Local histories such as the Tamworth diamond jubilee year souvenir booklet *tend to emphasise growth and prosperity.*
CORNSTALK BOOKSHOP

Chapter 17

City and Region

Peter Spearritt

White australia began as an urban society. The first convict settlements were little more than urban gaols that developed slowly as port cities for hinterland agriculture. Sydney, Hobart and Brisbane all began in this way. Melbourne, Perth and Adelaide, too, were founded as port settlements, but without convicts. By 1840 the six settlements that are today state capital cities had all been established. The growth of the ports is traced in James Bird (1968).

As Australia's first city, nineteenth-century Sydney has attracted a good deal of scholarly attention. The early years of the settlement are covered in some detail in almost every short history of Australia, and in much more detail in the multivolume histories. Yet by 1841 the city could claim only 30 000 inhabitants; 80 per cent of the colony's European population had decided to seek their fortunes elsewhere. Birch and Macmillan (1983) provide a documentary account of the history of Sydney while Kelly (1978) serves as an introduction to the city in the nineteenth century.

With the discovery of gold in the 1850s some Australian cities grew rapidly and new cities were founded almost overnight. Sydney doubled its population in that decade while Melbourne's quadrupled, making it the most populous city in Australia by 1861. Melbourne retained the lead until the depression of the 1890s when Sydney managed to overtake its southern rival. Sydney, which had almost half a million people by 1901, has maintained the lead ever since. The historical and contemporary relationship between Melbourne and Sydney is traced in J. Davidson, ed, *The Sydney Melbourne book* (Sydney, Allen & Unwin, 1986).

Except for the 1850s, Melbourne experienced its most spectacular growth in the 1880s; the population increased from 225 000 in 1881 to 400 000 in 1891. Homes had to be built for the influx of newcomers, whether from overseas or from the gold-rush towns which shed some of their population as the digging became harder. The pressure on Melbourne's land and housing market was so intense that a major boom spread through the city. The gripping story is well told in Cannon's *The land boomers* (Melbourne, Nelson, 1976). The quickly growing city generated a good deal of wealth, apparent in elegant mansions for those who could afford them and in fine commercial and government buildings; it soon became known as 'Marvellous Melbourne' and its history is analysed by Graeme Davison (1978) who concentrates on the decade and a half from 1880 to 1895 that took Melbourne from boom to depression. Grant and Serle (1978) provide a documentary background to Melbourne's history.

There has been much debate over the causes and effects of urban growth in colonial Australia.

N.G. Butlin in his *Investment in Australian economic development, 1861–1900* (CUP, 1964), shows the vital role played by the colonial governments in the provision of urban infrastructure, especially roads, railways, water and sewerage. A wide range of manufacturing industries sprang up in all the cities and most of the larger country towns during the latter half of the nineteenth century. Their development and location are analysed in G.J.R. Linge (1979), and this particular aspect of Australian development is further examined in chapter 36 of this volume.

While Sydney and Melbourne grew rapidly from the 1850s, Brisbane and Perth, from a much smaller population base, were more sluggish. Brisbane, with its rich agricultural hinterland, took off in the 1860s and doubled its population every decade until the 1890s, reaching 119 000 by 1901. By contrast, Perth, with a population of 5000 in 1861, had only managed to add another 4000 in the next two decades, although by 1901, including the neighbouring port of Fremantle, it topped sixty thousand. The development of the two cities has been traced by Lawson (1973) and Stannage (1979) respectively.

Like Sydney and Melbourne, Adelaide developed quickly between 1851 and 1891, its population growing from 18 000 to 117 000. Derek Whitelock's *Adelaide: 1836–1976* (UQP, 1979) traces the influence of town planning principles on the evolution of the city. John Hirst's *Adelaide and the country, 1870–1917* (MUP, 1973) is the only major study of the relationship between a capital city and its hinterland. Hirst defines Adelaide's 'region' politically, in this case the rest of the colony (state), and traces the interplay of city and country districts. The nearest equivalent to his book for the other capitals are the colonial and state histories listed in chapter 16 but most of these make little use of the notion of regions.

Hobart, alone of the colonial capitals, grew little in the latter half of the nineteenth century. A population of 25 000 in 1861 had increased to only 33 000 by 1891, making it considerably smaller than regional centres like Ballarat and Newcastle. The history of nineteenth century Hobart, and especially the preoccupation with its convict origins, is told by Peter Bolger in *Hobart Town* (ANUP, 1973). The subsequent growth of Hobart, whose population did not reach 100 000 till the late 1950s, is examined by R.J. Solomon (1976).

