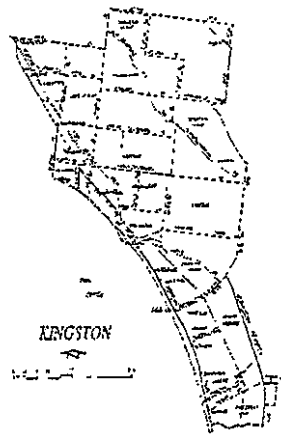


CITY OF KINGSTON

HERITAGE STUDY STAGE ONE REPORT



living histories

2000

Acknowledgments

Heritage studies represent the efforts of many, and Stage One of the City of Kingston's Heritage Study is no exception. Living Histories and Associates acknowledge the valuable support and assistance offered in undertaking this study, particularly by the members of the Steering Committee: Councillors Greg Alabaster and Di Comtesse; Council Officers Mark Woodland, Janet Power, and Emily Trist; City Historian Graham Whitehead; and Margaret Hunter, representing the Mordialloc and District Historical Society. Their enthusiasm and commitment to the project has been sincerely appreciated.

The Consultants would also like to express their sincere appreciation for the support and assistance offered by Nicola Stevens. Nicola and the officers of Heritage Victoria, particularly Geoff Austin and Ian Wight, have been generous in offering advice and providing access to information contained within the Branch.

Other historical repositories have been generous in allowing access to their holdings. These include the Chelsea Historical Society, the Mordialloc and District Historical Society and the Moorabbin Historical Society. The consultants are grateful to those who so generously shared material and allowed their holdings to be examined, sometimes outside normal access times.

Histories like this of the City of Kingston cannot be written without the help of the local community - they know the stories and know the locations of their heritage in the environment. Community groups and individuals also offered invaluable help. Many others telephoned and provided useful information, and the consultants are grateful for their help also.

The City of Kingston has a rich and diverse heritage; one which should be valued and appreciated. It should be conserved for the present as well as future generations.

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Section I

I Introduction

Background

The purpose of this heritage study is to identify, assess and document all post-contact places of cultural significance within the City of Kingston, and to make recommendations for their future conservation. For the purpose of the study, post-contact has been defined as the period since first contact between Aboriginal and non-Aboriginal people.

The heritage study is divided into two stages. This report represents Stage One.

Stage One has involved the preparation of a thematic environmental history and the identification of places of potential cultural heritage significance across the City of Kingston, the study area (see map). Stage One also involved an estimation of the time and resources required to undertake Stage Two of the study (See Section III). Stage Two will involve the actual assessment of significance and documentation of those places that have been identified to be of potential cultural significance in the Stage One survey.

Effective community consultation has been an essential component of the Stage One study. Community workshops were conducted in November at Chelsea, Cheltenham, Clarinda and Parkdale. The Consultants are grateful to those who attended these workshops and the valuable information they so generously shared (see Appendix IV for workshop participants).

Assistance has been received from many people throughout the duration of the study, including from members of the community who have shared information about the history and development of their shire.

Stage One was managed by a Steering Committee comprising :

- Mark Woodland (Chair) Senior Strategic Planner, City of Kingston
- Greg Alabaster, Councillor, City of Kingston
- Di Comtesse, Councillor, City of Kingston
- Graham Whitehead, City Historian, City of Kingston
- Margaret Hunter, Mordialloc & District Historical Society
- Janet Power, Town Planner, City of Kingston
- Emily Trist, Town Planner, City of Kingston
- Nicola Stevens - Heritage Victoria, Department of Infrastructure.

Margaret Diggerson was appointed to represent the Chelsea Historical Society but resigned from the committee in July.

The project was undertaken by the consultants Living Histories & Associates. The Team comprised:

- Jill Barnard, Partner Living Histories - Professional Historian
- Gabrielle Moylan - Heritage Architect
- Mary Sheehan, Partner Living Histories - Professional Historian & Project Manager

Constraints

The scope of the study has been determined by the funding available.

The history of the Shire's occupation prior to non-indigenous settlement was beyond the scope of this project, and has not been investigated. This Environmental History, therefore, deals only with *post contact* events.

It has also been beyond the scope of the study to research and write the entire story of the City of Kingston. An environmental history, as the name suggests, is a history of the environment; a history which tells the story of the development of an area through the tangible evidence surviving in our surroundings or landscape. It is beyond the scope of an environmental history to deal with places in the landscape which have been removed or destroyed. Similarly, the history has not been able to deal with the City's social, religious, economic or political history, unless tangible evidence survives in the environment - other avenues must be found to gain the complete history of the City.

The history provides an overview which will inform further detailed research to be undertaken in Stage Two, with the objective of formulating recommendations to protect the City's heritage. The scope of the study brief limited the history to 20,000 words. Because the project was limited to a short period it has not been possible to undertake extensive primary source research. Consequently, research has had to rely principally on secondary sources.

The Environmental History contained in this report is in *draft* form. It will not be completed until Stage Two of the City of Kingston's Heritage Study been completed. Stage Two of the study will require more detailed historical research utilising primary source material. As this detailed historical research may reveal important information which should be included in the Environmental History, the history will remain in draft form until the completion of Stage Two. Thus, the history is available only to those authorised by the Steering Committee, and is not to be copied or reproduced in any form without the permission of the authors or the Steering Committee.

Introduction

This history tells the story of the City of Kingston's growth after European settlement. It is an environmental history and tells the story through the physical features of the environment, now the City's legacy - its cultural heritage.

The City's cultural heritage is important. It forms the present environment and is the effect of various phases of human occupation and influence. People rarely think of the environment as heritage, yet it is a legacy of the ordinary day-to-day lives of individuals who have lived in the City; their aspirations, values and failures, and is apparent in our surroundings today. It is one of the most eloquent witnesses of history; of the story of the City of Kingston's growth and development.

The City of Kingston has a rich heritage. The City has played an important role in Victoria's growth - its primary production; suburban growth; secondary industries and retail areas; and as a centre for recreation and leisure pursuits. This has meant that many Victorians have been affected at some time by the City. The story tells how people initially dealt with isolation; how they formed institutions; the infrastructure they developed; and the social organisations which grew out of their interactions together. Themes have been used to cover all aspects of this story which forms the history and heritage of the City of Kingston.

Themes

The principle of linking places to historic themes is well established in Australian cultural heritage practise. It has been used by the Australian Heritage Commission since its inception and by heritage agencies, including Heritage Victoria, around Australia.

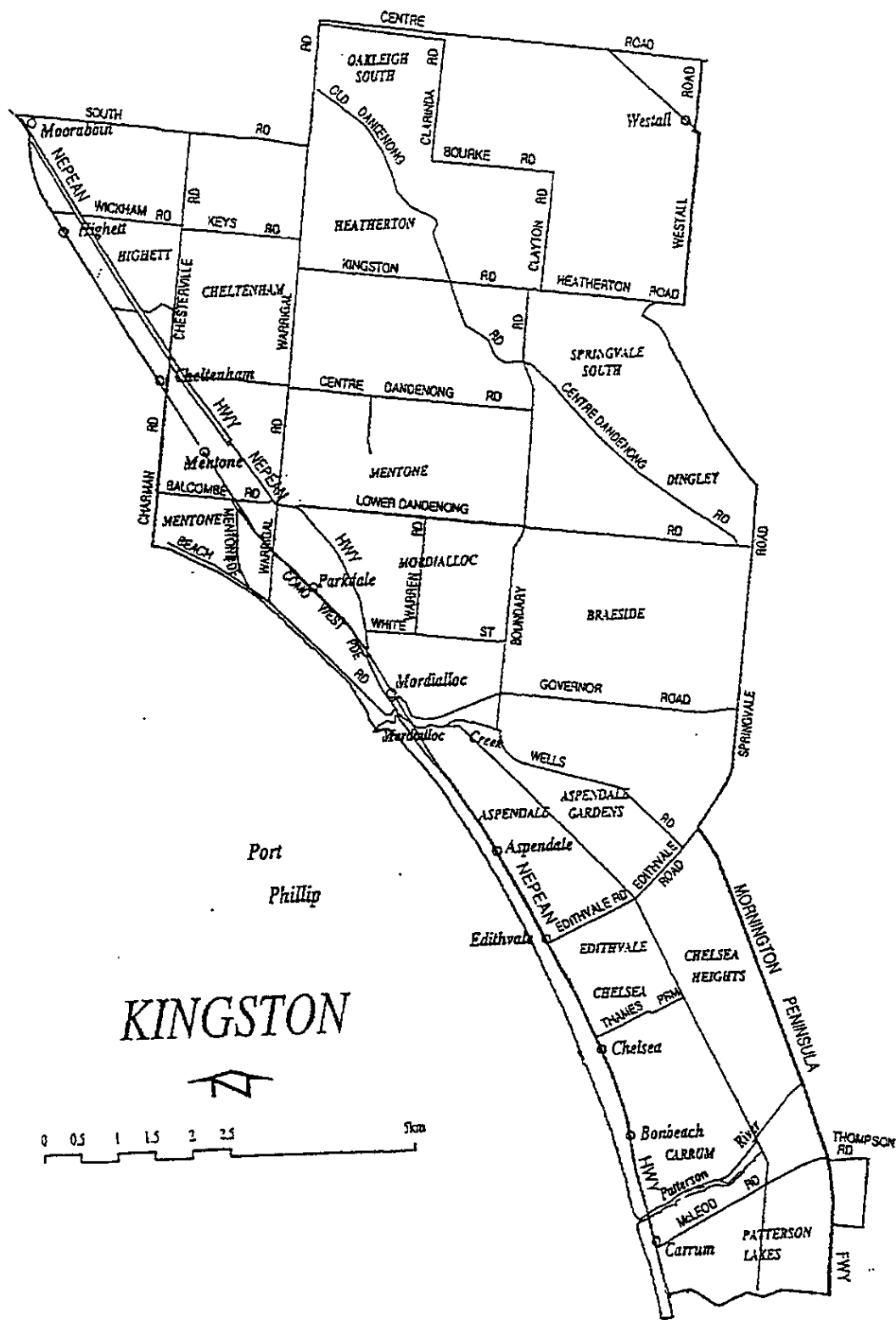
As themes broaden the direction of research and investigation, places can be identified which demonstrate a greater range of activities and experiences of people living in the Australian environment. The inclusion of themes in the inventory also helps with analysis of historic places data.

Themes can assist with the interpretation of heritage, enriching our 'reading' of places, drawing attention to the layers of history associated with a place, and highlighting connections with other places and themes. A thematic framework, however, is not intended to be a hierarchy or checklist.

Themes Applied in Undertaking the Study, Correlated Against the Principal Australian Historic Themes

Environmental History Themes	Corresponding AHC Theme
1. <u>European Exploration</u>	<i>Inspecting the coastline (3.1) Surveying the continent & assessing its potential (3.2)</i>
2. <u>Contact</u> 2.1 Aboriginal people dominated by white society	<i>Surviving as Aboriginal people in a white-dominated society (5.7)</i>
3. <u>Settling</u> 3.1 Squatters & pastoral settlement 3.2 Settlers 3.3 Selectors 3.4 Developing primary industries	<i>Promoting settlement on the land through selection (2.5) Promoting settlement on the land through group settlement (2.5) Developing primary industry (3.4) Feeding people (3.11)</i>
4. <u>Transport & Communication</u> 4.1 Postal communication 4.2 Coastal trade & travel 4.3 Railways & railway stations 4.4 Roads & routes, watering places 4.5 Aviation	<i>Establishing lines & networks of communication (3.6)</i>
5. <u>The Development of Suburbs</u> 5.1 Building towns 5.2 Forming suburbs 5.3 Building an urban environment	<i>Planning urban settlement (4.1) Remembering significant phases in the development of towns & suburbs (4.6) Living in Australian homes (8.12)</i>
6. <u>Servicing Towns</u> 6.1 Supplying services 6.2 Providing Public parks & gardens 6.3 Developing secondary industries 6.4 Developing marketing & retail areas	<i>Supplying urban services (4.2) Living around Australian homes (8.12) Marketing & retail (3.18)</i>

Environmental History Themes	Corresponding AHC Theme
<u>7. The Environment</u> 7.1 Draining the Carrum Swamp & forming the Patterson River	<i>Altering the environment for economic development (3.10)</i>
<u>8. Exploiting natural resources</u> 8.1 Fishing 8.2 Extractive industries - sand mining	<i>Exploiting natural resources (3.3)</i>
<u>9. Governing & Administering</u> 9.1 Formation of local government 9.2 Building for the public 9.2.1 caring for the very young 9.2.2 caring for the aged 9.2.3 hospitals 9.2.4 schools 9.2.5 housing 9.2.6 mechanics institutes, public halls & libraries 9.2.7 law & order 9.2.8 cemeteries	<i>Governing (7.0)</i> <i>Developing administrative structures & authorities (7.5)</i> <i>Treating what ails Australians (3.25)</i> <i>Establishing schools (6.2)</i> <i>Forming associations, libraries & institutions for self education (6.1)</i> <i>Developing urban institutions (4.3)</i>
<u>10. Cultural Institutions & Ways of Life</u> 10.1 Religious institutions 10.2 Memorials & monuments 10.3 Recreation 10.3.1 organised recreation - racing, football, golf, etc. 10.3.2 visiting entertainment venues 10.3.3 the beach as recreation 10.4 Tourism	<i>Developing cultural institutions & ways of life (8.0)</i> <i>Worshipping (8.6)</i> <i>Honouring achievements (8.7); Remembering the fallen (8.8); Commemorating significant events & people (8.9)</i> <i>Organising recreation (8.1); Going to the beach (8.2); Going on holiday (8.3); Eating & drinking (8.4)</i> <i>Catering for tourists (3.22)</i>



Section II

Environmental History

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1. European Exploration

The first known recorded European sighting of the Victorian coast was made in April 1770 by Lieutenant Hicks who was on watch on Captain James Cook's ship the *Endeavour*. Subsequent to Murray and Flinders' voyage in 1802, Surveyor Grimes was sent by Governor King to explore Port Phillip Bay.¹ On the 30 January 1803 Grimes and his party found the stream known as Kananook Creek. The next two days were spent walking to the Carrum Swamp. Flemming noted in his journal at that time that they had :

...crossed a neck of land about half mile over; went along the beach a little way and ascended a hill; the country appears barren.

The area they traversed was probably the Long Beach.²

However, in spite of these land and sea-based explorations, permanent European settlement did not occur in Victoria for another decade. John Batman set sail from Van Diemens Land and, crossing Bass Strait, landed at the Yarra's furthest navigable point in May 1835.³ Here he made a treaty with the local Aborigines to take up a huge tract of their land on the western shores of the bay in return for an annual rent of red shirts, blankets, knives, mirrors, tomahawks and other goods. Batman was followed by a party led by John Pascoe Fawkner in July 1835, and these groups joined to form the first European permanent settlement in Melbourne.

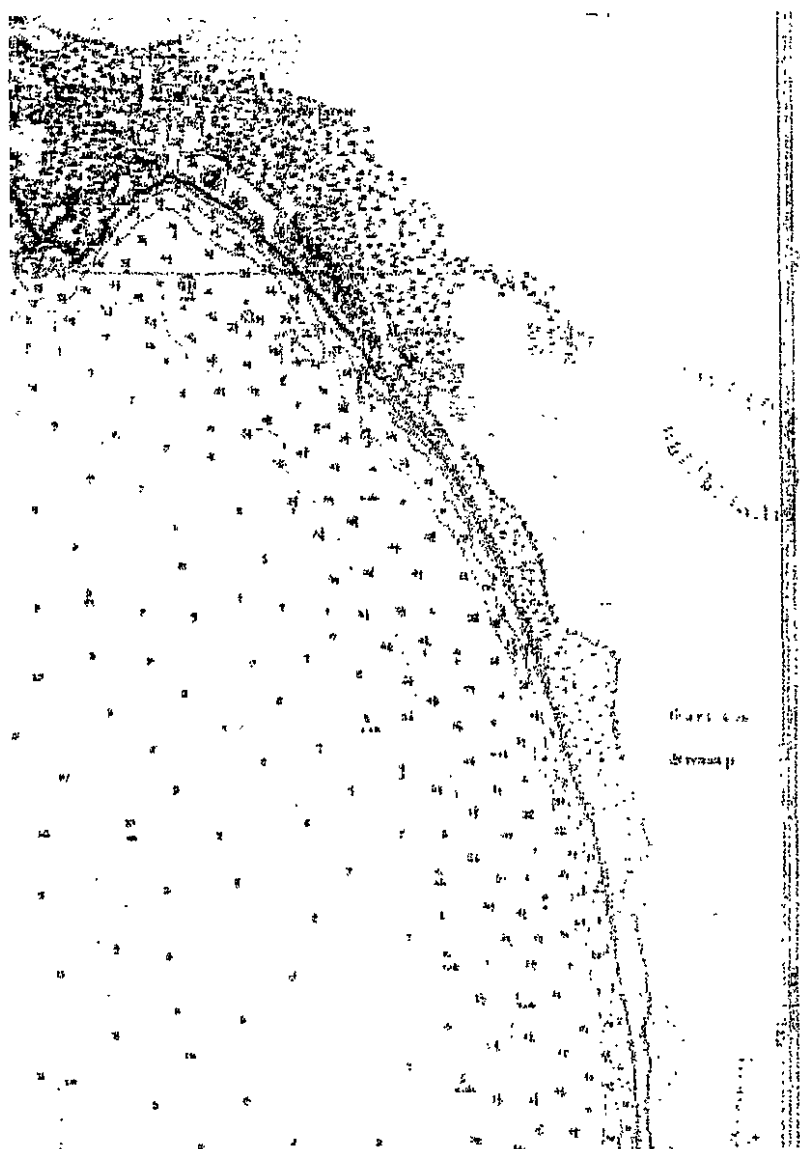
Within a few years of colonisation from Van Diemens Land, increasing numbers of sheep and cattle were driven southward from the more heavily-settled parts of New South Wales. Many of these 'overlanders', as they were known, were encouraged by reports from the explorer Major Thomas Mitchell. By 1841 most of the available grazing land in the Port Phillip District was occupied by squatters.⁴

¹ Richard Broome, *The Victorians: Arriving*, McMahon's Point NSW, 1984, p.17; Frank McGuire *Mordialloc - The Early Years: a Brief History*, Chelsea, Vic., 1985, p. 4

² Frank McGuire, *Chelsea, A Beachside Community*, Mentone, Vic., 1985, p. 2

³ Batman, and Fawkner, were not the first to establish a permanent settlement in the Port Phillip District. The Henty brothers settled at Portland in November 1834 - they were the first permanent settlers after William Buckley. See Broome, p.18 ff.

⁴ No tangible evidence of this theme is known to survive.



Part of Coastal Survey 27 'Port Phillip', 1861, Cox (Land and Survey Information Centre)

2. Contact

Before the Aborigines of the Port Phillip District had even laid eyes on any Europeans, and before Europeans knew anything about the district or its original inhabitants, introduced diseases affected them. As a result, even before European permanent settlement, the Aboriginal population could have been halved, and halved again, by repeated smallpox epidemics and by the increasing incidence of venereal diseases.⁵

Hovell, during his explorations of the area in 1827 met with a group of Aborigines from the Bunurong tribe on the beach near Mordialloc Creek. This group he described as counting

*...more than one hundred men, women and children. ...They are most of them young and healthy.*⁶

By the time William Thomas was appointed Protector of Aborigines in the Port Phillip and Western Port area in the late 1830s he could estimate only eighty-three members of the tribe.⁷ Within six months of his appointment as Aboriginal protector Thomas was convinced that the Aborigines needed to be protected from white men. His solution to the problem was to allot them "an asylum and refuge."⁸

Following page: Part of Map MX/11 'Parish of Moorabbin 1864' (Land and Survey Information Centre) showing Aboriginal Reserve and MacDonald's station on Mordialloc Creek, as well as Cheltenham and the Point Nepean Road. Note Kings' home station in middle upper right hand section.

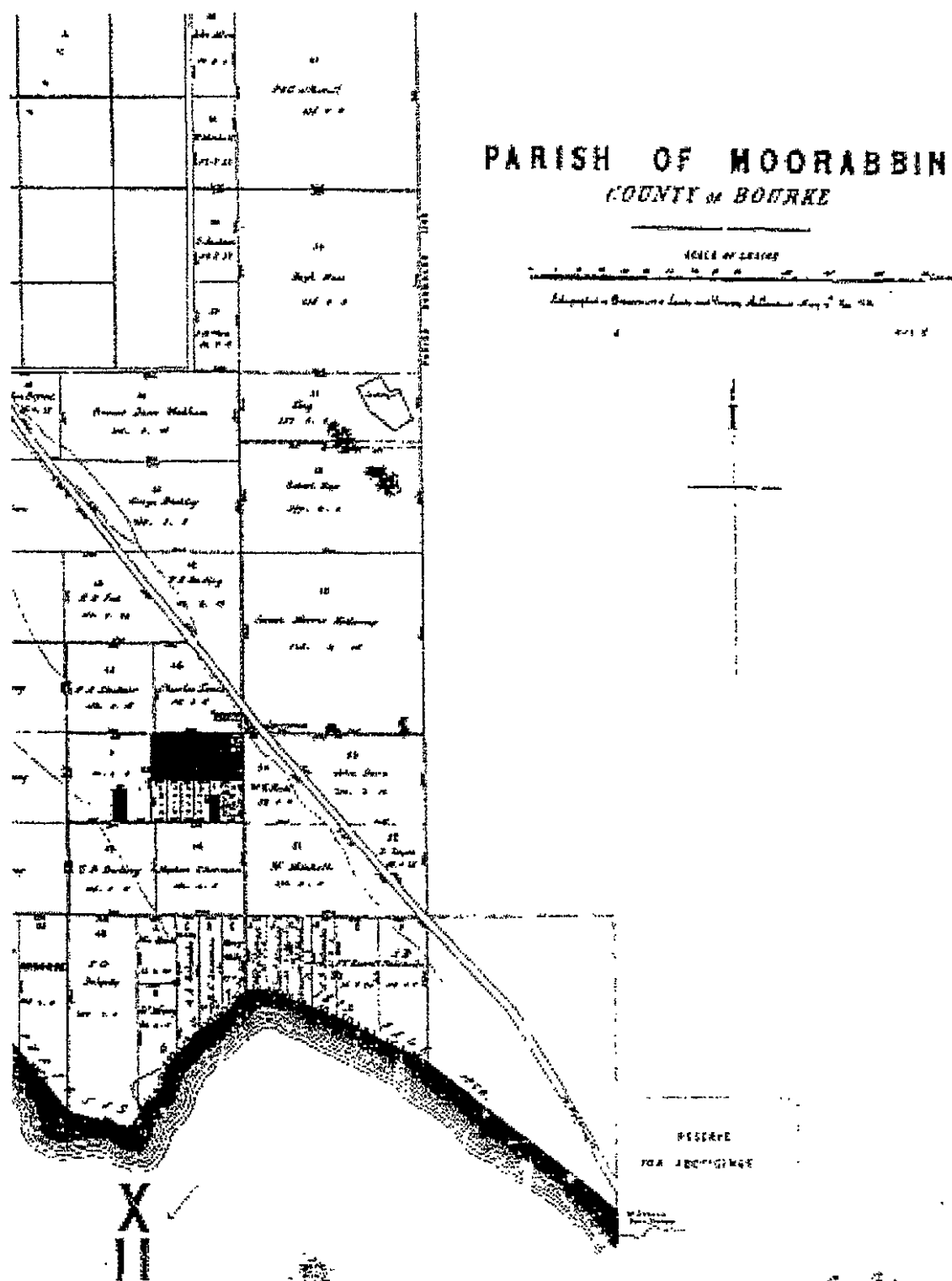
⁵ Broome, p. 27-8. In 1789, the second year of European settlement in Australia, a smallpox epidemic wiped out about half the Aborigines around Sydney and spread north and south, travelling from tribe to tribe into most of Victoria. Like smallpox, venereal disease also spread ahead of European settlement by furtive or violent contact with whalers and others. Ibid.

⁶ G M Hibbins, *A History of the City of Springvale: Constellation of communities*, Port Melbourne, 1984, p.6

⁷ In late 1839 Thomas estimated the Bunurong people comprised twenty-four families of eighty-three people. Only thirty-four were females, forty per cent of the tribe, and it may have been that this imbalance was the result of sealers' and wattle barkers' depredations at Western Port. Thomas also estimated that almost half of the tribe were under the age of twenty and that included nineteen under the age of ten. Between twenty and thirty years there were nineteen, and the same between thirty and fifty. Between twenty and thirty years there were nineteen, and the same between thirty and fifty. The numbers dropped sharply after four with between fifty and seventy, and one between seventy and eighty.

Hibbins, *ibid.*, p.16

⁸ *ibid.*, p.18



2.1 Aboriginal people dominated by white society

When the Aboriginal Protectorate came to an end in 1849 Thomas was appointed Guardian of Aborigines.⁹ Eight years earlier in 1841 he had gained eight hundred and twenty-two acres of land for the Bunurong people at Mordialloc around the mouth of the creek.¹⁰ Early in the 1850s Thomas organised a depot from which Mrs MacDonald distributed tea, sugar, flour, tobacco and an annual ration of blankets from the site of the present Mordialloc Primary school.¹¹

The 1840s had been a disaster for the Bunurongs, as also for the Victorian Indigenous people generally. Between 1839 and 1849 the population of the tribe and the Wurundjeris had shrunk from two hundred and seven to one hundred and four.¹² But the 1850s were worse. As a result of the discovery of gold in 1851, and the commensurate rush to the colony and demand by the newcomers for food, the Bunurong Reserve at Mordialloc was increasingly encroached upon.¹³ As a result of this encroachment, death and disease induced by alcoholism, the tribe's population was severely reduced so that in 1858 Thomas could count only fifteen surviving people from the tribe.¹⁴ In 1861 the Bunurong's reserve was included in the Mordialloc Farmers' Common.¹⁵ Part of the former reserve is now occupied by Attenborough Park Aspendale and no tangible links with this important phase of Kingston's history is known to survive.

Although the Bunurong people lost a tangible link to the land when the reserve was converted to a farmers common in 1861, another important link remained - a portion of burying ground. However in 1878 this too was lost to the tribe when the Land Department approved the construction of a mechanics institute on the site in October

⁹ Thomas held this position until 1859. In 1860 a Board for the Protection of Aborigines was set up. This board was replaced by the Aborigines Welfare Board (1957-1968). Ian Clark, 'Lands set aside by government for Aboriginal peoples in Victoria, 1837-1999' in *Place Names and Land Tenure - Windows into Aboriginal landscapes: Essay in Victorian Aboriginal History*, Beaconsfield Vic., 1998, p.77

¹⁰ Although the area was never formally gazetted as a reserve, it appeared on many maps of the area. Hibbins, p.47

¹¹ McGuire *Mordialloc.*, p. 28; Hibbins, p.37

¹² *ibid.*

¹³ *ibid.*, p.46

¹⁴ *ibid.*

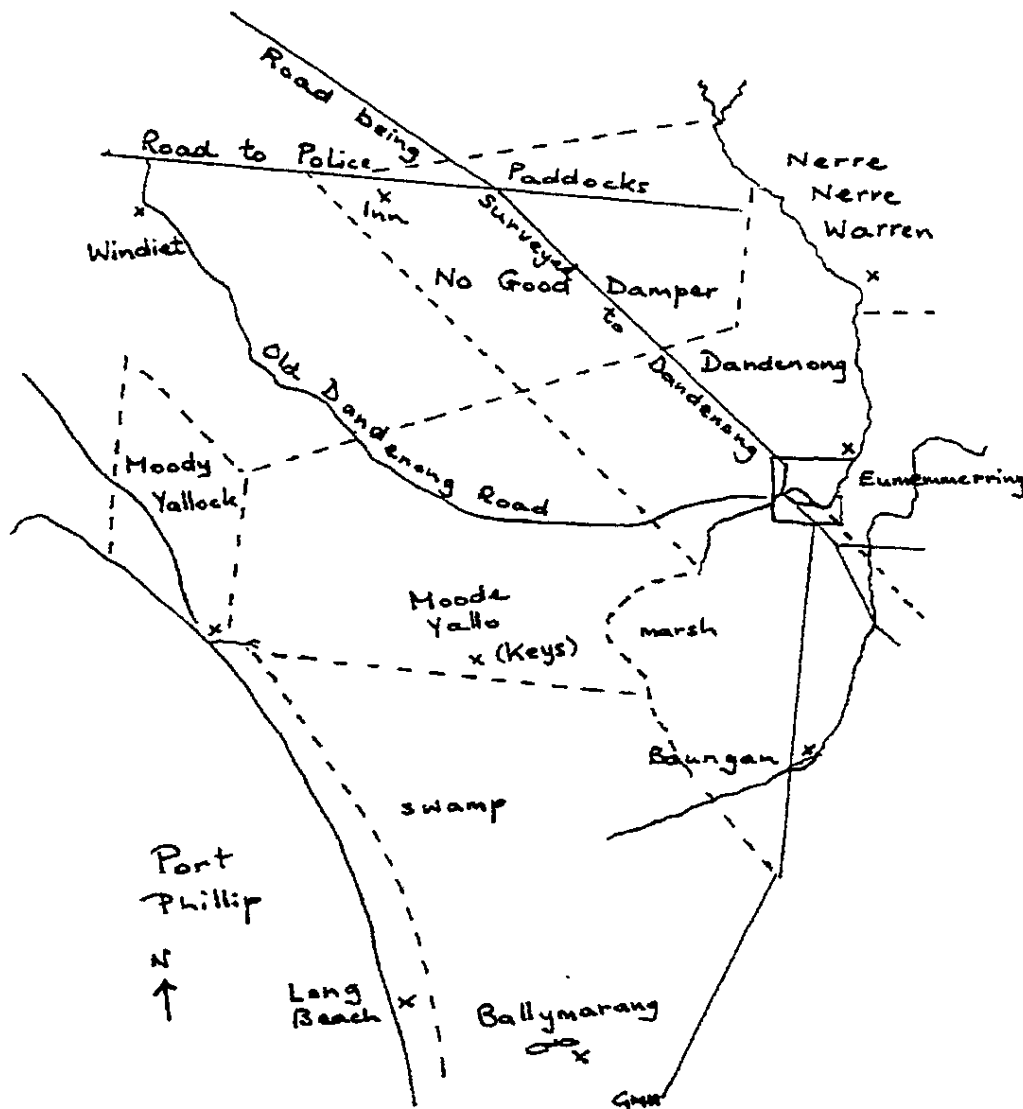
¹⁵ Subsequently renamed the Farmers' Common at Mordialloc and Moorabbin. For more information about the common see *ibid.*, p.48

1878.¹⁶ The site is now occupied by the Allan McLean Hall, the court house and other buildings in Albert Street Mordialloc. Whilst no evidence is known to survive of this phase of Kingston's development, a memorial in the Peter Scullin Reserve at Mordialloc is a reminder of the Bunurong people's link to the land [see section 10.2].



Memorial to the Bunurong people and Alexander MacDonald at Peter Scullin Reserve, Mordialloc. (Living Histories)

¹⁶ McGuire *Mordialloc*, p. 30



Squatters' runs with rough estimates of boundaries about 1852. Crosses indicate the likely location of the homesteads.

Source: G.M. Hibbins, *A History of the City of Springvale; Constellation of Communities, Port Melbourne*, 1984

3. Settling

3.1 Squatters & Pastoral Settlement

The first permanent settlers at Port Phillip were unauthorised trespassers on Crown Land, and their occupation was proclaimed illegal by Governor Bourke. But, instead of acting against the trespassers, which would have been futile, squatters were required to take out an annual license of £10.¹⁷

Whilst the size of the land claimed by squatters varied, the extent was usually restricted by the limit of stock allowed - four thousand sheep and five hundred cattle - and the area was not to exceed twenty square miles. Early squatters in the Port Phillip District generally put the bulk of their capital into sheep.¹⁸ Those who settled in the study area were typical and atypical. James Fraser was atypical. He chose cattle for his *Moody Yallock*, reasoning that the damp swampland where his run was located would encourage foot-rot in sheep, and would also incur the cost of shepherds.¹⁹ John O'Shannassy, like Fraser, ran cattle on his *Windeit* run.²⁰ Michael Soloman, on the other hand, was like most of the Port Phillip District's early squatters, and ran sheep on his land. In 1842 his *Moode Yallo* run accommodated one thousand, two hundred sheep, five hundred lambs, one mare and "one lot of fowls."²¹

Soloman's exact livestock details are known because he was unlucky. In 1842 he was declared insolvent and his run was taken over by the Beswicke brothers.²² Soloman's *Moode Yallo* was affected by drought, but drought also affected most of the Port Phillip District's early squatters. The first drought occurred in the 1839-40 season and caused a fall in sheep values, followed immediately by an economic depression which resulted in stations changing hands.

¹⁷ Squatters refused to comply with the license requirements of the 1836 *Squatting Act* until a Commissioner for Crown Lands was appointed. He arrived in 1838 and a stock tax was applied to finance the bureaucracy required by his appointment. Hibbins, p.22

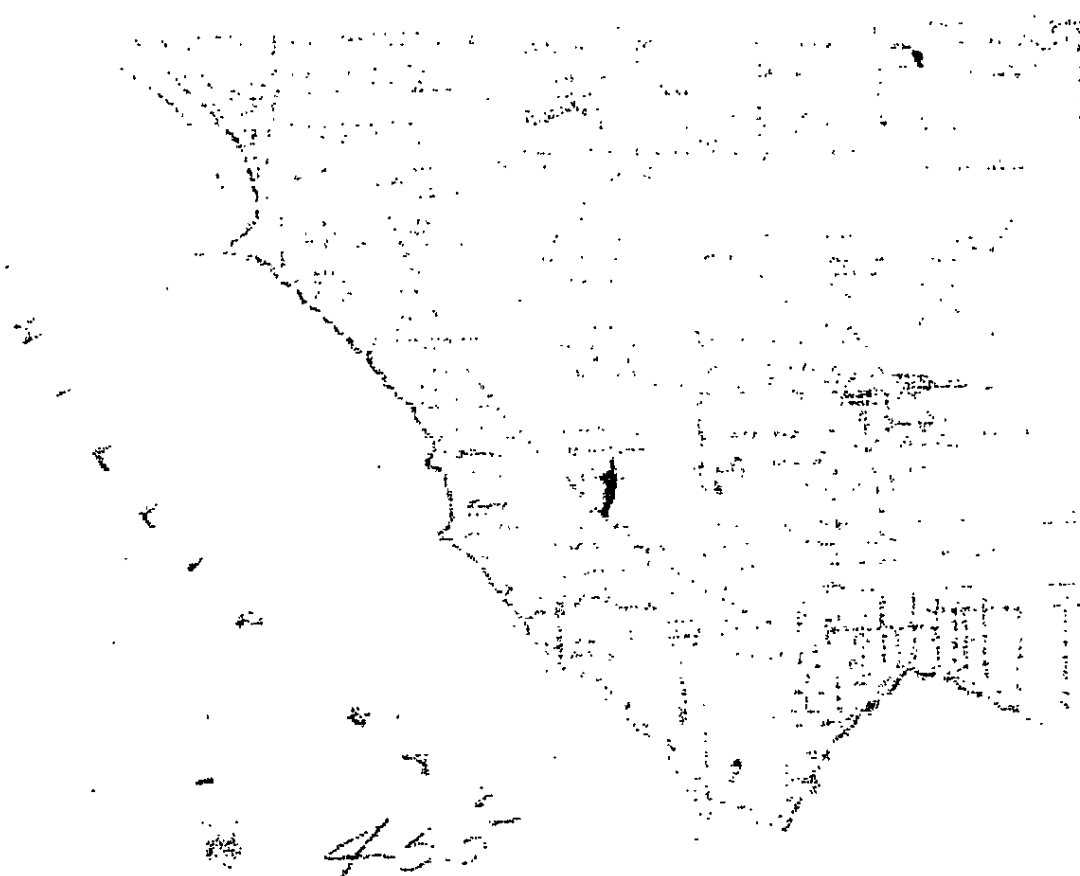
¹⁸ It has been estimated that the total number of sheep in the whole of the Port Phillip District in 1840 was 782,000, and the number of cattle 51,000. Margaret Kiddle *Men of Yesterday: A social history of the Western District of Victoria, 1834-1890*, Melbourne, 1961, p.65

¹⁹ Hibbins, p.22

²⁰ In 1840, 200 head of cattle were run on O'Shannassy's 5120 acres. McGuire *Mordialloc*, p. 6; Hibbins, p.31

²¹ Hibbins, p.29. Michael Soloman took up the *Moode Yallo* run in about 1840; John O'Shannassy his *Windeit* run in 1842. James Fraser had taken up his *Moody Yallock* run in 1840. *ibid.*, pp.22, 24 & 30.

²² Subsequently the run was leased by George Keys. *ibid.*, pp.29 -32



part of map 'Feature 455', dated 1852, showing the Parish of Moorabbin, the beginnings of Cheltenham and selectors' blocks, including Holloway's 'Two Acre Village'. King's station is in the top right hand corner. (source: Land and Survey Information Centre)

Of the four hundred and eighty-one people who held pastoral licenses in the Port Phillip District in 1840, fewer than half remained by 1845.²³ Between 1843 and 1846 all the runs in the study area changed hands.²⁴ So Michael Soloman was no exception.

Jonathan Parker was one of those who settled on land in the study area after the 1840s economic depression. *Mayfield* is built on Crown Allotment 2 of Section 23 in the Parish of Mordialloc, County of Bourke, on the land settled in 1855 by Parker. The

²³ Tony Dingle, *The Victorians: Settling*, McMahon's Point NSW, 1984, p27.

²⁴ Soloman's *Moode Yallo* was the Beswicke brothers in 1843, and passed on to George Keys in 1844; Fraser's *Moody Yallock* run was taken up by Alexander MacDonald, also in 1843; O'Shannassy's *Windeit* was taken over by the Kings in 1846. Hibbins, pp. 31-33

house on the site may incorporate parts of the residence constructed by Parker soon after his settlement in the area.²⁵



Mayfield 1999 (photo Living Histories)

The discovery of gold in 1851 greatly influenced settlement and land use in Victoria. Initially many left for the diggings, and some holdings changed from sheep to cattle to satisfy the great demand for meat by the increased population. But the long-term affects were more profound. The increased numbers who flocked to the new Colony of Victoria also brought with them expectations of owning land.

3.2 Settlers

Although the squatters who took up land in the Port Phillip District considered themselves to be pioneers, the government did not hold the same view and were not sympathetic to their claims of vast tracts of Crown Land.

Initially the Crown issued licenses to squatters, but in 1842 the system of land tenure was adopted and, in an effort to raise revenue for the new Colony of Victoria (declared

²⁵ Allom Lovell & Associates, "Mayfield", December 1999, p.1; Conversation Robyn Riddett, 14 December 1999. This site will require further investigation in Stage Two of the City of Kingston's Heritage Study.

in 1851), a series of land auctions were conducted. At the first of these auctions in 1852 speculator Josiah Holloway purchased six hundred and twenty-five acres of the former King brothers' run. He subdivided this into two acre lots for re-sale as market gardens.²⁶ Frank Le Page purchased land in Holloway's subdivision, called the 'Two Acre Village' (later known as Cheltenham), on the corner of Wilson and Bernard Streets in the 1870s, and developed a market garden. In 1876 a double-hipped timber cottage was built on what is now the site of the Le Page Gardens.²⁷ Timber cottages, possibly built by other settlers during this period, survive in Wilson and Argus Streets Cheltenham.



Bernard and Harriet Bluhm and children outside their Chesterville Rd house circa 1900. (source: William Bruton, *Local History Carrum to Cheltenham*, Bairnsdale, 1999)

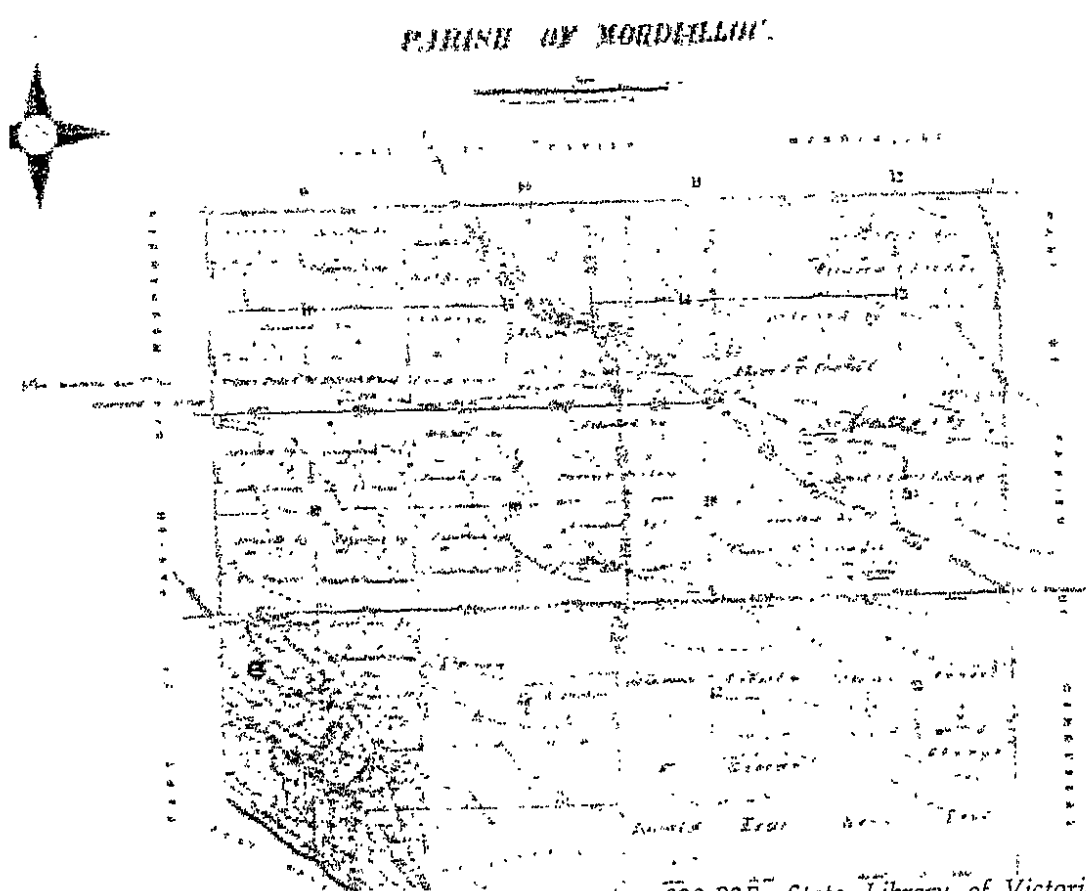
In the mid-1850s Alfred Tootal, the Keys family and Thomas Attenborough purchased land to the north-east of Holloway's subdivision. George and Mary Keys had migrated from Ireland under the bounty system in the early 1840s. By 1845 the Keys were able to lease land at Moodie Yallock, and in 1852 obtained a Crown grant for the land bounded by Edithvale, Wells, Hutton and Island (now Perry) Roads.²⁸ Thomas Attenborough,

²⁶ The Kings had been assigned part of O'Shannassy's *Windeit* lease in 1846. By 1855 the Crown had reclaimed most of their run, with the exception of the 640 acres surrounding their homestead.

