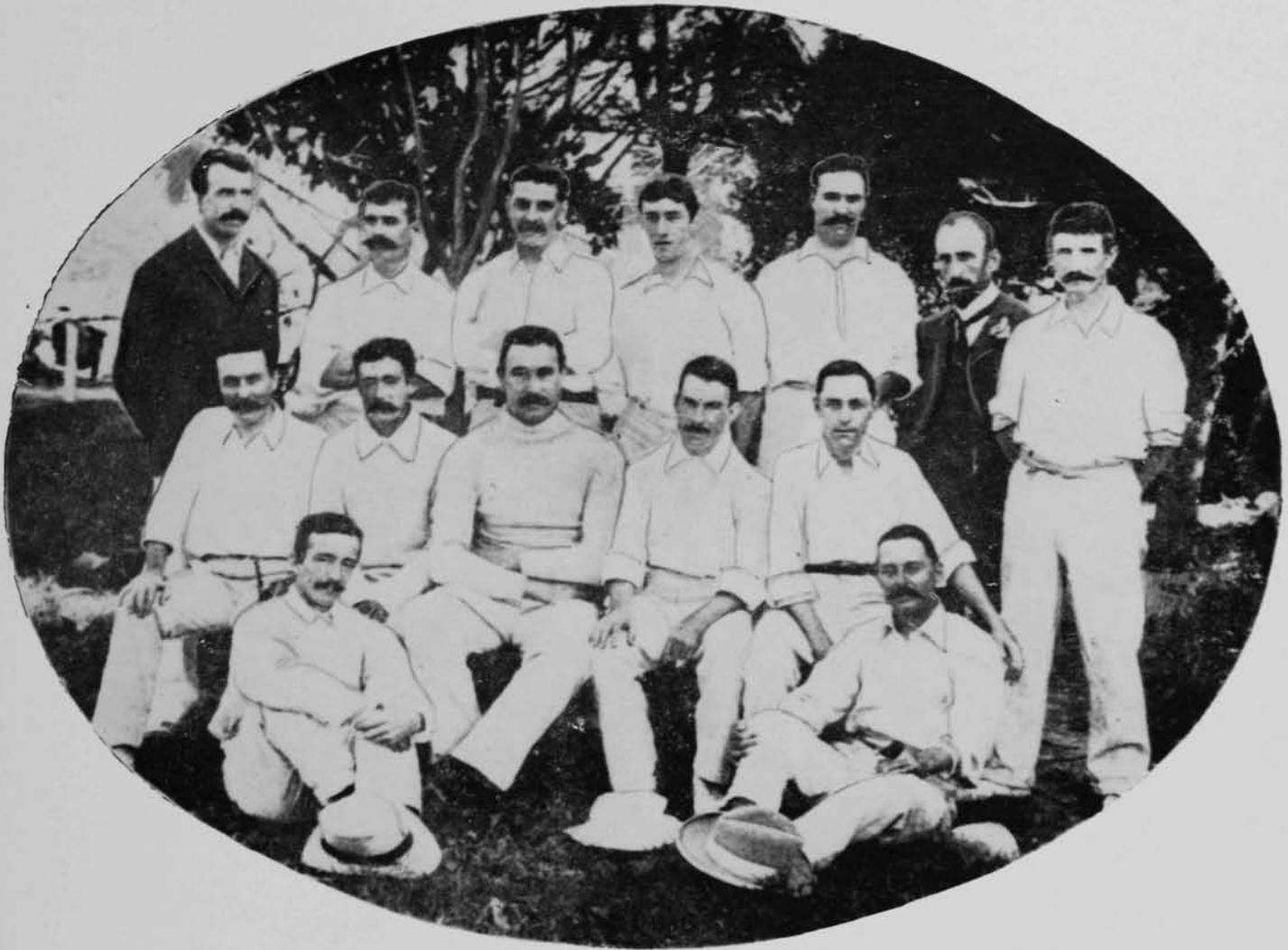
In 1887, Surveyor Cooper for the Parks Branch, Department of Mines, reported that he visited Waverley Park in June of that year with the Council Clerk. He found, "that the Council was engaged in filling up the low ground at the north east corner with sand taken from a ridge adjoining and it was the intention of Council to spread good soil on top of sand and sow with grass. It was not yet known what this part of the park was to be used for, but he was satisfied Council would not give cricketers or footballers any undue advantage over the public." Although Cooper thought the ground with the improvements looked less picturesque than before, he saw no justifiable grounds for interference. (This part of Waverley Park is now the main part of the Cricket Oval.)

In August, 1890, the Mayor, Alderman Guest, said that it was his intention to form a cricket ground on that part of the park formerly occupied by Chinese gardens. Mr. Fry, who was Hon. Secretary of the Waverley Cricket Club in 1890, in applying for the use of the wicket near Paul Street and Bondi Road, also asked to be allowed to make an earth wicket, which Council granted, subject to the club re-turfing the wicket when required to do so. This wicket appears to be the first one laid down on the oval which was then under construction. The Council Engineer reported in May, 1891, that the Oval would be available for use next season (that would be about October of that year). An exhibition of Lacrosse was given on the Oval in August of 1891, which clearly suggests it was completed or nearly so. Council referred to it at this time as the Cricket Oval. Waverley Cricket Club seems to have been the first club to get a permit to play on the oval. That was in September, 1891.

What we now know as District Grade Cricket commenced with the 1893-94 season when the Premiership was won by Eastern Suburbs, Glebe Club being the runners up. The Premiership was won by Waverley in 1902-03. This was the year A. C. Mackenzie scored most runs in a season for a Waverley batsman in Grade Cricket, viz., 10 innings for 626 runs, average 62.6. C. W. Gregory was the first to beat this by scoring 828 runs for 9 innings, being an average of 103 including one not out innings. S. E. Gregory did likewise in 1907-08 with 10 innings, 3 not outs, 517 runs, average 73.8.

Something for which the Council and Cricket Club had desired for many years, namely, the right to charge for admission to the oval and pavilion which had been withheld by the Department of Lands for many years was granted in 1899. One of the main reasons this right had been withheld was that the Department believed the park should be free for public enjoyment, and another was that the park had not been dedicated for public recreation. By-Laws for the management of Waverley Park by the Borough Council were gazetted on July 26, 1899.

WAVERLEY CRICKET TEAM, *Winners of the First Grade Premiership, 1902-3.*



Back Row—Reading from Left to Right: A. Allen, jun., Hon. Secretary. F. M'Elhone, H. Evers, J. R. Scott, P. Pemell, C. Hughes, Hon. Treasurer. A. Newell. Sitting: W. Stubbin, W. Bell, A. C. K. Mackenzie, Captain. W. M'Intyre, C. Gregory. On Ground: H. Carter, S. E. Gregory. (T. Howard, absent).



New pavilion on Waverley Oval, 1908.

The Waverley District Cricket Club, as previously stated, won the Premiership for the first time in the 1902-03 season. It was runner-up to Glebe in the 1895-6 season and Paddington in the 1897-8 season. The Waverley District Club won again in the 1920-21, 1921-22 and 1922-23. The last three seasons were for the Percy Arnott Shield which it won outright.

Further improvements for the benefit of cricketers and the public were made when, in 1908, a new pavilion was built at the oval at a cost of about £500.

The year 1909 was an eventful one in connection with Waverley Oval, the Municipal Council, and the Waverley Cricket Club. With the approval of the Minister for Lands, in March, 1909, the Council leased the pavilion and enclosed area of oval, in all about 3½ acres, to the Trustees of Waverley Cricket Club for five years. This lease was continuously renewed to the cricket club.

Mr. J. W. Garvey, the Hon. Secretary of the Waverley District Cricket Club and Grounds, intimated in a letter to Council in 1939 that the cricket oval area was originally built up, levelled and fenced in by club members. The small pavilion and implement shed were also erected by club members who financed these efforts by the issue of debentures. The large pavilion and tennis courts were built by Council, the club being responsible for the repayment of the capital cost and interest.

The question of the erection of tennis courts near the cricket oval came up in 1918 and Council, by an arrangement with the Waverley District Cricket Club, built the courts at a cost of £258 and placed them under the control of the Waverley District Cricket Club.

Reconstruction of the oval was carried out in 1919 and five years later £500 was expended in filling, levelling, returfing and painting.

The laying down of wickets and enlarging the oval and pavilion in 1929, at a cost of about £1,000 were also made — £450 of which was provided by Council.

The cricket club had grown to the extent that whereas its income in 1900 was about £281, it had risen in 1923 to over £1,500 a year — said to be a club record.

It should not be forgotten that the Council and N.S.W. Cricket Association had at various times, assisted the Club in its activities.

In 1934, it was proposed to make substantial improvements to the oval including a new pavilion, but it was sometime before this was carried out. It was estimated at the time to cost about £11,400. Five years later a real move for a new pavilion was made,

when in 1939 a tender of £5,992 submitted by A. P. Pringle for the erection of a new pavilion at the cricket oval on Waverley Park was accepted by the Municipal Council. Mr. G. S. Carson was the Council's Architect for the project. It was designed to cover an area of 117 feet long by about 65 feet wide, constructed of reinforced concrete with selected face brickwork on all exposed wall surfaces. The ground floor provided for three large dressing rooms, first aid room, office, refreshment room and recreation room about 42 feet by 20 feet. Provision was made for a common room 20 feet by 14 feet with facilities for afternoon teas. The main covered seating deck for 700 persons is constructed over the dressing accommodation. An open seating deck is provided in front of the main stand to seat about 300 people.

The foundation stone of the new Pavilion was laid by the Hon. Alexander Mair, Premier of New South Wales on October 7, 1939. Alderman H. Samuel was the Mayor and Alderman Thomas Hogan the Deputy Mayor at that time. A plaque commemorating the naming of the pavilion is attached to the building and inscribed:—

"This plaque commemorates the naming of this pavilion in honour of T. H. Howard, Esq., in appreciation of his outstanding service to cricket and the Waverley District. 13th October, 1951."

The playing of games on Waverley Oval on Sundays was agreed to by the Waverley Municipal Council in April, 1940.

The members of the Waverley Cricket Club have played their part in the two World Wars. During World War I (1914-1918) there were forty-five enlistments in the forces from the club, six of whom paid the supreme sacrifice. They were:—

C. Bolden, Norm Callaway, A. C. Cox, V. J. Jackaman, C. Leer, and N. Wallach.

In the Second World War (1939-45) seventy-six members joined the forces. Of these two were killed in action, namely L. Ellis and J. A. Farthing.

