

## GRIMSHAW STREET, GREENSBOROUGH

A meeting of owners of property at the eastern end of Grimshaw street was held on Monday night last at the residence of Dr Cordner.

Dr Cordner, who was elected chairman, stated that the object of the meeting was to discuss the relative position of the council and owners of property with regard to liability for the projected construction of the southern side of the street.

Out of a total of 15 directly concerned, 12 were present. In reply to an invitation for anyone present to furnish information, some very interesting facts were elicited concerning this locality when it was virgin bush. The section of land now comprising the greater part of Greensborough, was purchased by Mr E. B. Green from the N.S.W. Government, and the opposite section by a Mr Brown. The only road was the government road (at that time only a bullock-dray track) which divided the two properties and afterwards became Grimshaw street, extending from the Plenty road to a ford at the river, and as affirmed by many old identities, extending right on to Kangaroo Ground. At that remote period, some 90 years ago, there were no other roads or streets in this vicinity and no Jessop's Corner, as so fondly imagined by a certain councillor. In the course of subdivision, Mr Green opened up what is now known as the main road from Grimshaw street to another ford at the river. Leading also from Grimshaw street to the river were Flintoff, Church and James streets, then William and Edward streets, and at the extreme end a 33 feet road from Black's Corner to the river. The cross-streets were Elisa (now known as Hales street) and Carter streets. Grimshaw street was continued as a 33ft. road to the ford at the river, near what became Britnell's, afterwards Poulter's, and at the present day Pope's Orchard. All these streets were under the jurisdiction of the old Heidelberg Road Trust. Subsequently they were

Trust. Subsequently they were taken over from the Trust by the Heidelberg Shire Council, and have since been maintained by the council without any initial or subsequent charge to the owners of the land abutting on any of these streets, either for construction or upkeep.

A question was asked: Are there any records of these and other transactions such as the allotment of the 33ft. at this end of Grimshaw street and the transfer of roads and authority from the Road Trust to the council? It was pointed out that even if no records are to hand, the fact remains that the streets are there and have been maintained by the council for over half a century, including the 33ft. at this end of Grimshaw street. The fact also remains that the demand for another 33ft. from the doctor is in evidence by creating a 66ft. road from the Plenty road to practically the Plenty river.

Referring to the present ownership of land at this end of the street, all present were emphatic in affirming that at the time of purchase it was implied that the road was what is known as a government road, and that eventually it would be constructed as such. It was pointed out that as this end of the street was in existence contemporary with the other streets in the township, why demand payment for construction of this section when all the others were not charged for. An opinion was expressed in reference to this, that although delayed, the council had power to charge for any further work on any street in the district.

**A voice: Don't put them up to that! Why that would yield enough to**

build their new town hall (laughter).

A question was asked re the type of road it was proposed to construct. The chairman read certain specifications:—Footpaths and channels concreted; roadway, metalled and bitumenised. Part of the section to be constructed a one-way traffic.

A question: Would this necessitate extra channels?—Yes.

It was here remarked that it was

extra channels?—Yes.

It was here remarked that it was a 66ft. road that was to be so elaborately constructed, and that the council evidently had a main road in prospect instead of a private street that half the expenditure would render serviceable and fit for ordinary traffic. This gave rise to strong comment on the present state of the road. The recent incomplete work was, in its present state, a muddle or puddle, as you choose to describe it, but the proposed scheme was simply going from one extreme to the other. Considering the many complications, it was decided to get the advice of a competent solicitor. The chairman and Mr Chas. Bullen were deputed to make the necessary arrangements. It was urged that a full attendance of those interested attend the council meeting on Tuesday night next, the 17th inst., when objections, etc., will be heard. A vote of thanks to the chairman terminated the proceedings.