²⁷ Three generations of the family were market gardeners. Everest, Frank's son, was also involved in the establishment of the Cheltenham Cream and Butter factory and the Cheltenham Co-operative Society. John Cribbin, *Moorabbin: A Pictorial History, 1862 - 1994*, Moorabbin 1995, p. 37

²⁸ Education Department of Victoria, *Vision and Realisation: A Centenary History of State Education in Victoria*, Vol. 3, 1973, p.341

who ran cattle on his land, constructed a brick home he called *Dingley Grange* (subsequently known as *The Grange*) and planted pine trees.²⁹

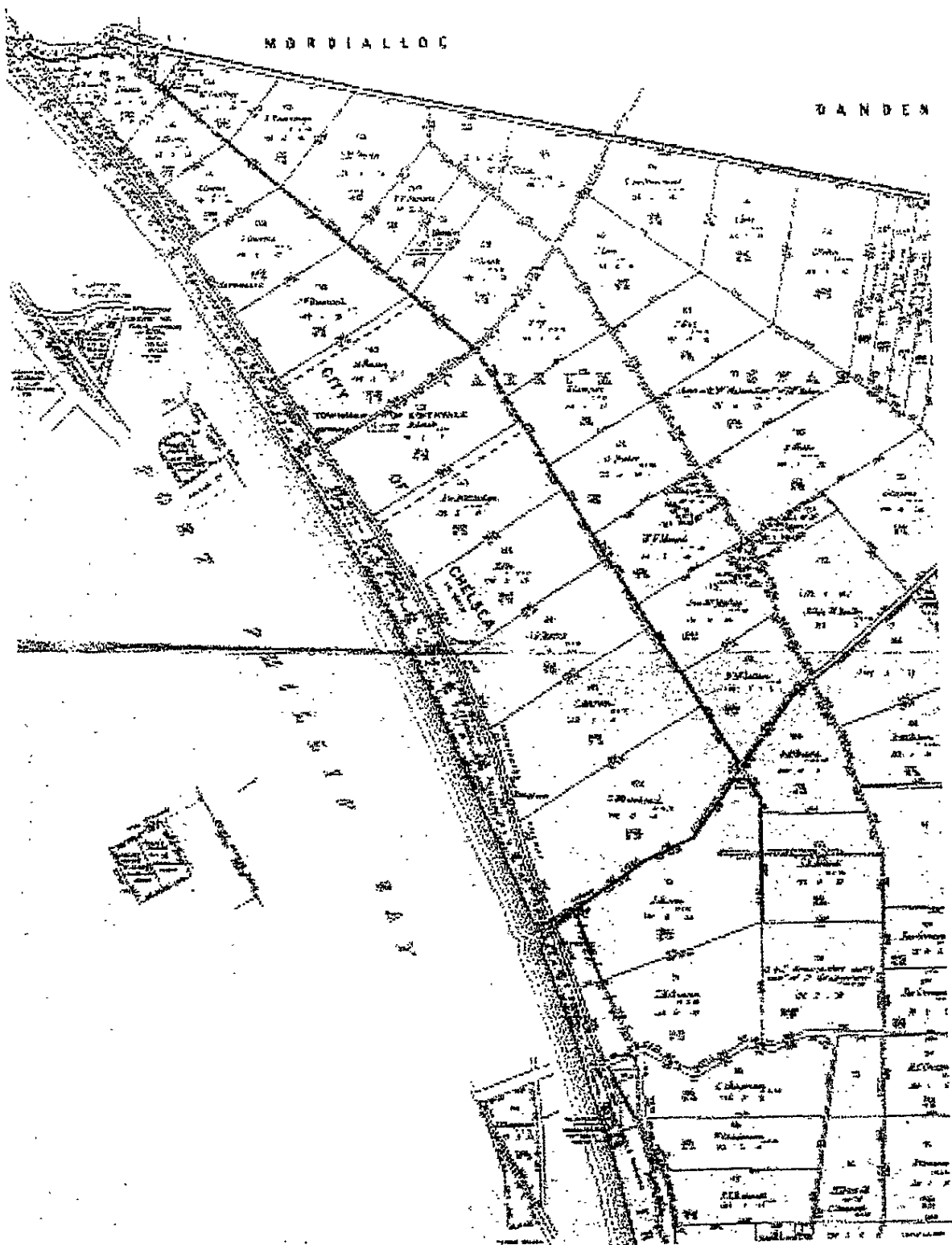


Selections in the Parish of Mordialloc, 1855. (map820.B3E, State Library of Victoria). The long track running through the centre is labelled 'track from Brighton to Dandenong'.

The 'Long Beach' run on the beach side of the Schnapper Point Road (Nepean Highway), now comprising Aspendale, Edithvale, Chelsea, Bonbeach and Carrum, was surveyed in 1865 and the land sold to market gardeners and those who developed commercial ventures servicing the district and travellers.³⁰ The 'Long Beach Run' had originally been part of Joseph Stewarts' squatting run. In 1852 it was transferred to James McMahon who obtained a pre-emptive right and built his Half Way House

²⁹ The house has been demolished and most of the pines were felled by Samuel Kingston after he purchased the property in 1911 Dingley Village Historical Society, *Dingley Village Chronology of Events 1770-1997*, 1997, pp. 18 & 22.

³⁰ Jill Barnard, MS.



Previous page: Part of Parish Plan, Parish of Lyndhurst showing selections at Chelsea-Carrum.

(Long Beach Restaurant or Long Beach Hotel), now the site of the Riviera Hotel.³¹

3.3 Selectors

The end of the gold rush period increased demand for closer settlement. A series of Land Acts in the 1860s attempted to satisfy both the squatters, who wanted a legal title to their holdings, and those who aspired to gain their own parcel of land. After 1898 a series of Closer Settlement Acts were introduced which, like the selection acts of the 1860s, attempted to break up the large pastoral estates.

The Carrum Swamp area was opened for selection under an 1867 land act which required the selector, as elsewhere, to reside on and 'improve' his land.³² This requirement was hard enough for most selectors who needed to, within a short period of time, build a house, clear and fence their land whilst simultaneously cultivating to ensure they would have sufficient funds to pay the lease. It was almost impossible for most of the Carrum selectors whose land was generally too wet.

Mark Young selected land at Edithvale. He had sold his business in Bourke Street Melbourne to gain the capital to develop the land, and to build a house for his family and himself, on one hundred and seventy-six acres in 1871.³³ By 1876 he had not fulfilled the residency clause of the act and was still living in Frankston where he worked as a licensed victualler. He complained to the Select Committee appointed to report on the Carrum Swamp that he, along with others, did not have "sufficient dry ground to build upon."³⁴ Mark Young still managed to spend over £1000, however, improving his land. Not so Edgar Pettit who had selected one hundred and eighty-two acres to the north east of Mark Young with the intention of growing willows. He complained that the land was:

*very wet and [he had] not had a chance to grow willows, much [less] reside.*³⁵

³¹ 'City of Chelsea Commemorative Council Meeting, 5 December 1994', n.p. This hotel is outside the study area.

³² For more information, see Hibbins, p.67 ff.

³³ Lyndhurst, County of Mornington Survey Map, Department of Lands and Survey, July 1947 "Report from the Select Committee on the Carrum Carrum Swamp", *Victorian Parliamentary Papers*, 1876, Vol. 1, No. 12.

³⁴ *ibid.*

³⁵ Lyndhurst, County of Mornington Survey Map., "Report from the Select Committee",

The land he selected now forms part of the Edithvale-Seaford Wetlands Environmental Area.

Of the fifty to sixty Carrum selectors about one third attempted to prepare their land for farming, but few succeeded in actually reaching the cultivation stage.³⁶ Those who did were far from pleased with the results. In the first year Robert Rusk, who had selected one hundred and ninety-four acres south of Edithvale Road and adjacent to Mark Young's selection, planted potatoes, peas and maize - all failed.³⁷ In the second year he tried again with potatoes, oats, barley, beans and onions - these crops were also a partial failure.³⁸

Most selectors did not live on their land. Although they constructed dwellings, like Mark Young they complained the land was too damp and lived elsewhere, either locally on freehold land or in Melbourne.³⁹ They pressed the Minister for Crown Lands to exempt them from the residency clause, and requested the self-imposed drainage tax be recognised as an 'improvement' to their allotments [see section 7.1].

Those with selections near the beach, such as Hugh Brown and James Nixon, seemed to fare better, growing a few acres of potatoes, oats, onions, turnips, carrots, peas and barley.⁴⁰ Hugh Brown settled on his land to the south of Mordialloc Creek in 1870 and named it *Pine Vale*. He planted an orchard and grew potatoes.⁴¹ He also planted a row of Monterey Pines, possibly as a wind break. It is possible that some of these pines remain today as a legacy of Hugh Brown's efforts and of Kingston's early development.⁴²

William and Annie Black purchased part of Mark Foy's selection at Chelsea.⁴³ The Blacks, like most, built a timber house. Portions of this house, which was built in 1899, still survive in Swanpool Ave Chelsea. Other houses survive to offer important

³⁶ Hibbins, p 69.

³⁷ Lyndhurst, County of Mornington Survey Map, Hibbins, p.68

³⁸ Hibbins, p.68-9; Lyndhurst, County of Mornington Survey Map.

³⁹ Hibbins, pp. 73-9

⁴⁰ *ibid.*, p.68

⁴¹ McGuire, *ibid.*, p.9

⁴² *ibid.*, p.11

⁴³ Mark Foy had originally selected two hundred acres in 1880 near the present Chelsea Railway Station. Lyndhurst, County of Mornington Survey Map, *ibid.*; *Chelsea Gazette* 11 May 1929, p.8

historical documentation of this early phase of development, including a timber cottage in Walkers Road Carrum.

The Closer Settlement Acts took over after 1898. These Acts, like the earlier Selection Acts of the 1860s, sought to break up the large pastoral estates which remained in the colony. They were applied to holdings in the area to the south of Braeside. The government purchased four hundred and sixty acres under the *Small Improved Holdings Act, 1906* and the sandy country was divided into ten and twelve acre allotments. But the land was poor and the settlers struggled, with many soon leaving their land. Some, however, stayed on and managed to establish market gardens and poultry farms.⁴⁴ *Kurraley* in Tootals Road is possibly an example, and also other timber houses in Old Dandenong and Kingston Roads Heatherton [see section 3.4].

3.4 Developing primary industries

Melbourne grew fast in the 1850s and provided a population demanding all sorts of grain crops, vegetables, fruit, meat, milk and animal fodder. The favourable market, coupled with the high price of land, accelerated a change which had begun in the late 1840s away from subsistence farming to the cultivation of market crops, and from general to specialised farming.⁴⁵ Initially it was the farmers closer to Melbourne who benefited from the colony's increased numbers.

The study area was well-beyond the town's five mile limit. With sandy soil ideal for drainage and reasonably close to Melbourne, it became a profitable market gardening, dairying and poultry farming district.⁴⁶ By the 1870s the area was beginning to develop as farming districts closer to Melbourne were converted to suburbs. People like William Bruton had developed their market gardens earlier, in the vicinity of Nepean Highway, and Frank Le Page on his land at Cheltenham (Holloway's 'Two Acre Village'). They were rewarded by the demands of the Melbourne market. Some timber houses, possibly from this phase of development, survive in Nepean Highway

⁴⁴ Context Pty. Ltd, 'Chain of Parks: Cultural Heritage: Historic Places Appraisal Report', December 1992, typed MS, p.6

⁴⁵ Weston Bate *The History of Brighton*, Melbourne 1962, p.160

⁴⁶ The 1850s and 1860s had been a struggle for inhabitants of the district as they battled drought and pestilence, and experimented in finding the crops and livestock most suitable for their land.

Highett, South Road Moorabbin, and Park Street Mordialloc as a reminder of the study area's history of settlement.



Market gardening family outside their Moorabbin home, circa 1900
(source Museum Victoria Photographic Archive)

Harry Bruton, William Bruton's son, drove their produce to the Victoria Market in a horse-drawn lorry, usually at night to gain early access to buyers.⁴⁷ He benefited from the tram plateways in transporting his produce. The plateways were a cheaper alternative to paved roads and solved the difficulties involved in transporting heavy loads through sandy and swampy terrain.

The Brighton Council installed a plateway in 1884 along Point Nepean Road, from the six mile post (near Asling Street) to the intersection of Bay Street.⁴⁸ The Point Nepean Road track was subsequently extended into Moorabbin with branches along Centre, Cummins, South, Wickham and Keys Roads. It was estimated that the total length of these plateways was about thirteen miles.⁴⁹

However the advent of rubber tyred motor trucks and improved roads, and consequently improved transport after the First World War, soon led to the abandonment of the steel plateways. The end came in 1934 when the Country Roads Board removed the south line of plates entirely, although it would seem that some remnant portions were relocated during a major reconstruction of Centre Dandenong Road.⁵⁰

⁴⁷ William Bruton, *Local History: Carrum to Cheltenham*, Bairnsdale Vic., 1999, pp xiii & 10

⁴⁸ Robert Green, 'Former Tram Plateway', Heritage Victoria, File No. 6051050

⁴⁹ The network was also used to transport nightsoil from the city and inner suburbs for disposal at the market gardens situated on the sand belt. *ibid.*

⁵⁰ *ibid.*

It was the new railway lines which helped make farming a paying proposition in the south of the study area. In 1902 one thousand two hundred tons of produce was estimated to have been transported from Carrum station each month alone - an indication of the intensity of farming in the locality.⁵¹ The loading bay at Chelsea Station, which allowed farmers to back their carts up to the station and unload their produce directly onto the platform, can still be seen from Station Street and is a reminder of the area's earlier source of income [see section 4.3].



Chelsea Railway Station, east side. Note loading platform for produce. (Living Histories)

As Melbourne's population continued to grow and transport improved some farmers found it more profitable to turn to other crops, and dairying also became a healthy industry in the area.⁵² Hugh Rigby ran a dairy farming at Carrum in the late 1890s, on the north side of McLeod Road, 'driv[ing] his cows to Joyce Street, behind Station Street, where they had their dairy.'⁵³ The Robertson brothers managed a dairy farm in Wells Road, and the Follett family acquired land abutting Attenborough's to the south in 1870 and established their dairy farm and market garden. Most who farmed small

⁵¹ Hibbins, p.125

⁵² Hibbins, p.194

⁵³ McGuire, *Chelsea*, p.51

holdings were like the Folletts. They ran mixed farms which included some dairying, market gardening rotated with cereal production, and it is likely, some poultry or maybe pigs. Milk from the dairies, like the vegetable and cereal crops, were carted to railway stations for freighting.⁵⁴ Although this primary industry has now been supplanted, the Dingley Park Dairy is a reminder of how important this primary industry remained in the area, until recent times.

Poultry became profitable, largely due to the demand for eggs. Thomas Dight and G Willey established poultry farms at Dingley in the late 1920s.⁵⁵ Again, they did not concentrate on a single product but also sowed oats, maize and millet for poultry feed.⁵⁶ Some too became involved in pig raising. At least one piggery was located on Nepean Highway in Cheltenham near the Royal Oak Hotel in the later decades of the nineteenth century, and another in Mentone.⁵⁷

Flowers were also cultivated. Robert Parker expanded his land-holdings west of Westall Road and developed the business he pioneered growing native heaths and boronias for the Victoria market.⁵⁸ Further north of Robert Parker, but still in the Westall area, the Saunders and Thornhills raised jonquils, heath and chrysanthemums.⁵⁹ Baguley Flowers and Plant Growers now carry on the tradition.

In the early decades of the twentieth century people began to lament suburbia's advance on market gardens. In 1923 an *Argus* reporter wrote: "At first glance there would appear not to be any close relationship between the existing house shortage and the prices of vegetables". He went on to say:

...investigation shows that the demand for suburban homes is very largely responsible for the enormously increased price of every class of vegetable. Up to 1914, although the extension of suburbs had commenced prior to that date, practically all the vegetables consumed in Melbourne were grown within a twelve mile radius of the general post office. Today it would not be an

⁵⁴ Later the can system was introduced and milk was collected daily from the farms. Hibbins, p.161
⁵⁵ Dingley Village Historical Society, *Dingley Village Chronology of Events 1770-1997*, 1997,

p. 28

⁵⁶ Hibbins, p.158

⁵⁷ *Cheltenham Leader* 21 October 1899.; & 2 March 1889, n.p.

⁵⁸ Context, op cit, p.6

⁵⁹ Hibbins, p.125

exaggeration to say that this source of supply has gone out of existence. In every instance the cause is identical. Land for homes was required and the areas devoted to market gardening became so valuable as building sites that the gardeners could not resist the offers of the speculators, and the land passed out of cultivation ...Carrum that at one time produced thousands of dozens of cabbages annually is now devoted to either building purposes or dairying and has entirely ceased to be a source of vegetables. ⁶⁰

It wasn't long before the suburban creep was affecting the whole study area. In 1932 a deputation of three hundred dairymen approached the Moorabbin Council to protest against its by-law prohibiting cattle grazing on unenclosed areas. They argued that dairymen were finding it difficult to make their businesses pay, and the necessity of renting unfenced paddocks to graze cows 'added considerably to [the farmer's] difficulties'. But their pleas and request to use the common was rejected by the Council who claimed the 'danger and nuisance of cows wandering after dark' caused greater problems. ⁶¹

After the Second World War improved road transport eroded the earlier advantage of close proximity to markets. The area's sandy soil, although still good for drainage, required more and more fertilisers to maintain high production levels. ⁶² Greater educational opportunities were also offering greater choices to the sons and daughters of farmers, who were now tempted to follow other careers than those of their parents. The population explosion in the second half of the twentieth century, and commensurate suburban expansion, was the final factor resulting in the subdivision of farms.

Nevertheless, some tracts of land, particularly to the east in the Heatherton and Clarinda areas, as also surrounding Moorabbin Airport, have survived the onslaught, and market gardening and flower cultivation continues. A number of houses survive in these areas too, and document the growth of primary industry in the study area; an important one in the history of the study area. It was during this phase that the urban infrastructure which occurred later was set down, and the nuclei for suburbanisation

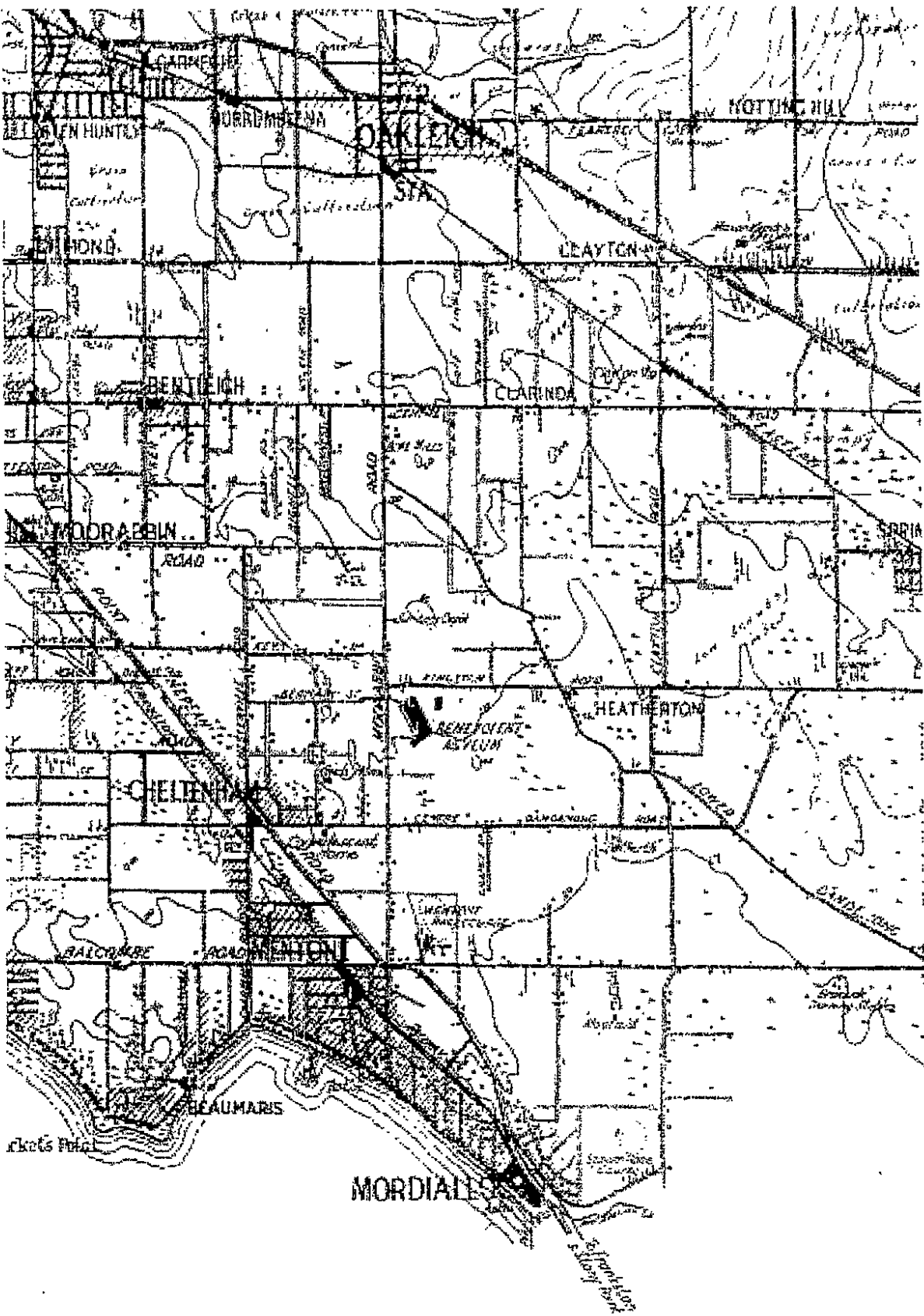
⁶⁰ *Argus*, 24 January 1923, p.11

⁶¹ *ibid.*, 3 August 1932, p.10

⁶² Hibbins, p.194

created. Timber houses continue to exist in Spring Road Dingley; in Old Dandenong, Kingston and Heatherton Roads Heatherton, as well as a precinct in Pietro Street Heatherton.

Map next page: Miscellaneous Defence Map/125 , 1913, (Land and Survey Information Centre). This 1913 map shows how rural the Kingston area still was in 1913, with development hugging the railway line and coast. Farmhouses are shown as scattered dots. Note features such as Braeside, Mayfield, Epsom and Mentone racecourses. The Benevolent Asylum and Order of the Holy Name Girls' Home are also featured, as is the Sanitary Depot.



4. TRANSPORT AND COMMUNICATION

4.1 Roads, Routes and Stopping Places

Major roads through the City of Kingston reflect the very earliest tracks used by early white settlers to travel to and from their pastoral stations to the centre of the colony in Melbourne. The Nepean Highway (as we now call it) now acts as a thread running from north to south through the city of Kingston and it was one of the very earliest routes used by squatters on the Mornington Peninsula to travel to and from Melbourne, via Brighton. Because the destination of the road was, in the early days, the sheep and cattle stations located on the Mornington Peninsula, it was variously known as the Arthurs Seat Road, the Cape Schank Road, the Point Nepean Road, the Schnapper Point (Mornington) Road or the Nepean Road and it is shown on maps drawn as early as 1841 following much the same route as it does today from Brighton, through Cheltenham and then on to Mordialloc, from which point it ran parallel with the coast because of the limitations to travel imposed by the Carrum Swamp [see section 7]. The ribbon of road stretching through the municipality was an important impetus to the development of little communities along its course. Travellers using the route required rest and sustenance for both themselves and their horses and a number of inns, the precursors of hotels, sprang up along the route at locations that later became the nuclei of small townships, such as Cheltenham, Moorabbin and Mordialloc.

Georgiana McCrae, travelling by horseback from Abbotsford to her new home at Cape Schank in 1844 wrote that the party:

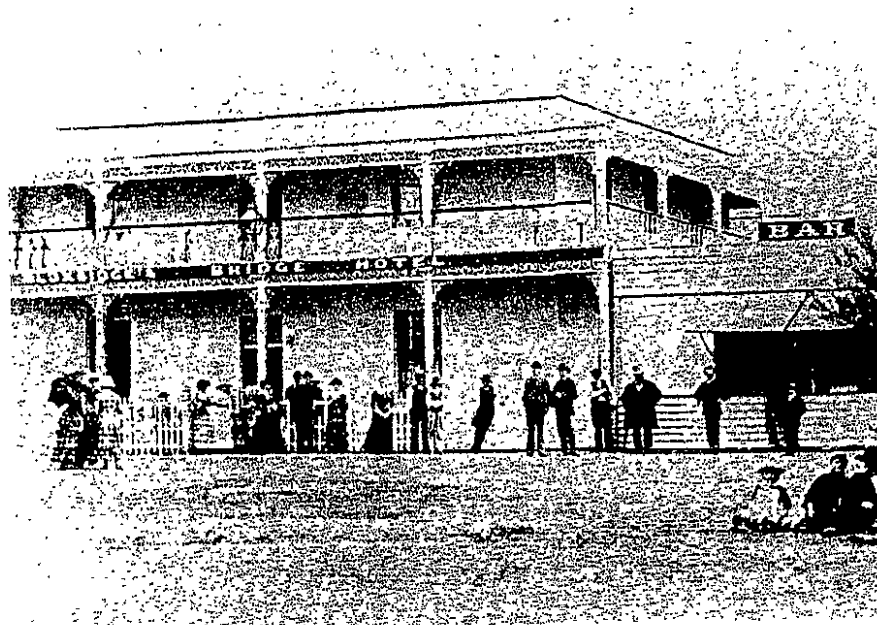
*Cross[ed] the Yarra by Palmer's Punt to Glenferry, then across the scrub nine miles to Brighton Road.... Got to Fleming, the blacksmith at seven pm. Had tea there, and waited for the moon to rise, then stretched away for Mordialloc, going at a sober pace and arriving at the Travellers' Rest, eleven pm.'*⁶³

The Travellers' Rest, like many of Victoria's early hotels, was located at a convenient stopping place for travellers, the Mordialloc Creek. Another traveller, Richard Howitt, also passed it in 1843 and described it as the 'Traveller's Home'. It was near Major Fraser's squatting homestead on the Mordialloc Creek. Howitt recalled that it was a:

⁶³ Hugh McCrae(ed), *Georgiana's Journal, Melbourne 1841-1844*, 1934, Melbourne, (2nd ed. 1966), p. 124

*rural inn...kept by David Calderwell, a place fortified within , with store of good wine, and without, a bold demonstration of inward doings, with empty bottles , the house being almost buried in them, piles upon piles.'*⁶⁴

The squatter who took over Major Fraser's run at Mordialloc, Alexander MacDonald, is said to have replaced the 'Traveller's Rest' with the Mordialloc Hotel, which he built in 1853, on 50 acres of land he purchased by pre-emptive right.⁶⁵ This early hotel was on the site of the present Mordialloc Hotel. The Bridge Hotel was built by William Coleman, another local purchaser of land, in 1866. He replaced it with a solid bluestone building in 1870-71. The central portion of the Bridge Hotel today is still believed to be the 1870-71 building.⁶⁶

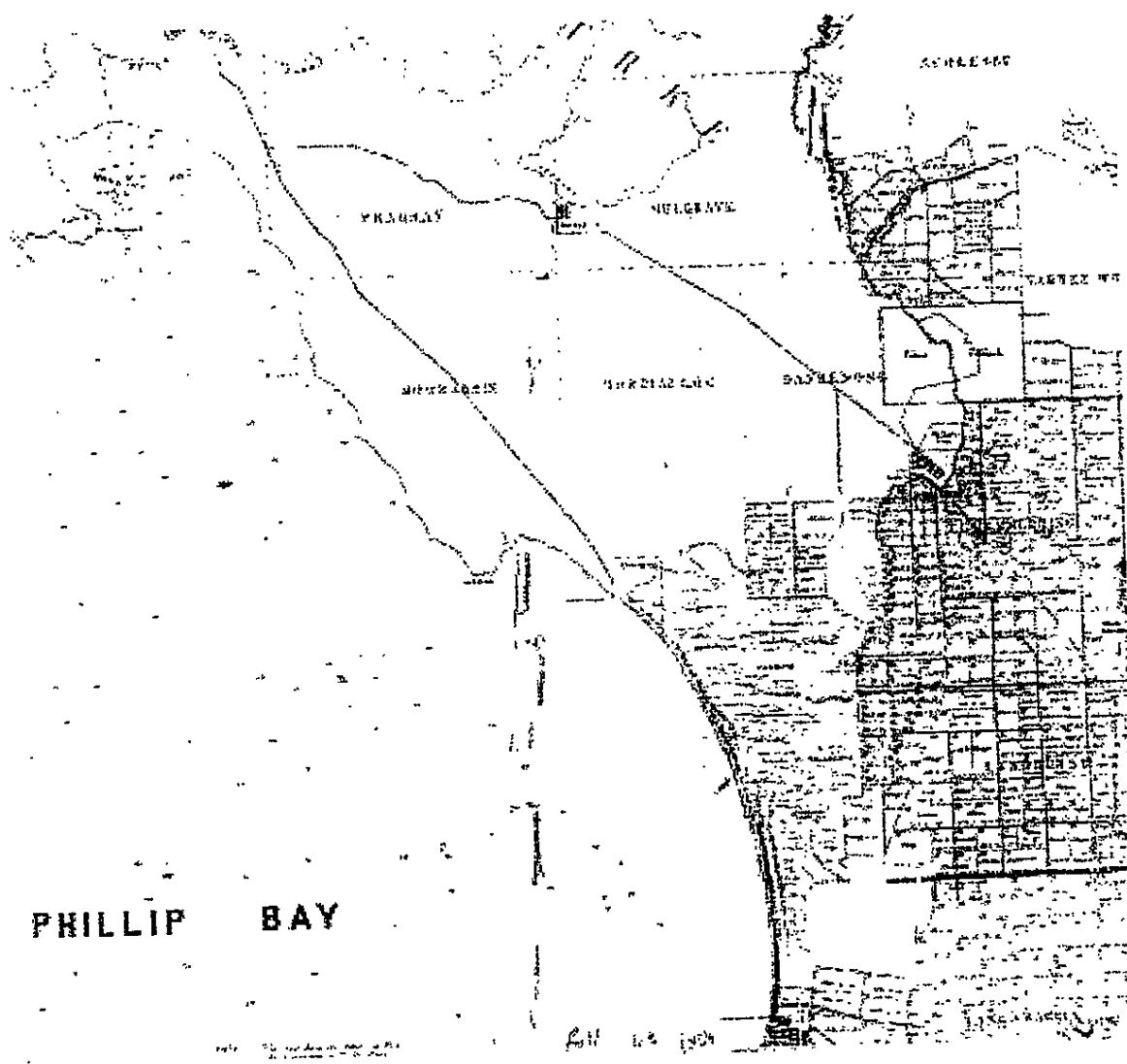


The Bridge Hotel, Mordialloc, 1903. (source Frank McGuire, *Mordialloc The early days, Mordialloc*, 1985)

⁶⁴ Richard Howitt, *Impressions of Australia Felix*, quoted in McGuire, *Mordialloc* , pp. 6-7

⁶⁵ *ibid* p.15 After 1848, the Pre-emptive Right system allowed squatters to purchase up to 640 acres of their runs before the land was made available for purchase to selectors.

⁶⁶ McGuire, *Chelsea, A Beachside Community*, p. 7



Roll Map 113 (Lands and Survey Information Centre) is dated 1858. It clearly shows what became the Nepean Highway and Dandenong Road.

Further back towards Melbourne, another convenient stopping place was located at Cheltenham, where Charles Whorral built the Cheltenham Inn on the corner of Centre Dandenong and Snapper Point (Nepean Highway) Roads early in the 1850s. By 1864 it was known as the Cheltenham Hotel.⁶⁷ In the early 1850s another hotel was built half a mile beyond the Cheltenham Hotel. William Bruton recalled that Mr McEwan built the Armagh at the junction of the Main Road and Moorabbin Roads. The name of the hotel

⁶⁷ see map MX11 'Parish of Moorabbin, Dendy's Special Survey and Reserve for Aborigines', 1864, Land and Survey Information Centre

was later changed to the Royal Oak.⁶⁸ As the Royal Oak now stands on the corner of Oak Avenue and the Nepean Highway, it is possible that Bruton was confused, or the hotel was actually moved when it was rebuilt. Another early hotel on the main road at Cheltenham was the Exchange Hotel, the original building of which is said to be incorporated in what is now the Tudor Inn on the same site in Cheltenham.⁶⁹ From 1866 passengers travelling by coach from Melbourne to the Mornington Peninsula changed coaches at this hotel.⁷⁰ At Moorabbin, the Plough and Harrow Hotel was certainly on the Nepean Road in 1872, when a correspondent for *Melbourne Punch* stopped there en route to Mordialloc.⁷¹ The Plough and Harrow stood just outside the present City of Kingston, on the north-east corner of the Nepean Highway/South Road intersection. A hotel still stands on the site.

Although early travellers made their own way along the dusty road from Melbourne to Mornington, by the 1860s, a coach provided transport from Bourke Street Melbourne to Mornington. An alternative, suggested by H. Thomas in 1869, was to take the train from Melbourne to North Brighton (this station was opened in 1859) and the coach from there.⁷²

From the 1850s Road Boards were created in various districts throughout Victoria. The forerunners of municipal councils, they were responsible for levying tolls or rates to improve major roads that ran through their districts. The Moorabbin Roads Board, which covered Moorabbin, Mordialloc and Sandringham, was proclaimed in 1862. It had jurisdiction over the Point Nepean Road within its territory. The section of the road between Mordialloc and Frankston was under the jurisdiction of the Mount Eliza Roads Board, but by 1863, the Main Roads Board took responsibility for constructing the road between Mordialloc and Frankston.

Effective use of the Nepean Road meant that a bridge had to be erected over the Mordialloc Creek. Early users of the road had crossed the creek at low tide. In 1853 the Victorian Government called for tenders from contractors to construct timber bridges

⁶⁸ Bruton, p.71

⁶⁹ information re: the Tudor Inn incorporating the original Exchange Hotel gathered from personal comments at a Community Consultation held at Cheltenham

⁷⁰ Tom Sheehy, *A Shire Preceded Three Cities*, Moorabbin, 1965, p.18

⁷¹ *Melbourne Punch*, October 31, 1872, p.139

⁷² H. Thomas, *Guide for Excursionists from Melbourne*, 2nd edition, 1869, no page numbers

over the Mordialloc and 'Cannonuke' Creeks on the Point Nepean Road. Progress on construction of the bridges appeared to be slow, as they were still being built a year later.⁷³ The timber bridge over the Mordialloc Creek was replaced by a new bridge in 1919. The creation of the Patterson River [see section 7] necessitated the building of another bridge in 1879.

It was not until 1924 that local councils were relieved of the burden of maintaining major highways such as the Nepean Road, which was not renamed the Nepean Highway until 1947.⁷⁴ From that time the Country Roads Board became responsible for the Nepean Highway. In the 1960s the Country Roads Board began the task of duplicating the highway.⁷⁵ The process involved the removal of some buildings and altered the configuration of intersections and streetscapes at many points, such as at the corner of South Road and the Nepean Highway.

Another early squatters' route that wound its way through part of the present City of Kingston was the track that eventually became the Old Dandenong Road. Like many such tracks, it wound its way between squatters' homesteads, allowing travellers to stop and rest at convenient points. It had apparently been established by Bourke, an overseer in the employ of squatter Alfred Langhorne, in 1837, when he tied a small tree to the back of his dray as he made his way from Dandenong back to Melbourne for supplies. An inn, 'The No Good Damper Inn' was established on the road by 1840⁷⁶ and the road, for a while, was known as the 'No Good Damper Road'. By the 1850s a more direct route to Dandenong, now the Princes Highway, was surveyed but the Old Dandenong Road remains a reminder of how early tracks led from homestead to homestead, often having to meander a little to bypass natural hazards such as swamps.⁷⁷

⁷³ *Victorian Government Gazette*, October 12, 1853, p.1539 and October 27, 1854, p.2393

⁷⁴ McGuire, *Chelsea, A Beachside Community*, p.48

⁷⁵ Country Roads Board - *Victoria 1913-1963, Fifty Years of Progress*, Melbourne, 1963, p.21

⁷⁶ Hibbins, p.23

⁷⁷ There seems to be no evidence left of squatters' homesteads, such as the King's Windiet hoemstead, which is presumed to have been located on the No Good Damper Road. See Hibbins, p.30 and Context1, , op cit

4.2 Coastal Trade and Travel

Coastal settlements were often connected to Melbourne and to other centres by sea, although sea transportation at Mordialloc and Mentone seems mainly to have been connected to fishing and tourism. It has been suggested that a small jetty was built at Mordialloc in the 1850s⁷⁸ and this may have been privately -built and used by local fishermen. The responsibility for building jetties and piers in colonial Victoria rested with the government and it was not until 1869 that the Victorian Government advertised a contract to construct a jetty at Mordialloc. The jetty was still being constructed in 1870.⁷⁹ It is believed that the jetty was extended in order to unload material used in the construction of the railway line to Frankston in the early 1880s.⁸⁰

Bay steamers became a popular method of travel, particularly for tourists and excursionists, between Melbourne and the Mornington Peninsula in the late nineteenth century. By 1880 two steamers, *Williams* and *Queenscliff*, brought visitors to Mordialloc Pier during the summer months.⁸¹ From the 1880s, *The Ozone* regularly carried passengers, mostly tourists or excursionists, between Melbourne and Queenscliff and Melbourne and Mornington. The *Hygeia*, launched in 1890, and the *Weeroona*, launched in 1910, followed the same route and stopped at Mordialloc pier.⁸²

The seaside resort of Mentone, which was developed in the 1880s, boasted a pier from 1891.⁸³ A description of Mentone in 1901 mentions the 'new pier'.⁸⁴ The pier was due to be demolished in 1959, but was virtually destroyed by a storm before demolition began. The remnants of the pier were removed in 1963.⁸⁵

⁷⁸ The Marvellous Mordialloc Heritage Tour mentions that a pier was built here in the 1850s, but offers no source for this information

⁷⁹ *Victorian Government Gazette*, December 17, 1869, p.1996 and January 14 1870, p. 54

⁸⁰ Philip and Margaret Bennett, *Marvellous Mordialloc Heritage Tour*, Mordialloc Historical Society, nd, no page numbers

⁸¹ *Victorian Municipal Directory*, 1880

⁸² Philip and Margaret Bennett, op cit

⁸³ information panel re: Beach Scenes, Mordialloc and District Historical Society, Laura and Charles Ferguson Museum, Mentone

⁸⁴ *Victorian Municipal Directory*, 1901

⁸⁵ Margaret Bennett, *A Heritage Tour of Mentone*, City of Mordialloc Historical Society, nd, no page numbers. Date of final removal of the pier was given by Graeme Whitehead in a personal communication.

The small Chelsea Pier, which still exists, was erected in the late 1920s in conjunction with a storm water drain to assist in the drainage of the Carrum Swamp.⁸⁶



A steamer off Mentone Pier circa 1925. (Museum Victoria Photographic Archive)

4.3. Railways

Victoria's rail network began in the 1850s, with the first tentacles of a railway network stretching out from inner Melbourne to the inner southern suburbs and to Geelong, Bendigo and Williamstown. Many of the early private lines were built and operated by private companies, but by 1880 all lines had come under the umbrella of the Victorian Railways. By the 1880s it seemed to be universally accepted in Victoria that railways brought development and prosperity to an area and were essential services to which every part of the state was entitled.⁸⁷ By 1879, when the railway line between South Yarra and Oakleigh was completed, the Gippsland railway line ran just to the east of the present City of Kingston, and, from 1881, the train to Dandenong began stopping twice daily at Clayton (then called Clayton Road) Station. The only railway station on the Dandenong line that is within the present City of Kingston is Westall Station, which was not opened until 1959.

From 1859 travellers could join a train to Melbourne at North Brighton Station, but it was the extension of the line from Caulfield to Mordialloc in 1881 that is credited with stimulating development of communities from Bentleigh, through Moorabbin, Cheltenham, Mentone and Mordialloc. When the line to Mordialloc opened on 19 December 1881, it included stations at Glenhuntly (then called Glenhuntly Road), Ormond (North Road), Bentleigh (East Brighton), Moorabbin (South Brighton) Highett (Highett's Road). Cheltenham, Mentone (Balcombe's Road) and Mordialloc. Station

⁸⁶ Ron Jacobs, personal communication at Chelsea Community Workshop

⁸⁷ Graeme Davison, 'Public Utilities and the Expansion of Melbourne in the 1880s', in J.W. McCarty and C.B.Schedvin, *Australian Capital Cities Historical Essays*, 1978, p.89

houses were not finished in time for the opening. Mordialloc's station house, for instance, was not constructed until the following year. The temporary buildings at Mentone Station were not replaced until 1900.⁸⁸ Parkdale Station, originally known as Parkers Road, did not open until 1920. Some of the original station houses have been removed this century. Moorabbin Station, for example, was replaced by a more modern building when the railway line was placed under the Nepean Highway in the 1950s.⁸⁹ Mordialloc Station house is still representative of the 'cottage' style in which all the 1880s station houses along the line were built.

The railway line was extended to Frankston in 1882. Carrum was the only station opened on this stretch at that time. It served the needs of Carrum Swamp farmers. Other stations opened according to demand. For instance, Aspendale Station opened as a platform servicing the Aspendale Racecourse in 1891, the same year that the racecourse opened. In 1907 Chelsea Station opened, initially just as a flag station, where intending passengers 'flagged down' the train. As with Aspendale Station, Chelsea Station was opened because of pressure from local development interests, in this case local subdividers, who encouraged local farmers to contribute to the cost. Edithvale Station opened in 1919 and Bonbeach Station in 1926.

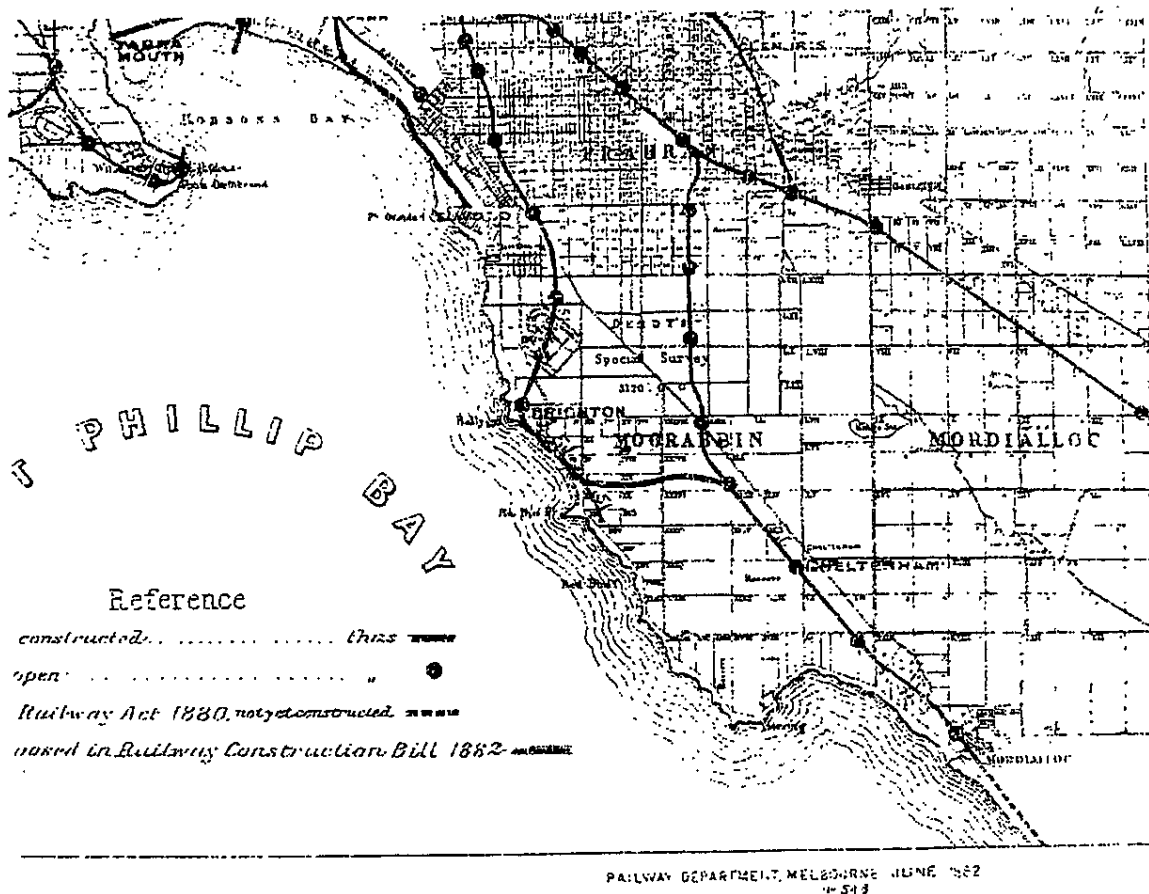
The arrival of the railway did help to stimulate residential and commercial development in certain areas around newly-opened stations. At Mentone, following the opening of the station, landboomer Matthew Davies and his brother, Joseph, developed the resort subdivision of Mentone, building the Coffee Palace and Mentone Hotel. At Mordialloc, only a few months after the opening of the station, the *South Bourke and Mornington Journal* proclaimed that

*the opening of the railway to Mordialloc has caused houses to spring up like mushrooms . Ground which a couple of years ago was a dreary waste, is now transformed into streets and fenced-in allotments, many of which are built upon, and some v ery presentable business places seen in the main street.'*⁹⁰

⁸⁸ McGuire, *Mordialloc*, *The Early Days*, p.52

⁸⁹ Cribbin, p.77

⁹⁰ quoted in Hibbins, p. 81



Rail Map 98 'Melbourne and Suburban Lines 1882' (Land and Survey Information Centre). The rail line between Sandringham and Cheltenham was proposed at the time but never built.

In the early years of the twentieth century the railway line, coupled with the increasing popularity of seaside holidays in Victoria, boosted the population, both temporary and permanent, of the Chelsea to Carrum district. While many users of the railway line were weekend and summer campers, by the second decade of the twentieth century, many people were building permanent homes in the district and using the train line to commute to work elsewhere.⁹¹ Figures given for the annual number of train journeys from stations between Mordialloc and Frankston in the first decades of the twentieth century showed a phenomenal growth in the number of passengers using the line.