From the date of the formation of the Waverley District Cricket Club it has won the Premiership in seasons 1902-03, 1920-21, 1921-22, 1922-23 and 1944-45. The Club occupied twelfth place in the 1956-57 season — a slight improvement on the previous year.

Special reference was made in the Annual Report of July, 1957, to the fine work and co-operation of the two groundsmen on the cricket oval — "Snow" Wright and Paddy Keogh.

The office-bearers for the 1956-57 season were: President, Mr. J. J. Curran; Hon. Secretary, Mr. A. R. Alterator, and Hon. Treasurer, Mr. J. S. Dinan.



Panoramic view of Bondi Beach and Park seen from the South, 1959.



Scene on Bondi Beach in 1884. Note the absence of surfers.



View overlooking Bondi Beach and North Bondi in 1888. The house in foreground is the existing "Forest Knoll" in Edward Street.

BONDI PARK AND BEACH, THE PLAYGROUND OF THE PACIFIC

Mention has already been made in the story of the grant to William Roberts, later the Bondi Estate, of the unsuccessful endeavour by the owners of this estate to come to an arrangement with the Government to provide a recreation reserve at Bondi in the 1850's. Between the years 1855 and 1877 Francis O'Brien of the Bondi Estate made the beach and adjacent land available to the public as a picnic ground and pleasure resort. It was of course on sufferance only, as it was private property. The place became very popular and there developed, through lack of any specific control, a decided tendency to rowdyism. The Municipal Council as early as 1859 requested the Government to establish an area at the beach as a public reserve, but without success.

At one period Francis O'Brien threatened to close the beach and grounds to the general public because of larrikinism that had developed. On the subject he wrote to the Municipal Council in June, 1877, thus: "I beg leave to call your earliest attention to a public grievance injurious to the best interests of the Municipality of Waverley, viz., that the grounds adjacent to the beach and homestead at Bondi, from the want of proper police supervision are becoming unfit, by reason of immoral practices for the purpose of recreation to families visiting the place; and I shall be compelled most unwillingly to withdraw the privilege of a permissive right to the public to use the grounds, which I have for so many years allowed, unless the same are placed under proper police protection."

This letter led the Council to approach the Government again in order to place the facts before it so that something might be done to remedy the position as the Council was powerless to act without authority in the matter. This approach to the Government was subsequently successful, for in November, 1881, as already stated, an area comprising about 25 acres at Bondi was measured and in June of the following year resumed for public recreation. And so from June 9, 1882, public access to Bondi Beach was free. The resumption was held up for a while by a Supreme Court action, but on September 1, 1885, the Council of the Municipality of Waverley for the first time was appointed Trustees of Bondi Park. Almost immediately £200 was made available by the Government for the first improvements, which included fencing the park, barbed-wire and later a picket fence. In 1887 the first suggestion for a sea-wall at the beach was put to the Government. No doubt this was intended to help to prevent the drift of sand—a menace at the beach. Later in 1899 marram grass was also put forward as a useful prevention of the drift.

During the following years Council expended

considerable amounts of money on the park, including rustic shelter sheds and other amenities, but the menace of drifting sand was always a problem. In 1921 the reports to Council indicated that there was no remedy for the sand drift, so Mr. R. W. Weeks proposed its removal by means of air draft. However, Council decided that it was not prepared to spend a lot of money on experiments.

BONDI BATHS

One of the earliest attractions at the beach for the public was the building of the first Bondi Baths.

The question of the erection of public baths at Bondi originated about the early 1880's when a report (apparently at the request of the Council of the Municipality of Waverley) was received from the Under-Secretary of the Department of Public Works, dated February 17, 1880, advising Council that the Engineer-in-Chief of that Department did not recommend the making of public baths at Bondi. Council replied to the Department asking for a reconsideration of its decision at the same time intimating to the Department that Council was prepared to keep the baths in repair when constructed. It appears that after an investigation was made at Bondi by the Departmental officer at the time, a vital objection to such construction was that Mr. Francis O'Brien, of the Bondi Estate at that time, owned the frontage to the beach and possessed the legal right to prevent access to the beach. O'Brien, however, was quite willing to allow access if proper control was maintained at the beach. Council had no power to control in any way, private land. The difficulty was overcome in 1881, as already stated, when the wishes of the people were met by the Government acquiring an area of about 25 acres fronting the beach, for public recreation—giving free public access thereto.

Although Council had for some time urged the construction of the baths, it was not until December, 1883, that a petition from the ratepayers in the Borough stirred Council into action. Amounts of £150 each for the erection of baths at both Bondi and Bronte were passed by Council, but the permission of the Department of Lands for Council to occupy the sites on lease was still awaited early in 1885. These were subsequently granted, January, 1887, at £25 a year at Bondi and £20 at Bronte. In addition to the amounts of £150 each, passed for the construction of the two baths, further sums of £297 for Bondi and £235 for Bronte were also set apart for spending. At the request of Council, the Government, in August, 1886, gave permission to Mr. A. Williams, of the Harbours and Rivers Branch of the Department of Public Works, to design and supervise the construction of the public baths at Bondi and Bronte. Regulations for the conduct of these Baths were adopted by Council on October 4, 1887. (See also under "Bronte Baths".)

It is not clear when Bondi Baths were opened to bathers, but in January, 1888, the Council placed on record its grateful appreciation to the Government for making available the services of Mr. Williams, and to Mr. Williams for the very satisfactory manner in which he supervised the work. It seems quite likely that the building both of Bondi and Bronte baths in 1887 may have been severely affected by floods that occurred in Sydney in April of that year, and particularly at Waverley. The northern end of Penkivil Street, leading into the gully, was completely washed away together with about £700 worth of improvements already made by Council. The watercourse in this gully which ran into a lagoon near Bondi Bay, was practically a cataract.

In July, 1888, Council resolved that a further £160 be expended on Bondi Baths in order that they would be completed for the ensuing season. A further £158 was voted by Council in September, 1889, for dressing rooms, fencing and completion of baths. There is nothing so far to indicate that the baths were in public use. About two months later (November) tenders were called for the leasing of baths for 12 months, which lease was secured by Mr. Kindrek (or Kindred) for £5. Some ten years later, November, 1898, Council decided that an extension of the baths was necessary and tenders were called for the work. The tender of Thomas Donohoe of £448 was accepted and the extension was finished in April, 1899. Apart from Kindrek, who was the first, other lessees who followed were Phillip Farmer, Jack Hellings, Charles Jackson, Farmer again in 1915, then Demlin, Alfred Hayes, and Len McCarthy in December, 1921.

A further remodelling of the baths was made by E. E. Chambers in 1911 at a cost of about £1,300. With gradual water deterioration and an evergrowing public demand for baths accommodation, an inspection by Council's responsible Officers in 1922 revealed a very bad state of affairs. They considered that the baths building was in such a dilapidated and weather-worn condition that any amount spent on it was a waste of money. They further recommended that the whole structure should be pulled down and a modern one erected in its place. As finance for such a proposition was no easy matter, nothing could be done for the time being. About three years later, towards the end of 1925, Dorman Long & Co., the later Sydney Harbour Bridge builders, were asked if the firm would consider the construction and financing of the construction of the new baths, estimated to cost £20,000, but its best offer was 10% cost plus.

The following year Council decided to go on with the new baths, 330 feet by 60 feet, estimated to accommodate 150 persons. Council, however, seems to have been influenced to erect a much more expensive structure since, when the architects, Robertson and Marks, were asked to submit plans, it was for a much

larger baths and was estimated to cost £80,000. To cover this cost Council approved of a loan for this sum with T. & G. Mutual Life Assurance Co. Ltd. for 25 years. The architects' fees for the intended new baths were £4,800. In May, 1927, Council decided to staff the Bondi Baths with its own officers.

The £80,000 baths scheme was apparently abandoned in favour of a less costly one for which the same architects were asked to submit plans in May, 1929, to cost about £60,000. This design provided for: Buildings and Pool £38,850, Engineers' Service £5,568, Extension of Promenade £11,500, making a total of £55,918, but exclusive of architects' fees of £3,355; being a grand total of £59,273. It was submitted to Council on February 3, 1930. The estimated income under the new scheme was £3,900; estimated expenditure £2,528; estimated loss after interest and repayments £3,236.

In December, 1930, due to the economic conditions then affecting the city and country generally, Council decided to defer the building scheme of the new baths in favour of spending about £6,000 in reconstructing the existing baths. This work was commenced about April, 1931, and completed in November of that year. The official re-opening by the Mayor of the reconstructed baths coincided with a carnival of the Bondi Ladies' Amateur Swimming Club and the Bondi Amateur Swimming Club, held on November 28, 1931.

The attendance at Bondi Baths for year 1933 was 91,987, revenue £1,096, increase of persons 16,000 over 1932, and in year 1934, 108,535, revenue £1,212.

Ten years later (1944) the attendance was recorded as 117,395 children, 70,863 adults, and 9,259 ticket holders, making a total of 197,517 persons, the payment of which amounted to £1,383. The year 1953 was a record one with a total attendance at the baths of 221,924 of which 127,312 were children; 81,398 were adults and 13,214 ticket holders. The attendance charges reached the record sum of £3,225. The following year there was a distinct slump, since only 64,315 children, 32,865 adults and 3,147 ticket holders attended. The full receipts were only £1,412. This was for the season ending on March 24, 1954. Bondi Baths is well described in a "Tender Booklet" prepared by the Town Clerk in August, 1956, as follows:—

"... Bondi Baths is situated towards, but not within, the confines of Bondi Park and the site of the swimming pool is held under lease from the Minister for Lands for the State of New South Wales for a period of twenty-eight (28) years from 1st January, 1953, whilst the site of the dressing accommodation is on land controlled by the Council. A residence is established in the second concrete dressing bay at top

BONDI SWIMMING BATHS



Early morning at Bondi Baths in December, 1901, when the temperature was 104 degrees in the shade.



Heavy surf breaking over the Bondi ocean Baths. (Photo: Aust. News and Information Bureau.)



Bondi Baths during calm weather in 1958 showing main pool used for racing and children's pool.

level with access to Notts Avenue, a public road abutting to the Bondi Baths Area, and such residence is at present occupied by the Manager of the Bondi Baths in consequence of his employment as such Manager and as an employee of the Council of the Municipality of Waverley . . . The public dressing accommodation consists of two (2) brick cement-rendered pavilions situated towards the eastern end of the baths premises, comprising three (3) concrete decks with locker rooms, shower recesses and toilets, and is used for the accommodation of male patrons, whilst the female patrons are housed in a wooden pavilion situated towards the western end of the Baths and comprises a wooden pavilion with lockers, cabins for the accommodation of clothes, shower recesses and toilets, and the accommodation available to the public is subject to the leases granted to different swimming clubs who have their headquarters at the Baths . . . The main swimming pool is approximately 55 yards long by 22 yards wide, with a children's bathing pool at the western end of the Baths of approximate dimensions of 22 yards by 18 yards, and the pools are serviced by two (2) centrifugal pumps, each of 24 h.p., capable of pumping approximately 125,000 gallons of water per hour.

