

CITY OF BOROONDARA

**THEMATIC
ENVIRONMENTAL
HISTORY**

prepared for

CITY OF BOROONDARA

FINAL : MAY 2012



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LTD

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A: EXECUTIVE SUMMARY

A.1 Thematic Environmental History

The *City of Boroondara Thematic Environmental History* (hereafter referred to as TEH) has been prepared to document and illustrate how various themes (and the many aspects of human intervention associated with them) have manifest themselves in the City of Boroondara since the first post-contact European settlement, and, consequently, how these themes have shaped the environment and culture of the municipality as it is today. In this way, the TEH provides a context for heritage places and areas that have been identified (and will continue to be identified) across the entire City of Boroondara.

By its very nature, a TEH is arranged thematically, and not chronologically. It is not intended as an exhaustive history of the entire municipality, and thus will not include reference to every individual, group or organisation that has played some part in the development of the area. Rather, it concentrates on identifying broader patterns that explain how the local environment has been shaped over the past 160 years.

This TEH represents a consolidation of three historical overviews that were prepared for the former Cities of Hawthorn, Kew and Camberwell as a key component of their respective heritage studies. Information contained in these historical overviews has been supplemented by additional research to document any themes that were under-represented, or even entirely unrepresented in them. The themes themselves are derived from *Victoria's Framework of Historic Themes*, a numerical list of themes that has recently been adopted by Heritage Victoria as the industry standard.



B: PROJECT BACKGROUND, BRIEF AND METHODOLOGY

B.1 Background

The three heritage studies undertaken by the former Cities of Kew, Camberwell, Hawthorn (in 1988, 1991 and 1993 respectively) each contain a section that gives a broad historical overview of the development of that municipality, providing a context for the identification of heritage places and precincts therein. In the earliest of the three cases, this historical overview is presented in a straightforward chronological format, as was the standard at the time. By the early 1990s, however, it was considered more appropriate for a heritage study's historical overview (by then referred to as an "Environmental History") to be presented in a thematic framework, and the industry standard shifted towards the use of a numbered framework of themes that was developed by the Australian Heritage Commission. This framework remained in use during the 1990s and well into the 2000s.

Following local council amalgamations in Victorian in the mid-1990s, municipalities began to review their existing heritage studies, which invariably included the consolidation of earlier Environmental Histories into a single reference document that would then be applicable across the entire amalgamated municipality. In late 2010, the City of Boroondara sought tenders for the completion of a Thematic Environmental History (TEH) that, amongst other things, consolidated the histories produced by the former cities of Kew, Camberwell and Hawthorn.

B.2 Brief

As stated in the original project brief, the purpose the consolidated TEH is to:

- Ensure that the City of Boroondara's statutory heritage controls represent the historical development of the municipality;
- Provide a context for undertaking comparative assessments of heritage places
- Identify additional heritage places and themes for further investigation

The key objectives of the project were further identified as follows:

- Set out the key themes that have influenced the historical development of the municipality following first contact between Aboriginal and non-Aboriginal people
- Identify how these themes manifest through the municipality's historic buildings and places
- Produce a Statement of Significance for the municipality
- Make recommendations for future thematic or area-based heritage studies in order of priority based on the findings of the TEH

The brief required that the TEH be a *post-contact* study (that is, not taking into account pre-contact Aboriginal activity, which has been covered in an earlier thematic study), and be laid out in accordance with the *Victorian Framework of Historical Themes* that has recently been adopted by Heritage Victoria.

B.3 Study Team

The study was undertaken by Simon Reeves, director and principal of Built Heritage Pty Ltd.

B.4 Acknowledgements

The consultants would like to thank the representatives of local historical societies and other groups that attended the consultation meeting on 9 March 2011:

- *Balwyn Historical Society* (represented by Mr Bill Pritchard and Associate Professor Marilyn Poole)
- *Camberwell Historical Society* (represented by Mr George Fernando and Mr Trevor Hart)
- *Canterbury History Group* (represented by Ms Frances Barrett and Associate Professor Don Gibb)
- *Hawthorn Historical Society* (represented by Ms Shirley Ramsay)
- *Kew Historical Society* (represented by Ms Dorothy Benyei and Associate Professor Don Garden)
- *Surrey Hills Historical Society* (represented by Mr Euan Walmsley, Mr Greg Buchanan and others)
- *Maling Precinct Protection Group* (represented by Ms Lorri Buttner and others)
- *Studley Park Modern* (represented by Ms Kerry Fairbank and Ms Michelle Scollo)

Thanks also to Graeme Butler, heritage advisor to the City of Boroondara, for also attending the meeting.

Special acknowledgement is made to those attendees who subsequently provided additional historical information to the consultants (in the form of local history publications, press clippings, unpublished reports and similar sources) and/or written submissions that suggested places or areas relating to specific themes: Mr George Fernando and Mr Trevor Hart (Camberwell Historical Society), Associate Professor Don Gibb (Canterbury History Group), Ms Shirley Ramsay (Hawthorn Historical Society), Associate Professor Marilyn Poole (Balwyn Historical Society), Mr Greg Buchanan (Surrey Hills Historical Society) and Ms Kerry Fairbank and Ms Michelle Scollo (Studley Park Modern).

During the course of research and writing, the consultant also obtained useful information, suggestions and assistance from many others including Ms Sue Barnett (Surrey Hills Historical Society), Mr Tony Michael (Friends of Boroondara Kew Cemetery), Ms Pat O'Dwyer (Balwyn Historical Society), Ms Thea Sartori (Kew Historical Society), Ms Michele Summerton (Historica Cultural Heritage Projects), Ms Judith Vimpani (Kew Historical Society), Mr David Wixted (Heritage Alliance), Mr James Earle (architect), Mr John Bayly (architect), Mr John Gale (Kew resident) and the late Mrs Sheila Pitt (former Kew resident).

B.5 Methodology

This project was undertaken in accordance with Heritage Victoria's guidelines for the preparation of Thematic Environmental History (TEH). The process was as follows:

Review of existing heritage studies

The consultant was provided with electronic versions of all major heritage studies that had been commissioned by the City of Boroondara (and its pre-amalgamation counterparts) since 1985. Of these, the three original heritage studies undertaken for the Cities of Hawthorn, Kew and Camberwell were identified as the most crucial sources, as each contain a historical overview of that particular municipality that would form the backbone for the new TEH for the entire City of Boroondara. These studies comprise:

- Pru Sanderson Design Pty Ltd. "Kew Urban Conservation Study" (May 1988)
 - Volume 2, Chapter 4: "A History of Kew", pp 4/1-4/26
- Graeme Butler *et al*, "Camberwell Conservation Study" (1991)
 - Volume 2: "Camberwell Environment History", by Chris McConville & Associates
- Meredith Gould, "Hawthorn Heritage Study" (April 1993)
 - Chapter 3: "Environmental History – Hawthorn, Melbourne's Inner City Garden Suburb"

The historical overviews contained in these three heritage studies varied in their scope and format. The earliest one, for the City of Kew, was presented in a chronological format, while the other two were both presented in a thematic fashion. The format of these two histories “Environmental History” (as they were titled in the original reports) was based on the old AHC thematic framework, which was the standard at the time. Although this framework is laid out (and numbered) rather differently to the *Victorian Framework of Historic Themes*, the information contained therein was easily extrapolated into the new format.

These three existing histories for the Cities of Hawthorn, Kew and Camberwell were the principal source for the new TEH for the City of Boroondara. Much reliance was made on the information presented in those reports, and direct quotations were deliberately included to provide a link between the new and the old.

Review of Secondary Sources

After reviewing the three existing “environmental history” documents, it was apparent that certain themes, or sub-themes, included within the *Victorian Framework of Historical Themes*, had either not been adequately covered in the earlier reports, or had not been covered at all. To fill these perceived gaps, reference was made to other secondary sources that represent the standard local history source for each of the three former municipalities. Five key sources were identified as listed below:

- W D Vaughan, *Kew's Civic Century* (Kew: W D Vaughan Pty Ltd, 1960)
- Geoffrey Blainey, *A History of Camberwell* (Melbourne: Lothian Publishing Company, 1980)
- Dorothy Rogers, *A History of Kew* (Kilmore: Lowden Publishing Company, 1973)
- Gwen McWilliam, *Hawthorn Peppercorns* (Melbourne: Brian Atkins, 1978)
- Victoria Peel, Jane Yule, Deborah Zion, *A History of Hawthorn*. (Carlton: Melbourne University Press, 1993)

Earlier municipal histories (such as F GA Barnard's *Jubilee History of Kew* and C G A Colles's *History of Hawthorn*, both published in 1910) were not consulted as extensively. It was deemed that, as these early sources had been so frequently quoted in the later published local histories, as well as in the histories contained in the three pre-amalgamation heritage studies, it was more efficient to simply reference these excerpts in the current TEH.

In addition, a considerable number of more specialised secondary sources, dealing with specific historical themes or building types, were consulted on a more cursory basis. However, such were the limitations of time and budget for the project that the consultant could not undertake an exhaustive review of every conceivable secondary source that might reveal information pertinent to themes or sub-themes. Emphasis was more selective, and concentrated on locating secondary resources to illuminate those themes or sub-themes (such as migration) that were not well covered in the other sources consulted to date. Notable examples include two booklets recently published by the City of Boroondara itself, both co-authored by historian Mary Sheehan: one (with Diane Nicholas) discussing the history of Chinese settlement in Hawthorn before the Second World War, and another (with Sonia Jennings) providing a historical overview of local sporting clubs across the entire municipality. The consultant also made extensive use of other thematically-oriented secondary sources including published histories of picture theatres in Australia, schools in Victoria, the work of A V Jennings and the Housing Commission of Victoria.

Review of Primary Sources

Limitations of time and budget did not allow for an exhaustive investigation of primary sources. Again, the emphasis was on primary sources that were the most accessible, and considered to have the greatest potential for adding value to the TEH. Historic maps always provide a useful overview of the historical development of an area. In addition to those historic maps of the study area that were reproduced in the various secondary sources consulted as part of the project, much reliance was placed on the holdings of the Map Collection of the State Library of Victoria. The library maintains folders of miscellaneous suburban maps, grouped according to former municipalities. As part of the research for this project, photocopies were made of the entire holdings for the former municipalities of Hawthorn, Kew and Camberwell. This material included early survey and geological maps, parish plans, land subdivision plans, excerpts of MMBW sewerage maps, and twentieth century road maps. During the course of the project, much reference was made to on-line historic map resources, including real estate subdivision plans and large-scale MMBW detail plans (both digitised by the State Library of Victoria), and the 1945 aerial photograph collection digitised by the University of Melbourne library.

Other primary sources were used very selectively. A special exception was made for James Bonwick's *A Sketch of Boroondara* (1858), which consulted in its entirety due to (a) its very early date, (b) its coverage of the entire study area, (c) its broadly thematic structure and (d) its relative brevity. The book, originally published in 1858, has become more widely available through a facsimile edition that was published in 1968. Otherwise, primary sources were only consulted in those cases where it was difficult, or impossible, to find relevant historical information relating to a particular theme or sub-theme. In these cases, there was greater reliance on the most readily available sources such as archival newspapers that have been digitised and made searchable on-line. The consultant also made use of his own in-house index of post-war Australian architecture to quickly locate pertinent references in contemporary newspapers and journals. The consultant also referred to other published primary sources held in his own collection, including copies of the *Sands & McDougall Directory* and early editions of the *Melway Street Directory of Greater Melbourne*.

Stakeholder Consultation

The brief for the project required that the consultant engage with local interest groups, such as local historical societies, in order to assist in locating useful background material for the TEH, and to identify any specific manifestations of themes or sub-themes that may have been overlooked in previous studies. The consultant's original proposal to meet with each of these groups individually was revised when several of the groups expressed a preference for meeting together. A joint meeting was arranged by Council and the consultant, which was held in the City of Boroondara's headquarters in Camberwell on 9 March 2011. Each local interest group was invited to bring along two representatives that were considered to have the best all-round knowledge of the history of their respective areas. On the day, the consultant provided a brief overview of the project, and outlined the *Victorian Framework of Historical Themes*. This was accompanied by informal discussion, whereby attendees identified manifestations of the themes.

At the conclusion of the meeting, attendees were encouraged to make further written submissions to elaborate on what had been discussed, or to otherwise provide any research material that they considered appropriate for possible inclusion in the TEH. Two written submissions were subsequently received by the consultant (from the Balwyn Historical Society and Studley Park Modern), while several other groups and individuals kindly provided copies of local history booklets, press clippings, excerpts of heritage reports and other useful information.

Public Consultation

When the draft TEH was completed in July 2011, it was released for public feedback. The draft report was made available both in electronic format (as a download from the City of Boroondara website) and as a hard copy (available, upon request, from Council). Copies of the report were forwarded to Presidents of Historical Societies operating in the City, as well as Heritage Victoria and the National Trust of Australia (Victoria). Community members were invited to make general observations and suggest specific revisions, corrections, deletions, additional entries in the lists of "related places", or any additional themes or sub themes that they considered worthy of inclusion. Council requested that any public submissions be made in writing, and forwarded directly to Council (rather than to the consultant) by the end of August 2011.

Following this first round of public consultation, fourteen written submissions were received. Aside from those provided by Heritage Victoria and the National Trust, most submissions were made by individuals, or groups of individuals, affiliated with local interest groups: the Art Deco & Modernism Society, the Balwyn Historical Society, the Kew Historical Society, the Camberwell Historical Society, the Canterbury History Group and Studley Park Modern. Submissions were also made by individual residents of the study area, including published local historians Gwen McWilliam, Volkhard Wehner and Robin Da Costa-Adams.

In September 2011, public submissions were reviewed by the consultant, who provided a response and a recommended course of action for each of the issues that had been raised. The resulting tabulated report, running over 100 pages, was then circulated amongst the original submitters to provide an opportunity for their original comments to be clarified, or for additional feedback to be given. This second round of public consultation was, in turn, reviewed by the consultant, and the tabulated report amended and updated accordingly. Both the draft TEH and the tabulated report (which essentially contained the recommendations for revising the TEH in accordance with public submissions) were presented for approval at a meeting of the Urban Planning Special committee on 12 December 2011. It was duly minuted “that Council resolve to adopt the Boroondara Thematic Environmental History with the changes listed in the Response to Public Submissions Report at Attachment 1, as annexed to the minutes”. The recommended revisions were subsequently incorporated into the TEH by the consultant, with a revised version completed on 28 February 2012.

Format of the new TEH

The format of the new TEH is based on the *Victorian Framework of Historic Themes* recently adopted by Heritage Victoria as the industry standard. This framework comprises nine principal themes, each of which are divided into a number of sub-themes. For the purpose of this project, a third rung was established – effectively, a system of sub-sub-themes – which provided a more specific framework, where required, for themes and sub-themes within the City of Boroondara. These sub-sub-themes were given their own numerical sequence. The resulting tripartite designation (with three digits separated by periods) has been used throughout the TEH to cross-reference between overlapping themes.

In order to keep the TEH focussed and succinct, it was attempted to limit the discussion of any individual topic to no more than 1,200 words (approximately one page of text). Each discussion provides a brief overview of the significance of that theme within the study area. Footnotes provide reference to other sources (eg the earlier pre-amalgamation environmental histories, or other published local histories) where the theme might be covered in greater detail.

As per the quite specific requirements of a TEH, the emphasis of all discussions is how a theme manifests in the environment, through the construction of buildings or other physical intervention. Thus each discussion includes mention of specific places, buildings and sites. Wherever possible, an attempt was made to cite locations or addresses accurately, so that the places can be investigated in future heritage studies if appropriate. Where a building or site was known to have been demolished (either in the distant past, or more recently), this, too, was noted where possible.

At the end of each thematic discussion, a brief list of “related places” (ie relevant to that particular theme or sub-theme) is provided. Wherever possible, complete street addresses (with current street numbers) have been provided to enable places to be readily identifiable through fieldwork. In some case, where traditional street numbering (eg as recorded in a contemporary source such as a newspaper article or postal directory) might differ slightly from Council’s current cadastral mapping system, an alternative address, or alternative street number, has been provided in square brackets.

It needs to be stressed that these lists of places are indicative only, and should not be considered as exhaustive catalogues of every place in the municipality that reflects a particular theme or sub-theme. The absence of any particular place from the list does not imply that it is not representative of that theme, or is a less pertinent representation of it. The lists contain a mixture of places that have already been included in the Heritage Overlay (HO) schedule to the planning scheme, places that have been identified in previous heritage studies but not yet included on the HO schedule, and places that have not been identified in heritage studies. Places are included because they are associated with a particular theme or sub-theme; their inclusion in the list does not necessarily mean that they are worthy of statutory protection, although some may be considered as candidates for further assessment in future studies. Lastly, the lists of related places specifically omit places that have been confirmed as demolished as of March 2012.



C: HISTORICAL OVERVIEW

C.1 Timeline

The following timeline of key dates is provided to give a broad general overview of the chronological development of the study area, thus setting the scene for the more detailed thematic study. The timeline is selective, and focusses on the major milestones that best illustrate patterns of settlement over a period of more than 150 years – the events that either propelled further development of the study area, or illustrate the consequences of this development.

It is noted that exact dates for certain events are often cited inconsistently in published primary and secondary sources. In particular, dates relating to various types of municipal proclamation (eg changes in status from borough to shire to town to city) can vary by a few days depending on whether one refers to the date of petition, council resolution or final publication in government gazettes. In the following timeline, published gazette dates (most of which were kindly provided by Kerry Fairbank) have been used; these often differ from those dates cited in the seemingly definitive *Victorian Municipal Directory*. In other cases, dates obtained from secondary sources were generally accepted at face value; not every date was (nor necessarily could be) fully verified in the earliest available contemporary primary source. Ultimately, as the purpose of this timeline is simply to provide a broad-brush overview of chronological development, dates need only be considered approximate.

1803	Feb 8	First European contact with the study area, when Charles Grimes' survey party sailed up the river, past Dight's Falls, and inland to what is now Studley Park
1836	Dec	Cattle drive through the study area by John Gardiner, John Hepburn and Joseph Hawdon
1841	Jun 8	Elgar's Special Survey is gazetted
1842		Hawthorn resident James Palmer commenced first punt service across the Yarra River
1843	Dec 13	First sale of government land in the study area (at Hawthorn)
1845	Jan 22	First sale of government land in Kew
1848		First religious services held in the study area (by a small Wesleyan congregation)
1851	Oct 16	N A Fenwick purchases Allotment 87 as the site for the Village of Kew, the first formal settlement in the study area.
1852		The Village of Hawthorn is laid out
1853	Feb 28	Opening of the first school in the study area: the Common School at Hawthorn
	Aug	The first retail shop opens in Kew
1854	Jan	Opening of provisional Post Office at Hawthorn
	Feb	End of the first phase of government land sales in the study area
	Jul 11	The Boroondara Road District is proclaimed, covering the entire study area
		Opening of Hartwell Congregational Church on Camberwell Road, which encouraged further settlement of what subsequently became the "Village of Hartwell"
		Opening of Athenaeum Hall in Balwyn, the first purpose-built public hall in the study area
1856	Oct 4	The Boroondara Road Board is formally established, with elected members
	Oct	Opening of provisional Post Office at Kew

1857		Opening of Camberwell Inn at junction of Burke Road and Camberwell Road, which encouraged further settlement of what subsequently became the “Village of Camberwell”
1858		Brief and unsuccessful attempt to mine for gold in what is now Balwyn North
		Publication of James Bonwick's book, <i>A Sketch of Boroondara</i>
		Opening of Thorncombe's Hotel on Toorak Road, Camberwell, which encouraged further settlement of what subsequently became the “Village of Norwood”
1859	Mar 12	First burial (Mrs Ellen Quick, wife of a local settler) at Boroondara Cemetery in Kew
1860	Mar 26	Site reserved for a Mechanics' Institute in what became the Village of Glen Iris
	Jul 27	The south-western portion of the study area secedes from the Boroondara Road District to form the separate municipality of Hawthorn
	Dec 18	The north-western portion of the study area secedes from the Boroondara Road District to form the separate municipality of Kew
		Police Station established at Hawthorn
1861	Apr 13	Official opening of railway line extended into study area, with new station at Hawthorn
	May	First issue of the <i>South Bourke Standard</i> , the first newspaper in the study area
		Official opening of the new Hawthorn Town Hall, designed by Leonard Terry
1863	Oct	The municipality of Kew is proclaimed as a Borough
1864	Jul 8	340-acre site reserved at Kew for construction of mental hospital
	Oct	Opening of provisional Post Office at Camberwell
1865		Mains water supply (Yan Yean) extended into Hawthorn
1866		First kerosene street lamps installed in Hawthorn and Kew
1868	Apr 2	Opening of a Common School near corner of Balwyn Road and Whitehorse Road, which encouraged further settlement of what subsequently became the “Village of Balwyn”
1869		Gas supplies extended across Yarra River to Boroughs of Hawthorn and Kew
1871	Nov 17	The remaining portion of the Boroondara Road District, covering the eastern half of the study area, is proclaimed as the Shire of Boroondara.
1872	Apr	Opening of first bank in the study area: an ES&A branch at Burwood Road, Hawthorn
		Construction of new Shire Hall at Camberwell for Shire of Boroondara
		Mains water supply (Yan Yean) extended into Camberwell
1875		Police Station established at Camberwell Junction
1878		Mains water supply (Yan Yean) extended into Kew
1881		Gas supplies extended to Shire of Boroondara (Camberwell)
1882	Apr 3	Railway line extended from Hawthorn to Camberwell, with four new stations along it
	Dec 1	Railway line extended from Camberwell to Lilydale, with two new stations in study area
		First Masonic Lodge established in the study area: The Victoria Lodge No 82 at Hawthorn
1887	Mar 18	The municipality of Hawthorn is proclaimed as a Town
	Dec 19	Official opening of branch railway line to Kew, with new stations at Kew and Barkers Road

1888		Mains water supply (Yan Yean) extended into Canterbury and Surrey Hills
1889	Apr 12	The Shire of Boroondara is divided into four wards
	Oct 10	Official opening of the new Hawthorn Town Hall, designed by John Beswicke
1890	May 30	Official opening of the northern portion of new Outer Circle Railway Line
	Sep 12	The Town of Hawthorn is proclaimed as a City
1891	Feb 20	The City of Hawthorn is divided into four wards
	Mar 24	Official opening of the southern portion of new Outer Circle Railway Line
	Jul	Major flooding of the Yarra River
		Opening of first telephone exchange in study area, in room at the Hawthorn Town Hall
1892	May 27	The Borough of Kew is subdivided into five wards
1893		First purpose-built fire station in study area, erected in Walpole Street, Kew
1897		Initial proposal for electricity supply to be extended into Hawthorn
1902	May 16	The Shire of Boroondara is renamed the Shire of Boroondara & Camberwell
1905	Apr 28	The Shire of Boroondara & Camberwell is proclaimed as a Borough
1906	May 16	The Borough of Boroondara & Camberwell is proclaimed as a Town
1907	Mar 2	Opening of the first purpose-built public library building in the study area, at Canterbury
1908	Sep 19	Foundation stone laid for new Eastern Suburbs (later Swinburne) Technical College
1910	Dec 14	The Borough of Kew is proclaimed as a Town
1913	Mar	Opening of first purpose-built picture theatre in the study area, in Maling Road, Canterbury
	May 30	Opening of the first electric tram route through the study area (in Kew)
1914	April 29	The Town of Camberwell is proclaimed as a City
1916	Sep	Major flooding of the Yarra River
		Major extension of the electric tram route through the study area
1920	Oct	“Dry Area” Referendum brings about the closure of all hotels in the City of Camberwell
1921	Mar 9	The Town of Kew is proclaimed as a City
1922		Opening of joint garbage incinerator for the Cities of Camberwell Kew and Hawthorn
1923		Major flooding of the Yarra River
1924		Opening of first automatic telephone exchange in study area, at Canterbury
1926		Discontinuation of passenger service along the northern part of Outer Circle railway line
1930	Sep	Completion of the Chandler Highway across the Yarra River at Kew
1934	May 30	The City of Camberwell is re-subdivided into four wards
1934	Dec	The last major flooding of the Yarra River to affect the study area
1946		Commencement of large Housing Commission of Victoria estate at Ashburton
1948		Opening of Alamein railway station at Ashburton
1949		First synagogue in study area established in an adapted house in Walpole Street, Kew

1951		Traffic roundabout built at Belmore Road, Balwyn – the first in Victoria
1952	Aug	Discontinuation of passenger services along the Kew branch railway line
1954	Feb	Opening of the first and only drive-in cinema in the study area, at Hawthorn East
1956		First appearance of Barry Humphries in the guise of Sandy Stone, “the Sage of Glen Iris”
1960		Official opening of the new Kew City Hall
		Opening of “Melbourne’s first free-standing supermarket” on Doncaster Road, Balwyn North
		Publication of W D Vaughan’s book, <i>Kew’s Civic Century</i>
1961		Opening of Victoria’s first ten-pin bowling alley on Glenferrie Road, Hawthorn
1963		Opening of Migrant Reception Centre in Hawthorn
1964		Publication of Geoffrey Blainey’s book <i>A History of Camberwell</i>
1969	Apr 12	Official opening of the new City of Camberwell municipal offices
1970		Opening of the First Stage of the South Eastern Freeway, as far as Toorak Road
1973		Publication of Dorothy Rogers’ book, <i>A History of Kew</i> .
1974	Oct 28	Rock band <i>Skyhooks</i> releases album containing the song “Balwyn Calling”
1975	Jul	Melbourne’s first FM radio station, 3MBS, begins broadcasting from premises in Kew
1977		Opening of the First Stage of the Eastern Freeway, as far as Bulleen Road
1988		Opening of the South Eastern Freeway from Toorak Road to Warrigal Road
1994	Jun 22	The Cities of Hawthorn, Kew and Camberwell are abolished, and the three former municipalities merge to create the new City of Boroondara.

D: STATEMENT OF SIGNIFICANCE

The City of Boroondara, located east of the Melbourne CBD, is bounded by the Yarra River (to the west, north west and north), the Koonung Creek (to the north), the Eastern Freeway (to the north-east), by Warrigal Road and smaller local streets in alignment with it (to the east) and Gardiner's Creek (to the south). Covering an area of 60 square kilometres (23.3 square miles), the present municipality was formed in 1994 from an amalgamation of the former Cities of Hawthorn, Kew and Camberwell, but corresponds more or less to the extent of the original Boroondara Road District, which was formed in 1854 and covered the entire study area until municipal secessions in 1860. The City of Boroondara encapsulates all of the suburbs of Ashburton, Balwyn, Balwyn North, Camberwell, Camberwell South, Canterbury, Hawthorn, Hawthorn East, Kew and Kew East, as well as the smaller localities referred to as Auburn, Deepdene, Glenferrie, Greythorn, Hartwell and Studley Park, and parts of the suburbs of Glen Iris and Surrey Hills. Each of the three former municipalities is dominated by a principal commercial and civic hub (generally referred to as Kew Junction, Camberwell Junction and Glenferrie Road) that formed its earliest point of settlement.

The first European contact with what is now the City of Boroondara was made as early as 1803 (when an official survey party crossed Dight's Falls into the Studley Park area), with the first actual settlement occurring some 34 years later (when cattle driver John Gardiner established his station near the site of present-day Scotch College in Hawthorn). The area attracted early squatters, farmers and timber carters and, following government land sales in the mid-to-late 1840s, professional gentlemen, who erected mansions from c.1850. Several village-like settlement emerged from the 1850s to the 1870s (including what became the centres of Hawthorn, Camberwell, Kew, Balwyn and Glen Iris) and closer settlement followed. This, in turn, brought about connection to public utilities (water and gas) during the 1860s and '70s and the metropolitan rail network, which extended to Hawthorn in 1861 and thence through Camberwell and beyond in 1882. The Boom era of the 1880s saw intense expansion in the former City of Hawthorn, accompanied by sparser development in the Cities of Kew and Camberwell, which focused on the hubs of Camberwell Junction, Canterbury and Surrey Hills. All three municipalities filled out considerably in the first half of the twentieth century, with expansion continuing across Camberwell's northern and southern fringes (Ashburton and Balwyn North) into the 1950s. Non-residential development – the emergence of churches, schools and commercial precincts – tended to follow a similar pattern, typically beginning in Hawthorn and extending thence through central Kew, central Camberwell and Hawthorn East, across into Canterbury, Surrey Hills, Glen Iris, Kew East, Balwyn and then into Balwyn North and Ashburton.

Historically, architecturally and socially, the City of Boroondara is significant for its ability to demonstrate, over a relatively compact area, virtually every major phase of post-contact settlement associated with the Melbourne metropolitan area. This, characteristically, radiates outwards in an easterly direction from the Yarra River. Evidence of some of the earliest settlement in Melbourne (dating back to the mid-1840s) can be found in Hawthorn's western fringe, with mid-Victorian development (1850s to 1870s) spreading across Hawthorn and parts of Kew and Camberwell (including Balwyn and Canterbury), and more intensive Boom-era (1880s) development along the railway line. Early twentieth century development – spurred by the expansion of the electric tram route in the 1910s – extends thence through the north-east and south-east of the study area. Finally, there are those parts of the study area along its north-eastern and south-eastern fringes, such as Balwyn North, Greythorn, and Ashburton that, along with the Studley Park region of Kew, that underwent their most intensive and significant development as post-Second World War suburban infill.

Each of these distinctive and identifiable pockets of development provide evidence not only through housing stock of virtually every kind (from nineteenth century mansions, villas and cottages through to inter-war apartment blocks, and post-war houses ranging from cutting-edge architect-designed modern residences to Housing Commission dwellings and generic suburban triple fronted brick veneer villas) as well as contemporaneous churches, schools and local retail centres. The study area has always attracted a notably high proportion of private schools (including a number of well-established regional denominational colleges, such as Scotch College, Xavier College and MLC, which have catchments that extend across the entire metropolitan area). For much of the twentieth century, the study area was also Melbourne's principal centre for special schools for children with intellectual or physical disabilities, for charitable and welfare services of all kinds (eg homes, hostels and institutions) and for monastic houses and convents.

With its mix of residential subdivisions, private schools, churches, parks and outdoor sports facilities, the study area has gained a reputation as Melbourne's archetypal middle-class suburban heartland characterised by quiet, comfortable and leafy "dormitory suburbs" – qualities that have simultaneously made the area a highly desirable residential address for some, and a source of good-natured derision and satire for others. The recurring acknowledgement of parts of the study area in popular culture – from the depictions of complacent middle-class Glen Iris in the novels of George Johnston and the monologues of Sandy Stone, the fictitious "Sage of Glen Iris", through to the undeserved reputation of Balwyn North as a "boring" suburb, memorialised in the Skyhooks song "Balwyn Calling" and the newspaper columns of Kaz Cooke.

Historically, the City of Boroondara is also significant for a number of unique or unusual circumstances or events that, over a prolonged period, have variously promoted or restricted certain types of development. The study area is surrounded on three sides by water-courses (the Yarra River, Gardiner's Creek and Koonung Creek), which inhibited early settlement until the establishment of punts and bridges, then encouraged farming (notably orchards, market gardens and vineyards) along desirable riverside land as well as a long tradition of river-based recreation and tourism (eg boathouses, rowing clubs, tea gardens) and visits by noted artists who painted riverside scenery. On the downside, these rivers also underwent regular flooding during the nineteenth and early twentieth centuries, which affecting farming activities, prompted the semi-regular repair or replacement of buildings and bridges, and ultimately brought about council by-laws to restrict where new houses could be erected on low-lying land.

Settlement across the study area has also been strongly influenced by the vagaries of public transport networks. While development in Hawthorn was encouraged by the opening of a railway station there in 1861, another two decades passed before the line was extended further east, prompting intensive residential and commercial expansion in Glenferrie, Auburn, Camberwell, Canterbury and Surrey Hills. A branch line to Kew (1887) and the Outer Circle line running from Ashburton to Alphington via Balwyn and Kew East (1891) proved less successful; their respective closures in 1952 and 1926 not only curtailed settlement in those areas but also represented two very rare instances when portions of the original Metropolitan rail network were discontinued. The establishment of an electric tram network in the 1910s also promoted settlement in some areas but restricted it in others, most notably Balwyn North, where the tram route was not extended until as late as 1938. Lack of transport also curtailed industrial development, which flourished in the former City of Hawthorn but was always less extensive in the Cities of Camberwell and Kew – both of which, in any case, introduced by-laws in the early twentieth century to restrict or even entirely prevent large-scale factories being established therein. In a similar vein, the former City of Camberwell became a "dry area" following a local option poll in 1920, and, in an unprecedented and significant twist, became one of only two licensed districts in Victoria to eliminate all hotels and licensed premises from within its borders.