City life in nineteenth-century Australia is closely explored in most of the aforementioned books on particular cities and is the subject of Michael Cannon's *Life in the cities*, volume 3 of his 'Australia in the Victorian age'. Cannon's main themes are transport of goods and people, improvements in public health (brought about by scientific advances, especially in water supply and sewage disposal) and the nature of middle-class and working-class life in both the old and the new suburbs. Some notion of how colonials themselves viewed their cities can be gained from perusing Garran's *Picturesque atlas of Australasia* (1888). The numerous public inquiries into sanitation, housing, sewerage and water supply in the large cities provide a graphic insight into the problems of nineteenth-century living conditions. These can be identified by checking D.H. Borchardt's checklists of royal commissions listed in chapter 8.

By 1901 the pattern of Australian urbanisation was well established. Sydney was the largest city, followed by Melbourne, Adelaide, Brisbane, Perth and Hobart. In the next eighty years this order changed little, except that Brisbane supplanted Adelaide as the third largest city. The growth of the capital cities in the nineteenth and twentieth centuries, and their increasing domination of their respective states, are traced in J.W. McCarty and C.B. Schedvin (1978). Sydney, Melbourne and Adelaide actually housed over one-third of their state totals. The New South Wales government statistician T.A. Coghlan wrote, in the 1901–02 issue of his annual survey *The seven colonies of Australia* (Sydney, NSW Government Printer):

> The progress of the chief cities of Australasia has been remarkable, and has no parallel among the cities of the old world ... The abnormal aggregation of the population into their capital cities is a most unfortunate element in the progress of these states, and as regards some of them is becoming more marked each year. (p 543)

Although Coghlan described the 'abnormal aggregation' as unfortunate, there was no stopping it. By the late 1930s Sydney, Melbourne, Adelaide and Perth accounted for over 50 per cent of

their states' populations, while Brisbane and Hobart accounted for about one-third.

In the twentieth century Australian cities grew through a combination of immigration and an increase in the native born and some movement from rural areas and country towns to the larger cities. But as Coghlan observed, the 1901 census showed that apart from the capital cities there were only two urban centres in Australia with more than 40 000 people: Newcastle, at the head of the rich Hunter valley, with 55 000, and the Victorian gold town of Ballarat, which had a sufficiently diversified economy to be able to sustain a population of 44 000. The only other large towns in New South Wales were the mining settlements of Broken Hill (28 500) and Maitland (10 000) and the agricultural centres of Goulburn (10 600) and Bathurst (9200). The rise of Broken Hill is the subject of Brian Kennedy's book (1978). All four towns loom large in the environmental and architectural history of the state, especially for the period 1840–1900, as demonstrated by Jeans and Spearritt (1980).

Victorian country towns have attracted more attention than their New South Wales equivalents, in part because two of them, Ballarat and Bendigo (44 000 and 31 000 respectively in 1901), include stunning architectural monuments to the wealth brought by gold; their growth between 1851 and 1901 and attendant politics are treated by Weston Bate (1978) and by Frank Cusack (1973) respectively. Geelong, the fourth largest city in Victoria in 1901, with 18 300 people, became, with the addition of major manufacturing concerns to its agricultural base, the second largest, with 125 000 people in 1981.

A.J. and J.J. McIntyre's *Country towns of Victoria* (MUP, 1944) is a social survey of 180 towns with populations, in 1939, between 250 and 10 000. The McIntyres found that one-third of the towns had increasing populations; the rest had either decreasing or stationary populations. Most of the towns with falling populations had fewer than 1000 inhabitants. There is no equivalent of this survey, which includes chapters on transport, local government, health, education, religion and recreation, for any other state.

Queensland saw major cities develop along its long coastline. The history of Queensland's ports is outlined by G. Lewis (1973). In 1901 Rockhampton (18 300) and Townsville (12 700) served as regional centres for a rich hinterland, as they did in 1981, with 50 100 and 86 100 people respectively. Louise McDonald's *Rockhampton* (UQP, 1981) traces the growth of the town from gold discoveries in the 1850s to its development as the hub of the central Queensland cattle industry.