"The charges for admission and locker accommodation are as follows:

Admission Fees:

Day Session: Children 3d., Adults 9d.

Night Charges: Children 6d., Adults 1/-.
Books containing 30 tickets are issued to patrons at 15/- per book and are available during the month of issue: Bathing Costumes 1/6, Towels 9d., Cabin Hire 1/6 per session, Lockers 9d. per session.

"The members of the various swimming clubs with headquarters at Bondi Baths are required to pay admission fees, except five (5) officials of the Bondi Amateur Swimming Club and the Bondi Ladies' Amateur Swimming Club, whilst approximately 1,000 children attending schools in the Municipality are allowed free admission to the baths on weekdays—Mondays to Fridays—during the summer season.

"Over the last five (5) years, i.e. the years 1951-1955 inclusive, persons who have paid for admission to the baths number: Children 557,272, Adults 433,136; or approximately an average of 200,000 each year."

BONDI BEACH IMPROVEMENTS

Although surf bathing was the sport of a great number of people in the early 1900's, no provision of any kind had been made for dressing or surf sheds on the beach. Some people used nature's rocks and

scrub nearby for a time. Of course, bathing in the sea was prohibited by Section 77 of the Police Offences Act of 1901, between the hours of 9 a.m. (later 8 a.m.) and 8 p.m. Consequently, there was little time available for such indulgence. This law, however, was deliberately flouted by a man, Joe Gocher, on September 8, 1902. He defied the police and bathed in the ocean beach at Manly. He had previously made it known to the public of his intention to bathe on that day. Gocher was arrested and taken to Police Headquarters for questioning. What happened afterwards is not clear except that from then on sea bathing was allowed without fear of prosecution, though the law was never repealed. It is understood that the Rev. S. McKeown and Frank McElhone did likewise at Bondi after the Manly affair. Although Gocher gets the credit for forcing the issue concerning freedom of bathing, perhaps more credit should be given to the Police Department of that time for showing a lot of foresight and commonsense.

In 1902, the attention of Council was drawn to the dangers of bathing at Bondi Beach because the lifebuoys and lines, which had been placed there, had disappeared through misuse. It was suggested that others be placed in a suitable position again. Complaints were also being made of half-naked bathers in the surf. When referred to the Police Department it reported that "so long as bathers wore suitable costumes and public decency is not outraged it was unable to see that a practice for so many years should be stopped."

In 1903, two lifebuoys for Bondi and one for Bronte beach were procured by Council for beach use. The need for surf bathing accommodation was being urged by the Waverley-Bondi Progress League. It also sought for the control of the beaches by the Waverley Municipal Council. Then came the erection of the first shelter or surf sheds by Daniel Hogan at a cost of £169. D. Hogan, at a later date, early in 1906, also built the first Kiosk on the beach, originally leased by J. Conway, who soon gave it up. The lease was then taken over by the Bondi Surf Life Saving Club for some time. (For history of this club see under "Bondi Surf Bathers' Life Saving Club.")

One of the most controversial questions of this period concerned by-laws for surf bathing, and costumes to be worn in surfing. The "neck to knee" costume was the one so far prescribed, but a petition to the Chief Secretary's Department on the subject intimated that "more pleasure and comfort was derived in wearing ordinary trunks—than in full costumes." The by-law was then amended by Council to the extent that, up to 8 o'clock a.m. square trunks may be worn. This by-law, however, was rescinded following a devastating attack by Dr. Walton Smith before Council, in which he said that anything but "neck to knee" costumes on beaches was indecent.

BURLESQUE AT BONDI

In October, 1907, a remarkable demonstration took place at Bondi Beach against the new draft ordinances respecting bathing costumes. It was reported in the "Sydney Morning Herald" on October 21, 1907, as follows:—"Burlesque at Bondi": ". . . One of the most effective was a black and white draught-board garment or set of garments worn by a muscular actor who had a shirt to the knees, with a sailor turn-down cape and knickers with frills upon them. Another was similar to the garb worn by the Roman centurions and was decidedly handsome, although like others in which the skirt was noticed, it was; an effectual bar to good swimming and was indeed dangerous to wear in the water. Sairey Gamp with a poker bonnet and a gorgeous shawl was a prominent feature, but she had to be rescued when she tried to swim. One swimmer wore a doormat round his middle and was told he had no respect for the Mayor of Waverley (R. G. Watkins) as he was showing his bare toes. Another skirted breaker shooter had a yellow shaped bodice which gave him a figure like straw tied in the middle; and another sported a diaphanous trailing red skirt which occasioned him a great deal of trouble in water and was soon torn off. One wore a sugar bag suit with 'pig face' trimmings, and other quite quaint head gear . . ."

A similar demonstration was carried out at Manly: "Every man and youth wore in addition to his costume, a skirt. Garments belonging to his sisters, wives, had been commandeered; the band paraded along the beach. Screams of laughter greeting their approach—the skirt brigade floundered about the breakers in utter helplessness. The skirt brigade came ashore and threw away their impedimenta. They had effectually demonstrated the utter impossibility of the skirt . . ."

Despite all the demonstrations of protest when the ordinance was gazetted in January, 1908, the "neck to knee" costume was still maintained.

Replying to a question in Council in March, 1909, concerning the amount of money contributed by Government for surf bathing accommodation on beaches in Waverley, the Mayor said that, for Bondi Beach, the Government provided £50 and the Railway Department £20—for Bronte nil. The building of surf accommodation at Bondi was held up pending assistance from the Government, and the building of the sea wall.

NEW SURF SHEDS

An important move forward, however, was made in December, 1909, when the Municipal Council decided to invite competitive designs for surfing accommodation at Bondi Beach, for 750 men and 250

women with all accessories of a modern surf bathing resort. Complete designs were not to exceed in cost £2,000. The winning design was to be awarded £20. On account of the cost the proposal was deferred. The Department of Lands advised Council in January, 1911, that the Government was prepared to grant £1,250 towards surf bathing accommodation and the building of a sea wall. The tender of Taylor and Bills of £3,000 for the bathing sheds, was accepted. The work was completed and opened for public use on October 3, 1911. The estimated revenue from the bathing sheds for a year was £900, and expenditure £458. The first charges were: Adults 2d. and Children 1d.; Costumes (Canadian only) 2d. with deposit; Hats and "V" trunks 1d. each.

A report of a Surf Bathing Committee appointed by the Government, dated March 14, 1912, is worth quoting, in part, here. The report stated that "Accommodation of beaches is inadequate for the number of bathers, and unsuitable to their needs. On one beach (Bondi) Waverley Council has just erected commodious dressing boxes, to which these remarks do not apply." The report further stated, in effect, that, the Bondi Life-Saving Club accommodation in the centre of the beach was sufficient for 250, but the club at the north end of the beach needed room for 100 members, and Bondi Baths Club required room for 50 members. The cottage and land occupied at this time by the North Bondi Surf Life-Saving Club was in contemplation of being acquired by the Government for addition to the park. The report stated that the club should continue in occupation under similar conditions to other clubs on the beach.

With regard to a life-saving club quartered at the south end of beach, the Committee found that, since the inquiry was opened, the Council had withdrawn permission granted to the club to occupy a room on the swimming-bath premises, notwithstanding the fact, that to gain access to this room each of the members of the club had to pay for admission to the baths, so that the housing of the club at the southern end of the beach was really a source of revenue to the Council as well as additional protection to surf bathers. No other life-saving club members had to pay for admission to their clubrooms. Apparently Council considered that because there was no surf bathing done at the southern end of the beach, it was not necessary that a life-saving club should be encouraged to operate there. The Committee, though reluctant to differ from the Council was of opinion that it was desirable for a club to be maintained at the southern end of the beach, as bathers in the past, and would in the future, get into difficulties at the centre, and be carried to the southward. In such cases club members would have been in a better position to effect a rescue and by construction of a small diving stage on the edge of the rocks abutting on the baths this advantage would be largely increased. The



Bondi Beach Surf Pavilion, 1959

Committee recommended Council to reconsider the establishment of a club there, and diving stage.

At the end of December, 1914, a beach improvement scheme for Bondi was accepted by Council. It included the sea wall to be extended to Ben Buckler, increased accommodation for ladies and men's surf sheds, and a new club house for Bondi and Bondi North Surf Life-Saving Clubs. Robertson & Marks estimated the cost at £12,500 and subsequently a plan for £8,000, but the scheme was deferred by Council.

A question in 1917 concerning the profits made by the surf sheds revealed the following position for the years 1914, 1915 and 1916:

Year 1914	Income £2775;	Expenses £1150;	Profit £1625
" 1915	" £1999;	" £1350;	" £649
" 1916	" £1631;	" £1152;	" £479
Total Income	£6407;	Total Expenses	£3653; and Profit £2753.

In August, 1920, a new scale of charges was fixed for all beaches within the Municipality of Waverley as under:—

Hire of costume	5d.	(Deposit 5/-)	formerly 3d.
" " bathing cap	3d.	(" 2/-)	" 2d.
" " towels	2d.	(" 2/-)	" 1d.
" " Vs.	2d.	(" 2/-)	" 1d.

Locked cabins, 6d.

Monthly tickets, 2/6

Concession books of 30 tickets available for three months to residents and ratepayers.

The admission charge for adults 2d. and children 1d. remained unchanged.

BONDI PARK AND BEACH IN 1956

What did Bondi Park and Beach comprise at the calling of tenders as before mentioned? According to the "Tender Booklet" of the Municipal Council prepared by the Town Clerk in August, 1956, it was as follows:—

" . . . Bondi Park, including Bondi Beach, comprises thirty-seven (37) acres, on which is erected the Bondi Beach Pavilion, two (2) surf life saving clubhouses, and public lavatories, and is laid out in lawns with a concrete marine drive 55 yards wide and 750 yards long, which is called by the consent of Her Majesty Queen Elizabeth II, 'Queen Elizabeth Drive,' and flanked by a brick paved promenade with ample proportion, together with a concrete drive known as 'Park Drive,' abutting on to the adjacent public roadway, Campbell Parade, which is 55 yards wide and 750 yards long, and is also flanked with brick paved footpaths.