Architecturally, the City of Boroondara is significant for containing examples of the work of virtually every leading architect to have practised in Victoria from the 1850s to the 1980s. A significantly high number of prominent Melbourne architects settled in the study area and not only built houses for themselves but also designed some of their most celebrated and best-known projects therein. The study area also has a long and enviable tradition of architect-designed buildings that have received accolades in the press (including daily newspapers, popular housing journals, and monographs by Robin Boyd, Neil Clerehan and Norman Day) as well as major architectural awards from the late 1930s (when a church in Camberwell became the first building outside the Melbourne CBD to win the coveted RVIA Street Architectural Medal) through to the present day. Certain parts of the study area that are strongly associated with post-Second World suburban infill – namely, Studley Park, Balwyn North and, to a lesser extent, Kew East – were so strongly characterised by progressive architect-designed housing of the 1950s and 60s that they were repeatedly held up as some of the leading epicentres for such architecture in the entire country.

Historically, the City of Boroondara is also significant for its unusually high proportion of distinguished and notable residents (including eminent politicians, doctors, scientists, businessmen, academics and others) over a period of more than 150 years, whose influence and achievements has been significant both within and beyond the boundaries of the study area.

E: THEMATIC ENVIRONMENTAL HISTORY

NB: The sections within this chapter are numbered according to Victoria's Framework of Historical Themes



1.0 SHAPING VICTORIA'S ENVIRONMENT

1.1 TRACING CLIMATE AND TOPOGRAPHICAL CHANGE

This theme is not pertinent to this post-contact thematic study

1.2 TRACING THE EMERGENCE OF VICTORIA'S PLANTS AND ANIMALS

1.2.1 Evolution of flora and fauna

Remnant indigenous vegetation

The earliest known description of the native flora in the study area was recorded by James Fleming, a member of Charles Grimes' survey party, who noted in his journal on 7 February 1803 that "the land is in general a fine black soil, ten to eighteen inches deep. Timber – gum, banksia, oak and mimosa of all sorts, but not large, except the gum".¹ Tall gum trees still dominated when Robert Hoddle surveyed the same area three decades later, which prompted him to adopt the Aboriginal name *Boroondara* – literally, "a shady place" – for the district. Large parts of the study area were still characterised by dense and shady foliage in the early 1850s, when James Bonwick settled in the Kew area. He later described his attempts to find a site for his family's "tented home":

*The forest was dense and the wattle underwood so thick as to be quite obstructive to the rays of the sun. As far as prospect was concerned, we might as well have been in a jungle.... thence gathering fresh compass power, we tracked on to a pretty grassy knoll, beautifully dotted with lively wattles and more heavily timbered with broad spreading peppermints.*²

Over 150 years later, little remains of the native vegetation once "so thick as to be obstructive to the rays of the sun". This comment, made by Graeme Butler in the *Camberwell Conservation Study*, could apply to the whole study area:

*Local clans of the indigenous Kulin people had all but disappeared from the area by the mid-nineteenth century. So too had most of the native flora and fauna.... A century later, following the relentless advance of suburbia, remnants of naturally-seeded flora are so rare in the municipality that they are included as historical relics in the itineraries of "history walks" conducted by local history groups along the route of the short-lived Outer Circle Railway. The Council did preserve an "ancient and majestic-looking gum" on land adjacent to the [Camberwell] Town Hall.*³

Such "historical relics" have been recorded since the late nineteenth century. In 1884, a Hawthorn resident wrote to the *Argus* of a "magnificent red gum tree" in Manningtree Road, asserting that "there is no such gigantic relic of the forest of the past within many miles radius of Melbourne".⁴ Barnard's *Jubilee History of Kew*, published in 1910, included a photograph of a similarly huge redgum still standing in Victoria Park, captioned as "the oldest inhabitant".⁵ Fifty years later, local historian Vaughan reported a number of remnant gum trees – described as being akin to those tall shade-giving specimens noted by Robert Hoddle – still evident in the park.⁶ The "ancient and majestic" tree at Camberwell Town Hall was still there in 1953, when it was described as a 300-year-old specimen of *Eucalyptus rostrata*.⁷ Today, samples of River Red Gum (*Eucalyptus camaldulensis*) can be found dotted across the study area: near the Burke Road Billabong, in the grounds of the Kew Golf Club, in public reserves (eg Deepdene Park, John August Reserve and the Canterbury Gardens) and in the gardens of private residences (eg Alfred, Walpole and Princess streets in Kew).⁸

1 Quoted in W D Vaughan, *Kew's Civic Century*, p 12.

2 James Bonwick, *A Sketch of Boroondara*, p 8

3 Chris McConville, "Camberwell Conservation Study", Vol 2, p 113.

4 "Spare that tree", *Argus*, 6 December 1884, p 5.

5 F G A Barnard, *Jubilee History of Kew*, p 52.

6 Vaughan, *Kew's Civic Century*, p 14.

7 *The City of Camberwell, Melbourne, Victoria*, unpaginated pamphlet published by the City of Camberwell, 1953.

8 Information provided by Kerry Fairbank, Studley Park Modern.

Perhaps the best and most extensive concentration of remnant vegetation can be found in Studley Park, where stands of River Red Gums and Yellow Box (*Eucalyptus melliodora*) remain as reminders of densely wooded country recorded in James Fleming's journal over 200 years ago.⁹

In recent decades, some important areas of remnant indigenous flora have gradually been re-vegetated by local community groups; these include the Ashburton Forest, the Welfare Parade Indigenous Flora Reserve (also in Ashburton) and the Wurundjeri Gardens in Hawthorn.

Related places

Markham Reserve (along Gardiner's Creek), off Victory Boulevard, Ashburton

Welfare Parade Indigenous Flora Reserve, Welfare Parade, Ashburton – re-vegetated since 1991

Wurundjeri Gardens, Glan Avon Road, Hawthorn – re-vegetated since 1991

1.3 UNDERSTANDING SCIENTIFICALLY DIVERSE ENVIRONMENTS

This theme is not especially pertinent within the City of Boroondara

1.4 CREATION STORIES AND DEFINING COUNTRY

This theme is outside the scope of this post-contact study

1.5 LIVING WITH NATURAL PROCESSES

1.5.1 Responding to floods

The effects of rising rivers

Given that the study area is bounded on three sides by rivers (Yarra River, Koonung Creek and Gardiner's Creek), the impact of flooding has been a recurring theme. In 1839, when the Yarra River flooded for the first time since European settlement, the effect was barely felt in the study area; as Bonwick put it, "the flood did little mischief in the almost unknown and uninhabited regions of Boroondara".¹⁰ However, such had settlement increased over the next decade that, when a second major flood took place in 1849, large holdings of cultivated land were inundated and, as Bonwick noted, "our district suffered considerably. Mr Wade speaks of having 80 acres, out of 100 acres of his cultivated paddock, covered with water". Flooding on a smaller scale continued to delay settlement during the 1850s, when, as noted by Peel *et al*, wet weather caused the Yarra River, Boroondara Creek and Gardiner's Creek to rise, inundating cart tracks in low-lying areas and rendering them impassable.¹¹ Concerns about winter flooding prompted agitation to replace the original timber bridge at Hawthorn with a sturdier counterpart.¹² In 1863, unprecedented flooding of the Yarra River saw waters rise more than thirty feet (ten metres) above its average summer level. The impact of flooding could be seen from Princes Bridge all the way to Studley Park Bridge, where, as noted in the *Argus*, "some of the boat-sheds were more than half submerged, and gardens and even dwelling-houses were greatly flooded. The Studley Park ferry ceased to ply on Tuesday afternoon, and the ferry-house was surrounded with water".¹³ Almost exactly six years later, another flood saw the waters of the Yarra River rise "some twelve or thirteen feet lower than the memorable flood of 1863". The extent and impact of the flooding across the study area was neatly summarised by the *South Bourke Standard*:

9 Information provided by Kerry Fairbank, Studley Park Modern.

10 Bonwick, *A Sketch of Boroondara*, p 37.

11 Victoria Peel, Deborah Zion & Jane Yule, *A History of Hawthorn*, p 22.

12 Peel, Zion & Yule, *A History of Hawthorn*, p 25.

13 *Argus*, 15 October 1863, p 4.

At Hawthorn, the gardens above the bridge were partially flooded, and the water rose to the floor of Mr Crawford Mayne's unfortunate house. Below the bridge, the stream swept over Sir James Palmer's garden and after doing severe damage to the best portions of the gardens of Messrs Pearson and Roberts, took a short cut across the Survey Paddock [at Richmond]. Away from the river, very little damage was done on the margins of the creeks.. The creek crossing Burwood Road below Fletcher's Hotel was dammed up by the bridge, and the backwater flooded Mr Cook's garden.. Gardiner's Creek came down in great volume and was met by the backwater of the Yarra at Glenferrie Bridge, forming there a sheet of water some 400 yards [365 metres] in width.¹⁴

The damage caused by the 1869 flood, and by later floods in 1878, 1880 and 1889, tended to be localised and relatively minor. But in 1891, when the Yarra River saw its worst flooding in thirty years, damage was far more severe and widespread, commensurate with the degree of settlement that had taken place in Hawthorn and Kew since 1863. As the *Argus* noted, "around the Hawthorn Bridge the scene is of an extraordinary character. Round the piers wreckage of every possible description can be seen. Remnants of boats, houses, structures of every description, whirl in the eddying pools".¹⁵ The Hawthorn Tea Gardens and many local boathouses were submerged, while the iron footbridge at Walmer was completely destroyed. Further east, however, where settlement still tended to be sparser, the floods caused considerably less damage and, as the *Argus* journalist noted, even resulted in an almost picturesque effect.

This pattern of lesser floods, followed by the occasional greater flood, continued into the twentieth century. A relatively minor flood in 1916 caused low-lying land at Kew to be "completely flooded, and, though the houses in the vicinity of are in no apparent danger, the floods are causing inconvenience to residents".¹⁶ Nevertheless, several local boathouses again suffered damage, while Chinese market gardens in Hawthorn were completely submerged. However, it was the record-breaking flood of December 1934 that brought about the most extensive flood damage that the study area ever experienced. This time, many boathouses were entirely destroyed – including those built by Xavier College and Scotch College, and others used by the Studley Park Canoe Club and the Hawthorn Rowing Club – while "only the eaves of the roofs of the two storey building of Chipperfield's boatsheds were visible".¹⁷ Several smaller bridges, notably Kane's Bridge at Studley Park, were also destroyed, while many low-lying houses were completely submerged, including three dwellings in Morang Road and others near the Hawthorn Tea Gardens. The river flats along Gardiner's Creek were reported to resemble "an immense lake, stretching for some miles", while the Toorak Road bridge was completely destroyed.¹⁸ Further east, several lesser bridges in the former City of Camberwell (including those at Great Valley Parade and Kerferd Road) were washed away, and, at the northern end of that municipality, the flood plains of Koonung Creek (bordering present-day Balwyn North) also resembled a lake.

The cycle of regular, widespread and often severe flooding that characterised the study area in the late nineteenth and early twentieth century was effectively broken by the completion of the Upper Yarra Dam in 1957. In recent years, residents of the City of Boroondara have been reminded of the destructive potential of water by a series of severe flash floods that affected many parts of suburban Melbourne in 2003, 2005 and 2010. These floods were sufficient to cause significant disruption to traffic and services, damage to property and destruction of local infrastructure. The footbridge across Gardiner's Creek at Solway Street, Ashburton, was damaged by stormwater in 2005 and its remaining structure subsequently washed away by another flood in February 2011.¹⁹ The bridge has since been rebuilt.²⁰

Related places

Kane's Bridge, Studley Park, Kew – current structure was built to replace original destroyed in 1934 floods (HO127)

House, 8 River Retreat (cnr Molesworth Street), Kew – surviving example of low-lying house damaged in 1934 floods

Footbridge, Solway Street, Ashburton – replaced in 2011 after flood damage

14 "Notes and News", *South Bourke Standard*, 22 October 1969, p 2.

15 "The Flood in Melbourne", *Argus*, 14 July 1891, p 5.

16 "The Yarra in Flood", *Argus*, 17 November 1916, p 6.

17 "Record Flood in Yarra", *Argus*, 3 December 1934, p 10.

18 "Record Flood in Yarra", *Argus*, 3 December 1934, p 10.

19 "A Bridge to nowhere", *Progress Leader*, 14 June 2011.

20 "Gardiners Creek bridge to be rebuilt", *Melbourne Weekly*, 19 September 2011.

Taking measures against potential flood damage

It was not until the early twentieth century that the first official measures were taken to deal with the recurring problem of flooding. Four years after the flood of 1916, when the river rose to a height of 41.50 feet, the City of Kew set that figure as the minimum level for which building permits would be issued for new dwellings in the municipality.²¹ However, this figure would be revised twice over the next few years, when two more floods – each more serious than the one before – saw the municipal flood level increased to 44.6 feet (in 1923) and then 48.8 feet (in 1924). This proved satisfactory until the Great Flood of 1934, when the river rose to a record height of 60.6 feet. Eight years later, in February 1942, the Council officially adopted that height as the new municipal flood level below which no new subdivisions would be approved, and no building permits would be issued. An exception, however, was allowed if the low-lying site could be raised to a level approved by the MMBW, so that the sewerage could be connected to the main metropolitan system.

As Vaughan records, the increasing of the municipal flood level of 60.6 feet created hardship for property owners who, over the intervening two decades, had built dwellings (or merely purchased allotments) that were above the old flood level of 48.8 feet, but below the new one. Council dealt with diminished property values by acquiring much of this low-lying land, which was redeveloped as riverside parks. The decision to increase the flood line was vindicated when, in October 1953, the Yarra River rose “almost to flood level”.²² During the early post-war era, as suburban infill began to spread across hitherto underdeveloped parts of the study area, remaining lots of low-lying land caught the attention of a new (and more adventurous) generation of homebuilders. Architect Peter McIntyre, who grew up in Kew, fell in love with what he once described as “absolutely the most fantastic piece of land” at the river end of Hodgson Street.²³ With most of the site located below the flood level, McIntyre’s father – himself an architect – forbade him to buy it. This, however, did not discourage the younger man, who purchased the land and designed an extraordinary dwelling that overcame the flood level restrictions by cantilevering the floor level from an elevated structural frame. During this period, several other representatives of Melbourne’s emerging generation of progressive young architects took up the challenge to design houses on land with flood-prone river frontages, including Robin Boyd, who, in 1956, designed a dwelling for graphic designer Jimmy Haughton-James at the bottom end of Molesworth Street, Kew. William E Gower, who was Chief Architect of the SEC for four decades, also designed a house for himself at the river end of Hambleton Street in Hawthorn – which, being outside the City of Kew, was not subject to the same flood restrictions.

Related Places

House, 2 Hodgson Street, Kew (1955) – riverside house designed by Peter McIntyre for himself (HO72)

House, 82 Molesworth Street, Kew (1956) – riverside house designed by Robin Boyd for J Haughton-James (HO326)

1.5.2 Responding to fires

Providing local fire protection services

The establishment of a resident fire brigade appears to have been a low priority in the early days of settlement in the study area. The Metropolitan Fire Brigade made its first foray into the district in the late 1850s, when the stables at the Kew Hotel caught fire.²⁴ That brigade, and its Richmond counterpart, occasionally crossed the river in the 1860s and '70s, but local fires were otherwise attended by police from Kew or Hawthorn.²⁵ In any case, fire damage was so rare in Kew that a volunteer fire brigade was not formed there until 1879.²⁶ The same was true in Hawthorn, where a counterpart was established that same year.²⁷ A decade later, it moved into an office in the Town Hall, where the tower was found to be ideal for spotting fires.²⁸

21 Vaughan, *Kew's Civic Century*, p 94.

22 “Drowned’ boys in a theatre”, *Argus*, 28 October 1953, p 3.

23 Quoted in Karen McCartney, *50/60/70 Iconic Australian Houses: Three Decades of Domestic Architecture*, p 65.

24 Dorothy Rogers, *A History of Kew*, p 37.

25 Gwen McWilliam, *Hawthorn Peppercorns*, p 120.

26 Vaughan, *Kew's Civic Century*, p 139.

27 *Argus*, 23 July 1879, p 4.

28 Peel, Zion & Yule, *A History of Hawthorn*, p 138.

These (and other) volunteer fire brigades were soon rendered defunct by the *Metropolitan Fire Brigade Act 1890*, which formed a consolidated fire-fighting service with a central base and local outposts. The metropolitan area was carved into a Central District (covering Melbourne proper, with its flagship fire station at Eastern Hill) and seven regional zones, designated A to G. The study area fell within 'C' District, spreading east from Hawthorn to Croydon, and south to Oakleigh and Waverley. Within a few years, all eight districts were provided with fire-fighting infrastructure. The year 1893 was a particularly notable one for the study area, as it marked the opening of a fire tower in William Street, Hawthorn, a reel shed in Cheriton Street, Camberwell, and a new fire station on the corner of Peel and Walton streets in Kew (demolished).²⁹ A fire brigade base also opened in Russell Street, Surrey Hills, in 1891, although this was located just outside the boundary of the present study area.³⁰ A second reel shed opened on Canterbury Road, Canterbury in 1899, but closed in 1914. In the interim, rudimentary facilities at Camberwell and Hawthorn were replaced by purpose-built fire stations, comparable to that at Kew. These opened, respectively, at 48 Riversdale Road, Camberwell (1899) and 66 William Street, Hawthorn (1910). All of these buildings were designed by architects Oakden & Ballantyne, who had served as official architects to the MFB since the 1890s – a position that would be carried by the firm's junior partner, Cedric Ballantyne, for two more decades. In that capacity, Ballantyne was responsible for the new fire station erected in Surrey Hills in 1925, which, located at 1 Balmoral Crescent, is just outside the boundary of the present study area.³¹

From the mid-1930s, the MFB began to upgrade and replace the older suburban fire stations. In the absence of Cedric Ballantyne, the board turned to younger modernist architects including Harry Winbush, Stuart Calder and the partnership of Seabrook & Fildes. In the study area, Seabrook's office was responsible for a new fire station on Camberwell Road (1938),³² while Winbush designed the “modern two story fire station and residential building” at the corner of Belford Road and Sutherland Road in Kew East (1941).³³ The latter's location, some distance from its predecessor in Peel Street, reflected that, due to inter-war residential settlement, Kew East was considered to be a more central location. Following its completion, no new fire stations would be built in the study area for more than five decades. For most of the twentieth century, the three existing stations – effectively, one in each municipality – was considered to be sufficient. Even as recently as 1960, the threat of fire damage to local properties was sufficiently low for Vaughan to observe that “the busiest period for the [Kew] brigade is during the summer school holidays, when frequent calls are made to put out grass fires, particularly in the Yarra Bend National Park area”.³⁴

In the 1990s, the MFB initiated another phase of upgrading and consolidation. With catchments enlarged, many existing stations across Melbourne became surplus to requirements. The three in the study area were decommissioned and adapted for other uses, with the two modernist buildings at Camberwell and Kew East refurbished for residential use. Today, the study area is serviced by three new fire stations – one on William Street, Hawthorn (not far from its 1910 counterpart), another in Balwyn North and one more, just outside the municipality's eastern boundary, in Burwood.

Relevant Places

Former Hawthorn Fire Station, 68 William Street, Hawthorn (1910) – oldest surviving fire station in study area (HO222)

Former Camberwell Fire Station, 575 [formerly 339] Camberwell Road, Camberwell (1938)

Former Kew Fire Station, 35-37 Belford Road, Kew East (1941) – (HO274)

1.6 APPRECIATING AND PROTECTING VICTORIA'S NATURAL WONDERS

1.6.1 Developing National Parks and nature reserves

One of the first parts of the study area to be recognised as a significant natural reserve was the Yarra Bend Park. Its natural beauty was recorded as early as the 1850s, when James Bonwick wrote:

29 Sally Wilde, *Life under the Bells: A History of the Metropolitan Fire Brigade, Melbourne 1891-1991*, p 109

30 Information provided by Surrey Hills Historical Society.

31 Information provided by Surrey Hills Historical Society.

32 “New fire station”, *Argus*, 29 November 1938, p 7.

33 “Fire station for Kew East”, *Argus*, 13 March 1941, p 9.

34 Vaughan, *Kew's Civic Century*, p 139.

*What charming little dells are scattered about it! How comfortably the wattles shade where the straggling and nude branched Gums fail to screen from the summers sun! How fantastically the rocks figure round about! How all the soft and genial emotions of humanity rise within one and do homage to the spirit of rural peace and beauty! Hurrah for the Park Reserve!*³⁵

Later in his text, Bonwick described the distinctive geological formations that could be seen along the river, noting that “a ramble along the Yarra in that quarter will well repay the lover of nature as well as the student of geology”.³⁶ But despite such early acknowledgement, the area was not officially gazetted as a parkland reserve until as late as 1877 – and even then, this was due to its lack of grazing potential rather than an appreciation of natural beauty. A Committee of Management was formed in 1926 and, three years later, the cluster of discrete reserves was consolidated to create a single park that became popularly known as the Yarra Bend National Park – notwithstanding the fact that it was never actually gazetted as such. Following the passing of the *Kew and Heidelberg Lands Act 1933*, a separate trust was created to manage the parkland; today, this role is continued by Parks Victoria.

The early twentieth century saw other parts of the study area earmarked in a similar fashion. One especially notable – even unique – example was the native plant reserve in Balwyn now known as the Maranoa Gardens. Dating back to 1901, this began as a privately-owned garden developed by local resident J M Watson on a three-acre site beside Beckett Park. No doubt spurred by a burst of post-Federation nationalism, Watson planted the site with native plants from Australia and New Zealand; by the late 1910s, more than 500 species were represented therein.³⁷ After Watson's death in 1926, the gardens were acquired by the City of Camberwell, which instituted several changes (most notably the removal of New Zealand plants, in order to devote the garden entirely to Australian species) and subsequently expanded the garden in 1962 and again in 1986. That particular municipality was especially active in the preservation of significant local landscapes during the twentieth century. Belmont Park, for example, was created when the widow of early resident Robert Reid donated seven acres of land on Mont Albert Road (see 6.3.5) – with the proviso that existing native trees be retained, and sport would not be played there.³⁸ The Council also acquired land in Ashburton along the creek, known as the old Gum Tree Forest, to preserve remnant flora (see 1.2.1)

The former City of Camberwell was also home to two privately-operated fauna reserves, both of which dated back to the 1930s and were located in the Balwyn area. The earlier of these was a private zoo of native animals that existed in the grounds of *Idylwyld*, the 20-acre property of retailing magnate Oliver Gilpin in Winmalee Road, Balwyn.³⁹ The second and more enduring was a Wild Life Sanctuary that opened in Greythorn Road, Balwyn North, in June 1939.⁴⁰ Comprising native fauna (including a “wonderful collection of birds, including pheasants of several varieties”) as well as an extensive flower garden, the sanctuary formed part of the private property of W R Maughan, who opened it to the public to raise funds for a hospital charity.⁴¹ By the early 1940s, the sanctuary boasted “Queensland koalas, kangaroos, birds, etc” as well as “free pony and donkey rides for the kiddies”.⁴² In later years, more exotic animals and novelty attractions were introduced, which saw the sanctuary become more of a tourist destination than a nature reserve (see 5.7.2) As large pieces of land in Balwyn North became more valuable after the Second World War, the sanctuary closed in 1954, and its site was subdivided for housing. Two through-streets, named Maughan Parade and Wild-Life Parade, remain to provide evidence of the sanctuary's existence in Balwyn North.

Notwithstanding the closure of the Wild Life Sanctuary at Balwyn North, the conservation of areas of natural significance in the study area has continued into the post-war period. During the late 1950s, the Ashburton Horticultural Society (which regularly met at the Methodist Hall in Ashburton Grove) persuaded the City of Camberwell to set aside a portion of the Markham Road Reserve, fronting Gardiner's Creek, to preserve remnant vegetation. While this area has not been maintained since the society's demise, a number of other community groups have, in more recent years, become involved in the re-vegetation of certain areas elsewhere in the study area (see 1.2.1)

35 Bonwick, *A Sketch of Boroondara*, pp 11-12.

36 Bonwick, *A Sketch of Boroondara*, p 38.

37 “A Garden of Wild Things”, *Argus*, 16 November 1918, p 7.

38 Geoffrey Blainey, *A History of Camberwell*, pp 94-95.

39 G F James, “Gilpin, Oliver (1874–1942)”, *Australian Dictionary of Biography*, Vol 9 (1983).

40 Ken Lyall, “Balwyn North: The Sleeping Giant”, *Balwyn Historical Society Newsletter*, May 2010, p 3.

41 “Wild Life Reserve”, *Argus*, 9 June 1939, p 8.

42 “Wilde Life Sanctuary”, *Argus*, 10 October 1942, p 19.

Related places

Geological formations on left bank of Yarra River near Dight's Falls – cliffs and bluffs; deformed sedimentary strata

Maranoa Gardens, Kireep Road and Yarrbat Avenue, Balwyn (1901) – Australia's oldest native garden

Belmont Park, Mont Albert Road, Canterbury (1913) – public parkland with native trees retained

1.6.2 Creative inspiration from natural features and landscapes

Depicting the local area in artwork

In the second half of the nineteenth century, certain parts of the study area remained sufficiently underdeveloped to retain their natural beauty and inspire successive generations of visual artists. Writing in 1858, Bonwick asserted that

*Kew is unquestionably the prettiest place out of the dust of Melbourne. Its elevation is considerable... affording a sweep of vision over the Plenty and Dandenong Ranges. North-easterly, the land suddenly falls, and presents a lap of beauty, and so exposes more easily to view the distant and almost unequalled panorama.*⁴³

Not surprisingly, the literally picturesque riverside scenery at Studley Park proved a popular place for artists to prop up their easels. We know that artists were visiting these areas as early as the 1840s, when sketches of the punt crossings at Hawthorn and Studley Park were carried out, respectively, by Charles Norton and Nicholas Chevalier. The bridges that superseded the punts in the 1850s not only made the area more accessible to interested artists, but, as objects in their own right, provided picturesque elements in the landscape that many such artists found irresistible. Early depictions included the simple but effective watercolour sketches by artists R S Kelly (*Bridge over the Yarra at Studley Park*, 1858), Daniel Rutter Long (*The New Bridge from Studley Park*, 1858), James Howe Carse (*View of the Old Johnston Street Bridge*, 1863) and Henry Burn (*Yarra Yarra, Studley Park*, 1868). Works in other media include a pastel sketch by Margaret Black (*View from Studley Park*, 1860) and even some photographic studies by early professional photographers like Francis Whitfield Robinson (*Studley Park Bridge*, 1860) and Edwin Welch (untitled, 1861).

Chief amongst those artists who undertook larger and more ambitious oil paintings of the area was William Wackenback Short, who lived for a time in nearby Collingwood. As a newspaper critic noted in a review of an exhibition featuring Short's work, "he has, as usual, several oil pictures representing chiefly scenes on the Yarra Yarra [sic] beyond which the artist does not seem to rove". The titles of Short's paintings certainly speak of his passion for the area: *Sundown view from Studley Park* (1856), *Dight's Mill* (1857), *Studley Punt on the Yarra* (1857), *View taken from Studley Park, with Richmond in the Distance* (c.1860) and *The Yarra Bend from Studley Park* (1861). Other artists to complete (and exhibit) large-scale oil studies of the river at Studley Park included the eminent Nicholas Chevalier (*Studley Park at Sunrise*, 1861) and Ernest William Minchen (*View from Studley Park*, 1875).

The literally picturesque scenery around Studley Park was rediscovered in the 1880s by a new generation of younger and more progressive artists. The eminent painter Tom Roberts, who then lived in Johnston Street, has been credited with introducing his friend, Frederick McCubbin, to the natural flora in Studley Park.⁴⁴ McCubbin, who subsequently resided in Hawthorn for several years, recorded the local landscape in a number of major works in oil, including *Picnic at Studley Park* (1885), *Winter Evening at Hawthorn* (1886) and *Yesterday, Summer Morning, Kew* (1890). Amongst the lesser-known artists to work in the same media at that time were Samuel Hartley Roberts (*Kew Valley, North of Studley Park Road*, 1885) and Emma Minnie Boyd (*On the Yarra, Kew*, 1888).

Perhaps surprisingly, views of the Yarra River at Hawthorn and Kew continued to inspire artists well into the twentieth century. Hawthorn-born John Brack, an artist best known for his drab and sardonic depictions of gritty everyday life in the city and suburbs (see 9.4.1), executed a landscape study in a lively post-impressionist style, entitled *The Yarra at Studley Park* (1947). From 1968 until his death in 1982, prominent modernist painter Fred Williams lived in Hawthorn, during which time he completed several highly idiosyncratic interpretations of the local riverside landscape, notably *Dight's Falls* and *Kew Billabong* (both 1974).

43 Bonwick, *A Sketch of Boroondara*.

44 Helen Topliss, "Roberts, Thomas William (Tom) (1856-1931)", in *Australian Dictionary of Biography*, Vol 11, pp 409-412.



Figure 1: The flooded Yarra River, looking east from Hawthorn Bridge, 1916 (source: City of Boroondara Library Service)



Figure 2: The MFB fire station (demolished) at Walpole St, Kew (source: City of Boroondara Library Service)



Figure 3: "Studley Park at Sunrise" by Nicholas Chevalier, 1861 (source: National Gallery of Australia)



Figure 4: "Old Johnston Street Bridge, Studley Park", by J H Case, circa 1860s (source: State Library of Victoria)



Figure 5: "Yarra Yarra, Studley Park" by Henry Burn, 1868 (source: State Library of Victoria)



Figure 6: "Near Gardiner's Creek" by Alex Sutherland, 1876 (source: State Library of Victoria)

By contrast, the landscape within the former City of Camberwell failed to elicit the same level of inspiration for artists. This was noted as early as the 1850s, when, in describing the eastern half of the Parish of Boroondara, James Bonwick observed that “the country generally is deficient in scenic beauty compared to that in the neighbourhood of Kew and Hawthorn”. While Gardiner’s Creek certainly caught the attention of a few artists, including Alexander Sutherland (1876) and Tom Roberts (1890), painted depictions of that part of the study area otherwise remained rare. While the prolific landscape painter William Tibbits produced an evocative view of early Canterbury in 1882, this was specifically commissioned by a land speculation company as an advertisement for a proposed property subdivision.

Ironically, it was the outer fringes of the former City of Camberwell that remained sufficiently undeveloped, well into the twentieth century, to inspire at least one young local artist – a teenage Barry Humphries. In his memoirs, he wrote fondly of the genesis of this hobby, when he badgered his father to provide art supplies as a birthday present:

So I came to possess my first set of Windsor & Newton student oil-paints, and a small easel which I set up in the middle of a paddock near Uncle Dick’s house at Balwyn. The rolling green gorse-covered hills of this district have long since been built over and suburbanised, but then they were windswept and glorious and the nearest thing I could find to a Van Gogh cornfield.⁴⁵

In another reminiscence, Humphries further recalled how he and friend “would alight at the terminus, clamber through a fence, cross a couple of paddocks, now mercilessly developed, and daub our impressions of the distant Dandenong Ranges”.⁴⁶ As Humphries himself noted, these parts of the study area have indeed been “long since built over” and “mercilessly developed”; today, those “rolling green gorse-covered hills” and vistas of “the distant Dandenong Ranges” can no longer be appreciated. In any case, the paintings that Humphries produced in those dim days, if they survive at all, remain hidden in his private collection rather than on public display in galleries. Quite the opposite, however, is true of those earlier artist’s impressions of the Yarra River at Hawthorn and Studley Park. Not only do the paintings themselves remain readily available in galleries and public collections, but the specific scenes that they depict may yet still remain identifiable in the present-day landscape, thus providing a unique opportunity for interpretation.

45 Barry Humphries, *More Please*, p 87.

46 Barry Humphries, *My Life as Me*, p 41.



2.0 PEOPLING VICTORIA'S PLACES AND LANDSCAPES

2.1 LIVING AS VICTORIA'S ORIGINAL INHABITANTS

This theme is outside the scope of this post-contact study

2.2 EXPLORING, SURVEYING AND MAPPING

2.2.1 Exploring Victoria

2.2.2 Opening up transport routes

The north-western edge of the study area can claim a direct association with the very first group of Europeans to arrive in Port Phillip for official purposes – namely, the 1803 survey party led by Charles Grimes, Acting Surveyor-General to the government of New South Wales, who had been commissioned by Governor King to assess the area with a view to establishing a convict settlement. In February of that year, Grimes and his party travelled up the Yarra River and, after arriving at the seemingly impassable Dight's Falls, travelled inland “about half a mile” (800 metres) to what is now Studley Park.⁴⁷ Although Grimes recommended that the district was eminently suitable for its proposed purpose, the convict settlement was subsequently established, not anywhere near Boroondara, but, rather, at Sullivan's Bay near Sorrento. It was not a success, and the convicts were relocated to Hobart in 1804.

Some thirty years after Charles Grimes' survey party crossed Dight's Falls and set foot in what is now Studley Park, virtually the same location became the site for another significantly early sojourn into the study area by Europeans. In December 1836, the first herd of cattle to be driven overland from New South Wales to the new colony of Port Phillip passed through the study area and crossed the Yarra River at Dight's Falls.⁴⁸ This was led by three men: John Hepburn, Joseph Hawdon and John Gardiner, the last of these remained in the area to establish Australia's first cattle station at Hawthorn (see 4.3.2).