The only large city in South Australia, apart from Adelaide, is Whyalla (30 000 people in 1981) which began as a port town for the shipment of ironstone in 1901. In the late 1930s its role diversified to include shipbuilding and in 1965 BHP opened a steelworks there. The growth of Whyalla, like the growth of the two New South Wales mining and steel centres, Wollongong and Newcastle, demonstrates the vital role that key industrial concerns play in many Australian provincial cities. Newcastle has attracted a lucid historian in J.C. Docherty (1983) but Wollongong awaits its chronicler.

In Tasmania the only city of any size apart from Hobart, both in 1901 and today, is Launceston which housed 65 000 people in 1981. J. Reynolds's history, *Launceston* was published by the City Council in 1969. Western Australia did not, and does not, have a town which even approaches the size of Launceston. The mining town of Kalgoorlie–Boulder, which in 1901 had 11 300 inhabitants, had only grown to 19 800 by 1981. West Australian towns are covered by Pitt Morison and White (1979).

Those interested in the history of particular regions should start with the entries in *Events and places*, a companion reference volume in this series, *Australians: a historical library*. The 32 regional essays in 'Places' all list further reading.

The pattern of Australian settlement, and in particular the dominance of Sydney and Melbourne, posed a problem for those politicians charged with finding a home for the federal parliament. Until 1927 parliament sat in Melbourne but the search for a new home, which began in the early 1900s, produced a number of government reports canvassing a variety of outlandish sites. The selection of Canberra and subsequent battles over its planning are outlined by Roger

Pegrum (1983). Canberra soon became a model planned city and an inspiration for reformist tracts about Australian cities, including the important and influential work by Hugh Stretton (1975). The National Capital Development Commission, created in 1957 to control and direct Canberra's urban growth, has issued a number of books on its charge, including *Tomorrow's Canberra* (1970). Canberra's leasehold system for urban land is unique in Australia, and successive governments have resisted the temptation to allow the citizens of Canberra the freehold rights available to property owners elsewhere. In 1976, the government launched a Commission of Inquiry into Land Tenures but it resulted in no major change in land tenure. The rise and fall of the Department of Urban and Regional Development, including its attempts to create federal regions in Australia, is well portrayed in Lloyd and Troy (1981).

While Canberra was still in its infancy the other Australian cities were experiencing suburban booms of varying intensity. The best overview of suburban growth in twentieth-century Australia is by Neutze (1981) who looks at employment, housing and transport and the relationship between them. The key role played by government in the development of the infrastructure of twentieth-century growth is outlined in N.G. Butlin *et al* (1982).

Scholars have only recently become interested in the history of the capital cities. Sandercock (1975) examines the achievements and failures of town planning in Sydney, Melbourne and Adelaide while Spearritt (1978) traces the nature and extent of suburbanisation and its relationship to employment, transport and housing. Widespread car ownership after World War II is identified as the most important factor in what town planners labelled the 'suburban sprawl'.

Among the best sources on postwar suburban and regional growth are the planning documents produced by or for various government agencies, like Stephenson and Hepburn's plan for Perth (1955), the future view of the Melbourne and Metropolitan Board of Works (1954), the Cumberland County Council's plan for Sydney (1948) and the report of the South Australian Town Planning Committee (1962). Such planning documents are often updated or replaced and readers seeking current information about a particular city or region should start by contacting the relevant planning departments. Despite the lip-service that all state governments pay to regionalism and decentralisation, almost all the important planning authorities still have their headquarters in the capital cities. The only exceptions to this can be found in designated 'growth areas' like Albury–Wodonga, which has its own Development Corporation.

Specialist books on particular aspects of cities and regions—housing, employment and population growth—have become relatively common. The best single book on housing remains the general study by the architect Robin Boyd (1952; repr, 1978). M.A. Jones (1972) examines the movement for slum clearance in the 1930s and the subsequent creation of housing commissions in each state to provide low-cost, means tested, rented housing. By the 1960s roughly one-third of Australians owned their own homes outright and another third were paying them off. In the space of 30 years, Australian society had changed from one in which the majority rented their homes into one in which the majority were owners or purchasers. Though most Australians continue to live in houses, in the larger cities flats (or home units as they are often called) have become popular in central areas, especially in Sydney where one-third of the population now lives in flats, a much higher proportion than in any other city (see Neutze, 1981).

The uncertainty of the world economy in recent years has caused more attention to be paid to the nature of economic and population change, crucial factors in the process of urban and regional development. Frank Stilwell (1980) analyses the economic foundations of urban growth and decay, while D.T. Rowland (1979) points to the key role that internal migration—from country to city and from city to city—has played in twentieth-century urbanisation.