The Bondi Beach Pavilion has a frontage to the Queen Elizabeth Drive of 398 feet and a depth of 188 feet, and is a commodious building which has just recently been renovated and is in a good state of repair, comprising the following accommodation:—

Ground Floor — Dressing accommodation for surfers of both sexes: in the northern wing four (4) shops and in the southern wing Turkish Baths and Gymnasium, and at the rear an Auditorium.

First Floor — Ballroom, Dining Room, with orchestral stage in each room, Foyer, Kitchen, Private Dining Room and office, with open-air terrace.

Particulars of Accommodation— Dressing accommodation for surfers — capable of accommodating 5,000 persons at any one time and comprising the following accommodation.

Men's Section:

Locker Cabins	376
Locked Cubicles	2,157
Seating Accommodation	500
Open Cubicles	413

Women's Section:

Family Cabins (capable of accommo- dating five (5) persons)	37
Locked Cabins	419
Lockers	234
Locked Cubicles	340

with adequate shower and lavatory accommodation in both sections.

The Council controls the dressing section of the Pavilion and during the last (5) years, i.e. the years 1951-55 inclusive, the annual average patronage of persons to the Pavilion has been

Children	5,000
Adults	185,000
	<hr/>
	190,000

whilst the average annual supply of amenities has been —

Lockers hired	180,000
Cabins hired	112,000
Bathing Costumes hired	21,000
Towels hired	45,000
	<hr/>
	358,000

with an average annual revenue of £10,800.

The charges at present operating for admission and the use of the facilities in the Pavilion are —

Admission Fees—

Adults	6d.
Children	2d.
Hire of Lockers	9d. per session.
	Sessions being up to 1.00 p.m. and after 1.00 p.m. of each day.
Hire of Cabins	1/6d. per session for the same period as lockers.
Family Cabins (Women's Section only)	2/- per session for the same period as lockers.
Hire of Bathing Costumes	1/6d.
Hire of Towel	9d.

A commodious vestibule is provided with registering turnstiles for admission to the dressing sections.

Incidental revenues are received for the hire of show-cases in the corridors leading both to the Men's and Women's Sections and from automatic vending machines for hair oils and weighing machines.

Shops — Ground Floor:

At the present time these shops are under lease; one having measurements of 19 feet by 28 feet, being leased to a firm vending a refreshment known as "Snowcream", and the other three shops having dimensions of 100 feet by 28 feet to another firm also vending refreshments, but of a different type.

Turkish Baths Section, comprising —

Vestibule, 15 feet by 120 feet.

Three Hot Water Baths.

Twelve dressing Rooms.

Three Heat Rooms for Turkish Baths (first 16 feet x 13 feet, second 20 feet x 13 feet, and third 16 feet x 9 feet).

Cooling Room 9 feet x 12 feet.

Massage Room with shower accommodation, including two (2) needle showers and toilets.

Gymnasium, 28 feet by 28 feet.

Auditorium, having a stage 34 feet by 18 feet, with reflective acoustic lining adequately illuminated with border lights in ceiling, and footlights in front of stage and opening on to a section of Bondi Park, which is planned as an amphitheatre, and during the holding of Concerts, Council deck-chairs are provided for patrons, providing comfortable open-air facilities. The Council has, over the last five (5) years, subsidised concerts in the Auditorium, but during the current summer season an Auxiliary of one of the leading Sydney hospitals has conducted a series of concerts to aid the functions of that institution.

First-Floor Accommodation — (at present under lease) comprises —

Ball Room — 72 feet by 38 feet with orchestral stage.

Dining Room — 54 feet by 40 feet with orchestral stage.

Foyer — 80 feet by 27 feet.

Kitchen — 40 feet by 20 feet, equipped with two (2) gas stoves, gas copper, griller, steamer, dishwashing machine, which equipment is out of date.

Private Dining Room — 30 feet by 17 feet.

Office, 23 feet by 14 feet.

Open Terrace — 150 feet by 12 feet with Cloak Rooms and Toilets.

A residence is attached at the rear of the Bondi Beach Pavilion building and over the auditorium and is at present occupied by the Manager of the Bondi Beach Pavilion who occupies the same in consequence of his employment as such Manager and as an employee of the Council of the Municipality of Waverley.

For the protection of persons surfing at Bondi Beach the Council employs, during the summer months, four (4) Beach Inspectors, whose duties are to effect any rescues from the surf that may be necessary, and to control visitors to Bondi Beach to ensure their proper behaviour.

Bondi Beach is renowned and visited by over five million people annually from the City of Sydney; from the country districts of New South Wales; and by interstate visitors and visitors from overseas."

BONDI BEACH AND PARK IMPROVEMENT SCHEME

In 1923, a scheme of beach and park improvement was proposed by Council in order that Bondi would become equal to or better than the world's best beaches for attractive surfing facilities and enjoyment. Towards this objective, the Waverley Council, at its meeting of March 1, 1923, resolved that competitive designs be invited for a scheme for beach and park improvement generally. The winning design was to be awarded £150, the second £50, and all designs had to be lodged by May 15, 1923. This plan was apparently later discarded.

It appears that Robertson and Marks, architects, had already been asked to prepare a scheme for surf accommodation at Bondi and Bronte beaches in accordance with a plan by Scott Griffiths. If Council did not require their services further, Robertson and Marks would forward an account for professional charges.

An open competition was then decided upon by Council, and a Jury of Award appointed, comprising the Mayor, Alderman Kavanagh; John Sulman, F.R.I.B.A.; R. J. Boyd, M.E. Minst. C.E., M.I.E. Aust.; G. Sydney Jones, A.R.I.B.A. They were to receive twenty-five guineas each, excluding the Mayor. Premiums of £200, £125 and £75 were to be paid for designs placed 1, 2 and 3. The cost was limited to £100,000, but only £35,000 was available to Council at first. The requirements of the scheme were Kiosk, Surf Sheds with 50 per cent. increased accommodation.

In March, 1924, the report of the Jury of Award showed that of the 28 schemes submitted, first place went to No. 11, Robertson and Marks, of 14 Martin Place, Sydney, £200; Second place to No. 15, Earnest A. Scott and Green, Dalton House, 115 Pitt Street, Sydney, £125; third place to No. 1, Donald

K. Turner, Collins Street, 374 Little Collins Street, Melbourne, £75. After some delay with new schemes, Council then decided to proceed with a new scheme by Robertson and Marks to cost £68,659, of which £40,000 was to be borrowed from the Cemetery Fund for 20 years at 6 per cent. and Robertson and Marks were to find the balance of £28,659 under a repayment scheme of 10 years at 6½ per cent.

With the Promenade and Marine Drive estimated to cost £81,258, Council decided, in February, 1927, to approach the Commonwealth Bank to borrow £120,000 at 5¾ per cent. for a period of 25 years. An inquiry was then instituted by the Local Government Department on the new scheme submitted by Robertson and Marks to cost £120,000 and purpose of the loan. Mr. Jenkins, who made the inquiry for the Local Government Department, reported that the new scheme was an improvement on the original one as it was more practical, workable, and economical, and provided ample requirements for the present and future accommodation at the beach. Tenders for the construction of the work were called in February, 1928, and the tender of John Howie & Sons for two contracts of about £100,000 was accepted. The work was to be completed in 10 months. A third contract for the park and other improvements of £19,957/4/- by John Howie & Sons was also accepted, making his contracts £119,995/4/-. These contracts almost covered the loan money of £120,000.

The foundation stone of the new buildings was laid on May 26, 1928, by the then Mayor, Alderman David Hunter.

No reason appears to have been given why a number of important items of expenditure, which might have been expected to be included in any complete scheme, were not so included. For instance, the Architects' fees of £4,100, the Marine Drive and Tramway of £4,700, the Surf Club House £3,500, the Bandstand, £2,000, and the Engineer's services of £6,500, in all amounting to about £25,000, were extras, and unprovided for by loan money. Provision for further loan money would have to be made for that amount. In addition, further contracts would have to be made and money found for these items:— goods lift, £825; hot water system, £1,397; turkish baths, £440 and sea water service to same, £520; electric light and wiring, £2,722; brick and mason work, £47; and laundry machines, £579; making a total of £6,530/15/-. All of these items appeared to have been overlooked in the original scheme and not provided for by loans. This would bring the full amount of all extras required to about £31,000.

In a letter to Council, however, in November, 1928, Robertson and Marks indicated that the total cost of the extras, including the architects' fees, — some approved and some not approved — amounted to £26,711/6/4. It is not understandable why so

many important extras were not provided for in the original loan scheme.

In July, 1929, a schedule of the full cost of the Bondi Beach Improvements was laid before Council as follows:—

Total Contracts	£142,004	14	10
Deductions	2,586	13	8
Additions	8,235	16	6
		<hr/>	
	147,653	17	8
Architects' Fees (6% on £142,775) as stated 19/11/29	8,859	2	0
		<hr/>	
Commitments	156,512	19	8
Total Commitments	159,315	13	3
Amount of Loan	120,000	0	0
		<hr/>	
Balance Required:	£ 39,315	3	3

To cover the "balance required," a further £40,000 was borrowed from the Commonwealth Bank in February, 1930, to complete the scheme.

A further schedule submitted to Council on November 4, 1930, showed that the cost of authorised extras was £16,960/12/- — the unauthorised extras £5,998/8/6 — the total cost of the improvement scheme as £142,914/4/6. After allowing for deductions of an amount of £2,359, the total cost was stated to be £140,554. This did not include a lighting contract of £720, further extras of £342, — making an additional cost of £1,062.

DISTURBING REPORT

In November, 1930, a very disturbing report was lodged with Council by the Officer-in-Charge of the Bondi Beach Pavilion to the effect that fractures had developed in the structure and allowed water to flow in. This report was followed, in May, 1932, by one even more alarming from P. R. Norman, B.E., Engineer for the Waverley Municipal Council. After a close examination and tests of the concrete work, the Engineer reported that the defective work by the contractor was estimated at £12,000. In the dispute that followed, and in order to effect a settlement without a law suit, the Architects offered to forego professional fees of £3,177 and further offered £870 of the Council's legal expenses of £920 so far expended. The Council at first rejected the offer, but subsequently accepted it. It appears that the £3,177 mentioned was a charge for design plans for the Architects for a new Bondi Baths which were not built. The settlement would appear to have been unfavourable to the Waverley Council if the Engineer's report was correctly stated, and there is not much doubt it was accurate. Who paid the difference of about £8,000 for the defective work?

Whatever might have been the difficulties that the Waverley Council encountered in the building and financing of the beach and park improvement scheme, the result has been a great attraction for the people and tourists to this country.