⁹¹ Royal Commission on the Housing Conditions of the People in the Metropolis and in the Populous Centres of the State, First Progress Report', in *Victorian Parliamentary Papers*, 1915, Vol. 2, p.1485

<u>Station</u>	<u>No. of Passengers</u>	<u>No. of Passengers</u>
	<u>1904/5</u>	<u>1913/14</u>
Mordialloc	113,197	324,209
Aspendale	5,976	125,534
Chelsea	not opened	154,711

92

Even at Parkdale, where the railway station opened in 1920, land subdivision and sales of residential blocks began in earnest, first on the beach side of the railway line and then on the Nepean Highway side in the 1920s.⁹³

Railway stations not only fostered residential settlement of land, but also commercial development, particularly around railway stations. John Cribbin has pointed out that after the Cheltenham Railway Station was opened, the commercial centre of Cheltenham shifted from the old village nucleus on the Nepean Road (now Highway) to Charman Road. Prior to 1880 there had been only one shop in Charman Road.⁹⁴

The railway line also provided an access point for the transportation of local produce to markets within the metropolitan area. Fishermen at Mordialloc, who had once had their catch transported by wagon to the city, used the train once the line had been opened. Farmers on the Carrum Swamp transported produce from Carrum and later Chelsea Stations. J.H. McCarthy, who worked at Chelsea Station in the summer of 1908 remembered that at Carrum Station *'tons of potatoes could be seen stacked on the platform waiting despatch and much other farm produce was received.'*⁹⁵ Long-time residents of Chelsea remember produce also being loaded at Chelsea Station, where there is still evidence of a loading siding on the up-side of the platform.

⁹²*ibid*

⁹³ Norman Thomas, 'Landsales in Parkdale', typescript, circa 1970s.

⁹⁴ Cribbin, p. 77

⁹⁵ J.H. McCarthy, 'Fifty Years with the Victorian Railways and Other Observations', p. 3



Mentone Station 1999 (Living Histories)

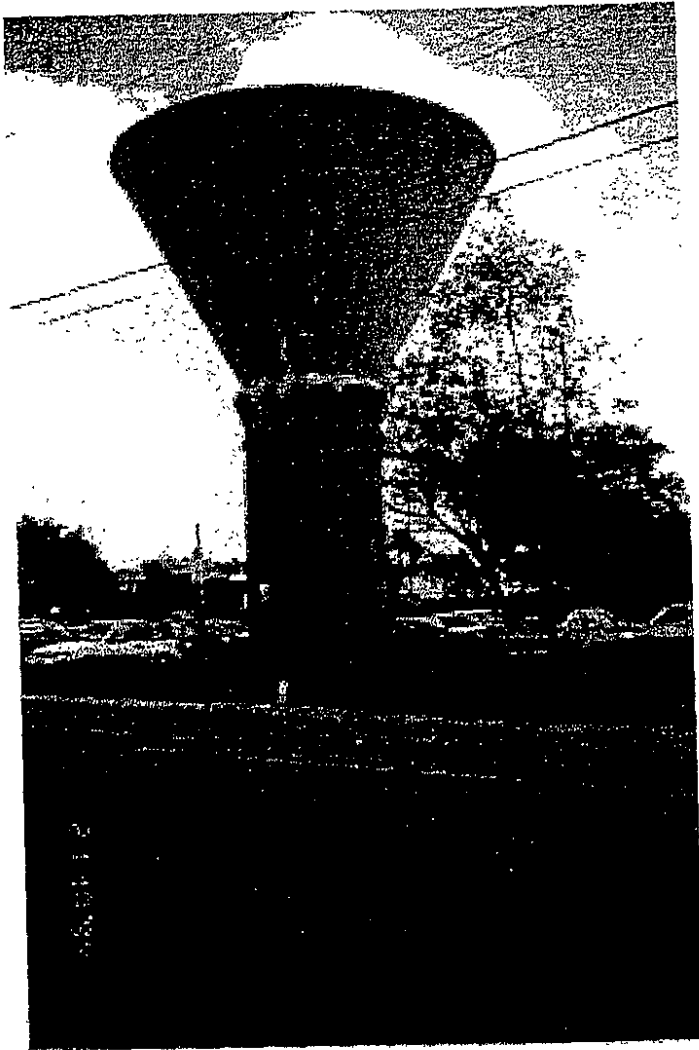
The sand-mining industry also made use of the Frankston railway line. Between 1890 and 1953 there were several sidings opened for the sand-mining industry, including Australian Glass Manufacturers' siding, which was located near Breeze Street, Carrum.⁹⁶

The railway line to Frankston was duplicated in 1888 and converted to an electric line in 1922. A relic of the steam engine days is still to be found at Mordialloc Station, where a reinforced concrete water tower, built in 1910, still stands, although two earlier wrought iron tanks have been removed.⁹⁷ An ornate electricity sub-station located on the railway reserve at Mentone is a reminder of the effort it took to electrify Melbourne's suburban lines. With the spread of the use of motor cars in the post World War Two years, alterations were made to some level crossings so that road traffic would not have to suffer constant interruptions by trains. At Moorabbin the level crossing on the Nepean Highway was removed when the railway line was moved underground in 1958-9.⁹⁸

⁹⁶ McGuire, *Chelsea, A Beachside Community*, p. 45

⁹⁷ McGuire, *Mordialloc the Early Days*, p. 50

⁹⁸ Cribbin, p. 148



Water Tower, Mordialloc Railway Station (Living Histories)

Some 'railway tracks' in Kingston were not left there permanently or were planned, but never eventuated. The Brighton Railway Line was extended from Brighton Beach to Sandringham in 1887. In the early 1890s the Victorian Railways Commissioners proposed an extension of this line from Sandringham to Cheltenham.⁹⁹ The line never materialised, but between 1888 and 1914 a horse tramway ran between Sandringham, Beaumaris and Cheltenham, though there does not appear to be any existing evidence of this.¹⁰⁰

⁹⁹ Graeme Davison, 'Public Utilities and the Expansion of Melbourne in the 1880s', p. 92
¹⁰⁰ Sheehy, *A Shire Preceded Three Cities*, p. 26

Another short-lived tramway, a narrow gauge line, was installed to carry building material between Cheltenham Station and the Melbourne Benevolent Asylum (now Kingston centre) while it was being built between 1909 and 1911.¹⁰¹ The narrow gauge line ran from Cheltenham Station along Park Road and then down Centre Dandenong Road to the Benevolent Asylum. It was removed in 1910.¹⁰² The market gardeners' plateways, which are discussed in section 3, were in use far longer than this narrow gauge line.

4.4. Aviation

Moorabbin's name became inextricably linked with aviation with the decision by the Commonwealth Civil Aviation Department to establish an airport here in 1946. In reality, the airport, which was opened in 1949, is situated between Heatherton, Cheltenham and Mentone, rather than Moorabbin. Although for a while it was claimed to be 'Australia's busiest airport',¹⁰³ the airport's main role has been for training pilots and as a base for small commercial freight aircraft. It has also been a significant employer of local people.

The airport was built on land that had hitherto been used for market gardening. Ironically, though the siting of the airport here meant the loss of these market gardens, it has also meant that a significant arc of land around the airport has been preserved from intensive residential development because it is situated within the flight path of planes using the airport. Thus market gardens (and golf courses) can still be found in the vicinity of the airport at Heatherton. In 1989 the airport was renamed Moorabbin (Harry Hawker) Airport in honor of pioneer aviator, Harry Hawker, who was born in Moorabbin.¹⁰⁴ From 1965 the Moorabbin Air Museum has been sited at the airport.¹⁰⁵

¹⁰¹ Mary Kehoe, *The Melbourne Benevolent Asylum, Hotham's Premier Building*, North Melbourne, 1998, p.67

¹⁰² 'A Street Railway', City of Kingston History Website

¹⁰³ Tom Sheehy, *Battlers Tamed a Sandbelt, Moorabbin Fifty Years A City*, Moorabbin, 1985, p.79

¹⁰⁴ Cribbin, p. 162

¹⁰⁵ *ibid*, p. 168

5. THE DEVELOPMENT OF SUBURBS

5.1 Building towns in the nineteenth century

In the early 1850s Henry Foot, at the direction of Melbourne's surveyor Robert Hoddle, began surveying the South Bourke District. He, like many of the colony's surveyors who shaped the state's landscape, had been trained in military or naval techniques and adopted the grid pattern in the subdivision of Crown Land, leaving a legacy still discernible today.¹⁰⁶ Foot's survey was followed by a series of land auctions, commencing in 1852. In the two decades following the survey and first auctions, some 80,000 people swelled Melbourne's population.¹⁰⁷

As a result of population growth, primary production increased and land was settled around Melbourne's outskirts. Rough tracks were carved into Victoria's landscape providing routes to Melbourne from settlements throughout the colony. The Schnapper Point road (Nepean Highway) offered access to Melbourne for travellers from Mornington and Western Port. Along the Schnapper Point road small hamlets, like that at Mordialloc Creek, grew to serve the needs of the settlers in the district as well as those travelling the road [see section 4.1].¹⁰⁸

Private subdivisions were also developed by entrepreneur land speculators, like Holloway [see section 3.2]. Holloway sectioned the holdings into two-acre lots, allocating a central area for public purposes (now Friendship Square) and called the development 'Two Acre Village'.¹⁰⁹ Charles Worrall bought land within the subdivision and opened a small two-roomed hotel on the Schnapper Point road which he called the 'Cheltenham Inn'. In the space of a year the 'Two Acre Village' was being called Cheltenham. Within five years there were one hundred and fifty people living in and around the village, mostly market gardeners or orchardists.¹¹⁰ By the early 1870s, in what was by then known as Cheltenham, the Protestants had built a church and the Protestant Alliance Friendly Society's hall had been constructed [see section

¹⁰⁶ Surveyors' skills were also applied to the building of roads, bridges and railways.

¹⁰⁷ For more information see Ian Turner 'The Growth of Melbourne' in J W McCarty, & C B Schedvin, (eds.) op cit, p. 74 ff.

¹⁰⁸ Leo Gamble, *St Bede's College and Its McCristal Origins, 1896-1982*, Burwood 1982, p. 15.

¹⁰⁹ Cribbin, p.24. The area included reserves for religious and educational purposes.

¹¹⁰ *ibid*, p.25

9.2.6]. A post office, school, cemetery, wheelwright's smithy, mechanics institute, butchers, bakers and two hotels also existed.¹¹¹ The extension of the railway to Frankston in 1881 ensured Cheltenham's continued growth throughout the prosperous years of the 1880s [see section 4.3]. Now only the Protestant Alliance Friendly Society's hall and the Tudor Inn survive in the City of Kingston as evidence.

The 1880s boom was stimulated by an unusually large inflow of population and capital into the colony, and a wave of land speculation. At the same time the virtual completion of the suburban railway system made travelling easier and people moved out in a pattern of ribbon development adding eastward and southward spokes to the hub of Melbourne.¹¹² It was at this time that Mentone developed.

Politicians who were interested in land and housing deals used their parliamentary influence and even their ministerial office to ensure new railways and tramways were positioned so buyers would be attracted to their estates.¹¹³ Sir Matthew Davies, a member of the Victorian Legislative Assembly and, from 1887, Speaker until he was forced to resign in 1892, was involved in the development of the Balcombe Swamp.¹¹⁴ Davies and his brother Joseph formed the Freehold Investment Company. The brothers were joined in their speculative ventures by Percy Dobson, Charles James, George Taylor and John Moodie. A subsidiary of the company purchased Balcombe's land and installed underground drains to dry out the swamp. The streets in this new subdivision, called Mentone, and dubbed the 'Riviera of the south', were named after Italian place names to suggest an association with the Mediterranean and the exotic. They were called Venice, Milan, Como, Florence, Brindisi and Naples; the latter, a crescent-shaped road, ran down to the bay near the site of a proposed pier on which residents of Mentone could 'take in the ozone' [see section 10].¹¹⁵

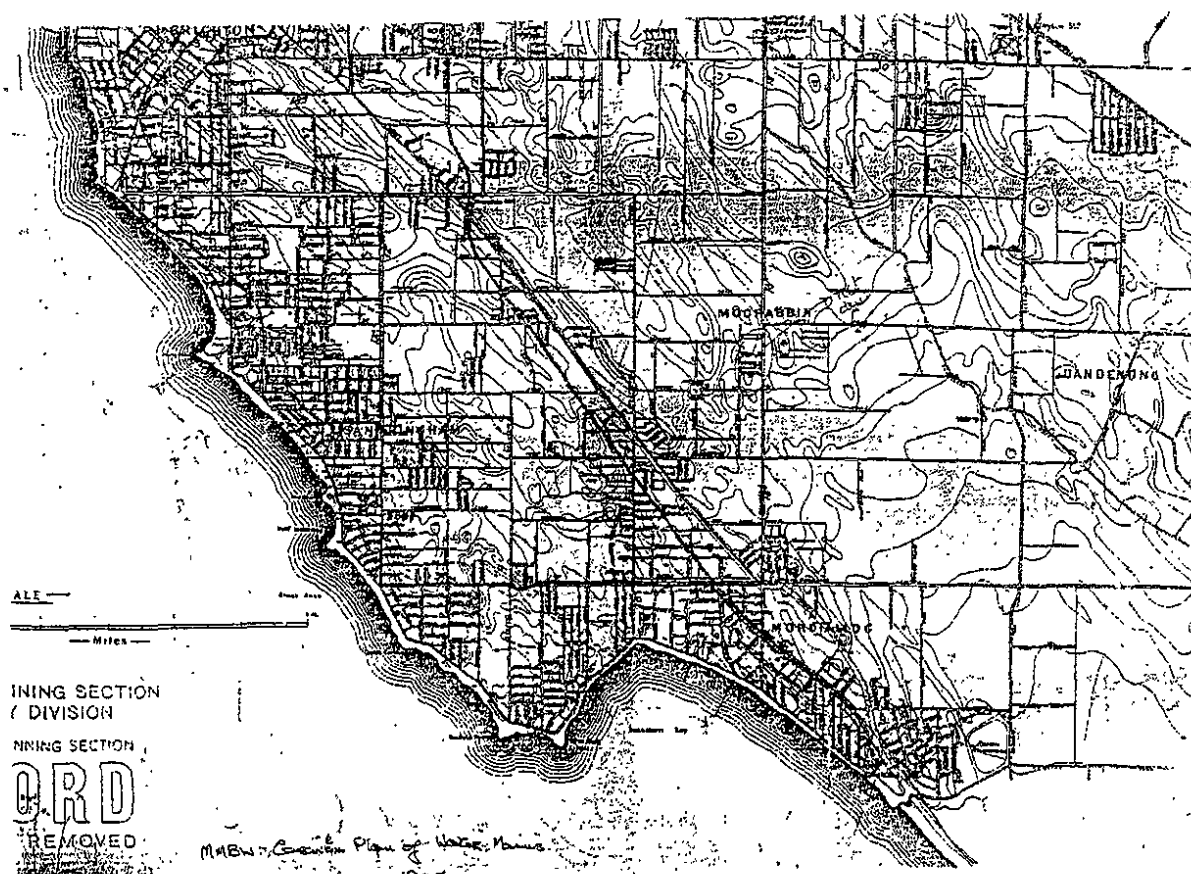
¹¹¹ Hibbins, p. 79

¹¹² Turner, p. 75

¹¹³ *ibid.*

¹¹⁴ McGuire *Mordialloc*, p. 46

¹¹⁵ Gamble, p. 20.



MMBW Plan, 1927 (State Library of Victoria) The extent of suburban development at this time can clearly be seen.

Companies were formed to provide many of Mentone's facilities. A racecourse was built, a gas-works erected, a recreation-hall constructed; a skating rink established. The ornate Coffee Palace was also built in 1887 [see section 10]. Mansions, which were sometimes called 'weekenders', were built for those who promoted the development, and those who wished to holiday or live in this high-class watering place - houses like John Moodie's *Eblana* and Percy Dobson's *Killara*, as well as *Riviera* and *Villa d'Este*.¹¹⁶ Other houses from the period survive in Cremorne and Milan Streets; in Como Parade East and Harkin Avenue.

Mentone grew fast. Thirty-three people lived there in 1887. By 1890 one hundred and three resided at was being advertised as 'beautiful Mentone of the Southern

¹¹⁶ *ibid.*; 'Eblana, 1 Eblana Avenue Mentone', typed MS, Mordialloc & District Historical Society; Elizabeth Dixon, 'Killara: 6 Harkin Avenue Mentone: a conservation analysis', 1995.

Hemisphere'. But by 1892 many of the homes in the town were vacant.¹¹⁷ The London money-market had faltered and by the early 1890s exports had begun to contract, and London investors were demanding repayment of their investments. So, Melbourne speculators found themselves over-extended and many like Davies, Moodie and their colleagues were declared insolvent.¹¹⁸ Melbourne entered a period of severe economic depression which, many believe, was worse than that of the 1930s. For many years Mentone stood still as Melbourne collapsed into mass unemployment and poverty.¹¹⁹

Suburban nuclei were forming elsewhere in the study area too, also around railway stations. Houses from this phase survive in Thames Promenade Chelsea; on the Nepean Highway Cheltenham; as well *Fortunatus* and *Lissadell*, which were both built at Mordialloc in the last decades of the nineteenth century.

By the end of the nineteenth century clusters of houses had developed, particularly around Cheltenham, Mentone and Mordialloc which were by then small towns. In the first half of the twentieth century these towns provided the nuclei for greater urban growth, which continued along the railway line.

5.2 Forming suburbs in the first half of the twentieth century

The economy began to recover in the late 1890s and, until the First World War, renewed urban expansion was reasonably steady. These years saw the beginning of significant changes in the pattern of urban growth as people moved south around the shores of the bay and east, made possible by further technological improvements in suburban transport through the electrification of the railway and tramway systems. But because almost all urban traffic in the study area at this time was by rail, urban growth in the study area continued to occur along the Frankston line.

Aspendale, Edithvale, Chelsea, Carrum and Bonbeach all developed in response to the railway. Between 1905 and 1910 many blocks were sold at relatively cheap prices, in comparison to those asked in the metropolitan area. However Carrum, Bonbeach and Edithvale developed before Aspendale, as building blocks were available, at cheaper

¹¹⁷ Gamble, p. 29

¹¹⁸ For further information see Michael Cannon *The Land Boomers*, Carlton 1966, p.157 ff.

¹¹⁹ Turner, p. 76

prices east of the railway line and because much of Aspendale was occupied by the racecourse.¹²⁰ The Hyde Park estate, in what is now Edithvale, was subdivided in about 1911. The subdivision is probably that area bounded by Edithvale Road to the south; Kinross and Clydebank Avenues to the east and west and, in part, Lochiel Avenue to the north.¹²¹ The houses at 50 Clydebank Avenue and 67 Edithvale Road were probably constructed at about this time. A few years later in 1913 the 'Waterloo Estate' was created, bounded by Thames Promenade to the south; Wells Road and First Avenue to the east and west; and Eighth Avenue to the north.¹²² The developers, who advertised the estate as being "suitable for residential sites, gardening and poultry-raising,"¹²³ were clearly attempting to appeal to all prospective purchasers. However their advertising attempts were not successful. Most housing in the area was not built until the 1950s.¹²⁴

The Defence Department's maps of the metropolitan area showed clusters of housing along the Frankston line by 1913, particularly concentrated at Cheltenham, Mentone and Mordialloc.¹²⁵ Yet the private subdivisions in which this growth occurred were created with little or no regulatory controls imposed on the developers. The worst occurred to the west of Nepean Highway, particularly at Aspendale and Chelsea.

In 1915 a Royal Commission into the housing conditions of the metropolis was set up. It urged the government to step in where municipal councils failed to use the powers available to enforce control of subdivisions; to impose uniform building regulations and the strict application of health regulations. The Commissioners included in their investigations an examination of the condition of housing in the bayside suburbs.¹²⁶ The results of their investigations were published in a report to the Victorian

¹²⁰ McGuire, *Chelsea, A Beachside Community*, p. 65

¹²¹ *Collins' Street Directory: Melbourne Suburbs, 1944*, Melbourne 1944; site inspection. Maps and plans of the area have not been discovered by preliminary research, largely because the area to the south of Mordialloc Creek was considered to be outside the Melbourne metropolitan area until the mid-1950s. McGuire *Chelsea, A Beachside Community* does not specifically define the area, however surviving housing stock does suggest the Hyde Park subdivision could have occurred in c.1910. Detailed research in Stage Two of the City of Kingston Heritage Study will determine a more accurate date and definition of the area.

¹²² *Robinson's Street Directory of Melbourne*, Sydney, n.d. [c.1950].

¹²³ McGuire, *Chelsea*, *ibid.*, p. 89

¹²⁴ Robinson, *ibid.* Detailed research in Stage Two of the City of Kingston Heritage Study will determine more information.

¹²⁵ Miscellaneous Defence Map, 125, 1913, Land and Survey Information Centre. This map only shows the metropolitan area, and does not extend beyond Mordialloc Creek.

¹²⁶ *First Progress Report from the Royal Commission on Housing Conditions in the Metropolis and in the populous Centres of the State*, Victorian Parliamentary Papers 1915, vol.2, no. 59.

Parliament in 1915 in which the Dandenong Shire Council, then the responsible authority, came under strong criticism because of the 'objectionable congestion of buildings'.¹²⁷ The main concern was overcrowding and the 'lack of proper sanitation' and 'narrow streets' in the bayside area. The 'profit-hunting' landlords who had crowded bungalows and tents onto their allotments were in particular singled out for criticism, and the main areas targeted were in the vicinity of Wyuna and Ozone Aves and Taylor Street Aspendale and from Wellwood Road to Wimbourne Ave Chelsea.¹²⁸ Little remains as evidence of this phase of history today. Only the narrow streets and lanes, and one small precinct at Kara Court in Aspendale, survives. The latter subdivision, however, may have been developed for holiday housing, some of which have now been replaced by more substantial homes.¹²⁹

After the First World War young married couples moved to the perimeter of the metropolis where land was cheaper and more plentiful - by then transport growth had made commuting from further afield feasible.¹³⁰ Mentone began to grow again, aided by developers like A E Lydford who subdivided land and built 'residential and shopping areas'. He built 'six up-to-date shops' on Nepean Highway which survive today at the Balcombe Road intersection[see section 6.4].¹³¹ The Harkin Avenue subdivision was also created at Mentone, and new houses were built there and also in Mentone Parade. Other examples of this phase of growth also survive in Rogers and La Trobe Streets Mentone.

Flats and apartments began to appear too. Changing lifestyles made flats more attractive to a growing proportion of the population in the 1920s and 1930s. Smaller families, especially amongst the middle classes, were becoming more common, and there were greater numbers of widows and single women as a result of the slaughter of the First World War.¹³² *Glen Court*, at Beach Road Mentone, exemplifies this phase of residential growth in the study area.

¹²⁷ *ibid.*

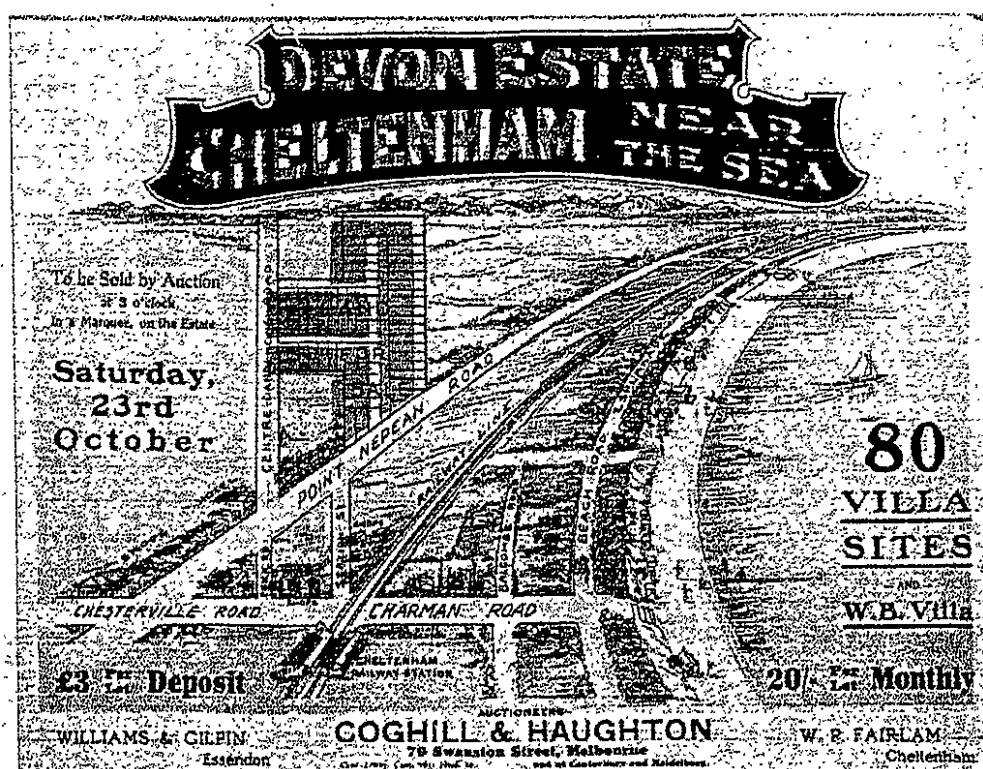
¹²⁸ McGuire, *Chelsea, A Beachside Community*, p. 93

¹²⁹ Detailed research in Stage Two of the City of Kingston Heritage Study will determine more information about this area.

¹³⁰ See Tony Dingle & Carolyn Rasmussen, *Vital Connections, Melbourne and its Board of Works, 1891-1991*, Ringwood, 1991, pp. 128-9

¹³¹ *Chelsea Gazette*, 31 August 1929, p.2

¹³² Susan Priestley, *The Victorians: Making Their Mark*, McMahons Point NSW, 1984, p.258.



Subdivisional sale poster for the Devon Estate circa 1909. (John Cribbin, *Moorabbin a Pictorial History 1862-1994*, Moorabbin, 1995)

Savings banks opened branches to service the financial requirements of the new homemakers. The State Savings Bank opened a branch in Florence Street Mentone in 1926 to provide for the new home owners of Mentone and the newly developing Parkdale.

Before Parkdale's station opened in January 1920 the population had been:

*about sixteen [people] accommodated in four houses, and the district was just an expanse of sand and scrub.*¹³³

By September 1920 the estate agents Small and Edwards had established an office at the intersection of Parkers Road and Como Parade West.¹³⁴ Initially land around the station and on the beach side was subdivided, evident in the Melbourne Metropolitan

¹³³ *Argus*, 30 December 1932, p.4.

¹³⁴ Norman Thomas 'Land Sales at Parkdale', City of Kingston Library; personal communication from Mrs Elaine Round, Parkdale Community Workshop, 15 November 1999.

Board of Works 1927 plan. Within a few years house blocks were also being sold further east in Keith Street.¹³⁵

Estate agents vied with each other to promote their land sales. Coghill and Houghton, in advertising the 'Beach Hill Estate' in 1928, promised a life of beach play :

*Build your home on Beach Hill Estate: rear your babies near the sun-bathed beaches, [and] play on Parkdale's popular paddling beaches.*¹³⁶

According to another real estate agent, buying land on the 'Mentone's Central Estate' ensured a life of health and well-being :

*Be an outdoors man. Build you home by the sea and ensure good health for yourself and family.*¹³⁷

By 1932 Parkdale was estimated to have nearly three hundred houses and the 'population was steadily growing'.¹³⁸

But formal town planning still made little contribution to the development of this and other suburban areas. A few streets and estates like Holloway's at Cheltenham and Davies' at Mentone had been planned, but for the most part the appearance of the suburbs reflected the independent aims of developers who often, apparently, made no reference to an overall plan for the area.

The absence of overall planning controls are exemplified by Parkdale's subdivision west of the railway line. The surveyors who subdivided land around the railway line at Parkdale, creating the 'Beach Hill Estate' between Third and Eighth Streets in the 1920s, adopted the favoured rigid grid pattern. This was an improvement on the more *ad hoc* subdivisions of Chelsea and Aspendale which had been criticised so heavily by the 1915 Royal Commissioners. But narrow streets were still included in the Parkdale 'Beach Hill Estate'. Queen Street, which originally ran north to south dividing the estate, eventually proved to be too narrow and was closed to vehicular traffic in the 1950s.¹³⁹

¹³⁵ Thomas, 'Land Sales at Parkdale',

¹³⁶ Coghill and Houghton advertisement, 'Beach Hill Estate', 2 January 1928, Mordialloc and District Historical Society.

¹³⁷ Advertisement, 'Mentone Central Estate', 23 November 1929, Mordialloc and District Historical Society.

¹³⁸ *Argus*, 30 December 1932, p.4.

¹³⁹ 'Beach Hill Estate', *op cit*

The 'Beach Hill Estate' was marketed on a progressive basis, with the streets closest to the station offered for sale first. But the housing lots did not sell well, probably because of the financial tightening which began in the late 1920s. By 1939 no houses had been built between Fifth and Seventh Streets to the west of Queen Street (now closed) and by 1953, although most blocks included houses, every street still retained two to three empty blocks.¹⁴⁰

So, by the Second World War, much of the land along the Nepean Highway had been subdivided, particularly at Cheltenham, Mentone, Parkdale, Mordialloc, Aspendale, Edithvale, Chelsea and Carrum, and north east at Clarinda. However, it is not clear the extent of housing construction which had been undertaken by 1939 on these subdivisions.¹⁴¹ What is clear is that these areas, particularly Moorabbin, were to become the focus of housing construction immediately after the Second World War.

5.3 Building an urban environment after World War Two

Probably more than two-thirds of Melbourne's current housing was constructed after 1945, most of it in the surge of building between 1945 and 1970.¹⁴² Melbourne's population almost doubled after the war and the metropolitan area increased more than ten times, extending to a fifteen mile radius of the Melbourne General Post Office. The biggest expansion was eastward, with smaller growths north, west and south.¹⁴³

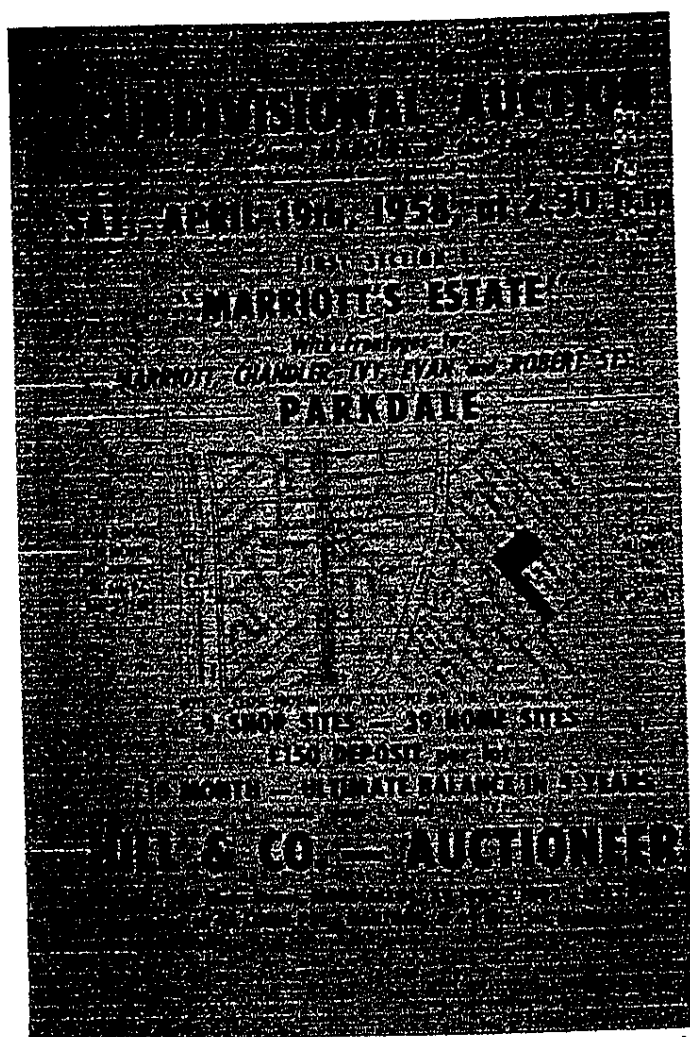
Metropolitan Melbourne entered the Second World War with a housing shortage. The economic restraint of the 1930s Depression and the shortage of materials and labour during the war meant that few houses had been built since the late 1920s. This housing shortage, coupled with rent controls imposed during the Second World War and the refusal of financial institutions to provide loans for any but new houses, were factors which contributed to pent up demand and influenced Melbourne's explosive suburban growth after 1945.

¹⁴⁰ Melbourne Metropolitan Board of Works Plan, 1939 & 1953.

¹⁴¹ Detailed research in Stage Two of the City of Kingston's Heritage Study may provide further information.

¹⁴² Graeme Davison & Tony Dingle, "The view from the Ming Wing", in *The Cream Brick frontier: Histories of Australian Suburbia*, Graeme Davison, Tony Dingle & Seamus O'Hanlon (eds.), Monash Publications in History No, 19, Clayton 1995, p6.

¹⁴³ Turner, op cit, p. 79



Subdivisional sale plan for Marriott's Estate (courtesy Mordialloc and District Historical Society)

In an attempt to cope with the housing shortage the Federal Government first, and then the State, restricted the size of houses to twelve and a half squares until 1948, then to fourteen squares until 1952 when size restrictions were rescinded.¹⁴⁴ These restrictions and the Uniform Buildings Regulations adopted in 1945, together with building controls, significantly affected the standard and appearance of housing in the study area.¹⁴⁵ Most were weatherboard with a tiled roof and timber windows.

¹⁴⁴ After 1945 the State government took over the administration of building controls. *Victorian Year Book*, 1953, p. 345.

¹⁴⁵ Window space for each room had to be at least one tenth of the floor space for each and every room; houses had to be placed four feet from the side boundary and thirty-three feet from the front fence line; ceiling heights had to be at least 8'6". Pamela Rehak 'Stoking up Dreams: Some aspects of post-war housing in the suburbs of Melbourne', Master of Arts thesis, History Department, Monash University, p. 94.

Consequently streets, and sometimes entire suburbs, were built in the same or similar design. This is particularly evident with the houses in Golfview Road Heatherton, which were probably built in the early 1950s.¹⁴⁶

By the early 1950s, when brick suppliers had geared up for demand, brick veneer became the most common type of housing in Victoria - a characteristic not shared by other states. Throughout the 1950s too, small-scale 'spec' builders dominated the housing market. The more business-conscious amongst these 'spec' builders adopted the American techniques of mass production to increase their volumes of construction. One of these builders constructed his 'Ideal Homes' in and around Chapel Street Moorabbin in the 1950s, including a small shopping precinct on South Road [see Section 6.4].¹⁴⁷

Within two decades of World War Two much of the market gardens and dairy farms in the study area had been carved up for housing. Advertisements began to appear in local newspapers offering dairy farms for sale. Miller, a Moorabbin dairy farmer advertised the sale of his herd and plant in South Road in 1950 because he was 'giving up dairying'.¹⁴⁸ His land was purchased by developers, subdivided and sold to home owners.

Demand for housing and the unplanned nature of suburban expansion led to the growth of areas without sewerage, with inadequate drainage, little or no reticulated water and unmade roads. Young couples built their homes on the new estates created from subdivided market gardens. Women with young children especially were vulnerable when there was no water in the taps on hot days and when their unmade roads became quagmires in winter.¹⁴⁹ The term 'heartbreak street' was coined by the media to publicise the primitive facilities suffered by those who had no alternative but to live on Melbourne's outer fringes.

¹⁴⁶ *Universal Streets Directory for Melbourne City and Suburbs*, Melbourne, 1955 - 1980. Detailed research in Stage Two of the City of Kingston's Heritage Study will determine more precise construction dates for these houses.

¹⁴⁷ *ibid.*

¹⁴⁸ *City of Moorabbin News*, 23 March 1950, p.17

¹⁴⁹ Dingle & Rasmussen, p. 214

After the war the Board of Works were given responsibility for Melbourne's planning. In 1954 it released a Master Plan for Melbourne, and in 1955 Moorabbin, Mentone and Chelsea councils were granted the power to prepare planning schemes; to regulate land use and, probably of more immediate importance, to require subdividers to provide sealed roads and drainage.¹⁵⁰

In the ten to fifteen after 1945 most housing construction in the study area was undertaken in Moorabbin. In 1967 alone four hundred and thirteen new houses were still being built. In the same year one hundred and thirteen and seventy-four were built in Chelsea and Mordialloc respectively.¹⁵¹



A post-war 'heartbreak street' (Dingle and Rasmussen, Vital Connections, Melbourne and its Board of Works, Burwood, 1991)

Yet, houses were not the only form of dwellings constructed. A flat boom occurred, initially in Moorabbin where two hundred and eighteen were built in 1967, in Mordialloc where three hundred and seventeen were constructed. In the same year, 1967, only sixty-seven were built at Chelsea.¹⁵²

¹⁵⁰ *ibid.*, p. 232-6; Hibbins, p.176

¹⁵¹ 'Home Building Activity in Melbourne', Year to June 30, 1967, Herald Research Melbourne, Bulletin No. 110, May 1968.

¹⁵² *ibid*

By the time local councils were given planning powers the housing shortage was beginning to abate. By then too, in the 1960s, the house building industry had begun to rationalise and large project building companies were beginning to emerge. Brick veneer completely dominated the market and builders had also lowered ceilings, in an effort to cut costs, from nine feet in 1945, to eight feet by 1959. This too affected the appearance of houses, and sometimes entire streets in the study area.

Project builders marketed their houses through 'model' or display homes. One of the earliest, Consolidated Home Industries, advertised house and land packages from offices in Lower Dandenong Road, Braeside.¹⁵³ Prospective constructed on their own land.¹⁵⁴ By the late 1960s display homes could be home buyers were invited to inspect and purchase 'model' designs to be inspected at many locations throughout the study area including at Lower Dandenong Road Braeside, possibly to the south of Boundary Road.¹⁵⁵ There houses such as the 'budget' house called Medway (\$7,900); the Barrington (\$8,160); Arlington (\$9,550) and, top of the range, the Kingswood (\$9,995) could be chosen to be constructed by Homeseeker.¹⁵⁶

In the 1960s urban design principles began to have an impact on the appearance of new suburbs. Subdividers had discovered that, by including *cul de sacs* in their estates, more blocks could be created. Regulations by then not only required developers to seal roads and provide utilities, they were also required to provide open spaces on their estates.

It was at this time that land to the east, away from transport links, was being subdivided. The restriction of growth to transport corridors had changed and the gaps between began to fill as car ownership increased. At first Moorabbin and Cheltenham developed, and to a lesser degree South Clayton, particularly to the west of Warrigal Road and along Centre Dandenong Road. But by 1960, when one in five Melburnians owned cars, the dependency on public transport links had decreased.¹⁵⁷

¹⁵³ 'Your Home: Official journal of the Federation of Co-operative Housing Societies of Victoria', Vol. 1, No. 6, n.d [c.1964].

¹⁵⁴ BATA, June 1958, p.25

¹⁵⁵ Site inspection could not precisely locate these former display homes - unfortunately the maps in the project builders' advertising material proved to be inaccurate. Detailed research in Stage Two of the City of Kingston's Heritage Study may provide further information.

¹⁵⁶ 'Establishing a home of your own', Federation of Co-operative Housing Societies of Victoria, n.d. [c.1969].

¹⁵⁷ In 1945 there was only one car or station wagon for every fourteen Victorians Dingle, *The Victorians*, op cit, p. 225

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Colonial motif with expansive verandah. 3 bedrooms, B.I. robes, sep. tiled shower room, spacious lounge-dining combination, stylish kitchen with stove.

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15 sq. of spaciousness: B.I.R's, 3 bedrooms. Lounge, sep. dining room, huge family kitchen, elevated stove, plenty of storage cupboards.

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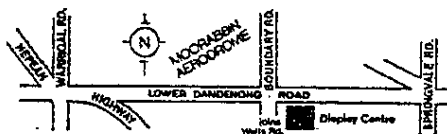
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The SEC Gold Medallion gives you greater capacity on electrical mains & switchboards & provides all your requirements for present & future needs.

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LOWER DANDENONG ROAD, BRAESIDE (MENTONE)



Advertisement from 'Establishing a Home of your Own', issued by the Federation of Co-operative Housing Societies of Victoria, circa 1970

The pattern of housing subdivision then changed and began following major roads instead of railway lines. The one exception was Heatherton, to the north and on the flight path of Moorabbin Airport, which was not able to be developed into suburban housing estates.

To the east, now easily accessible by car, flower-grower William Chadwick in 1960 subdivided forty-five home sites and seven shop sites in an estate which is probably that bounded by Centre Dandenong Road and Jacks Avenue to the north and south; St Cuthberts to the east; and Forest Park Road to the west.¹⁵⁸ He set out big blocks and added a brick covenant.¹⁵⁹ Soon after another estate was created to the north of Chadwick's, bounded by Centre Dandenong and Spring Roads; and Marcus and Harley Streets to the west and east. Other property dealers kept to the same pattern Chadwick had established, and within the 1960s Dingley had grown west along the main road and around the golf course and, later in the 1970s, down Howard Road between Centre and Lower Dandenong Roads where Hooker-Rex Corporation in the mid-sixties subdivided a two hundred acre estate into one thousand one hundred blocks which also included some cluster housing.¹⁶⁰

As most available land was subdivided, developers were forced to look at the previously uninviting marshy land east of the Mordialloc Secondary Drain. By 1966 Chelsea Heights had expanded south; the Chelsea Park subdivision was completed, and brick homes were being constructed.¹⁶¹

¹⁵⁸ Hibbins, p. 179; *Universal Streets Directories*, op cit

¹⁵⁹ Hibbins, *ibid.*

¹⁶⁰ Hibbins, *ibid.*; *Universal Streets Directories*, op cit

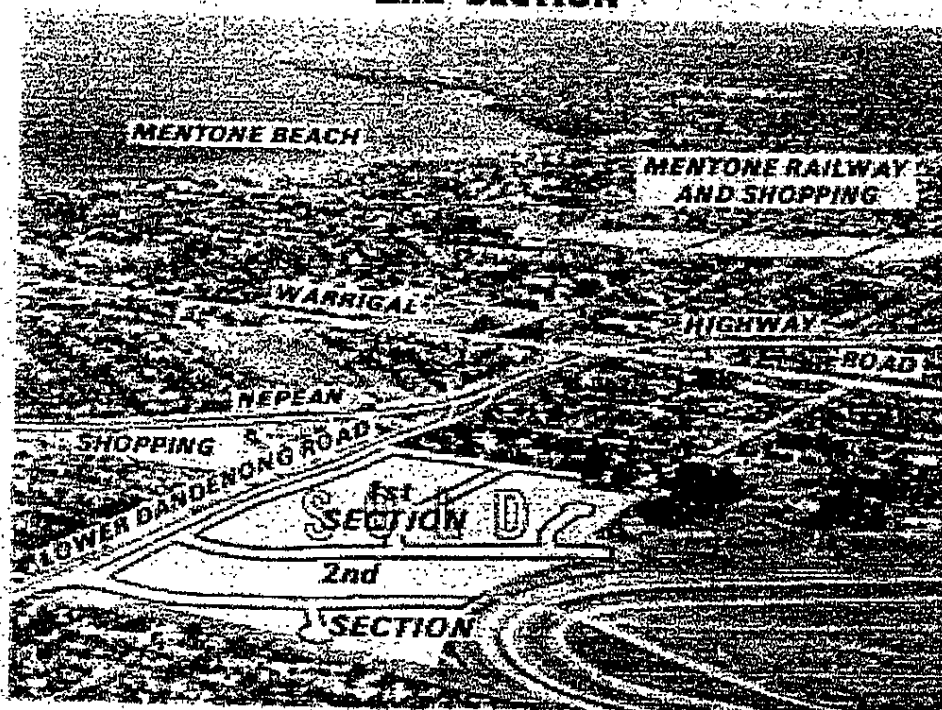
¹⁶¹ Hibbins, p. 180; *Universal Streets Directories*, *ibid.*

SUBDIVISIONAL AUCTION

(in seated marquee on the land)

SATURDAY, 11th NOVEMBER, 1972, AT 2 P.M.

The MENTONE RACECOURSE Estate 2nd SECTION



40 HOME SITES

(EACH WITH MMBW SEWER)

\$750 Deposit — Balance in 3 Years

\$60 P. MONTH, INCL. INT. 7½% ADJ. QTY. — 2½% DISC. CASH IN 30 DAYS

HILL & CO., AUCTIONEERS

48 COMO PARADE

MEMBERS RES.

586 MAIN STREET

MENTONE 93 3246

MORDIALLOC 90 1002-3

Subdivisional sale poster for the Mentone Racecourse Estate (courtesy Mordialloc and District Historical Society)

In 1976 the Minister for Local Government opened Chelbara Village in Chelsea. This housing estate, the initiative of local builder Bill Bardoel, was reputed to be the 'first and largest cluster village in the State'.¹⁶² A total of four hundred homes were advertised 'situated on private courts and roadways surrounding landscaped parks ...'.¹⁶³ The estate included a small shopping complex and a "100 seat communal hall" in Baxter Avenue. The latter, the Niemann Community Hall, was named after the City of Chelsea's Town Planner, now a fitting tribute to the struggles to gain planning controls in Kingston.¹⁶⁴

Yet Chelbara Village was small in comparison to the housing development which occurred further south. The Gladesville Company acquired eight hundred acres of swampy land south of the Patterson River and planned a prestigious residential area around a complex of man-made fresh-water lakes.¹⁶⁵ Development began in the 1960s, and the first resident moved in 1974. The company later developed a series of tidal canals and waterways connected to the Patterson River and Port Phillip Bay, which could be shut off by flood gates as required.¹⁶⁶ The company also constructed cluster housing and apartments. Today the suburb has about 2000 dwellings, some of which are located on the canals and waterways. It also includes terraces, public housing, and the Patterson Retirement Village. Development continues with the construction of 'Harbour City',¹⁶⁷ and further north at Patterson and Aspendale Gardens.