The problems of governing the ever-growing metropolitan areas have produced many more bureaucratic plans than books explaining them. Andrew Parkin (1982) summarised the situation and Neutze studied the full bureaucratic setting (1978). The role of local government is discussed by John Power *et al* (1981) and more extensive references to this topic can be found in chapter 27 of this volume.

The labels 'regional' and 'local' history are used so loosely in Australia that it is often hard to tell them apart. Shire and municipal histories are very often solicited by the local authority itself so that authors are rarely encouraged to go beyond what are usually rather artificial administrative boundaries to analyse the wider social and economic history of a particular place or region. In the 1930s there were over a thousand municipalities and shires in Australia. In subsequent decades many of the smaller authorities were amalgamated so that by the mid-1980s only a little over eight hundred remained. Books published about shires and municipalities vary from the 'Back to so and so' volume, usually issued for an anniversary, to full-scale histories. The best way to find out whether a history or commemorative volume has been written about a particular place (and often there will be more than one) is to check with the local library or with the appropriate state library. No-one has yet compiled a thorough national bibliography of local and regional history but excellent bibliographies do exist for some states, for example, Carol Beaumont, *Local history in Victoria* (Bundoora, Vic, La Trobe University, 1980).

Before World War II most of the histories about particular places or regions were slim pamphlets with little formal historical content but often much to delight and inform today's browser, such as old advertisements, photographs and maps. In recent years a number of local authorities have hired professional historians to write their history and some notable books have emerged. Just as a newfound interest in genealogy has produced a bevy of 'how to' books, so has the new enthusiasm for local history; G.M. Hibbins, C. Fahey and M.R. Askew's *Local history* (Sydney, Allen & Unwin, 1985) is subtitled 'a handbook for enthusiasts'. Such books explain the uses of council rate books, personal and trade directories (particularly important sources before the era of the telephone book), photographs, public and private archives and oral history.

While amateur and professional historians have both contributed to the boom in local history, regional history has usually been left to the professionals. A number of notable volumes, such as G. Bolton's *A thousand miles away* (1963) on north Queensland to 1920, G.L. Buxton's *The Riverina* (1967) and D. Waterson's *Squatter, selector and storekeeper* (1968) on the Darling Downs, are cited in other chapters in this book. W.K. Hancock (1972) marked a new direction in regional history because he was prepared to admit, unlike most writers of shire histories, that the Europeans' attempt to capitalise on their environment through activities such as grazing could result in a denuded landscape. Some of the best regional and local histories concentrate on particular suburbs or communities. Janet McCalman's *Struggletown* (MUP, 1984) about public and private life in the inner Melbourne suburb of Richmond between 1900 and 1965 draws on a fascinating array of statistical, government and private records with extensive use of oral history.

Concern that Australia's capital cities hold too much of the continent's population has surfaced many times in the last hundred years. This dissatisfaction has sometimes been expressed in 'new state' movements.

Attempts to move people back on to the land or at least out of the cities and into the country towns range from ill-fated soldier settlement schemes in the 1920s and 1930s to the nomination of 'growth centres' in the 1970s. The most successful of these is Albury–Wodonga, which in 1981 housed 53 000 people; successful in part because, like Canberra, it has had a great deal of federal government money put into it. The rapidly growing Northern Territory capital of Darwin (with 56 500 in 1981) is another city highly dependent on government infrastructure. Decentralisation—its achievements and failures—and the related themes of anti-urban sentiment in Australia are not yet treated in a major work, but the issues have been discussed by a number of the authors mentioned here, including Neutze (1978, 1981), Stilwell (1974) and Rowland (1979).

Recent research has shown that enormous inequalities exist within Australian cities and between regions. Usually these inequalities are a reflection of the country's economic and class structure but some are also a function of city size or regional location. Differences within the cities are charted by Ian Burnley (1980) and in a series of social atlases on Australian cities. The federal government's Division of National Mapping produced a series of atlases for all the capital cities based on statistics collected in the 1976 and 1981 censuses.

The study of urban and regional development relies heavily on statistical data, especially those produced by the census, now held at five-yearly intervals. The ABS regularly publishes summaries of its major findings but increasingly much of the information is available only on computer tape. The availability of census data and related data bases on employment and unemployment, on welfare recipients, on property ownership and transactions, on public and private transport and on manufacturing and retailing, has led to a situation where the techniques used to study cities and regions are often beyond the comprehension of all but the specialist.