Up to the end of 1933 something in the vicinity of £162,000 had been expended by Council in these improvements. The surf pavilion could accommodate up to 12,000 persons at one time and had been patronised by as many as 1,000,000 people during the years 1929 to 1933. It was not an uncommon occurrence for as many as 60,000 persons to be attracted to the sparkling surf and golden sands of Bondi on a warm day of sunshine. Whether you wanted the convenience of a family cabin, the privacy of a locked cubicle, the safety of a locker or the economy of an open bunk, all were available for your choosing. The hire of costumes, caps and towels was also readily available at a moderate cost.

It was estimated that between the months of October to April, 1933 inclusive, 4½ million people visited and enjoyed the surf at Bondi.

During World War II the beach suffered when the Military Authorities took over control. For defence purposes the piers had to be demolished and the beach generally prepared for defence against enemy landing. After the close of the war the Waverley Council submitted a claim for damages and occupation. An agreed amount of about £7,000 was accepted by Council.

A further improvement scheme for Bondi Park and Beach was submitted to Council in a Mayoral Minute in January, 1952. It included the reconstruction of Bondi Baths to allow for an Olympic Swimming Pool with all the amenities of a modern swimming baths, gymnasium, hot sea water baths, etc., the erection of a modern residential hotel on continental lines, leasing of the southern end of Bondi Park for an amusement area, the leasing of Bondi Beach Pavilion, with partial reconstruction and up-to-date ballroom and establishment of a modern hotel at the northern end of the beach to provide a swimming pool for children.

This project was put before the Premier with a request that the Government make a substantial annual contribution towards its cost and upkeep to offset losses sustained by Council on the undertakings in the area, having regard also to the extensive use of the facilities provided made by persons other than residents. The Premier had visited Bondi and said the matter would be referred to Cabinet.

Some six months later, in September of the same year, the Colonial Treasurer replied that the establishment of an hotel was not in keeping with the Parks Act and not at all appropriate. He stated if Council desired to secure funds from hotel trading, it was open to it to take advantage of the provisions of the Liquor Act relating to community hotels, but the

profits from this must, under the Act, be applied towards community recreation and cultural amenities. The using of public recreation reserves in the interest of private enterprise was repugnant to the public. It would involve the denial of free public access thereto, and benefit private interests and as a reserve contrary to the whole intention of public reserves and an infringement of public right.

The claim that the Municipality's rating had reached saturation point would not bear examination as during the past five years it had been able to collect 99 per cent. of its levy.

From this reply it might be assumed that any financial help from the Government for such improvements was not to be granted to Council.

(For proposed leasing of Bondi Beach Improvements and for the Licences on Bondi Park in 1956, see at end of "Car Parking at Bondi.")

SURF OR SEA BATHING ON BEACHES WITHIN THE MUNICIPALITY

The origin of surf bathing, as it is now generally called in Australia, has from time to time led to much controversy and individuals have quite differed in their opinions as to the circumstances of its beginning. It is intended here, to give a few brief references which have been found which will no doubt be of interest without perhaps convincing anybody on the issue, though it may be food for thought. An early hint that sea bathing was in the minds of some people is indicated in Waverley Council's request to the Government in 1864, to place under Council control a reserve at Bronte for public recreation and "sea bathing." This request was later granted, but there is no record of sea bathing having followed that request for some years afterwards.

Writing in the "Sydney Morning Herald" of September, 1939, Mr. E. O. Hanson said, that his father, Albert G. Hanson, always claimed that he was the pioneer of surf-bathing in Australia, when he, his brother, sister, and George Thornton (a former Mayor of Sydney) surfed in the ocean beach at Manly, in 1876. His father, he said, then went to England, and on his return in 1885, continued his surfing at Manly. At that time the police had instructions to prosecute any one sea bathing between 6 a.m. and 6 p.m. As the Hansons always sea-bathed before 6 a.m., they were not affected by this law.

In 1885 the "Sydney Mail" reported on February 21:—"Sad bathing fatality at Tamarama Bay on February 15, 1885—a man named Ryeand lost his life. He went with his brother to have a bathe in Tamarama Bay—". Still further evidence of the existence of surf bathing is shown by a letter to Waverley Council in January, 1886, requesting Council to take action towards compelling bathers at Bronte Beach

to adopt some suitable costume. Similar complaints were made also regarding bathers on other beaches. Apparently sea bathing must have developed to a considerable degree of popularity even at that period, because the Municipal Council which had been making inquiries concerning life-saving devices received a letter from the Royal Humane Society of Australasia informing Council that the most suitable life-saving appliances for sea bathers were the life-buoys used by the Society capable of being thrown by hand. Satisfied that these were the best so far devised for use on its beaches, the Council ordered a number and by September of 1886, six had been delivered to Council. At the same time permission was granted for the use of wheel bathers' houses on the beaches, as there were no dressing sheds on the beaches at this early period.

In an issue of the "Daily Telegraph" in February, 1906, the then Mayor of Manly, Mr. E. W. Quinn, claimed that Manly Municipal Council had made provision for surf bathing at Manly 10 years ago (1896) by building a structure on piles at the end of the beach.

EARLIEST KNOWN WHITE MAN SURFER AND FATALITY

But if we must know, and pin-point, who was the first recorded white surfer on any of our Sydney beaches, then the claim must go to Bondi. In support of this claim it is desired to quote the following report which appeared in the "Sydney Gazette" of Saturday, July 18, 1818:—

"A young man of the name of Allen, clerk to Messrs. Jones and Riley, was drowned on Sunday last at Bundye, by venturing within the surf, which was very high and rapid at the time, from the force of which, when once involved, he could not extricate himself. —The body was found on Monday, and interred."

The foregoing reference, therefore, should settle all doubts as to who was the first surfer and when, and where, the first surfing was done.

It is felt that it would be appropriate and of interest to record what A. R. Stone, a surfing pioneer at Bondi, said in 1924 regarding surfing and Bondi about the seventies.

"I suppose if proof was required, surfing and bathing in the open sea could be put down as the healthiest recreation known to man. Weaklings and sports in thousands could testify how the weak became strong. The very fact that doctors of medicine take it on goes to show what a grand and beneficial thing surf bathing is. And yet, as far as 'Bondi the Beautiful' is concerned, it was almost unknown to the white people till about fifty years ago (1874). Yes, it was about fifty years ago on a bright summer's day, that a party of we boys stood on the Bondi Beach, watching the blacks, who were camped at Ben Buckler, enjoying the ocean waves, with their

wives and children. Bankey, Timmy, Sandfly, Tilly, Rachael and others. And how we made them laugh when we would join in a corroboree with them. Said one of the boys 'If the sharks do not touch them, what about us?' 'So you may say that was the start of surfing at Bondi.'

The O'Briens, of the 'Homestead', the Clarks of North Bondi, Sir James Martin's sons, his nephews George, Jack and New Martin, Albert Boyd, Charley Newton, Gardiner the jeweller, and A. R. Stone the agent, were the first crowd to start surfing at Bondi. But what a change has come over the place! Why, Bonus Clarke and I rowed boats over Hall, Roscoe, Gould and other streets, from the loop line to Newcastle Street near Rose Bay.

The bare sandhills as you see them now were covered with wild flowers, geebung, and five corners. I have seen the sharks chase half a ton of fish on to the beach high and dry. I have seen sharks stranded on the beach while chasing the fish ashore. And I remember on one occasion a bush fire raging three days, from Old South Head Road to the beach, and setting alight cottages near the Wellington Street School.

But, as the poet says:—

What once was a desert of scrub and sand
Has since been built on and made valuable
land . . .

And we shall shortly see our cliffs covered with houses, cottages and bungalows, from the beach to the lighthouse at South Head."

BONDI SURF BATHERS' LIFE SAVING CLUB

The question as to which of the surf clubs in the Eastern Suburbs was the first formed has been one of considerable controversy from time to time. All of the clubs seem to have graduated from the meeting of a few friends at the surf beaches to enjoy the sport of surfing some years before the clubs were officially formed and recognized by the Municipal Councils concerned.

So the official recognition of the several clubs is one thing, but their unofficial forming is another. As a consequence of this, it is not proposed to go any further than to state the facts as found and recorded there under each of the club's brief history. If the annual reports of the clubs be taken as a guide, then Bronte would have to be regarded as the earliest. If official formation and recognition by the Municipal Council is considered, then Bondi Surf Bathers' Life Saving Club has the strongest claim to be the first.

The year 1956 marked the fiftieth anniversary of the establishment of the Bondi Surf Bathers' Life Saving Club. To recognise this important event the members of the Club commemorated the occasion by the publication of an illustrated booklet—"History of Bondi Surf Bathers' Life Saving Club, 1906-1956",



*Bondi Surf Bathers' Life Saving Club-House,
1959*

recording the history of the Club for the fifty years of its existence. It is, indeed, a proud record of fifty years' voluntary service to the public and almost 10,000 lives saved from possible drowning. The booklet is also a worthy tribute to the zealous founders of the Club and also to those who, up to the present, have followed in the footsteps of the foundation members, endeavouring to carry on the great traditions of service handed down to them.

The origin of the Bondi Surf Bathers' Life Saving Club dates back to a meeting held in the "Royal Hotel" (Pentious) in the first week in February, 1906, by a few men interested in surf bathing who felt that owing to the loss of life and accidents occurring at Bondi Beach, something should be done to minimise the danger to life in surfing.

At the same time they believed that useful service could be rendered in cases of accidents on the beach. Amongst those present at the first meeting, and who might reasonably claim to be foundation members of the Club were:—Messrs. L. and G. Ormsby, P. Flynn, S. and A. Fullwood, K. Piddington, S. Dunrich, C. Cadden, G. and S. Dennis, Rupert and Des. O'Brien, G. Henriques, E. Love, L. Corbett, L. Harris, H. Evans, F. Craven, A. Rae, A. Dee and T. Middleton. In twelve months the membership had increased to about 70 or 80. At its beginning the only shelter the club had on the beach was a canvas tent, provided, it is said, by the late E. R. Abigail, of legal fame, who had joined up. Amongst other things the aims and objects of the Club were to train members by a course of instruction in how to rescue a drowning person in the surf, to use the proper methods of resuscitation on the beach, to minimise the loss of life by providing efficient life-saving apparatus for the use of life savers, to regulate surf bathing on the beach and to promote it as a healthy and safe sport for the people. It can

be said that the Club has done this to a remarkable degree of efficiency. The Bondi Surf Bathers' Life Saving Club claims that the first Reel was a model contrived from hair pins and a cotton reel by Mr. Lyster Ormsby at his home. It is said that this model was then taken to the firm of Olding and Parker, coach-builders, who from it fashioned a surf reel which was displayed and used on Bondi Beach, on December 23, 1906. The Tamarama and Bronte Surf Bathers' and Life-Saving Clubs make some claims concerning the first reel also.