In 1937, the Historical Society of Victoria (now Royal Victorian Historical Society) proposed to erect a pioneer's memorial (see 8.5.2) on the approximate site that Grimes had indicated – that is, “about half a mile” inland from the Dight's Falls – which would jointly commemorate his survey party of 1803, as well as the subsequent cattle crossing of 1836. The three municipalities abutting the historic site – the Cities of Collingwood, Kew and Heidelberg – gave their support, and each donated £17 towards the cost of the project. The completed memorial, in the form of a cairn with an inscribed plaque, was unveiled in February 1938.⁴⁹ Soon afterward, a second cairn was unveiled on Glenferrie Road, Hawthorn, as a separate memorial to the 1936 cattle crossing. This elicited some controversy at the time, as the inscription referred only to local pioneer John Gardiner, with no mention of his two associates, Hawdon and Hepburn.⁵⁰

Related places

Memorial cairn, Yarra Boulevard, Studley Park (1937-38) – commemorates 1803 survey party and 1836 cattle crossing

Memorial cairn, Scotch College, Glenferrie Road, Hawthorn (1938) – commemorates 1836 cattle crossing

47 Quoted in Vaughan, *Kew's Civic Century*, p 12.

48 Vaughan, *Kew's Civic Century*, p 13.

49 “Yarra Discovery: New cairn unveiled”, *Argus*, 21 February 1938, p 2.

50 “Memorial cairn: Hawthorn criticism”, *Argus*, 11 March 1938, p 3

2.2.3 Surveying Victoria

When the burgeoning settlement of Melbourne was officially declared as the administrative capital for the Port Phillip District in September 1836, government surveyor Robert Hoddle (1794-1881) was duly despatched to undertake a survey of the new township and its environs. Shortly after arriving in March 1837, Hoddle recorded the Aboriginal names of the various districts in his field-book; one entry, dated 7 March, referred to “Boroondarra [sic], where the ground is thickly shaded”.⁵¹ This represents the earliest European use of the name that Hoddle subsequently applied to the parish that corresponds to the present study area, and which remains in use today by the municipality itself.

After completing the survey of central Melbourne and then several regional centres (including Geelong), Hoddle and his party turned their attentions to the districts that surrounded Melbourne. The Parish of Boroondara – covering 24 square miles between the Yarra River, Koonung Creek, Gardiner's Creek and a lengthy north-south roadway designated as Boundary Road (now Warrigal Road) – had been defined and designated by the middle of 1841, when a large portion was excised as Elgar's Special Survey (see 2.7.1).⁵² The remaining parish was surveyed more closely during 1843, when smaller Crown Allotments were created for auction at government land sales. Hoddle's survey of the study area was aptly summarised by Kew historian Vaughan, who wrote:

*In Hoddle's opinion, the area from the nature of its soil, would be suitable for farms and market gardens, and he therefore determined his surveys from this point of view. He ran a road due east from the corner of the city block till it reached the Yarra (Hawthorn Bridge) and made that point the entrance to Boroondara. The road was continued practically the same line further east, while another road followed the course of the Yarra at a sufficient distance for it to allow for the layout of farms between it and the river.*⁵³

These two roads later became Burwood Road and Church Street, respectively (see 3.1.1). Hoddle's survey otherwise incorporated an irregular grid of thoroughfares across the parish, including those streets that exist today as Burke Road, Glenferrie Road and Power Street (running north-south) and Barkers Road, Canterbury Road and Whitehorse Road (running east-west). The two noteworthy exceptions to this orthogonal grid were High Street and Camberwell Road, which extended to the north-east and south-west, respectively, at angles of approximately thirty degrees.

Hoddle's survey divided the 1,400 acres of the parish into 150 Crown Allotments (some of which were further carved up into smaller sub-portions, designated by a letter A, B or C. The allotments varied in size, from small blocks of less than an acre to considerably larger ones of 100 acres or more. The largest of all, Crown Allotment 137B in what is now Ashburton, was a staggering 273 acres. In general, the smaller lots were concentrated in the Hawthorn area and the larger ones in Kew and Camberwell (south of Elgar's Special Survey). As Pru Sanderson has observed:

*To the south of Barkers Road, in what became Hawthorn, the allotments were much smaller as the surveyors intended this part of the parish to be a suburban overflow for Melbourne. Thus the foundations of Hawthorn's quicker and denser development were laid in the first survey while the larger portions in Kew meant that subdivision, and hence development, could proceed in a piecemeal way.*⁵⁴

During his survey of the study area, Hoddle used an existing River Red Gum tree (*Eucalyptus camaldulensis*) near the Yarra River as a reference point to define the northern boundary of the parish; this tree (known today as the Hoddle Tree, and classified by the National Trust) still stands in the grounds of the Kew Golf Club, behind the twelfth green.⁵⁵ This tree, which retains a notched marking, is now the only surviving evidence (aside, of course, from the actual layout of roads and allotment boundaries) of Hoddle's survey of the study area.

Relevant places

Hoddle Tree, Kew Golf Club, Kew East – an existing River Red Gum tree used by Hoddle as a survey marker

51 Bonwick, *A Sketch of Boroondara*, introduction to 1968 facsimile edition (unpaginated).

52 “From the Government Gazette”, *Sydney Gazette & New South Wales Advertiser*, 10 June 1841, p 4.

53 Vaughan, *Kew's Civic Century*, p 14.

54 Pru Sanderson, “Kew Urban Conservation Study”, pp 4/1-4/2.

55 National Trust of Australia (Victoria), “Eucalyptus camaldulensis: Kew Golf Club”, File Number T11760.

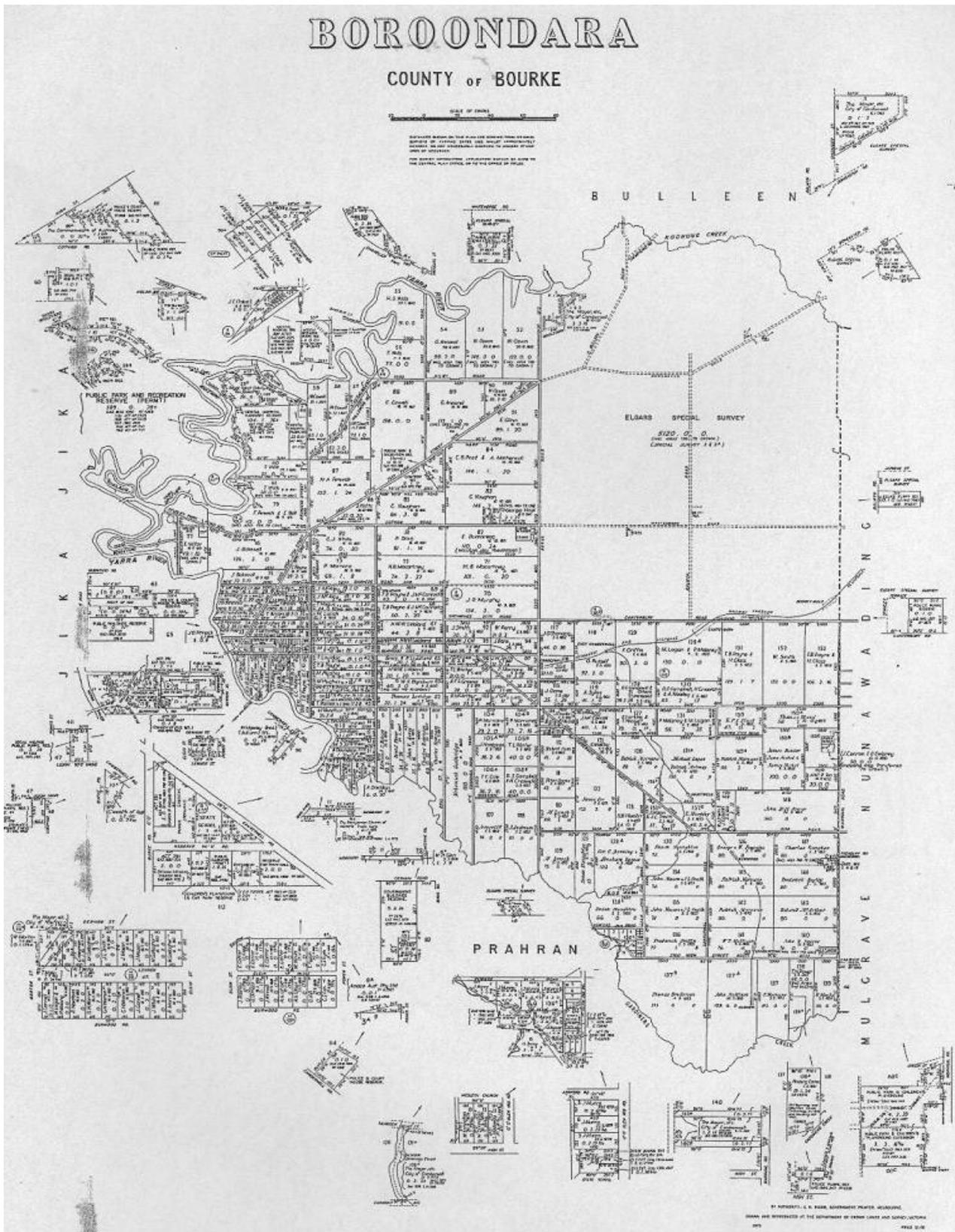


Figure 7: Plan of the Parish of Boroondara, showing Hoddle's original survey; note Elgar's Special Survey in north-east corner (source: Map Collection, State Library of Victoria)

2.3 ADAPTING TO DIVERSE ENVIRONMENTS

This theme is not especially pertinent to this post-contact thematic study

2.4 ARRIVING IN A NEW LAND

2.4.1 Providing migrant accommodation

Post-Second World War Migrant Hostels

In 1945, the Commonwealth Government initiated an ambitious immigration scheme to provide free or subsidised passage to Australia for British citizens; two years later, the scheme was revised to include counterparts from elsewhere in Europe.⁵⁶ New migrants were initially housed at migrant reception centres at Bonegilla (1947) and Carlton (1949), transferred thence to one of eight outer-suburban hostels (Altona, Ashwood, Broadmeadows, Brooklyn, Maribyrnong, Nunawading, Preston and Springvale), and then to permanent housing. While none of the suburban hostels was actually located in the study area, one of them – alongside Gardiner's Creek, on the other side of Warrigal Road – was only barely outside its south-eastern boundary. This was close enough for the hostel's presence to have some impact on the development of the nearby portion of the study areas – characteristically, a “ripple effect” of settlement, which saw many migrants take up permanent residence in the developing areas around the hostels in which they had lived.

The study area played a more important role in Australia's immigration programme when, in 1961, the Commonwealth Government decided to relocate Melbourne's original migrant reception area – located north of the Exhibition Buildings – to a new site in Hawthorn. That year, the Department of Immigration acquired *Shenton*, the former Swinburne family residence in Kinkora Road, for £35,000, and spent almost the same amount again on additions and refurbishment. Intended to provide temporary accommodation for fifty British migrants at a time, the new centre was “set among old elm trees, standing in spacious lawns, sloping down to a porous tennis court... with its garden setting, it would remind them of home and create a favourable first impression”. It was officially opened by the Minister for Immigration, R J Hamer, on 3 November 1963. At that time, the government had received 160,000 applications for migration from London, and that those received during the English summer months – June, July and August – had been the highest since 1947.⁵⁷

At least three other migrant hostels are known to have existed in the study area, all founded and maintained by non-government organisations for specific groups. Notable for its early date, the Larino Children's Home in Balwyn (1939) was founded by the Australian Jewish Welfare Society, on the eve of the Second World War, for Jewish refugee children (see 2.5.3). Occupying a Victorian house in Maleela Avenue (demolished), it remained in operation for thirty years. Two similar ventures were established in Kew by Catholic mission priests: one for Dutch migrants on Cotham Road, founded by Father Christianus Leonardus (Leo) Maas (1911-1973) and another for Slovenian Migrants in 19 A'Beckett Street, which was founded by Father Basilij Valentin (see 2.5.3).⁵⁸ Both were conceived to accommodate young single male migrants. The former opened in 1950 and operated until 1973. By that time, European migration into Victoria had declined and, three years later, when the federal programme of subsidised British migration was officially discontinued, the Shenton Immigration Centre in Hawthorn was also closed. It subsequently retained related uses, including as a training centre maintained by the Department of Education to educate newly-arrived migrant schoolteachers in aspects of Australian culture, prior to their placement in local teaching positions.⁵⁹

Related places

House, 276 Cotham Road, Kew – former Dutch Migrant Hostel, 1950 to 1973

House (*Shenton*), 41 Kinkora Road, Hawthorn – former Shenton Immigration Centre, 1963 to 1976 (HO77)

Baraga Hostel, 19 A'Beckett Street, Kew – former Slovenian migrant hostel; now part of church complex (part HO143)

56 Heritage Alliance, “Survey of Post-War Built Heritage in Victoria: Stage One”, Volume 1, p 9.

57 “Stately home will house migrants”, *Age*, 4 November 1963, p 2.

58 Henk Overberg, 'Maas, Christianus Leonardus Maria (Leo) (1911-1973)', *Australian Dictionary of Biography*, Vol 16.

59 Steve Harris, “It's all Australian to them”, *Age*, 21 April 1977, p 10.

2.5 MIGRATING AND MAKING A HOME

2.5.1 Migrating to seek opportunity

2.5.2 Migrating to escape oppression

Nineteenth Century Migration

By definition, virtually all of the early settlers in the study area (as elsewhere in the colony) were migrants, in that they had travelled to Australia to escape oppression or to seek opportunity. Statistical returns from the 1861 census, quoted by Gwen McWilliam, reveal that, of the 2,342 residents of Hawthorn at that time, more than two-thirds were born outside of Australia.⁶⁰ Not surprisingly, about two thirds of Hawthorn's migrant population hailed from the United Kingdom: the bulk (39%) from England, about half as much again (17%) from Ireland, and a much smaller number (less than 1%) from Scotland and Wales. Characteristically, such was Anglocentric culture of the Port Phillip colony that the early English-born residents of the study area tended to regard themselves as the "locals", while others – even if they spoke English – were perceived as outsiders. This was reflected in the musings of the proudly English-born James Bonwick, who wrote in 1858 of one of his Irish fellow settlers, Charles Gavan Duffy:

*When looking down upon the Red Gum Flat, its huts, gardens and brick-fields, how little must the Irish patriot be reminded of Tara's Halls. The emerald green we have in pasture and foliage, but he must miss the rags, the wan faces, the oppressed peasantry and the bogs of Ireland.*⁶¹

In another passage, Bonwick deemed it necessary to mention a "thorough energetic and honourable American" who ran an early retail establishment at Kew. Such flip remarks represent early examples of a slight hubris that caused non-English settlers to already be cast as outsiders in the burgeoning settlements. Needless to say, this tendency was more pronounced for those residents who did not speak English as their first language. The first settlers from outside the United Kingdom appear to have been the Germans who were recorded living in Hawthorn and Kew as early as 1849, when clergyman Gottlob Wanke conducted Lutheran services at various private residences in those areas (as he did also for similar communities in Collingwood, Richmond and Northcote).⁶² This initial wave of German settlement in Victoria was associated with Lutherans from northern Germany (and especially Prussia) who, opposed to taxes that had been imposed on churches in their native land, fled to Australia for religious freedom. As Gwen McWilliam has noted, the presence of other early European migrants in the study area is demonstrated by data that was compiled for the 1861 census.⁶³ She points out, for example, that there were no fewer than six French-born residents in Hawthorn at that time – these, she surmises, being presumably part of the Auburn Road household of the Comte de Dollon, a vigneron who had arrived in the area in 1859 and departed in 1874. McWilliam notes that there were also seven other residents of Hawthorn who gave their background as "other European". Italians are known to have been present in Hawthorn by the mid-1880s, when Giovanni Trinca and his family (who migrated from Lombardy in 1863) moved there, later setting up home for themselves in Lisson Grove.⁶⁴ European Jewish settlers, as a distinct group, were also recorded in the later nineteenth century; these included the Monash family, who arrived in Melbourne in 1854 and lived in Richmond for some time before moving to Hawthorn, where, in 1882, they built a new house for themselves in Yarra Street (demolished).⁶⁵ Louis Monash's son, John, who became an eminent soldier and engineer, later moved to Coppin Grove.

Early migration from non-European countries was manifest in the study area by an influx of Chinese settlers, who had arrived in Melbourne for the Gold Rush of the 1850s and, afterwards, chose to settle in the developing suburbs east of the Yarra River.⁶⁶ The first recorded Chinese residents of Hawthorn were Lee Ting and Ah Fain, both of whom were living in the area by 1863. The latter, who occupied a two-room hut on an eight-acre farm on the western side of Auburn Road, was a market gardener – the first of many to establish a presence in Hawthorn over the next few decades.

60 McWilliam, *Hawthorn Peppercorns*, p 84.

61 Bonwick, *A Sketch of Boroondara*, p 5.

62 Volkhard Wehner, *Heimat Melbourne*, p 100.

63 McWilliam, *Hawthorn Peppercorns*, p 83.

64 Peel, Yule & Zion, *A History of Hawthorn*, p 237. Additional information provided by Gwen McWilliam.

65 Geoffrey Serle, 'Monash, Sir John (1865-1931)', *Australian Dictionary of Biography*, Volume 10, pp 543-549.

66 Mary Sheehan & Diane Nicholas, *Faint Traces: Chinese in Hawthorn before the Second World War*, p 17.

Related places

House (*Intra*), 34 Lisson Grove, Hawthorn – former residence of Italian migrant Giovanni Trinca and his family (HO85)

House, 5 Coppin Grove, Hawthorn – former residence of John Monash (part HO163)

Twentieth Century Migration

In the inter-war era, mass migration from Europe to Australia burgeoned again due to the unsteady political climate in the former region. Changes of government in Russia in the late 1910s, and in Germany in the early 1930s, prompted many residents of those countries to move elsewhere – a trend that intensified across Europe as the prospect of another war edged closer. Australia, temptingly situated on the other side of the globe, was a popular destination for those who wished to start a new life. Migration to Australia was facilitated when, in 1947, the Commonwealth Government revised its Anglocentric immigration policy following an agreement with the International Refugee Organisation.

Those migrants who chose to settle in Melbourne – particularly if they were of the Jewish faith – were initially attracted to the traditional heartlands of Carlton and St Kilda, where local Jewish communities had thrived for decades. However, the comfortable dormitory suburbs of Melbourne's inner east also exerted a pull. Some European migrants settled almost immediately in the study area; these included sculptor Tina Wentcher (formerly Wenstcher) and her painter husband Julius, who were exiled from Germany as enemy aliens in 1940 and, after a brief stint in an internment camp in Victoria, took up residence in Milfay Avenue, Kew. A more typical pattern, however, saw European *emigre* families move into the study area some years *after* their arrival – typically, when early business ventures had brought sufficient success and wealth to allow them to build their own homes. The developing post-war suburbs, such as Studley Park, Kew East and Balwyn North, were particularly popular in this regard. Several Russian families that had arrived in Melbourne in the late 1920s or early 1930s took up residence in Kew in the 1940s and '50s, including the Smorgons and the Kanatopskys. Amongst the German *emigres* to arrive in the later 1930s and follow a similar pattern were university lecturer Dr Hannes Leyser and confectioner Klaus Anshel (who both built in Studley Park in the early 1950s), manufacturers Karl Shipman (Kew East) and Hermann Greif (Balwyn North) and architect Herbert Tisher (Hawthorn East).

This local influx of European migrants, which continued into the 1950s and '60s, included a number of other architects who often designed houses for themselves as well as their compatriots. Amongst those resident in the study area were Czech-born Ernest Milston, who arrived in Melbourne (via Adelaide) in 1945, and, a decade later, built a house in Kew for himself and his new Australian-born wife. By the 1950s, this catalogue of local *emigre* architects included Leonas Baranasukas (Kew), Kurt Elsner (Kew), Laszlo Gutman (Hawthorn), Grigore Hirsch (Camberwell) and Klaus-Juergen Veltjens (Camberwell). There were also others who, while not themselves resident in the study area, were nevertheless very active therein, as designers of houses for other migrant families. The Czech-born and Austrian-trained Ernest Fooks, who lived in Caulfield, undertook a string of residential commissions in Kew for European *emigre* clients (including the Sternberg, Zoltak, Fajenbaum, Swift-Levi, Tugendhaft and Goldman families) and others in Hawthorn and Canterbury. The Russian-born and German-trained Anatol Kagan, who was Fooks' chief rival for the title of pre-eminent architect to Melbourne's post-war Jewish community, was even more active in the study area; he designed at least ten houses in Studley Park (including three separate dwellings for members of the Rumanian-born Broons family) as well as others in Kew (eg for the Pohl and Shipman families) and in Balwyn North (eg for the Viola and Greif families).

As European migration continued in the 1950s and '60s, distinct and identifiable communities began to form within the study area (see 2.5.3). Jewish migrants, for example, were attracted to the northern parts of Kew and Balwyn, Greek migrants in Balwyn North and Slovenians near Studley Park. By the early 1970s, European migration has decreased considerably, with the Commonwealth government's British migration programme finally discontinued in 1976. In its place, however, was a new influx of migration from Asia – and particularly refugees from those politically unstable parts of south-east Asia – which would continue into the 1980s.

Related places

House, 22 Milfay Avenue, Kew – former residence of German migrant artists Julius and Tina Wentcher (Wentscher)

Shipman House, 9 Cascade Drive, Kew East (1947) – house designed by Anatol Kagan for an Austrian *emigre*

2.5.3 Creating migrant communities

German Community

The development of a German community in Hawthorn burgeoned from 1851, when Crown Allotments 45 and 46 were acquired by migrant Edward Kobelke from their original purchaser, Matthew Hughes.⁶⁷ This land was divided into smaller blocks, which were duly transferred to other German settlers, who, in turn, developed them as farms, market gardens and vineyards. By the end of that decade, the community had become sufficiently prominent for its presence to be noted by James Bonwick, who wrote in 1858 that “a German settlement rises above the Sir Robert Nicol” [*sic*, for the Sir Robert Nickle Hotel, located on the south side of Burwood Road]. In a further musing, Bonwick described a typical German migrant engaged in typical agrarian activity:

*What funny looking body is that in the field, using the hoe so vigorously? Why, it is the good old man's Frau, anxious to do her part in the garden by which they make their bread. Did she not do the same for him some thirty years ago in the German fatherland? While plucking her grapes at Hawthorne, do her thoughts never travel Rhineward?*⁶⁸

By that time, the land comprising Crown Allotments 45 and 46 had become already known locally as German Paddock, and the private roadway that ran between them as German Lane. When the road was taken over by the Council in 1860, it was renamed Weinberg Road – at the request of residents – after the German word for vineyard.⁶⁹ Between 1851 and 1870, more than seventy people of German origin were recorded living in the street.⁷⁰ Amongst these early settlers were Johann Fankhauser, August Aumann and members of the Finger family, who ran a dairy herd on a paddock on Glenferrie Road. The more well-known German residents included Andrew Kaiser (a key player in the establishment of the Lutheran church in East Melbourne), architect Frederick Kawerau, and solicitor Wilhelm Alexandra Brahe, who later became German Consul in Melbourne (see 2.6.1). As Gwen McWilliam notes, German presence in Hawthorn had begun to dissipate by the 1880s, when many of the original farming families relocated their vineyards and orchards elsewhere.⁷¹ The Fankhausers, for example, moved to Balwyn, where they lived south of Belmore Road; one of their residences, at 248 Belmore Road, was still known as *Weidenthal* in the 1920s. Others, however, who were not involved in agricultural pursuits remained living in the Hawthorn area for years. The aforementioned Wilhelm Brahe built a new house for himself in Shakespeare Grove in 1874, and later moved into another one, at 21 Isabella Grove, in 1887. Appropriately enough, both dwellings were designed by a compatriot – Hamburg-born architect Johann Augustus Bernard Koch (1845-1928), then living in nearby Richmond. Brahe's daughter Sabina, who married Dr Fritz Peipers, also lived in the area, in a house next to her father's at 23 Isabella Grove. This is also believed to have been designed by J A B Koch, who moved to Hawthorn himself in 1896 and remained living there until his death in 1928.

During the First World War, anti-German sentiment prompted the closure of the German Consulate, which had been based in Hawthorn since the 1870s, as well as the renaming of Weinberg Road which, in a fit of Anglocentric hubris, became Wattle Road. Little evidence now remains of the presence of German settlers in the area. The remains of many local German pioneers and their descendants were interred at the Boroondara Cemetery, where a small Lutheran section had been provided when the cemetery was first laid out in 1855. Amongst those buried there are architect J A B Koch (and his numerous children), Wilhelm Brahe (with his daughter and son-in-law), and members of the Aumann, Finger, Fankhauser, Kaiser, Kobelke and other pioneer families.

Related Places

Houses, 41, 61 Wattle Road, Hawthorn – surviving dwellings erected by early German settlers in the 1860s (HO429)

Houses, 21 (HO74) and 23 (HO163) Isabella Grove, Hawthorn – houses for the Brahe family, ascribed to J A B Koch

Lutheran Section, Boroondara Cemetery, High Street, Kew – graves of German settlers and their descendants (HO64)

67 Henrike Franz, “German Heritage Places in Victoria”, unpublished report to Heritage Victoria, November 1999, pp 30-31.

68 Bonwick, *A Sketch of Boroondara*, p 3.

69 McWilliam, *Hawthorn Peppercorns*, p 83.

70 Wehner, *Heimat Melbourne*, p 41.

71 McWilliam, *Hawthorn Peppercorns*, p 83.

Chinese community

In the last three decades of the nineteenth century, the most visible evidence of Chinese settlement in the study area were the numerous market gardens, most of which located around Hawthorn. There, the number of Chinese market gardens on freehold land increased steadily from just one in 1870, to five in 1880, seven in 1890 and peaking at eight by the turn of the century (see 4.4.3). While Hawthorn was definitely the centre for Chinese market gardening in the study area, there were examples recorded elsewhere. Blainey noted the existence of Chinese market gardens in the portion of Burke Road south of the junction; he also noted that the farming property of William Newham in Camberwell Road included “a quiet dam where a Chinese gardener came daily with a pole across his shoulder to fetch pails of water”.⁷²

Another visible manifestation of a local Chinese community in that area – prominent for almost eight decades – were the Chinese laundries that sprung from a second wave of Chinese settlement in 1880s.⁷³ The first documented example, dating from 1891, was established by Pan Goon on the north side of Burwood Road; two years later, it relocated to larger premises on the opposite side at No 298 (demolished) where it was operated by the Goon family for thirty years. The number of Chinese laundries increased steadily over the next decade, peaking at twelve by the turn of the century. Most of these, following Pang Goon's lead, were located along Burwood Road; there were also three on Glenferrie Road and other isolated examples on Church Street, Power Street and Auburn Road. Numbers subsequently decreased; almost all of the older laundries had ceased operation by the early 1920s, although a few new ones also appeared – mostly along Glenferrie Road. By 1940, there were only five Chinese laundries left in Hawthorn. These included the Sun On at 117 Burwood Road (demolished), which closed in 1948 after over fifty years at the same address, and another at 42 Church Street which, dating back to 1931, continued until as recently as 1958.⁷⁴ While Hawthorn remained as the local epicentre for Chinese laundries, they could still be found elsewhere in the study area. Two, for example, are known to have operated in Canterbury Road, Canterbury, between the wars: the respective premises of Charlie Lou Yang at No 185 and Chin Kee at No 271.⁷⁵

After the Second World War, the local Chinese community began to be expressed by another commercial venture that has since become ubiquitous – namely, the Chinese restaurant. While these had existed in central Melbourne since the 1860s (most notably in the Chinatown district), they remained virtually unknown in the suburbs until the mid-twentieth century. The Green Dragon Cafe at 154 Glenferrie Road, opened by Luk Foo as early as 1951, is reportedly the first Chinese restaurant along Hawthorn's principal commercial strip – a claim that could well be extrapolated across the entire study area; within a decade, it had been joined by several others, including the Sing Ling, the Lee Wing and the Yin Sing.⁷⁶ Comparably early examples elsewhere in the study area include the Hoy Ping Cafe at 309 High Street, Kew, and Yen's Restaurant at 21 Cookson Street, Camberwell, both of which were in operation by the mid-1950s.⁷⁷

The boom of Asian migration from the 1970s brought with it a boom of related businesses across Melbourne – not only restaurants but also specialist retailers, non-English newspapers, professionals (eg doctors, lawyers) and churches. The study area was no exception, where a number of Chinese-language Christian churches have been appeared over the past three decades. One of the first was the Melbourne Chinese Baptist Church, which started in April 1980 with a small congregation that met in a rented hall. Six years later, it began leasing the former Kew East Baptist Church and then, in 2005, the congregation purchased the former Kew Presbyterian Church in Cotham Road. Other local manifestations of this trend include the Melbourne Chinese Christian Church, which meets in the former Gospel Hall at 28 Union Street, Kew, and the Chinese Parish of the Uniting Church of Australia, which is based in Hawthorn.

Related places

“Other Denominations” section, Boroondara Cemetery, High Street, Kew – graves of early Chinese settlers (HO64)

Shop, 631 Burwood Road, Hawthorn – former location of along-running Chinese Laundry from 1893-1941

Shop, 42 Church Street, Hawthorn – former location of Hawthorn's last remaining Chinese laundry from 1931-1958

72 Blainey, *A History of Camberwell*, pp 25, 63.

73 Sheehan & Nicholas, *Faint Traces*, pp 27-33.

74 Sheehan & Nicholas, *Faint Traces*, p 38.

75 Don Gibb & Stuart Warmington, *Visions of a Village*, pp 60, 63.

76 Peel, Yule & Zion, *A History of Hawthorn*, p 239.

77 *Sands & McDougall Directory of Victoria* (1955) sv Restaurants and cafes.

Jewish Community

While census records indicate that there were Jewish residents in the study area as early as the 1870s, their local population did not increase exponentially until the 1930s, when, as mentioned elsewhere, migration to Australia from continental Europe burgeoned (see 2.5.1 and 2.5.2) increased. Early evidence of this new trend included a hostel for Jewish refugee children, which opened in 1939 in a former Victorian mansion at 21-23 Maleela Avenue, Balwyn. Established by the Australian Jewish Welfare Society, the facility (initially known as the Larino Children's Home and later as Francis Barkman House) remained in operation for almost thirty years. By the late 1960s, the venture had been taken over by the Department of Welfare; the hostel has since closed, and the building itself demolished.

The establishment of new places of worship was another tangible manifestation of post-war Jewish settlement in the study area (see 8.1.2). The first of these opened in 1949, when Norman Smorgon purchased a Victorian house in Kew, at the corner of Walpole and Malmsbury Streets, part of which was set aside for use as a permanent *Shul* (*synagogue*). That same year, Melbourne's liberal Jewish congregation, the Temple Beth Israel at St Kilda, formed an eastern suburbs branch, which held its first religious service on 10 March 1950. Twelve years later, a third Jewish congregation (later known as the North Eastern Jewish Centre) was established in the study area by a group of families from Balwyn North. All three eventually erected purpose-built centres of their own. These centres, however, were not conceived simply as places of worship, but as a much broader community centre providing a range of educational, social, cultural, recreational and welfare services for local Jewish residents. Most of these centres provide in-house libraries, arts centre (for exhibitions and other cultural activities), study centres (with Hebrew language classes and other courses for both adults and children) and kindergartens. When the Kew Hebrew Congregation erected its new synagogue complex in 1962, a separate building was provided alongside for a dedicated Jewish school and kindergarten. This became the Kew campus of the Mount Scopus College – Melbourne pre-eminent Jewish day school, which was founded in 1949 and relocated to Burwood five years later. The Kew campus closed in 1996, and its buildings in Malmsbury Street are now occupied by others. The local prominence of the Jewish community, and especially in Kew is also demonstrated by the Raoul Wallenberg Memorial at Kew Junction (see 8.5.2), one of several monuments around the world that commemorate the efforts of a Swedish humanitarian who rescued Jews from the Holocaust during the Second World War.