By the 1980s housing construction in the study area had slowed in comparison to the decades following the war. Nevertheless, in the five years between 1981 and 1986, eight hundred and sixty-three houses were still built in Moorabbin, and four hundred and seventy-one at Chelsea.¹⁶⁸ Only thirty-nine were built at Mordialloc.¹⁶⁹

¹⁶² *City of Chelsea: Jubilee Commemoration, 1929-1979*, [1979], n.p. [pp. 17 & 25] The claim to be the "first and largest cluster village in the state" is questionable. The Project building firm Merchant Builders had been constructing cluster housing in the Waverley area, designed by Graham Gunn, since Winter Park Doncaster was developed in 1969. Anne Gartner, 'Merchant Builders: From reform to receivership', Master of Arts thesis, Department of History, Monash University, 1994, p.40.

¹⁶³ *City of Chelsea: Jubilee Commemoration*, n.p. [pp. 17-18]

¹⁶⁴ The communal hall was to be administered by the Chelsea Council. *ibid.*

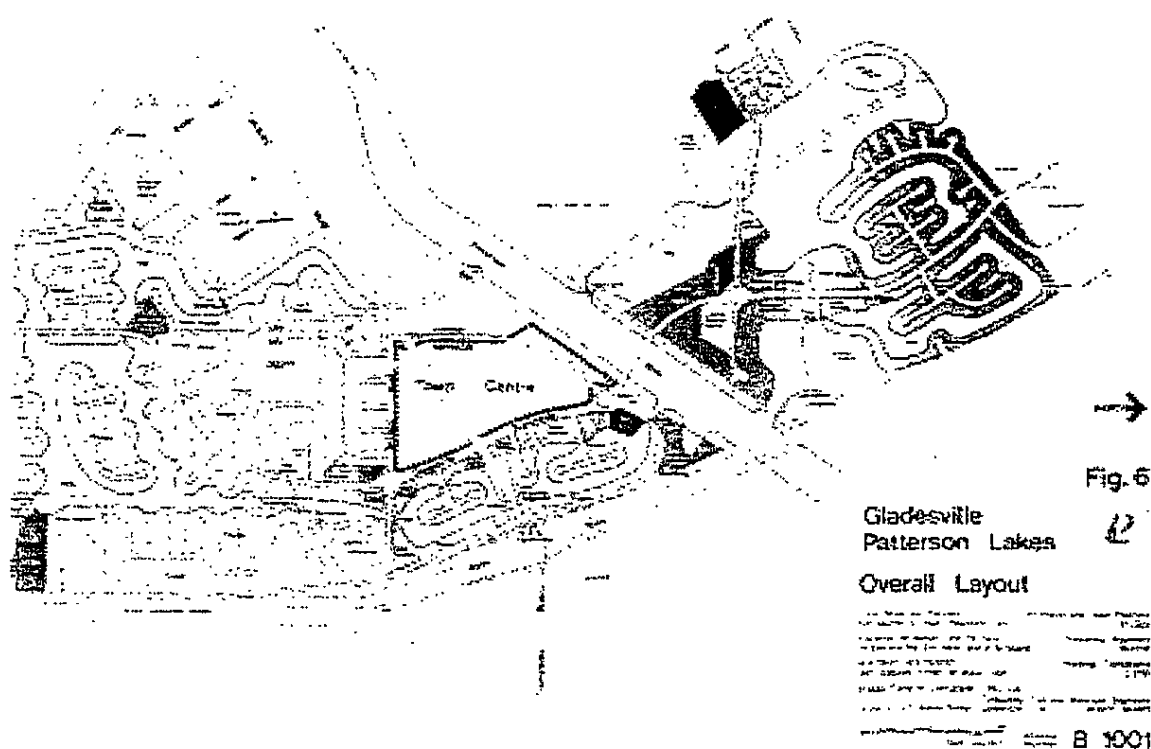
¹⁶⁵ High quality homes overlooking the private sandy beach of Lake Legana were built, and planning for further development of Lake Illawong had occurred when the market slowed and the company was forced to sell some of its 'dry' land, without access to a lake, to the Housing Commission which built on these acres in 1978. Hibbins, p.180

¹⁶⁶ *ibid.*, p.180

¹⁶⁷ 'Your Domain', *The Age* 1 December 1999, p.12.

¹⁶⁸ Between 1981 and 1986 Moorabbin's house construction increased from 33,551 to 34,414; Chelsea's from 9,317 to 9,788; and Mordialloc's from 10,682 to 10,721. Ministry for Planning and Environment and the Australian

So, after 1945 the study area was transformed from a semi-rural environment to urban and industrial estates, with the exception of the Heatherton area. Higher levels of car ownership had freed homeseekers from a dependency on the railway, and suburbia claimed market gardens. The transformation commenced in the nineteenth century with the development of townships, has almost been completed by the end of the twentieth century. The study area today represents a microcosm of greater Melbourne, with probably more than two-thirds of the City's housing constructed after 1945.



PROPOSED PLAN FOR PATTERSON LAKES, 1971 (MINISTRY FOR PLANNING AND ENVIRONMENT LIBRARY)

6 SERVICING TOWNS

6.1 Supplying services

Power

Until the twentieth century those who lived outside metropolitan Melbourne's ten-mile limit were not provided with the same utilities as city dwellers. Sometimes enterprising entrepreneurs identified an opportunity to invest, as was the case with the Mentone, Mordialloc, Cheltenham Gas Works Company. This company erected a gasometer in Brindisi Street in 1886.¹⁷⁰ The commencement of a gas supply in 1889 suited the image being promoted by Mentone's land speculators.¹⁷¹ It was considered to be important for the local community, not only for the convenience and improved lighting it provided, but also as evidence of progress and as a sign of modernity in the 'Riviera of the south'. In 1899 the Shire of Moorabbin bought the Mentone gasworks, which was later taken over by the newly created Borough of Mentone and Mordialloc in 1922. The Gas and Fuel Corporation purchased the works in 1953, and in 1954 the Highett works took over the supply of gas.¹⁷²

Further north, the Central Brighton and Moorabbin Gas Company, created in 1877, commissioned new gasworks at Highett in 1939. In 1950 this company and the Metropolitan Gas Company joined with the State Government to form the Gas and Fuel Corporation of Victoria. The Highett works ceased production in 1969 and a portion of the site was sold, to finance conversion to natural gas in metropolitan Melbourne.¹⁷³ Part of this area is now occupied by the Sir William Fry Reserve. The Highett gasworks, including the weighbridge, chimney stack and complex of buildings, documents the growth of this important service industry which not only supplied much of the area, but also provided employment for many of the residents within the district.

Despite the existence of two gas companies in the study area, Aspendale, Carrum and Chelsea did not gain a supply until after 1930.¹⁷⁴ However Carrum residents were

¹⁷⁰ McGuire *Mordialloc*, p. 46. No evidence survives of this structure.

¹⁷¹ Ray *Proudley Circle of Influence: a History of the Gas Industry in Victoria*, North Melbourne, 1987, p.373.

¹⁷² *ibid.*

¹⁷³ *ibid.*, p.334

¹⁷⁴ *Victorian Police Gazette*, 2 June 1930 & 1 August 1935.

compensated by being the first householders in Victoria to gain a natural gas supply in 1969.¹⁷⁵



Aerial view of the Highett Gasworks (John Cribbin, Moorabbin a Pictorial History, Moorabbin, 1995)

Private electricity companies were also formed in the study area. One, the Carrum Electrical Supply Company was set up in 1915 and provided electricity to Aspendale, Chelsea and Carrum. The company built a power house in Swanpool Ave on land donated by William Black, who was a shareholder.¹⁷⁶ After 1919 the State Electricity Commission began to take over most municipal electricity supply undertakings. In 1944 it assumed responsibility of the Carrum Electrical Supply Company.¹⁷⁷

Sewerage

Septic tanks or nightsoil collection were the primary means of disposing of human excreta prior to sewerage. Contractors collected the nightsoil, disposing of it on market gardens or at nightsoil depots using the plateway system as a transport route. By 1913 a 'sanitary depot' had been established between Fairchild Street and the Melbourne water depot in Heatherton. A nightsoil depot was gazetted in 1917, and two years later in 1919

¹⁷⁵ Proudley, p.263

¹⁷⁶ McGuire, *Chelsea*, p. 91. No apparent evidence of this structure survives.

¹⁷⁷ F R McGuire 'City of Chelsea: A short history', Chelsea Historical Society, (typed MS), p.14; Andrew Ward & Charles Fahey "Typological Study of Local Government Offices/Halls in Victoria", Vol. One, July 1996, p.42; 'City of Chelsea Commemorative Council Meeting', n.p.

the Board of Works was made responsible for the collection and disposal of nightsoil.
178

Land burial was then seen to be the most practical method of sewerage disposal. By 1922 the Board was given the power to acquire land for depots and levy a rate to cover costs of collection and disposal, with municipalities usually responsible for cartage. Five depots were opened between 1925 and 1926 and all, except the Moorabbin depot, were operated by contractors.¹⁷⁹

The need for extended sewerage systems to replace nightsoil collections lead to the purchase of a stud farm, Braeside, for use as a sewerage farm. The decision was controversial, farmers fearing contamination and residents polluted beaches. However the 1930s Depression halted the Board of Works plans for Braeside, and the property was leased to Harry Telford.¹⁸⁰ Eventually a sewerage scheme was set up at Braeside in the 1930s to provide for parts of Mordialloc, Mentone, Parkdale and Cheltenham.¹⁸¹ The Monterey pines and golden Cyprus' planted along the driveway of the former sewerage farm by the Board of Works in the 1930s, along with remnants of the settling pond, survive.

In 1964 construction began on a vast new south-eastern sewerage system which was brought gradually into operation from 1973.¹⁸² It was only then that Dingley and Chelsea Heights were connected to sewerage.¹⁸³ The system was later expanded to serve around sixty thousand people in Mentone, Parkdale, Mordialloc and Cheltenham.¹⁸⁴

Fire Services

Sewerage, gas and electricity were not the only services provided. Fire services were also a part of the infrastructural development of Kingston. Fire brigades were established by the 1890 *Fire Brigades Act* which set up two boards with similar powers

178 Context, p. 14

179 *ibid.* No evidence of the depot is known to survive.

180 *ibid.* Harry Telford was a horse trainer from New South Wales whose association with Phar Lap made his a household name.

181 Priestley, *Making their Mark*, p. 261

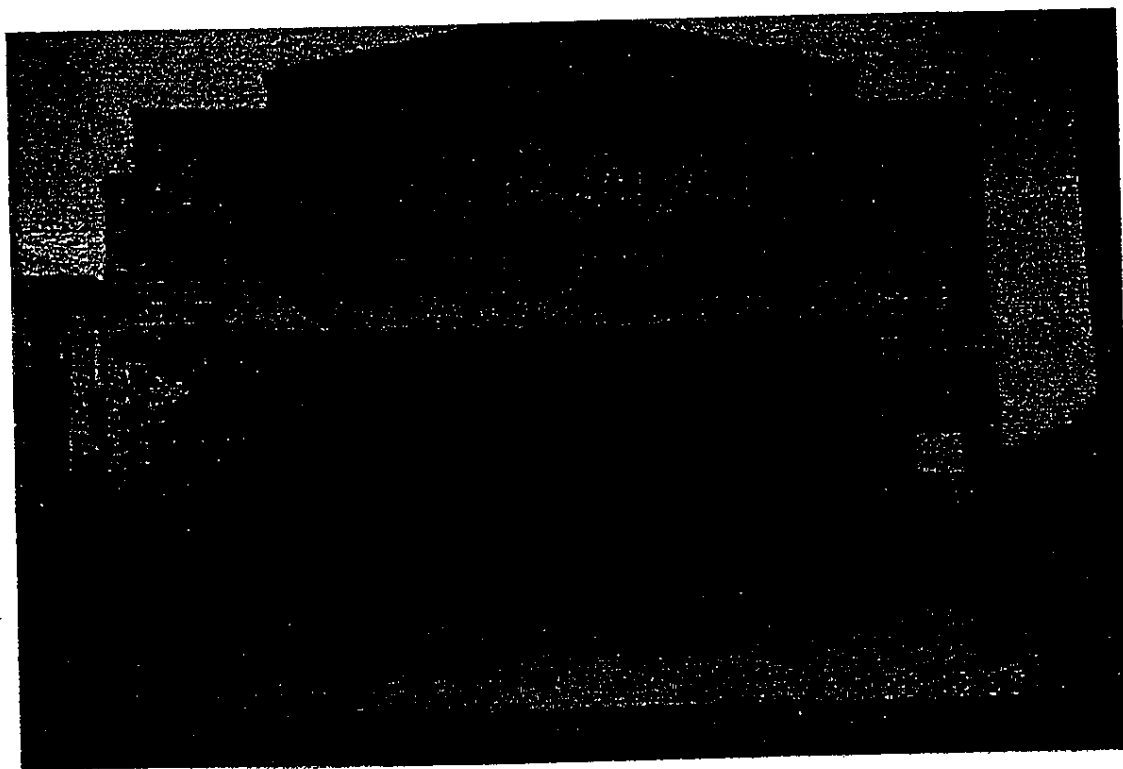
182 *ibid.*, p. 262

183 Hibbins, p. 182

184 Dingle & Rasmussen, p. 200

and responsibilities; the Country Fire Brigade and the Metropolitan Fire Brigade. The Country Fire Brigade operated in areas beyond the ten mile metropolitan radius and was a volunteer body. The Metropolitan Fire Brigade operated within the ten mile metropolitan radius. Unlike the Country Fire Brigade, the Metropolitan Fire Brigade disbanded volunteer brigades in favour of paid employees as soon as it was formed.¹⁸⁵

A Country Fire Brigade operated by volunteers was formed by Chelsea residents who felt keenly the danger of fire. In 1900 fire destroyed a large area of the foreshore, and in 1913 a second fire commenced in Nepean Highway, near Bank Road and destroyed about sixty-four houses and one hundred holiday camps.¹⁸⁶



Carrum CFA station circa 1928 (courtesy Carrum CFA)

The Carrum and Chelsea Volunteer Fire Brigades formed in 1912.¹⁸⁷ The fire brigade operated from a shed near the Chelsea Railway Station until, in 1927, a new building

¹⁸⁵ Robert Murray & Kate White *State of Fire: A history of volunteer firefighting and the Country Fire Authority in Victoria*, North Melbourne, 1995, p.55

¹⁸⁶ McGuire, *Chelsea*, p. 75

¹⁸⁷ 'City of Chelsea Commemorative Council Meeting'

was constructed and opened in Station Street. A rear portion was subsequently added to this building in the 1950s to accommodate a recreation area for on-duty fire officers. In the 1980s a brick section was added to the front and the door widened to accommodate larger fire trucks.¹⁸⁸ This station, although altered, is able to provide valuable information about the growth of the voluntary organisations who operated outside the Melbourne metropolitan area.

The Melbourne Fire Brigade operated in Cheltenham, Moorabbin and Mordialloc, within the ten mile metropolitan radius. In the early decades of the twentieth century this brigade adopted the policy of providing a work environment conducive to families, with married life encouraged to ensure a 'respectable' image for the brigade.¹⁸⁹ In Melbourne's post-war environment of the 1950s, the brigade recommenced an active building program, continuing to provide accommodation for married officers.¹⁹⁰ It was during this period that a new station was constructed in South Road Moorabbin, which was opened in 1958. Although no longer an operating fire station, and now apparently in private ownership, the former station and adjacent flats still provide important cultural heritage information about the study area's history.

6.2 Providing public parks & reserves

The public spaces and reserves in the City of Kingston provide valuable information about changing aspirations of its residents since settlement, along with their efforts to gain community facilities. They are symbols of community.

The first urban parks in Kingston were created in the nineteenth century. Mordialloc's Attenborough Park was originally set aside as an Aboriginal Reserve in 1841 by the Aboriginal Protector William Thomas, and a small portion was converted to a farmers common in 1861 [see section 2].¹⁹¹ By the 1930s dairy farmers were being refused

¹⁸⁸ Conversation with Duty Officer, Chelsea CFA, 20 October 1999.

¹⁸⁹ Sally Wilde, *Life Under Bells: A history of the Metropolitan Fire Brigade, Melbourne 1891 - 1991* Melbourne 1991, p. 123.

¹⁹⁰ The Melbourne Fire Brigade had been providing married officers' quarters since the turn of the century, the first at its flagship station in Victoria Parade East Melbourne. Wars and the economic depression delayed their construction throughout the metropolitan area.

¹⁹¹ Max Nankervis, 'History for the Taking: The alienation of urban parkland in Australian cities' in Tony Dingle (ed.) *The Australian City - Future/Past. Proceedings of the third annual planning history/urban history conference*, December 1996, Monash University Clayton, 1997, p. 327

permission to graze their herds on the common, which was by then being used for recreational use.¹⁹²

By the twentieth century local government and communities were actively and consciously seeking to set aside reserves for the public use of its residents. Regents Park and Chelsea Recreation Reserves were both established in 1924 by the relatively new Borough of Chelsea.¹⁹³ Land for a reserve was also purchased from the market gardener Bernard Kelly in 1914 in Ross Street Heatherton.¹⁹⁴ The latter became a focal point for the community and was the venue for gymkhanas and fairs to raise money for community purposes such as the local school. A covenant on this reserves limits membership of the Committee of Management to residence within a five mile radius.¹⁹⁵

By the middle of the twentieth century State government authorities were seeking to provide an infrastructure of public spaces for the rapidly expanding metropolitan Melbourne. The 1954 Melbourne Metropolitan Planning Scheme released a list of 'Proposed Public Purpose Reservations'. It also identified reserves along rivers and creeks with a view to creating a series of linear, or 'chain, of parks radiating out from the Central Business District.¹⁹⁶ Braeside Metropolitan Park, one of these parks, was opened in 1989.¹⁹⁷ The Board of Works acquired Braeside in 1928 [see section 6.1], but after the establishment of the South-Eastern Purification plant at Carrum in the 1970s, the Board decided to set aside Braeside as a reserve for public use.¹⁹⁸

¹⁹² *Argus*, 3 August 1932, p.10

¹⁹³ 'City of Chelsea Commemorative Council Meeting', *ibid.*

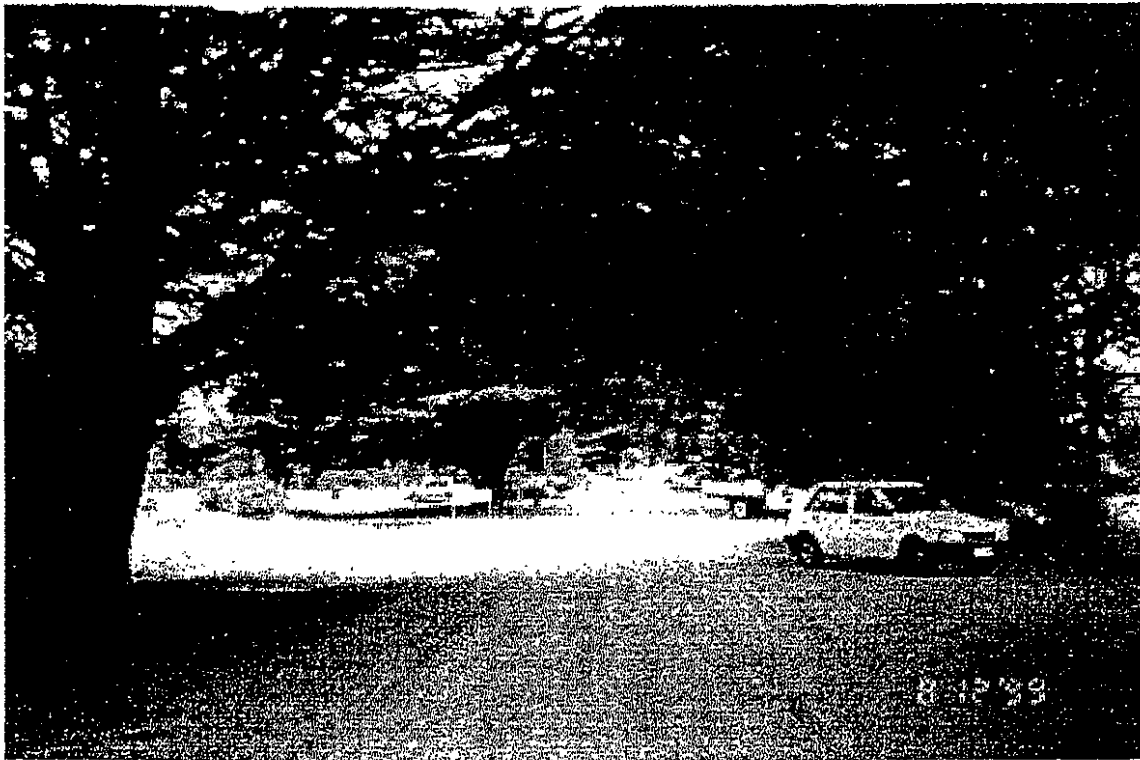
¹⁹⁴ *Dingley Chronology of Events*, p.24

¹⁹⁵ Information gained from the Clarinda Community Workshop, 15 November 1999.

¹⁹⁶ J Brian McLoughlin *Shaping Melbourne's Future?: Town planning, the state and civic society*, Melbourne, 1992, p.44

¹⁹⁷ Rhonda Boyle, *A Guide to Melbourne's Parks and Gardens*, Melbourne, 1991. Originally part of the Keys' family run, the property was developed in 1909 for racehorse training. Whilst it has been claimed by Boyle, p.148, that some remnants of the abandoned horse-training track remain, it was not discernible during the preliminary site inspection stage.

¹⁹⁸ *ibid*



Monterey Pine avenue, Braeside Park, 1999 (Living Histories)

In the 1950s planners provided a significant influence in the creation of smaller urban parks. Uncontrolled urban planning had prompted planners to consider ways of saving 'high quality' landscapes, and in the process confine urban sprawl.¹⁹⁹ Developers were required to provide five per cent of open space (or funds *in lieu*) for most subdivisions.²⁰⁰ Now small reserves can be found in most subdivisions occurring after the 1960s including in Sidley Court and the larger Chadwick Reserve at Dingley, and part of the Chelbara Village subdivision.

By the second half of the twentieth century local interest groups also lobbied for the use and retention of open spaces. The Grange Reserve in Clayton South, originally part of *The Grange*, had been settled in the 1850s. It was purchased in 1892 by Charles Jago who planted exotic trees, including pines, to provide windbreaks and shade for his

¹⁹⁹ Helen Armstrong, 'Landscape planning & design precedents in late twentieth century Australia: the dialectic between British and North American influences', *The Australian Planner: Proceedings of the planning history conference, March 1993*, University of New South Wales, Vol. 93/1, p.71

²⁰⁰ Nankervis, p. 327; Max Neutze *Urban Development in Australia: A descriptive analysis*, North Sydney 1981, p. 218.

cattle.²⁰¹ During the 1970s and early 1980s local residents and community groups lobbied to prevent the area from being developed for housing or as sports grounds.²⁰² They considered the preservation of the indigenous plantings which survived in the area to important. Now the area is able to reflect these aspirations and values of the local community.

Intensive sand mining was undertaken in the second half of the twentieth century, particularly in the South Oakleigh, Heatherton, Clarinda and Dingley areas [see section 8.2]. The pits left after mining was spent were mostly converted to in-fill and, because this did not allow stable foundations for buildings, much of these remnants sand mining pits have now been set aside for recreational purposes. Bald Hill Park in Clayton South was developed only ten years ago as part of the Melbourne Metropolitan Board of Works 'Chain of Parks' initiative. The site was originally used as a sand quarry before being purchased by Oakleigh Council in 1972 and used for in-fill until 1979.²⁰³

6.3 Developing secondary industries

On the eve of the First World War most residents in the study area, indeed in Victoria, retained close links with the land. If they did not own a farm or work the land for a living, their wages came from processing farm products, or providing goods or services needed by farmers.²⁰⁴ Secondary industries which existed did so largely to process local produce.

The Gartside brothers established an industry processing local farm produce. They set up a cannery at Dingley in 1916 and produced tinned carrots, parsnips, beetroot, turnips, cabbage, potatoes, peas, cauliflowers, spinach, beans, celery, onions, mushrooms, and sweet corn.²⁰⁵ The business was sold in 1966 and the land was subdivided for housing. The name Cannery Place is all that remains as a reminder of this early secondary industry.²⁰⁶

²⁰¹ Boyle, p.139

²⁰² In 1986 the Oakleigh Council took over responsibility and a Community Employment program helped with the removal of weeds and the regeneration of indigenous vegetation. *The Grange* now contains at least one hundred and thirty indigenous species, as well as the exotics planted by Jago in 1892. *ibid.*, p.139

²⁰³ The park was developed utilising Bicentennial funding in 1988. *ibid.*, p.138

²⁰⁴ *Dingle Victorians*, p.204

²⁰⁵ *Dingley Village Chronology of Events*, p. 30

²⁰⁶ Kingswood Golf Club was developed on part of the Gartside's land. *Context*, p.7.

By the middle of the 1920s manufacturing had overtaken rural output in value, and the gap between the two widened steadily thereafter.²⁰⁷ The high and rising levels of tariff protection offered to manufacturers during the 1920s assisted secondary industry to expand. So too consumer demand grew as population, and disposable incomes, slowly increased. It was at this time, in 1937, that Gilbey's built a distillery on Nepean Highway. The building and adjacent chimney stack are now an important legacy of this transition from a primary to secondary industry in the study area.



Former Gilbey's Distillery, 1999 (Living Histories)

Although the First World War helped to broaden the industrial base, there were neither the machines nor skills available to manufacture many technically

²⁰⁷ By 1947 almost twice as many people worked in manufacturing as in all the primary industries combined. Dingle *Victorians*, p.204

complicated electrical or automotive goods. Industrial expansion was also abruptly halted by the Depression.²⁰⁸

After the Second World War the location of industry in the metropolis changed. A survey, completed in 1953 showed that sixty percent of manufacturing industries were located within three miles of Melbourne's General Post Office.²⁰⁹ However within a decade large haul trucks had begun to liberate industry from the railhead and enabled it to take up areas of open land large enough to accommodate its growing scale. Melbourne became the manufacturing capital of Australia, with over a third of the nation's factories constructed in the State in the decades after 1945 on green field sites like those in Moorabbin and Cheltenham.²¹⁰

The Melbourne Metropolitan Board of Works' 1954 Metropolitan Planning Scheme introduced zoning. Industrial zones were designated with a view to keeping the journey-to-work times as short as possible.²¹¹ As a result of areas being zoned for industrial purposes, manufacturing developed rapidly, aided by the ready employment base available as the surrounding area was suburbanised. Tracts of land, sometimes formerly used for primary production, had been taken over as 'green field' sites. Nylex set up its plant in Nepean Highway Mentone, and the Nylex Clock is now a familiar symbol of the post-war industrialisation of the city.

The number of new industries establishing in the study area increased significantly in the 1950s and 1960s. By far the greatest number were established in Moorabbin, followed by Mordialloc and Chelsea. During the 1960s industry expanded more rapidly in Moorabbin and the Oakleigh-Clayton area until the available land was filled with factories.²¹² In 1964 five hundred and thirty-three factories existed in Moorabbin; one hundred and thirty-three in Mordialloc; and just thirty-eight in Chelsea.²¹³ Much of the land on which industries established was formerly used for primary production.

²⁰⁸ Almost forty thousand manufacturing jobs disappeared between 1927 and 1931. The hothouse atmosphere of war accelerated industrial growth. As imported supplies fell to a trickle, self sufficiency again became vital. Factory employment in Victoria rose by nearly sixty thousand during the war years. *ibid.*, p.204-7

²⁰⁹ McLoughlin, p.41

²¹⁰ In 1965, 36.3% of new factories constructed in Australia were built in Victoria. Herald Research, Melbourne Bulletin No. 101, September 1966.

²¹¹ Dingle and Rasmussen, p.240.

²¹² *ibid.*, p. 228.

²¹³ In 1965, 36.3% of new factories constructed in Australia were built in Victoria. Herald Research, *op cit.*

The most concentrated industrial development occurred in the area of Chesterville, South and Keys Roads Moorabbin where large companies like Schweppes, Coca Cola Bottlers, Beechams, Singer, Philip Morris and Coates Brothers set up factories and offices. In Cheltenham motor parts and accessories manufacturer Joseph Lucas established a large factory on the Nepean Highway at the intersection with Bay Road, and Ken Lukey set up his first purpose-built muffler factory on the



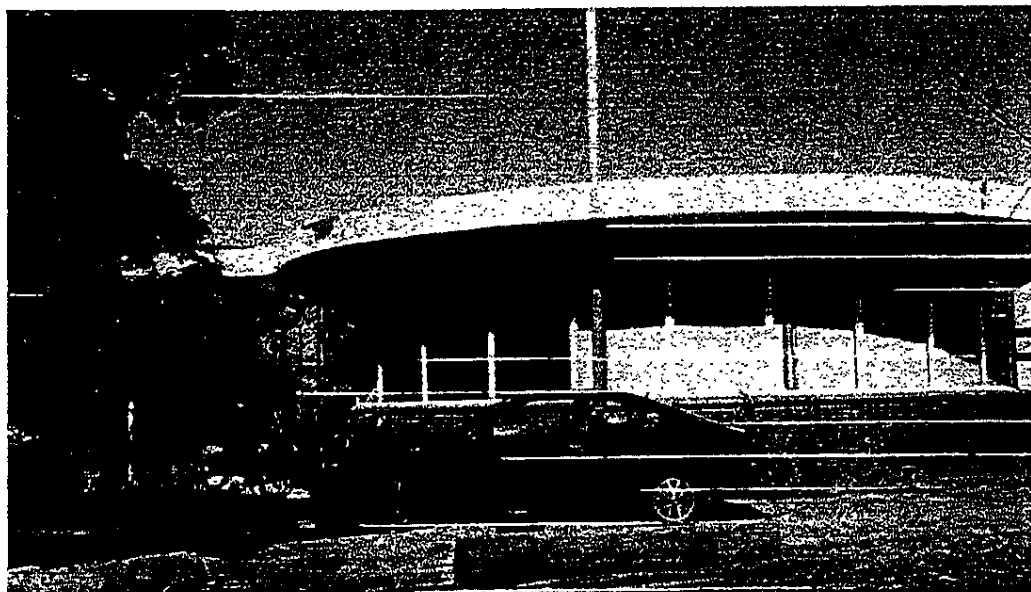
Nylex sign, Nepean Highway, 1999 (Living Histories)

corner of Nepean Highway and Centre Dandenong Road Cheltenham.²¹⁴ Ken Lukey's factory survives (currently as a carpet showroom) as evidence of his initiative in establishing his manufacturing business.

By the 1980s industry had expanded and taken up much of the area surrounding Clayton and Boundary Roads from Clayton South to Braeside, and a number of industrial parks had been created.

²¹⁴ Moorabbin City Council *Moorabbin: A Centenary History 1862-1962*, [1962], p. 85-6; Cribbin, p.160. Lukey commenced manufacturing mufflers from his home and, after his business was established, constructed his first purpose-built factory in Cheltenham. Cheltenham Community Workshop, 13 November 1999.

By then the share of total employment in manufacturing had fallen from twenty-three to eighteen percent in Victoria.²¹⁵ The rapid growth of finance markets, the increased mobility of capital and the shift from labour-intensive factory production to high-technology information industries created a new economic order. This brought about changes in patterns of work. Deregulation and 'globalisation' in the 1980s meant a decline in heavy industry.²¹⁶ The City of Kingston nevertheless retained a diverse range of industries, and continues to encompass one of the largest and most concentrated regions of manufacturing businesses in the metropolitan area.²¹⁷



Circular office/showroom, Kingsway St, Moorabbin, 1999 (Living Histories)

6.4 Developing marketing & retail areas

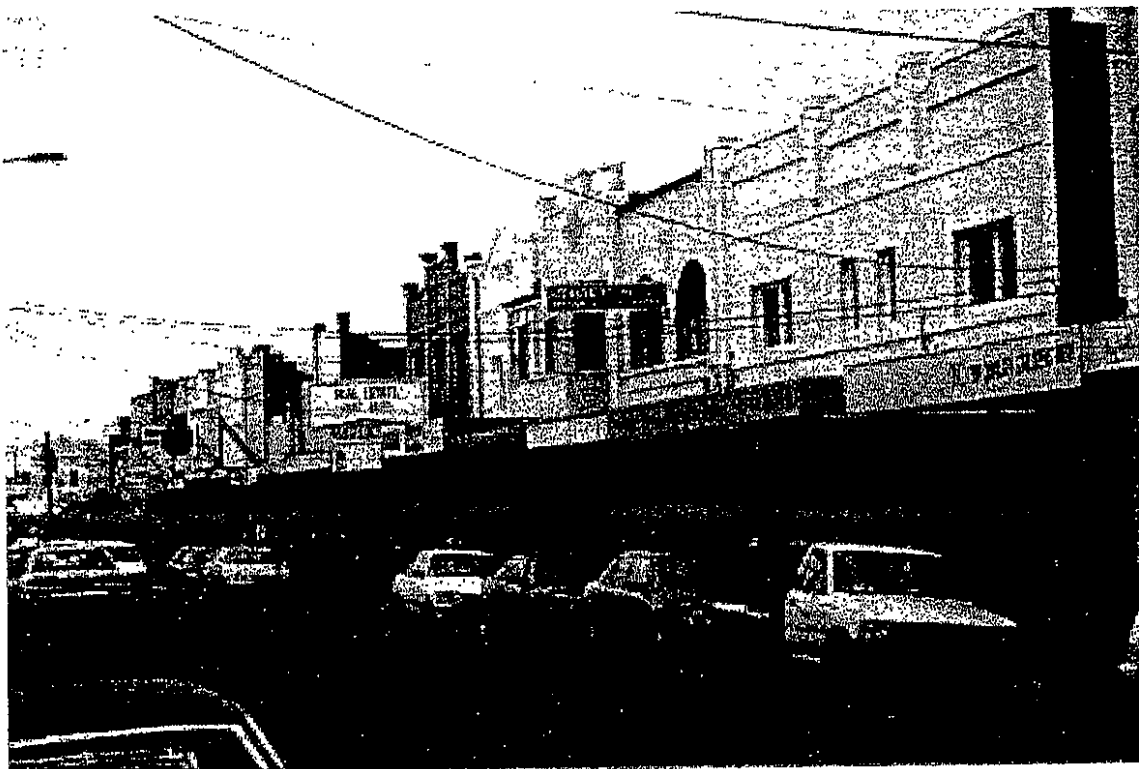
The sale of goods was initially informally conducted from private houses, particularly those located along main transport routes. As inns established, often at road junctions or at river crossings, shops such as bakers, bootmakers and blacksmiths sprang up to form the nucleus of a settlement. After the mass migration of the mid-nineteenth

²¹⁵ In Victoria as a whole in 1990 offices and shops employed far more people than factories, farms and mines together. In twenty years at least 100,000 jobs in Victorian factories were wiped out in aggregate. Blainey, *Our Side of the Country*, Sydney 1991, p. 230-1

²¹⁶ Stuart MacIntyre, *A Concise History of Australia*, Oakleigh, 1999, p.246

²¹⁷ The largest manufacturing industry sectors within Kingston include machinery and equipment manufacture and metal product manufacturing. The biggest employees are in petroleum, coal, chemical and associated produce manufacturing. The largest industrial precincts are Moorabbin and the Braeside/Mordialloc areas. 'Kingston City Council: Industrial Development Strategy', May 1999, pp18-20; City of Kingston *City of Kingston 1998-99 Community Directory*, [1998] p.2.

century, the corner shop and general store appeared, exemplified by that at 506 Station Street Carrum which now survives as a reminder of this early form of retailing in the City. With the land boom of the 1880s and mass consumption, and once rail transport was introduced to the area, shopping strips emerged. Mordialloc's shopping strip retains features which provide information about nineteenth century shopping patterns, and includes late nineteenth century 'boom-style' shops; 1920s buildings like the English Scottish and Australian bank at 451 Nepean Highway; 1930s red brick and stucco shops, and the post Second World War retail outlets. Some retain advertisements on facades, like Royce's Meat Store at 473 Nepean Highway.



Parkdale shopping precinct, Como Parade West, 1999 (Living Histories)

As the suburban shopping streets of the nineteenth and early twentieth century developed, they attracted branch banks, substantial post offices, hotels, coffee palaces, fruit shops and butchers, grocers, milliners and drapers, newsagents and hardware stores. Entrepreneurs saw an economic opportunity and constructed rows of shops like the Abbott and Comber's Buildings in Mentone Parade, or Lydford's shops on Nepean

Highway [see section 5.2] as well as the Follett Street shops. Parkdale's shopping strip, in Como Parade West, also survives as an intact example of inter-war retail design and function, in particular those which retain their original street-front detail, and some their interior decorations. Often the buildings were two storeys and provided the proprietor or lessee accommodation. The Inchley family lived at the rear of the business located on Nepean Highway Chelsea.

After the Second World War changes in retailing began to quickly make a mark on the landscape. Initially the strip shopping centres grew in response to the population boom. Highett's shopping centre, which had only nine shops in 1950, had grown to encompass more than one hundred by 1960.²¹⁸ This was still the era of the small trader when strip shopping centres included butchers, greengrocers, milk bars, chemists and perhaps a furniture store, haberdashery, dress shops and a hardware store. But shopping patterns were beginning to change. In the 1950s refrigeration fostered the growth of food supermarkets which were subsequently constructed in the traditional shopping strips like Chelsea, Mentone and Mordialloc. Car ownership also tripled in Australia between 1947 and 1971.²¹⁹ Responding to new concerns about planning for traffic, several post war shopping strips were created with off street parking, especially in the newer suburban areas like those in South Road Moorabbin which appear to have been constructed in conjunction with the Ideal Homes [see section 5.3]. Chelbara too incorporates off-street parking for customers attending its 'General Store'. Gladesville, the developers of Patterson Lakes, not only incorporated off-street parking in the retail area on Thompson Road, it also created an atmosphere 'reminiscent of the Gold Coast' through design and the planting of palm trees.²²⁰

The Melbourne Metropolitan Board of Works' 1954 planning scheme identified five district centres within metropolitan Melbourne: Moorabbin, Footscray, Preston, Box Hill and Dandenong.²²¹ As a result, and because of the growing reliance on the motor car, larger suburban shopping complexes began to appear; centres like Thrift Park at

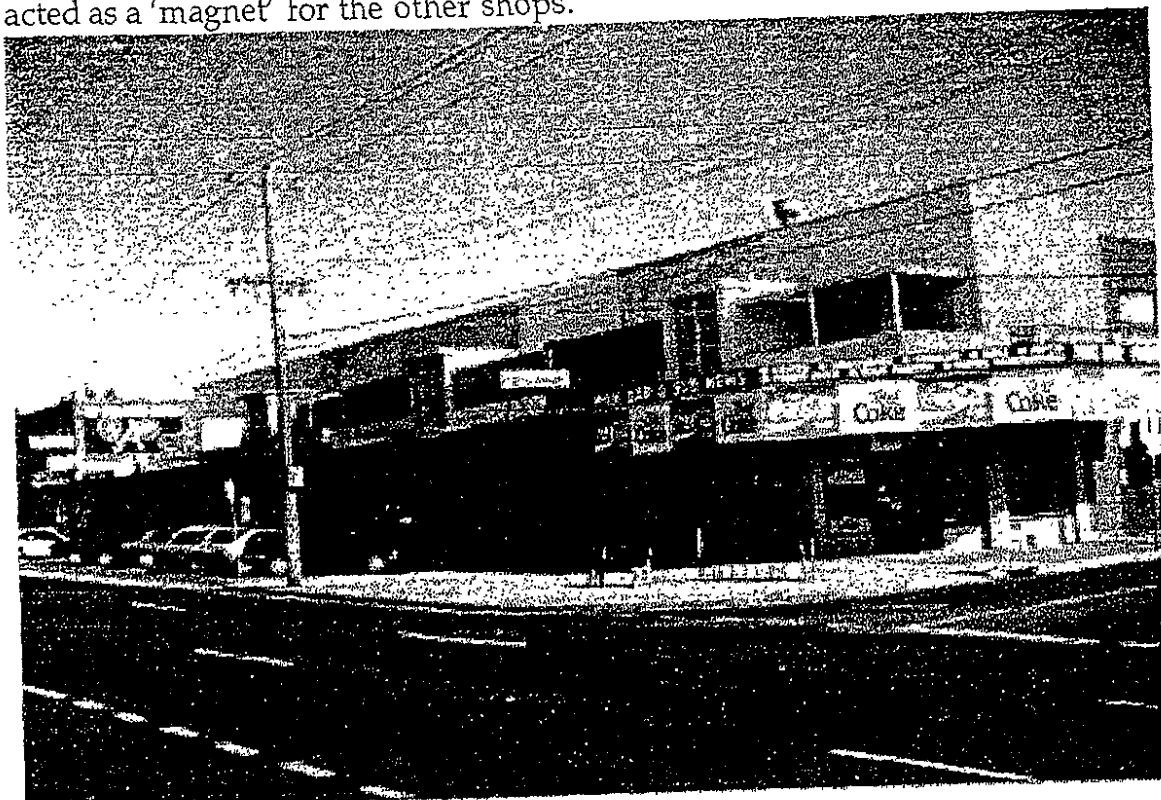
²¹⁸ Cribbin, p. 164

²¹⁹ Peter Spearitt, "Suburban Cathedrals: The rise of the drive-in shopping centre", in *The Cream Brick Frontier*, op cit, p. 92

²²⁰ 'Your Domain', *The Age* 1 December 1999, p.12.

²²¹ Dingle, *Vital Connections*, op cit, p.240

Cheltenham which provided parking space and incorporated a supermarket which acted as a 'magnet' for the other shops.



Post World War Two strip shopping centre, South Road Moorabbin. This row of shops appears to have been built with the adjacent Ideal Homes estate. (Living Histories)

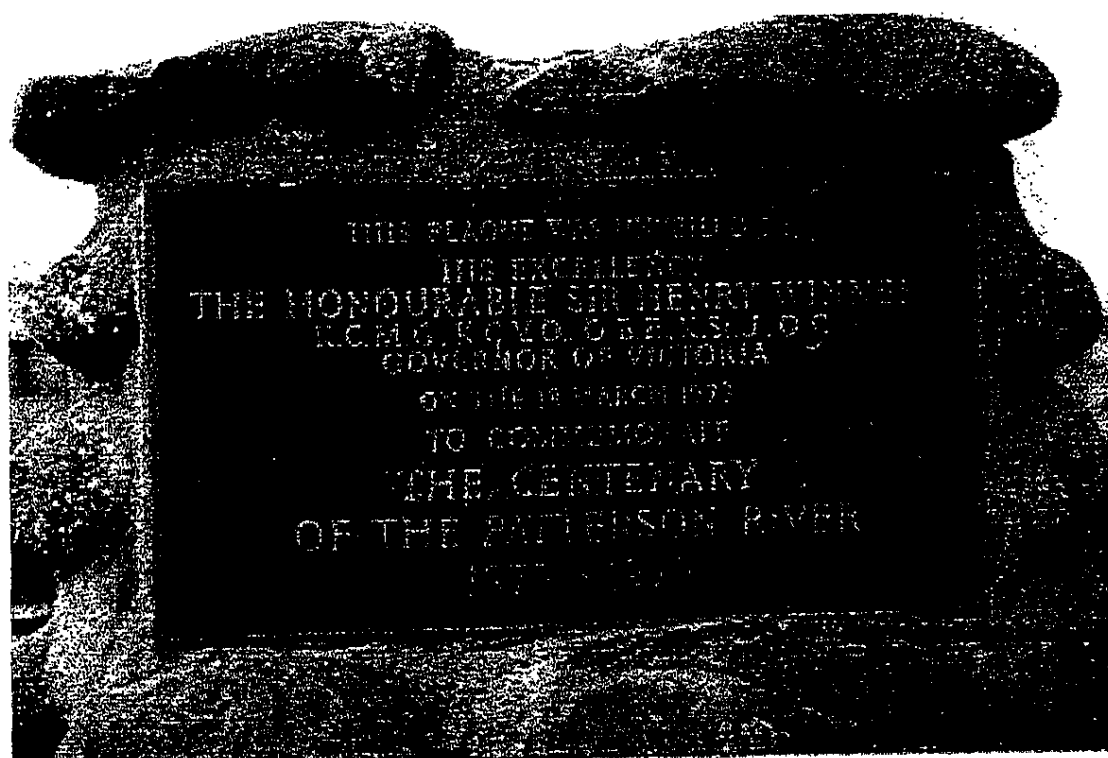
Chadstone, opened in 1960, was Melbourne's first 'drive-in' shopping centre. Its instant success resulted in Kenneth Myer opening a number of other centres in suburban Melbourne, including Southland in 1968.²²² Southland was advertised as 'a complete shopping city fulfilling every need.'²²³ Merchants emphasised promotional and community activities; from trade, fashion and computer displays to apprenticeship weeks and lunchtime concerts. Visitors could not only shop at one of the sixty retail outlets, they could also receive the professional services of a doctor, dentist or solicitor.²²⁴

²²² Southland was constructed on the site of the Catholic St John of God boy's home. Cribbin, p.178. A year after completion in 1969 the Southland Shopping Complex was named 'Building of the Year'. The National Gallery, which was completed in the same year, was named 'Runner-up'.