The first annual meeting of the Bondi S.B.L.S. Club was held in the old picturesque gabled stone Council Chambers in Bondi Road at which the principal officers of the Club were elected:—President, W. H. Kelly, M.H.A.; Vice-Presidents, in all twenty-seven: Hon. Medical Officers, Doctors H. Walton Smith and Bell; Hon. Instructors, W. O. J. Bond, A.A.M.C.; Hon. Secretary, Eden Love; Hon. Treasurer, George Henriques; Captain, Lyster Ormsby; Vice-Captain, Spencer Dennis; Trustees, G. H. Henriques, R. G. Watkins and E. R. Abigail. In addition, there was a committee of six. At a general meeting of the Club held at Waverley Council Chambers on August 15, 1907, Mr. Lyster Ormsby suggested that a meeting of all the surf clubs around Sydney should be held to put life-saving generally on a firm basis. This meeting eventuated on October 18, 1907, at the N.S.W. Sports Club Rooms, Hunter Street, Sydney, at which was formed the first "Surf Bathers' Association of New South Wales." Mr. Frank Donovan was appointed its first President, Mr. Lyster Ormsby the first Hon. Secretary and Mr. A. E. Relf the Association's Hon. Treasurer. From that meeting stemmed the present Surf Life Saving Association of Australia. As early as August, 1907, a rule was made in the Bondi S.B.L.S. Club to the effect that qualification for new members was to include their ability to swim 100 yards breast-stroke and 50 yards on the back with arms folded. Three months later a move was made to limit the membership of the Club. On February 29, 1908, the Bondi Surf Bathers' Life Saving Club held its first Carnival or Gymkhana in the "Wonderland City" grounds at Tamarama. The aim of the gymkhana was to raise funds for the purchase of life saving gear for Bondi Beach. It resulted in a profit of £30—not much by present-day standards—but a most useful amount in the days of cheap goods. A very varied programme was submitted including all forms of surf and life saving competitions which were the main attractions. The whole show was directed by Mr. E. Love with Messrs. L. Ormsby, S. Fulwood and S. Dunrich as Marshals. All suburban clubs participated, with Wollongong coming from the Illawarra district. The day was somewhat marred by mountainous seas which battered the beach all day.

NEW CLUB-HOUSE

During the year 1907, representations were made to the Mayor, Alderman R. G. Watkins, requesting help in regard to housing the Club at the beach and for the supplying of life lines and other surfing gear. The Municipal Council, though a little belatedly, recognizing the value of such a club on Bondi Beach, built a fine shed for the training of its members. Up to that period the Club had designed and purchased four reels, lines and patent life-belts at a cost of £30. The reels were a distinct advantage over the old line and buoy method. The shed referred to was the Club's first permanent structure. It was opened in November, 1907, as reported in the "Daily Telegraph" of November 4, of that year, as follows:—"... the frequency of accident along the ocean foreshores has emphasised the fact that life-saving organisations are indispensable and it was with a sense of this necessity that a section of the surf patrons at Bondi formed themselves into a life saving club... The Waverley Borough Council, which exercises jurisdiction over Bondi Beach, signified its approval of what the surf-bathing club has done by giving them the use of the kiosk at a nominal rental and erecting a club-house, 20ft. by 30ft., free of cost to the members... It was to officially open the club-house that a large gathering assembled... The Mayoress (Mrs. R. G. Watkins) performed the function. Mr. Watkins (Mayor) said... a sum of £400 had already been expended in the promotion of surf bathing and life saving of which £30 had been contributed by the local Progress Association and £75 by the Railway Commissioner... The Council would allow the surf-bathing Club full control of the beach for bathing purposes... The Mayoress at the request of Mr. Love, then unlocked the door of the new club-house with a silver key, having a handle representing a life-buoy and bearing the inscription:—"In commemoration of the opening of the new club-house at Bondi, N.S.W. . . ." Mr. F. Donovan (President of Manly Surf-Bathing Club) moved a vote of thanks to the Mayor... Mr. Love said it was intended to place two stationary lines near the water's edge so that those in difficulty could be assisted by others on the beach... At the close of the club-house proceedings the members of the Life Saving Club gave a practical demonstration of life-saving which was watched with interest by a large crowd." The structure was of weather-board and was built by Mr. Dan Hogan, later an Alderman of Waverley Council.

The work of E. Love and G. H. Henriques was recognized in 1909 when both were made life members of the Club — the first to receive that honour. The next was Major W. O. J. Bond, A.A.M.C., who received the honour for his outstanding instructional work. The first members of the Club to receive the

coveted Surf Bronze Medallion were Sid Fulwood (No. 1 Medal), W. Thomas and T. Walker.

In 1908 the surf club-house was enlarged about double its original size, but as this became inadequate a new club-house with a tennis court attached, was provided for the club in 1916. This was about the middle of the period of World War I — 1914-18 — which made a heavy impact on the Bondi Surf Club during which time volunteers had to be recruited to strengthen the life-saving ranks, sorely depleted by the many who answered the call to the colours. Bondi had just won the first championship rescue and resuscitation competitions held by the Surf Association when the first World War began to drain its ranks. The first recruit to respond from the Bondi Surf Club was H. A. D. Wainright, on September 3, 1914. In all 110 members saw service overseas in that War—ten of whom paid the supreme sacrifice. The first to fall was Captain Robert Crowe in August, 1915. Some few months before, the club had decided to erect an Honour Board in the club-house as a memorial to those who enlisted for service abroad. In the Second World War the Bondi life savers again showed their loyalty when 210 members joined the forces and fourteen paid the supreme sacrifice.

With the start of the big improvement scheme at Bondi in the middle of the 1920's, the scheme subsequently brought about a change in the location of the Bondi Surf Club's House. This new club-house was opened by the Hon. Sir J. M. Dunningham in March, 1934, in the presence of the Mayor of Waverley, Alderman D. Hunter and the Club President, Mr. W. J. Bennett and a large concourse of members and the public. Time has marched on since then, as all the three gentlemen mentioned are now deceased. The old club-house was sold to Mr. G. T. Cooper for £65.

ROYAL COMMAND SURF CARNIVAL

One of the biggest events in the history of Bondi took place on February 6, 1954, when the "Royal Command" Surf Carnival was held at Bondi Beach. It was gratifying to the members of Bondi Surf Bathers' Life Saving Club that Bondi Beach was chosen for this regal event. Another pleasing feature was that Vic Besomo with Syd Price, of North Bondi, two stalwarts of Bondi Beach were chosen as co-organisers of this big event. The indefatigable Tom Meagher was another selected for an organizing committee of Surf Life Savers' Associations under the chairmanship of the National President, Judge Adrian Curlewis. More than 12,000 were present to honour Her Majesty the Queen and His Royal Highness the Duke of Edinburgh.

Bondi, for the day, was at its best — warm sunshine and boisterous surf made the afternoon full of enjoyment. A feature of the carnival was the 64-man

guard of honour, each member from a different club and wearing his own club's "march past" costume and cap. So interested were the Royal Couple in the Surf Carnival display that they overstayed their scheduled time by over forty minutes. Space does not allow the mention of the many whose valuable assistance made the Carnival the great success it was in every respect.

As the year 1956 approached so also did the real big event of the Bondi Surf Bathers' Life Saving Club, namely, the fiftieth anniversary of its formation — fifty years of voluntary unselfish service to the community. It was fittingly celebrated at the "Sheridan," Woollahra, on February 3, 1956 — a function truly worthy of a great occasion. For old-timers it was a night of wonderful re-unions and memories. Young members took the chance of meeting the giants of the surf of past years. About 200 members were present when the National President (His Honour Judge Adrian Curlewis), who was guest of honour, rose and said:—"I'm amazed. But it is a function worthy of your club and of the Life-Saving movement." A round of applause greeted Crew Cadden (since deceased), one of the original members of the club in 1906, when he was introduced. All the usual toasts were honoured in a royal manner. It was a night when old surf carnival thrills were re-lived. Memories of roof keg parties were revived and the names and surf careers of many members who have passed on recalled.

In that long period of 50 years the membership had grown from 23 foundation members to 602. This number includes 32 Life Members; 71 Long Service Members; 83 Active Reserve Members; 164 Active Members; 24 Cadet Members; 152 Associated Members and 76 Honorary Members. The principal officers for the 1956-57 season elected were: Patron, H. B. Fletcher; President, T. W. Meagher; Hon. Secretary, K. W. Murray; and Hon. Treasurer, J. F. Fisher.

The 51st Annual Meeting of the Club was held on August 14, 1957 and it was revealed that additional income was necessary if any measure of stability was to be maintained in the club. The only concrete method for obtaining increased income would be for an increased membership fees which it was now proposed to do.

It seems a great pity that this and other life saving clubs should not receive better support from the public and Government, when it is realized the wonderful voluntary service they render to the public.

NORTH BONDI SURF LIFE SAVING CLUB

The North Bondi Surf Life Saving Club claims that the first move towards the formation of this Club was made in 1906 by a group of swimmers who regularly attended Bondi Baths, together with another band of athletes who congregated on Sunday mornings at

the northern end of Bondi Beach for the friendly enjoyment of boxing and wrestling.

Following the witnessing of some heroic rescues at the north end of the beach and the great need of strong swimmers with some knowledge of rescue and resuscitation work, the men were inspired with the desirability of forming a Club to help in this work. An inaugural meeting, with this purpose in view, was held at the Light Brigade Hotel, Paddington, some time in 1906, when it was resolved that the North Bondi Surf and Social Club be formed. The date is not available, but as the first Executive Officers of the Club were elected for the 1906-07 season, the date must have been about the middle of the year 1906. The President was Ralph Hart; Captain, Mr. Wally Weekes, who retired in 1907, and Hon. Secretary, Mr. Tibby Carroll. Weekes was succeeded by Mr. Charlie Martin as Captain and held the position for seven years.

Like the Bondi Surf Bathers' Life Saving Club, the North Bondi Club had, for its first shelter, a tent. This tent was erected on a block of land more correctly described as arid sandy waste, then owned by the caretaker of the North Bondi Military Fort, Mr. Howard. In 1907, the tent was moved to a beach frontage block of land owned by Mr. Wally Weekes who allowed the Club to occupy it for a nominal rental of one shilling per week. The Club in its early years was called the Bondi Surf and Social Club. It was under that name that the Club competed in the Gymkhana held by the Bondi Surf Bathers' Life Saving Club at Tamarama (Wonderland City) on February 29, 1908. The former's colours were red and white, and the latter Club's colours blue and white. Mr. F. Walsh, of Avoca Street, Bondi Beach, kindly loaned a souvenir programme booklet of the Gymkhana for our perusal. The Bondi Surf and Social Club team for the Alarm Wheel Race at the Gymkhana comprised:— W. Weekes, O. Wilkinson, P. Ferrier, H. Lamb, J. Whelan and L. Cohen. Others who, it is said, took part in some of the different events were:— Dave Smith (later champion boxer), C. Martin, T. Taylor and "Sticks" Moroney.