Related places

former Mount Scopus College (Kew Campus), 11 Malmsbury Street, Kew (1962)

Bet Nachman Synagogue, 53 Walpole Street, Kew – the first purpose-built synagogue in the study area (1962)

Raoul Wallenberg Memorial Gardens, Kew Junction (1985) – including sculpted bust by Karl Duldig

Italian Community

Although a number of Roman Catholic religious orders have been represented within the study area (see 8.1.3), only one of them was invited with the specific intent of providing ministry to the migrant community. The Order of the Capucins, founded in Italy in the sixteenth century, had not maintained a presence in Australia for more than two decades when, in 1945, a group of four Italian-born friars from the United States were invited to serve the Italian-speaking community in Brisbane. After more representatives of the order arrived, further outposts were established at Sydney and Townsville; then, in January 1949, Archbishop Daniel Mannix invited the Capucin friars to settle in Melbourne. Led by Padre Luciano Rocchi, who is credited with establishing the Italian Apostolate in Victoria, the friars arrived on 12 September 1951 and took up residence a large house, *Villa Gonzaga*, at 182 Power Street (on the corner of Wallen Road) in Hawthorn. Not surprisingly, the establishment of a dedicated church for Italian-speaking Catholics in Melbourne became the next priority. As Victoria Peel *et al* pointed out,

Although Carlton was both demographically and culturally the Italian centre of Melbourne at this time, the Italian community was unified in its decision to locate the church at Hawthorn, not least of all because land was available attached to the Capucin Monastery on Wallen Road.⁷⁸

78 Peel, Yule & Zion, *A History of Hawthorn*, pp 240-241.

Plans for a new church building alongside the existing monastic house did not progress until the later 1950s, when the project was taken up by Father Boniface Zurli, who, for time time, had been conducting masses in Italian-language masses around Melbourne for the benefit of the migrant community. In 1962, the foundation stone was laid for a church that would be dedicated to St Anthony of Padua, and also serve as a national shrine to that saint.

Otherwise, the post-war Italian *emigre* community has been visibly manifest in the study area through retail establishments. As was the case with Chinese restaurants, the earliest and most prominent examples tended to appear along Glenferrie Road at Hawthorn; amongst those that have been noted there were the Bialobroda Cafe, the Del Rios espresso bar, and the La Grotta restaurant.⁷⁹

Related places

Capucin Monastery (*Villa Gonzaga*) and Church of St Anthony of Padua, 182 Power Street, Hawthorn

Greek Community

The extensive post-war suburban infill in the eastern half of the study area (notably Balwyn North) attracted many Greek migrants, who formalised into communities. In 1975, a Greek Orthodox church was built in Rose Street, Hawthorn, in a nostalgic architectural style recalling traditional Greek churches – complete with a small dome. Five years later, the church was enlarged and its original fibreglass dome replaced by a more prominent counterpart in reinforced concrete. Around the same time, another Greek Orthodox congregation emerged in Balwyn North, which initially met in the former Congregational Church in Macedon Avenue that had ceased to operate as such in 1973. A new church was later built alongside – in an architectural style comparable to its Hawthorn East counterpart. The former Congregational Church was remodelled as a meeting hall.

A number of Greek businesses also operate in the Balwyn North area, including restaurants and a funeral parlour. Balwyn High School also commenced Greek language course in the late 1990s.

Related places

Greek Orthodox Chapel, 15 Rose Street, Hawthorn East (1975) – designed by Arvanitakis, Laffin & Associates

Greek Orthodox Chapel of St Fanouris and St Marina, 3-7 Macedon Avenue, Balwyn

Slovenian Community

The development of a Slovenian community in the study area is, as was the case with the Italians, was influenced by the local presence of a related religious order. In 1951, a small group of Slovenian Franciscan priests had arrived in Sydney to establish mission churches; five years later, Father Basilij Valentin was despatched to Melbourne, where he took up residence at *Padua Hall*, a Catholic boys' home at 19 A'Beckett Street, Kew, that had been founded by the Franciscan order in 1945. When the order moved elsewhere in 1960, the property was left to the Slovenian community. Father Valentin established the Mission of SS Cyril & Methodius and ran the former boys' home as a hostel for single Slovenian male migrants, which, in February 1963, was officially renamed *Baraga House*.⁸⁰ Later that year, a grotto (The Cave of Lourdes) was built in the courtyard and, on 21 May 1968, the foundation stone for a new purpose-built church, alongside *Baraga House*, was laid by Melbourne's Catholic Bishop, James Fox. The finished building, which included a mosaic mural by Slovenian artist France Benko, was blessed on 20 October that year by the visiting Bishop of Koper, Dr Janez Jenko. The complex now includes the Slomšek Primary School (1960), the Baraga Library (1977) and the Mother Romana Hostel for the Aged (1993). *Misli*, a Slovenian-language religious and cultural journal that was first published in Sydney in 1952, also has its editorial offices on site. The complex has thus become not only an important focus for the religious activities of Melbourne's Slovenian community, but also its social, educational and recreational needs.

Related places

Baraga House and Church of SS Cyril & Methodius, 19 A'Beckett Street, Kew (1960 onward) – part HO143

79 Peel, Yule & Zion, *A History of Hawthorn*, p 239. The exact address of these three places are not cited in the original source.

80 "Baraga House", *Slovenian Heritage Trail*. <<www.sloveniana.com/?p=1951>> Accessed 5 March 2012.

Russian Community

Relatively little is recorded of Russian migrant presence in the study area. The post-war period saw many Russian migrants settle in the Studley Park area, including members of the Kanatopksy and Katranski families. In 1952, when a Russian Catholic Priest visited Australia for the first time, to perform a mass in the Byzantine-Slavic rite at St Patrick's Cathedral, he was accommodated at the Redemptorist Monastery in Kew.⁸¹ Around 1960, a Russian Catholic Centre was established in an existing house in Stevenson Street, Kew, which remains in operation to this day.

In the early 1980s, an English-speaking Russian Orthodox congregation was founded in Melbourne by a small group of people from diverse backgrounds – both Russian and Australian – who shared an interest in the iconography of Orthodoxy.⁸² The new congregation, grandly styled as the Russian Orthodox Church of the Holy Trinity (Moscow Patriarchate, English Speaking Parish), originally met in Glen Iris before relocating to Collingwood.

Related places

Russian Catholic Centre, 24 Stevenson Street, Kew – in operation from 1960 to present day

2.6 MAINTAINING DISTINCTIVE CULTURES

2.6.1 Links to homelands

Consuls and consulates

A significant link between migrant communities and their homelands are the consuls that act as local representatives of foreign countries. For over a century, the presence of consuls and consulates has been a minor but persistently recurring theme in the study area, and notably the former City of Hawthorn. This pattern emerged largely because of that area's reputation, from the mid-nineteenth century, as one of Melbourne's pre-eminent residential addresses. Amongst the many wealthy and successful businessmen who made their homes there were several high-ranking foreigners who became the obvious choices when their homelands wished to appoint consuls in Melbourne.

One of the first was the Belgian-born Jules Renard (1833-1898), who arrived in Melbourne in 1852 and became a leading wool-broker within fifteen years. He was already living in Hawthorn when, in 1870, he became Honorary Consul to Belgium; four years later, Renard engaged architect Frederick Wyatt to design a grand mansion residence, *Ardenne*, at what is now 43 Riversdale Road, where he lived for a few years before moving to Sydney in 1876. A longer tenure was enjoyed by fellow Hawthorn resident Wilhelm Brahe, who became Prussian Consul in 1868, and then, after the reformation of the German Empire two years later, was promoted to German Consul. Like Renard, Brahe went on to erect a grand new house for himself: *Borussia* in Shakespeare Grove; he later moved to another that he built in nearby Isabella Grove. Brahe's successor as German Consul was one William Adena, who lived in a similarly grand mansion at 16 Harcourt Street, Hawthorn East. Its associations became well-known even to non-Germans in the area; noted artist Eric Thake (1904-1982), who grew up in nearby Lingwell Road, once prepared a so-called "Memory Map" of his childhood, with annotated sketches of local landmarks that included the "German Counsel" [*sic*] north of Rathmines Road – depicted as a forbidding edifice with a huge flag rising from a central tower. Needless to say, the use of the house as the German Consulate was promptly discontinued following the outbreak of the First World War.

Other consuls who resided in Hawthorn included Edward Pollett, Belgian Consul from 1897-1900, who lived at 149 Victoria Road, and John Zevenboom, vice-consul to the Netherlands in 1893, who lived at 39 Riversdale Road. Outside Hawthorn, the large Victorian house on Nolan Avenue, Kew, then known as *Waverley* (later *Studley Hall*; now *Burke Hall*) was occupied by Peruvian Consul, Alfred Pfaff (from 1896 to 1900) and thence by Pfaff's business partner, Carl Ludwig Pinschoff, who happened to be the Austro-Hungarian Consul. Pinschoff resided there until the start of the First World War when, as was the case with Hawthorn's German Consulate, diplomatic representation by enemy nations became undesirable. In 1892, Melbourne's Norwegian Consul, Otto Romcke, built a house for himself in Woodstock Street, Canterbury (which, appropriately enough, he named *Norway*) and remained living there until his death in 1935.

81 "Mass for Russians", *Argus*, 30 June 1952, p 7,

82 "The Russian Orthodox Church of the Holy Trinity", <<www.ohtcm.org.au/englishversion/aboutus.html>>

The western half of the study area remained a notable epicentre for consular representation during the inter-war years – a period when most other consuls were based in the city. During the 1920s, the Royal Italian Consul-General for Australasia, Commendatore Antonio Grossardi, resided at *Chonmel* in Lisson Grove, Hawthorn. His large house served as the venue for some interesting gatherings of Melbourne's Italian community, including a reception in October 1926 to celebrate the anniversary of the signing of the Italian armistice. The *Argus* announced that “all Italians of Melbourne and suburbs are invited” and later described the event where “fifty blackshirted Fascists figured in a picturesque ceremony on the tennis courts at *Chonmel* when the fascist flag was handed over as the gift of Donna Grossardi”.⁸³ During this period, two other consuls were active in Kew. The offices of the Peruvian Consul-General, Senor Jose M De la Colina, were located in Aileen Street until they were transferred to St Kilda in 1930, while the Guatemalan Consulate occupied a large house at 6 Studley Road from the mid-1920s until the onset of the Second World War.⁸⁴

In the post-war era, this consular focus gradually shifted to the eastern half of the study area. In 1944, the Spanish Consulate opened at 142 Mont Albert Road, Canterbury, followed by the Portuguese Consulate in Belmore Street, Balwyn North (c.1960) and the Consul to the Dominican Republic (1965), also at 63 Mont Albert Road. The latter occupied a smart purpose-built house (demolished) designed by *emigre* architect Ernest Fooks; in accordance with the mood of the Cold War, it provided a fallout shelter in the cellar.⁸⁵ During this period, a couple of new consulates also emerged in the erstwhile epicentre of Hawthorn: the Latvian Consular Representative in Power Street (c.1954) and the Venezuelan Consul in Lisson Grove (c.1968). Today, while several countries still maintain a diplomatic presence in Hawthorn (eg Spain, Finland and Portugal) and Kew (eg Norway and Latvia), these tend to be located in conventional office building complexes, rather than in the grand Victorian mansions of the past.

Related places

House (*Ardenne*), 43 Riversdale Road, Hawthorn – former Belgian Consulate in the 1870s

House (*Borussia*), 6 Shakespeare Grove, Hawthorn – former German Consulate in the 1870s (part HO163)

House (*Waverley*), 2 Nolan Avenue, Kew – former Peruvian and Austro-Hungarian Consulate, 1890s/1910s (HO219)

House (*Norway*), 2 Woodstock Street, Canterbury – former Norwegian Consulate from the 1890s

House (*Clonmel*), 12 Lisson Grove, Hawthorn – former Italian Consulate in the 1920s

2.7 PROMOTING SETTLEMENT

2.7.1 Crown Surveys and early land sales

Elgar's Special Survey

One of the first attempts to formally promote settlement in the study area was Elgar's Special Survey – as Geoffrey Blainey has wryly described it, a deal where “a smart investor exploited a foolish clause in the land regulations to buy more than half of the land in what is now the City of Camberwell”.⁸⁶ This “foolish clause” was the so-called Special Survey regulation, introduced by the British government in August 1840, which allowed large portions of Crown Land in the Port Phillip District, each covering eight square miles (5,210 acres), to be purchased for the bargain price of £1 per acre. To prevent the large-scale private development of land close to established settlements, the parameters for selection were revised in March 1841, requiring that Special Surveys must be at least five miles from a surveyed township, and have no more than two miles (ie one mile for every four square miles of area) of water frontage. Before the Special Survey regulation was rescinded twelve months after its first announcement, no fewer than eight Special Surveys had been declared across Victoria.

83 “Italian Consul's Reception”, *Argus*, 21 October 1926, p 16.

84 Information drawn from listings in the Melbourne telephone directories of the period. See also “Consulate-General for Peru”, *Argus*, 18 June 1930, p 11. Note that Aileen Street, Kew, no longer exists, having been absorbed into the grounds of MLC.

85 “Dream Home for Victorian Couple”, *Australian House & Garden*, April 1965, pp 94-95.

86 Blainey, *A History of Camberwell*, pp 3-4.



Figure 8: Chinese market gardeners' camp, Hawthorn
(source: City of Boroondara Library Service)

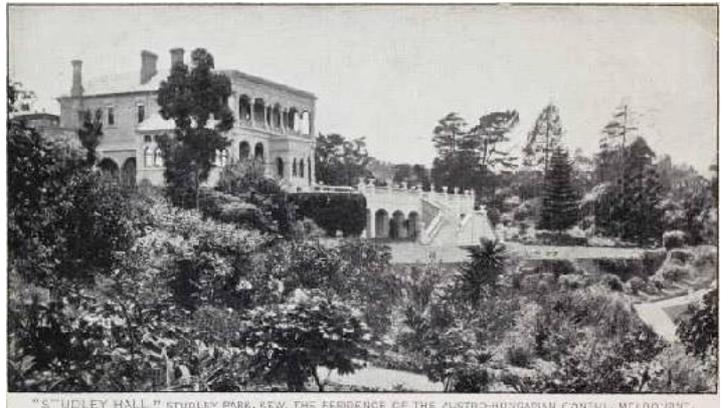


Figure 9: "Studley Hall" (formerly Waverley; now Burke Hall),
former residence of Austro-Hungarian Consul
(source: Picture Collection, State Library of Victoria)



Figure 10: View of the "Village of Camberwell", as seen from the new railway station, 1882
(source: State Library of Victoria; originally published in Illustrated Australian News, 13 May, 1882)



Figure 11: "The Village of Hawthorn" in the 1880s
(source: Picture Collection, State Library of Victoria)

Elgar's Special Survey, east of the Yarra River, was one of only two examples (the other being Dendy's Special Survey in Brighton) that were located just beyond the five-mile limit from the centre of Melbourne. The eponymous Henry Elgar was a British merchant based in the West Indies; although it is said that he never actually visited Australia himself, he had a local agent, Ranulph Dacre, who made numerous investments on his behalf, including the purchase of a Special Survey. A huge rectangular tract of land covering parts of what would later become the City of Camberwell and the City of Box Hill, the survey was bounded by the Yarra River to the north, and by present-day Canterbury Road, Burke Road and Warrigal Road to the south, west and east. The survey was originally situated slightly further south, but Elgar was later granted permission to have it extended to the Yarra River to provide useful water frontage.⁸⁷

Elgar's Special Survey was initially subdivided into small farms and grazing runs.⁸⁸ According to Bonwick, Elgar's first agent was a Captain Kane, later succeeded by Arundel Wright, who "was permitted to take out his percentage in running sheep over unoccupied portions. Land was let for pastoral purposes at from one shilling to two shillings per acre per annum. Agricultural farms were leased as high as four shillings". Elgar ultimately retained ownership of the land for only a few years; following some financial crisis in the West Indies, he transferred his Special Survey to a shipowner named Brooks. In 1853, Brooks' agent, Octavius Brown, sold it to a Mr Power. Approximately one-third of the original survey, covering some 1,700 acres, remained in the ownership of Mrs Dyce, widow of one of Elgar's original partners, until it was sold at auction in the mid-1850s.⁸⁹

Early land sales: 1843 to 1854

The first sales of land in the Parish of Boroondara took place in Melbourne on 13 December 1843, when eighteen lots were offered at an upset of £3 and £4 per acre (a typical price for government land being offered for sale in Melbourne at that time). As Bonwick pointed out, although "the lots were small and in the best situation", only four of them – Lots 11, 12, 13 and 14 – were actually sold at that time.⁹⁰ These adjacent lots, comprising about sixty acres between the Yarra River and present-day Glenferrie Road, north of Morrisons Road, were all purchased by "eccentric landowner" Major Alexander Davison.⁹¹ A second land sale, on 24 April 1844, brought a similarly underwhelming response; of nine allotments that were offered in what Bonwick described as "this beautiful section on Hawthorne Hill", only one was sold – the fifteen-acre Lot 27, which was purchased by Thomas McIntyre.⁹²

It was not until a third sale of Boroondara land was held in Melbourne, on 22 January 1845, that more interest was forthcoming. This time, eight allotments – between 17 and 91 acres each – were sold, located in what Bonwick later described as "the choicest situation in Boroondara". He further reflected that "some of our present colonial aristocracy appear as buyers" – alluding to a list of men that included pastoralist Horatio Spenser Wills, physician and politician Dr James Palmer, and prominent civil servant J D Pinnock. Of particular note was that fact that four of the allotments sold on that day – Lots 55, 58, 59 and 60 – were located within what became the municipality of Kew, and thus represent the earliest land sales in that part of the study area.

In any case, the floodgates had now been well and truly opened; over the next few years, allotments of Boroondara land were sold regularly at the land sales that took place in Melbourne every few months or so. Not at all surprisingly, the attention of prospective purchasers was focused on the more desirable riverside land. In Hawthorn, all eighteen allotments with Yarra River frontage, and nine of the twelve allotments with Gardiner's Creek frontage, had been sold by early 1848. By that same time, ten allotments in Kew with river frontage had also been sold; the remaining four (comprising Lots 75, 76, 77 and 79, flanking Studley Park Road) would not be sold until as late as 1851. Also keenly sought-after was the elevated land in Hawthorn – the area to the west of Glenferrie Road and north of Riversdale Road, which later became known as Hawthorn Hill. Most of this had sold by 1847.

87 Bonwick, *A Sketch of Boroondara*, p 16.

88 Blainey, *A History of Camberwell*. p 4.

89 Bonwick, *A Sketch of Boroondara*, p 17.

90 Bonwick, *A Sketch of Boroondara*, p 18.

91 Gould, "Hawthorn Heritage Study", p 27.

92 Bonwick, *A Sketch of Boroondara*, p 18.

Elsewhere in the study area, land was understandably slower to sell. In Hawthorn, eight large allotments between Glenferrie and Auburn roads (Lots 62 to 69) sold in September 1850, but most of the remaining land in that municipality, extending as far as Burke Road, did not sell until as late as May 1853. Notable amongst these holdings were Lot 1A (corner Riversdale and Auburn roads, fronting Gardiner's Creek) and Lot 70 (corner Auburn and Rathmines roads), which, at 150 and 125 acres, were by far the largest single allotments in Hawthorn; they were acquired in September 1850 and September 1851, respectively, by Nehemiah Guthridge and James Murphy. Comparably large (or even larger) properties were available for purchase in nearby Kew, where the sizes of inland lots varied from 29 acres (Lot 74) to 196 acres (Lot 88). All of these landlocked allotments in Kew (along with the four remaining lots with river frontage, flanking Studley Park Road) were sold at two land sales that took place in September and October 1851.

Meanwhile, in the eastern half of the study area, the land to the south of Elgar's Special Survey (ie south of Canterbury Road) sold even more gradually over a period of three or four years. The first purchasers of land in that area, who acquired their respective properties in September 1850, were Thomas Henderson (Lot 137B, fronting Gardiner's Creek, south of what is now High Street Road) and partners Michael Logan and Patrick Maloney (Lot 129A, immediately south of Canterbury Road). The former – at 273 acres – was by far the largest single allotment (discounting Elgar's Special Survey) in the entire Parish of Boroondara. Although a few more allotments in the area were purchased at land sales in December 1850 (including three lots fronting Warrigal Road) and July 1852, the remainder of this part of the future City of Camberwell would not be sold until May 1853. Of this sale, Bonwick noted: “the faith in the land had risen, and the lots, distant and comparatively unimportant as they were, realised much improved prices”.⁹³ The last of the original government land sales, as recorded on the parish plan, took place in February 1854, when Lot 148 (at the north-west corner of Toorak Road and Warrigal Road) was acquired by John Hill, senior.

Related Places

House (*Invergowrie*), 21 Coppin Grove, Hawthorn – erected by original landowner J F Palmer (HO36)

House (*The Hawthorns*), 5 Creswick Street, Hawthorn – erected by original landowner J D Pinnock (HO39)

2.7.2 Developing townships and villages

European settlement in the study area burgeoned from the early 1850s with a series of formalised settlements, loosely described as townships and villages, which attracted commercial development, community facilities such as churches, schools and reserves, and, consequently, residential settlement. Pre-dating the extension of the railway line, these settlements often developed at key road intersections. Only one (at Hawthorn) was a township in the strict sense – that is, a gazetted government town with a carefully planned layout providing church, school and public reserves. While the so-called Village of Kew was a private subdivision, it was one that, like the Township of Hawthorn, provided sites for non-residential functions. By contrast, the smaller settlements in the eastern half of the study area not only developed more slowly, but also in a more ad hoc fashion. Geoffrey Blainey attributes this to the fact that the population in these areas was smaller and more scattered, and also preferred to shop in Melbourne (where many residents travelled regularly with their farm produce) rather than locally.⁹⁴ Nevertheless by the late 1850s, such settlements had sufficiently expanded for James Bonwick to note that “several private townships are scattered throughout eastern Boroondara”.⁹⁵

In this section, townships and villages are defined in that strict sense: formalised settlements with residential and public functions, which pre-date the extension of the railway line in 1882. It is conceded that the words “village” and “township” have sometimes been used, in primary and secondary sources, to describe developments in the study area. Certain private residential estates of the 1860s and '70s (eg Village of Rathmines) used the title, despite the fact that they did not originally provide designated areas for non-residential functions. The word “village” has also been applied to commercial and retail hubs that developed around new railway stations after 1882 (eg Canterbury and Surrey Hills), and also to strip shops that appeared in developing suburbs in the early post-war period (eg Greythorn). These other types of “village” development are discussed elsewhere in this report, in sections 2.7.3 and 5.3.1.

93 Bonwick, *A Sketch of Boroondara*, p 26.

94 Blainey, *A History of Camberwell*, p 25.

95 Bonwick, *A Sketch of Boroondara*, p 85

The Village of Hawthorn

When the first land sales took place in the Hawthorn area during the 1840s, an elongated tract of land between present-day Burwood Road and Denham Street was reserved as the future site for a government township, although it would not be surveyed and auctioned until 1852. In January of that year, plans for the Village of Hawthorn – as it was already known – were drawn up by architect Albert Purchas, who would later play a significant role in the history and development of the Boroondara Cemetery.⁹⁶ The township was dominated by a large central reserve for public recreation (later West Hawthorn Reserve; now St James Park), with smaller reserves for a government school for the Church of England, Roman Catholic, Presbyterian, Wesleyan and Independent congregations to establish their respective places of worship. The remaining land, comprising around nine acres between Elgin and Barton streets, was subdivided into eighteen half-acre allotments, arranged in two rows of nine that flanked a central east-west thoroughfare (now Lennox Street).

Given the relatively modest scale of the proposed township, it has been surmised that the Surveyor-General, Robert Hoddle, must have envisaged that the Village of Hawthorn would serve as the focus of a small farming settlement rather than a prominent regional centre in its own right.⁹⁷ The land offered for private development was promptly snapped up, with most of the blocks on the north side of Lennox Street sold as early as June 1852. The church reserves, however, lagged behind. The Wesleyans were the first to develop their reserve, erecting a timber chapel in 1853. They were soon followed by the Church of England, which built a considerable grander bluestone edifice (now Christ Church, fronting Church Street) during 1853-54. The Roman Catholic reserve, at the corner of Power and Denman streets, became the location for St Joseph's Church and School, for which a foundation stone was laid in January 1857. However, the two sites that had been gazetted for use by the Presbyterian and Independent congregations remained undeveloped, and would later be absorbed into the recreation reserve.

The original layout of the Village of Hawthorn underwent several other changes over the following decades. When the railway was extended to Hawthorn in 1861, it bisected the land on the south side of Lennox Street, and cut through the north-west corner of the Wesleyan church reserve. After that congregation relocated to a new brick building in 1867, their former property was sold, and subdivided for private development. During the 1880s, some of the allotments on the north side of Lennox Street were re-subdivided to provide an easement for the proposed Hawthorn Main Drain. In June 1882, the nine allotments on the south side of Lennox Street, with prime frontage to Burwood Road, were finally sold.

Related places

West Hawthorn Precinct, Hawthorn – includes Christ Church, dating back to 1853-54 (HO220)

The Village of Kew

While the Village of Kew was virtually contemporaneous with its counterpart at Hawthorn, it otherwise represented a marked contrast in that it was much larger, and constituted a private speculation rather than a government initiative. Originally known as the Kew Estate, it was laid out on Portion 87, a 122-acre (49 hectare) block bounded by present-day High Street, Princess Street, Derby Street and Eglinton Street.⁹⁸ The land was purchased on 16 October 1851 by Nicholas Fenwick – once described as the first true speculator in Kew⁹⁹ – who promptly engaged architect George Wharton to survey it as a township. Reportedly inspired by Robert Hoddle's 1837 plan for central Melbourne, Wharton proposed a series of alternating wide and narrow thoroughfares. These were named after prominent British statesmen (viz Walpole, Pakington and Derby), with the alternating narrow streets – again following Hoddle's precedent – adopting identical names, but with the prefix "Little". The new township was subdivided thence into half-acre blocks, which were sold for £25 each.

96 Gould, "Hawthorn Heritage Study", p 25.

97 Gould, "Hawthorn Heritage Study", p 31.

98 Vaughan, *Kew's Civic Century*, p 16.

99 Sanderson, "Kew Urban Conservation Study", p 4/3.

By 1853, the Village of Kew reportedly comprised “only a few cottages and tents”.¹⁰⁰ but the fledgling community was already pushing for the provision of a local place of worship. Nicholas Fenwick duly donated a piece of land in Walpole Street as the site for a Congregational chapel, which opened in April 1854. The subsequent residential and commercial development of the area was swift; by 1858, James Bonwick could report that:

*The Village of Kew is a favourite resort for Melbourne merchants and government employees. It can boast also of an aristocracy as well as St Kilda, having the seats of His Honour the Chief Justice and others of colonial standing. It is well supplied with stores and the usual tradesmen of a township.*¹⁰¹

Over the next few decades, other denominations followed the lead of the Congregationalists, and the area defined by the Village of Kew became the preferred location for new churches, including one for the the Church of England on the corner of Pakington and High streets (1861) and another for the Roman Catholics on Walpole Street (1875). Other community-oriented buildings were also established within the boundaries of the village, including an Athenaeum Hall and Library in Walpole Street (1860) and state school . Indeed, so strong were the associations of the Village of Kew as the symbolic heart of the district that, when the local council wished to establish its headquarters in 1865, these, too, were located in Walpole Street – albeit in the former Athenaeum Hall rather than purpose-built offices. Over the following decades, several other community-oriented buildings, including a fire station and a masonic hall (both demolished) would also be erected within the boundaries of the original Village of Kew.

Related places

former Denominational School (now part of Kew Primary School), Peel Street, Kew (1856)

Holy Trinity Church & Vicarage, 249 High Street, Kew (1863) – earliest church in former Village of Kew (HO70)

The Village of Camberwell

The first formalised settlement in the eastern half of the study area was, of course, the Village of Camberwell, which developed at the intersection of present-day Camberwell Road, Burke Road and Riversdale Road following the establishment of a modest wayside hotel, the eponymous Camberwell Inn, in 1857. It developed slowly but steadily thereafter, with additions including a butchery, a general store, a bakehouse and a second licensed premises (the Great Eastern Hotel, which opened in 1860). As Blainey noted:

*the name Camberwell belonged only to the village at the intersection and not to the surrounding farmland, and as late as 1871 it held a mere 140 people and 26 dwellings. It was too close to Hawthorn, with its three thousand people, to become a busy centre, and it remained smaller than most outer villages.*¹⁰²

Nevertheless, the Village of Camberwell expanded not only with extensive retail development but also public buildings – with the exception of the Upper Hawthorn Hall, on the north side of the Hawthorn East side of Riversdale Road, these tended to be concentrated in the triangular area south of junction proper. This land was acquired in 1853 by G S Durie, whose purchase fell through; the property promptly reverted to Crown Land and, over the next few years, was carved up to provide reserves for the local Anglican, Wesleyan and Roman Catholic congregations, and for a state school.¹⁰³ The Anglicans and Wesleyan built churches in the 1860s, while the Roman Catholics completed theirs in 1887. Each reserve has since expanded with new churches, manses (eg current Roman Catholic Presbytery, 1891) and other buildings. A post office was also built at the tip of the triangle, fronting the junction, and a small Baptist chapel slightly further east, on the Hawthorn East side of Riversdale Road, opposite the Upper Hawthorn Hall.

Related places

Former Wesleyan Church, 310 Camberwell Rd, Camberwell (1885) – oldest remaining church in Village of Camberwell

Roman Catholic Presbytery, 548 Burke Road, Camberwell (1891)

100 Rogers, *A History of Kew*, p 31.

101 Bonwick, *A Sketch of Boroondara*, p 8.

102 Blainey, *A History of Camberwell*, p 25.

103 Lovell Chen, “Camberwell Junction Heritage Review”, p 46.

The Village of Hartwell

Further east, two smaller village-like settlements developed at key intersections in the second half of the 1850s. The first of these was Hartwell, which developed “one mile past Camberwell” at the prominent junction where Camberwell Road met what is now Toorak Road. The name Hartwell was first recorded as early as 1854, when fourteen acres of “extremely valuable land” at the *Hartwell Estate* were offered for sale in Melbourne.¹⁰⁴ In contrast to Camberwell, where village settlement had been initiated by a wayside hotel, the first community-oriented building in Hartwell was the Congregational Church, which was commenced in 1854 but not completed until 1857.¹⁰⁵ A Common School followed in 1858 and, by the early 1860s, the settlement had expanded to comprise “three nurseries... nearby stables, shop and post office, a reeking slaughter-house, the district’s only school and a few houses by the metalled road”.¹⁰⁶ A licensed premises, the Tyrone Hotel, finally opened in Hartwell during 1864.¹⁰⁷

The Village of Hartwell evidently underwent relatively little further expansion for the remainder of the nineteenth century. The MMBW plan of the area shows the strip dominated by Tyrone’s Hotel at the western corner of Camberwell and Toorak roads, a smaller commercial building on the opposite corner, a row of seven residential shops extending east of George Street, and a smattering of surrounding houses. The village expanded during the early twentieth century period and, today, remains strongly characterised by rows of inter-war two-storey residential shops, with virtually no evidence of its nineteenth century origins.

Related places

former State Savings Bank, 621 Camberwell Road, Hartwell – possibly early surviving building in Village of Hartwell

The Village of Norwood

Even further east, at the extreme edge of the Boroondara Road District, another village developed where Toorak Road crossed the boundary now known as Warrigal Road. This settlement was known as Norwood, and this portion of Toorak Road, between Hartwell and the shire boundary, continued to be known as Norwood Road into the early twentieth century. Much like Camberwell, this village began with a hotel – Thornecombe’s Hotel on the north-western corner of the junction, which opened in 1858. By the early 1860s, the Village of Norwood had expanded to include a general store and a blacksmith. The status of the settlement around that time was neatly summarised by a representative of the Richmond Police Depot who, summoned to Norwood to consider the establishment of a police station in the area, concluded that such a facility was not, in fact warranted, and that “the township, if such it can be called, is composed of but a few small houses and appears of but little consequence”.¹⁰⁸

Nevertheless, the settlement expanded to include community buildings such as a Primitive Methodist Chapel and a Mechanics’ Institute, both of which were located on the south side of present-day Toorak Road. Both buildings are evident on the MMBW map of the area, which also shows scattered commercial and residential buildings along both sides of what was then still referred to as Norwood Road – covering two blocks between Warrigal Road and the alignment of Fairview Avenue and Queens Parade. The Methodist chapel later fell into disuse and its site was later redeveloped for commercial use; the nearby Mechanics’ Institute, however, would be re-badged after the First World War as an RSL hall (see 8.4.2) and remain in use as such well into the post-war period; it has since been demolished.

As is the case with the nearby Village of Hartwell, the old Village of Norwood now remains largely characterised by twentieth century retail development, and functions as a local shopping strip.

Related places

Shops, 1430-1432 Toorak Road, Burwood – evidence of early (Edwardian) retail development in Village of Norwood

104 *Argus*, 26 December 1854, p 2.

105 Blainey, *A History of Camberwell*, p 75.

106 Blainey, *A History of Camberwell*, pp 25-26.

107 *Argus*, 17 November 1864, p 8.