²²³ *ibid.*, p.181

²²⁴ In the 1983 Myer Emporium Ltd. entered into a joint partnership with Westfield Property Trust. Between 1985 and 1986 extensions were undertaken which virtually doubled the centre's size. In 1990 a cinema complex was added and in the late 1990s work is being completed on another major extension which involves the construction of a road and retail bridge over Nepean Highway and incorporates a development on the former Cheltenham market site. *ibid.*

Initially councils and traders were unable to buy up the properties behind the shops to create car parking, and shoppers turned to Southland for ease of parking and availability of services. But a number of shopping strips managed to meet the challenge posed by Southland, those such as the Como Parade shopping strip in Mentone.



Plaque commemorating the centenary of the creation of the Patterson River. 1999 (Living Histories)

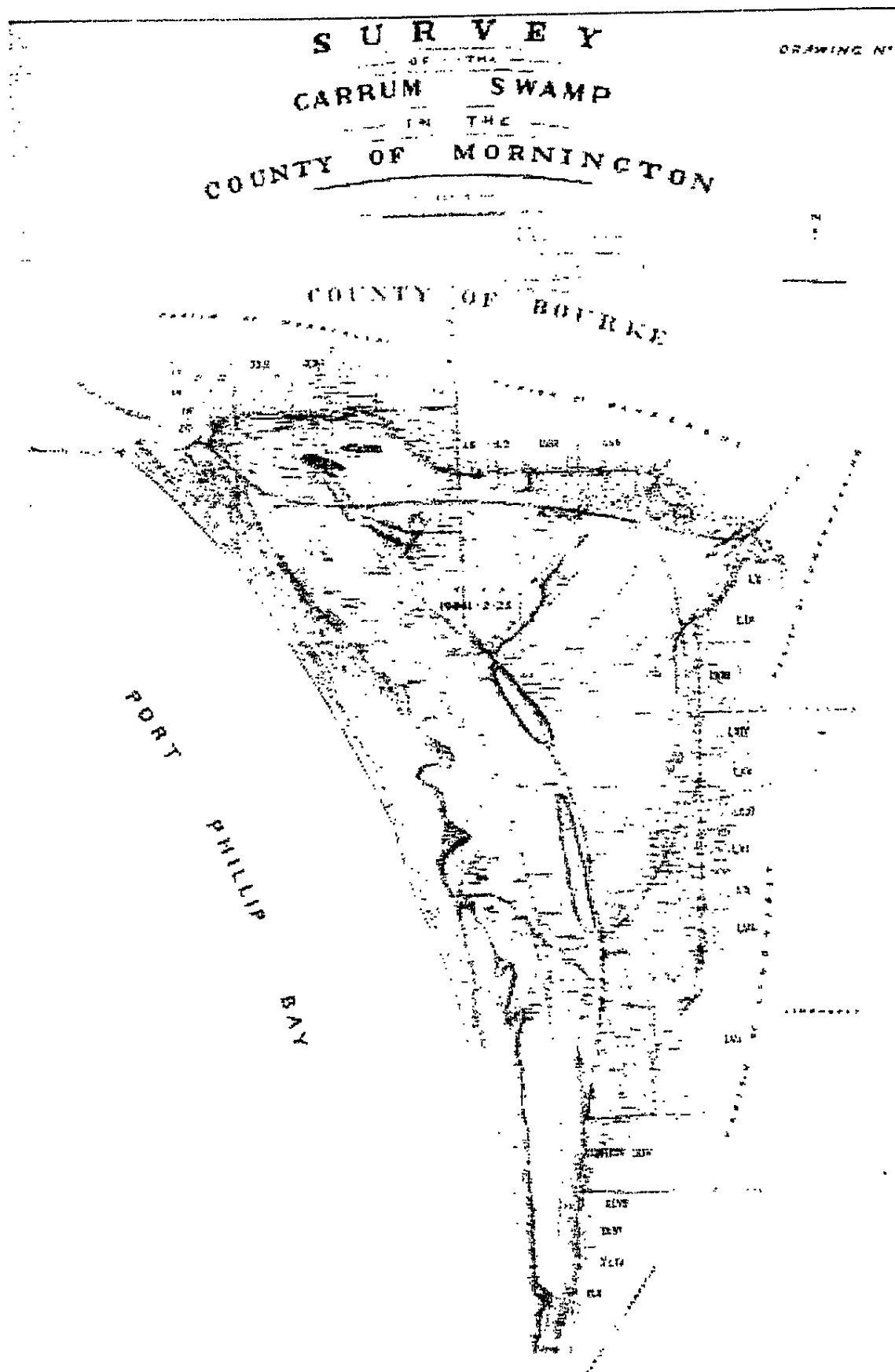
7. ALTERING THE ENVIRONMENT

7.1 Draining The Carrum Swamp

Much of the south-east portion of the City of Kingston was once part of the Carrum Swamp, which extended between Mordialloc and Frankston. Separated from the coast of Port Phillip Bay by a long sand ridge, the low-lying swamp land then extended inland for about four or five miles. The swamp was fed by the waters of the Eumemmering, Dandenong and other creeks, whose sources lay in the Dandenong Ranges. It was ineffectively drained by the Mordialloc Creek at Mordialloc and the Kananook Creek at Frankston. Before Europeans modified the swamp land, it was well-vegetated with ti-tree. While some parts of the swamp were composed of a kind of peaty bog, others, particularly the section about two kilometres inland from Port Phillip Bay, were almost continually under deep water.²²⁵ Two higher pieces of ground, known from an early date as the 'Isles of Wannarkladdin', protruded above the swamp roughly where Chelsea Heights is now situated. Reportedly, the swamp was used by local Bunurong people as a source of eels. From the 1870s a series of swamp drainage measures have modified this environment. Drains, weirs, tidal gates, and even an artificial river have been installed. Initially these measures were aimed at turning the swampland into productive agricultural land. In the twentieth century further drainage work was necessary to protect the ever spreading residential areas of Chelsea and Mordialloc from floods. While remnants of the swampland can be found in wetlands at Edithvale and Braeside, there is also much evidence of the drainage work in the form of drains, bridges, the Patterson River, and tidal gates on the Mordialloc Creek.

Following page, 'Survey of the Carrum Swamp', Rawlinson, 1866 (State Rivers and Water Supply Commission 'The Carrum Swamplands :Addendum to Report, 1950)

²²⁵ E.J. Lupson, 'The Carrum Swamplands, History of the Carrum Waterworks Trust', State Rivers and Water Supply Trust, MS 1940.n.p. N.C. Black, 'The Carrum Swamplands, Reclamation, Settlement and Flood History', in *Aqua, Official Journal of the State Rivers and Water Supply Commission Victoria*, Vol. 9, No.1 September 1957



Early Drainage Work

Although squatting runs, such as that of the Wedge Brothers' Banyan Waterholes, had occupied parts of the swamp from 1839, there was no attempt to drain the swamp until the selection era. The swamp was surveyed in 1866 and again in 1868, when the surveyors, Hodgkinson and Couchman reported that if drainage works were provided, 6,000 acres would be immediately improved and 2,500 acres gradually improved.²²⁶ The swamp land was opened for selection in 1869.²²⁷

Despite early government interest in draining the swamp, by 1871 the Minister for Lands announced that the scheme was too expensive. It fell to local selectors to propose levying themselves to finance the scheme that had been originally proposed by the government. This was the construction of drains linking the Dandenong Creek to the Mordialloc Creek and the Eumemmering with the Kananook to run water to the sea and a main drain running north to south from Mordialloc to (now) Carrum which would also empty into the creeks.²²⁸ This work was begun by the Dandenong Roads Board (the predecessor of the Dandenong Shire Council) in 1873. Although it provided some relief from flooding, it was still inadequate. Local selectors testified to a Select Committee of Enquiry in 1876 that lower land was still being flooded.

The Patterson Cut

Two years after this, the Minister of Public Works, Hon. J.B. Patterson, inspected the state of the swamp drainage area and recommended that a direct drain should be cut through the sand dunes to the sea from the Eumemmering River. The government provided the Dandenong Shire Council with the funds for this drain, known as Patterson's Cut (now Patterson River), which drains into the sea at Carrum.²²⁹ The 'cut' was finished by August 1879, as was a new bridge, spanning it on the Nepean Highway (then called the Point Nepean Road). Soon after, however, flood waters washed the bridge abutments away and scoured the sides of the 'cut', so that the new bridge had to be extended by thirty feet on each side.

²²⁶ 1866 survey by Rawlinson, see Roll Map 17 'Carrum Swamp'. Rawlinson, 1866 Land and Survey Information Centre. Comments by Hodgkinson and Couchman found in Black, *op cit*.

²²⁷ Hibbins, p. 66

²²⁸ Lupson

²²⁹ Hibbins, p.73

The Carrum Irrigation Trust

In 1881-1882 a channel was constructed to join the Dandenong Creek to the main drain. (The strip of land for this purpose had been reserved in 1876.)²³⁰ But the drainage works were still fairly ineffective. As the Government had passed an Irrigation and Water Supply Act in 1886, local landowners petitioned to have the Carrum Swamp District constituted an Irrigation and Water Supply District in 1889. Although the legislation was really aimed at providing financial help to districts needing to institute irrigation works, its attraction for Carrum landowners was that it offered the possibility of funding for future drainage work which could also be used as an irrigation system during drier periods. The Carrum Irrigation Trust was duly gazetted on December 2, 1889. Although it was advanced £27,000 by the government, it was also empowered to collect rates from property owners within the 'Irrigation' area. The Trust set out to enlarge the Dandenong Creek Channel and the Eumemmering Creek Channels and to create smaller internal drains and irrigation channels. Weirs were constructed on each of the creeks to hold water during dry periods but release it through sluices during floods. This work was effective through relatively dry years, but wetter years brought heavy siltation in the lower channels, causing flooding again. After floods in 1904, when the Irrigation Trust defaulted on its payments to the government, the work was transferred to the State Rivers and Water Supply Commission.

Twentieth Century Measures

Severe floods in 1923 and 1924 meant that further work had to be undertaken. The Commission once again widened the Eumemmering and Dandenong drains, constructed a main outfall from Pillars Bridge to the Patterson Outlet and a contour drain in the east near Cranbourne. Much of this work was carried out by sustenance workers using Unemployed Relief Funds.²³¹ Some of this work was still in progress when another flood occurred in November-December 1934. As a result of this flood, 100 houses in Mordialloc, 700 in Chelsea, 40 in rural areas and 120 in Dandenong Township were damaged.²³² Yet another flood occurred in 1952, just as large areas of Chelsea and Mordialloc were being developed as residential estates. Even at times

²³⁰ Hibbins, p.97

²³¹ Lupson

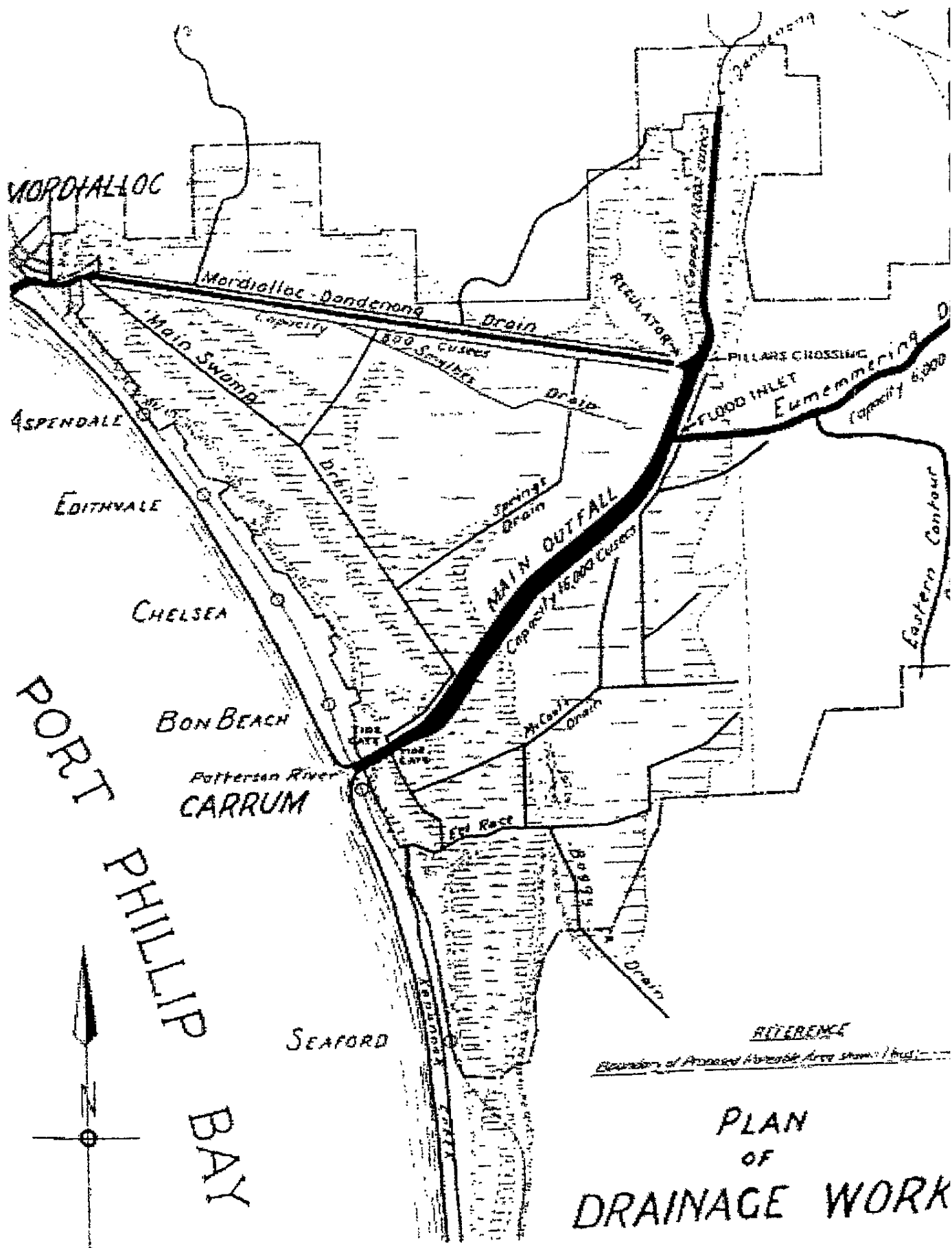
²³² Black, p.18

when there was no flooding, streets in these new subdivisions were quagmires.²³³ Following this the Swamp Drain was enlarged again and pumping units were installed. In addition new tidal gates were installed at both ends of the Swamp Drain and at the Mordialloc end of the Mordialloc drain. Subsequently the water level in the swamp drain could be maintained at a much lower level than previously.

In 1966 control of the swamp drainage area was handed over to the Dandenong Valley Authority. Almost twenty years after that, a pumping station was installed on the Eel Race Drain, to pump water back from Patterson River to the Kananook Creek, which Frankston residents claimed had been denied a proper water flow since the Patterson Cut had been made in the 1870s. In a sense, this pumping station is yet another stage in a process that has lasted over 120 years to tame and control the Carrum Swamp. Ironically it was only in the 1970s that there was recognition that remnants of the swamp could be used as valuable refuges for wetland wildlife such as birds. Wetlands at Braeside and Edithvale, which are controlled by public authorities, operate as both flood mitigation areas and wildlife sanctuaries. Yet another adaptation of the former swampland occurred in the 1970s when a series of canals were connected with the Patterson River at the Patterson Lakes residential development. [see section 5.3]

Following page 'Plan of Drainage Works on the Carrum Swamp, 1940', (SRWSC Report)

²³³ 'The Man Who Drained Our City' in City of Chelsea, *Jubilee Commemoration 1929-1979*, Chelsea, 1979 n.p.



8. EXPLOITING NATURAL RESOURCES

8.1 . Fishing

It is not certain quite when Mordialloc, on the shore of Port Phillip, began to attract non-Aboriginal fishermen. It is known that by 1852 "three fishing parties were camped there; and "Wiseman", one of the oldest and best fishermen in the bay, had the coast nearly to himself".²³⁴ These observations were offered by Horace Wheelwright, who came to Victoria in search of gold in 1852, but then spent the next four years moving around the bush, fishing and hunting. Wheelwright spent much of his first two years camping at Mordialloc which he thought then was 'the best fishing-station in this part of the country' By the later 1850s, however, when he noted a:

regular canvas town of fishermen's tents and between 40 and 50 boats on the schnapper ground at one time,

he felt that the sea fishing was overdone there and that:

*the large shoals of fish don't set in to these shores as formerly , and if by chance one is seen, too many are on the lookout to share the prey*²³⁵

The blossoming of the fishing fleet at Mordialloc in the 1850s attracted other related industries. Some Chinese immigrants, who had entered Victoria in search of gold, established a fish-salting operation here in the 1850s. The large numbers of Chinese miners in Victoria during the gold rushes offered a market for salted fish. At Mordialloc over a hundred people were employed in the 1850s, salting and drying locally-caught fish on large pieces of canvas spread on the ground.²³⁶ It is not certain how long this industry was based at Mordialloc. Sources seem to suggest that it was confined to the 1850s.

While the salted fish were processed locally, most fresh fish was transported to market in Melbourne. A wholesale fish dealing business, Wren Brothers, which dealt with fish supplies from several sites on the Mornington Peninsula, established its base at

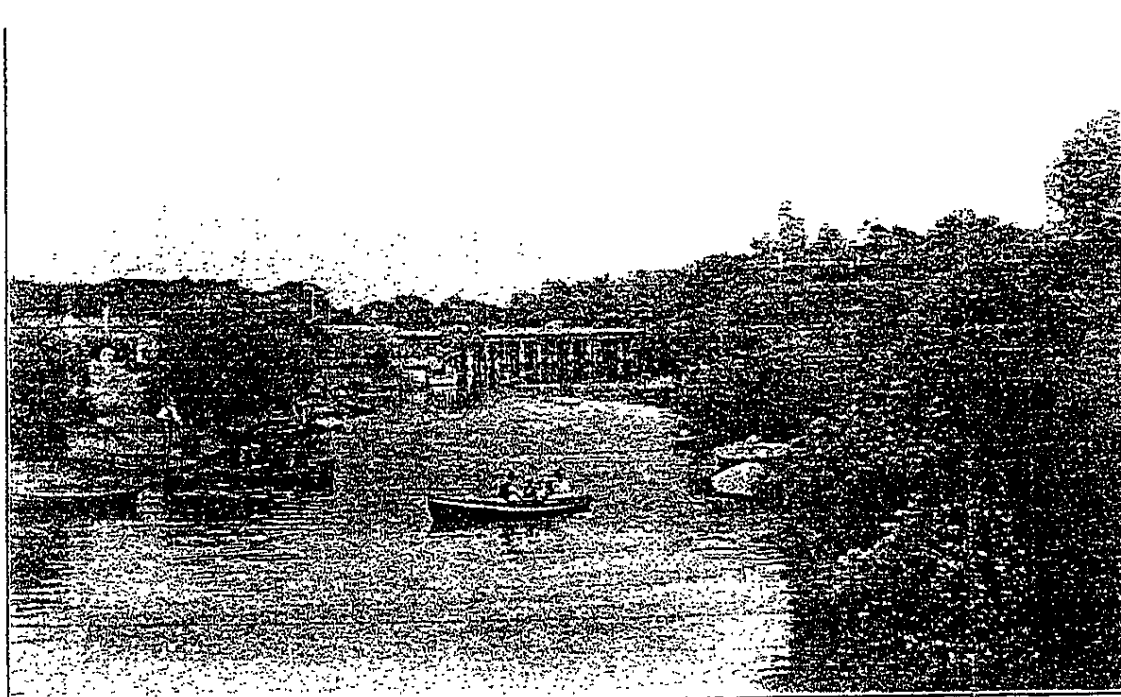
²³⁴ Horace Wheelwright, *Bush Wanderings of a Field Naturalist*, First Published London, 1861, reprinted with an introduction by A.H. Chisholm, 1979, p.252

²³⁵ *ibid*, pp 251 and 252

²³⁶ Hibbins, p. 46

Mordialloc in the mid-1850s. It soon moved its headquarters to Frankston,²³⁷ and later to Melbourne. Nevertheless, according to Frank McGuire, the company built stables and men's quarters near the Mordialloc Creek in 1864.²³⁸ After the railway line was completed to Mordialloc in 1881, fishermen sent their catches to Melbourne by train.

Mordialloc Pier was first erected as a jetty in 1870. Some time after this a fishermen's shed was constructed on the shore end of the jetty.²³⁹ The shed was certainly there in 1911 when E.J. Brady described Mordialloc in his book, *Picturesque Port Phillip*.²⁴⁰



Mordialloc Creek and bridge, circa 1911 (E.J.Brady, Picturesque Port Phillip, Melbourne, 1911)

Perhaps Horace Wheelwright was correct when he asserted that supplies of fish at Mordialloc had been diminished by being overworked. In 1872 a correspondent of *Melbourne Punch* observed that only a few fishermen were working at Mordialloc and 'their net profits are not large, therefore the place is not financially a piscatorial success...' ²⁴¹ One of those few fishermen might have been John Watkins, whose small

²³⁷ 'Memoirs of Councillor John Box', *Mornington Standard*, 7 September, 1899

²³⁸ McGuire, *Mordialloc, The Early Days*, p. 30

²³⁹ Philip and Margaret Bennett, *Marvellous Mordialloc Heritage Tour*, n.p.

²⁴⁰ E.J. Brady, *Picturesque Port Phillip*, Melbourne, 1911, p.106

²⁴¹ 'Mordialloc', *Melbourne Punch*, October 31, 1872, p.139

fishing shack is said to appear on an 1866 map of the Carrum Swamp situated on the sand dunes near present-day Watkins Grove, Aspendale.²⁴² Presumably he was the same John Watkins who claimed to have been fishing at Mordialloc for twenty years when he gave evidence before a *Parliamentary Select Committee* in 1892. Three other Watkins, presumably his sons, were also fishing at Mordialloc at that time :John, had fished in Mordialloc for 7 years, William for 18 years and George for 12 years.²⁴³

By the early 1890s, when the *Parliamentary Select Committee* reported on the fishing industry in Victoria, there were about 35-40 men working as fishermen in about 15-16 boats at Mordialloc. This was comparable to the 12-15 boats working at Mornington at the same time, but paled into insignificance compared with the 100 boats based at Hastings on the Westernport side of the Mornington Peninsula. Apart the Watkins family, there were other fishermen who had lived at Mordialloc for decades, among them George Boddy, who testified that he had fished at Mordialloc for 30 years. Many of those who gave evidence had been here for considerably shorter periods, including a number of Scandinavian fishermen, who had been based at Mordialloc for between 5 months and four years. Although between 150 and 200 baskets of fish per week were being sent from Mordialloc, via the train, to Melbourne markets, there was evidence that fishing here was not as good as it had once been, particularly because the snapper had all but disappeared. Most fish were caught in winter, when set nets were used. Seine nets were used in summer to catch salmon, garfish, mullet and snapper, while flathead was caught all year round. According to some witnesses, many fishermen were leaving Mordialloc at the time, not only because the fish supply seemed to be diminishing, but also because the method of selling fish in Victoria disadvantaged them financially. Nevertheless, there were still some fishermen here in 1911, when E.J. Brady noticed that in winter:

The fishermen spend a lot of time to the leeward side of the wall, squatted on their hams, smoking pungent black tobacco, and spinning yarns. ²⁴⁴

²⁴² F.R. McGuire, *Chelsea By the Sea From Swamp to City*, 1979, p.3 I cannot find this shack on the 1866 map. It is possible that an 1870s map was the one showing the shack.

²⁴³ 'Final Report of the Select Committee Upon the Fishing Industry of Victoria', *Victorian Parliamentary Papers*, 1892-3, Vol.1

²⁴⁴ Brady, p.119

In the 1990s a number of commercial fishermen, including a fleet of scallop boats, are still based at Mordialloc.²⁴⁵ The fleet that still lies moored along the Mordialloc Creek is a reminder of the place of professional and recreational fishing in the locality. So too is Jack Pompei's boat shed (see below) which is said to have been used by a nineteenth century fisherman. A small cottage at 11 Park Street Mordialloc is also claimed to have been an early fisherman's cottage.²⁴⁶



Mordialloc Creek Precinct 1999 (Living Histories)

²⁴⁵ Richard Hawkins, *Creeks and Harbours of Port Phillip*, Melbourne, 1996, n.p.

²⁴⁶ Information re: Pompei's boatshed from Graeme Whitehead, pers. comm. Information re: 11 Park St is from Nina Earl pers. comm at the Parkdale Community Workshop.

8.1.2. Recreational fishing

While professional fishermen might have been having difficulties earning a living at Mordialloc by the late nineteenth century, recreational fishing was firmly established as one of the attractions of the place. Even in the 1860s potential visitors were advised that:

*sportsmen can nearly always find scope for the use of a fishing-rod or a gun. The creek, of good width and depth, contains bream whiting, trout, mackerel and mullet and tempting bait and would insure sport to anglers...*²⁴⁷

From the 1870s, Mordialloc began to depend more on its attractions to visitors, than on its professional fishing industry, and angling, particularly in the creek, was one of those attractions. Even the very sarcastic observer from *Melbourne Punch* admitted that it was 'the "correct thing" to hire a boat and paddle serenely about in the creek'.²⁴⁸ Mordialloc could even boast its own Anglers Association by the 1890s²⁴⁹ and angling has remained one of the attractions of the area through the twentieth century.

8.1.3. Boat -building

Fishing, angling and boating at Mordialloc attracted a small boat building industry. In 1892 William Kretchmar was living in Mordialloc, building boats and repairing them for fishermen.²⁵⁰ Another well-known name associated with boat-building at Mordialloc is that of Pompei, a Sicilian family who settled here in the 1920s. While Salvatore Pompei was a professional fisherman, his son, Jack, was trained as a boat-builder and began a boat-building business near Mordialloc Creek in the 1930s. The business continues today and is believed to be the last commercial wooden boat building business in Australia.²⁵¹

²⁴⁷ Thomas, *Guide for Excursionists from Melbourne*, n.p.

²⁴⁸ *Melbourne Punch*, op cit.

²⁴⁹ Evidence about the Anglers Association comes from the 'Final report of the Select Committee Upon the Fishing Industry of Victoria',

²⁵⁰ *ibid*

²⁵¹ Philip and Margaret Bennett, *Marvellous Mordialloc Heritage Tour* and Graham Whitehead, 'Jack Pompei,' City of Kingston History Web Site, 1998

8.2. Sand mining

From the late nineteenth century sand was mined in a number of pits between Chelsea and Frankston.²⁵² Some was coarse sand, used for building, and other was fine, glass-making sand. Australian Glass Makers operated a pit at Bonbeach until the late 1940s. All the sand pits in the Chelsea area seem to have ceased operation by the 1950s, though there are still some buildings within the area that were built of bricks made of local sand.

The Heatherton- Dingley area was Victoria's major supplier of construction sand (used for concrete) from the 1970s to the 1990s. According to Alan Bennett, the idea of mining sand at Dingley was first mooted in the 1930s²⁵³ and in the 1940s and 1950s a number of small family-operated sand mines were opened up in the Heatherton and Dingley areas. Early in the 1970s the Melbourne and Metropolitan Board of Works zoned an extensive area of land in Springvale-Dingley and Heatherton as a 'special extractive zone', enabling large-scale sand mining on what had hitherto been mainly orchard land.

From the 1970s to the 1990s many large sandpits were opened up within the Clarinda-Heatherton-Dingley area and it became the major supplier of building sand to markets east and south east of Melbourne.²⁵⁴ Enormous areas of land between Westall Road, Centre Dandenong Road, Warrigal Road and Centre Road have been mined since the 1970s. Once sandpits have been fully exploited they have been filled, usually with rubbish, and today there are still a number of landfill sites in the area, as well as eleven existing sandpits. A survey of available sand resources in Victoria, published in 1995, suggested that the sand resources at Heatherton-Dingley-Clarinda have now been 'largely depleted, although it may continue for many years as a centre for importing, processing and distribution of sands'.²⁵⁵

²⁵² McGuire, Chelsea, A Beachside Community, p. 45

²⁵³ Alan Bennett, *Settlers to Sandpits, Turnips to Tips, Windert to Kingston 1841-1998 and all this History in Between*, Heatherton (Vic), 1999, p.99

²⁵⁴ I.W. Mc Haffie, *Plastic Clay Deposits at Scoresby/Dingley Sand Resources Survey*, Victorian Geological Survey Report 1972/4, p.40

²⁵⁵ *ibid*, p.41

However, apart from the existing pits and those that are still being used as landfill, the sandpits opened up in the years between the 1960s and 1990s have had an obvious effect on the landscape. Some of them have been turned into parks, such as Bald Hill and Karkarook. In the early 1990s Melbourne Parks and Waterways (now Parks Victoria) , along with the former Cities of Moorabbin, Oakleigh and Springvale proposed to create a 'Chain of Parks' that included not only existing reserves, such as Braeside Park, but also areas that had been used for sand extraction. The Chain of Parks concept is still undergoing consideration.



Pioneer Concrete sand-mining operation, Old Dandenong Rd, Heatherton, 1999 (Living Histories)

9. Governing and Administering

9.1 Formation of Local Government

The history of local government in the study area commenced in 1853 with the passing of the *Act for Making and Improving Roads* which allowed the formation of local road boards. 'Road districts' were subsequently proclaimed in certain parts of Victoria, including at Dandenong in 1857 (which had jurisdiction over the southern portion of the study area) and at Moorabbin in 1862. This gave inhabitants the power to levy rates on local properties, including Crown Land (that is, including land tenanted by squatters).²⁵⁶

In 1867 Moorabbin's citizens constructed a Shire Hall.²⁵⁷ But, as the area became more densely populated, larger premises were needed to accommodate the necessary extra staff. So, in 1928 the foundation stone of a new Moorabbin town hall and municipal offices was laid.²⁵⁸ The building was described at the time as:

*...constructed in brick [and] will consist of two stories. On the ground floor there will be eight municipal offices, two each for the shire secretary and engineer and the other for the inspector and valuer. The council chambers and presidents' and committee rooms will be on the upper floor. The building adjoins the present municipal offices and council chambers which will be remodelled and converted into a baby health centre.*²⁵⁹

This building was replaced in 1962 when the Moorabbin City Hall was opened in Nepean Highway. At the time of opening it had one of the largest auditoriums in Victoria. In the same year the City celebrated its centenary as a local government authority. In 1988 new Municipal Offices were completed adjacent to the town hall. These offices won a design award from the Royal Australian Institute of Architecture.

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²⁵⁶ Bernard Barrett *The Civic Frontier: the origin of local communities and local government in Victoria*, Melbourne, 1979, p.86

²⁵⁷ This building was subsequently absorbed into the 1907 Municipal Offices. Both were demolished to make way for the present hall in 1962.

²⁵⁸ *Argus*, 30 November 1928, p.17

²⁵⁹ *ibid*, 16 October 1929, p.20

²⁶⁰ Cribbin, p.210-11



Kingston Arts Centre formerly Moorabbin Town Hall. The oldest surviving town hall building in the city. 1999 (Living Histories)

The study area's steady population growth in the early decades of the twentieth century resulted in the creation of new municipal powers. In May 1920 Mordialloc and Mentone severed from Moorabbin to form a borough. The Borough of Mentone and Mordialloc was declared a city in 1926 when the City of Mordialloc was proclaimed. Municipal offices were constructed later in Brindisi Street Mentone.

In 1921 Moorabbin was redefined as portions, including the Borough of Mordialloc and Mentone, were annexed. However, such was Moorabbin's population growth in subsequent years that by 1923, in spite of the severance of Mordialloc and Mentone, and the later severance and creation of Sandringham, the Borough was declared a Town, and in 1934 the City of Moorabbin was declared.²⁶¹

In May 1920 the Borough of Carrum was formed. In 1929, and only nine years after being declared a borough, the City of Chelsea severed from Dandenong.²⁶² The history of the development of local government in Chelsea has been different to the other local government areas existing in the City of Kingston prior to the Victorian

²⁶¹ McGuire *Mordialloc*, p. 4.

²⁶² McGuire, *Chelsea, A Beachside Community*, P. 72

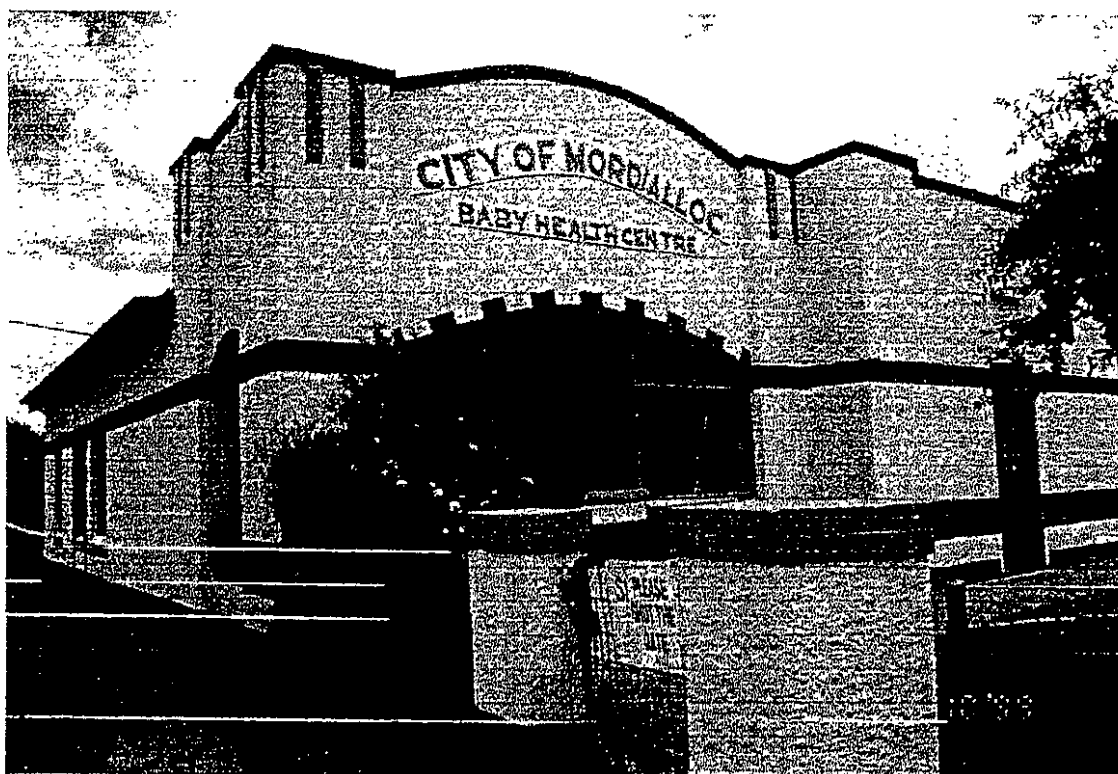
Government's 1994 municipal amalgamations scheme. Chelsea lay outside the municipal boundary and was therefore eligible to join organisations such as the Victorian Bush Nursing Association. This and organisations like the Country Fire Authority permitted greater local participation in the development of facilities than their metropolitan counterparts, which meant Chelsea residents gained the services of various associations earlier than their neighbours.

Pent up frustration resulting from a perceived neglect by the Shire of Dandenong meant that Chelsea councillors implemented a number of initiatives within a relatively short time of being granted local government power, and before the 1930s economic depression limited further activity. Chelsea was the first in the City to establish a baby health centre; was the first in the state to apply for a high school; facilitated the establishment of a bush nursing scheme and the construction of a Country Fire Authority building; was successful in gaining a new court house; and aided the unemployed in the construction of a city clock [see sections 6, 9 & 10].

Chelsea's council was not interested in self aggrandisement. It met for some time at a house constructed in 1910 by local real estate agent Catherine Nicholson, who had lived and operated her business from the building. This building continued to serve as the Council Chambers until 1970 when a new office complex, functional in design, was built in Station Street.²⁶³

In 1994, as a result of the Victorian Government's municipal amalgamations scheme, parts or all of the former Cities of Moorabbin, Mordialloc, Chelsea, Springvale and Oakleigh were merged to create the new City of Kingston. The State Government appointed three Commissioners to Kingston to implement governmental changes. Their term of office ended in 1997 when the first Council elections for the City of Kingston were held.

²⁶³ Frank McGuire *They Built a River: A short history of the Carrum Swamp, its People and its Reclamation*, Chelsea, 1991, p.18; Andrew Ward & Charles Fahey "Typological Study of Local Government Offices/Halls in Victoria", Vol. One, July 1996, p.114



Mordialloc Maternal and Child Health Centre, 1999. (Living Histories)

9.2 Building for the public

9.2.1 Caring for the very young

The years after the First World War saw local government take tentative steps towards involvement in personal services. Baby health centres had been established in the early decades of the twentieth century to advise mothers and reduce mortality rates, but in Victoria their formation was initially left to the voluntary sector to organise.²⁶⁴ The first baby health centre established in Kingston was set up in the Soldier's Memorial Hall at Chelsea in January 1926. In 1927 the council erected an

*... up-to-date building for the use of the baby health centre alongside the municipal offices.*²⁶⁵

This building was opened in 1929. It was subsequently replaced in about the 1970s by a new centre, which continues to operate today. The Moorabbin Baby Health Centre began operating soon after, in 1929, in the former Shire Offices which had been

²⁶⁴ Infant welfare services were established after 1917 with the aim of reducing infant mortality. Eighty-six councils maintained a total of 149 infant welfare centres throughout the state by 1934. Ward & Fahey, p.42

²⁶⁵ *Chelsea Gazette*, 18 May 1929, p.1

converted into a centre.²⁶⁶ Others followed in rapid succession, reflecting the demographic demands of the suburbs. The Mordialloc Baby Health Centre in Como Parade West was completed and operating by 1930, and the Cheltenham Baby Health Centre, on the corner of Barker and Charman Road, was built later.²⁶⁷ After the Second World War, infant welfare centres were established at Aspendale and Carrum in 1955.²⁶⁸ Baby health centres provide valuable documentation. All built in the inter and post-war years, they provide an indication of local government's response to welfare, as well as a baby boom, as young couples established homes in what was then Melbourne's outer metropolitan area.

9.2.2 Caring for the aged

In 1909 the foundation stone was laid for the Benevolent Asylum at Heatherton. In 1911 the residents of the North Melbourne Benevolent Asylum for the Aged and Infirm, founded in 1851, were moved to the new asylum.²⁶⁹ The site represents attempts to install the elderly inmates in a healthy 'country' atmosphere away from the temptations and pollution of the city, with adequate space to allow for gardens, including trees, which survive from this era.

In 1949 the Benevolent Asylum's name was changed to the Melbourne Home and Hospital for the Aged. By the 1950s, with 738 beds, it was claimed to be the largest hospital in Victoria.²⁷⁰ As the number of indigent elderly people in Victoria declined, partly due to a more effective social welfare and the Old Age Pension, the institution had, by the middle of the twentieth century, developed into a specialist hospital for the treatment of chronic diseases associated with aging.

By 1962 a new one hundred bed Geriatric or Day Centre had been added.²⁷¹ Over the 1970s and 1980s a number of new facilities were built at the hospital, adding to and replacing many of the original buildings. By the 1980s the main administration

²⁶⁶ *Victorian Parliamentary Papers*, 1926, Vol. 2; Tom Sheehy, *Battlers Tamed a Sandbelt*, p. 53

²⁶⁷ *Chelsea Gazette* 25 May 1929 reports that the "contractor was making progress with the baby health centre [and that] the brickwork was completed and the roof framing in position."

²⁶⁸ 'City of Chelsea Commemorative Council Meeting'

²⁶⁹ *Argus*, 28 March 1911.

²⁷⁰ *Let's Help Hold Back the Sands of Time*, (fundraising pamphlet for the Melbourne Home and Hospital for the Aged) circa 1950s. Located at Moorabbin Historical Society Archives

²⁷¹ 'Health Department Annual Report', *Victorian Parliamentary Papers*, Vol. 2, 1962-3

building was one of the few remnants of the 1911 complex still to be found on the site, now a valuable cultural heritage precinct.



Administration Building , Kingston Centre (formerly Melbourne Benevolent Asylum) 1999 (Living Histories)

9.2.3 Health & Hospitals

The further away from metropolitan Melbourne the more difficult it was to obtain medical care, particularly for acute cases, and especially prior to the construction of adequate roads and public transport. However it was not only the acute and accident cases who were faced with difficulties in gaining medical and hospital treatment. Many hospitals refused to admit women for childbirth because of the fear of cross infection.²⁷² Private general and midwifery hospitals sprang up, like *Eblana* at Mentone which was used as a private hospital between 1922 and 1941.²⁷³

²⁷² Susan Priestley, *Bush Nursing in Victoria: 1910-1985, The first 75 years*, Melbourne, 1986, p87
²⁷³ 'Eblana' op cit.

After the Bush Nursing Service and Bush Nursing Hospitals were established in 1910 it became possible for isolated communities to gain better health care.²⁷⁴ The brain-child of the wife of the Governor-General Lady Dudley, the service was designed for those 'self-respecting dwellers in the country who lacked skilled nursing.' The service was set up after a local committee raised a required amount for the nurse's salary by subscriptions, donations and social fundraising. They could then apply to the Central Council of the Victorian Bush Nursing Association, who would advertise for and engage an appropriately qualified nurse.²⁷⁵

In 1922 the *Hospitals and Charities Act* was passed in Victoria. The Hospitals and Charities Board, which was created by the Act, categorised hospitals as metropolitan and country, with the latter including the divisions of base, district, cottage and 'isolated' hospitals. But bush nursing hospitals did not come under the Hospitals and Charities Board's jurisdiction.²⁷⁶ This had a great impact on the establishment of bush nursing hospitals for, although there were no government subsidies, no constraints were imposed. This meant that hospitals could often be built and established at a cheaper rate than those which fell under the Hospitals and Charities Board's jurisdiction, because of the co-operative principle which could be adopted to fund construction and provide nurses' salaries.²⁷⁷

Chelsea, just outside the metropolitan boundary and therefore able to join the Victorian Bush Nursing Association, gained a hospital before neighbouring Mordialloc and Cheltenham. When the hospital opened with ten beds in July 1941 it was fully booked, especially by maternity patients. By June 1943 extensions had converted the hospital to a capacity of seventeen beds, which were often filled to capacity.²⁷⁸ In 1950 Chelsea was again planning expansions to its hospital. These extensions, including a new maternity wing, were completed by 1956.²⁷⁹

²⁷⁴ Priestley, *Bush Nursing*, pp19 & 17.

²⁷⁵ *ibid.*, p20

²⁷⁶ *ibid.*, p87

²⁷⁷ Often the community would donate their time and or materials to the construction of the hospital. It was possible to also gain financial assistance to establish a bush nursing hospital after the creation of the Edward Wilson Trust. This meant that the responsibility for funding the hospital did not have to come entirely from the local community. See *ibid.*, pp.95ff.

²⁷⁸ The restrictions caused by the war meant that the Chelsea Bush Nursing Hospital was the last built before restrictions on building materials were imposed. *ibid.*, p109

²⁷⁹ The expansion in the 1950s was caused not only by demand, but also by the Hospital Commission's inspectors who required birth rooms to be separated from the general operating theatre. *ibid.*, p158

By 1983 the Chelsea hospital's annual birth rate had fallen, accelerated as the Mordialloc/Cheltenham, Moorabbin, Sandringham and Frankston community hospitals expanded their services to the bayside suburbs. Chelsea adapted by opening a new theatre block in 1974 and inviting a surgeon, gynaecologist and general practitioner to join its management committee. In 1981 it assumed the care of the aged by opening a nursing home annexe.²⁸⁰ With the advent of cars and improved roads, the need for smaller hospitals declined. Costs had increased and, as medical technology improved, centralisation of services became a more economically viable option.

Establishing a hospital in the metropolitan area was harder. In 1929 regulations opened the way for communities to raise loans for a hospital. It also allowed hospitals to admit fee-paying patients.²⁸¹ These regulations provided the impetus for the Mordialloc-Cheltenham community to commence lobbying to construct a hospital. But their efforts were hindered by the 1930s Depression, which curtailed the construction of public buildings, and later by the intervention of the Second World War. Early in 1938 Mordialloc, Cheltenham, Chelsea and Frankston each reasserted pressure for a community hospital. As Mordialloc and Cheltenham were within the metropolitan boundary, no financial assistance could be granted from the Victorian Bush Nursing Association. Although a local resident donated her home and several acres of adjacent land on the Nepean Highway, years of fund raising occurred before the community reached the necessary amount to secure a Charities Board grant, despite the best efforts of the beach-front carnival [see section 10.3].²⁸² Eventually Mordialloc and Cheltenham joined forces to gain their ten-bed community hospital which finally admitted patients in June 1953.²⁸³

By 1995 the hospital had a sixty-eight bed capacity and was providing acute medical, surgical and obstetric care. However much of the community hospital's earlier responsibilities were later absorbed by the Monash Medical Centre, which had opened in 1987 in Centre Road just outside the City of Kingston's boundary.²⁸⁴

²⁸⁰ *ibid.*, pp. 217-222

²⁸¹ *ibid.*, p87

²⁸² *ibid.*, p108-9

²⁸³ *ibid.*

²⁸⁴ Monash Medical Centre 'Towards an integrated system of health care for south east metropolitan Melbourne', 1995, p.28

Infectious diseases were the biggest killers in the nineteenth century. For adults the major threat was tuberculosis and for babies it was infant diarrhoea. Tuberculosis of the lungs was responsible for more deaths in Victoria than any other disease in the early years of the twentieth century.²⁸⁵ Sanatoria, where sufferers could be isolated from the populace, preferably with fresh air, good food and bed rest were also adopted as methods of combating the disease. The fresh air requirement meant that sanatoria buildings were often built as pavilion-like structures with open verandahs so that patients could spend as much time as possible in fresh air.