On 26th November, 1907, Mr. S. Berkeley, on behalf of the Bondi Surf and Social Club at North Bondi, made an application to the Municipal Council of Waverley to be supplied with a reel and line for rescue work at the north end of the beach. The Council replied that the request would be granted, subject to agreement with the parent body, the Bondi Surf Bathers' Life Saving Club. The parent club, however, was not prepared to share the control of the beach with its neighbour club and so considerable friction developed between the two clubs until the matter was finally settled.

It is interesting to note that when the North Bondi Surf Life Saving Club held its first annual Ball in 1909 at the Paddington Town Hall, the price of

the tickets was one shilling each. No wonder the hall was packed.

Following the North Bondi Surf Club's move to the private property of W. Weekes fronting the beach, the members set to work to erect a wooden structure for the Club which was completed about 1911. This became the meeting place of many famous sportsmen.

When Mr. Griffith, Minister for Public Works, appointed a special committee to report on the surfing beaches, accommodation, and financing of expenditure, etc., in 1911, a part of the report, dated March 14, 1912, stated:— ". . . With regard to the main life saving clubs on Bondi Beach, we consider that there is scope for three clubs, one at centre, North and South. There have been three clubs in existence in past years, one having provided for itself on private property one the north end." This was the North Bondi Surf Life Saving and Social Club. The report also stated:— ". . . The present building in centre of the beach is sufficient for requirements there, but the club at the north end needs room to accommodate 100 members. We understand that there is under consideration of the Lands Department a scheme for resumption. If that be done we strongly recommend that the club be given the use of its club room on the same terms as other clubs . . . If . . . club be required to vacate the premises, which are valuable, we consider that a suitable club room should be erected on the beach . . ."

In a Bondi Beach improvement scheme proposed by the Waverley Municipal Council in 1914, besides a sea wall, there was also a new club room for North Bondi Surfers. But this scheme was not then proceeded with. Four years later, on April 2, 1918, an allotment with sixty feet frontage and a depth of one hundred feet was leased to the North Bondi Surf Life Saving Club by the Waverley Council for five years for the purpose of erecting a club-house. The Club subsequently asked Council to advance the money to build,



North Bondi Surf Life Saving Club-House, 1959



ROYAL
COMMAND
SURF
CARNIVAL
1954



H. M. QUEEN ELIZABETH II



H. R. H. THE DUKE OF EDINBURGH



Royal Command Surf Carnival at Bondi Beach on February 6, 1954. More than 12,000 attended the Carnival to honour Her Majesty the Queen and His Royal Highness the Duke of Edinburgh.



A typical Summer's day scene at Bondi Beach. Crowds of 40,000 to 80,000 are usual between December and April.

but this request was refused. So the Club, at the end of 1918, advised Council that it was prepared to proceed, at its own expense, with the erection of a club-house, equipped in modern style with ambulance station. In 1920, the new building was constructed and opened on April 2 of that year. This marked a progressive step from the old one-room shed of former days. This structure was destroyed by a fire in 1932, and a new brick club-house subsequently was erected on the site at a cost of about £4,500.

The limited space available does not permit of many deserving details being mentioned here of the long list of memorable and heroic rescues made by members of the North Bondi Surf Life Saving Club at Bondi Beach or the notable achievements recorded by the Club in various surf carnivals over the fifty years of its existence. Perhaps we should refer to the name of the first club member to obtain the coveted Bronze Medallion, with others, at the first squad examination held at Bondi Beach, January 2, 1910, namely L. Abel.

Discipline and training are fundamental to the spirit of a life saving club, and this, in turn, must reflect itself in the community life of the district. Whatever North Bondi Surf Life Saving Club has done in this direction has been well worth the effort.

The Jubilee dinner of the Club was held at the Club-house North Bondi, on May 11, 1957, when old and ex-members joined in the Jubilee Celebration. The arrangements were in the capable hands of the President, Mr. Sid Price and the Hon. Secretary of the Club, Mr. Allan Sargeant.

NORTH BONDI'S CAMP DAYS

Although not a part of the North Bondi Surf Life Saving Club's official activities it was thought appropriate to mention here a reference to "North Bondi's Camp Days" as supplied by Mr. Cec Mack.

Nearly fifty years ago the quietly attractive residential area around Ben Buckler headland, so pleasant to the dweller and stroller alike nowadays, was a



Group of foundation members of Bondi Surf Bathers' Life Saving Club in front of original Club House — a canvas tent.

somewhat different scene in the early developmental days of Bondi when access from the other end of the beach was mostly by tram ride to the "Loop," and thence across a macadamized road meandering through sweeping sandhills. Isolation of the hill provided ideal surroundings for the stalwarts of surf, sun and sand, to raise a colony of camps in close proximity to North Bondi Surf Life Saving Club, of which they were mostly members. When free of Club duty these young men, some of whom were foremost athletes, enjoyed the comradeship of trusty friends in the seclusion of their camps. These palaces of freedom bore names typifying relaxation and revelry reminiscent of the illustrious past. Here are some of the more prominent: Rose Cottage, Canberra, Cabina, Rendezvous, Mascotte, Solsters, Doreen (the last survivor in 1950).

At times of festivity and celebration the gay and musical artistry within the halls and walls of the camps was truly dare-devil, dashing and entrancing.

CAR PARKING AT BONDI

The increase of motor cars on the roads and the popularity of Bondi Beach as a surfing resort made it quite clear to the Municipal Council that something would have to be done to regulate motor traffic at the beach. To accomplish this the Council introduced a system of charging a parking fee for motor cars or other vehicles at the beach. The scheme came into force on February 6, 1926, just prior to the contemplated Beach Improvement Scheme at Bondi.

The following sessions and charges were decided upon as follows:— Sessions 9 a.m. to 1 p.m.; 1 p.m. to 7 p.m.; and 7 p.m. to 10 p.m. The charge was one shilling per session. For the first week-end February 6 and 7, the number of vehicles parked numbered 961, and for the following week-end February 13 and 14, 1926, over 1,000 vehicles were parked. The first six months of the parking scheme showed that 7,073 vehicles used the parking area from which the income



Judge Adrian Curlew, President of the Surf Life Saving Association of Australia, presenting the premiership pennants to the North Bondi Team, 1958 N.S.W. Championships.

derived amounted to £353/13/- and the expenditure £86.

After July, 1926, a reduction to sixpence in the session charge was made, and the sessions altered to 7 a.m. to 10 a.m.; 10 a.m. to 1 p.m.; 1 p.m. to 4 p.m.; 4 p.m. to 7 p.m.; and 7 p.m. to 10 p.m. This change extended the number of sessions from three to five each day.

It was apparently quite clear to Council, that from the beginning of the scheme, the space provided for the parking area was quite inadequate. As a consequence, Council decided to vote an amount of £421 for its extension. The first twelve months of the parking operations revealed that from February 6, 1926 (opening day) to February 7, 1927, 44,934 vehicles paid the sum of £1,344 parking fees. The cost of collection was £459/18/5, leaving a surplus of £884/2/10.

To enable new extensions to be made in the parking area, the main drive at the beach was closed between June 30, 1928, and December 8 of the same year. From the latter date in 1928 to December 8, 1929 (a twelve-month period), 87,400 vehicles used the parking area which brought in a revenue of £2,207. For the same period the expenses totalled £798, leaving a surplus of £1,409. During 1930, 111,333 vehicles used the parking area bringing in an amount of £2,860 — the cost of collection being £1,017, leaving a surplus on the operations of £1,843.

Having given details of the early years of parking at Bondi, we now omit the years to 1954. The revenue obtained for that year totalled £3,145 and the wages for collection of fees, £2,038.

For 1955 the revenue increased to £4,170 with expenses £2,379. The following year (1956) the revenue increased substantially to an amount of

£6,386, the wages for collection being £2,553. The reason for this increase, no doubt, was because of a new system of parking. The decline in parking revenue to £4,220/19/9 for the year 1957 was attributable to the reversion to the system in use in 1955.

The Bondi Beach undertakings, which include surf sheds, auditorium, parking and conveniences, derived a total income of £16,232/10/7 for the year 1957, whereas the expenditure exceeded that income by £30/6/8.

TOLL GATES AND BARRIERS

In July, 1955, Council proposed another method of collecting parking fees of vehicles on Marine Drive and Park Drive, Bondi. It was proposed to erect firm toll gates with barriers, to operate from 10 a.m. to 10 p.m. on week days and 6 a.m. to 10 p.m. on Saturdays, Sundays and holidays. The fees were fixed at one shilling on week days and two shillings on week-ends and holidays. There were concession tickets available for regular users of the area. In September of the same year, the Local Government Department raised the point whether Council had power to charge tolls as distinct from parking fees and it was thought that such action would be objectionable and likely to raise severe criticism of Council. So far as the Police Traffic Branch was concerned, no objection was raised to the new scheme. Objections to the proposals, however, were voiced by a number of people and one took the form of a petition to Council containing about 200 signatures protesting against the proposed installation of the toll gates. The petition was also in protest against the leasing of the beach and park improvements to a private or foreign company as contemplated by Council.