A useful summary of data from the 1961 to 1976 censuses is provided in *Australian urban environmental indicators* (1983). Articles on Australian urban and regional development appear regularly in such journals as *Australian geographer, Royal Australian Planning Institute J, Australian geographical studies* and *Heritage Australia*. Since 1966 the Australian Institute of Urban Studies has produced a useful annual index to this published material and to research in progress: *Bibliography of urban studies in Australia*, details of which are cited in chapter 8 of this volume. It includes articles on particular cities, towns and regions.

In the 1870s and 1880s overseas visitors like Anthony Trollope and R.E.N. Twopeny pointed to the remarkable growth and relative sophistication of our cities as did the Sydney-born statistician Coghlan. But for the first half of the twentieth century there were remarkably few books written about particular Australian cities or regions, though they were of course touched on in survey books about the nation and were often the topic of debate in the press and in parliament. Apart from these prosaic sources the most sustained comment on Australian cities between 1900 and 1960 is to be found in the many novels and autobiographies set in particular cities, as shown by John Arnold (1983) and by Patricia Holt (1983) for Melbourne and Sydney respectively.

Scholars in Australian universities began to turn their attention to our cities in the 1960s and during the past three decades academia has spawned many theses and books about Australian regional and urban development. The best short guide to the period before 1900 remains Sean Glynn (1975). Nobody has as yet produced a national overview of the first half of the twentieth century but for changes since World War II we turn again to Max Neutze (1981) as the best starting point. Most of the planning reports on particular cities are dry and technical documents, often assuming considerable knowledge on the part of the user. Readers wanting an introduction to the social and political content of planning should read Sandercock's historical account (1977) and Stretton's (1975) summation of the present and the future.

One of the most important trends in urban and regional development today, the proliferation of retirement houses and resort developments along much of the east coast, has produced a spate of articles but no major book to date. The Gold Coast—a thin strip of high-rise and luxury house development on either side of the New South Wales–Queensland border—became, in the 1970s, the ninth largest urban settlement in Australia. It is variously depicted as a sun-filled playground or as an example of real estate agents and developers gone mad.

The place and feel of our cities and regions in the latter half of the twentieth century are often better captured by film-makers, novelists and rock musicians than by scholars and journalists. Most scholars who write about these matters have little interest in visual and material culture, and those who are interested, like architectural historians, too often ignore the social and economic setting of their buildings and the lives of the people who inhabit them. Those interested in relevant marginal studies are urged to consult the essays and annotated bibliographies on physical geography (chapter 10), local government (chapter 27), immigration and demography (chapter 39), transport (chapter 33) and architecture (chapter 53).

ARNOLD, J. ed, *The imagined city: Melbourne in the mind of its writers*. Sydney, Allen & Unwin, 1983. 130 p, illus.

Extracts from 28 novels and autobiographies set in Melbourne from 1854 to 1977 including Fergus Hume's bestselling *The mystery of a hansom cab* (1886) and Helen Garner's *Monkey grip* (1977).

AUSTRALIA. Dept of Post-War Reconstruction. *Regional planning in Australia*. Canberra, The Department, 1949. 103 p, maps.

This book reflects a high point of regional planning in Australia when most states, spurred by the enthusiasm of the Dept of Post-War Reconstruction, produced substantial reports on the past, present and future of their regions.

AUSTRALIAN urban environmental indicators: Australian Environment Statistics Project, Department of Home Affairs and Environment. AGPS, 1983. 345 p, illus, maps.

Compendium of data from 1961 to 1976 including population, employment, immigration, education, income distribution, housing, health, air and water quality.

BATE, W.A. *Lucky city: the first generation of Ballarat, 1851–1901*. MUP, 1978. 302 p, illus, maps.

A survey of Ballarat, including the built environment, the demographic setting and political developments.

BIRCH, A. AND MACMILLAN, D.S. eds, *The Sydney scene: 1788–1960*. MUP, 1962. 387 p, illus, maps.

Documents covering most aspects of the history of the city. Marred by a poor bibliography and not particularly revealing commentaries. Facsimile edition, Sydney, Hale & Iremonger, 1983.

BIRD, J. *Seaport gateways of Australia*. London, OUP, 1968. 253 p, illus, maps.

A history of port development in all the capital cities, along with Port Pirie, Newcastle, Port Kembla and Whyalla.