108 Blainey, *A History of Camberwell*, p 30.

The Village of Glen Iris

The beginnings of formalised settlement at Glen Iris can be traced back to March 1860, when a site for a proposed Mechanics' Institute was reserved in part of Portion 136A, Parish of Boroondara – an oddly-shape allotment bounded by Gardiner's Creek and present-day Glen Iris Road, High Street and Kerferd Road.¹⁰⁹ However, a proviso that the building must be completed by the end of June 1861 was not fulfilled; a foundation stone was laid in December of that year, but the building was never completed.¹¹⁰ A water reserve, on Gardiner's Creek, had been gazetted in February 1861; this was followed by a reserve for a Wesleyan Church (1865) and another for a state school (1871). Both sites were developed promptly, with the new church officially opened on 7 May 1865, and the school on 1 March 1872. By that time, the settlement had already become known as Glen Iris – after the homestead erected in 1852 by early settler Captain Thomas Henderson, who occupied 100 acres on the south side of what is now Albion Road. The name had first been used in a broader sense as early as 1855, when part of Henderson's former property was offered for sale as the *Glen Iris Estate*.¹¹¹

Much of the remaining land of Lot 136A, comprising six small rectangular blocks (fronting Glen Iris Road and High Street) and eight larger blocks (fronting Kerferd Road and High Street) were not sold until June 1879. The Boom era of the 1880s saw only limited residential settlement around the Village of Glen Iris; a house said to be one of the oldest surviving dwellings in the area dates back to 1885.¹¹² Development resumed from the mid-1890s. During that decade, two more local reserves were gazetted: firstly, a new site for a proposed Mechanics Institute (1892) – which, like its counterpart three decades earlier, was never built – and a larger reserve, straddling Gardiner's Creek, north of the High Street bridge, as a Public Park and Water Reserve (1898).¹¹³

As with Hartwell and Norwood, little evidence now remains of the nineteenth century origins of Glen Iris. Although the primary school remains in operation, its original brick building is now largely concealed by later additions. In a similar way, the adjacent Wesleyan Church has been partially demolished and integrated into a modern Uniting Church and community centre. The contiguous strip of High Street remains characterised by inter-war commercial development.

Related places

former Wesleyan Church, 200 Glen Iris Road, Glen Iris (1865) – now incorporated into a new development

The Village of Balwyn

The first village-like settlement within the boundaries Elgar's Special Survey began to develop at the key intersection of Whitehorse and Balwyn roads. By the mid-1870s, this included a Common School (1868), an Anglican church (1872) and a post office (1874); there was also a hotel, a store and a blacksmith. Although not officially gazetted as such, the settlement was referred to as the Township of Balwyn as early as 1879.¹¹⁴

As with the villages of Hartwell, Norwood and Glen Iris, the Village of Balwyn expanded considerably during the early twentieth century, and its streetscapes remain dominated by low-rise (single and double storey) retail development from the inter-war and post-war periods. However, the Village of Balwyn continued to attract a number of community or other non-commercial elements, including the Balwyn Park (created on the site of the former Pine Dairy), a Church of Christ at the corner of Whitehorse Road and Cherry Road, and an infant welfare centre in Cherry Road.

Related places

St Barnabas' Anglican Church, 86 Balwyn Road, Balwyn (1872)

Balwyn Church of Christ, 208 Whitehorse Road (corner Cherry Road), Balwyn

109 *Victoria Government Gazette*, 24 April 1860, p 772.

110 Gwen McWilliam, *Early Glen Iris*, unpaginated.

111 McWilliam, *Early Glen Iris*, unpaginated.

112 McWilliam, *Early Glen Iris*, unpaginated.

113 *Victoria Government Gazette*, 12 February 1892, p 796; 6 May 1898, p 1648.

114 Information provided by Balwyn Historical Society.

2.7.3 Speculating in Land: Experiencing Boom and Bust

In the second half of the nineteenth century, the three municipalities that form the study area experienced the vagaries of land speculation in a different way. Pru Sanderson, who noted that the contrast between large-scale and small-scale speculation in the former City of Kew was a recurring theme in that municipality's history, made the following summary of how Kew differed from the contiguous areas of Camberwell and Hawthorn during this key period of development:

Kew and Hawthorn were developing into middle class suburbs, with Kew having a slight superiority in housing size... Hawthorn's larger population can be explained by the encouragement for closer settlement in the first survey, and the easier access it enjoyed to the city. Camberwell remained largely rural in character. Kew was left almost as an outer suburb: an outer suburb with a high social status clearly evident to contemporaries.¹¹⁵

These varying extents of nineteenth century speculation – the typically dense residential subdivision in the City of Hawthorn contrasting with larger but sparser estates in the Cities of Kew and Camberwell – would have a significant impact on subdivision patterns in the twentieth century, when land speculation focussed on those parts of the study area (namely its northern, north-eastern and south-western fringes) that remained underdeveloped (see 6.3.3 and 6.3.4).

Early land subdivisions: 1850s to 1870s

The first residential subdivisions in the study area date back to the early 1850s, when eager speculators acquired land that had then only been recently been purchased at the first government sales. One notably early example was created by a syndicate of four men who had made a minor fortune at the Chewton goldfields: James Venn Morgan, John Quick, and brothers William and Samuel Derrick. As Dorothy Rogers recorded it,

Content with their success they returned to Melbourne, where Mr Morgan persuaded his friends to invest their money in land at Kew. They negotiated with Mr Samuel Watts of Collingwood for Lot 88, his earlier purchase, and for which they paid him £15 per acre. There were no dwellings in the district except the farmhouses already mentioned. The men had their land surveyed, and then drew straws for the four sections into which it had been divided, after which they pitched their tents.¹¹⁶

James Morgan settled immediately on his property, residing in a house on Cotham Road, west of present-day Charles Street; his daughter Cecilia, born there in 1852, has been cited as the first European child born in Kew.¹¹⁷ Samuel Derrick also built a house for himself on his land; he later subdivided the estate and named a street after his wife Mary, who died in 1871. Samuel's brother had less success and sold most of his land before the area had begun to develop; the small portion that he kept for himself was finally subdivided in 1872, with a new through-street bearing his surname. John Quick, who married the Derricks' sister, Ellen (the first person buried at Boroondara Cemetery), invested in another early local subdivision when, in 1854, he acquired three blocks carved out of Crown Allotment 80.¹¹⁸ His original portion of Crown Allotment 86 was subdivided; it sold gradually over four decades, with the last four remaining lots auctioned after Quick's death in 1899. Another early subdivision of note was laid out by James Murphy, who had purchased the huge 126-acre Lot 70, at the corner of Auburn Road and Rathmines Road, at a government land sale in September 1851. After two failed attempts to sell off the property as a single entity, Murphy finally subdivided it in 1854 as the Village of Rathmines Estate, comprising 112 residential allotments with frontages to Barkers Road, Rathmines Road, Burke Road and to new internal streets, Harcourt Street and Kildare Street.¹¹⁹ Other early subdivisions in the Hawthorn are, if undertaken on a much smaller scale, were nevertheless prolific. As recorded in the *Hawthorn Heritage Study*,

The trend towards subdivision of Hawthorn allotments sold in the government sales of the 1840s and 50s, which began in the middle 1850s and continued into the 1860s, gathered momentum during the 1870s. This was a decade when whole estates were subdivided into new lots in new roads. Following the deaths of some leading district pioneers, large properties were sold to developers who carved them up into residential suburban lots.¹²⁰

115 Sanderson, "Kew Urban Conservation Study", pp 4/3, 4/5.

116 Rogers, *A History of Kew*, p 20.

117 Rogers, *A History of Kew*, p 21.

118 Sanderson, "Kew Urban Conservation Study", p 4/4.

119 Hawthorn Historical Society, *Hawthorn History Walks: Rathmines Village*, p 1.

120 Gould, "Hawthorn Heritage Study", p 44.

These deceased “leading district pioneers” included Sir James Palmer, whose extensive riverside property was acquired in 1871 by theatrical entrepreneur George Coppin, who promptly subdivided it to create the St James Park Estate. Palmer’s original mansion was retained on a much-reduced (but still generous) three-acre block, while the surrounding property was carved up into 73 smaller blocks, including standard residential allotments as well as much larger sites with river frontage. Coppin’s new estate also created several new streets: Isabella Grove, Shakespeare Grove, Brooke Grove and, of course, Coppin Street. Comparable subdivision took place throughout the area at that time; information tabulated by Gwen McWilliam shows that virtually all of the original Crown Allotments in Hawthorn were subdivided, to a greater or lesser degree, between 1871 and 1877.¹²¹ The following estate agent’s blurb, published to promote the forthcoming auction of the new subdivision of Lisson Grove in November 1873, was typical of many:

*To gentlemen desirous of obtaining really choice and valuable building sites. Situation elevated, lovely and picturesque. This charming spot commands an uninterrupted view of scenery not to be surpassed for rural beauty by any position in Australia, overlooking St James’ Park and the surrounding neighbourhood. From its proximity to the railway station, and being within three minutes’ walk of the ferry leading into Richmond Park and the Horticultural Gardens, it is unquestionably the most eligible site for gentlemen’s residences.*¹²²

However, the pattern of early residential subdivision was rather less pronounced in Kew:

*Surviving subdivision plans from the 1860s and ’70s for Kew suggest that the scale of subdivision was quite small. One, entitled “Suburban Allotments”, and dated 1865, seems to have been an attempt to sell that part of Fenwick’s subdivision bounded by Princess, Malmsbury, Walpole and High Streets. Another from the same year was advertised as ‘land adjoining the property of Sir William Stawell’, no doubt emphasising the desirability of having the Chief Justice as a neighbour, and a third was the subdivision of William Derrick’s land in 1872 at the intersection of High Street and Cotham Road. In the Registry of Subdivisions in the Titles Office, a subdivision of a block between Sackville and Mount Streets and bisected by Ross Street is recorded for 1867. The subdivision must have seemed lonely amongst the large estates and small farms that surrounded it and its 40 small lots was particularly ambitious.*¹²³

Land Boom subdivisions: 1880s and early 1890s

During the prosperous Land Boom era of the 1880s, speculative residential subdivision literally boomed across Melbourne’s inner suburbs, and the study area was no exception. As elsewhere, this development began on a modest scale. In Hawthorn, a number of small-scale residential subdivisions were auctioned during 1881, such as the *Maida Hill Estate* (comprising allotments in Wattle Road, Lisson Grove and Riversdale Road), the *Meaney Estate* (*Power Street, Barkers Road and Glenferrie Road*) and the *Cairns Glen Estate* (*Auburn Road, Tooronga Road and Burgess Street*). In nearby Kew, the situation was initially not too dissimilar but, as Pru Sanderson noted, it soon changed dramatically:

*The earliest subdivisions of the 1880s were quite small. In 1880, an estate bounded by Stevenson, Effie, Maud and Carson Streets was offered for sale, and in the same year Henry Henty sold off blocks to the west and south of his house, Tarring. The following year, the first of the large estates appeared, when Sections 60 and 61 were subdivided into the Rosebank and Mount Pleasant estates.*¹²⁴

Larger subdivisions began to proliferate in Kew simply because of the larger size of the original Crown Allotments. With those portions south of Barkers Road rarely exceeding forty acres, the residential estates carved out of them usually comprised between 20 and 40 lots each. Typical examples included the 25-lot *Denmark Hill Estate* (1882) between Burke Road, Riversdale Road and Denmark Hill Road, and the 30-lot *College Estate* (1885) between Power Street and Denmark Street. However, north of Barkers Road, where Crown Allotments were mostly between 50 and 100 acres – with a few even larger – residential subdivisions were laid out on a far more ambitious scale. The aforementioned *Rosebank Estate*, for example, might well have been laid out on one of Kew’s smaller Crown Allotments – the 50-acre Lot 61 – yet the subdivision boasted no fewer than “129 superior villa sites” when it was auctioned in April 1881.¹²⁵

121 McWilliam, *Hawthorn Peppercorns*, p 125.

122 “Sale by auction”, *Argus*, 18 November 1873, p 12.

123 Sanderson, “Kew Urban Conservation Study”, p 4/5.

124 Sanderson, “Kew Urban Conservation Study”, p 4/7.

125 “Sales by auction”, *Argus*, 2 April 1881, p 3.

BOWEN ESTATE

LATE EDWARDS' PADDOCK

GLENFERRIE ROAD, Close to Railway Station

42 BUSINESS AND VILLA SITES 42

To be Sold by Public Auction on the Ground on

SATURDAY, 28th JANUARY, 1888.

BY

ROBERT L. HAIR, Auctioneer, Glenferrie.

TERMS

ONE-FOURTH CASH,
Balance at 3, 6, 9 and 12
Months at 6 per cent interest.

PARTICULARS OF TITLE

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SPECIAL LICENSE
GRANTED BY THE GOVERNMENT
FOR THE SUBDIVISION OF LAND

THIS ESTATE is situated in the centre of GLENFERRIE, with frontages to GLENFERRIE ROAD, which is at present a first class business thoroughfare. The land is carefully laid out and has perfect drainage. Builders and Speculators should not lose this opportunity of securing valuable allotments.

F. WILKINSON, Sole to be conducted in spacious Mosque

FOWLER & GATWARD,
LICENSED SURVEYORS,
42 & 44, TRIPLE COURT.

Figure 12: Estate agent's advertisement for Bowen Estate, off Glenferrie Road, Hawthorn (1888)
(source: Dyer collection of auctioneers' plans, Map Collection, State Library of Victoria)

EDGEVALE ESTATE, KEW.

Edgevale Road, Wellington Street, and Fitz-William Street.

ALL ON HIGH GROUND, OVERLOOKING HAWTHORN, AND SURROUNDED BY FIRST-CLASS PROPERTIES.

Sale: SATURDAY, 18TH SEPTEMBER, ON THE GROUND, AT THREE O'CLOCK.

MUNRO & BAILLIEU

Have received Instructions from the Owner, J. Martin, Esq., to SELL, by PUBLIC AUCTION, as above, the SECOND SUBDIVISION of the EDGEVALE ESTATE having Good Frontages to EDGEVALE ROAD (main Railway Omnibus route), WELLINGTON STREET, near the Wellington Street Terminus of the Kew Railway, and FITZ-WILLIAM STREET, ten minutes walk from the Glenferrie Station.

30 FIRST-CLASS VILLA SITES 30

The Wave of Population is rapidly extending from Glenferrie Railway Station up Edgevale Road. As a Guarantee that bona-fide sales will be made, 10 Lots, at intervals, will be offered at the Low Upset of £2 per foot, placing these DESIRABLE, HEALTHY, and BREEZY SITES within reach of everyone on the look-out for a healthy, freshhold home. In close proximity to the Methodist Ladies' College and the Kew High School. Roads all metalled and channelled, and drainage reserves provided.

Title, Certificate. Terms, One-fifth Cash, balance 6, 12 & 18 Months, at 6 per cent.

HENTY'S PADDOCK

EDGEVALE ROAD

WELLINGTON STREET

FITZ-WILLIAM STREET

BARKERS ROAD

COTNAM ROAD

MUNRO & BAILLIEU,
AUCTIONEERS,
40 & 42 COLLINS STREET EAST.

JOHN WILKINSON, C.E.,
Licensed Surveyor,
Under Transfer of Land Statute.

Troedel & Co. Lith.

Figure 13: Estate agent's advertisement for Edgevale Estate, between Barkers and Glenferrie roads, Kew (1886)
(source: Troedel collection of Land subdivision posters, Map Collection, State Library of Victoria)

The early phase of Boom-era subdivision in the study area coincided with the news that the metropolitan railway line was to be extended from Hawthorn to Camberwell and beyond. Needless to say, this only hastened the subdivision of land along the proposed railway alignment. Some of these estates were laid out and even sold months before the railway stations at Glenferrie, Auburn and Camberwell actually opened in April 1882. Other estates came later, and the close proximity of new railway stations continued to be potent selling point for subdivisions laid out over the next few years. Such was the extent of this development around Hawthorn that when the 36-lot *Church Hill Estate* was offered for sale in October 1885, it was publicised as being “the last paddock in Hawthorn”. This was not completely true, as undeveloped land continued to be subdivided for several years thence. One enduring remnant on Glenferrie Road, known as Edwards' Paddock, was finally subdivided in 1888 as the *Bowen Estate*, creating 42 building sites with convenient access to Glenferrie station. During the second half of the 1880s, the new railway line continued to foster comparable development around Auburn station, where new subdivisions included the *Auburn Estate* (1884), the *Mount Auburn Estate* (1885), the *Falmouth Estate* (1886), and the *Great Junction Estate* (1888). Further east, similar residential estates proliferated around the railway stations at Canterbury and Surrey Hills, including the *Shrublands Estate* and *Carter's Heathfield Estate* (both 1885). Another notable example, the *Mount Grand View Estate*, was publicised as being “between the Canterbury and Surrey Hills railway stations” when it was auctioned in April 1888.¹²⁶

A similar trend, albeit on a somewhat more limited scale, was evident in Kew, where a branch railway line opened in December 1887. Again, its impact was felt well before the station actually opened; as early as 1882, local speculators freely invoked the as-yet unbuilt railway line in their newspaper advertisements for new subdivisions. One example, describing the 83-lot *Hyde Park Estate* to the north of the old Village of Kew, pointed out that the estate was “within a few minutes walk of the Kew Railway Station and will, upon the Kew railway being opened for traffic, increase the value to an enormous extent”.¹²⁷ Developments of similar nature only intensified as the Kew branch railway neared completion during 1887. The ripple effect was even felt across the municipal boundary, where the appropriately-named *Barker's Road Railway Estate*, on the Hawthorn side of the street, was auctioned in May of that year.

Further to the north-east, another modest wave of railway-related residential subdivision took place in anticipation of the proposed Outer Circle Railway Line, which extended from Camberwell to Fairfield and included six stations through Kew East and Balwyn. In the latter area, most of the new estates were centred around Whitehorse Road (then still known as Cotham Road), where a railway station was proposed near the Burke Road intersection. These subdivisions tended to be fairly large compared to those in Hawthorn, typified by the 50-lot *Cotham Estate* (1884), between Hardwick and May streets, the 55-lot *Cotham Hill Estate* (1888) between Bevan and Reid streets, and the *Kew Vale Estate* (1888). Further north, subdivisions became even larger, such as the enormous 173-lot *Kew Park Estate* (1888) at the north-east corner of Bulleen and Doncaster Roads. East of Balwyn Road, as distance from the Outer Circle railway increased, such subdivisions became smaller and indeed sparser. Examples such as the *Balwyn Township Estate* (1888) were clearly laid out to take advantage of proximity to the existing village settlement rather than to public transport networks lines, although publicity for that particularly subdivision did not that a railway station was proposed to be built nearby as part of a planned (but never built) branch line from Canterbury to Doncaster.

In the study area, Boom-era residential estates were comparable to others that developed around the metropolitan area at the time – conventional rectilinear layouts with parallel streets alternating with night-soil lanes. This, however, ended abruptly with the collapse of the Land Boom in 1891. MMBW plans, prepared from the late 1890s, indicate that most of the estates in the central Hawthorn area – and especially along the railway line – had already become densely settled with rows of detached villas or terraces, although settlement was sparser south of Riversdale Road. While housing was reasonably thick in the central parts of Kew, this gradually thinned out to the north-east and east where, as Sanderson notes, “many estates remained little more than lines on a map, with only a few houses scattered along their streets”.¹²⁸

Related places

Meaney Estate, Power Street, Barkers Road and Glenferrie Road, Hawthorn (1881) – an early Boom-era estate

Mount Auburn Estate, Auburn Road, Robinson Road and Burgess Street, Hawthorn (1885)

126 “Sales by auction”, *Argus*, 14 April 1888, p 3.

127 “Sales by auction”, *Argus*, 17 October 1882, p 2.

128 Sanderson, “Kew Urban Conservation Study”, p 4/11.

Cotham Hill Estate, Whitehorse Road, Bevan Street and Reid Street, Balwyn (1888)

Mount Grand View Estate, bounded by Riversdale, Essex and Middlesex roads, Surrey Hills (1888)

2.8 FIGHTING FOR IDENTITY

2.8.1 Encounters between Aboriginal people and newcomers

The original inhabitants of the present-day Melbourne metropolitan area, including what is now the City of Boroondara, were the *Wurundjeri Willam* people. They represented one of five clans of the *Woi Wurrung* language group, which, in turn, was one of four language groups of the East Kulin federation (Kulin Nation) that occupied south-eastern Victoria. As noted in the *Indigenous Heritage Study: City of Boroondara*, the first recorded contact between Europeans and Aboriginal people in the study area occurred on 7 February 1803, when a member of Charles Grimes' survey party noted in his diary that the group "saw some natives" at what was later named Gardiner's Creek.¹²⁹

The eponymous John Gardiner is said to have encountered indigenous people when he settled in the same vicinity (a site now occupied by Scotch College) in 1837. According to one early municipal history, "it was not long before the blacks [*sic*] found him out, and, as he treated them well, they became friendly". This, however, changed in April 1838, when the two cultures clashed after Gardiner reportedly observed local Aboriginals taking potatoes from his garden. The incident was later retold by James Bonwick, whose obviously one-sided account is worth quoting in full:

One Sunday afternoon, while engaged reading a chapter to his men, the stockkeeper rushed into the hut in great excitement and breathlessly cried out, "The blacks! The blacks!" In two minutes, the whole darted down the hill, armed with muskets, in full cry after the offenders. The stockman caught sight of some Aborigines engaged in the civilised process of extracting potatoes from a small garden in the bend of the river. Attempting to rescue the apples, he encountered such looks and threats of fury that he was induced to wheel round in double quick time, dreaming of flying spears. Arrived at the river, there, sure enough, was the garden trodden by an industrious mob of Blackfellows, all eager in pursuit of the roots. Some were on bended knees, plunging their fingers into the soil in search of the treasure. Others were filling a sack with the spoil. With a hue and a cry down came the avenging Whites. The bandits at first threw themselves into an attitude of defence, but quickly exchanged that for one of flight as they glanced at the guns. The dense scrub favoured their escape, excepting two, who were captured. Another plunged into the Yarra and discreetly ducked his head in time to avoid a shot sent after him.¹³⁰

The two captured men, named Tullamareena (aka Tullamarine) and Jin Jin, were subsequently imprisoned in the Melbourne lock-up on Batman's Hill, whence they escaped by setting fire to the thatched roof. They were eventually recaptured and sent to Sydney for trial where, as they were unable to speak English, the charges were dropped and they were returned to Melbourne.

Further contact between the European settlers and the indigenous population of the study area is noted in several early secondary sources. Another early local historian, C G A Colles, recorded that "many of the settlers in this locality were troubled considerably by the blacks" in the early 1840s, although he hastened to point out that "there are not a great many evidences of cruelty on the part of the settlers, and such as occurred were mostly acts perpetrated by the few ruffianly [*sic*] outlaws to be found in a new country, which in some cases the blacks themselves summarily avenged".¹³¹ Nevertheless, several minor clashes are recorded – mostly in the context of European settlers attempting to remove camps of indigenous people from what the former perceived to be their newly-acquired private property.

As noted in the *Indigenous Heritage Study*, the native population of the study area diminished during the 1840s and '50s, primarily due to disease and displacement – both consequent to European contact.¹³² As such, encounters between the indigenous people and newcomers were rarely recorded in the area after 1860.

129 Terra Culture, "An Indigenous Heritage Study: City of Boroondara, Stage Two", report, June 2004, p 7.

130 Bonwick, *A Sketch of Boroondara*, pp 14-15.

131 C G A Colles, *History of Hawthorn*, quoted in Terra Culture, "An Indigenous Heritage Study", p 8.

132 Terra Culture, "An Indigenous Heritage Study", pp 10-11.

3.0 CONNECTING VICTORIANS BY TRANSPORT AND COMMUNICATIONS

3.1 ESTABLISHING PATHWAYS

3.1.1 Formalising early pathways

Several of the major roads that remain in use throughout the City of Boroondara can trace their origins (and their current alignments) back to the earliest pathways that were formed through the district prior to the government survey of 1843. Some of these may even pre-date European contact; it has been asserted, for example, that the alignment of Burke Road might trace its origins back to an Aboriginal track serving the Wurundjeri people who travelled north to the Bolin Bolin billabong at Bulleen.¹³³ As noted in the *Hawthorn Heritage Study*, the first pathways made through that area by Europeans were the “early tracks to pastoral stations to the east, Nunawading, Dandenong and Narre Warren”; these rudimentary east-west pathways correspond to present-day Riversdale Road and Burwood Road.¹³⁴ The latter was once described by one early local historian as “the old and original thoroughfare”, which, even in the 1850s, “existed as a track, very muddy and ill-kept, truly, along which rolled creaking wood carts and bullock drays, bearing produce to town and taking back supplies to the settlers”.¹³⁵ Camberwell Road, which extended south-east from Burwood Road, similarly sprung from a rough track that was used by woodcutters and farmers, although its straight diagonal form came later.¹³⁶ The first roads through Kew developed along much the same lines, as Pru Sanderson has noted:

*Some tracks, formed by the bullock trains of early squatters travelling to the rich farmlands of the upper Yarra Valley, were already evident in Kew before the survey party arrived, and these were drawn into the survey to form the nucleus of the main roads.*¹³⁷

Kew's original thoroughfare was High Street – originally known as Bulleen Road because it provided the most direct land route to farming properties in (and beyond) that particular district. Essentially a natural and logical extension of Hawthorn's Church Street, Bulleen Road extended at a sharp angle to the north-east, where, just beyond the boundaries of what became Elgar's Special Survey, it split into a fork – one branch extending towards Bulleen, and the other east, to Doncaster. This would later become formalised, in the early 1850s, as the principal route to the gold fields at Warrandyte.¹³⁸ Many of the other principal roadways through the study area were also defined or formalised during Hoddle's 1843 survey: the main north-south thoroughfares of Burke Road (belatedly named in 1864 after explorer Robert O'Hara Burke) and Warrigal Road (originally known, for obvious reasons, as Boundary Road) and the east-west counterparts of Glenferrie Road (named after *Glen Ferrie*, the residence of early settler Peter Ferrie), Canterbury Road (formerly Delaney's Road), Riversdale Road, Toorak Road (formerly Norwood Road) and High Street.¹³⁹ The last of these roads, was laid out with a distinctive kink at the western end, where it crossed Gardiner's Creek, due to the sudden steepness of the creek bank.

Early maps provide a useful overview of the formalising of major roadways across the study area. The oft-cited *Map of Melbourne and its Suburbs*, prepared by surveyor James Kearney in 1855, shows only the easternmost portion of the study area – as far as present-day Power Street/Princess Street – yet clearly shows that Burwood Road, Church Street, Barkers Road and Studley Park Road (although not labelled by name) had already become well defined as the principal thoroughfares through the district. The map also shows a number of lesser side streets that still survive today in whole or part: some streets south of Studley Park Road (corresponding to present-day Walmer Street, Hodgson Street and Stevenson Street), others between Church Street and the river (present-day Mason Street, Creswick Street, Grattan Street and Brook Street) and another dead-end street running south from Burwood Road to the river (now Yarra Street).

133 Max Lay, *Melbourne Miles: The Story of Melbourne's Roads*, p 189.

134 Gould, "Hawthorn Heritage Study", p 27

135 Colles, *History of Hawthorn*, p 15; quoted in Gould, "Hawthorn Heritage Study", p 36.

136 Lay, *Melbourne Miles: The Story of Melbourne's Roads*, p 146.

137 Sanderson, "Kew Urban Conservation Study", p 4/1.

138 Information provided by Balwyn Historical Society.

139 Lay, *Melbourne Miles: The Story of Melbourne's Roads*, pp 189-191.

Other early maps show the development of Camberwell Road. As noted by Max Lay, the street was first indicated as a straight angled line on Foot's Map (c.1853); by the time of De Gruchy's map (c.1855), the road extended south-east as far as present-day Summerhill Road, with Toorak Road not yet indicated.¹⁴⁰ The full length of Camberwell Road, intersecting with Toorak Road, finally appears for the first time on Bonwick and Mason's map of 1858.

The establishment of the Boroondara Road Board in 1856 – one year after Kearney's map was published – played a significant part in the upgrading of early roadways through the study area. As recorded in the *Hawthorn Heritage Study*:

*By 1856, when the Road District was formed, a busy road traffic had developed throughout Boroondara, mainly associated with wood-carting, while some roadside inns had already been established. But the potential of this business was hampered by the deterioration of the unmade roads. Road improvements were sought in order to foster population growth and trade.*¹⁴¹

Pru Sanderson further notes that a sum of more than £25,000 would be spent on local roads and bridges between the time that the Boroondara Road Board was formed in October 1856 and the time that the municipalities of Kew and Hawthorn seceded from it in 1860.¹⁴²

The major east-west thoroughfare of Whitehorse Road – originally named Gippsland Road, and later Cotham Road (to which it comprised an extension) opened in the 1860s.¹⁴³ Most other major roads through that part of the study area (Elgar's Special Survey) were named in 1873, including Canterbury, Belmore, Mont Albert, Doncaster and Balwyn roads.

3.1.2 Providing river crossings

Fords and punts

Previous historical overviews of the study area have reiterated that the Yarra River, which defines its western and north-western boundaries, was a major impediment to early settlement. In such sources, the river has been described as “a barrier which has to be surmounted”,¹⁴⁴ a “formidable natural boundary”,¹⁴⁵ and “a major barrier”.¹⁴⁶ River crossings have thus played a crucial role in the development of the suburbs that now comprise the City of Boroondara. In his book, Bonwick noted that early crossings were difficult, although, “in the summer, even drays could find a crossing below the Falls, by Dight's Mills, through the shallow pebbly bed.”¹⁴⁷ The first punt services were initiated by early Hawthorn residents John Hodgson (in alignment with present-day Clarke Street, Abbotsford) and Dr James Palmer (in alignment with present-day Denham Street, Hawthorn). However, it remains unclear which actually came first. Palmer's Punt is known to have started operation in 1842, as he applied to Governor Latrobe for permission in February, and the punt is clearly shown on a map of Richmond published later that year.¹⁴⁸ Hodgson's Punt, on the other hand, may have begun as early as 1839 or as late as 1846.¹⁴⁹ Although both punts were discontinued after the construction of the new bridge in 1851, a ferry service was established three years later at Simpson's Road (now Victoria Street) in Abbotsford, which claimed to provide “the nearest route to Anderson's Creek, Kew and surrounding country”.¹⁵⁰

Related places

Ford site, Dight's Falls, off Yarra Boulevard, Kew

Punt site, Yarra Bank Reserve, off Denham Street, Hawthorn

140 Lay, *Melbourne Miles: The Story of Melbourne's Roads*, p 147.

141 Gould, "Hawthorn Heritage Study", p 38.

142 Sanderson, "Kew Urban Conservation Study", p 4/3.

143 Information provided by Balwyn Historical Society.

144 Vaughan, *Kew's Civic Century*.

145 Peel, Zion & Yule, *A History of Hawthorn*.

146 Sanderson, "Kew Urban Conservation Study", p 4/3.

147 Bonwick, *A Sketch of Boroondara*, p 15.

148 Palmer's application to Governor Latrobe, February 1842, quoted in McWilliam, *Hawthorn Peppercorns*, p 20.

149 Peel, Zion & Yule, *A History of Hawthorn*, p 15. Cf “Story of the Yarra City's Bridges”, *Argus*, 18 November 1933, p 7.

150 “New advertisements”, *Argus*, 14 October 1854, p 8.

Early road and foot bridges to 1900

The replacement of the punt service at Hawthorn with a permanent bridge was mooted as early as 1850, when a private company was established for the purpose – but subsequently lapsed.¹⁵¹ Nevertheless, such a structure was already under construction by March 1851, when one local resident, having just travelled via Palmer's Punt, noted in his diary that "a bridge is being built close by, which will be free of expense to the public".¹⁵² In fact, the project had been initiated by Palmer himself after petitioning by residents of both Richmond and Boroondara. Financed by the government, the modest timber structure prompted the renaming of the approach road formerly known as Richmond Road, which became (and still remains) Bridge Road. The bridge itself, however, was less enduring, with construction of a larger and more substantial counterpart commencing in early 1858. Due to problems with the availability of materials, the "new and splendid bridge" was not completed until 1861.¹⁵³ Further north, Kew residents continued to use the ferry at Simpson's Road (now Victoria Street) until it was superseded by a timber bridge at Studley Park. Known as the Penny Bridge, this was built by a private company in 1857 and provided, in Vaughan's words, "a convenient link with Church Street, Richmond". Soon after, the first attempt to provide a river crossing for more substantial traffic arrived in the form of the so-called "New Bridge", which was built between Johnston Street and Studley Park Road in 1858. Notwithstanding its impressive structure (two arched timber girders) and massive cost (between £40,000 and £50,000), the bridge was soon diagnosed with dry rot and, despite numerous attempts to strengthen it, was finally replaced in 1876 by an iron counterpart.¹⁵⁴

Writing in 1858, Bonwick described the principal thoroughfare of Barkers Road, which "at one end terminates abruptly at the Yarra, at the place where a bridge must be some day".¹⁵⁵ A few years later, in 1861, it was proposed to erect a wire suspension bridge at that point; this, however, did not eventuate and it was not until 1884 that a bridge was finally constructed there: an iron truss structure known as the Victoria Bridge.¹⁵⁶ This, as Sanderson points out, allowed much quicker access across the river, through Richmond to the city.¹⁵⁷ The bridge was widened only a few years later, in 1887. Not long afterwards, a new footbridge was provided in alignment with Walmer Street – a simple iron structure built over the new pipeline from the pumping station at Dight's Mill (see 3.6.1). This, however, existed for only a very brief period before it was destroyed in the 1891 floods.¹⁵⁸ The old Penny Bridge, which gradually fell into disrepair over several decades, was finally dismantled around the turn of the century.