In reply to this petition, the Council stated that the strongest argument Council had for the proposed actions was that during 1955 the loss for the year on Bondi Park and Beach undertakings amounted to £17,000 and the request to the Government for financial assistance for surf improvements as a national asset, had failed to find financial response. The Council, therefore, was not prepared to alter the proposals in any way. Early in 1956, Council decided that tenders be called on a world-wide basis for the leasing of the Bondi Beach Improvements and for the licences on Bondi Park. The proposal did not affect free access to the beach by the people. One tender received appeared acceptable to Council. It came from Mr. H. B. Deverich, trading as Universal Concessionaires Pty. Ltd. His tender was £10,000 payable each year together with 15% of nett profits for a period of 20 years. By a resolution of Council this tender was accepted, but the acceptance of any such tender had to have the approval of the Minister for Lands before becoming legally binding. No such approval has been given by the Minister. This happened just before the municipal election of December, 1956, and the several

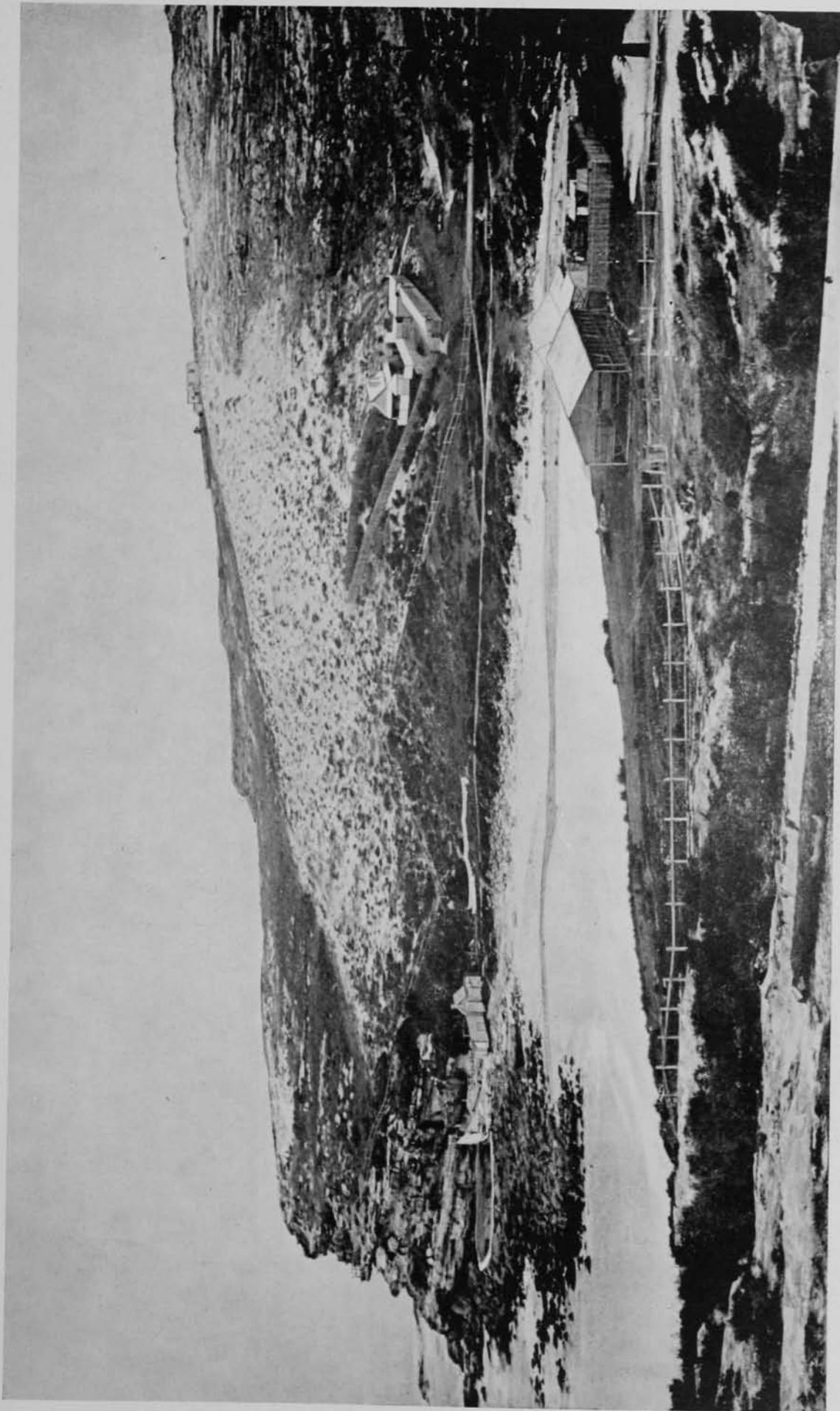
candidates fought the election on the beach leasing and toll gates issue. The result of the poll showed that a majority of those elected to Council supported a Mayoral Minute at the Council meeting of January 15, 1957, for the elimination of controlled parking, including the removal of toll gates and barriers, which had been erected, and reverting to the system of collecting fees for parking of vehicles applying as at September 30, 1955. This decision came into immediate operation at the beach and no further tolls were levied.

At the Council meeting of January 15, 1957, consideration was given to a notice of motion to rescind a resolution of Council dated November 20, 1956, accepting a tender of Mr. H. B. Deverich for the leasing of certain Bondi Beach improvements, etc., at Bondi. The motion of rescission was carried. In conjunction with the motion, consideration was given to the legal opinion submitted to Council respecting its position as to the validity of the acceptance of the tender submitted by H. B. Deverich. The latter claimed that the agreement by Council resolution was binding on Council and in view of that a writ was issued out of the Supreme Court on February 7, 1957, on behalf of Mr. H. B. Deverich claiming £250,000 damages from Council, after the present Council had rescinded the motion to lease the beach and amenities to Mr. Deverich. The court case was set down for hearing on May 20, 1957, but was adjourned, and was still pending in April, 1958.

BRONTE PARK

Bronte Park, or "Bronte the Beautiful" as it is sometimes called, is tucked away in a secluded valley behind its beach and sheltered from boisterous winds. It provides the ideal family picnic ground. This park is one of the most happily situated spots in the metropolitan area. Neatly painted "cubby" houses for picnics and abundant shade by Norfolk Island pines, native fig, honeysuckle and other trees all assist the pleasure-seeker. Swings and merry-go-rounds with a good surfing and sun-baking beach and swimming baths provide all that is desired for family enjoyment. This is Bronte of today. But let us go back to the origin of Bronte Park.

The establishment of a park for public recreation at what is called Nelson Bay had its origin in a deputation from the Municipal Council of Waverley in November, 1863. The deputation was concerned with a proposed road through the Bronte Estate of J. B. Holdsworth. In reply to the deputation, the Surveyor-General said that a reservation was provided in the grant at Bronte for a road to the sea beach where a 100 feet reservation already existed. Apparently Holdsworth endeavoured to purchase this reservation, for in 1864, the Municipal Council protested to the



View of Bronte Beach and surrounding land about 1889. The house at top of picture was Mr. Butes'. Bronte Baths and lessee's house (Lloyd) are at left of picture. The house near the centre of picture was occupied by a Mr. McKenzie, an employee of the Metropolitan Water, Sewerage and Drainage Board. The building at the bottom of picture was the well-known "Dance Hall" at Bronte in those days.

Minister for Lands against such action by Holdsworth, and asked the Government to place the reserve under the control of the Municipal Council for the purpose of public recreation and sea-bathing. The reference here to a reserve for sea-bathing, which would correspond to surf-bathing, appears to be the first mention of a reserve for that purpose by the local Council, or perhaps by any Municipal Council.

It was more than twenty years later when Alderman Cooper on July 7, 1885, moved in Council "that in view of the attraction of Nelson Bay as a pleasure resort and the desirableness of securing some grassed land adjoining the beach for public use the Government is requested to obtain and dedicate for public recreation an area of three or four acres of Bronte Estate opposite the Bay."

An estimate of the cost of about 50 allotments of Bronte subdivision already existing made by Mills and Pile, valuers, in December, 1885, was £6,000. In all, fifteen owners were affected. Although the Mines Department approved of the proposal to purchase, the delay, which subsequently occurred, prompted the following question to be asked of the Minister for Mines in the Legislative Assembly by Mr. Trickett on June 11, 1886. "Did not the Minister for Mines, in or about the month of November, give a distinct promise in writing to purchase or resume certain land adjoining the beach at Bronte, Nelson's Bay for the purpose of a 'Public Recreation Reserve'?" Mr. Fletcher answered "Yes." This was followed by the resumption, by the Government, of about 14 acres at Bronte for public recreation, as approved by Governor Lord Carrington, September 21, 1886, and notified in the "N.S.W. Government Gazette", October 22, 1886. The Waverley Council was almost immediately appointed Trustees of "Bronte Park." Early action was taken by the Waverley Council to fence the park and erect entrance gates, the cost of which was £105. To assist Council to establish the park a grant of £200 was made, and the following year another £100 was given for the same purpose.

In the early 1890's a booth costing £20 was erected on the park and a number of trees planted. Objections were later lodged by the Department of Lands to the sale of refreshments in the park to the detriment of the Bronte shopkeepers. Many complaints were made to Council in 1899 and in 1902 to the neglected state of the park, but not a great deal of money was available for such work.

About 1917, a move for improvement was started by the setting apart of £400 for the filling up and levelling of the area.

The question of enlarging Bronte Park was one which engaged the Council from time to time. An addition to the park was made in June, 1923, when the gully at Bronte was resumed and vested in Council. Further areas in the gully were acquired in November, 1924 and in 1926. A small area of about one acre

along the creek was offered to Council by the owner of Bronte House — Mr. Ebsworth — in 1927 which Council gratefully accepted and decided to perpetuate the name of the Ebsworth family by calling it "Ebsworth Glen."

BRONTE BATHS — EARLY SWIMMING ATTRACTION

If we look for the first improvement at Bronte for the public benefit it must be said, it is the swimming baths.

When the Municipal Council of Waverley contemplated the erection of public baths at Bondi it had in mind also the building of baths at Bronte Beach. Unlike Bondi, there was in existence a 100 feet reservation along the foreshores of Nelson Bay. Action by the Council towards the erection of the baths at Bronte was at the same time as the Bondi Baths and the same supervisor, Mr. A. Williams, an engineer of the Harbours & Rivers Branch of the Public Works Department, supervised the carrying out of the work. It appears that the baths were completed about the middle of 1887, as a complaint was lodged in August of that year with Council that persons were bathing in "Bronte Baths" during prohibited hours.

So far as the Council was concerned, regulations for the conduct of Bronte Baths had not then been made. Regulations, however, were made to operate in both Bronte and Bondi baths, and were adopted by Council on October 4, 1887. Mention might be made here of some in particular because they were the first:

The baths were to be opened for gentlemen from daylight to 10 a.m. and 4 p.m. till dark each day. The baths to be opened for ladies from 10 a.m. to 4 p.m. each day, except Sundays and public holidays.

On Sundays and Public Holidays the baths shall be open for gentlemen from daylight to dark.

Every person using the baths shall wear an appropriate bathing dress.

CHARGES:

4d.

Monthly tickets, 7s. 0d.

Baths with use of two towels, 3d.

Monthly tickets, 5s. 6d.

Baths only, 2d.

Monthly tickets, 3s. 0d.

Children under 12 years, Half price.

A notice posted at baths stated that Council took no responsibility and incurred no liability by reason of any accident in the baths.

F. W. Lloyd, the first caretaker of the baths and also the park, was appointed on October 18, 1887. About twelve months later Lloyd was granted a lease of the baths for one year at £60 a year. Small amounts were being continually expended on improvements to and in the baths for the convenience and enjoyment