In 1913 the Victorian Government constructed a 100 bed sanatorium to cater for incipient or early cases of the disease. It was built on part of the site already reserved for and occupied by the Benevolent Asylum at Cheltenham and was called Heatherton Sanatorium.²⁸⁶

In the late 1940s the Commonwealth Government introduced a National Tuberculosis Campaign, which coincided with the first experimental use of chemotherapy and surgery in the treatment of Tuberculosis. By the 1950s antibiotic drugs were being used to treat sufferers. The death rate from tuberculosis in Australia dropped from 19.9 per 100,000 in 1950 to 5.7 in 1960 to 0.5 in 1970.²⁸⁷

A Health Department review in 1981 revealed that there had been substantial changes in recent years in the 'incidence, treatment and management of tuberculosis' and it was decided to close the Tuberculosis Branch and return responsibility for the management of tuberculosis from the Health Commission to hospitals. At the same time it was decided to terminate the Heatherton hospital's role as a tuberculosis facility and transfer it to the Mental Health Division of the Health Commission for use as a psychiatric hospital.²⁸⁸

²⁸⁵ 'Report of the Board of Public Health for the Years 1905-1907', in *Victorian Parliamentary Papers*, 1908, Vol. 2, p.333. Tuberculosis was also known as consumption, phthisis, pulmonary tuberculosis and 'white death'. An effective cure for tuberculosis was not discovered until the end of the 1940s, but by the turn of the century it was recognised that disinfecting the premises of tuberculosis sufferers and educating them about the spread of germs through spitting and coughing were helpful in preventing the spread of the disease. *ibid.*

²⁸⁶ *Argus*, October 14, 1912, p.8

²⁸⁷ David Maloney, 'Greenvale Sanatorium Site Report' in *City of Hume Heritage Study*, 1998, Vol. 6, p.7

²⁸⁸ 'Report of the Health Commission of Victoria for the Year Ended 30 June 1983', *Victorian Parliamentary Papers*, 1982-5, Vol.32



Heatherton Primary School 1999. (Living Histories)

9.2.4 Schools

State education was established under the provisions of the 1872 *Education Act*. All children over the age of six had to attend school unless they lived more than two miles away. School was compulsory until twelve or thirteen years of age.²⁸⁹ Although parents lobbied enthusiastically for a local school, sometimes they actually did not have the finances to provide for its viability. Such was the situation for the Mordialloc school. Established in 1868 with an enrolment of 36 pupils, it was set up in response to the enthusiastic lobbying of local selection settlers like Hugh Brown, James McMahon and Albert MacDonald. The school was granted funds by the Board of Education to erect a timber Common School on Crown Land in Barkly Street. But as parents struggled to find the weekly fee of 6d. to 1s the teacher, who could not find board in the area, nor was granted a residence, resigned in despair after twelve months.²⁹⁰ The arrival of the railway in 1881, bringing with it new residents, provided the fillip for the school. In 1884 a brick building was completed, part of which is now incorporated in

²⁸⁹ Blainey, p55

²⁹⁰ *Vision and Realisation*, p.310

the existing building. By 1888 the average attendance had increased to one hundred pupils. Numbers steadily increased so that after World War One a second floor was added. Following the rapid development of the area after World War Two, more land was acquired and prefabricated classrooms bought in, as well as wooden buildings erected. By the late 1950s seven hundred pupils were enrolled in this school which had initially struggled to survive.²⁹¹

In the same year as Mordialloc's school was started, another at Heatherton also commenced. Known then as the Kingston Common School, it began operating in 1868 from a cottage until a timber school was constructed. In 1870 the new school in Old Dandenong Road was occupied by twenty-two children, and within ten years a teacher's residence was constructed.²⁹² In December 1999 the school closed, ending a one hundred and thirty-one year history of education in the Heatherton area.

Primary school education at Chelsea commenced in 1912 in Hoadley's 'Joss House'. By 1913 enrolments had increased from an initial 65 pupils to 135, and it became 'necessary to hold junior classes in the open air under the ti trees'.²⁹³ In 1914 the Education Department completed the first section of the present building in Argyle Ave, although by 1922 four more rooms had to be added to this building, and yet another four were added five years later in 1927.²⁹⁴ Braeside, initially called Mordialloc North, was officially opened in 1915. Parkdale and Dingley both opened nearly ten years later in 1924.²⁹⁵

291

ibid.

292

ibid., p.314.

293

Chelsea Gazette 11 May 1929, p.8

294

ibid.

295

Vision and Realisation, pp. 443, 457 & 462.



St Patrick's Catholic Primary School, Mentone. 1999 (Living Histories)

The immediate post-war years provided the greatest challenges for the Education Department. Rapid suburbanisation, and the need to catch-up after the restrictions imposed by the 1930s Depression and the war, meant the department was ill-equipped to deal with the educational needs of the booming population. Schools were hastily established and classes were frequently conducted in church halls and prefabricated portable classrooms. In an attempt to deal with the sudden increase in numbers, schools were opened at Cheltenham North in 1957; Bonbeach in 1958; Moorabbin Heights in 1960; and Cheltenham Heights in 1965.²⁹⁶

Other links, besides buildings, remain to connect communities to the development of education; school children also left their mark. When a brick school was opened at Clayton South in 1929 a flowering gum tree was planted by pupils to commemorate the occasion.²⁹⁷ This still survives today. In 1956 a memorial plaque was unveiled adjacent to the flowering gum in memory of Head Teacher Peter Ryan who 'died on duty'. [see section 10.2]. Clarinda Primary School, which was set up in 1899 and moved to the current site in 1904, also retains some of the original pines planted around its boundaries.

²⁹⁶ *ibid.*, pp.498, 501, 509 & 527.

²⁹⁷ *ibid.*, p. 470

Thirty years after the 1872 *Education Act* was passed not one state secondary school existed in Victoria.²⁹⁸ State secondary education did not begin until the *Education Act* of 1910 provided for higher elementary, district high, and technical schools. The first to formally request that the Education Department provide a secondary school was Borough of Mentone and Mordialloc and Carrum in 1922.²⁹⁹ Six years later, in 1928, a new building in Station Street was completed for the Mordialloc-Chelsea High School which had been operating since 1924 in the Mordialloc Mechanics' Institute.³⁰⁰ Within a year of the new building's opening the school became the focus of local jealousy. The second locality name had been dropped and the school began to be identified only as 'Mordialloc High School'.³⁰¹ This aroused considerable resentment, particularly in the Carrum and Chelsea community. Eventually the Education Department settled the dispute by formally naming the school the Mordialloc-Chelsea High School.³⁰²

Although the completion of a secondary education had become technically possible, retention rates remained low until the middle of the twentieth century. In 1950, of students entering high school in Victoria, only one in eleven remained until the final form. By 1960 the ratio had dramatically improved to one in four.³⁰³ Dozens of high schools sprung up around the state to deal with increased numbers. Cheltenham High School opened in 1959 and Parkdale High School opened its doors in 1964. By 1969 six hundred students attended the Parkdale school, and numbers at Cheltenham were approaching 1,000.³⁰⁴

In 1954 there were only eleven girls' high schools in Victoria. A year later in 1955 a girls' school commenced operating in Mentone, mainly based in the Mentone Town

²⁹⁸ Although there were no provisions for the establishment of high schools until 1910, this does not mean that education beyond primary school was not available. The Melbourne Continuation (teacher training) school was set up in 1905, and agricultural high schools began to be established around the state after 1907.

²⁹⁹ *ibid.*, p.580.

³⁰⁰ The school was originally known as the Mordialloc-Carrum High School. The new red brick building opened in 1928 incorporated eight classrooms plus facilities for commercial, domestic science, woodwork, sheet-metal work and blacksmithing. *ibid.*, p.580; *Chelsea Gazette* 18 May 1929, p. 1

³⁰¹ *ibid.*

³⁰² *ibid.*, 14 September 1929, p.7

³⁰³ Blainey, p206

³⁰⁴ *Vision and Realisation* ., p.585 & 554.

Hall initially.³⁰⁵ Within six months of opening, in June 1955, classes were transferred to a new building on the corner of Balcombe and Charmans Road Mentone, on land previously occupied by King, a market gardener.³⁰⁶ In 1958 the school formally adopted the title Mentone Girls' High School. As one of the few girls' schools operating in the state, it was founded and operated under the philosophy of Nina Carr, the first Principal, and:

*encourage[d] girls to stay on at school in order to develop their skills in both academic and practical work, in an era when it was common for girls to leave school after completing Year 9 or Year 10.*³⁰⁷

The school today represents the commitment of the former Mordialloc City Council and residents of Mordialloc, Parkdale and surrounding areas to education generally; and girls' education in particular.

Technical schools were slower to be set up, in comparison to secondary schools, although the *Education Act* of 1910 had also provided for their establishment.³⁰⁸ In 1945 there were only thirty-two technical schools in Victoria. By 1965 the number had leapt to eighty-seven.³⁰⁹ The rapid increase was partly in response to a growth in industry and the need to offer a technical education to service this growth after the Second World War. In 1954 and 1959 technical schools were established, respectively, at Moorabbin and Aspendale.³¹⁰

Not all pupils attended government schools. The 1872 *Education Act* created a 'free, secular and compulsory' system, and threw the onus of an alternative educational arrangement on to those who did not agree with the system proposed by the state. State aid to denominational schools ceased after 1873. Most religious sects succumbed to state control of elementary schooling, except the Catholic Church which developed its own system of schools, albeit slowly and at great cost.³¹¹

³⁰⁵ The school also operated from the Church of England Sunday School hall, the Cheltenham Mechanics Institute and the Baptist Church Sunday School hall in Chesterville Road. Patricia Cerni *The Evolution of a Girls' School: a celebration of the fortieth anniversary of Mentone Girl's Secondary College, 1955 - 1995*, Mentone, n.d. [c.1995], p.2.

³⁰⁶ Notes provided by Margaret Hunter, City of Kingston facsimile, 13 December 1999.

³⁰⁷ Cerni., p.1

³⁰⁸ Land Conservation Council *Historic Places Special Investigation South-Western Victoria Descriptive Report*, Melbourne 1996, p70

³⁰⁹ *Vision and Realisation*, p.703

³¹⁰ Moorabbin Technical School's main building was completed in 1957, and Aspendale's in 1959.

³¹¹ Brian Murphy *Dictionary of Australian History*, Sydney 1982, p.106.

The Catholic primary system lagged well-behind the establishment of a State educational system in the study area. St Patrick's Mentone was the first, and started with twenty-five pupils in 1904.³¹² By 1928 land had been purchased in Childers Street and a brick school completed.³¹³ Eight Catholic primary schools were finally established in the City and, like the State educational system, many were set up, with their new parishes, after the Second World War in response to the baby boom and rapid suburbanisation [see section 5].³¹⁴ One of the last Catholic primary schools to be established was St Mark's at Dingley which opened in 1974.³¹⁵

The establishment of private secondary education was different. Unlike the relatively even distribution of primary education, which followed settlement patterns, secondary colleges were set up in a comparatively small area. There could be a number of reasons for this centralisation of private secondary schools in the study area. Mentone was promoted as an upper-class suburb [see section 5.1] and housed a socio-economic group who were able to pay for their children's private education. The area too was served by a good public transport network, particularly after the electrification of the railway and the commensurate increase in population in surrounding areas. Furthermore, having been conceived as 'beautiful Mentone of the Southern Hemisphere', the area also offered suitable accommodation for schools in the buildings vacated by those who had lost their fortunes in the bank crash of the 1890s.³¹⁶ One person to take advantage of the vacant properties was Thomas McCristal who purchased the bankrupt J B Davies estate and set up his school in 1896. McCristal's school was closed and later passed to the De La Salle Brothers who established St Bede's in 1937.³¹⁷ Mentone Girl's School opened in 1899 as Simpsons' School, just three years after McCristal opened his doors to students, and the Brigidine nuns took advantage of the availability of the former Coffee Palace, or 'Como House' as it was then known, to establish Kilbreda Convent in

³¹² 'Kilbreda College, 1904-1979', typed MS held by Peter Jumeau, Development Approvals Engineer, City of Kingston.

³¹³ Jeremy Fletcher *1862 Nicholson Pipe Organ: St Patrick's Church Mentone*, n.d [1999], p.29. This building was extended in 1952. Ibid.

³¹⁴ The Catholic schools operating in the City of Kingston in 1999 were Our Lady of the Assumption Cheltenham; St Andrew's Clayton South; St Brigid's Mordialloc; St Catherine's Moorabbin; St John Vianney's Parkdale; St Joseph's Chelsea; St Louis de Mountford's Aspendale and St Patrick's Mentone.

³¹⁵ *Dingley Chronology of Events*, p.38

³¹⁶ Gamble, *ibid.*, pp. 20, 28 & 30

³¹⁷ Leo Gamble 'Mentone College and Thomas McCristal', City of Kingston Historical Web Site, 1998.

1904. After the First World War, in 1920, Mentone Grammar began operating from 'Frogmore', a tudor-style house set in large grounds in Venice Street.

9.2.5 Housing

During the 1930s and early 1940s a strong housing reform movement resulted in the establishment of a State housing authority to improve the conditions of the poor.³¹⁸ One of the purposes of the Housing Commission when it was formed in 1938, was to provide accommodation for people of 'limited means'. Another was slum clearance. The postwar housing shortage forced the commission to concentrate on building thousands of cottages in Melbourne's outer suburbs and in many country towns. In the mid-1950s, once the housing shortage was less acute, the commission turned its attention to the construction of flats. At first modest 'walk-up' flats were built then, in the beginning of the 1960s, high rise blocks of flats began to go up in Melbourne's inner suburbs as the commission moved its attention to the obliteration of slums.³¹⁹

Although the construction of public housing is an important chapter in Victoria's development and the story of the State government's intervention in welfare provision, comparatively little public housing construction took place within the study area. A small number of walk-up flats were constructed in McLeod Road Carrum; in Beach Road Mordialloc; in Parkers Street Parkdale; and in Balcombe Road Mentone. A small estate was constructed in Highett, east of the railway line, in about the 1940s; and another in the south eastern portion of the Patterson Lakes subdivision in the 1970s.³²⁰ However, most of the City of Kingston's housing growth has been the result of private initiative, in some instances assisted by the war service home schemes or other government-funded initiatives.³²¹

³¹⁸ Neutze, *Urban Development*, , p.167

³¹⁹ Dingle, *Settling* , p.237

³²⁰ Hibbins, p.180

³²¹ The various war service homes schemes which operated after both the First and Second World Wars lent money to returned servicemen on favourable terms. The houses constructed as a result of this initiative, however, are not discernible from those constructed at the same time from money borrowed through co-operative housing societies or savings banks.

9.2.6 Public halls

Mechanics institutes and temperance halls were popular meeting places for communities, particularly in the nineteenth and early twentieth century, before the advent of radio, television and the mobility of the car.³²²

In 1878 a mechanics institute was built in Albert Street Mordialloc.³²³ Institutes often housed a free lending library. The Cheltenham Mechanics Institute and Temperance Hall, for instance, boasted a library of 2500 books.³²⁴ Lectures were also offered. In 1889 the Cheltenham Mechanics Institute advertised a lecture to be delivered by W T Carter on the topic: 'Is man the creature of circumstance?'³²⁵ Institutes and organisations like that at Cheltenham helped to nurture a community spirit. In 1909 Carrum residents met to discuss the establishment of a mechanics institute in their area.³²⁶

Besides mechanics institutes and temperance halls, none of which are known to survive in the City, masonic halls provided a venue for a variety of activities. The Masonic Hall at Mordialloc was used as a temporary court house and for the Mordialloc Tourist and Publicity Association meetings.³²⁷

Church halls provided popular venues too. Sometimes the ownership and usage of these buildings changed, illustrating the changing interests and activities of local residents. The Protestant Alliance Friendly Society constructed a hall in Nepean Highway before 1872. This hall was taken over by the Returned Soldiers' League after the First World War; was subsequently renamed 'Columns Receptions'; and then used as a bingo hall. The hall was also used as a venue for horticultural shows and dances.³²⁸

³²² The Cheltenham Mechanics Institute and Temperance Hall was located at the turn of the century on the south west corner of the Charman Road and Nepean Highway intersection. Cribbin, p.61 & 89

³²³ The Albert Street Mordialloc Mechanics Institute was later replaced by the Allan McLean Hall.

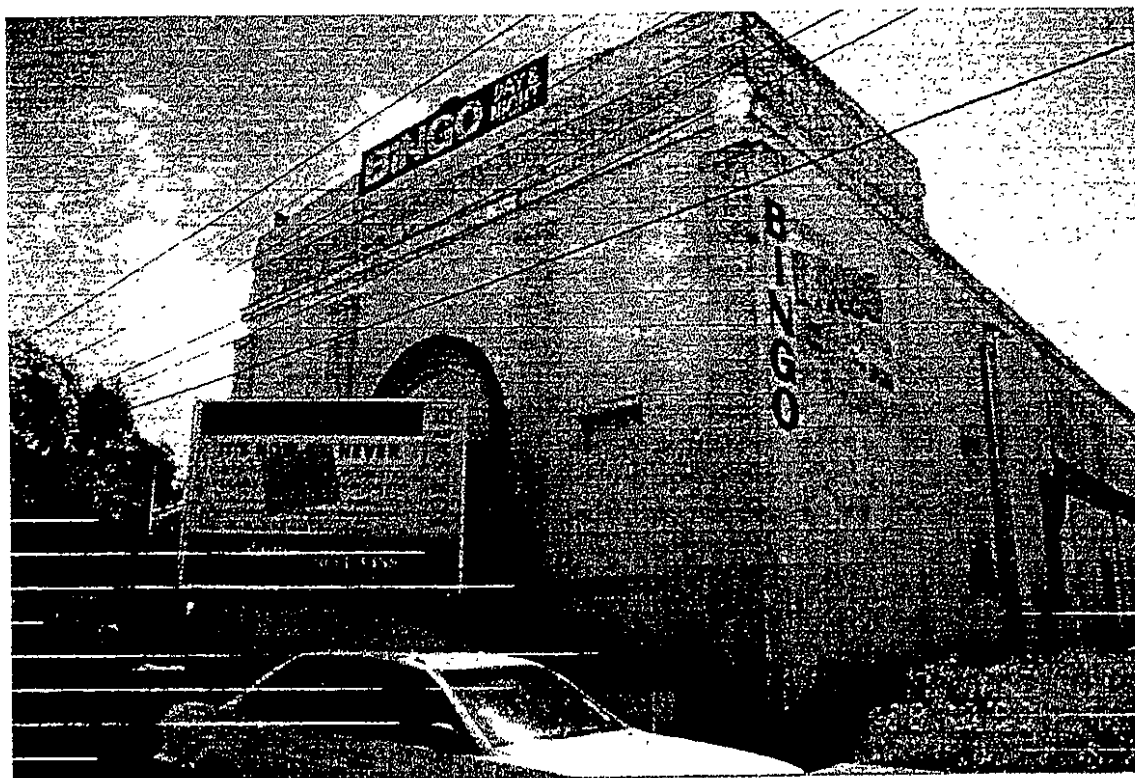
³²⁴ Cribbin, , p.93

³²⁵ *Cheltenham Leader* 16 February 1889, n.p. The Cheltenham Mechanics' Institute was demolished in 1960. Cribbin, p.164.

³²⁶ City of Chelsea Commemorative Council Meeting,

³²⁷ *Cheltenham Gazette* 15 June 1929, p.3 & 5.

³²⁸ *Melbourne Punch*, 31 October 1887; Nance Blackman, 'Records of the Moorabbin Historical Society', handwritten MS, Moorabbin Historical Society.



Former Protestant Hall, Nepean Highway Cheltenham.1999 (Living Histories)

Later local government began to play a role in providing meeting facilities for residents in town halls. These not only were used on occasions such as mayoral and debutante balls, they were also used for political meetings and for a variety of other activities including fetes and school concerts. The Moorabbin Hall, in which was installed a Wurlitzer Organ previously located in the State Theatre, is still being used for a variety of activities.

In the middle decades of the twentieth century local government began offering free library services, assisted by the State government. These local libraries, in essence, took over where the mechanics' institutes left off. The Mordialloc-Chelsea Regional Library was formed in 1971. In 1973 the Chelsea library was opened.³²⁹

Community halls and centres, as well as various other organisations like the local government-funded Elderly Citizens Clubs and the Returned Soldiers' League, have replaced the nineteenth century mechanics institutes, temperance and masonic halls

³²⁹

City of Chelsea Commemorative Council Meeting,

as meeting places for sections of the community.³³⁰ The Returned Soldiers' League set up a club at Mentone in the 1880s 'boom' style house *Riviera*, and at Cheltenham in the Protestant Alliance Friendly Society hall in Nepean Highway.



Heatherton Hall on Heatherton Reserve, Ross St, Heatherton. 1999 (Living Histories)

Smaller halls continue to provide a venue for activities. These include the Heatherton Hall in the Ross Street Recreational Reserve, and the Niemann Community Hall in Baxter Avenue Chelsea. The latter was constructed in the 1970s by the estate's developer and officially opened in 1980. It now memorialises the work of Alan Niemann, the City of Chelsea's Engineer and Planner from 1951 to 1979.³³¹

9.2.7 Law and order

Police have played a critical role in Victoria's history. As one of the earliest offices of government in the colony, the police provided an essential aid to administration. Their functions were not restricted to catching thieves and keeping the peace in the streets. They collected statistics, carried out the census, administered elections, licensed pubs, and looked after lost children.

³³⁰ *ibid.* The City of Chelsea opened its first Elderly Citizens Club in Chelsea in 1957, although the Carrum Elderly Citizens Club, perhaps reflecting the demographics of the area, was not opened until 1970.

³³¹ City of Chelsea Commemorative Council Meeting.

Although the authority to appoint constables was first vested in Governor Phillip, the organisation of early colonial police imitated English practice in the subordination of police to magistrates and a tendency to localised jurisdiction. By 1853 the police force had been centralised after the passing of the *Police Regulation Act*, modelled on the *London Metropolitan Police Act*. The act provided for a Chief Commissioner of Police who took charge of all police in Victoria and combined them into one force. The location of police stations followed population trends, the size of the station determined by the demographics of the area.

By the mid-1930s police stations had been set up at Aspendale, Carrum, Chelsea, Cheltenham, Mentone, Moorabbin and Mordialloc.³³² However these stations did not all reflect the growth of suburbs. Some stations were established to keep the peace amongst holidaymakers who flocked to the beach suburbs in summer.

Court houses were an important element of the process of law and order in communities, for it was in the court house that the law was interpreted. Initially court was conducted at Chelsea in the picture theatre until a 'very dignified' building was constructed in The Strand and opened in 1928.³³³ The building was included in Victoria's Heritage Register in 1990. Other court houses were established at Cheltenham, on the Nepean Highway, as well as in Albert Street Mordialloc.

9.2.8 Cemeteries

The rituals of death were a part of the everyday life of people in the colonial era. Many thousands of people died from diseases and illnesses resulting from unsanitary conditions and lack of medical knowledge. Most believed in an afterlife.³³⁴

Cemeteries in Victoria developed at a time when there was increasing interest in burials in public cemeteries. The establishment of a cemetery was a practical and

³³² *Victorian Police Gazette*, August 1935.

³³³ *Argus* 10 July 1928, p.14. The building was included in Victoria's Heritage Register in 1990, Historic Buildings Register No. 809. The Chelsea Court House closed in 1985. The City of Chelsea purchased the building in 1992 and a year later, in 1993, the Chelsea Historical Society began a lease. 'City of Chelsea Commemorative Council Meeting, n.p

³³⁴ Celestina Sagazio, 'Cemeteries: Their Significance and Conservation', *Memories & Meanings: Historic Environment*, vol. 12, No. 2, 1996, p15

important objective for a community. In 1854 an *Act for the Establishment and Management of Cemeteries in the Colony of Victoria* was passed by the Victorian government, forming the basis of cemetery administration as we know it today. Also in 1854 the *Public Health Act* was passed which gave local roads boards control over public health, including cemeteries.³³⁵

Cemeteries then conformed to an orderly arrangement of burial plots often with the four major denominations Catholic, Church of England, Presbyterian and Methodist, represented by four quadrants and minor denominations contained in smaller compartments.³³⁶ Land for the Old Cheltenham Cemetery was set aside in 1874. Many of the local settlers, those such as Thomas and Mary Attenborough, and William Charles Coleman, are buried in the Old Cheltenham Cemetery and today provides a significant link to Kingston's heritage.³³⁷ However, following the restructure of local government boundaries in 1994, the cemetery is now located outside the City of Kingston's boundary and cannot be considered in this study.

³³⁵ *ibid.*, p13

³³⁶ Helen Doyle, *The Oxford Companion to Australian History*, G Davison, J Hirst and S MacIntyre (eds.), Melbourne, 1998, p.115

³³⁷ Travis Sellers, 'Old Cheltenham Cemetery: A brief history', City of Kingston Historical Web Site, 1998

10. CULTURAL INSTITUTIONS AND WAYS OF LIFE

10.1. Places of Worship

In 1999 there are 54 places of worship, covering a very broad spectrum of faiths, situated within the City of Kingston. As much as anything, these 54 places tell a story of the waves of different ethnic and religious groups that have settled in the City of Kingston over the last 150 years. The very first churches within each little community often reflected the dominant religion or cultural group settling in that area: usually, Church of England, Methodist, Presbyterian or Catholic. Now there are Greek Orthodox, Hebrew, Baha'i, Samoan, and Lutheran Churches as well as those that represent Anglo-Celtic faiths. As populations within each segment of the City of Kingston grew, so the churches multiplied. For example, many of the first churches in the Aspendale to Carrum district appeared in the early years of the twentieth century, when the railway line was bringing increasing numbers of holiday-makers and permanent residents to the beachside area.

Many early congregations travelled to 'parent' churches in more established centres of population or awaited travelling preachers who conducted services in private homes, public halls, schools and even racecourses. Many of them also used one or two earlier or temporary churches before building the church buildings that we see today. Nevertheless, there are a handful of church buildings in the City of Kingston that date back to the mid to late nineteenth century. It is not intended here to list the history of all the churches within the City of Kingston, but to highlight some churches that demonstrate aspects of the development of the city.

Early Churches

The first church at the little settlement of Cheltenham was a Church of England (now Anglican) church that was erected in 1854 in Weatherall Road.³³⁸ It was replaced by St Matthews Church of England on a new site on the Nepean Road in 1867. This 1867 building was incorporated into a new church and parish centre that was opened in 1966. By 1860 the Cheltenham Church of Christ adherents had also built a meeting place, which they replaced with a 'more pretentious' church in Chesterville Road in

³³⁸ Cribbin, p. 17

the 1870s.³³⁹ At Moorabbin, Methodists had at first used a tent for worship, before erecting their first church in Wickham Road in 1854, replacing it with the current Wickham Road Uniting Church in 1867.³⁴⁰ At Heatherton, Wesleyan Methodists laid the foundation stone for a rubble stone church in 1859.³⁴¹ A member of the congregation, Mr Laver, was a stonemason and built the church. Although a new timber church was built alongside the old one in 1909, both buildings still stand on the corner of Kingston and Old Dandenong Roads. Dingley's Christ Church was unusual for the City of Kingston in that the building was financed by a single benefactor, Mary Attenborough, and it was built on land donated for the purpose by her brother, Thomas Attenborough. The Anglican Church, still standing at the junction of Centre and Old Dandenong Roads, was built in 1873.



Wickham Road Uniting Church, Moorabbin. 1999 (Living Histories)

Growing in the 1880s

³³⁹ Bruton, p.74

³⁴⁰ Nance Blackman, 'History of Wickham Road Methodist Church', copied from 'Souvenir of Centenary Celebrations', 1954, in 'Records of the Moorabbin Historical Society', 1966 p.4

³⁴¹ Nance Blackman, p. 27

When the railway line began to bring development to seaside places such as Mordialloc and Mentone, churches followed. After having shared the original Church of England church at Mordialloc, the Wesleyans built their own church in Barkly Street in 1883 and Presbyterians built St Andrews opposite in 1889. Matthew Davies' company, the National Land Company, donated land for the first Catholic Church at Mentone, a wooden building opened in 1885.³⁴² This first church was replaced in 1905 by a brick church that later became Kilbreda Hall. The present St Patrick's was erected in 1957.³⁴³

Turn of the Century

Carrum Swamp Methodists began services in 1896, on a disused racecourse, before building their first Church in 1900 at Carrum. A new church was opened in 1968. Other Methodist Churches followed at Edithvale and Chelsea in 1913 and 1915. It was about the same time that Congregationalists built their first church at Chelsea.

Anglican services began at Carrum in 1902 and then at Edithvale, in St Columba's, in 1913. Catholics also began services at Chelsea in the first decade of the twentieth century, building the first St Joseph's church in 1913. These parishes coincided with the beginnings of the popularity of the 'Long Beach' area as both a holiday destination and a permanent bayside community, and other denominations, as well as extensions of those already present, followed over the next two decades. In the post World War Two period, many of the parishes which had been established early in the century built fine new churches, demonstrating the consolidation of the population here and the accompanying consolidation of their congregations.

Post-World War Two

The building of new churches to replace earlier, more humble ones, did not just occur in the south of the City of Kingston after World War Two, but throughout the city. There were also far more new parishes established within the city after the war than before it, as suburban subdivisions filled out the spaces that had once existed between the scattered communities. Thus the late 1940s-1950s saw a number of new churches built throughout the city. In the 1950s and 1960s, as post war immigration began to

³⁴² Pat Lane and Sheila Johnston, *St Patrick's, The Mission of Mentone*, 1989

³⁴³ *ibid*

bring new cultures into the City, Lutheran and Greek Orthodox Churches were established. This trend has continued to the present, as the population of the City of Kingston has diversified, both ethnically and culturally, adding such congregations as Mormons and Jehovah's Witnesses. The recently-built St Mark's Catholic Church and School at Dingley, is one example of the healthy growth of new congregations in areas that are still being subdivided.



St Columba's Anglican Church, Edithvale. 1999 (Living Histories)

10.2 Denominational Homes for Children

Just as the open market-gardening land at Cheltenham-Heatherton offered space for the removal of the Melbourne Benevolent Asylum [see section 9] from North Melbourne in the early twentieth century, it also drew a number of denominational or charitable homes for children and adolescents. Like the Benevolent Asylum, some of these institutions moved from the inner suburbs of Melbourne, where they had been established in the nineteenth century, to seek larger sites in the 'country' atmosphere of Cheltenham. The Order known as the Community of the Holy Name was founded

to assist with the Church of England Mission to Streets and Lanes, which had begun its work in a converted baker's shop in Little Lonsdale Street in 1884. The members of the Community worked with factory girls and 'delinquent' girls and often serving as 'probation officers' for girls who came before the Court.³⁴⁴ Because these girls were often placed in the care of the sisters, the Mission Council decided to acquire 8 acres of land at Cheltenham in the late 1880s. An accommodation block was built in 1891-1892. This was enlarged and a chapel and laundry added in the mid 1890s. The laundry offered work to the women and contributed toward the income of the Home. Known as the House of Mercy, this institution was the first of several opened by the Community of the Holy Name. In the 1930s the Community purchased additional land next to the House of Mercy on which to build a Community House and Chapel for sisters retiring from active work. Louis Williams designed the house and chapel, which was completed in 1935. The Community House soon became the administrative centre of the Community. In 1946, when the 1890s House of Mercy was becoming inadequate as a home for young females, it was converted into a Retreat House, available to all denominations.³⁴⁵ It retains this role today and is located, along with the Community House and gardens, in Cavanagh Street, Cheltenham North.

The Methodist Children's Home originated as Livingstone House in Carlton in 1888, but by the next year had begun searching for a larger plot of land away from the city, to provide playing space for the children.³⁴⁶ By 1891 the trustees had acquired a small amount of land at Cheltenham and built a two-storey double-fronted brick building facing the Nepean Highway.³⁴⁷ Over the next 30 years more land was acquired around the original cottage and several more cottages, as well as a farm for boys, were established on the site now occupied by Southland shopping centre. The Children's Home was moved to Burwood and renamed Orana Peace Memorial Homes in 1952, at which time most of the Cheltenham site was acquired by the St John of God Brothers as a home and school for intellectually disabled boys.³⁴⁸ When the site was sold to

³⁴⁴ Sister Lucy, 'The Community of the Holy Name', paper delivered to the Church of England Historical Society, 21/6/1968. np

³⁴⁵ *ibid.* All information regarding the Community of the Holy Name Community House and Retreat House is taken from Sister Lucy's paper.

³⁴⁶ Renate Howe and Shurlee Swain, *All God's Children, A Centenary History of the Methodist Homes for Children and the Orana Peace Memorial Homes*, Melbourne, 1989, p. 18

³⁴⁷ see Graeme Whitehead, 'Land Ownership: Southland Today', on City of Kingston Historical Website and also Howe and Swain, p. 19

³⁴⁸ 'Land Ownership: Southland Today'

Myer for development as a shopping centre in 1966, a plaque was placed in the carpark to commemorate the use of the site by the Methodist Children's Home.³⁴⁹

William Barber, of the Gordon Institute, began caring for adolescent boys in inner Melbourne in the mid-1880s operating from a building in Bowen Street Melbourne.³⁵⁰ The Gordon Home for Boys moved to a site on the Nepean Highway at Highett around 1950 and is now called the Gordon Home for Boys and Girls.³⁵¹

10.3. Memorials and Monuments

Australian communities have often commemorated significant events and people with monuments or memorials. These memorials can often tell us about milestones in a community's development and about people whose contributions were valued by the community. Australia is also notable for the high rate of erection of monuments to those who have served overseas in wars. The number of war memorials within the City of Kingston illustrates the fact that, until the post World War Two era, the area was composed of a number of small, discrete communities or villages. As country towns all have their own World War One memorials, so each community in Kingston appears to have one.

War memorials

Fashions in memorials or monuments have changed over the last century. In the late nineteenth century statues or drinking fountains were often erected to perpetuate a memory. The Mentone Progress Association erected a memorial drinking fountain on Mentone Reserve in 1910, although it has since been moved to another site within the reserve. At the end of the First World War cenotaphs or obelisks became popular. Many communities, particularly rural ones, planted avenues of honour after World War One, as well. On the Nepean Highway at Moorabbin (opposite the Gilbey's factory) six mahogany gums survive from an Avenue of Honour planted in the 1920s from Moorabbin to Cheltenham. Originally, each tree was accompanied by a plaque. Most of the Avenue was erased when the Nepean Highway was widened in the

³⁴⁹ Howc and Swain, p.125

³⁵⁰ *ibid.*, p.9

³⁵¹ Brief information about the Gordon Home for Boys and Girls from Donella Jaggs, *Victoria - Institutions for Children and Young People 1850-1980*, Melbourne, 1990. no page numbers.

1960s.³⁵² Another Avenue of Honour was said to have been planted on the highway at Highett to commemorate World War One fallen.³⁵³ One of the palm trees on Main Street Mordialloc was originally planted in the gardens of the Mentone Presbyterian Church, but has since been moved. Other communities erected striking memorials after World War One, such as that of the soldier located at 'The Beauty Spot' in Carrum and the First World War memorial obelisk on Beach Road at Parkdale. At Mentone memorial gates were placed on Keith Styles reserve. Mordialloc's memorial is sited at the junction of Beach Road and the Nepean Highway, Mordialloc.

After the Second World War it became more fashionable to build community facilities such as halls, swimming pools or kindergartens in honour of the fallen. However, within Kingston, a number of memorials were erected once again. The granite obelisk in Heatherton Recreation Reserve, which commemorates World War Two participants, is more typical of a World War One memorial and perhaps underlines how much Heatherton was still a small, tightly knit rural community that wished to honour its own people in its own way. A very practical kind of memorial is RSL Village in Centre Dandenong Road, Cheltenham, opened after World War Two, it provides accommodation for retired veterans. A significant conglomeration of five war memorials was located for decades near the Cheltenham RSL (the former Protestant Hall) on the corner of the Nepean Highway and Chesterville Road. Beginning with a column, a gas lamp and a drinking fountain to honour local men who had served in the Boer War, the site later gained monuments to First and Second World War participants, which became particularly fitting once it had become the Cheltenham RSL in the 1920s. The memorials (minus the gas lamp and drinking fountain) were moved to Cheltenham Park when the Nepean Highway was widened, but have recently been moved again to the rear of the new Cheltenham RSL on Centre Dandenong Road.

³⁵² Tony Aravidis, information re remnant trees offered with entry in City of Kingston Photographic Competition, 1999

³⁵³ Cribbin, p.88



World War Two Memorial, Heatherton Reserve. 1999 (Living Histories)

At Parkdale an even more striking obelisk was added to that already erected to the fallen of the first war. There are now also memorials to veterans of the Korean and Vietnam conflicts on this site on Beach Road.

Marking milestones and remembering significant people

Two significant landmarks on the Nepean Highway in the southern portion of Kingston are the clock towers at Mordialloc and Chelsea. The style of both clocks reflects the era in which they were both constructed: the 1930s. Chelsea's is a Centenary Clock, built in 1934 as Chelsea's contribution to Victoria's centenary celebrations. With the clock donated by a local company and the bricks supplied by the Council, it was built by unemployed men during the depression. Mordialloc's clock, erected three years later, commemorated David White, who had been an active community

years later, commemorated David White, who had been an active community member and local councillor, particularly in the Shire of Mordialloc's early years.³⁵⁴ In 1981 Mr Bill Brothwell created a historical marker that was placed outside the Chelsea Civic Centre on Station Street. The symbolic marker represents the history of the former City of Chelsea, from swampland into a municipality comprised of five townships and was meant to serve as a reminder that 'progress and preservation can go hand in hand'.³⁵⁵ The centenary of the creation of the Patterson River, a significant step in the progress of draining the Carrum Swamp, is commemorated in a plaque located at the Beauty Spot, Nepean Highway, Carrum. Two 'monuments' to bygone eras are a horse trough of the kind placed in several localities in Victoria by the Bills family who were concerned about the welfare of animals. Mordialloc's trough is located by the creek at the junction of the Beach Road and Nepean Highway. Salvaged traffic lights, which were once used along the Nepean Highway in the former City of Chelsea, are located in Bicentennial Park, Chelsea. The unusual lights featured a 'clock' to enable drivers to understand how long they had before the lights changed. Their preservation in the park is a reminder of a time when traffic along the highway at Chelsea was somewhat less frantic.

Other memorials remember early inhabitants, such as the Bunurong people of the Mordialloc district, or Alexander McDonald, one of the earliest white settlers. Whether they would like it or not, they are featured together on a memorial in Peter Scullin Reserve, Mordialloc. The Bunurong are also represented by an arrangement of boulders in Attenborough Park, Mordialloc. An unusual memorial located at Mentone is a plaque on a horse trough in the Mentone Station Gardens in Como Parade. The plaque honours Violet and Bill Murrell, local equestrienne and horse trainer who died in 1934 trying to rescue Violet's horse, Garryowen, from a stable fire. The Victorian Purple Cross Society erected the plaque and trough outside the Mentone Station, from which it was moved in the 1960s to the Royal Agricultural Showgrounds. In 1994 it was returned to Mentone.³⁵⁶

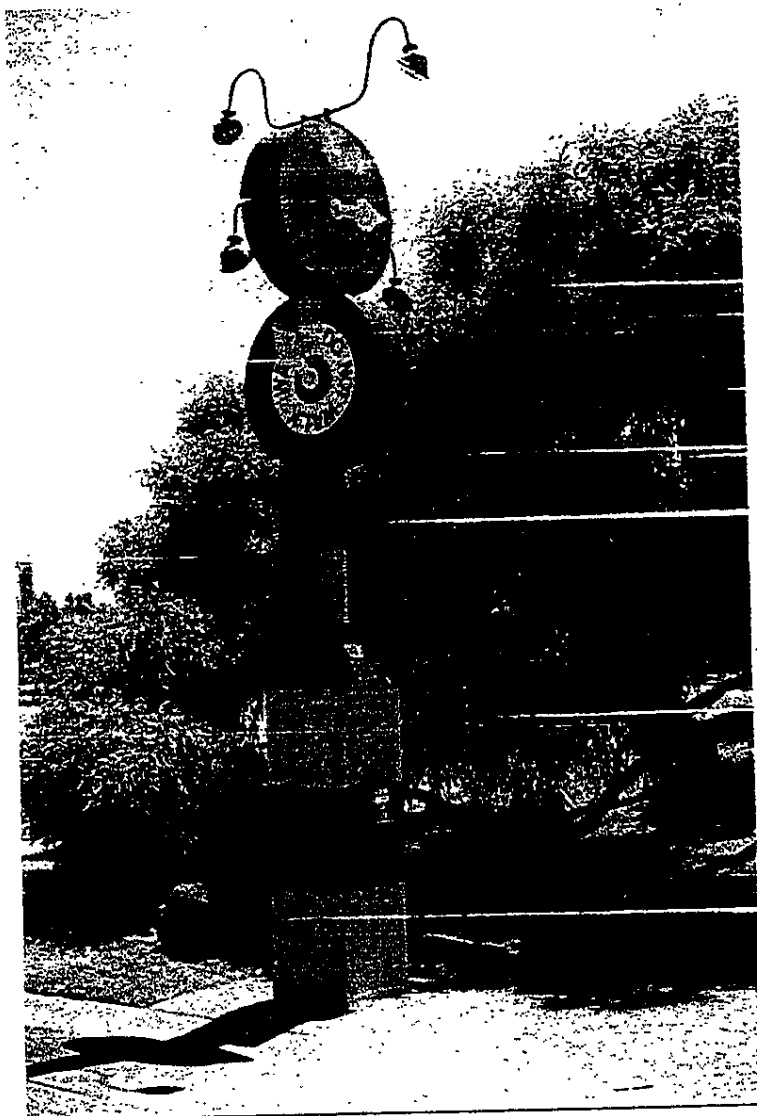
Memorials often reflect the size and character of a local community at the time they were erected, as well as the people they valued. Outside Chelsea Courthouse is a small

³⁵⁴ Philip and Margaret Bennett, *Marvellous Mordialloc Heritage Tour*, n.p.

³⁵⁵ City of Chelsea, 'Historical Monument', typescript, nd. Located at Chelsea Historical Society.

³⁵⁶ information panel, Mordialloc and District Historical Society, Laura and Charles Ferguson Museum.

memorial to First Constable George Gilding, erected after his death in 1945. At Clayton South Primary School a memorial remembers an early head teacher, while adjacent to the Patterson River at Carrum, a small plaque affectionately and gratefully remembers 'Bossie' Jones, who saved many lives there over a number of years.³⁵⁷



Former Nepean Highway traffic light, now located in Bicentennial Park, Chelsea. 1999 (Living Histories)

³⁵⁷ this information is recorded on the plaque. Inquiries have so far yielded no further information on 'Bossie' Jones.

10.3. Recreation

10.3.1. horse-racing

From the 1880s the area surrounding Mordialloc and Mentone has been associated with horse-racing. Proximity to sandy beaches for exercising horses may have attracted race-course entrepreneurs to establish race-tracks here, but equally the large areas of open space, coupled with the area's profile as a holiday destination, may have been contributing factors. The arrival of a railway connection with Melbourne in 1881 was an added incentive, as it made it easy for patrons to travel to courses. In the late 1880s Alfred Bradshaw opened the Richfield Racecourse on what is now Governor's Road, Braeside.³⁵⁸ This course does not appear to have lasted more than a few years, but three others, Aspendale, Epsom and Mentone, lasted much longer.