While bridges were also erected across Gardiner's Creek in the second half of the nineteenth century, these tend to be less reliably documented. The "Glenferry [*sic*] Bridge" at Hawthorn (presumably on Glenferrie Road) was in existence by 1858, but was evidently in need of replacement by the mid-1860s, when funds were solicited for the construction of a new bridge over the creek at Hawthorn, "to open up communication between the northern and southern portions of the district".¹⁵⁹ In May 1860, a tender of £762 was accepted for a bridge "over Gardiner's Creek, between Boroondara and Gardiner", which might refer to Burke Road, Tooronga Road or High Street.¹⁶⁰ Towards the end of 1873, the Shire of Boroondara called tenders for the erection of a new timber bridge at Burke Road.¹⁶¹

Related places¹⁶²

Hawthorn Bridge, Burwood Road, Hawthorn (1858-61; altered) – earliest surviving road bridge into study area (HO481)

Victoria Bridge, Barkers Road, Kew (1884) – one of the few remaining nineteenth century road bridges (HO480)

151 McWilliam, *Hawthorn Peppercorns*, p 24.

152 McWilliam, *Hawthorn Peppercorns*, p 39.

153 Gould, "Hawthorn Heritage Study", p 41.

154 Vaughan, *Kew's Civic Century*, p 72

155 Bonwick, *A Sketch of Boroondara*.

156 Vaughan, *Kew's Civic Century*, p 72

157 Sanderson, "Kew Urban Conservation Study", p 4/7.

158 Vaughan, *Kew's Civic Century*, p 72. Vaughan stated that the bridge was built in 1890, while other sources state 1891.

159 "Hawthorn", *Argus*, 22 February 1865, p 1 (supplement).

160 "The Gazette", *Argus*, 26 May 1860, p 5.

161 "Tenders", *Argus*, 27 December 1873, p 3.

162 As these two bridges actually straddle the municipal boundary, they have separate Heritage Overlay designations under the City of Yarra Planning Scheme: HO282 (Victoria Bridge) and HO287 (Hawthorn Bridge).



Figure 14: Detail of Survey Map by Kearney (1855), showing development of early roads in the study area (east of Yarra River) (source: Map Collection, State Library of Victoria)

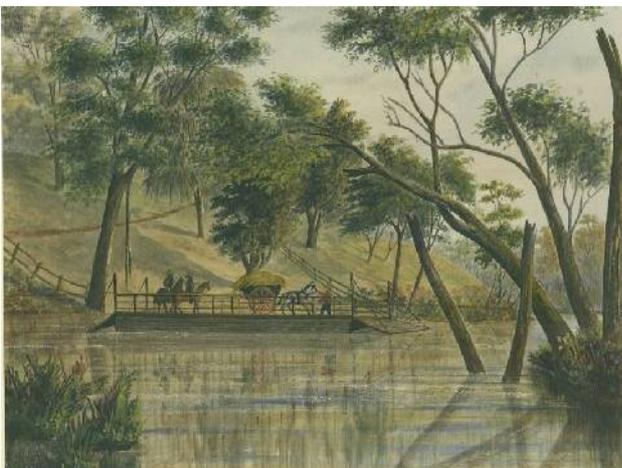


Figure 15: Painting depicting Palmer's Punt on the Yarra, 1844 (source: Picture Collection, State Library of Victoria)



Figure 16: The so-called "Penny Bridge" at Studley Park (source: Picture Collection, State Library of Victoria)

3.2 TRAVELLING BY WATER

3.2.1 Using the river for transport

Aside from the early punts (see 3.1.2), few references has been found to the use of vessels on the Yarra River for commercial rather than recreational purposes. Dr James Palmer, early settler and punt proprietor, is known to have done so; an early reference in the *Port Phillip Gazette* referred to “one of Mr Palmer's lighters laden with 20 tonnes of stones...”.¹⁶³ During the 1850s, there was at least one local firm of woodcutters, Messrs Maloney & Logan, which, according to Bonwick, “used to supply town from Boroondara by way of boats upon the Yarra, their friend Mr Delaney being salesman”.¹⁶⁴

3.3 LINKING VICTORIANS BY RAIL

3.3.1 Expanding the Victorian railway network

The origins of Melbourne's metropolitan railway network can be traced back to September 1854, when, with the encouragement of the State Government, a private company known as the Melbourne & Hobsons Bay Railway Company opened a line between the city of Port Melbourne (then known as Sandridge).¹⁶⁵ While the government formed a Department of Railways in 1856, further expansion of the metropolitan network was undertaken by three private firms established over the next few years: the St Kilda & Brighton Railway Company (June 1857), the Melbourne & Suburban Railway Company (November 1857) and the Melbourne & Essendon Railway Company (July 1858). The railway network began to extend eastward, towards the study area, from February 1859, when the Melbourne & Suburban Railway Company opened a rail service between Princes Bridge and Richmond. At that time, it was proposed to extend the line to Hawthorn and thence to Kew. A temporary terminus, known as Pic-Nic Station, opened in the Richmond Survey Park (just across the river from the study area) in September 1860, with a further extension to Hawthorn completed the following year. However, the original plan to continue all the way to Kew was abandoned because, as Vaughan noted, “the finances of the company were not sufficiently strong to carry it out”.¹⁶⁶ Further development was delayed when, in 1865, the Melbourne & Suburban Railway Company was taken over (along with the rival St Kilda & Brighton Railway Company) by the city's original rail providers, the Melbourne & Hobson's Bay Railway Company, to form a single entity: the Melbourne & Hobson's Bay United Railway Company. The following year, residents of Kew approached the new company to extend the local railway line; again, the request was rejected on the grounds that it would be too expensive.¹⁶⁷ While several subsequent deputations were made by residents of both Kew and Camberwell to have train services extended to their respective districts, there would be no further expansion of the railway network in the study area for more than fifteen years.¹⁶⁸

This seemingly hopeless situation changed after 1878, when all of Melbourne's private railway companies were taken over by the State Government to become part of the Victorian Railways. This, in turn, brought about the passing of the Railway Act in December 1880, which authorised the construction of 23 new lines in the Melbourne metropolitan area and regional Victoria. This grand scheme would have a profound effect upon the development of the study area, as it proposed no fewer than three new routes across it: the extension of the existing railway line from Hawthorn to Lilydale, via Camberwell (1882), a branch railway line to Kew (1887) and the so-called Outer Circle Railway Line, connecting East Malvern to Fairfield, via Ashburton, Balwyn and Kew East (1891).

163 *Port Phillip Gazette*, 10 April 1842.

164 Bonwick, *A Sketch of Boroondara*, p 17.

165 Australian Railway Historical Society (Victorian Division), “Railway History in Victoria 1839 – 1900”.
<<www.arhsvic.org.au/content/railway-history-victoria-1839-1900>>

166 Vaughan, *Kew's Civic Century*, p 42.

167 Sanderson, “Kew Urban Conservation Study”, p 4/7.

168 Sanderson, “Kew Urban Conservation Study”, p 4/7.

The establishment of a local railway line (1861-1882)

The initial extension of the railway line into the study area necessitated the provision of a new bridge across the Yarra River. An appropriately robust structure, with iron web trusses between arched bluestone abutments, was duly constructed during 1860-61, with a smaller road bridge built over the cutting that bisected Yarra Street. On 13 April 1861, rail service to Hawthorn began operation. The new railway terminus was located in what seemed, at that time, to be the most appropriate position: just beyond the boundary of the original Township of Hawthorn, on the south side of Burwood Road. Needless to say, the opening of the railway became a potent stimulus for residential and commercial development in the immediate vicinity.¹⁶⁹

The railway expansion scheme that was brought about by the *Railway Act 1880*, proposed to extend the existing line, in two stages, from the terminus at Hawthorn all the way to Lilydale. Needless to say, this announcement generated considerable interest in the study area. One of the first local responses was the subdivision of private residential estates along the proposed alignment of the railway – many of which were completed, and even sold, well before the line itself actually began operation. Rail service from Hawthorn to Camberwell officially commenced on 3 April 1882, with two intervening railway stations initially known as “Glenferrie Road” and “Auburn Road”. This was followed, six months later, by the opening of the remainder of the new line from Camberwell to Lilydale, which included another two stations (at Canterbury and Surrey Hills) within the study area. The extension of the railway line also necessitated the upgrading of some of the existing infrastructure, including the duplication of the 1861 bridge over the Yarra River, and construction of an additional platform at Hawthorn station.

Aside from these stations, platforms and bridges, infrastructure along the railway line included residences for the gatekeepers who, prior to the introduction of signal boxes, were employed to manually operate the level crossings.¹⁷⁰ Purpose-built by Victorian Railways to a standard design, these houses had a distinctive T-shaped plan with a projecting front room that allowed the gatekeeper to monitor the railway line in both directions. When signal boxes were introduced in 1892, the gatehouses became redundant and were relocated to accommodate railway staff elsewhere. One small three-roomed example known, erected in Hilda Crescent, Hawthorn, in 1886, was relocated to Maling Road, Canterbury a decade later. Combined with another three-roomed gatehouse relocated from Kooyong, it was transformed into a generous six-roomed residence for the Canterbury's Station Master, Patrick O'Regan. Remaining in the ownership of Victorian Railways until the 1980s, the house still stands as a unique example of its type, not merely in the study area but in the entire Melbourne metropolitan area.

Related places

Hawthorn Railway Bridge, off Swan Street – rare surviving infrastructure of the original 1861 railway line

Hawthorn Railway Station, Evansdale Road, Hawthorn – only station with surviving 19th century infrastructure (HO42)

House, 83 Maling Road, Canterbury (1886; 1897) – former railway gatehouse/station master's residence (part HO145)

The Kew branch line (1887)

The extension of the metropolitan railway line into Kew was considered as an urgent priority during the initial phase of property speculation in the 1850s, as Pru Sanderson has noted:

The speculators were constantly held back by the lack of transport links with Melbourne, but their imagination was not so restrained. An early subdivision plan from 1857 shows part of Block 80 conveniently skirted by the fanciful line of a proposed railway. Neither the railway nor the subdivision eventuated, and Kew remained dependant on slower forms of transport.¹⁷¹

169 Gould, “Hawthorn Heritage Study”, p 42.

170 Context Pty Ltd, Heritage citation for 83 Maling Road, Canterbury. 7 pp report, dated 13 October 2010.

171 Sanderson, “Kew Urban Conservation Study”, p 4/3.

Although plans for the Kew branch line were formalised with the passing of the *Railway Act 1880*, another seven years went by before the service actually commenced. The new terminus station, located on the south-east corner of Wellington and Denmark streets – a vacant site formerly used by the local cricket club as its playing field – was officially opened on 19 December 1887. A second and intermediary station, located between Barkers Road and Hawthorn Grove, opened at the same time. However, in contrast to the much-heralded opening of the Hawthorn-Lilydale railway five years earlier, the equivalent at Kew drew mixed response. As Pru Sanderson notes:

*The Kew spur line was as much an embarrassment as an asset. A sardonic editorial in the Kew Mercury noted that “the length of the line in comparison with its cost, the slow progress made in its construction, the round-about route and other circumstances, were regarded as proper subjects for factious [sic] remarks”, and that no one had the temerity to suggest any celebration to mark its opening.*¹⁷²

Despite this somewhat inauspicious beginning, the Kew branch line became “well patronised for many years, and with the introduction of electrification, travellers appreciated the faster service”.¹⁷³ By the early post-war period, however, expansion of railway lines to Melbourne's south and east had resulted in bottlenecks at Richmond station, which discouraged many residents of Kew – who, in any case, had to change trains at Hawthorn – from using the service. Patronage dropped after a replacement bus service, between Kew and Hawthorn station, was introduced; this, however, was itself discontinued as more and more city commuters chose to travel by car or tram. The branch line to Kew was closed to passengers in August 1952, but remained in use for goods traffic until 1958 when “in spite of protests from local business people”, it finally closed.¹⁷⁴ The following year, the buildings and other infrastructure were removed, and the land became available for other purposes. Fittingly, the two station sites on Wellington Street and Barkers Road were redeveloped for new uses that both reflected the increasing dominance of the motor car in Australian society: respectively, new office headquarters of the Country Roads Board, and the California Motel. Most of the curving tract of land formerly occupied by the rail line (between Hawthorn Grove and Chrystobel Street) became a linear park.

Related places

former CRB (now VicRoads) headquarters, Denmark Street, Kew – former site of Kew Railway Station and rail yards
 California Motel, 138 Barkers Road, Hawthorn – site of Barkers Railway Station (may have archaeological potential)
 L E Bray Reserve, Hawthorn – linear park along former railway alignment

The Outer Circle Line (1890-91)

The concept of an “outer circle railway line”, linking existing radial railway lines in Melbourne's east, was first mooted in the early 1870s, but, like many similar schemes to expand the network, did not reach fruition until after the passing of the *Railway Act 1880*. At that time, the Outer Circle Line (as it was officially dubbed) was one of the 23 new lines to be added to the existing metropolitan and regional rail system. A unique development of the rail network – described by Vaughan as “a brainwave of the Land Boom times”¹⁷⁵ – it would extend north from the Oakleigh line (west of Hughesdale station), cross the Lilydale line near present-day East Camberwell station, continue north-westerly through Balwyn and Kew, cross the Yarra River, then join the Heidelberg line at Fairfield Park station. While many local property speculators invoked the Outer Circle Line in publicity for new residential subdivisions during the 1880s, its construction did not commence until 1888. The first stage, which connected the Oakleigh line to the Glen Waverley line (joining the latter at Waverley Road station, near present-day East Malvern station) was opened on 24 March 1890. This was soon followed, on 30 May, by the opening of the portion from Waverley Road station to East Camberwell station, which included three intermediary stations originally designated as Riversdale, Hartwell (now Burwood station) and Norwood (now Ashburton station). The next stage, connecting East Camberwell to Fairfield Park on the Heidelberg line, commenced operation on 24 March 1891, with four intermediary stations within the study area (designated as Shenley, Deepdene, Kew East and Willsmere) and one more across the river in Alphington (known as Fulham Grange). A new bridge over the Yarra River was erected to facilitate the crossing.

172 Sanderson, “Kew Urban Conservation Study”, pp 4/9-4/10.

173 Vaughan, *Kew's Civic Century*, p 42.

174 Vaughan, *Kew's Civic Century*, p 43.

175 Vaughan, *Kew's Civic Century*, p 43.

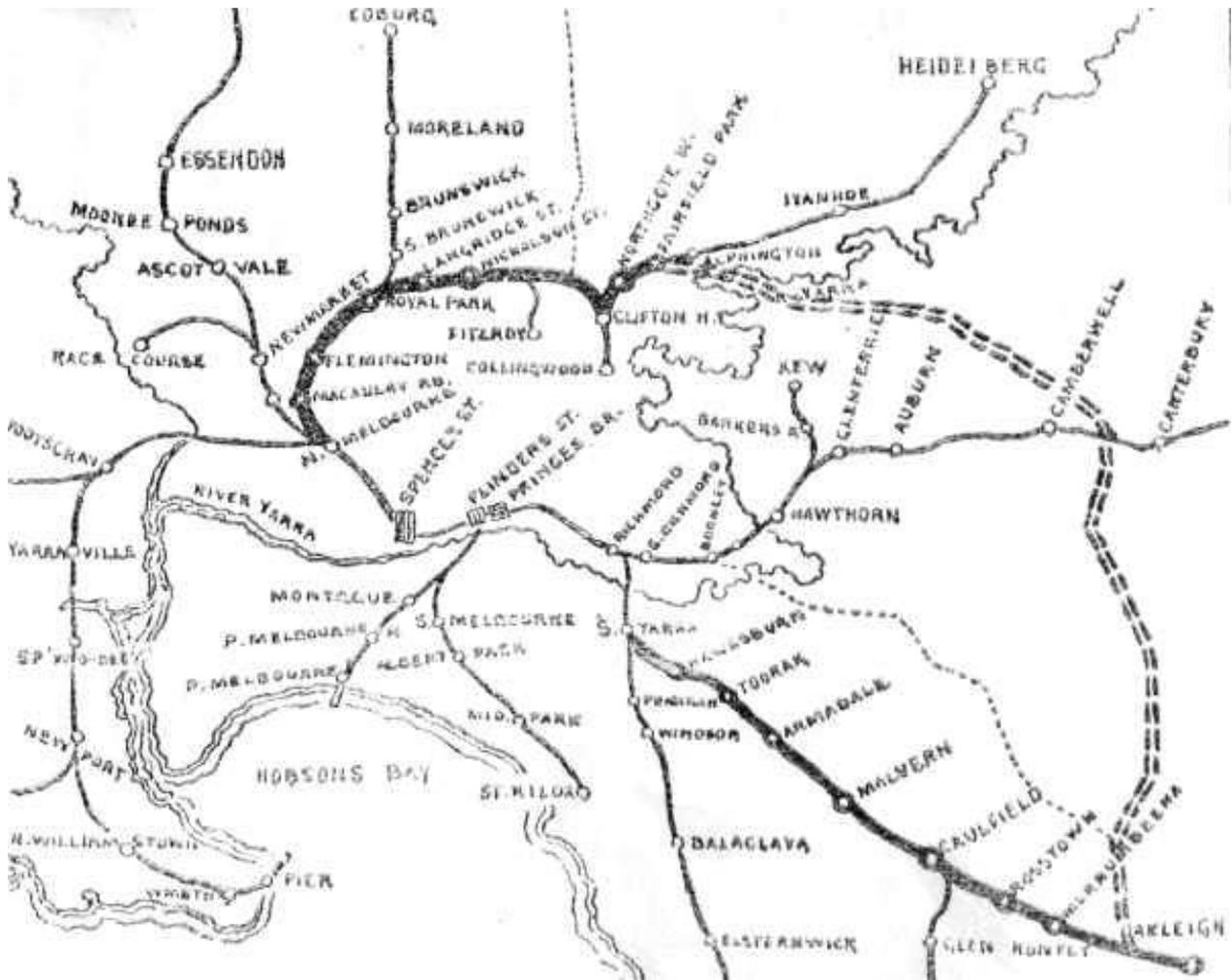


Figure 17: Map showing the proposed route of the Outer Circle Railway line through the study area (source: State Library of Victoria; originally published in the Illustrated Australian News, 1 June 1889)



Figure 18: Camberwell railway station as it appeared prior to extensive reconstruction in the early twentieth century (source: Picture Collection, State Library of Victoria)



Figure 19: Electric tram travelling down Glenferrie Road South. (source: City of Boroondara Library Service)

The ambitious Outer Circle line, however, proved a failure simply because it failed to attract sufficient patronage in underdeveloped areas. The section between Camberwell and Fairfield – which had initially commenced operation as a two year trial – was closed on 13 April 1893. The southerly section, between Camberwell and Ashburton, was only slightly more successful, and remained in operation until 9 December 1895. As Pru Sanderson points out, the abrupt discontinuation of a crucial local rail connection would have a drastic impact on the settlement of the northern fringes of Kew – a stark contrast to Hawthorn, where development boomed a decade after the railway opened in 1882.¹⁷⁶

Both sections of the Outer Circle line were subsequently re-opened within a decade: the southern portion in July 1898, and the northern portion (albeit only as far as Deepdene) in May 1900. This route, extending from Deepdene to Ashburton with a new interchange station at East Camberwell and another intermediary station, was served by a steam train that was variously known as the *Deepdene Dasher* or the *Ashy Dasher*, depending on which direction one was headed. When the metropolitan rail network was electrified during the 1920s, only the southern portion of the old Outer Circle line was included in the scheme (see 3.3.2). After this was completed in 1924, the steam-powered *Deepdene Dasher* continued to operate between Deepdene and Camberwell for another two years.

Meanwhile, the portion of the Outer Circle line north of Deepdene remained steadfastly closed, despite local agitation in the early twentieth century to re-open it. This culminated in a 1909 report by a Parliamentary standing committee, which, as Pru Sanderson has summarised, did not approve of re-opening the line for the following reasons:

*Willsmere Station was only one and a quarter miles from Kew, and that the prospect of population increasing around this station was slight as only some of the land was suitable for housing. Comments on the re-opening of Kew East station were more scathing, for they saw that the move would only increase the value of the many vacant blocks in the undeveloped boom-time subdivisions.*¹⁷⁷

In 1929, the former Outer Circle railway bridge over the Yarra River was adapted for motor traffic as part of the new Chandler Highway development (see 3.4.2). The northern part of the line continued to be used for goods traffic (including steam trains) until it was finally closed in 1943, whereupon the former station buildings were demolished and most of the original infrastructure dismantled. The elongated tract of vacant land was subsequently rehabilitated to create a series of linear parks and pathways known as the Anniversary Trail, which unveiled in 1991 to mark the centenary of the opening of the original Outer Circle railway line. Today, remnants of the original railway infrastructure still remain visible in the linear park to the south of the present Alamein terminus; these include a row of steel stanchions with some overhead catenary (ie suspended cabling).

Related places

former Outer Circle railway bridge, over the Yarra River at Chandler Highway, Kew

Remnants of Outer Circle infrastructure, in linear park south of Alamein station, Ashburn Grove, Ashburton

3.3.2 Electrifying and improving the suburban network

The early twentieth century saw a number of major improvements to the railway network in study area. Notwithstanding the gradual demise of the northern section of the old Outer Circle line, its southern counterpart was upgraded with two new intermediary stations: one at Hartwell (1906) and another originally known as Golf Links (1908) that, following the relocation of the eponymous golf club (see 9.1.1) was renamed Willison. Around the same time, the section of the Lilydale line between Richmond and Hawthorn became the first part of the entire metropolitan rail system to have semi-automatic signalling installed. The line between Hawthorn and East Camberwell was extensively upgraded during the mid-1910s, with large-scale grade-separation works (ie excavation and elevation) to reduce the steep gradient that approached Camberwell station. This necessitated the complete rebuilding of the original timber railway stations at Glenferrie, Auburn and Camberwell, which were successively replaced (in 1916, 1918 and 1919) by smart brick buildings in a fashionable Edwardian style.

176 Sanderson, "Kew Urban Conservation Study", p 4/7.

177 Sanderson, "Kew Urban Conservation Study", pp 4/11-4/12.

These major works coincided with the start of a massive project to electrify the entire metropolitan rail network, which had been approved by the state government in 1912 but was not implemented until after the First World War. The electrification of the railway line from Flinders Street to Box Hill, crossing the entire study area, was completed in December 1922. In conjunction with this, the line was also converted to fully automatic signalling – first, the portion between East Richmond and Camberwell (October 1922) and then from Camberwell to Canterbury (November 1922). The remaining portion, from Canterbury to Surrey Hills, was similarly upgraded in April 1927; this coincided with the establishment of a new intermediary station at Chatham – the first entirely new railway station to be built in the study area for almost twenty years.

The southern part of the old Outer Circle rail line (see 3.3.1) was also included in the electrification programme, although this was not completed until 1 November 1924. Just over two decades later, the branch line was extended by another half-mile (600 metres) to provide a new terminus to service the new residential estate being established by the Housing Commission of Victoria (see 6.3.4). This new station, which opened on 28 June 1948, was initially unnamed, but, within six months, had been designated as Alamein.

Related places

Electrical substation (East Camberwell station), Boroondara Park, off Sefton Place, Camberwell

Chatham Railway Station, Surrey Hills (1927) – original island platform dates back to 1927; third platform added 1971

Alamein Railway Station, Ashburn Grove, Alamein (1948)

3.4 LINKING VICTORIANS BY ROAD IN THE TWENTIETH CENTURY

3.4.1 The influence of the motor car on Victoria's way of life

The suburbs that comprise the study area were amongst the first to embrace the technological and social changes brought about by the increasing dominance of the motor car during the twentieth century. One of the first purpose-built motor garages erected in Victoria, for example, was located on Glenferrie Road at Hawthorn.¹⁷⁸ This commenced operation in 1912 – barely a decade after the first motorised vehicles appeared in Melbourne, and still some years away from the car ownership boom that followed the First World War. This boom brought further changes to traffic-related infrastructure, including the upgrading or replacement of road bridges (see 3.4.2) and, later, the appearance of highways and freeways (see 3.4.3). The study area would be profoundly affected by the construction of two of Melbourne's most prominent suburban freeways – the Eastern Freeway and the South-Eastern Freeway, which respectively skirted the north and south boundaries of what is now the City of Boroondara. These not only brought about significant changes to the physical landscape (including the re-routing of watercourses, the loss of parklands and the demolition of buildings) but also, upon completion, diverted traffic that would otherwise have passed through the study area. This, in turn, variously helped and hindered particular manifestations of car-related development. Motels, for example, which largely depended on the drive-by tourist trade, never proliferated in the study area, with only a few examples built (see 5.7.1)

Nevertheless, rising numbers of private car ownership in the study area – linked, of course, to its reputation as Melbourne's archetypal middle-class suburban belt – brought continued changes from the 1940s onwards. The first flashing light signal to be installed at an intersection in the metropolitan area was located in Camberwell.¹⁷⁹ Victoria's first roundabout (or 'traffic circle', as they were originally known) was constructed in 1951 at the intersection of Union Road and Belmore Road in Balwyn.¹⁸⁰ The study area was also one of the first suburbs in the metropolitan area to open a drive-in cinema (at Hawthorn South; see 5.6.2), and also boasted the first drive-in supermarket in Victoria (at Balwyn North; see 5.3.3) and the first drive-in bank in Australia (located at Camberwell Junction; see 5.5.1).

178 Michele Summerton & Daniel Catrice, "The Motor Garage and Service Station in Victoria: A Survey", report, 1997.

179 McConville, "Camberwell Conservation Study", Vol 2, p 63.

180 *The City of Camberwell, Melbourne, Victoria*, unpaginated pamphlet published by the City of Camberwell, 1953.

Service stations

Residents of the study area were clearly quick to embrace the emergence of motor vehicles in the early twentieth century, as the present City of Boroondara lays claim to two of the earliest surviving purpose-built service stations in Victoria, both of which date from 1912. The Hawthorn Motor Garage on Glenferrie Road was built for local auctioneer Ernest O Hill, and represented an early non-residential commission for architect (and Hawthorn resident) Christopher Cowper, who, over the past few years, had designed more than thirty houses on the nearby Grace Park Estate. That same year, the Bell & Spence motor garage commenced operation at what is now 194 Canterbury Road, Canterbury. While the former building remains in a largely intact condition, the latter has been substantially altered and extended, including a new facade added during the inter-war period.

Motor garages and petrol stations subsequently became more common during the inter-war period, when, following a fairly typical pattern, they appeared in local shopping strips such as Church Street in Hawthorn, Union Road in Surrey Hills, Burke Road in Kew, and Toorak Road in Hawthorn East. They were generally in scale with surrounding retail development: modest single-storey brick buildings with little architectural pretension. Earlier examples (eg those that survive at 1169 Burke Road, Kew, and 145-47 Union Road, Surrey Hills) were built right to the street boundary to provide kerbside pump service.¹⁸¹ Later examples were not only set well back from the street to allow full drive-in service, but also tended to be larger in scale. One example in Toorak Road, Hawthorn East, was a canted triple-fronted facade while another in Denmark Street, Kew, rose to two-stories, with a manager's flat provided at the upper level.

Following the boom in motor car ownership after the Second World War, petrol stations began to proliferate across the study area. By this time, drive-in pump service had become the norm; consequently, new service stations were invariably constructed on corner sites. The fringes of existing retail shopping strips remained the most popular locations for service stations; by the 1950s and '60s, when vacant land had all but disappeared from these parts of the study area, the demolition of older Victorian and Edwardian buildings on corner sites became a familiar pattern.¹⁸² In contrast to the pre-war counterparts, service stations built in the 1950s and '60s were larger and more deliberately eye-catching structures to draw the attention of motorists from competitors. To that effect, the various petrol companies had their own corporate imagery and, often, architectural forms. The Mobil chain, for example, used the recurring motif of elevated circular canopies above petrol pumps, which, coupled with distinctive lower-case lettering and cylindrical petrol pumps in brushed aluminium, created a readily identifiable image. One example in the study area, located on the prominent corner of Barkers Road and Glenferrie Road in Hawthorn, retained this original livery until as late as the 1990s.¹⁸³

Over the last two decades, a wave of consolidation and upgrading has seen many small local petrol stations being either demolished for redevelopment (eg former independent service station at 59-63 Camberwell Road, Hawthorn East) or retained and adapted for other uses, such as premises for car hire companies (eg former Golden Fleece service station at 401 Camberwell Road, Camberwell). On Camberwell Road at Hartwell, Melbourne's last surviving outlet of the once-widespread FINA chain remained in operation – complete with its original blue-and-yellow shield-shaped signage – until its closure, and subsequent demolition, during 2011. Relatively few intact post-war petrol stations remain standing in the study area at the time of writing; of these, one interesting example in High Street, Ashburton, is reported to retain its original coin-operated machine for purchasing petrol.

Related places

former Hawthorn Motor Garage, 735 Glenferrie Road, Hawthorn (1912) – a notably early example of the type

R Gough Motors, 1169 Burke Road, Kew – early kerbside service station

Motor garage, 878 Toorak Road, Hawthorn East (1920s) – early drive-in service station

Motor garage, 110 Denmark Street, Kew – Moderne-style petrol station with residential flat above

Ashburton Service Centre, 250 High Street, Ashburton (c.1955) – with original coin-in-the slot machine

181 Summerton & Catrice, "The Motor Garage and Service Station in Victoria: A Survey", report, 1997.

182 Gould, "Hawthorn Heritage Study", p 64.

183 Summerton & Catrice, "The Motor Garage and Service Station in Victoria: A Survey", report, 1997.

3.4.2 Improving bridge technology

As elsewhere in Victoria (and Australia), the upgrading or replacement of existing bridges in the study area, and the construction of entirely new ones, was greatly facilitated by technological improvements, and most notably the development of reinforced concrete construction. Much of the credit goes to one-time Hawthorn resident John Monash, who pioneered concrete bridge construction in Victoria at the turn of the twentieth century. He realised his first concrete arch bridge (in Melbourne) as early as 1899, and his first concrete girder bridge (at Elwood) in 1905.¹⁸⁴ Many others followed. While Monash himself was directly responsible for only two reinforced concrete bridge projects in the study area (see below), his influence and innovation was evident in those subsequently erected by others over the decades that followed. Aside from this, the study area also has a history of bridges being repaired, replaced or rebuilt following the flood damage that recurred during the early twentieth century and, particularly, after the great flood of 1934.

Upgrading or replacement of existing bridges

By the start of the twentieth century, most of the road bridges built in the study area over the past five decades were in desperate need of either upgrading or replacement with new counterparts that used modern construction methods and materials. John Monash, who had effectively pioneered reinforced concrete construction in Victoria in the late 1890s, made a significant early foray into the study area only a few years later. In 1904, when it was proposed to replace the timber deck of the Wallen Road Bridge, Monash suggested to the City Engineer, George Kermode, that a reinforced concrete slab would be the best solution. After considerable debate, the project proceeded. Tenders were called, the contract awarded to Monash's firm, and the reinforced concrete deck completed in May 1905.¹⁸⁵

Although George Kermode left the Hawthorn City Council soon afterwards, his successor to the position of City Engineer, James Meldrum, also maintained an interest in the potential of reinforced concrete construction. More significantly, Meldrum could claim several prior associations with Monash, whose company had built a few reinforced concrete structures in central Victoria, where Meldrum had once worked as an engineer. Through similar networking, Monash also knew the City Engineer at the Malvern council. These two adjacent municipalities – the Cities of Hawthorn and Malvern – decided to jointly erect a new bridge over Gardiner's Creek at Tooronga Road. Monash became involved in 1911, and had prepared a basic conceptual design – for an arched structure on an atypical portal-frame principle – by the end of 1913. Tenders were called in early 1913, and the bridge completed by the end of the year. Not to be outdone, the adjacent City of Camberwell had, in early 1913, announced that they, too, intended to replace their existing timber bridge over Gardiner's Creek (at Burke Road) with what was described as a “ferro-concrete bridge, the full width of the road, at an estimated cost of between £3,000 and £4,000”.¹⁸⁶ Both of these early reinforced concrete bridges would be destroyed in the 1960s as work progressed on the new South Eastern Freeway.