BOWMAN, M. ed, *Beyond the city: case studies in community structure and development*. Melbourne, Longman Cheshire, 1981. xxviii, 228 p, illus, maps.

Case studies of country towns and small isolated settlements, including an Aboriginal community. Bibliography.

BOYD, R. *Australia's home: its origins, builders and occupiers*. Ringwood, Vic, Penguin, 1978. 320 p, illus.

An idiosyncratic architect's view of Australian housing, it includes a considerable amount of comment about suburban boom building in both the nineteenth and twentieth centuries. First published in 1952.

BURNLEY, I.H. *The Australian urban system: growth, change and differentiation*. Melbourne, Longman Cheshire, 1980. 339 p, illus, maps.

Studies of economic and demographic aspects of urbanisation, the internal structure of Australian cities as well as social inequalities and residential differentiation.

BUTLIN, N.G. *et al, Government and capitalism: public and private choice in twentieth century Australia*. Sydney, Allen & Unwin, 1982. 369 p.

An economic history of twentieth-century Australia which includes urban public services like water and sewerage, transport, post and telecommunications.

CANNON, M. *Life in the cities*. Melbourne, Currey O'Neil, 1983. 320 p, illus. (Australia in the Victorian age, 3).

Historical study of suburbanisation, public health, working and middle-class living conditions. First published in 1975.

COLE, J.R. *Shaping a city: Greater Brisbane 1925–1985*. Brisbane, Brooks, 1984. 416 p, illus, maps.

A history focused on the Brisbane City Council and aspects of local authority control.

CUMBERLAND COUNTY COUNCIL. *The planning scheme for the County of Cumberland, New South Wales; the report of the Cumberland County Council to the ... minister for local government, 27th July 1948*. Sydney, Cumberland County Council, 1948. 2 vols, illus, maps.

Chapters on landuse, population, employment, transport, education and public utilities with planning recommendations for a county scheme.

CUSACK, F. *Bendigo: a history*. Melbourne, Heinemann, 1973. 262 p, illus.

Concentrates on the 1840s to the 1920s with a short commentary on Bendigo in the twentieth century.

DAVISON, G.J. *The rise and fall of marvellous Melbourne*. MUP, 1978. 304 p, illus, maps.

A study of Melbourne's spectacular boom of the 1880s, with attention to the mercantile community, the professions, the civil service and suburban living.

DOCHERTY, J.C. *Newcastle: the making of an Australian city*. Sydney, Hale & Iremonger, 1983. 191 p, illus, maps.

The growth of Newcastle from 1900 to 1940 with a final summary chapter on the city since World War II. Concentrates on industry, work, housing and retailing.

GARRAN, A. ed, *The picturesque atlas of Australasia*. Sydney, Picturesque Atlas Publishing Co, 1886 (ie 1888). 3 vols, illus, maps.

A lavish set of volumes presenting a pictorial and textual account of Australia. Facsimile of the first two volumes published as *Australia: the first hundred years* (Sydney, Ure Smith, 1974).

GLYNN, S. *Urbanisation in Australian history, 1788–1900*. Melbourne, Nelson, 1975. 99 p, illus, map.

A useful primer on nineteenth-century urbanisation with an excellent though rather dated bibliography. First published in 1970.

GRANT, J. AND SERLE, G. eds, *The Melbourne scene: 1803–1956*. Facs, Sydney, Hale & Iremonger, 1978. 308 p, illus.

First published in 1957. Chronologically arranged documents and commentary.

HANCOCK, W.K. *Discovering Monaro: a study of man's impact on his environment*. CUP, 1972. 209 p, illus, maps.

Shows how Aborigines and white settlers have changed this region in the high country of NSW.

HOLT, P. ed, *A city in the mind: Sydney imagined by its writers*. Sydney, Allen & Unwin, 1983. 132 p.

Extracts from 28 novels and autobiographies set in Sydney from 1891 to 1980, including Ethel Turner's *The family at Misrule* (1895) and Shirley Hazzard's *The transit of Venus* (1980).

JEANS, D.N. AND SPEARRITT, P. *The open-air museum: the cultural landscape of New South Wales*. Sydney, Allen & Unwin, 1980. 154 p, illus, maps.

The development of the built environment from 1800 to 1980 with chapters on rural landscapes, country towns, transport and the major cities.

JONES, M.A. *Housing and poverty in Australia*. MUP, 1972. 239 p.