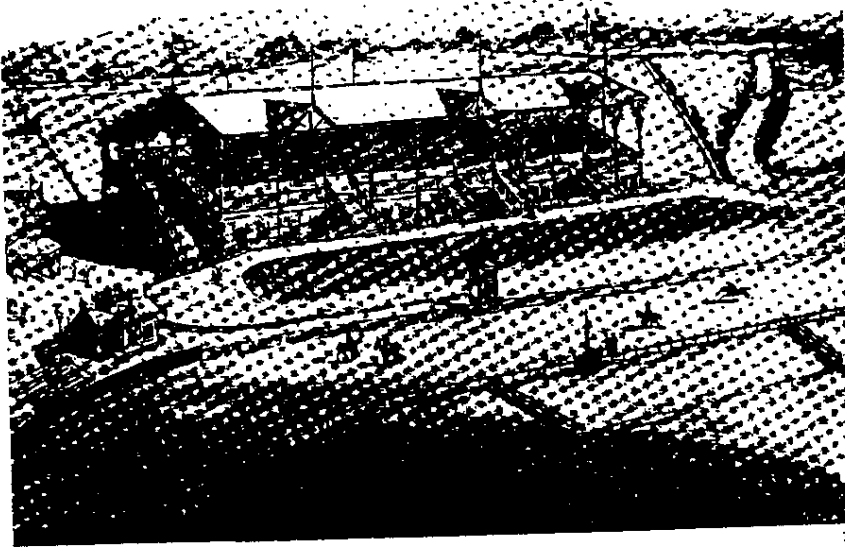
Aspendale Park race course, from which Aspendale is said to have got its name, was opened by operator R.J. Crookes in the early 1890s. Crookes is said to have also arranged for the opening of a convenient railway platform nearby and this became Aspendale Railway Station. Epsom race course, built by James Smith Jenkins, a land boom property developer and son of a prominent saddler, who floated the Epsom Park Racing Club Company to establish it, was opened for racing in 1889. Mentone race course was opened by a public company, the Mentone Racing Company, in 1888. It occupied 156 acres of land which had been purchased from the Victorian Land Company.³⁵⁹ John Langtree Reilly, who later came to have substantial interests in both Epsom and Mentone courses, built the Mentone racecourse. Like Epsom, it had a fine grandstand.

The location of three racecourses so close together naturally attracted horse trainers to establish stables in the vicinity. Many of them became very successful and well-known, including Jack Holt, Frank Savage, Harry Telford, Eric Connelly, Lou Robertson, R.E. and N.D. Hoysted and E.J. O'Dwyer. Most of their stables, often built behind their houses, have disappeared now, but there are still some stable buildings scattered throughout Mordialloc and Mentone, testifying to the penetration of the racing industry throughout the area. One site on public land that had an association

³⁵⁸ Veronica Hahn, 'They're Racing at Mordialloc', City of Kingston Historical Website.

³⁵⁹ Veronica Hahn, 'The Mentone Race Course', City of Kingston Historical Website.

with racing was Braeside Park, now administered by Parks Victoria. Much of this land, originally owned by the Keys family, was purchased in 1909 by Arthur Syme, who established a horse stud and training stables. He sold his property to the Melbourne and Metropolitan Board of Works in the 1920s. They leased it for a while to Harry Telford, who was able to afford to improve the stables and training track only because of the spectacular success of the horse he trained and part-owned, Phar Lap.



the Racecourse & Grandstand, circa 1900. Photo by the author. Photo A.1.1. Photo by the author. Photo A.1.1. Photo by the author. Photo A.1.1.

Epsom Racecourse former grandstand (Frank McGuire, Mordialloc, the early years, Mordialloc1985)

In the twentieth century the Victorian Government moved to rationalise the number of metropolitan racecourses in the state. Even as early as 1905, the number of race meetings that were allowed each year at courses such as Aspendale, Epsom and Mordialloc was limited to five.³⁶⁰ In 1931 rationalisation caused the closure of a number of metropolitan tracks, among them Aspendale Race Course. The course continued to operate as a venue for motor and motor cycle racing until World War Two. Mentone continued as a racecourse until 1948, when it, too, became a training track. In 1972 it was redeveloped as the Mentone Racecourse Housing Estate. The Epsom Racecourse continued to operate until 1938, when the grandstand was destroyed by fire. Although race meetings were 'temporarily' transferred to Mentone, Epsom was never to host another meeting, a victim of further restrictions on racing during World War Two. The course continued to operate as a training track, however,

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ibid

until 1998. There were still 40 trainers based at Epsom in 1997, just prior to its sale for redevelopment,³⁶¹ ending more than a century of racing history in the City of Kingston. Remaining structures at the racecourse, such as the old totalisator building, serve as a reminder of this important and long-running theme in the history of Kingston.

10.3.2. golf

There are 13 golf courses within the City of Kingston, a high proportion for a Melbourne municipality, but one which conforms with the pattern found in the southern 'sandbelt' region of Melbourne, where the sandy soil, particularly in bayside areas, has proved very suitable for the creation of golf courses. Although some golf courses in Melbourne were established in the late nineteenth century, they tended to be grouped around inner, developing middle-class suburbs such as Caulfield and Malvern and were often quite exclusive concerns. After World War One golf became more popular and less of an elite sport and the number of golf clubs in Victoria expanded rapidly. For instance, although there were only 67 clubs at the end of the war, there were 200 affiliated with the Victorian Golf Association at the end of the 1920s.³⁶² At the same time, as many of the older courses in inner Melbourne began to be hemmed in by development, a number of them moved to new courses in outlying areas in the southern bayside.

Many of Kingston's golf clubs date from the 1920s. An earlier exception is the Woodlands Golf Club at Mordialloc, which was formed in 1913 and rented part of the Mayfield Estate, then owned by Count Edouard Fonseca. Initially the Club was even called the Mordialloc Mayfield Golf Club.³⁶³ It was renamed Woodlands in 1925 and purchased its property in 1939, after Fonseca's death. Commonwealth Golf Club, in Oakleigh South, had originally been the Waverley Golf Club, situated in Malvern. It became the Commonwealth Golf Club in 1920 when it moved to its current location. An architectural competition was held to design the club house.³⁶⁴ Another early club, which moved to Kingston was Kingston Heath, which began as Elsternwick Golf

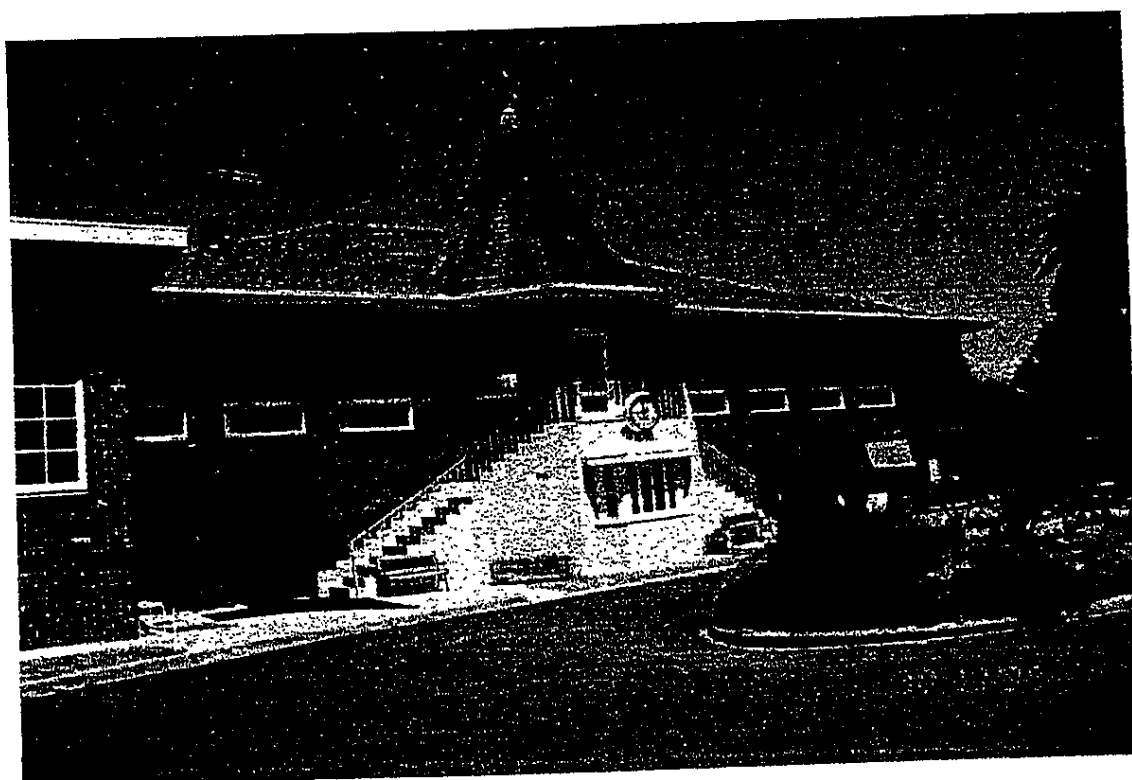
³⁶¹ They're Racing at Mordialloc'.

³⁶² Garry Mansfield, *A History of Golf in Victoria*, Melbourne, 1987, p. 68

³⁶³ McGuire, *Mordialloc*, p. 58

³⁶⁴ Moorabbin City Council, *Moorabbin a Centenary History, 1862-1962*, 1962, p. 62

Club in 1910 and became Kingston Heath in 1925. Chelsea Golf Club and the Patterson River Country Club also had their origins in the 1920s. One golf club that reversed the process of moving away from Melbourne was Kingswood, which had originally been located at Dandenong. In the 1930s the club arranged to lease land from the Gartside at Dingley. Jack Gartside actually moved his house across the road so that the club could take over his land.³⁶⁵ The original club house, built in the 1930s, is still located at Kingswood. The most recent golf course built in Kingston harks back to the exclusive days of the end of the last century. Capital Golf Course, in Ross Street Heatherton is surrounded by high fences and provides a sharp contrast to the old Heatherton Recreation Reserve across the road.



Patterson River Country Club clubhouse. 1999 (Living Histories)

10.3.3. Bowls, Cricket and Football

The relatively small populations that clustered in the nineteenth century settlements that became the City of Kingston is reflected in the fact that it was not until 1899 that

365 Hibbins. p.164

such centres as Cheltenham and Heatherton fielded cricket teams and other places much later.³⁶⁶ Mentone, however, could boast the earliest bowling club in the municipality.³⁶⁷

Even Moorabbin's football team was not admitted to the Victorian Football Association until 1956 and nine years later they gave up their ground at Linton Street to the Victorian Football League (now AFL) team, St Kilda. St Kilda had played at the Junction Oval at St Kilda since 1873, when it arranged with Moorabbin City Council to take over the Linton Street Oval as its home ground. Moorabbin eventually left the VFA.³⁶⁸ St Kilda's arrival at Linton Street meant radical changes for the ground, with new grandstands and other improvements. Initially the move was good for the club. It won its first and only premiership the year after the move. The move was also a significant one in AFL history, signalling the beginnings of the move away from the traditional inner city home grounds that has now been virtually completed and a recognition that Melbourne's population was spreading out to the south and east and away from the inner suburbs. St Kilda ceased playing its games at Moorabbin in the early 1990s.

10.3.4 Scouts and Guides

Englishman Robert Baden-Powell pioneered the scouting movement in Britain in 1907³⁶⁹ and in the first half of 1908 his work, 'Scouting for Boys', was serialised in Australia, prompting the beginnings of the Scout Movement in Victoria. About eleven scout troops were formed in Melbourne by the end of 1908.³⁷⁰

It seems that Chelsea District Scout Association was amongst these pioneer troops, as the date given for its formation is 1908.³⁷¹ Everest Le Page initiated a Cheltenham Scout Troop, later known as First Cheltenham, at about this time also, although there

³⁶⁶ *Moorabbin - A Centenary History*, p.60

³⁶⁷ *ibid.* It is not clear when the Mentone Bowling Club was actually formed. The source merely says it was the first in Moorabbin.

³⁶⁸ Cribbin, p. 174

³⁶⁹ Alan Bennett, 'Scouting in Kingston', City of Kingston Historical Website

³⁷⁰ Susan Priestley, *The Victorians: Making their Mark*, p. 226

³⁷¹ City of Chelsea, 'History of Chelsea' in *Chelsea Commemorative Council Meeting*, 1994

are differing opinions about the date.³⁷² The First Mordialloc troop was begun on December 10, 1914.³⁷³ The Scouts' sister movement, the Girl Guides, was inaugurated in 1910. There are now numerous Scout and Guide halls within the City of Kingston, but the age and providence of each of them has yet to be examined.



C.H. Soppitt Pavilion, Mentone Reserve, Mentone. 1999 (Living Histories)

10.4. tourism and holidays

As early as 1869, H. Thomas was extolling the virtues of Mordialloc as an excursion destination for those 'wishing to enjoy fresh air and exercise'.³⁷⁴ At this stage of the

³⁷² Alan Bennett, 'Scouting in Kingston', op cit. Bennett says that while the Le Page family history records that the Scout Troop was begun in 1908, documentation in the Scouting Archives suggests it was 1910. Similarly, Bennett suggests that Chelsea Scout Troop was not initiated until 1915.

³⁷³ *ibid*

³⁷⁴ H. Thomas, *Guide for Excursionists from Melbourne*, n.p.

nineteenth century, it was not sea-bathing that attracted Victorians to coastal resorts. That came later. What Mordialloc offered was fishing and hunting , with 'bream, whiting, trout, mackerel and mullet' in the creek, and ducks and snipe for shooting.³⁷⁵

By 1872, it was clear that many excursionists did visit Mordialloc. One day-tripper, who travelled by coach from Brighton station, found a beach and a 'scrubby background chiefly famous for broken bottles and other remains of bygone picnics', as well as the two hotels and an 'eatinghouse' which provided meals for travellers 'at all hours'.³⁷⁶ Mordialloc was to remain a favourite seaside destination for the next century, eventually catering to holiday-makers, but also to great numbers of picnickers who came down for a day's fun. Around the turn of the century, when extravagant trade union or company picnics became the norm, Mordialloc, with its large reserves by the sea, became a favourite destination.

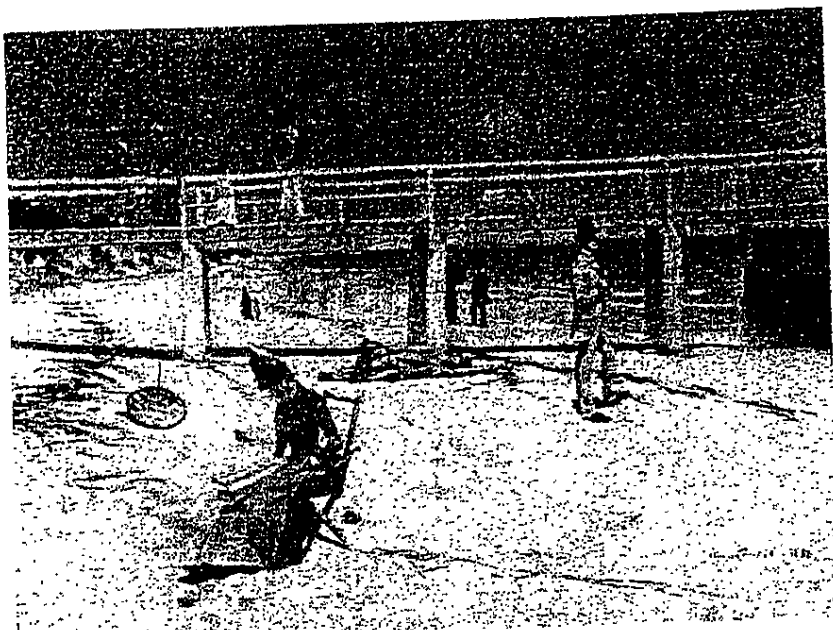
Mentone's recognition as a seaside destination came in the 1880s, when the National Land Company began to develop it as the 'Riviera of the south' and Heidelberg school artists Frederick McCubbin, Tom Roberts and Louis Abrahams, who rented a cottage here in 1886-1887, first met Arthur Streeton painting on the beach. The relative seclusion of Mentone at that time was remembered later by Arthur Streeton who wrote:

I close my eyes and see again the soft red sandy road, the velvety green of the ti-tree tops - the sweet salt air about the beach during the rosy afterglow at Sandringham - the march home - the long draughts of milk, the mulberry tree and the puce coloured walls and flies'.

The artists captured a number of famous beach scenes at Mentone during that summer and the season after, depicting serene enjoyment of the beach by formally -dressed men and women. Sailing and boating, strolling along the sand and using the hot sea baths were the activities shown by the painters. Sea-bathing was not depicted because it was not fashionable at the time.

³⁷⁵*ibid*

³⁷⁶*Melbourne Punch*, October 31, 1872, p.139



Charles Conder 'A Holiday at Mentone' 1888. (Jane Clark and Bridget Whitelaw, *Golden Summers, Heidelberg and Beyond*, 1985)

From the 1890s it was Chelsea's turn to become popular as a beach side resort, particularly with campers. Beach-side camping was only then becoming the vogue, especially as a cheap form of holiday for those who could not afford more formal accommodation. Sea bathing was also becoming acceptable. A *Herald* reporter who visited Mordialloc-Aspendale in 1905 found that it had '*the most glorious stretch of beach in all Australia [affording] safe custody to all dippers*'.³⁷⁷ A railway employee stationed at Chelsea in the summer of 1907 felt:

*that Chelsea was likely to progress rapidly as more and more people were arriving each week and to camps erected in the Ti-tree, but it was not until I returned about 1926, that it had already been proclaimed a City and a fine City at that.*³⁷⁸

By 1911 the camp sites stretched for ten miles among the ti-tree beyond Mordialloc.³⁷⁹

³⁷⁷ quoted in Susan Priestley, *The Victorians*, p. 226

³⁷⁸ J. H. McCarthy, 'Fifty Years with the Victorian Railways and other Observations', typescript, City of Chelsea Historical Society, circa 1976, p. 4

³⁷⁹ E.J.Brady, *Picturesque Port Phillip*, p.122



Mentone Hotel. Beach Road, Mentone. 1999 (Living Histories)

10.4.1. Accommodating holiday-makers

Visitors to Mordialloc could, from the 1860s, stay at either the Mordialloc or Bridge Hotels, which have been mentioned in an earlier section of this environmental history. In 1887 V.W. Bailey built the Mordialloc Coffee Palace as an alternative to the two hotels.³⁸⁰ It was very conveniently situated in Main Street, opposite the railway station, roughly where the Safeway Supermarket is now.³⁸¹ Perhaps the demand for a coffee palace was shortlived, because it later became the Grand Hotel and, later still, a boarding house known as Mordialloc Mansions. By the early twentieth century there were other boarding houses and rental accommodation available in Mordialloc, as well as several refreshment rooms.³⁸²

³⁸⁰ Coffee Palaces served no alcohol and therefore were a popular form of accommodation for teetotallers, of whom there were many in Victoria in the 1880s-1890s. Many land boomers, such as the Davies brothers at Mentone, were teetotallers who included coffee palaces in their plans for resort development.

³⁸¹ see information panels and display on Mordialloc, Mordialloc and District Historical Society, Laura and Charles Ferguson Museum, Mentone

³⁸² E. J. Brady, *op cit*, p. 119

At Mentone the Mentone Investment Company built the Royal Coffee Palace close to the railway station and the Mentone Hotel by the sea, in the late 1880s. Both spectacularly ornate buildings, they testify to the pretentious aspirations the developers had for Mentone, as much as the remaining nineteenth century seaside mansions built here. Although the Mentone Hotel still functions as a hotel, the coffee palace's career was short-lived. It closed in the 1890s and became Como House, but was sold to the Brigidine Sisters for use as a convent and school in 1904.³⁸³

As mentioned above, much early holiday accommodation at Aspendale, Edithvale, Chelsea and Carrum was in tents along the foreshore. Nevertheless, there were some specifically-built holiday houses, such as that built for John Porter, a partner in the Estate Agent firm that handled many property sales at Carrum, on the Patterson River, and others in Foy Avenue and Morton Grove.³⁸⁴ At 23 Fraser Avenue, Edithvale, an architect-designed holiday house replaced an earlier farmhouse in 1927.³⁸⁵ J.C. Williamson, the theatrical agent, built *Kara* on what is now Kara Drive and Balmoral on the Nepean Highway, was used as a holiday home by the Leeson family.³⁸⁶ Some small guest houses and a coffee palace also operated along the 'Long Beach'.³⁸⁷ The *Victorian Municipal Directory* of 1901 noted that a 'plot of land [at Carrum] named "Seacombe" [had recently been] cut up and sold for seaside residences'.³⁸⁸ Although one *Seacombe House* burned down in 1942³⁸⁹ an existing *Seacombe* on the Nepean Highway may have been a replacement.

383 Pat Lane and Sheila Johnston, *St Patrick's, The Mission of Mentone*, 1989, p. 3

384 F.R. McGuire, *Chelsea By the Sea From Swamp to City*, 1979, p. 5

385 Frank McGuire, handwritten entry in City of Kingston 'My Favourite Historic Place' Competition, 1999

386 McGuire, *Chelsea A Beachside Community*, p. 116

387 It is possible that Seacombe House, on the Nepean Highway was a guesthouse or the Coffee Palace. It warrants further investigation.

388 *Victorian Municipal Directory*, 1901

389 McGuire, *Chelsea A Beachside Community*, p.78



'Balmoral', Nepean Highway Aspendale. 1999 (Living Histories)

Along the foreshore , in the first decade of the twentieth century, *'the number of tented camps ...grew abnormally. Campers more and more prolonged their stay, and so equipped their camps with household comforts that these became entitled to the designation of residences'*.³⁹⁰ Gradually many of the tents did give way to more gave way to 'bungalows' or frames covered with flimsy material. Unscrupulous landlords and speculators were:

*crowding "bungalows", generally of a nondescript character, on [their] blocks, for the sake of deriving an income by letting the separate accommodation to visitors during the summer season.'*³⁹¹

Uncontrolled subdivision of the strip between the railway line and the beach meant not only overcrowding of blocks, but that also there were only two or three public roads from the highway through to the beach. The Royal Commission on Housing

³⁹⁰ Royal Commission on the Housing Conditions of the People in the Metropolis and in the Populous Centres of the State', p.1485

³⁹¹ *ibid*

Conditions in 1915 deplored this state of affairs, but the evidence of the overcrowding and lack of access to the sea is still obvious today. Though many of the modest 'bungalows' and guesthouses of the early twentieth century have disappeared now, there are still some dotted in the streets between the Nepean Highway and the beach at Chelsea.

10.4.2 . Beach Amenities

While a pier had existed at Mordialloc from the 1860s (and possibly earlier) it had not been created for the tourist trade. Nevertheless, the Mordialloc Pier became an icon of tourism at this resort, featuring in many series of postcards in the first half of the twentieth century. Mentone's pier was planned as part of the development of the area as a holiday destination, though it was not actually completed until 1891. At Mentone, the pier was actually preceded by other beach facilities, namely the sea baths. Sea baths were a nineteenth century method of bathing in sea water without having to really venture into the sea. Often they were built above the water line at the end of small piers and they featured separate areas for men and women. Later, they were often simply parts of the sea that were fenced off and, again, divided into male and female areas, with changing rooms provided. Sometimes hot water was provided at such baths, by means of pipes running from a facility onshore. Mentone's first hot sea baths, built in the 1880s, were located on the beach opposite the end of Warrigal Road. They were replaced with new baths at the end of Mentone Parade.³⁹² They were destroyed by fire in 1959. Mordialloc's 'commodious' sea baths were also constructed during the 1880s,³⁹³ but were replaced in 1908 by new hot sea baths that were located between the Life Saving Club and the pier.³⁹⁴ The baths were still there in the 1930s, but were gone by the end of World War Two.

Baths were the beginnings of beach side amenities provided along the coast. Bathing boxes too, stretched along the beach at Mentone, Mordialloc and Edithvale to Carrum, though when they began to appear there is not known. Some still remain, but many

³⁹² Sheila Johnston, personal communication at Parkdale Community Workshop

³⁹³ The sea-baths at Mordialloc rated a mention in the 1890 Victorian Municipal Directory, but not in that of

1880.

³⁹⁴ Philip and Margaret Bennett, 'Marvellous Mordialloc Heritage Tour',

were removed in 1960. Those built at Parkdale during the twentieth century were made of concrete.³⁹⁵

In the twentieth century, and particularly after Mordialloc had severed itself from the Shire of Moorabbin in 1920, a greater array of amenities for bathers appeared along the coast. In the years between 1920 and 1928 the Mordialloc Shire Council erected a kiosk that included a 'flat roof for sunbathing and dancing' at Mordialloc and extra dressing accommodation and a gymnasium at Mentone Baths. Lights were installed along the foreshore at Mordialloc and at Chelsea to enable swimming by floodlight.³⁹⁶ Concrete toilets and dressing sheds were also built at Bonbeach, Parkdale and Mentone.



Toilet block, Scullin Reserve, Mordialloc. 1999 (Living Histories)

In the same decade the Mordialloc Carnival Committee began contributing to beach and foreshore improvements, building a concrete promenade along the beach between

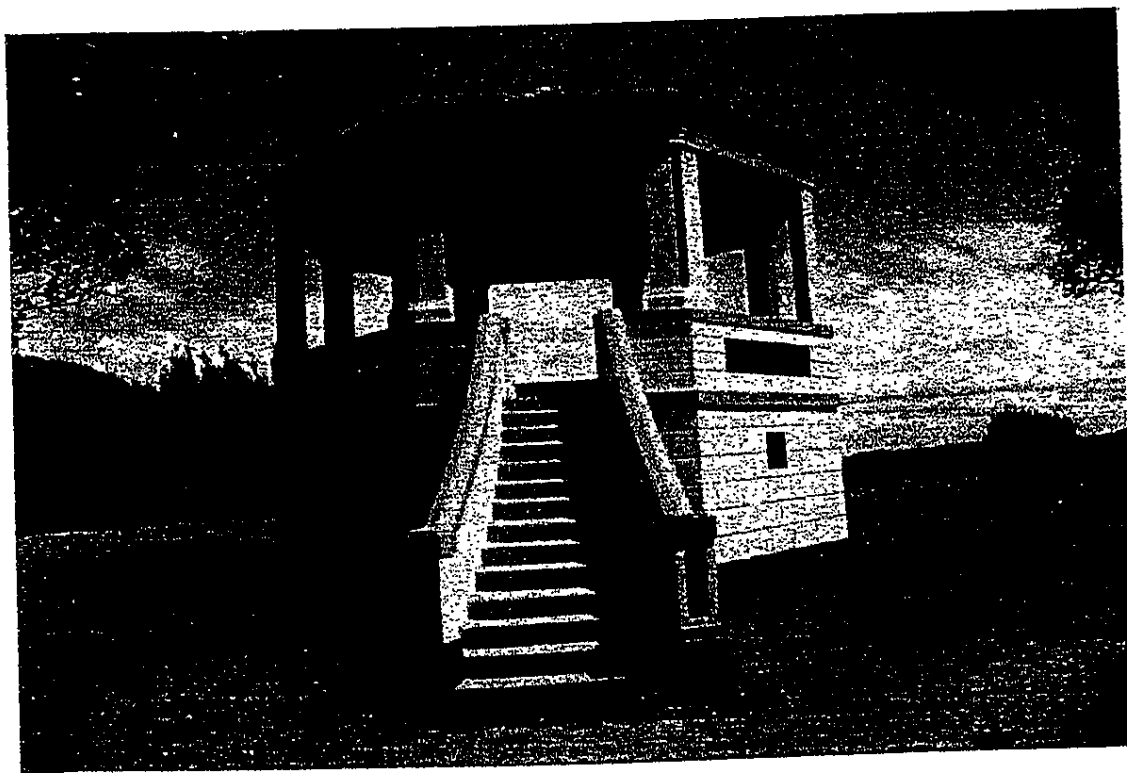
³⁹⁵ *Victorian Municipal Directory*, 1947

³⁹⁶ *Argus*, 4 January 1928, p. 16 and Les Mudge, 'Charming Chelsea', (pamphlet) 1929

the pier and the baths, a concrete bandstand and additional facilities for bathers. The Mordialloc Carnival itself, was a long-standing attraction. The Carnival was initiated as a one-off, one day event in 1923 to raise funds for the bandstand. The following year it was extended to run for the summer and eventually it was held from Christmas to Easter, raising funds, not only for foreshore improvements, especially in the foreshore park, but also for local causes, such as the Cheltenham-Mordialloc hospital.

The Carnival was located on the grassy area between the pier, the creek and the Nepean Highway Bridge. Over the years its attractions grew to include a dance pavilion, dodgem cars, ferris wheel, sideshows and a merry-go-round.³⁹⁷ The last carnival was held in 1968.

It was the Carnival Committee that began the beach promenade at Mordialloc in the 1920s. In the 1930s at Mentone, unemployed or 'sustenance' labour was used to stabilise the cliffs at Mentone, altering their natural contours quite considerably, and begin building a promenade.



397 Information panel, Laura and Charles Ferguson Museum, Mordialloc and District Historical Society.

Band rotunda, foreshore, Mordialloc. 1999 (Living Histories)

10.4.3 Sailing /Boating/Lifesaving

Boating has long been a recreational activity at Mordialloc. Even in 1872 the Melbourne Punch correspondent commented that it was 'the correct thing' for visitors to 'hire a boat and paddle serenely about the creek.'³⁹⁸ The twentieth century saw sailing and boating become more accessible to a wider range of the population. Sailing, yacht and boating clubs proliferated around Port Phillip Bay, especially in the years after World War Two. Chelsea Yacht Club was formed just prior to the war, in 1938.³⁹⁹ Now there are several yacht clubs and motor yacht clubs along the coastal stretch of the City of Kingston.

When the Patterson Lakes residential development was planned by a private company in the 1970s, it revolved around a series of man-made canals and waterways connected to the Patterson River and offering a waterfront lifestyle to buyers. Even before the present marina was constructed, Priestley's Marina was built at Patterson River. This was in 1964 and it was reputed to be the first marina in Victoria.⁴⁰⁰

The life saving movement began in Victoria early in the twentieth century, although its most rapid period of expansion was after World War Two. Chelsea's Life Saving Club was formed in 1916.⁴⁰¹ It was followed in 1920 by the Mentone Life Saving Club⁴⁰² and three years later by Mordialloc Life Saving Club. Parkdale Life Saving Club (which has now been dissolved) was established in 1927. Aspendale, Edithvale, Bonbeach and Carrum all had clubs by the end of World War Two. Most of the clubs have had to rebuild their premises at least once in their histories, sometimes because of damage by fire, storms or vandals, or because existing clubrooms were inadequate.

10.5 .Visiting entertainment venues

Nineteenth century communities used community, church or school halls for indoor entertainment, which often consisted of dances, concerts and bazaars. In the twentieth

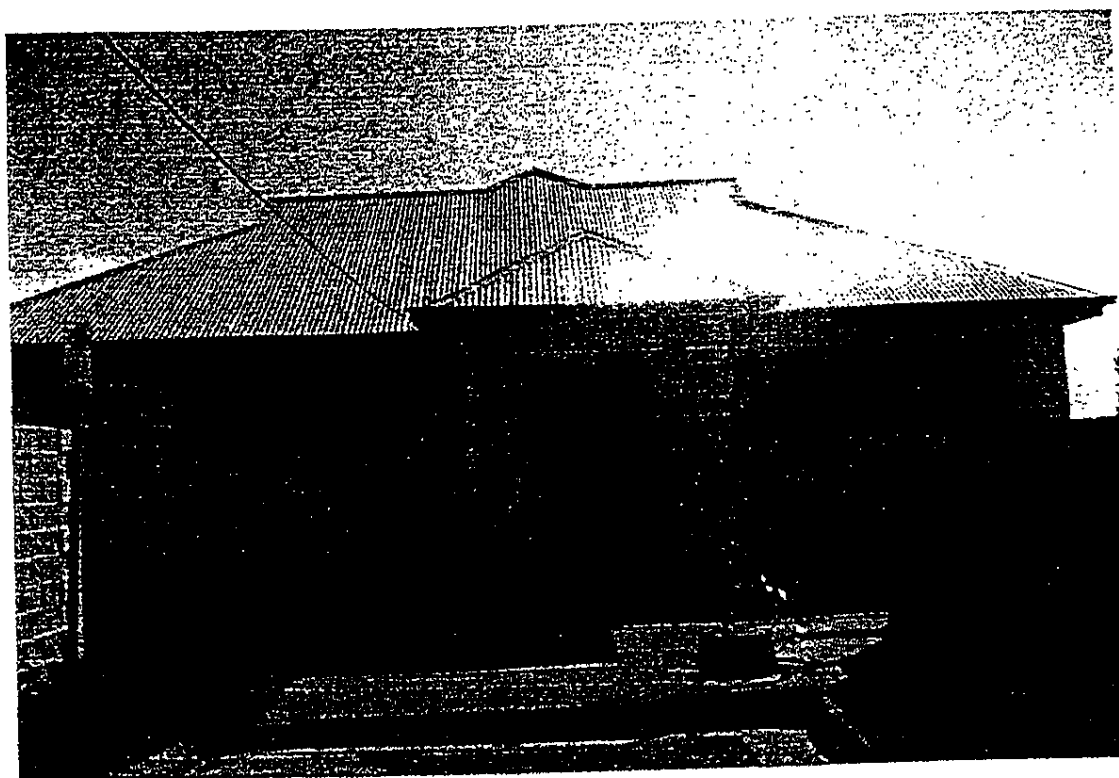
³⁹⁸ *Melbourne Punch*, October 31, 1872, p. 139

³⁹⁹ Chronology, City of Chelsea Commemorative Council Meeting Souvenir, 1994

⁴⁰⁰ Hawkins, p.54

⁴⁰¹ City of Chelsea Commemorative Council Meeting Souvenir

⁴⁰² Information Panel, Laura and Chillers Ferguson Museum, Mordialloc and District Historical Society,



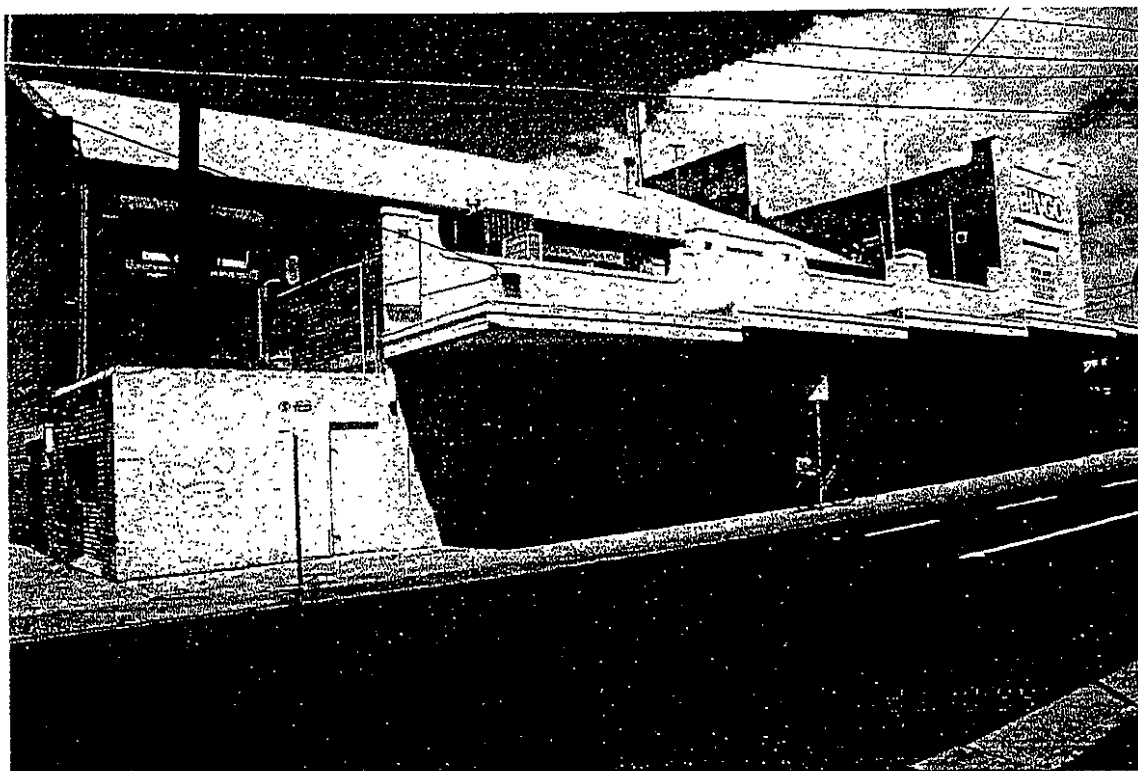
Bonbeach Life-saving Club, Lord Weaver Lane, Bonbeach.1999 (Living Histories)

century, especially with the arrival of film as an entertainment media, public entertainment became less focussed on community activities. Although community and church social events continued, now there appeared venues where a public, who did not know each other, might gather. In the first decade of the twentieth century Mentone took a step in this direction with the opening of a skating rink. Another skating rink was located on the corner of Balcombe Road and the Nepean Highway.⁴⁰³ It was replaced by the new Mentone Theatre in 1928. At Mordialloc the Pasadena Dance Hall, still standing on the corner of Centre Way and Beach Road, provided another form of entertainment, though it is not yet known when it opened. It later became the Mordialloc RSL.

The 1920s brought cinemas to the City of Kingston. At Chelsea, the Palais opened in The Strand and the Chelsea Theatre, sometimes known as Masons, opened in Station Street, where the building still stands opposite the Chelsea Station. Hugh Carr operated the Paramount Theatre (later The Regent) in Main Street, Mordialloc in the

⁴⁰³ *ibid*, See also *Victorian Municipal Directory*

early 1920s, and then also the Mentone Picture Theatre which was built on the corner of Balcombe Road and the Nepean Highway by Mr Lydford in 1928. Both cinemas operated until the 1960s.⁴⁰⁴ At Parkdale the Winter Garden Theatre opened in Parkers Road in 1929, but closed during the depression, only to be reopened as a textile factory during World War Two. It was purchased by the Mordialloc Council in 1962 to serve as a public library and is now Shirley Burke Hall.⁴⁰⁵ Highett also had a picture theatre, in a tin shed on the site where the Highett Library now stands.⁴⁰⁶ This cinema closed in 1960 and was demolished in 1966.⁴⁰⁷ While television probably spelt the end for these cinemas, another 1960s American invasion, tenpin bowling, became a popular craze. The City of Kingston can still boast two tenpin bowling centres, one at Mentone and the other at Moorabbin. With recent enlargements to Southland Westfield shopping centre, it can also boast again of a number of cinemas. This time, however, they are all under the same roof.



Former Mason's Theatre, corner Chelsea Rd and Station St, Chelsea. 1999 (Living Histories)

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ibid

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ibid

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Section III

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
2				
3	Balmoral (c.1937-9)	64 Nepean Highway	Aspendale	Organised recreation 10.3.1
4	House	70 Nepean Highway	Aspendale	Organised recreation 10.3.1
5	House	72 Nepean Highway	Aspendale	Organised recreation 10.3.1
6	Kara, house, off Kara Crt.	Kara Crt.	Aspendale	Organised recreation 10.3.1
7	Changing Sheds x 2, concrete	Harding Ave (base)	Bonbeach	Organised recreation 10.3.1
8	House (concrete block)	3 Lord Weaver Grove	Bonbeach	Forming suburbs 5.2
9	Houses	9 Lord Weaver	Bonbeach	Forming suburbs 5.2
10	Life Saving Club, Bonbeach	Lord Weaver Grove	Bonbeach	The beach as recreation 10.3.3
11	Sewerage settling pond	Braeside Park	Braeside	Supplying services 6.1
12	Trees, golden cypress & Monterey pine	Braeside Park	Braeside	Supplying services 6.1
13	'Bossie' Jones Memorial	Beauty Spot	Carrum	Memorials & monuments 10.2
14	Centenary Patterson Riv. memorial	Beauty Spot	Carrum	Draining Carrum Swamp 7.1
15	Clock (1934), Carrum	Nepean Highway	Carrum	Memorials & monuments 10.2
16	Country Club, Patterson River	The Fairway	Carrum	Organised recreation 10.3.1
17	Country Fire Authority (1927)	Station Street	Carrum	Supplying services 6.1
18	House	9 Walkers Rd	Carrum	Settlers 3.2
19	House	2 Johnson Ave	Carrum	Building towns 5.1
20	House	3 Johnson Ave	Carrum	Building towns 5.1
21	House	4 Johnson Ave	Carrum	Building towns 5.1
22	House	628 Nepean Highway	Carrum	The beach as recreation 10.3.3
23	House (concrete block)	16 McLeod Road	Carrum	Building towns 5.1
24	Primary School, Carrum	Walkers Rd	Carrum	Schools 9.2.4
25	Sailing Club, Carrum	Stephens Street	Carrum	The beach as recreation 10.3.3
26	Secomb House	641 Nepean Highway	Carrum	The beach as recreation 10.3.3
27	Shop	506 Station Street	Carrum	Developing retail areas 6.4
28	Shop	622 Nepean Highway	Carrum	Developing retail areas 6.4
29	Shop & Residence (fmr bakers)	624 Nepean Highway	Carrum	Developing retail areas 6.4
30	Soldier's Memorial	Beauty Spot	Carrum	Memorials & monuments 10.2
31	Bush Nursing Hospital	256 Station Street	Chelsea	Hospitals 9.2.3

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
32	Chelbara General Store	12 Baxter Avenue	Chelsea	Building an urban environment 5.3
33	Chelsea Hotel	Nepean Highway	Chelsea	Tourism 10.4
34	Council Chambers (fmr. City of Chelsea)	Station Street	Chelsea	Formation of local government 9.1
35	George Gilding memorial, court house reserve	The Strand	Chelsea	Memorials & monuments 10.2
36	Historical Society Marker	Station St (Town Hall)	Chelsea	Memorials & monuments 10.2
37	House	19 Thames Prom	Chelsea	Building towns 5.1
38	House	21 Thames Prom	Chelsea	Building towns 5.1
39	House	1 Winborne Street	Chelsea	The beach as recreation 10.3.3
40	House	6 Shenfield Street	Chelsea	The beach as recreation 10.3.3
41	House (1899 - Annie & Wm Black)	4 Swanpool Ave	Chelsea	Settlers 3.2
42	Ice Works	309 Station Street	Chelsea	Developing secondary industries 6.3
43	Mason's Chelsea Picture Theatre	318 Station Street	Chelsea	Visiting entertainment venues 10.3.2
44	Niemann Community Hall	14 Baxter Ave	Chelsea	Building an urban environment 5.3
45	Primary School, Chelsea (1914)	Argyle Ave	Chelsea	Schools 9.2.4
46	R/Way Station & Signal Box, Chelsea	Station Street	Chelsea	Railways & railway stations 4.3
47	Shop	50 Chelsea Road	Chelsea	Developing retail areas 6.4
48	Shop	459 Nepean Highway	Chelsea	Developing retail areas 6.4
49	Shop, Inchley c.1924	460 Nepean Highway	Chelsea	Developing retail areas 6.4
50	St Joseph's Catholic Church	362 Station Street	Chelsea	Religious institutions 10.1
51	Traffic Lights (Bicentennial Pk)	Scotch Pde	Chelsea	Roads & watering places 4.4
52	Baby Health Centre	cnr. Baker & Charman Rd	Cheltenham	Caring for the very young 9.2.1
53	Church of Christ & hall (1902)	4 Chesterville & Pine St	Cheltenham	Religious institutions 10.1
54	Court House	Nepean Highway	Cheltenham	Law & order 9.2.7
55	Factory (fmr.)	cnr Park & Nepean Highway	Cheltenham	Developing secondary industries 6.3
56	House	97 Wilson Street	Cheltenham	Settlers 3.2
57	House	55 Argus Street	Cheltenham	Settlers 3.2
58	House	1170 Nepean Highway	Cheltenham	Building towns 5.1
59	House	29 Wallingford Street	Cheltenham	Building towns 5.1
60	House	85 Nepean Highway	Cheltenham	Building towns 5.1
61	House	92 Wilson Street	Cheltenham	Forming suburbs 5.2

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
62	House	24 Wilson Street	Cheltenham	Forming suburbs 5.2
63	House (Pinehurst Special Accom.)	2 Jellicoe St	Cheltenham	Forming suburbs 5.2
64	Lukey - 1st muffler factory (fmr)	cnr. Nepean & Centre Dandenong	Cheltenham	Developing secondary industries 6.3
65	RSL (fmr. Protestant Alliance Friendly)	1261 Nepean Highway	Cheltenham	Public halls 9.2.6
66	St Matthew's Anglican	cnr. Nepean Highway & Park Rd	Cheltenham	Religious institutions 10.1
67	Tudor Inn	Nepean Highway	Cheltenham	Roads & watering places 4.4
68	Uniting (fmr. Methodist) church (1921)	Charman Road	Cheltenham	Religious institutions 10.1
69	Westfield Shopping Centre	Nepean Highway	Cheltenham	Developing retail areas 6.4
70	Trees, pine, Clarinda Primary School	Centre Road	Clarinda	Schools 9.2.4
71	Clayton South PS, teacher's memorial	Clayton Road	Clayton South	Memorials & monuments 10.2
72	Greek Orthodox Church & Comm Centre	40 Bevan Ave	Clayton South	Religious institutions 10.1
73	Primary School, Clayton South	539 Clayton Road	Clayton South	Schools 9.2.4
74	The Grange, tree plantings	Osborne Ave	Clayton South	Squatters & pastoral settlement 3.1
75	Trees, Clayton South Primary School	539 Clayton Road	Clayton South	Schools 9.2.4
76	Christ Church (1873) & hall (1889)	cnr. Old & Centre Dandenong Roads	Dingley	Religious institutions 10.1
77	Dingley Park Dairy	69 Tootal Road	Dingley	Developing primary industries 3.4
78	House	263 Spring Road	Dingley	Developing primary industries 3.4
79	House	3 Pauline Ave	Dingley	Building an urban environment 5.3
80	Kingswood Golf Club clubhouse	Centre Dandenong Rd	Dingley	organised recreation 10.3.1
81	Kurraley (house)	65 Tootal Road	Dingley	Settlers 3.2
82	Primary School, Dingley	Centre Dandenong Rd	Dingley	schools 9.2.4
83	St Joseph of Cupertino friary	10 Dimar Court	Dingley	Religious institutions 10.1
84	St Mark's Catholic church (1997)	511 Lower Dandenong Rd	Dingley	Religious institutions 10.1
85	St Mark's Catholic primary school	511 Lower Dandenong Rd	Dingley	Schools 9.2.4
86	Edithvale Primary School (c.1940)	Edithvale Road	Edithvale	Schools 9.2.4
87	House	50 Clydebank Ave	Edithvale	Forming suburbs 5.2
88	House	67 Edithvale	Edithvale	Forming suburbs 5.2
89	House	243 Station Street	Edithvale	The beach as recreation 10.3.3
90	House	235 Station Street	Edithvale	The beach as recreation 10.3.3
91	House 'The Pines'	23 Fraser Ave	Edithvale	The beach as recreation 10.3.3