This desire to upgrade or replace older road bridges had intensified by the early 1920s, when increasing the volume of motor traffic, the expansion of the metropolitan tram network and memories of recent severe floods, prompted concerns about the long-term structural integrity of older bridges. In 1924, the Cities of Richmond, Hawthorn, Kew and Collingwood, together with the tramways board, formed a deputation to the Minister for Public Works, calling for the replacement of the existing bridges at Burwood Road and Victoria Street.¹⁸⁷ Both structures would be substantially altered (or, in contemporary words, “reconditioned”) within the decade. Work on the Hawthorn Bridge began in 1930, when a temporary timber bridge was built alongside so that traffic was not disrupted. The refurbished bridge, which comprised an entirely new structure and deck built over the original bluestone piers and abutments, was re-opened to traffic on 19 August 1931.¹⁸⁸ The upgrading of the Victoria Bridge commenced only three months later; the project, which saw the bridge “widened and strengthened at a cost of over £22,000, was completed in 1933.”¹⁸⁹

184 Alan Holgate *et al*, “John Monash” Engineering Enterprise prior to WW1”, <<http://home.vicnet.net.au/~aholgate/jm/mainpages/list_main.html>>

185 “Wallen Road Bridge, Hawthorn”, <<<http://home.vicnet.net.au/~aholgate/jm/nonrcbrs/redecks.html#swanst>>>

186 “Municipal Intelligence”, *Argus*, 23 July 1913, p 14.

187 “Kew & Hawthorn Bridges”, *Argus*, 23 February 1924, p 31.

188 “Hawthorn Bridge Reopening”, *Argus*, 12 August 1931, p 8.

189 “Victoria Bridge”, *Argus*, 16 November 1931, p 6; “Victoria Bridge: Engineering Feat”, *Argus*, 8 April 1933, p 25.

Although the nearby Johnston Street Bridge (connecting to Studley Park Road) remained in use well into the twentieth century, its ongoing viability was a source of concern for the two contiguous councils. Finally, the State Government commissioned the Country Roads Board (soon to establish its headquarters in Kew) to provide a modern structure. This was completed in 1958 at a total cost of £317,106 (to which the two councils each contributed one-eighth) and, as Vaughan noted, “a magnificent job was done, and the new bridge provides a more fitting approach to Kew”.¹⁹⁰

Related places

Hawthorn Bridge, Burwood Road, Hawthorn (remodelling, 1930-31) – HO481

Victoria Bridge, Barkers Road, Kew (remodelling, 1931-33) – HO480

New Johnston Street Bridge, Yarra River at Studley Park Road, Kew (1958)

Construction of new bridges

By contrast, the number of new road bridges to be built over previously untrammelled stretches of the Yarra River was relatively low. The most notable exception was the bridge at the northern end of Burke Road, which was mooted by the City of Kew as early as 1913 but, for various reasons, plans were not finalised for another decade. With half the cost contributed by the State Government, the completed bridge was officially opened by the Governor, Lord Somers, on 30 July 1926.¹⁹¹ The bridge, however, would later be replaced with the construction of the new Eastern Freeway.

During this same period, several new footbridges were erected across the Yarra River in Studley Park. While a bridge in alignment with Gipps Street, Abbotsford had been mooted for many years, it was not realised until 1915, when the Collins Bridge – a lattice girder structure designed by Owen Thomas – was officially opened by the Mayor of Collingwood (whose municipality has provided most of the funding). Thirteen years later, another footbridge was built further upriver to facilitate access between the parkland and the public golf course on the other side of the river.¹⁹² Erected at a cost of £2,600, it became known as Kane’s Bridge. Virtually destroyed in the 1934 floods, the bridge was subsequently rebuilt the following year (to the same design) by a team of 400 sustenance workers (see 5.8.2).¹⁹³

Related places

Collins Bridge, off Yarra Boulevard, Kew (1915) – in alignment with Gipps Street, Abbotsford

Kane’s Bridge, off Boathouse Road, Kew (1928; 1935) – timber-framed suspension footbridge (HO127)

3.4.3 Building highways and freeways

The Chandler Highway

Following the closure of the northern part of the Outer Circle railway line in 1926, it was proposed to adapt the old bridge across the Yarra River for motor traffic, and therefore also to convert its approaches into a new roadway. Towards the end of 1929, an agreement was finally reached between the municipalities of Kew, Hawthorn, Camberwell, Heidelberg and Northcote, the Public Works Department, and Board of Land & Works and the Metropolitan Board of Works.¹⁹⁴ By late November, work had already commenced on the re-decking of the bridge with timber, and it was announced that tenders would soon be called for the formalising and metalling of the approach roads. The project had been completed by the following September, when the City of Kew suggested that the new thoroughfare might be named in honour of former Minister for Public Works, Alfred Elliot Chandler (1873-1935). It was subsequently designated as the Chandler Highway.¹⁹⁵ Its broader significance was neatly summarised by Pru Sanderson, who wrote that

190 Vaughan, *Kew’s Civic Century*, p 72.

191 Vaughan, *Kew’s Civic Century*, pp 75-76.

192 Vaughan, *Kew’s Civic Century*, p 73.

193 “Dispute with relief workers settled”, *Argus*, 30 January 1935, p 73.

194 “Fairfield Railway Bridge”, *Argus*, 30 November 1929, p 20.

195 “In the Suburbs: Outer Circle Bridge”, *Argus*, 18 September 1930, p 10.

*The Chandler Highway . . . was the final acknowledgement of the failure of the Outer Circle Railway, and a recognition of the growing importance of motor vehicles.*¹⁹⁶

Related places

former Outer Circle railway bridge, over the Yarra River at Chandler Highway, Kew

The South Eastern Freeway

Future traffic requirements for the Melbourne metropolitan area, including the provision of freeways, were amongst the many planning issues to be considered by the MMBW in the the *Plan of General Development* (a precursor to the later planning schemes) that was released in 1929. This report nominated the alignment along Gardiner's Creek as a possible location for "a main road between the city and Oakleigh".¹⁹⁷ The proposal was re-iterated in the first MMBW planning scheme of 1954, when it was designated as Route 22 and described as "one of the most essential of the future roads". Its first stage, from Punt Road to the MacRobertson Bridge, was completed in 1962 and represented the first freeway to be built in Melbourne. Stage Two, extending as far as Toorak Road, was announced in 1965 and the completed portion opened to traffic five years later; this skirted the south-western boundary of the present study area, along the side of Scotch College and through what is now Kooyong Park.

Further extension of the South Eastern Freeway was delayed by community pressure and other concerns. At one point, it was proposed not only to extend the freeway to Warrigal Road, but also develop a branch freeway that extended through Glen Iris, Ashburton and Burwood (roughly in alignment with the Ashburton Creek, and the upper part of Gardiner's Creek) before re-joining Burwood Road at Bennettswood.¹⁹⁸ This, however, was later abandoned. Following a series of government reports and reviews during the later 1970s and early 1980s, the new Labour government announced in 1983 that the South Eastern Freeway would be completed as an arterial road link, with separate carriageways and signal-controlled intersections.¹⁹⁹ Construction of the third stage, from Toorak Road to Warrigal Road, commenced in 1984 and was finally opened in 1988. Although the new freeway closely followed the existing Gardiner's Creek corridor and therefore did not require extensive compulsory acquisition of private property, a number of existing community facilities stood in the way of the development, including the Tooronga, Gardiner and South Camberwell bowling clubs. On completion of this third stage, the freeway was re-badged as the South Eastern Arterial. During the 1990s, it was upgraded with additional traffic lanes, underpasses, overpasses and roadside noise barriers. It then briefly reverted to its original name, the South Eastern Freeway, before being re-designated as the Monash Freeway.

The Eastern Freeway

The *Plan of General Development*, published by the MMBW in 1929, envisaged that a major traffic corridor through the eastern suburbs would be provided by upgrading existing Doncaster Road and Canterbury Road, both of which commenced within the present study area. This, however, was not realised and when the MMBW subsequently released its *Melbourne Metropolitan Planning Scheme* in 1954, the notion had been superseded by a proposed arterial road, designated as Route 19, extending Alexandra Parade to Ringwood. Not unlike the South Eastern Freeway, the scheme for an Eastern Freeway was tweaked for almost two decades before construction of its first stage, from Hoddle Street to Bulleen Road, commenced in 1971. The project was taken over by the Country Roads Board in 1974, and the first stage completed three years later. Needless to say, construction of the new freeway had a significant impact on the study area, both in terms of its sheer physical impact and its broader influence on development. As Pru Sanderson noted:

*The construction of the Eastern Freeway provided a by-pass route for traffic from the city to the suburbs east of Kew, but it did so at the cost of cutting Kew off from its river frontage and parkland in the north of the suburb.*²⁰⁰

196 Sanderson, "Kew Urban Conservation Study", pp 4/19-4/20.

197 Lay, *Melbourne Miles: The Story of Melbourne's Roads*, p 211.

198 The alignment of the branch freeway is indicated in Edition 4 of the *Melway Street Directory of Greater Melbourne* (1971).

199 Lay, *Melbourne Miles: The Story of Melbourne's Roads*, p 212.

200 Sanderson, "Kew Urban Conservation Study", pp 4/25.

The route of the Eastern Freeway cut through the Yarra Bend National Park, bisected the site of the Kew Mental Hospital, skirted the edge of the Kew Golf Club (including its original clubhouse, which had to be rebuilt elsewhere) and required the relocation of a sports oval near Koonung Park. The project also necessitated the destruction of several local landmarks, including the *Willsmere* farmhouse (see 4.4.2) and Chipperfield's boathouse (see 5.7.2). The old Burke Road Bridge over the Yarra River (see 3.4.2) was replaced by a much longer reinforced concrete counterpart that spanned both the river and the new freeway; the river itself had to be diverted at two points (see 4.7.2). Other bridges had to be built for the Chandler Highway and Yarra Boulevard, while a smaller bridge was also built at Belford Road to provide access to the Kew Golf Club and a residential area that would otherwise be landlocked by the new freeway.

Related places

Concrete bridge, Belford Road, Kew – two-lane road bridge, of distinctive form, across the Eastern Freeway

Concrete bridge, off Columba Street, Balwyn North – footbridge, connecting Camberwell Golf Course to Bulleen Park

3.5 TRAVELLING BY TRAM

3.5.1 Early private systems

Horse-drawn cabs and trams

When the metropolitan railway line was first extended to Hawthorn in 1861, a horse-drawn omnibus was provided to facilitate connection to the corner of Cotham Road and High Street in Kew.²⁰¹ However, another fifteen years passed before the Melbourne Omnibus Company established a regular service, which ran between Kew and the Hawthorn Bridge. Residents of Camberwell faced a similar obstacle; until the railway line was extended there in 1882, they, too, were obliged to travel by horse-drawn cab or omnibus to the existing rail terminus at Hawthorn.²⁰²

While Camberwell's transport needs may have been temporarily solved by the extension of the railway in 1882, residents of Kew were still five years away from their equivalent. The opening of the new Victoria Street Bridge in 1884, and the establishment of a cable tram terminus (on the Collingwood side of the river) in late 1885, prompted the Melbourne Tramway & Omnibus Company to propose a horse-drawn tram route through Kew. Commencing in 1887, this route ran between the gates of the Boroondara Cemetery and the new bridge, where commuters could cross the river and board the cable tram to the city.²⁰³ In January 1890, the same company established a second horse-drawn tram route through the study area – this time, extending from the Hawthorn Bridge (where there was another cable tram terminus on the western bank) along Burwood Road, Power Street, and Riversdale Road to Auburn Road, Upper Hawthorn.²⁰⁴ As Gwen McWilliam notes, this new tram route was to have a significant impact on the development of Riversdale Road as a local retail centre.²⁰⁵ However, although residents of Camberwell had hoped that the horse-drawn tram network would be extended further, the Melbourne Tramway & Omnibus Company opened no new lines after 1891.²⁰⁶

3.5.2 Creating the first municipal tram networks

The conditions that brought about the significant changeover from horse-drawn trams to modern electric-powered counterparts in the early twentieth century has been succinctly summarised by Geoffrey Blainey, who wrote

*As the population grew and neither tramways nor railways expanded, some municipal councils became restless early in this century. Creating their own tramway trusts, they raised loans and laid short lines.*²⁰⁷

201 Sanderson, "Kew Urban Conservation Study", p 4/7.

202 McConville, "Camberwell Conservation Study", Vol 2, p 58.

203 Sanderson, "Kew Urban Conservation Study", p 4/7.

204 Blainey, *A History of Camberwell*, p 83.

205 McWilliam, *Hawthorn Peppercorns*, p 87.

206 Blainey, *A History of Camberwell*, p 83.

207 Blainey, *A History of Camberwell*, p 83.

As early as 1902, the Cities of Hawthorn and Camberwell were engaged in discussions to establish an electric tram route that extended across their respective municipalities.²⁰⁸ By 1910, these talks had resulted in a formal proposal to construct tramlines along Riversdale Road and Camberwell Road, although the project subsequently lapsed. That same year, the City of Kew had approached George Swinburne, MLA, to introduce a bill that would empower the Council to install electric tram lines across the municipality; this was subsequently passed as the *Kew Tramway Act 1910*.²⁰⁹

The new route, to include portions of Glenferrie Road, Cotham Road, Barkers Road, Princess Street, Willsmere Road, Queen Street and Wellington Street, was conceived as an extension to the network of the Prahran & Malvern Tramways Trust, which had been formed that same year as the first of several municipal tramway trusts in Melbourne. In early 1911, the City of Kew reached an agreement with the Prahran & Malvern Tramways Trust to commence work on the first stage: a double track along Glenferrie Road, between Barkers Road and Cotham Road. Officially opened for traffic on 30 May 1913, this represented the first electric tramway to actually be completed in the study area. Construction of the second stage, for the electrification of the old horse tram route along Barkers Road and High Street, commenced in late 1914 and began operating the following year. In January 1915, the foundation stone was also laid for a new “car depot” (ie tram shed) at the corner of High Street and Barkers Road.

The two contiguous municipalities of Hawthorn and Camberwell, however, were not far behind. After the passing of the *Melbourne to Burwood Tramway Act* of 1914, the Cities of Hawthorn, Camberwell, Richmond and Melbourne formed the Hawthorn Tramways Trust to provide a continuous tram route across all four municipalities. The trust's first meeting was held in June 1914, and, twelve months later, tenders were called for the construction of the tramway from Princes Bridge to Burwood, via Swan Street. In August 1915, the foundation stone was laid for the car depot, to be erected at the corner of Wallen Road and Power Street at a cost of £18,000.²¹⁰ Within twelve months, the Hawthorn Tramways Trust had extended its route into Camberwell proper.²¹¹ Underwritten by Council, the line had stretched along Riversdale Road to Wattle Park by the end of the year, with another route along Camberwell Road towards Burwood. During 1916, the Council had also approached the Prahran & Malvern Tramways Trust to extend its existing lines along Burke Road, from Gardiner to Deepdene, and then further eastwards along Whitehorse Road to Union Road, Surrey Hills.²¹²

As has been the case with the railway line in the nineteenth century, the unfolding of a tramway network across the study area – and in especially its eastern half – would have a significant impact on residential settlement in hitherto underdeveloped suburbs. Like their Boom-era counterparts, property speculators in the 1910s often invoked the proximity of a new tram route in publicity for soon-to-be-released residential subdivisions. A typical example was the *Deepdene Township Estate* (1912), near the north-east corner of Burke Road and Whitehorse Road, which, according to an estate agent's advertising flyer, offered “48 splendid allotments at the electric train terminus, which is being built”.²¹³

The era of Melbourne's municipal tramway trusts came to an end in 1918, when, after the passing of the *Metropolitan Tramways Act*, the state government established a new entity, the Melbourne & Metropolitan Tramways Board (MMTB). This initially took over all of the cable tramways that had been developed by the Melbourne Tramway & Omnibus Company and then, in 1920, absorbed the electric tramways established by local trusts (see 3.5.3).

Related places

Former tram depot, Barkers Road (cnr High Street), Kew (1915) – earliest of two tramway trust-era depots in study area

Former tram depot, 8 Wallen Road, Hawthorn (1916)

Timber tram shelter, Camberwell Road (cnr Riversdale Road,) Camberwell (1917) – built by Hawthorn Tramways Trust

Cast iron tram shelter, Cotham Road (cnr Burke Rd), Kew (1917) – built by Prahran & Malvern Tramways Trust (HO484)

208 McConville, "Camberwell Conservation Study", Vol 2, p 60.

209 Vaughan, *Kew's Civic Century*, p 44.

210 Peel, Zion & Yule, *A History of Hawthorn*, p 128.

211 McConville, "Camberwell Conservation Study", Vol 2, p 60.

212 Blainey, *A History of Camberwell*, p 83.

213 Subdivision plan for *Deepdene Township Estate* (1922). Haughton Collection, Maps Collection, State Library of Victoria.

3.5.3 Expanding the network (the MMTB era)

As early as October 1919, the City of Kew approached the newly-formed MMTB to complete a number of further extensions to the existing tramway network in the municipality. Some of these, such as a route along Willsmere Road, Princess Street and High Street, corresponded to earlier routes that had been proposed under the original *Kew Tramway Act* of 1910. Others, such as the extension of the High Street tram to Burke Road in Kew East, and another route along Studley Park Road to the Johnston Street Bridge, represented entirely new routes influenced by changing patterns of residential settlement. Nothing, however, transpired for another four years, when the MMTB finally began work on the High Street extension. This, as Geoffrey Blainey notes, “came through the paddocks of Kew East to the corner of Doncaster and Burke Roads, where it waited nearly two decades for Balwyn North to grow”.²¹⁴

The mutually beneficial nexus between the expanding tram network and the expanding suburbs, which emerged in the study area in the 1910s, burgeoned during the MMTB era of the 1920s and '30s. A string of eponymous residential subdivisions were testament to this: the *Burwood Tramway Heights Estate* near the junction of Toorak and Warrigal Road (1922), *Maling's Tramway Estate* off Whitehorse Road in Surrey Hills (1924) and the *Ashburton Terminus Estate* along High Street at Glen Iris (1924). In the last case, the draw-card of a tram line was a tad speculative, as the estate agent's advertisement only noted that the Glen Iris tram route “is to be extended within only a few years”.

During the MMTB boom period, it was also proposed to extend the Burke Road tram line north of Cotham Road, all the way to High Street. This, however, did not happen, and land that the MMTB had acquired at the corner to build a tram depot was not developed as such. Elsewhere, the MMTB established a new tram depot at Hawthorn East, just west of Camberwell Junction, which opened on 12 December 1929. The last pre-war addition to the tram network in the study area was the extension of the route along Doncaster Road to Balwyn North, which opened in 1938. This encouraged yet another burst of residential subdivision (including the obviously-named *Tramway Estate* at the south-east corner of Burke and Doncaster roads, which was auctioned the year before the new tram route actually commenced) and opened the floodgates for the settlement boom that was to characterise the area in the post-war period.

Related places

Camberwell Tram Depot, 8 Council Street, Hawthorn East (1929)

3.6 LINKING VICTORIANS BY AIR

3.6.1 Establishing aircraft production facilities

As the study area contains no airport, the theme of aviation has little relevance to its historical development. Nevertheless, one resident of Surrey Hills claims a small but notable niche in the annals of local aircraft production. In 1928, motor engineer David Staig (1897-1967) was sufficiently inspired by Bert Hinkler's celebrated solo flight from Great Britain to Australia that he decided to design and build a light monoplane of his own, working in his spare time from his motor garage at 260 Canterbury Road (demolished), directly opposite his family home at No 291 (also demolished). As the project neared completion in early 1930, news of Staig's home-made plane was not only reported in daily newspapers in Melbourne, but also interstate. Staig told the *Argus* that his monoplane would be “more Australian than any other machine in the Commonwealth”, as it was built almost entirely of local materials.²¹⁵ It was also stated that the Department of Defence had expressed interest in his project; several officials had inspected the plane and “expressed complete satisfaction with it”. Staig's finished monoplane, dubbed the *Young Australia*, successfully completed a test flight at Essendon Airport on 4 June 1931. While he never ventured further into aircraft production, he later moved to Ascot Vale and established a new business as an aviation equipment technician. He continued to fly regularly, hitting the headlines again for an experiment involving the release of homing pigeons from aircraft, and as leader of a 1933 search party for a missing aircraft, the *Southern Cloud*.²¹⁶ Staig's home-built plane, the *Young Australia*, had clocked up 200 flying hours at the time of its destruction by fire in 1941.

214 Blainey, *A History of Camberwell*, p 84.

215 “Aeroplane Building: Surrey Hills Man's Hobby”, *Argus*, 10 February 1930, p 5.

216 “Experiment with pigeons”, *Hobart Mercury*, 29 March 1933, p 7; “Southern Cloud Mystery”, *Argus*, 30 November 1933, p 6.

3.7 ESTABLISHING AND MAINTAINING COMMUNICATIONS

3.7.1 Establishing postal services in the nineteenth century

The first post offices

Provisional post offices opened at Hawthorn and Kew, respectively, in January 1854 and October 1856. Little is known of the former; according to Bonwick, the latter was located on what is now High Street, opposite the oldest retail store in the district.²¹⁷ In Hawthorn, local postal services formalised following the the establishment of the municipal council in 1860, when a letter carrier was appointed and receiving boxes were installed.²¹⁸ A new post office subsequently opened near present-day Hawthorn Square with one H Dickson as postmaster. This, however, was evidently merely an agency, as it operated from what was otherwise a drapery, hosiery and millinery store.

Characteristically, postal services were a little slower to spread further east. A provisional post office opened at Camberwell in October 1864, but some years passed before the service had formalised to the extent of its counterparts in Hawthorn and Kew. As Geoffrey Blainey records,

*The Village of Camberwell pleaded long for a mailman before the Postmaster General arranged a delivery box along three miles of Burke Road in 1868. The post office was in a poky wooden newspaper shop opposite the Town Hall Reserve, and Miss Keen sorted the mail and her nephew delivered it on a slow piebald pony.*²¹⁹

The first purpose-built post office in the study area was erected in Hawthorn in 1871-72, located alongside the new Town Hall at the corner of Burwood and Glenferrie roads.²²⁰ More than a decade passed, however, before counterparts appeared in Kew and Camberwell. The new Kew Post Office, which formed part of a broader civic complex with police station and court house, opened in 1883, and the Camberwell Post Office opened in 1890. The two buildings, designed respectively in the Classical and Gothic Revival modes, contrasted in appearance but were otherwise very similar in siting – each being built at the prominent apex of their respective commercial “junctions”.

Outside the principal settlements of Hawthorn, Kew and Camberwell, postal services developed even more sporadically. Some were established only to be subsequently discontinued; one such facility opened at Hartwell, which opened as early as July 1860, prematurely closed in 1883. Another, at Balwyn, commenced operation in 1874 but ceased twenty year later. A post office at Canterbury opened in 1870, was closed in 1887, but subsequently re-opened in 1892. Other post offices associated with small commercial centres, including those at Surrey Hills (1884) and Glen Iris (1890), managed to continue operating into the twentieth century – a period when many of those prematurely closed facilities would be re-established, and many new ones established (see 3.7.2).

Related places

Kew Post Office, 186 High Street (at Cotham Road), Kew (1888) – oldest surviving post office in study area (HO68)

Pillar box, corner Princess Street and A'Beckett Street, Kew – one of several of these that still survive in study area

3.7.2 Improving postal services in the twentieth century

The turn of the twentieth century, when postal services in many parts of the study area were still inadequate for their burgeoning communities, coincided with the creation of a new Commonwealth government and, consequently, the establishment of a Postmaster General's Department to oversee the expansion of postal services and infrastructure on an unprecedented national scale. Residents of the study area were quick to take advantage of this when, in August 1901, representatives from the Shire of Boroondara made a deputation to parliament, requesting an upgrade of postal facilities in the municipality, including additional pillar boxes at Hartwell, Camberwell and Glen Iris.²²¹

217 Bonwick, *A Sketch of Boroondara*, p 9.

218 McWilliam, *Hawthorn Peppercorns*, p 102.

219 Blainey, *A History of Camberwell*, pp 30-31.

220 McWilliam, *Hawthorn Peppercorns*, p 110.

221 “Boroondara Postal Needs”, *Argus*, 23 August 1901, p 6.

The first three decades of the twentieth century saw many new post offices built across Australia; the present study area was no exception, with modern facilities established at Hawthorn (1908), Canterbury (1908), Glenferrie (1913), Deepdene (1913), Surrey Hills (1915) and Kew East (1924). However, residents of Hartwell, despite many years of community agitation for a post office, were finally informed in 1926 that “the authorities consider that the establishment of an official office is not warranted at present”.²²²

The end of the Second World War brought on a boom of residential settlement in some hitherto underdeveloped parts of the study area, and the provision of new local post offices in those areas became a urgent priority. Commercial and development in Ashburton had burgeoned with the creation of the new Housing Commission estate and, in 1949, the Postmaster General announced that “a temporary post office would be provided at Ashburton until a new building could be erected”.²²³ This duly arrived in the form of a recycled ex-Army hut, which stood at the corner of High Street and Welfare Parade. Two years later, another post office opened in the developing area of Greythorn (Balwyn North). Around the same time, residents of Hartwell finally obtained a post office of their own, which operated from an existing shopfront at 258 Toorak Road rather than a purpose-built centre. The 1950s also witnessed a boom of post office agencies throughout the entire study area, invariably operating from existing shops (typically milk bars, newsagents and chemists) in well-established local retail strips; amongst the many examples were those at Hawthorn South, Hawthorn North, Hawthorn West, Balwyn East, Balwyn West, Glen Iris Upper and Central Park (Glen Iris).

New purpose-built post offices began to proliferate in the study area from the late 1950s, typified by the stylish example at Balwyn North (1958), with its gabled frontage and recessed porch. Two years later, the temporary post office at Ashburton was superseded by a new two-storey building at 218 High Street (demolished 2010); however, the old ex-Army hut at the corner of Welfare Parade was retained and adapted for other uses.²²⁴ Around the same time, a fashionably modern flat-roofed glass-fronted post office was erected at the prominent apex of Camberwell Junction that had formerly been occupied by its nineteenth-century Gothic Revival predecessor.

Related places

former Canterbury Post Office, 206 Canterbury Road, Canterbury (1908) – part HO145

former Hawthorn Post Office, 378 Burwood Road, Hawthorn (1908)

former Deepdene Post Office, 165 Whitehorse Road, Deepdene (1916)

former temporary Post Office, 285b High Street, Ashburton (1949) – originally ex-Army hut, later Opportunity Shop

3.7.3 Developing electronic means of communications

Telegraph offices

In the study area, communication through electric means can be traced back to the establishment of telegraph services in the 1870s. As early as December 1869, the *South Bourke Standard* had foreseen that residents of Camberwell would soon receive “the wings of speech and the messenger of thought – the electric telegraph”.²²⁵ However, it was Hawthorn that first established a service, with telegraph poles being erected in December 1871.²²⁶ At the end of the decade, the Post-Master General's Department advertised for premises in Kew for a combined post and telegraph office – specifically requesting that it “must be on the main road and in a central position”.²²⁷ Telegraph offices were subsequently provided as part of the new purpose-built post office complexes at Kew (1888) and Camberwell (1889).

Related places

Kew Post Office, 186 High Street (at Cotham Road), Kew (1888) – originally included a telegraph office

222 “Hartwell Post Office”, *Argus*, 24 November 1926, p 23.

223 “Ashburton Post Office”, *Argus*, 25 January 1949, p 5.

224 Information provided by Mr Neville Lee, 25 August 2011

225 Blainey, *A History of Camberwell*, p 31.

226 McWilliam, *Hawthorn Peppercorns*, p 129.

227 “Houses and land wanted”, *Argus*, 28 March 1879, p 8.

Telephone exchanges

By this time, the telegraph service was beginning to be superseded by the telephone. Melbourne's telephone network dates back to 1879, when a businessman installed a line between his city office and his works in South Melbourne. The first exchange opened in Collins Street in 1880, and relocated to Wills Street four years later. The service, which had commenced as a private enterprise, was taken over by the state government in 1887, and the first suburban exchanges were established. Characteristically, the first example in the present study area appeared at Hawthorn, which opened in a room at the Town Hall in 1891.²²⁸ Eight years later, it was announced that Kew had achieved the minimum number of subscribers and that a telephone exchange would be established there – albeit as a limited “day service”.²²⁹ Camberwell also initiated telephone services during this period, although the municipality's first telephone line – installed at the municipal offices – was disconnected in 1895 due to the Council's ongoing financial difficulties.²³⁰

The creation of a new Commonwealth Postmaster General's Department in 1901 prompted a nationwide upgrade of telephone infrastructure. Residents of the study area repeatedly agitated for improvements, noting that the telephone exchanges at Hawthorn and Canterbury were inadequate. In 1908, a new exchange was built at Hawthorn as part of the new Burwood Road Post Office. In 1910, Melbourne's old telephone exchange at Wills Street was replaced with a modern facility in Lonsdale Street, and, in 1912, the first automatic exchange – the first in the Southern Hemisphere – opened at Geelong. This only increased demand for telephones, and many existing Melbourne exchanges were converted from manual to automatic. Finally, in 1921, the Commonwealth proposed a new central automatic exchange, and five suburban counterparts in key locations. To serve the eastern suburbs, an automatic exchange was planned to be built alongside the post office at Canterbury; while this commenced operation in 1924, it was hardly sufficient to satisfy the ever-increasing local demand, and a new and even larger counterpart was constructed at Hawthorn in 1930. Residents of East Kew, who had petitioned for an automatic telephone exchange during the 1930s, were finally provided with one at the end of the decade. Demand for telephone lines increased exponentially after the Second World War, with new exchanges being built near the major hubs of Camberwell Junction (1946) and Kew Junction (1961)

Related Places

former Telephone Exchange, rear 378 Burwood Road, Hawthorn (1908) – first purpose-built example in study area

former Telephone Exchange, 143 Maling Rd, Canterbury (1924) – first automatic exchange in study area (part HO145)

former Telephone Exchange, 375 Burwood Road, Hawthorn (1930)

Telephone Exchange, 891 High Street, Kew East (c.1941)

Telephone Exchange, 70 Camberwell Road, Hawthorn East (c.1946) – also known as 85 Roseberry Street

Telephone Exchange, 102-108 Denmark Street, Kew (1961)

3.7.4 Making, printing and distributing newspapers

Local newspapers

As recorded by Vaughan, the earliest residents of Kew (and, by extension, also of Hawthorn) had no choice but to glean their local news from the *Australian*, a Richmond-based newspaper that had commenced publication in September 1858.²³¹ The first counterpart to emerge from within the study area itself was the *South Bourke Standard*, which was established in May 1861 and took its name from the electorate in which the districts of Hawthorn and Kew were then situated. It was published by Slatterie & Company, whose printing works stood in Burwood Road near the corner of Glenferrie Road in Hawthorn.²³² Notwithstanding, the newspaper reportedly “gave prominence to Kew news”.²³³

228 McWilliam, *Hawthorn Peppercorns*, p 129.

229 “Kew Telephone Exchange”, *Argus*, 5 August 1899, p 10.

230 Blainey, *A History of Camberwell*, p 62.

231 Vaughan, *Kew's Civic Century*, p 145.

232 McWilliam, *Hawthorn Peppercorns*, p 90.

233 Vaughan, *Kew's Civic Century*, p 145.

When the electorate's name changed in 1877, the local newspaper was retitled accordingly: the *Boroondara Standard and Bulleen, Nunawading & Lilydale Advertiser*. At that time, *Standard* was published by Ebenezer Kidgell (1845-1902), a journalist and estate agent who lived in St James Park; he later took over the *South Melbourne Citizen* in 1833 and then became sub-editor of the *Sunday Times* in Sydney, from 1895 until his death. In Kidgell's absence, the *Boroondara Standard* was continued by others – firstly by William Axford (from 1884-95) and later by A Smith (1895 onwards).²³⁴ The first two newspapers to emerge from elsewhere in the study area – that is, outside Hawthorn – were established by the same firm, Asher & Company, in 1879. This firm, which had previously been responsible for the *Richmond Guardian*, opened an office in Kew and began publishing the *Box Hill & Camberwell Express* and the *Bulleen, Boroondara, Nunawading, Kew & Hawthorn Express*, both of which thrived into the early twentieth century.

The prosperous Land Boom period of the 1880s prompted an increase in the number of local newspapers in the study area. The *Hawthorn Advertiser* was first published in June 1888 by W J More of Hawthorn; seven years later, it was taken over by George Henry Mott, a resident of Redmond Street, Kew who was once described as “owner and editor of innumerable Victorian country newspapers”.²³⁵ Mott's *Hawthorn Advertiser* outlived him by two decades, continuing under various names until 1920. Three of his sons were also active in the local newspaper industry in Melbourne; one of them, W A Mott, had established the *Kew Mercury and Hawthorn, Boroondara, Bulleen, & Nunawading Advertiser* in March 1888 – the first newspaper to be wholly set up and printed within that municipality. In 1907, it was taken over by E F G Hodges, and, under the abbreviated title of the *Kew Mercury*, remained in publication until the 1920s, with an office at 193 High Street (demolished). Meanwhile, the eastern half of the study area lagged a little behind in the local newspaper stakes. While the *Camberwell & Surrey Hills News* circulated its first issue in August 1893, this was actually published just outside the study area – by T C Bright, of Box Hill.