Examines the movement for slum clearance from the 1930s and the activities of the state housing commissions from 1940 to 1970 including means tests, rent policy and home ownership.

KELLY, M. ed, *Nineteenth-century Sydney: essays in urban history*. SUP in association with the Sydney History Group, 1978. 135 p, illus, maps.

Includes chapters on transport, water supply, slums, the workforce and demography of the city.

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KENNEDY, B.E. *Silver, sin and sixpenny ale: a social history of Broken Hill, 1883–1921.* MUP, 1978. 202 p, illus, maps.

Traces the spectacular rise of this mining town emphasising the role of BHP and the growth of the trade union movement.

LAWSON, R. *Brisbane in the 1890s: a study of an Australian urban society.* UQP, 1973. 373 p, illus, maps.

Chapters on demography, economic structure, social status, the family, education, leisure and religion, not always thoroughly integrated. This book was the first of the new wave of Australian urban histories.

LEWIS, G. *History of the ports of Queensland: a study in economic nationalism.* UQP, 1973. 360 p.

Concentrates on the three main ports, Brisbane, Rockhampton and Townsville, but also includes Maryborough, Mackay and Cairns. Includes an account of regional economic rivalries.

LINGE, G.J.R. *Industrial awakening: a geography of Australian manufacturing, 1788 to 1890.* ANUP, 1979. 845 p, illus, maps.

Covers all colonies but particular attention is paid to NSW, Vic and SA. Useful for Sydney and Melbourne but also has information on most of the larger country towns of this era.

LLOYD, C.J. AND TROY, P.N. *Innovation and reaction: the life and death of the federal Department of Urban and Regional Development.* Sydney, Allen & Unwin, 1981. 282 p.

A study of an ill-fated attempt to put urban and regional planning in Australia on a more rational footing. State governments resented the federal attempt to dictate policy in this area. Bibliography.

LOGAN, T. *Urban and regional planning in Victoria.* Melbourne, Shillington House, 1981. 124 p, maps.

The only full-length account of regional planning in an Australian state. Includes an account of decentralisation in Vic.

McCARTY, J.W. AND SCHEDVIN, C.B. eds, *Australian capital cities: historical essays.* SUP, 1978. 201 p, maps.

Looks at the growth of each Australian capital city in the nineteenth century with a final chapter on capital city growth in the twentieth century.

MELBOURNE AND METROPOLITAN BOARD OF WORKS. *Melbourne metropolitan planning scheme 1954: report.* Melbourne, The Board, 1954. 2 vols.

Includes chapters on decentralisation, housing, redevelopment, land subdivision, industry, shopping and business centres, education, road, public transport and the shape and size of the future city.

NATIONAL CAPITAL DEVELOPMENT COMMISSION. *Tomorrow's Canberra: planning for growth and change.* ANUP, 1970. 244 p, illus, maps.

Includes chapters on history, setting, structure and growth. Written from the point of view of the National Capital Development Commission, the authority responsible for the development of Canberra.

NEUTZE, M. *Australian urban policy.* Sydney, Allen & Unwin, 1978. 252 p.

An analysis of possible solutions available to all levels of government with reference to welfare, population distribution, housing, transport, urban services, urban planning and land.

NEUTZE, M. *Urban development in Australia: a descriptive analysis* (rev edn). Sydney, Allen & Unwin, 1981. 259 p, illus, maps.

First published in 1977, the book reflects the author's own view on residence, work, transport, housing in urban development and shows the changes that are currently occurring in urban Australia and the role of local government.

PARKIN, A. *Governing the cities: the Australian experience in perspective.* Melbourne, Macmillan, 1982. 147 p.

An overview of metropolitan government in Australia in the 1970s.

PEGRUM, R. *The bush capital: how Australia chose Canberra as its federal city.* Sydney, Hale & Iremonger, 1983. 192 p, illus, maps.

The politics of selecting the site and subsequent debate over proposed plans, including those of Walter Burley Griffin.

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A study of the built environment from 1829 to the 1970s, with emphasis on urban and rural houses and town planning, especially in Perth.

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This atlas, based on the 1976 census, like those produced by the Division of National Mapping on the 1976 and 1981 censuses, shows demographic, housing, occupational and religious variables. Unlike the National Mapping atlases it also examines the political implication of geographic concentrations, including unemployment and income.

POWER, J. et al, *Local government systems of Australia.* AGPS, 1981. 830 p, map. (Australia. Advisory Council for Inter-government Relations. Information paper, 7.)