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
92	St Columba's Anglican (1913)	6 Lochiel Ave	Edithvale	Religious institutions 10.1
93	Dinsan Garden Centre	370-418 Old Dandenong Road	Heatherton	Developing primary industries 3.4
94	Hall, Heatherton Recreation Reserve	Ross Street	Heatherton	Public halls 9.2.6
95	House	198 Old Dandenong Rd	Heatherton	Settlers 3.2
96	House	210 Old Dandenong Road	Heatherton	Settlers 3.2
97	House	211 Old Dandenong Road	Heatherton	Settlers 3.2
98	House	234 Old Dandenong Road	Heatherton	Settlers 3.2
99	House	156 Kingston Road	Heatherton	Settlers 3.2
100	House	cnr Clarinda Road & Old Dande Rd	Heatherton	Developing primary industries 3.4
101	House	17 Pietro Street	Heatherton	Developing primary industries 3.4
102	House	Lot 14 Old Dandenong Rd	Heatherton	Developing primary industries 3.4
103	House	244 Kingston Road	Heatherton	Developing primary industries 3.4
104	House	290 Kingston Road	Heatherton	Developing primary industries 3.4
105	House	250 Kingston Road	Heatherton	Developing primary industries 3.4
106	House	171-173 Old Dandenong Rd	Heatherton	Developing primary industries 3.4
107	House	182-4 Kingston Rd	Heatherton	Developing primary industries 3.4
108	House	200 Heatherton Road	Heatherton	Forming suburbs 5.2
109	House	546 Heatherton Rd (rear)	Heatherton	Developing primary industries 3.4
110	House	514 Heatherton Road	Heatherton	Developing primary industries 3.4
111	House	cnr Old Dandenong & Boundary Rds	Heatherton	Settlers 3.2
112	House & farm buildings	154 Kingston Road	Heatherton	Settlers 3.2
113	House (fmr Marriott's)	198 Old Dandenong Rd	Heatherton	Settlers 3.2
114	Primary School, Heatherton (1869-70)	Old Dandenong Rd	Heatherton	Schools 9.2.4
115	Sand-mining plant (Pioneer Concrete)	164 Old Dandenong Rd	Heatherton	Extract industries/sand mining 8.2
116	War Memorial (WWII), Recreation Res.	Ross Street	Heatherton	Memorials & monuments 10.2
117	War memorials x 5, Cheltenham RSL	Centre Dandenong Rd	Heatherton	Memorials & monuments 10.2
118	Wesleyan Church	cnr Kingston & Old Dandenong Rd	Heatherton	Religious institutions 10.1
119	Factory & offices (Leigh Mandon)	1144 Nepean Highway	Highbett	Developing secondary industries 6.3
120	House	1099 Nepean Highway	Highbett	Settlers 3.2
121	House	1106 Nepean Highway	Highbett	Settlers 3.2

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
122	House	1102 Nepean Highway	Highett	Forming suburbs 5.2
123	Tree, palm	1125 Nepean Highway	Highett	Religious institutions 10.1
124	Weighbridge & chimney, gas works	Nepean Highway	Highett	Supplying services 6.1
125	Abbott Buildings (1927)	129-131 Mentone Pde.	Mentone	Developing retail areas 6.4
126	Bank, fm. State Savings Bank (1926)	44 Florence Street	Mentone	Forming suburbs 5.2
127	Charles Ferguson Museum (Mentone Bakery)	Old Bakery Lane	Mentone	Developing primary industries 3.4
128	Comber's Buildings	cnr. Mentone & Florence	Mentone	Developing retail areas 6.4
129	Drinking Fountain, Progress Assoc (1910)	Mentone Pd	Mentone	Memorials & monuments 10.2
130	Eblana (house)	1 Eblana Ave	Mentone	Building towns 5.1
131	Frogmore (Mentone Boys Grammar)	63 Venice Street	Mentone	Schools 9.2.4
132	Glen Court (flats)	74 Beach Road	Mentone	Forming suburbs 5.2
133	Granary building	Granary Lane	Mentone	Developing primary industries 3.4
134	Hall (?fm. church)	1 Cremona Street	Mentone	Public halls 9.2.6
135	Horse trough, Murrell memorial	Railway Gardens	Mentone	Memorials & monuments 10.2
136	House	7 Cremona Street	Mentone	Building towns 5.1
137	House	5 Cremona Street	Mentone	Building towns 5.1
138	House	25 Milan Street	Mentone	Building towns 5.1
139	House	96 Mentone Pde.	Mentone	Forming suburbs 5.2
140	House	9 Harkin Ave	Mentone	Building an urban environment 5.3
141	House	83 Alblanca Street	Mentone	Building an urban environment 5.3
142	House	2 Como Parade East	Mentone	Building towns 5.1
143	House	4 Rogers Street	Mentone	Forming suburbs 5.2
144	House & hedge	5 La Trobe Street	Mentone	Forming suburbs 5.2
145	House & stables (at rear)	10 Station Street	Mentone	Forming suburbs 5.2
146	Kilbreda College (fm. Coffee palace)	118 Mentone Pde	Mentone	Tourism 10.4
147	Killara (house)	6 Harkin Ave	Mentone	Building towns 5.1
148	Kingston Council Chambers	Brindisi Street	Mentone	Formation of local government 9.1
149	Life Saving Club (WA Spinner Pavilion)	Foreshore	Mentone	The beach as recreation 10.3.3
150	Memorial gates, St Bede's	Beach Road	Mentone	Schools 9.2.4
151	Mentone Hotel (1899)	Beach Road	Mentone	Tourism 10.4

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
152	Nylex Clock	25-29 Nepean H'way	Mentone	Developing secondary industries 6.3
153	Pavilion (CH Soppitt) Mentone Reserve	Remo Street	Mentone	Organised recreation 10.3.1
154	Primary School, Mentone	Childers Street	Mentone	Schools 9.2.4
155	Public Toilets	Beach Road (opp. Marina)	Mentone	The beach as recreation 10.3.3
156	Railway electricity substation	Como Parade West	Mentone	Railways & railway stations 4.3
157	Railway Station, Mentone (1881)	Balcombe Road	Mentone	Railways & railway stations 4.3
158	Real Estate Agents	48 Como Parade West	Mentone	Forming suburbs 5.2
159	Riviera c.1880s (now Mentone RSL)	9 Palermo Street	Mentone	Building towns 5.1
160	Scout hall, Mentone Scout Group	Levanto Street	Mentone	Organised recreation 10.3.1
161	Shop	114 Balcombe Road	Mentone	Developing retail areas 6.4
162	Shop (fmr. Mercantile Bank of Aust.)	36 Como Parade	Mentone	Building towns 5.1
163	St Patricks Catholic Church	10 Rogers Street	Mentone	Religious institutions 10.1
164	St Patricks Catholic School (1928)	Childers Street	Mentone	Schools 9.2.4
165	Tenpin Bowl, Mentone	cnr. Nepean H/way & Warrigal Rd	Mentone	Organised recreation 10.3.1
166	Uniting Church, Mentone (1883)	74 Venice Street	Mentone	Religious institutions 10.1
167	Villa D'Este (1888)	58 Warrigal Road	Mentone	Building towns 5.1
168	War Memorial Gates, Keith Styles Res.	Mentone Parade	Mentone	Memorials & monuments 10.2
169	A G Coombes factory	30 Cochrane Road	Moorabbin	Developing secondary industries 6.3
170	Avenue of Honour, remnant (5 trees)	Nepean Highway	Moorabbin	Memorials & monuments 10.2
171	Coca-Cola factory	28 Lavanswell Road	Moorabbin	Developing secondary industries 6.3
172	Factory, offices	Kingsway St. & Wren	Moorabbin East	Developing secondary industries 6.3
173	Fire station & flats	428 South Road	Moorabbin	Supplying services 6.1
174	Gilbey's distillery (1937)	970 Nepean Highway	Moorabbin	Developing secondary industries 6.3
175	Guide hall, Moorabbin	Dane Street	Moorabbin	Organised recreation 10.3.1
176	House	416 South Road (rear)	Moorabbin	Settlers 3.2
177	Kingston Arts Centre (1928)	cnr South Rd. & Nepean Highway	Moorabbin	Formation of local government 9.1
178	Moorabbin Hall & Munic. offices (c.1962)	Nepean Highway	Moorabbin	Formation of local government 9.1
179	Philip Morris National Office	252 Cheslervill Road	Moorabbin	Developing secondary industries 6.3
180	Police station (fmr.)	1003 Nepean Highway	Moorabbin	Law & order 9.2.7
181	School, Moorabbin Primary	cnr Worthing & Nep Highway	Moorabbin	Schools 9.2.4

Sites of Potential Cultural Heritage Significance

1	Theme/Place Name	Street	Location	Theme
182	St James Lutheran Church	416 South Road	Moorabbin	Religious institutions 10.1
183	Ten Pin Bowls, Moorabbin	938 Nepean Highway	Moorabbin	Organised recreation 10.3.1
184	Uniting Church (fmr Wesleyan)	cnr Wickham Rd & Chapel	Moorabbin	Religious institutions 10.1
185	Band Rotunda (1925)	Beach foreshore	Mordialloc	The beach as recreation 10.3.3
186	Beach Seawall/Boulevard (1925-6)	Beach foreshore	Mordialloc	The beach as recreation 10.3.3
187	Bridge Hotel (1870-1)	Nepean Highway	Mordialloc	Roads & watering places 4.4
188	Clock Tower	Nepean Highway	Mordialloc	Memorials & monuments 10.2
189	Coolullah (house)	6 Bowman Street	Mordialloc	The beach as recreation 10.3.3
190	Fortunatus (house)	22 Bear Street	Mordialloc	Building towns 5.1
191	High School, Mordialloc-Chelsea	Station Street	Mordialloc	Schools 9.2.4
192	Horse Trough, Hazel Pierce Gardens	Nepean Highway	Mordialloc	Memorials & monuments 10.2
193	House	11 Park Street	Mordialloc	Settlers 3.2
194	House	11 Bear Street	Mordialloc	Settlers 3.2
195	House	447 Nepean Highway	Mordialloc	Forming suburbs 5.2
196	House	81 McDonald Street	Mordialloc	Forming suburbs 5.2
197	House	1 Ashmore Street	Mordialloc	Forming suburbs 5.2
198	House	3-5 High Street	Mordialloc	The beach as recreation 10.3.3
199	Houses	4 Woods Ave	Mordialloc	Organised recreation 10.3.1
200	Kingston Club Hotel (fmr Mordialloc)	cnr Epsom & Nepean Highway	Mordialloc	Roads & watering places 4.4
201	Lissadell (house)	520 Nepean Highway	Mordialloc	Building towns 5.1
202	Masonic Lodge, (opp. R/ way Station)	Albert St	Mordialloc	Public halls 9.2.6
203	Mayfield (1887)	282 Lower Dandenong Rd	Mordialloc	Squatters & pastoral settlement 3.1
204	McDonald & Bunurong Memorial	Peter Scullin Reserve	Mordialloc	Aboriginal in white society 2.1
205	Palm Tree - WW I memorial	Nepean Highway	Mordialloc	Memorials & monuments 10.2
206	Pasadena Dance Hall (fmr.) (fmr. RSL)	cnr Beach Rd. & Centreway	Mordialloc	visiting entertainment venues 10.3.2
207	Pier	Foreshore	Mordialloc	The beach as recreation 10.3.3
208	Pompey Boat Shed	Mordialloc Creek	Mordialloc	Fishing 8.1
209	Primary School (1920)	Barkly Street	Mordialloc	Schools 9.2.4
210	Railway Station	Albert & Bear Street	Mordialloc	Railways & railway stations 4.3
211	Railway Water Tower (1910)	cnr Bear & Albert Sts	Mordialloc	Railways & railway stations 4.3

Sites of Potential Cultural Heritage Significance

#	Theme/Place Name	Street	Location	Theme
212	Scout hall, 1st Mordialloc Scout Group	429 Nepean Highway	Mordialloc	Organised recreation 10.3.1
213	Shop	473 Nepean Highway	Mordialloc	Developing retail areas 6.4
214	Shop, H R Hill Real Estate Agent	cnr. Causeway & Nep. Highway	Mordialloc	Forming suburbs 5.2
215	St Andrew's Pres. Church (1889) & Hall	22 Barkly Street	Mordialloc	Religious institutions 10.1
216	St Nicholas C of E Church (1922)	9 Bear Street	Mordialloc	Religious institutions 10.1
217	Stables	40 Chute Street	Mordialloc	Organised recreation 10.3.1
218	Toilet Block	Foreshore	Mordialloc	The beach as recreation 10.3.3
219	Trees, Monterey Pines	sth Mordialloc Creek	Mordialloc	Selector 3.3
220	War Memorial	Nepean Highway & Beach Rd	Mordialloc	Memorials & monuments 10.2
221	War Memorial (WWI)	Nepean Highway	Mordialloc	Memorials & monuments 10.2
222	Woodlands Golf Club	White Street	Mordialloc	Organised recreation 10.3.1
223	Commonwealth Golf Club, clubhouse	Vernal Road	Oakleigh South	Organised recreation 10.3.1
224	Baby Health Centre (City of Mordialloc)	cnr. Como Parade West & Herbert	Parkdale	Caring for the very young 9.2.1
225	Greek Orthodox Church (1969)	56 The Corso	Parkdale	Religious institutions 10.1
226	Shop	234 Como Parade West	Parkdale	Developing retail areas 6.4
227	Shop	224 Como Parade West	Parkdale	Developing retail areas 6.4
228	Shops x 8	cnr. Chandler & Evans	Parkdale	Developing retail areas 6.4
229	Shops, Small & Edward Real Estate	Parkers & Como West	Parkdale	Forming suburbs 5.2
230	War Memorial	Beach Road	Parkdale	Memorials & monuments 10.2
231	Yacht Club, Parkdale	Beach Road	Parkdale	The beach as recreation 10.3.3
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PRECINCTS OF POTENTIAL CULTURAL HERITAGE SIGNIFICANCE

1	Precinct Name	Street	Location	Theme
2				
3	Kara Court	off Nepean H/way	Aspendale	The beach as recreation 10.3.3
4	Braeside Park	Lwr. Dandenong Rd	Braeside	Supplying services 6.1
5	Railway Workers' Houses	541-2, 544-5 Station St	Carrum	Railways & railway stations 4.3
6	Houses, Chelbara PRECINCT	Chelbara Ave	Chelsea	Building an urban environment 5.3
7	Waterloo Estate : First Ave, Eighth Ave.	Thames Prom. & Wells Rd	Chelsea Heights	Building an urban environment 5.2
8	Airport, Moorabbin, PRECINCT	Grange Road	Cheltenham E	Aviation 4.5
9	Holy Name Anglican Com'ity House	40 Cavanagh Street	Cheltenham	Religious institutions 10.1
10	Houses	Oak, Warrigal, Ctr. Dande Rd	Cheltenham	Building an urban environment 5.3
11	Houses (inter&postWWII)	Evershem & Follett	Cheltenham	Building an urban environment 5.3
12	RSL Village	Centre Dandenong Road	Cheltenham	Caring for the aged 9.2.2
13	Shops (9-21)	Follett Road	Cheltenham	Developing retail areas 6.4
14	Hooker-Rex subdivision (1970sff.)	Kingston & Village Drvs	Dingley	Building an urban environment 5.3
15	Houses	214-224 Centre Dande	Dingley	Building an urban environment 5.3
16	Houses	Pauline Ave	Dingley	Building an urban environment 5.3
17	Houses (Chadwick subdiv) Howard,	Centre & Lwr.Dand Rd	Dingley	Building an urban environment 5.3
18	Shops	Pauline Ave	Dingley	Developing retail areas 6.4
19	Golf View Road PRECINCT	Golf View Rd	Heatherton	Building an urban environment 5.2
20	Kingston Centre	Warrigal Road	Heatherton	Caring for the aged 9.2.2
21	Pietro Road Precinct	Pietro Road	Heatherton	Developing primary industries 3.4
22	Gas Works	Nepean H/way	Highett	Supplying services 6.1
23	Public housing	Henry, La Page Streets	Highett	Housing 9.2.5
24	Shops	Highett Road	Highett	Developing retail areas 6.4
25	Houses	Harkin Ave	Mentone	Building an urban environment 5.3
26	Houses	1-17 Judd Pde	Mentone	Building an urban environment 5.3
27	Houses (9,11,13 &17)	Como Pde E	Mentone	Building towns 5.1
28	Houses (south side)	44-60 Mentone Parade	Mentone	Building an urban environment 5.3
29	Mentone Racecourse Estate	Gleneig Drive	Mentone	Building an urban environment 5.3
30	Mentone Railway Station Reserve	Como Parade West	Mentone	Railways & railway stations 4.3
31	Mentone Reserve	Brindisi Street	Mentone	Organised recreation 10.3.1
32	Nylex Precinct	25-29 Nepean H'way	Mentone	Developing secondary industries 6.3
33	Shops (92 - 116)	cnr Balcombe&Nep H/way	Mentone	Developing retail areas 6.4
34	Factories, 1950s	Wren Road	Moorabbin East	Developing secondary industries 6.3

Precincts of Potential Cultural Heritage Significance

1	Precinct Name	Street	Location	Theme
35	Houses (Ideal Homes)	Clay & Chapel Streets	Moorabbin	Building an urban environment 5.3
36	Shops	South Rd	Moorabbin	Developing retail areas 6.4
37	Shops	445-51 Nepean H'way	Mordialloc	Developing retail areas 6.4
38	Mordialloc Creek Precinct	Nepean Highway	Mordialloc	Tourism 10.4
39	Mordialloc Foreshore Precinct	Beach Road	Mordialloc	The beach as recreation 10.3.3
40	Epsom Racecourse, buildings	White/McDonald Street	Mordialloc	Organised recreation 10.3.1
41	Main Street Precinct	Main Street	Mordialloc	Developing retail areas 6.4
42	Mordialloc Secondary Drain		Mordialloc	Draining the Carrum Swamp 7.1
43	Houses (c.1945)	Vernal, Esper Roads	Oakleigh South	Building an urban environment 5.3
44	Beach Hill Estate, PRECINCT, 5th & 6th	Sts, Queen & Nep	Parkdale	Building an urban environment 5.3
45	Houses (inter-war)	Kelvin Grove	Parkdale	Building an urban environment 5.3
46	Houses, PRECINCT, Lower Dandenong Rd,	Imes & Marriott Sts	Parkdale	Building an urban environment 5.3
47	Parkdale Shopping Centre	Como Pd West	Parkdale	Developing retail areas 6.4
48	Thrift Park shopping complex	Lwr. Dandenong Road	Parkdale	Developing retail areas 6.4
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Appendices

Appendix 1 : The Principal Australian Historic Themes

Theme	Sub-theme
1. Tracing the evolution of a continent's special environment	<ul style="list-style-type: none"> 1.1 Tracing climatic and topographical change 1.2 Tracing the emergence and development of Australian plants and animals 1.3 Assessing scientifically diverse environments 1.4 Appreciating the natural wonders of Australia
2. Peopling the Continent	<ul style="list-style-type: none"> 2.1 Recovering the experience of Australia's earliest inhabitants 2.2 Appreciating how Aboriginal people adapted themselves to diverse regions before regular contact with other parts of the world 2.3 Coming to Australia as a punishment 2.4 Migrating <ul style="list-style-type: none"> 2.4.1. Migrating to save or preserve a way of life 2.4.2. Migrating to seek opportunity 2.4.3. Migrating to escape oppression 2.4.4. Migrating systematically through organised colonisation 2.4.5. Changing the face of rural and urban Australia through migration 2.5 Promoting settlement on the land through selection and group settlement 2.6 Fighting for the land <ul style="list-style-type: none"> 2.6.1. Resisting the advent of Europeans and their animals 2.6.2. Displacing Aboriginal people
3. Developing local, regional and national economies	<ul style="list-style-type: none"> 3.1 Inspecting the coastline 3.2 Surveying the continent and assessing its potential <ul style="list-style-type: none"> 3.2.1. Looking for inland seas and waterways 3.2.2. Looking for overland stock routes 3.2.3. Prospecting for precious metals 3.2.4. Looking for land with agricultural potential 3.2.5. Laying out boundaries 3.3 Exploiting natural resources <ul style="list-style-type: none"> 3.3.1. Hunting 3.3.2. Fishing 3.3.3. Mining 3.3.4. Making forests into a saleable resource 3.3.5. Tapping natural energy sources 3.4 Developing primary industries <ul style="list-style-type: none"> 3.4.1. Grazing stock 3.4.2. Breeding animals 3.4.3. Developing agricultural industries 3.5 Recruiting labour 3.6 Establishing lines and networks of communication <ul style="list-style-type: none"> 3.6.1. Establishing postal services 3.6.2. Developing electronic means of communication 3.7 Moving goods and people <ul style="list-style-type: none"> 3.7.1. Shipping to and from Australian ports <ul style="list-style-type: none"> 3.7.1.1. Safeguarding Australian products for long journeys 3.7.1.2. Developing harbour facilities

<p>3. Developing local, regional and national economies (cont'd)</p>	<p>3.7.2. Making economic use of inland waterways 3.7.3. Moving goods and people on land 3.7.3.1. Building and maintaining railways 3.7.3.2. Buildings and maintaining roads 3.7.3.3. Getting fuel to engines 3.7.4. Moving goods and people by air 3.8 Farming for export under Australian conditions 3.9 Integrating Aboriginal people into the cash economy 3.10 Altering the environment for economic development 3.10.1. Regulating waterways 3.10.2. Reclaiming land 3.10.3. Irrigating land 3.10.4. Clearing vegetation 3.11 Feeding people 3.11.1. Using indigenous foodstuffs 3.11.2. Developing sources of fresh local produce 3.11.3. Importing foodstuffs 3.11.4. Preserving food and beverages 3.11.5. Retailing foods and beverages 3.12 Developing an Australian manufacturing capacity 3.13 Developing an Australian engineering and construction industry 3.13.1. Building to suit Australian conditions 3.13.2. Using Australian materials in construction 3.14 Developing economic links to Asia 3.15 Struggling with remoteness, hardship and failure 3.15.1. Gambling on uncertain climatic conditions and soils 3.15.2. Going bush 3.15.3. Dealing with hazards and disasters 3.16 Inventing devices to cope with special Australian problems 3.17 Financing Australia 3.17.1. Raising capital 3.17.2. Banking and lending 3.17.3. Insuring against risk 3.17.4. Cooperating to raise capital 3.18 Marketing and retailing 3.19 Informing Australians 3.19.1. Making, printing and distributing newspapers 3.19.2. Broadcasting 3.20 Entertaining for profit 3.21 Lodging people 3.22 Catering for tourists 3.23 Adorning Australians 3.23.1. Dressing up Australians 3.23.2. Caring for hair, nails and shapes 3.24 Selling companionship and sexual services 3.25 Treating what ails Australians 3.25.1. Providing medical and dental services 3.25.2. Providing hospital services 3.25.3. Developing alternative approaches to health</p>
<p>4. Building settlements, towns and cities</p>	<p>4.1 Planning urban settlement 4.1.1. Selecting township sites 4.1.2. Making suburbs 4.1.3. Learning to live with property booms and busts 4.2 Supplying urban services (power, transport, fire prevention, roads water light and sewerage) 4.3 Developing urban institutions</p>
<p>4. Building settlements, towns and cities (cont'd)</p>	<p>4.4 Living with slums, outcasts and homelessness 4.5 Making towns to serve rural Australia 4.6 Remembering significant phases in the development of towns and suburbs</p>

5. Working	<ul style="list-style-type: none"> 5.1 Working in harsh conditions <ul style="list-style-type: none"> 5.1.1. Coping with unemployment 5.1.2. Coping with dangerous jobs and workplaces 5.2 Organising workers and work places <ul style="list-style-type: none"> 5.2.1. Structuring relations between managers and workers 5.3 Caring for workers' dependent children 5.4 Working in offices 5.5 Trying to make crime pay 5.6 Working in the home 5.7 Surviving as Aboriginal people in a white-dominated society
6. Educating	<ul style="list-style-type: none"> 6.1 Forming associations, libraries and institutes for self education 6.2 Establishing schools 6.3 Training people for workplace skills 6.4 Building a system of higher education 6.5 Educating people in remote places 6.6 Educating people in two cultures
7. Governing	<ul style="list-style-type: none"> 7.1 Governing Australia as a province of the British Empire 7.2 Developing institutions of self-government and democracy <ul style="list-style-type: none"> 7.2.1. Protesting 7.2.2. Struggling for inclusion in the political process 7.2.3. Working to promote civil liberties 7.2.4. Forming political associations 7.3 Federating Australia 7.4 Governing Australia's colonial possessions 7.5 Developing administrative structures and authorities <ul style="list-style-type: none"> 7.5.1. Developing local government authorities 7.5.2. Providing for the common defence <ul style="list-style-type: none"> 7.5.2.1. Preparing to face invasion 7.5.2.2. Going to war 7.5.3. Controlling entry of persons and disease 7.5.4. Policing Australia 7.5.5. Dispensing justice 7.5.6. Incarcerating the accused and convicted 7.5.7. Providing services and welfare 7.5.8. Enforcing discriminatory legislation 7.5.9. Administering Aboriginal Affairs 7.5.10. Conserving Australian resources <ul style="list-style-type: none"> 7.5.10.1. Conserving fragile environments 7.5.10.2. Conserving economically valuable resources 7.5.10.3. Conserving Australia's Heritage
8. Developing cultural institutions and ways of life	<ul style="list-style-type: none"> 8.1 Organising recreation <ul style="list-style-type: none"> 8.1.1. Playing and watching organised sports 8.1.2. Betting 8.1.3. Developing public parks and gardens 8.2 Going to the beach 8.3 Going on holiday

<p>8. Developing cultural institutions and ways of life (cont'd)</p>	<p>8.4 Eating and drinking</p> <p>8.5 Forming associations</p> <p>8.5.1. Associating to preserve traditions and group memories</p> <p>8.5.2. Associating to help other people</p> <p>8.5.3. Associating to mutual aid</p> <p>8.5.4. Associating to pursue common leisure interests</p> <p>8.6 Worshipping</p> <p>8.6.1. Maintaining religious traditions and ceremonies</p> <p>8.6.2. Founding Australian religious institutions</p> <p>8.6.3. Making places for worship</p> <p>8.6.4. Evangelising</p> <p>8.6.4.1. Running city missions</p> <p>8.6.4.2. Founding and maintaining missions to Australia's indigenous people</p> <p>8.7 Honouring achievement</p> <p>8.8 Remembering the fallen</p> <p>8.9 Commemorating significant events and people</p> <p>8.9.1. Remembering disasters</p> <p>8.9.2. Remembering public spectacles</p> <p>8.9.3. Remembering people</p> <p>8.10 Pursuing excellence and innovation in the arts and sciences</p> <p>8.10.1. Making music</p> <p>8.10.2. Creating visual arts</p> <p>8.10.3. Creating literature</p> <p>8.10.4. Designing and building fine buildings</p> <p>8.10.5. Advancing knowledge in science and technology</p> <p>8.11 Making Australian folklore</p> <p>8.11.1. Celebrating folk heroes</p> <p>8.11.2. Myth making and story-telling</p> <p>8.12 Living in and around Australian homes</p>
<p>9. Marking the phases of life</p>	<p>9.1 Bringing babies into the world</p> <p>9.1.1. Providing maternity clinics and hospitals</p> <p>9.1.2. Promoting mothers' and babies' health</p> <p>9.2 Bringing up children</p> <p>9.3 Growing up</p> <p>9.3.1. Courting</p> <p>9.3.2. Joining youth organisations</p> <p>9.3.3. Being teenagers</p> <p>9.4 Forming families and partnerships</p> <p>9.5 Growing old</p> <p>9.5.1. Retiring</p> <p>9.5.2. Looking after the infirm and the aged</p> <p>9.6 Mourning the dead</p> <p>9.7 Disposing of dead bodies</p>

Appendix II : Burra Charter

The Australia ICOMOS charter for the conservation of places of cultural significance (the Burra Charter)

Preamble

Having regard to the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1966), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978) the following Charter was adopted by Australia ICOMOS on 19th August 1979 at Burra Burra. Revisions were adopted on 23rd February 1981 and on 23 April 1988.

Definitions

Article 1

For the purpose of this Charter:

- 1.1 Place means site, areas, building or other work, group of buildings or other works together with associated contents and surrounds.
- 1.2 Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations.
- 1.3 Fabric means all the physical material of the place.
- 1.4 Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.
- 1.5 Maintenance means the continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction and it should be treated accordingly.
- 1.6 Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.
- 1.7 Restoration means returning the EXISTING fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- 1.8 Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either recreation or conjectural reconstruction which are outside the scope of this Charter.
- 1.9 Adaptation means modifying a place to suit proposed compatible uses.
- 1.10 Compatible use means a use which involves no change to the culturally significant fabric, changes which are substantially reversible, or changes which require a minimal impact.

Conservation Principles

Article 2

The aim of conservation is to retain the cultural significance of a place and must include provision for its security, its maintenance and its future. Conservation should not be undertaken unless adequate resources are available to ensure that the fabric is not left in a vulnerable state and that the cultural significance of the place is not impaired. However, it must be emphasised that the best conservation often involves the least work and can be inexpensive.

Article 3

Conservation is based on a respect for the existing fabric and should involve the least possible physical intervention. It should not distort the evidence provided by the fabric. The traces of additions, alterations and earlier treatments on the fabric of a place are evidence of its history and uses. Conservation action should tend to assist rather than to impede their interpretation.

Article 4

Conservation should make use of all the disciplines which can contribute to the study and safeguarding of a place. Techniques employed should be traditional but in some circumstances they may be modern ones for which a firm scientific basis exists and which have been supported by a body of experience.

Article 5

Conservation of a place should take into consideration all aspects of its cultural significance without unwarranted emphasis on any one aspect at the expense of others.

Article 6

The conservation policy appropriate to a place must first be determined by an understanding of its cultural significance. An understanding of the cultural significance of a place is essential to its proper conservation. This should be achieved by means of a thorough investigation resulting in a report embodying a statement of cultural significance. The formal adoption of a statement of cultural significance is an essential prerequisite to the preparation of a conservation policy.

Article 7

The conservation policy will determine which uses are compatible. Continuity of the use of a place in a particular way may be significant and therefore desirable.

Article 8

Conservation requires the maintenance of an appropriate visual setting: e.g., form, scale,

colour, texture and materials. No new construction, demolition or modification which would adversely affect the setting should be allowed. Environmental intrusions which adversely affect appreciation or enjoyment of the place should be excluded. New construction work, including infill and additions, may be acceptable, provided: it does not reduce or obscure the cultural significance of the place it is in keeping with

Article 9

A building or work should remain in its historical location. The moving of all or part of a building or work is unacceptable unless this is the sole means of ensuring its survival. Some structures were designed to be readily removable or already have a history of previous moves, e.g. prefabricated dwellings and poppet-heads. Provided such a structure does not have a strong association with its present site, its removal may be considered. If any structure is moved, it should be moved to an appropriate setting and given an appropriate use. Such action should not be to the detriment of any place of cultural significance.

Article 10

The removal of contents which form part of the cultural significance of the place is unacceptable unless it is the sole means of ensuring their security and preservation. Such contents must be returned should changed circumstances make this practicable.

Article 11

Preservation is appropriate where the existing state of the fabric itself constitutes evidence of specific cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out. Preservation protects fabric without obscuring the evidence of its construction and use.

Article 12

Preservation is limited to the protection, maintenance and, where necessary, the stabilisation of the existing fabric but without the distortion of its cultural significance.

Restoration

Article 13

Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric and only if returning the fabric to that state reveals the cultural significance of the place.

See explanatory note for Article 2.

Article 14

Restoration should reveal anew culturally significant aspects of the place. It is based on respect for all the physical, documentary and other evidence and stops at the point where conjecture begins.

Article 15

Restoration is limited to the reassembling of displaced components or removal of accretions in accordance with Article 16.

Article 16

The contributions of all periods to the place must be respected. If a place includes the fabric of different periods, revealing the fabric of one period at the expense of another can only be justified when what is removed is of slight cultural significance and the fabric which is to be revealed is of much greater cultural significance.

Reconstruction

Article 17

Reconstruction is appropriate only where a place is incomplete through damage or alteration and where it is necessary for its survival, or where it reveals the cultural significance of the place as a whole.

Article 18

Reconstruction is limited to the completion of a depleted entity and should not constitute the majority of the fabric of the place.

Article 19

Reconstruction is limited to the reproduction of fabric, the form of which is known from physical and/or documentary evidence. It should be identifiable on close inspection as being new work.

Adaptation

Article 20

Adaptation is acceptable where the conservation of the place cannot otherwise be achieved, and where the adaptation does not substantially detract from its cultural significance.

Article 21

Adaptation must be limited to that which is essential to a use for the place determined in accordance with Articles 6 and 7.

Article 22

Fabric of cultural significance unavoidably removed in the process of adaptation must be kept safely to enable its future reinstatement.

Conservation Practice

Article 23

Work on a place must be preceded by professionally prepared studies of the physical, documentary and other evidence, and the existing fabric recorded before any intervention in the place.

Article 24

Study of a place by any disturbance of the fabric or by archaeological excavation should be undertaken where necessary to provide data essential for decisions on the conservation of the place and/or to secure evidence about to be lost or made inaccessible through necessary conservation or other unavoidable action. Investigation of a place for any other reason which requires physical disturbance and which adds substantially to a scientific body of knowledge may be permitted, provided that it is consistent with the conservation policy for the place.

Article 25

A written statement of conservation policy must be professionally prepared setting out the cultural significance and proposed conservation procedure together with justification and supporting evidence, including photographs, drawings and all appropriate samples.

The procedure will include the conservation processes referred to in Article 1.4 and other matters described in Guidelines to the Burra charter: conservation policy.

Article 26

The organisation and individuals responsible for policy decisions must be named and specific responsibility taken for each such decision.

Article 27

Appropriate professional direction and supervision must be maintained at all stages of the work and a log kept of new evidence and additional decisions recorded as in

Article 25

above.

Article 28

The records required by Articles 23, 25, 26 and 27 should be placed in a permanent archive and made publicly available.

Article 29

The items referred to in Articles 10 and 22 should be professionally catalogued and protected

CITY OF KINGSTON HERITAGE STUDY

STUDY BRIEF - STAGE ONE

THEMATIC ENVIRONMENTAL HISTORY AND IDENTIFICATION OF PLACES OF POTENTIAL CULTURAL SIGNIFICANCE

BACKGROUND

This study is commissioned by the City of Kingston and Heritage Victoria

STUDY AREA

The Study Area includes all land within the City of Kingston.

OBJECTIVES

The purpose of Stage One of this study is to:

- prepare a thematic environmental history of post-contact settlement and development of the study area;
- to identify all post-contact places of potential cultural significance in the study area;
- to estimate the resources required to fully research, document and assess all post-contact places of potential cultural significance in the study area.

METHODOLOGY

The heritage study is to be prepared in accordance with the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter) and its Guidelines.

Criteria to be used in the identification and assessment of places of cultural significance are the Criteria adopted by the Heritage Council of Victoria. Although the Heritage Council's criteria are to be adopted, the thresholds applied in the assessment of significance may include State Significance and Local Significance.

The consultant shall be required to use the Principal Australian Historic Themes developed by the Australian Heritage Commission.

Other relevant references include:-

- Australian Heritage Commission - *What is Social Value? A Discussion Paper*, C. Johnston.
- Commonwealth Department of Communication and the Arts - *Mapping Culture - A Guide for Cultural and Economic Development in Communities* 1995

TASKS

The tasks shall be undertaken in the order that they appear below. Detailed field surveys of the study area shall not be undertaken until the thematic environmental history has been submitted and approved in an outline draft form by the Steering Committee.

Effective community consultation is an essential aspect of the Stage One Study. It is anticipated that consultation with community groups and members of the public shall occur throughout Stage One. The approach taken to community consultation shall be discussed with and approved by the Steering Committee. References such as *What is Social Value? A Discussion Paper*, (Australian Heritage Commission) and *Mapping Culture - A guide for Cultural and Economic Development in Communities* (Commonwealth Department of Communication and the Arts 1995) may provide ideas as to approaches to community consultation.

1.0 Preparation of Project Management Brief

The consultant shall prepare a Project Management Brief in consultation with the Steering Committee for the endorsement by the Steering Committee. This brief will set out an agreed course of action for the content and progress of the project including research, community consultation, timetable, payment schedule with related milestones, suggested meeting dates for Steering Committee and completion details.

1.1 Bibliography

The consultant shall review the existing available sources of information and prepare a brief bibliography.

1.2 Thematic environmental history of post-contact settlement and development of the study area

This aspect of the study shall address itself to the history of the physical development of the study area since post-contact occupation and shall isolate and explain those aspects and themes that are crucial to understanding the area and the historic physical fabric as it exists today.

The thematic environmental history will be concise (up to 20,000 words) and analytical. It must not be a comprehensive chronological history. It will clearly define the key themes that will provide an historical explanation of the existing physical fabric and land use patterns of the study area. These themes will be applied in the identification and evaluation of individual components of the study area's heritage. The history will, as far as possible, make good use of illustrative material including copies of original maps and photographs.

It is expected that research for the environmental history will:-

- provide information as to the location and importance of places of potential cultural significance;
- provide a context for the comparative assessment of places of cultural significance; and

- provide information on places of potential significance for which physical evidence may be negligible or non-existent.

The draft Principal Australian Historic Themes developed by the Australian Heritage Commission shall be used as a checklist in producing the thematic environmental history.

The thematic environmental history shall be completed in an outline draft form and, following approval of the outline draft by the Steering Committee, the consultant(s) may then move forward to the next task.

At the completion of the identification of places of potential cultural significance (see 1.3 below), the draft thematic environmental history shall be reviewed. The emphasis which is given to particular themes may need to be amended in the light of the fieldwork that has been undertaken.

1.3 Identification of places of potential cultural significance

The consultant will identify all places of potential cultural significance across the study area. Places of cultural significance will be identified through:-

- Reference to the thematic environmental history and any original source materials used in the preparation of the thematic environmental history (see 1.2) above.
- Reference to registers, studies, reports and other materials held by organisations such as Heritage Victoria, National Trust of Australia (Victoria), Australian Heritage Commission, Land Conservation Council etc.
- Effective consultation with community groups and members of the public.
- Field survey work to identify other places of potential significance and to verify the location, status and potential significance of places identified through the environmental history, community consultation etc.

The detailed assessment of the cultural significance of each place is not required at this stage.

1.4 Stage One Study Report

The consultant shall produce a report which includes:-

- Base map showing the location of all places of potential cultural significance.
- A listing of all places of potential cultural significance including details as to:
 - Address/location of each place of potential cultural significance.
 - Name and brief details of each place of potential cultural significance.
 - Information about the place which can be readily obtained without effort or research.
 - Photograph of each place of potential cultural significance.

These details can be recorded on the Documentation Pro-Forma which forms the attachment to Stage Two of the Brief.

- Recommendations for further work

The consultant shall estimate the time and budget required to document and assess the cultural significance of all places identified in 1.3 above.

The consultant may make other recommendations regarding approaches to the research, documentation and assessment of all those places identified to be of potential significance in 1.4 above.

In estimating the resources required to fully research, document and assess the places of potential cultural significance, the consultant shall have regard to the requirements under Stage Two of the Heritage Study.

FORMAT

- **Written material**

The written report shall be typed in an A4 vertical format.

It should include:

- (a) name of the client;
- (b) names of all the practitioners engaged in the task, the work they undertook, and any separate reports they prepared;
- (c) authorship of the report;
- (d) date;
- (e) brief;
- (f) constraints on the task, for example, money, time, expertise;
- (g) sources;
- (h) a summary, index page (including a single, ordered index of all places of significance that are identified in the report and bibliography;
- (i) Terminology, analysis and plans shall be consistent with the Australia ICOMOS Guidelines for the conservation of Places of Cultural Significance (Burra Charter);

- **Graphic material**

- (a) Photographs, maps and drawings shall be of a suitable quality to enable reproduction. All graphic material shall be fully captioned including the source;
- (b) Drawings shall conform to accepted standards of drafting practice and shall be capable of reduction to A4 size. Drawings of a size larger than A3 shall be attached separately to the report and folded to A4 size.

- **Sources**

- (a) In all cases, sources of information shall be fully documented;
- (b) All sources of information, both documentary and oral, consulted during the task should be listed, whether or not they proved fruitful;
- (c) In respect of source material privately held, the name and address of the owner should be given, but only with the owner's consent.

CONTRACT DETAILS - STAGE ONE - THEMATIC ENVIRONMENTAL HISTORY AND
IDENTIFICATION OF PLACES OF POTENTIAL CULTURAL SIGNIFICANCE

Client

The client for this study is the City of Kingston.

Services

The client shall supply/provide a 'Stage 1' heritage study which covers all those matters outlined in the attached project brief.

Appointment

The selected consultant shall be initially appointed to undertake Stage One of the project.

The appointment of the consultant shall be upon the recommendation of the Steering Committee. The commissioning of Stage One does not obligate the client to proceed with Stage Two. A decision to proceed with Stage Two does not obligate the client to commission the same consultant used for Stage One.

Supervision

The consultant will report to a Steering Committee comprising:

- a representative of the City of Kingston;
- a representative of Heritage Victoria of the Department of Infrastructure.

General administration of the study will be by the City of Kingston on behalf of the steering committee.

Timing

Stage One of the heritage study is to start no later than 15 March 1999. The finished report for Stage One of the Heritage Study is to be submitted by 30 June 1998. Any change to this timetable is to be agreed to by the Steering Committee.

Meetings

The consultant shall meet with the Steering Committee as agreed under the Project Management Brief prepared as part of Task 1.0.

Further meetings may be scheduled with the agreement of both Steering Committee and consultant.

Computer disk

A copy of the heritage study in Microsoft Word for Windows version 7.0 on a 3.25 inch diskette shall be supplied to the client on the agreed date for completion of the report.

Ownership and copyright

Ownership and copyright of the Stage One report including all reports, maps, plans, photographs etc supplied to the Steering Committee by way of progress, draft, or final report or publication, (including the original of the final report) shall be vested in the City of Kingston and Heritage Victoria.

The consultant(s) shall have a perpetual free license to use the material for its own purposes at any time in the future.

The right to use any of the material from the study shall remain with the author, the City of Kingston and Heritage Victoria.

Distribution

On the agreed date of completion for Stage One of the heritage study two bound copies and one unbound copy of the report shall be submitted to the client. One of the copies must be the master copy including all originally researched documentation, artwork, photographs and negatives.

Dismissal

Should progress of the work be considered unsatisfactory, the Steering Committee may recommend the dismissal of the consultant and the appointment of a further consultant to complete the work.

The grounds for dismissal shall only be:

- a) Repeated failure to meet agreed submission dates (or as reasonably extended) provided that such failure not be the fault of the Steering Committee; and/or;
- b) Deliberate failure to undertake the work (or portions of it) as agreed to on appointment.

In the event of dismissal, the client shall retain all unpaid fees to which the consultant would otherwise have been entitled.

Changes to brief

Where it becomes clear that some aspect of the task will require more investigation or more expertise than has been allowed within the budget or the terms of the agreement, the practitioner shall advise the client immediately.

Insurance

The consultant shall be fully responsible for obtaining all necessary insurances.

CITY OF KINGSTON HERITAGE STUDY

BACKGROUND

The purpose of this heritage study is to identify, assess and document all post-contact places of cultural significance within the municipality and to make recommendations for their future conservation.

This heritage study is a 'stage 1' study and it involves the preparation of a thematic environmental history and the identification of all places of potential cultural significance across the study area. Stage One shall also involve an estimation of the time and resources required to undertake a 'Stage Two' study as outlined in the standard Heritage Victoria 'Stage 2' Heritage Study project brief.

The commissioning of this Stage One study does not obligate the client to proceed with a Stage Two study. A decision to proceed with Stage Two does not obligate the client to commission the same consultant used for Stage One.

Definitions:-

Place means site, area, building or other work, group of buildings or other works together with associated contents and surroundings. Place includes structures, ruins, archaeological sites and landscapes modified by human activity.

Post-contact means the period since first contact between aboriginal and non-aboriginal people.

Cultural significance means aesthetic, historic, scientific or social value for past, present, or future generations.