Chapters on the development of local government in every Australian state, including a historical overview. Excellent bibliography.

ROWLAND, D.T. *Internal migration in Australia.* Canberra, ABS, 1979. 203 p, maps.

Examines the historical trend towards urbanisation in Australia and the role that internal migration has played in the growth of cities and regions.

SANDERCOCK, L. *Cities for sale: property, politics and urban planning in Australia.* MUP, 1977. 260 p, maps.

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Report on the development of Adelaide including future requirements for land, traffic and transport. Recommends a development plan and means of implementation.

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Suburban change and expansion, including housing, transport, work, the class structure of the suburbs and the interdependence of the city centre and the suburbs. Bibliography.

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Examines the pattern of population and employment in Australia in about 1970, its equity implications and policies that might be undertaken by state, federal and local governments for a more equitable distribution. A non-technical exposition.

STILWELL, F.J.B. *Economic crisis, cities and regions: an analysis of current urban and regional problems in Australia.* Sydney, Pergamon, 1980. 182 p.

Analyses problems of development in Australian cities in the 1970s and early 1980s (particularly in the Newcastle–Sydney–Wollongong area), and regional problems due to Australia's changing role in the world economy.

STRETTON, H. *Ideas for Australian cities* (rev edn). Melbourne, Georgian House, 1975. 367 p, maps.

Examines the history, present and possible future of Sydney, Melbourne, Adelaide and Canberra, and the future of Australian suburbia. Influential work, first published in 1970.
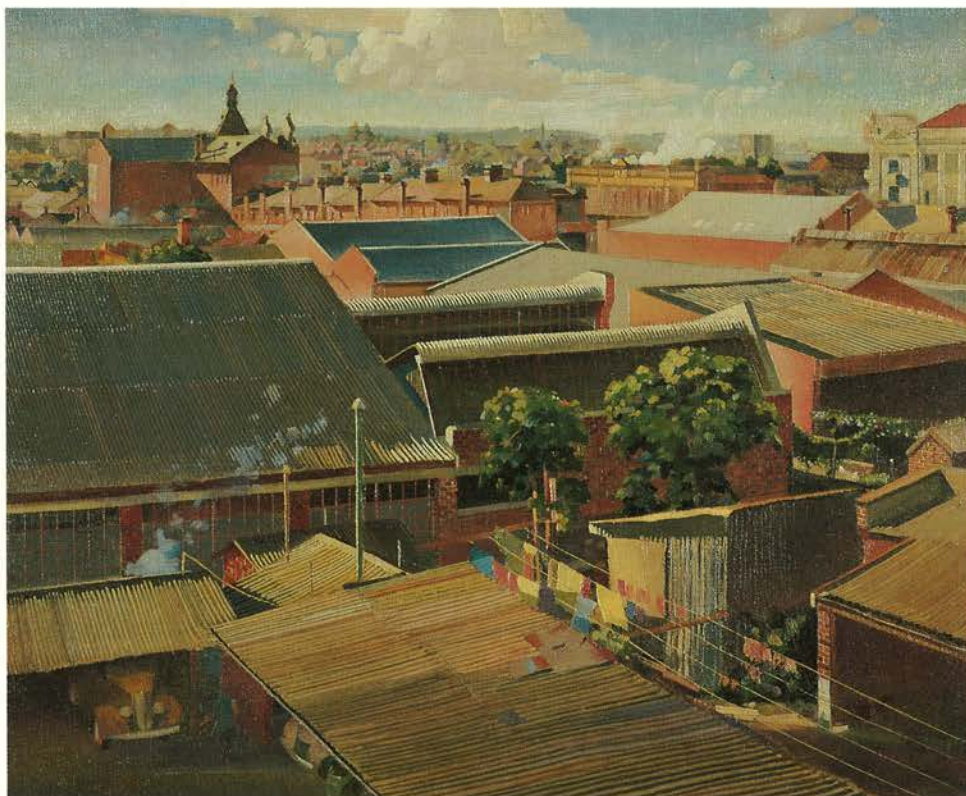
Harald Vike, Perth roofs, c1935. Oil. Born in Norway in 1906, Vike arrived in Fremantle in 1929 and studied under G. Pitt Morison, director of the National Gallery, Perth. The painting suggests that urban environments often have greater variety than the casual observer might suspect.

ART GALLERY OF WESTERN AUSTRALIA