The early twentieth century saw the emergence of several new local newspapers. The Triumph Printing Press, which was established in Surrey Hills during the 1920s, issued a free local newspaper, the *Surrey Hills Observer*, which was produced under the auspices of the local progress association.²³⁶ The *Kew Advertiser* commenced publication in January 1926 and, before the year's end, a modern printing plant had been established at 128 Denmark Street (demolished).²³⁷ This later became the nerve centre for publication of four other local newspapers: the *Hawthorn Standard* (1932), the *Eastern Suburbs Advertiser* (1934), the *Coburg Courier* (1935) and the *Brunswick Sentinel* (1936). The last two were later sold to another publisher, and the remaining three merged in 1959 to form the *Eastern Suburbs Standard*. This, in turn, continued under that name until 1974, when it merged with a counterpart from Doncaster, the *Whitehorse Standard*, and then carried on (under various names) until 1980. Another notable and enduring local newspaper to appear during the inter-war years was the *Camberwell Free Press* (1927), which thrived for six decades.

This cycle of local newspapers being founded, discontinued or merged continued into the post-war era. Not surprisingly, new publications tended to emanate from the developing suburbs in the eastern half of the study area. Some of these, such as the *Camberwell Observer* (1947-52), the *Outer Circle Mirror* (1953-66) and the *Balwyn & Box Hill Observer* (1955-62), existed for a relatively short time before they ceased or were absorbed by others. Several newspapers that were initiated by local progress associations, namely the *Ashburton Progress Press* (1946), the *Camberwell Progress Press* (1955) and the *Glen Iris Progress Press* (1968), enjoyed notable longevity. By contrast, this period saw virtually no entirely new local newspapers emerge from the western half of the study area, which remained dominated by the *Eastern Suburbs Standard*. Nevertheless, a notable addition to publishing infrastructure in that area was the Herald Gravure printing plant in Hawthorn – a large complex at 230-238 Burwood Road (demolished), designed in 1955 by prominent city architectural firm of Tompkins & Shaw.

Related places

House (*Yarra Bluffs*), 27 Redmond Street, Kew – former residence of local newspaper magnate George Henry Mott

Printing offices, 63 Sunbury Crescent, Surrey Hills – former location of Triumph Printing Press (later Surrey Press P/L)

234 These, and the following overviews of the local newspapers within the study area, were drawn from the catalogue of the State Library of Victoria, which holds an extensive collection of nineteenth century Melbourne suburban newspapers.

235 “Obituary: Mr D H Mott”, *Argus*, 14 October 1947, p 7.

236 Information provided by Surrey Hills Historical Society.

237 Vaughan, *Kew's Civic Century*, p 145.

3.7.5 Broadcasting

Radio broadcasting

While the theme of radio broadcasting has not been especially prevalent in the study area, it is worth noting that a group of local radio enthusiasts in Surrey Hills claimed the distinction of establishing the first two-way radio connection between Australia and the United States. The group, which included Arthur Darby, Geoffrey Steaner, Aubrey Stenning and others, meet at Darby's residence in Blackburn Street, where the historic radio link was made in 1924.²³⁸

A more recent, well-known and enduring manifestation of this theme concerns the popular community radio station 3MBS, which commenced operation in Kew in 1975. This was the brainchild of Brian Cabena (1922-2004), a skilled radio engineer who had opened an electrical repair business in Cotham Road in 1954.²³⁹ As one who preferred classical music over its popular equivalent, Cabena had long tried to persuade Melbourne's radio stations – without success – to broaden their programming. In 1968, he wrote an open letter to the *Age* newspaper, in which he invited like-minded individuals to attend a meeting at his Kew residence to further the cause. The response was overwhelming, and brought about the formation of the Music Broadcasting Society (MBS) of Victoria. By 1969, the society claimed no fewer than 750 members, and was already announcing its intent to establish a radio station of its own, with a transmitter proposed to be built at Kangaroo Ground.²⁴⁰ The following year, a branch of the society was formed in New South Wales with a view to establishing a comparable station in Sydney. Cabena's proposal – for community-oriented radio stations that could be funded entirely by public subscriptions – was bold for the time, and several years of government lobbying passed before a broadcasting license was finally issued. In an equally innovative move, Cabena had suggested that the new radio stations might broadcast over the FM (Frequency Modulation) band rather than the traditional AM (Amplitude Modulation) – something that had not yet been done anywhere in Australia.²⁴¹ The Sydney station, designated as 2MBS, commenced operation in late 1974, followed, in July 1975, by 3MBS in Melbourne – based in rooms over Cabena's shop in Kew. Remarkably, the radio station remained there for over thirty years, when it was finally conceded that “the cramped conditions of its present studios – a converted shopfront and residence on Cotham Road – have hampered its ability to give listeners what they love”.²⁴² In 2006 – two years' after the death of founder Brian Cabena – the station relocated to a new and modern three-studio premises at the Abbotsford Convent in Collingwood.

Related places

House, 18 Blackburn Street, Surrey Hills – former residence of amateur radio enthusiast Arthur Darby

Shop, 146b Cotham Road, Kew – original home of 3MBS, Melbourne's first FM radio station

238 Information provided by Surrey Hills Historical Society.

239 “Obituary: Brian Eccleston Cabena, community radio pioneer”, *Herald-Sun*, 12 March 2004, p 92.

240 “Music lovers plan a radio station of their own”, *Age*, 20 August 1969, p 2.

241 “FM- it's for Fancy Music”, *Age*, 4 October 1974, p 2.

242 “A classic case of needing space”, *Age*, 28 June 2006.

4.0 TRANSFORMING AND MANAGING LAND AND NATURAL RESOURCES

4.1 LIVING OFF THE LAND

This theme is outside the scope of this post-contact thematic study

4.2 LIVING FROM THE SEA

This theme is outside the scope of this post-contact thematic study

4.3 GRAZING AND RAISING LIVESTOCK

4.3.1 Squatting and the sheep and wool industry

4.3.2 Grazing and breeding cattle and horses

Writing in 1858, James Bonwick noted that “the first person who settled upon our side of the river with stock was Mr John Gardiner, after whom the creek is called. His run extended over the places now known as Brighton, St Kilda, Prahran, Boroondara and Bulleen. At first, his homestead was near the junction of the Yarra and Gardiner’s Creek”.²⁴³ As has been noted elsewhere, Gardiner (together with colleagues John Hepburn and Joseph Hawdon) had been responsible for the first overland trek of cattle from New South Wales to Port Phillip, which passed through the study area as early as 1836. The cattle run that Gardiner subsequently established – believed to have been located near the junction of Yarra River and Gardiner’s Creek, where Scotch College now stands – was the first of its kind in Victoria.

John Gardiner, however, was not alone for long. As Blainey noted, “no early Victorian squatter had a title to his land, so the fringes of Gardiner’s run were soon invaded by other pastoralists”.²⁴⁴ In his book, Bonwick identified a number of these early squatters, who took up land in the study area after purchasing de-pasturing licenses for a mere £10:

Mr Connell, an ex-British warrior, had sheep grazing over Hawthorne. Messrs Walpole & Gogs occupied the country thence to W Creek. Mr Allen went beyond that boundary. Mr Balfour resided near where Mr Oswin now is, and while running 600 head of cattle, managed to break up and cultivate 100 acres of land, and all for his £10 a year license.²⁴⁵

The approximate locations of these early pastoral homesteads can be seen on a survey map from 1838, cited by Blainey, which indicates the respective properties of John Gardiner (south), J & W Woods (north, near the Yarra River), R Allen (near Warrigal Road) and Arundel Wright’s “Old Station” (on the banks of the Koonung Koonung Creek). The last of these was located at the northern tip of Elgar’s Special Survey (see 2.7.1); Wright had actually succeeded Elgar’s original agent, Captain Kane, to that position and “was permitted to take out his percentage in running sheep over unoccupied portions.”²⁴⁶ By the early 1840s, the land to the south of Elgar’s Special Survey (ie beyond the line of present-day Canterbury Road) was occupied by squatters, such as Hugh Glass, Thomas Power and George Downing, to graze sheep and cattle.²⁴⁷ George Cornwallis Downing, whose address was listed as Back Creek as early as 1841, held a run of 640 acres, according to a squatting return from 1845.²⁴⁸ As Blainey noted, these early settlers preferred to run sheep and cattle in the Camberwell area because stock could be readily transported to the Melbourne markets.²⁴⁹

243 Bonwick, *A Sketch of Boroondara*, p 16.

244 Blainey, *A History of Camberwell*, p 2.

245 Bonwick, *A Sketch of Boroondara*, p 15.

246 Blainey, *A History of Camberwell*, p 17.

247 Blainey, *A History of Camberwell*, p 5. The surname of George Downing was incorrectly rendered by Blainey as “Dowing”.

248 McWilliam, *Early Glen Iris*, unpaginated.

249 Blainey, *A History of Camberwell*, p 6.

One of the first men to take up pastoral land in the Kew area was John Hodgson, MLC, who, according to Bonwick, “turned a Boroondara squatter” around 1842.²⁵⁰ Occupying acreage in what later became Studley Park, Hodgson later established a punt service across the Yarra River (see 3.1.2) and, in 1857, erected “a substantial country quarters on the banks of the Yarra”, which survives in Nolan Avenue, Kew. After Hodgson’s death in 1860, his property was taken over by another squatter, James McEvoy, who, “apparently interested in sheep”, remained living in Studley Park until his own death in 1872.²⁵¹ Such pronged occupation by squatters, however, was atypical. As Blainey noted, their era was otherwise cut short by the government survey of 1843:

*While .. such wealthy squatters as Hugh Glass and Thomas Power continued to graze sheep and cattle on the unsold land of the parish, their tenure was fragile, for surveyors crossed the river on the Hawthorn Punt and began to divide the parish into allotments varying in size from ten to two hundred acres.*²⁵²

As these newly-defined allotments of the Parish of Boroondara were gradually sold off at the government land sales between 1843 and 1851, the grazing of sheep and cattle in the western part of the study area began to be displaced by residential settlement. Further east, however, the land remained largely devoted to pastoral pursuits for several decades. Blainey records that, during the 1860s, approximately two thirds of what became the City of Camberwell was being used as “pasture for horses, cows, sheep, goats and pigs”.²⁵³ Even as late as the 1880s, there were still large parts of that municipality that were “under cultivation or carrying grazing stock”.²⁵⁴

Related places

Memorial cairn, Scotch College, Hawthorn (1936) – marks the approximate site of John Gardiner’s original homestead (cairn includes a second plaque, added in 1938, that commemorates the cattle trek of 1836)

Memorial cairn, Yarra Boulevard, Studley Park (1937-38) – commemorates 1803 survey party and 1836 cattle crossing House (*Studley House*), 2 Nolan Avenue, Kew (1857) – former residence of early squatter John Hodgson (HO101)

4.4 FARMING (HORTICULTURE)

Writing of the early cattle runs in his 1960 municipal history of Kew, W D Vaughan made the following observation that neatly encapsulated the history of farming in the study area:

*It will thus be seen that the first industry this district knew was the pastoral industry, and for many years of early settlement, the rich river flats and the rising ground, with its good soil, provided a living for dairymen, farmers and market gardeners.*²⁵⁵

*While sheep and cattle runs gradually disappeared, other pastoral activities continued to thrive in the study area – and especially in its eastern half. Early farmers in that area included John Towt, one of the first settlers in what is now Balwyn North, who established his farm on 279 acres fronting present-day Belmore Road, extending west from Greythorn Road and north to Doncaster Road.*²⁵⁶ *Quoting census figures from the 1860s, Blainey noted that over half of the adult male residents of Camberwell at that time identified themselves as farmers, market-gardeners or agricultural labourers, and most of the otherwise were otherwise engaged in rural pursuits. Farming would continue to maintain a strong presence in the study area (admittedly, stronger in some parts than in others) well into the twentieth century.*²⁵⁷

Related places

Former farmhouse, 51 [47-51] Kenny Street, Balwyn North – the original (albeit much-altered) residence of John Towt

250 Bonwick, *A Sketch of Boroondara*, p 15.

251 Rogers, *A History of Kew*, p 85.

252 Blainey, *A History of Camberwell*, p 5.

253 Blainey, *A History of Camberwell*, p 5.

254 McConville, “Camberwell Conservation Study” Vol 2, p 40.

255 Vaughan, *Kew’s Civic Century*, p 13.

256 Information provided by Balwyn Historical Society.

257 Blainey, *A History of Camberwell*, p 22.

4.4.1 Growing wheat and other broad acre crops

According to Blainey, broad-acre crops were grown in the study area as early as 1843, when “a Melbourne newspaper-owner named Shenley had a paddock of wheat by his huts near the Canterbury Road”.²⁵⁸ By this, Blainey was presumably referring to James *Shanley*, whose farm was north of the present-day Canterbury Gardens.²⁵⁹ In any case, the venture did not prove a success; Shenley/Shanley, and presumably any others who made similar attempts to establish wheat farms, ultimately experienced great difficulty in transporting their produce to Melbourne’s flour mills.

One of the earliest recorded farmers in the Kew area was George Langhorne, who occupied part of Crown Allotment 55 (fronting the Yarra River, west of present-day Belford Road) before it was sold at the government land sale in January 1845. A month earlier, a notice in the Port Phillip Government Gazette had given Langhorne one month to remove his improvements, which comprised “fifteen acres under cultivation, with bush fences, huts etc”. Crown Allotment 55 was purchased by H S Wills in January 1845, who established what became known as *Willsmere Farm*. These riverside allotments were highly sought-after for pastoral occupation; seven months later, the adjacent portions to the east were acquired by William Oswin (CA52 and 53) and George Annand (CA54), who developed them, respectively, as *Kilby Farm* and *Belford Farm*. Little else is known of these early farms; in Oswin’s case, it is recorded only that he and his brother Richard “farmed and ran cattle on the property”.²⁶⁰ Another early pastoral property in the area was the Model Farm established by William Wade, who was described by Bonwick as “one of the most judicious and experienced of farmers”.²⁶¹ Wade’s efforts to establish broad-acre crops in the study area evidently met with more success than those of the hapless Mr Shenley (or Shanley) a decade earlier, as Blainey noted:

*William Wade was a successful farmer on some two hundred acres of rented river-flats in north Kew, near Belford Road; his threshing machine travelled the district at harvest time, and his farm was awarded the Argus Gold Medal for Victoria’s Model Farm in the 1850s.*²⁶²

In the early 1860s, hay was by far the most common crop represented in the Camberwell district; Blainey notes that, in the summer of 1860-61, “nearly a thousand acres were dotted with snooks tied by hand”, compared to only 280 acres of wheat and 47 acres of other crops.²⁶³ Over the following decade, however, farmers in that part of the study area gradually turn away from broad-acre crops towards other horticultural pursuits. As Blainey concluded:

*The small paddocks changed swiftly in the 1860s. The farmers wisely sowed no more wheat in a climate whose summers were moist, and threshing machines were no longer hauled along the road by sweating horses. The acreage of hay halved and the potato-diggers no longer carried their swags to the river-flats in winter. But more market gardens terraced the flats and more orchards shaded the slopes, and by 1880, they covered nearly a tenth of Boroondara’s soil.*²⁶⁴

4.4.2 Establishing Victoria’s dairy industry

Dairy Farming

Research by Gwen McWilliam, based on rate book entires and contemporary newspaper advertisements, has identified numerous dairy farms that existed in the former City of Hawthorn during the 1850s and ’60s.²⁶⁵ These properties, which were mostly located south of Riversdale Road, included the respective dairies of Adam Cairns in Burgess Street, James Byrne on Callantina Road, the Cragg brothers on Glen Street (near Callantina Road), and James Nolan on Denham Street, as well as smaller ones around present-day Kildare Road and Kooyongkoot Road.

258 Blainey, *A History of Camberwell*, p 6.

259 Information provided by Gwen McWilliam, October 2011.

260 Rogers, *A History of Kew*, p 10.

261 Bonwick, *A Sketch of Boroondara*, p 9.

262 Blainey, *A History of Camberwell*, p 14.

263 Blainey, *A History of Camberwell*, p 22.

264 Blainey, *A History of Camberwell*, p 22.

265 McWilliam, *Hawthorn Peppercorns*, pp 97-98.

In Kew, the district's most well-known dairy farm was the aforementioned *Willsmere Farm*, which was established by the eponymous Horatio Spencer Wills in 1845 and taken over by his nephew, H C A Harrison, four decades later.²⁶⁶ Facilities were upgraded with tenders being called in April 1888 for the erection of “large milking sheds and dairy” at Willsmere Park, Kew.²⁶⁷ After living elsewhere in Kew for some years, Harrison returned to Willsmere in 1896. He made various improvements, including a new farmhouse built at the corner of Willsmere and Belford roads; as Dorothy Rogers noted, “the farm had become very run down, so he introduced modern equipment and developed a well-conducted dairy farm”.²⁶⁸ The property, re-acquired by the Wills family in 1918, remained as a prominent reminder of the district's rural past well into the twentieth century.

A pioneer of dairy farming in the former City of Camberwell was Edward Stocks, who took up land in the vicinity of present-day High Street, Ashburton, in the early 1850s, and whose descendants carried on the business for several generations after.²⁶⁹ In the eastern half of the study area, dairy farms continued to maintain a strong presence well into the twentieth century. In 1907, William Freeman Nott took over *Sevenoaks Farm* in Gordon Street, Balwyn, which had been established a decade earlier by John Jefferies.²⁷⁰ Nott initially ran the property as a piggery, but turned to dairying a few years before his death in 1921. Pine's Dairy, located on the south side of Whitehorse Road in Balwyn, was still in existence in 1927; the extent of the farm, with homestead and milking sheds, is clearly indicated on the MMBW plan of the area issued in September of that year. During this period, dairy cows were also grazed in the expansive grounds of large private residences in Canterbury and elsewhere – a trend that remained evident even into the post-war era, when cows could still be seen grazing at *Raheen* in Kew.

Not surprisingly, these scattered remnants of pastoral industry invariably prompted complaints from local residents – and especially in the more densely populated western portions of the study area. One Hawthorn ratepayer, who wrote to Council in 1921 to complain about Lamprey's Dairy at the corner of Riversdale and Redfern roads, bemoaned the filth, noise and mess associated with the cows, concluding that “all our savings have gone into buying our new homes here, and do you think it just that we should have to put up with such back block conditions?”.²⁷¹ Concerns of this nature finally prompted the Council to introduce by-laws in 1926 that required residents to obtain a permit to keep horses or cattle in a yard within ten feet of a dwelling. A few years later, in 1933, the City of Kew went one step further when it made an application, under the *Milk & Dairy Supervision Act 1912*, to prohibit the keeping of cows anywhere in the municipality, save for a small area at the north-eastern fringe – that is, the *Willsmere Farm*.²⁷² The next year, the City of Hawthorn similarly banned the keeping of cows anywhere north of the line bounded by Pleasant Road, Currajong Road, Kembla Street, Callantina Road and Hambleton Road.²⁷³

Little evidence of these once-ubiquitous dairy farming now remains in the study area. The famous *Willsmere Farm* in Kew's north, occupied by the Wills family until 1932 and then sold by others in 1954, was bisected by the proposed alignment of the new Eastern Freeway (see **3.4.2**).²⁷⁴ The farmhouse was subsequently demolished in anticipation of the freeway's construction, and the remaining land became part of the Green Acres Golf Club.

Related places

Former farmhouse, 14-16 Sevenoaks Street, Balwyn (1895) – associated with *Sevenoaks Farm*; later *Nott's Dairy*

266 Rogers, *A History of Kew*, p 5.

267 *Australasian Builder & Contractor's News*, 21 April 1888, cited in Miles Lewis (ed), *Australian Architectural Index*.

268 Rogers, *A History of Kew*, p 5.

269 Information provided by Mrs Gwen McWilliam, October 2011, and Camberwell Historical Society, October 2011.

270 “The Sevenoaks Farmhouse”, *Balwyn Historical Society Newsletter*, November 2010, p 3.

271 Peel, Zion & Yule, *A History of Hawthorn*, p 62.

272 Vaughan, *Kew's Civic Century*, p 192.

273 Peel, Zion & Yule, *A History of Hawthorn*, p 62.

274 Rogers, *A History of Kew*, p 5.

Retail Dairies and Milk Vendors

Running a dairy herd was one thing; the actual processing, sale and distribution of milk was another matter entirely. In the nineteenth century, the milk produced by *Willsmere Farm* was marketed by local pioneer James Venn Morgan, one of the four men who created Kew's first private land subdivision around 1851 (see 2.7.3).²⁷⁵ In 1863, Morgan established a retail dairy on his portion of that estate, to the west of Charles Street. The business was taken over by others in 1892 and relocated to a new premises at 131 Cotham Road, where it operated as the Model Dairy Pty Ltd. A smaller branch factory was subsequently opened near the corner of High Street and Burke Road and, as local historian Vaughan reported in 1960, "during recent years, the company has taken over most of the retail milk distributors in this and the surrounding district".²⁷⁶ By that time, the original factory in Cotham Road (demolished) had been transformed, with the input of leading city architects Bates Smart & McCutcheon, into a modern dairy processing and distribution centre.

A comparable facility in the eastern half of the study area was the Ashburton Dairy on High Street, which was established by the sons of the district's pioneer dairy farmer Charles Stocks. First listed in the *Sands & McDougall Directory* in 1937, the Ashburton Dairy became a local icon, and remained in operation for more than thirty years. The three Stocks brothers died in 1960, 1968 and 1970. The dairy closed, and the substantial brick build that it occupied at 333 High Street, on the corner of the appropriately-named Stocks Avenue, was demolished and its site redeveloped.

Following a pattern that was typical in suburban Melbourne during the inter-war period, a number of small retail dairies were also scattered across the study area, which invariably operated from purpose-built shop-like premises located alongside or behind private dwellings. According to the *Sands & McDougall Directory*, there were more than forty such dairies operating in the study area by the end of the Second World War. The older and more densely populated suburbs, such as Camberwell, Hawthorn, Hawthorn East, Kew, Glen Iris and Balwyn, had about five of these dairies each, while the more recently-developed suburbs of Canterbury, Surrey Hills, Kew North and Balwyn North had only one or two each. Examples included the M J White & Sons Dairy in Willsmere Road, Kew, the like-named (but apparently unrelated) White's Deepdene Park Dairy in Wills Street, Balwyn (demolished), and William Pollock's dairy in Golding Street, Canterbury (demolished).

Related places

Former Pollock's Dairy, 8 Golding Street, Canterbury – house still standing, but dairy (at rear) demolished (part HO145)

Former M White & Sons Dairy, 52 Willsmere Road, Kew – inter-war retail dairy building

4.4.3 Growing fruit, vegetables and plants

Market Gardens and Orchards

Fruit and vegetable farming has had a significant impact on the development of the study area, both in terms of providing a booming local industry and shaping the way that the suburbia has formed around it. As Pru Sanderson has pointed out, when Kew was initially subdivided by the government surveyors in 1843, allotments were made much larger than their counterparts in Hawthorn, because it was envisaged that they would develop as farms and market gardens to supply the growing settlements of Melbourne.²⁷⁷ This, however, did not prove to be the case straight away, as the earliest market gardeners and orchardists were initially attracted to the more accessible land around Hawthorn. Gwen McWilliam's aforementioned list of early farms in that area included many that specialised in a perhaps surprisingly broad cross-section of fruit and vegetable produce. James Palmer, for example, had a five-acre orchard in Yarra Street, while James Henty grew oranges and pomegranates in Muir Street, Joseph Robert grew peaches and cucumbers in Morrison Street, and Edward Atkins grew twelve varieties of pear in Mason Street. But, as McWilliam further noted, while these fruit and vegetable farms proliferated during the 1860s, some had already started to disappear by the 1870s, and most of those, north of Riversdale Road, gave way to residential subdivision during the 1880s.

275 Rogers, *A History of Kew*, p 21.

276 Vaughan, *Kew's Civic Century*, p 184.

277 Sanderson, "Kew Urban Conservation Study", p 4/2.

A noted exception to this pattern were the market gardens of Hawthorn's early Chinese settlers (see 2.5.3). These were first recorded in 1863, when Ah Fain leased eight acres on the west side of Auburn Road.²⁷⁸ The number of Chinese market gardens on freehold land in Hawthorn increased steadily: only one in 1870, five in 1880, seven in 1890 and eight by 1900. They usually occupied flood-prone land near the Yarra River (eg off Creswick Street, Mason Street, and Shakespeare Grove), but also existed amongst developing residential areas such as Harcourt Street and Urquhart Street – where one example, on the south side of the street, covered 30 acres. However, as McWilliam noted with other fruit and vegetable farms in Hawthorn, Chinese market gardens began to disappear during the 1880s as land became more valuable for residential use.²⁷⁹ Still, a surprising number of Hawthorn's Chinese market gardens survived into the early twentieth century, long after the counterparts of European settlers had gone. Amongst the last recorded survivors were one on the north side of St Helens Road, maintained by Sam War and Hop War between 1920 and 1925, and another on the north side of Mason Street, established by Suey Sing in 1910, which continued until as late as 1928.²⁸⁰

Further east, fruit and vegetable farming followed almost an exact opposite pattern than had been the case in Hawthorn. As previously noted (see 4.4.1), pastoral activity in what became the City of Camberwell was initially characterised by planting of broad-acre crops, notably hay and, to a lesser extent, wheat. Census figures quoted by Blainey indicate that, during the summer of 1860-61, Camberwell's orchards and market gardens comprised only around 200 acres – less than one-fifth of the area of land that was devoted to hay, and considerably less than that devoted to wheat.²⁸¹ In contrast to Hawthorn, where the number of fruit and vegetable farms began to decline from the 1860s, the reverse took place in Camberwell. During that decade, the district's acreage of hay was halved, and more and more land was turned over to market gardens and orchards. By 1880, these sorts of farms comprised almost 10% of Camberwell's land.

As with Hawthorn's Chinese market gardens, some of Camberwell's fruit and vegetable farms survived into the twentieth century. Market gardens and orchards could be found in Deepdene, for example, in the 1920s.²⁸² In Ashburton, market gardens still existed between present-day Ashburn Grove and Warrigal Road, south of High Street, until as late as the 1940s, when the land was acquired by the Housing Commission of Victoria for its new estate (see 6.3.4). Little evidence remains of market gardens in the study area, although one former site on the Yarra River at Kew – the Studley Park Vineyard (see 4.4.4) – at least retains a related use. A non-commercial manifestation of theme is demonstrated by the community gardens that, since the 1980s, have been established at Hawthorn, Canterbury, Balwyn and Ashburton.

Related places

Studley Park Vineyard, Garden Terrace, Kew – former market garden; probably the least disturbed surviving example

Commercial nurseries

A minor but recurring theme in the study area's horticultural history is the presence of commercial plant nurseries. An early and notable example was the one established by Thomas Cole, who, in 1853, acquired 38 acres on the east side of Tooronga Road, Hawthorn.²⁸³ In 1864, he purchased a further 37 acres, which was developed by his son, Henry, as a separate entity, the Shorland Nursery. Newspaper adverts reveal that William Jennings' Clifton Nursery, opposite the Beehive Hotel in Hawthorn, was operating by 1859, specialising in "fruit trees, vines and shrubs", while Blainey fleetingly mentions three nurseries that existed in the burgeoning Village of Hartwell in the early 1860s.²⁸⁴ Back in Hawthorn, Johnson's Rose Nursery was in operation by 1869, and several others emerged in the area over the next decade. Two quite specific examples cited by Gwen McWilliam were the nurseries of Thomas Kennedy, who grew hydrangeas near Belgrave Street, and James Scott, who grew dahlias, fuchsias, roses, zinnias and gloxineas in a site near the railway station.²⁸⁵ The latter venture, which was also known as the Royal Nursery, thrived until Scott's early death in 1879.

278 Sheehan & Nicholas, *Faint Traces* p 17.

279 Sheehan & Nicholas, *Faint Traces*, p 20.

280 Sheehan & Nicholas, *Faint Traces*, p 37.

281 Blainey, *A History of Camberwell*, p 22.

282 Information provided by Balwyn Historical Society.

283 Richard Aitken, 'Cole, Thomas Cornelius (1810-1889)', *Australian Dictionary of Biography*, Supplementary volume, 2005.

284 Blainey, *A History of Camberwell*, pp 25-26.

285 McWilliam, *Hawthorn Peppercorns*, p 97.

An early counterpart in Kew was the York Nursery; this was in operation by April 1878, when its proprietor, J F Roberts, exhibited “a good healthy specimen of *dracona gارجي*, a fine plant of *aspedistrum luridium variegatum* and two very fine ferns, *cyathea cunningham* and *aspidium uliginosum*” at the inaugural meeting of the Boroondara Horticultural Society.²⁸⁶ While Roberts' nursery was still around in the mid-1880s, it seems to have been eclipsed locally by a rival, the Park Hill Nursery, which emerged during that same decade. Founded by George Rimington, this was located in Mont Victor Avenue, off Cotham Road, and flourished well into the twentieth century. In 1909, it was reported that the nursery was “justly famed for its collection of regal pelargoniums, possibly the finest in the state”.²⁸⁷

During the late nineteenth and early twentieth centuries, a number of nurseries emerged in the eastern half of the study area. Henry Boyce's Deepdene Nursery in Balwyn existed from was in operation from the late 1880s until the proprietor's death in 1910; further south, there was Wentworth's Shenley Nursery in Canterbury (1890s) and Edward Powell's Highfield Nursery in East Camberwell (1910s), both of which were well known for their carnations. Several violet farms are known to have existed in South Camberwell, including one at the corner of Burke Road and Macdonald Street, and another in Nepean Street, Glen Iris; although both long since disappeared, their presence is demonstrated by the naming of nearby Violet Street.²⁸⁸

As with market gardens, nursery sites were gradually sold for residential development after the First World War. Most of Cole's Nursery on Tooronga Road, Hawthorn, was subdivided in 1918 as the *Cole's Nursery Estate*; the last remaining portion of his property, including the site of his original homestead, was sold off in 1938. In Kew, George Rimington's Park Hill Nursery remained in operation until as late as 1940, but fell prey to subdivision soon afterwards. The sub-theme of commercial nurseries survived into the post-war period on a greatly diminished scale, typified by the Silver Birch Nursery in Camberwell; occupying a large site in a local shopping strip on Riversdale Road (then Nos 234-238; now 754-758), this was a local icon in the 1950s and '60s but had been redeveloped by the early 1970s.

4.4.4 Establishing Victoria's wine industry

Vineyards, as a type of fruit growing that can be set apart from orchards or market gardens, have also had a significant recurring presence in the study area. This was recorded as early as 1858, when Bonwick observed that German settlers were growing grapes in Hawthorn.²⁸⁹ If one refers back to Gwen McWilliam's list of early farms in the area, one notes several vineyards amongst them, including those of Thomas Everist on the north side of Harcourt Street, Alexander Caughey at Auburn and Barkers roads, and Alinant De Dollon on Tooronga Road.²⁹⁰ The latter, which covered 20 acres, was not only the largest of Hawthorn's vineyards, but also the most well-known. Such was its reputation that, in 1861, it was one of five vineyards shortlisted for the Gold Prize Cup, awarded by the *Argus* newspaper for the best cultivated vineyard in the entire colony.²⁹¹ Of the four other contenders for that award, the only other one near Melbourne was also in the study area. Located further to the north-east, that pioneer vineyard was established in 1859 by Andrew Murray, who acquired land on the south side of Whitehorse Road, in the former Elgar's Special Survey.²⁹² Described by Blainey as “a versatile and handsome Scot with boomerang moustache”, Murray erected a brick house on his new property and bestowed it with the name *Balwyn* – a word that he reputedly coined himself, from the Gaelic “bal” (house) and the Saxon “wyn” (vine). According to Blainey, Murray was the “champion vigneron” in Camberwell – a district, he adds, that was poised to become the centre of Australia's wine industry at a time when Victoria boasted more vineyards than South Australia.²⁹³ Murray's wines were much praised; while he did not win the *Argus* Gold Prize Cup for 1860, he did win several other awards at various trade shows and exhibitions.²⁹⁴ In 1869, he served as president of the Melbourne Vinegrowers' Association, which was formed the previous year.

286 “Boroondara Horticultural Society”, *Argus*, 22 April 1878, p 3.

287 “Horticultural Society”, *Footscray Independent*, 23 October 1909, p 3.

288 Information provided by Camberwell Historical Society, 30 August 2011.

289 Bonwick, *A Sketch of Boroondara*, p 3.

290 McWilliam, *Hawthorn Peppercorns*, pp 97-98

291 “Report on the Vineyards of Claimants to the Argus Gold Cup for 1860”, *Argus*, 17 October 1861, p 6.

292 Information provided by Balwyn Historical Society.

293 Blainey, *A History of Camberwell*, pp 23-24.

294 Information provided by Balwyn Historical Society.

Spurred by Murray's success, more vineyards emerged around Camberwell in the 1860s. Ernest Carter, a Collins Street dentist, acquired 60 acres on Delaney's Road, Canterbury, in 1857; he built a large mansion, *Shrublands*, in 1863, and devoted a quarter of its grounds to vineyard and orchards.²⁹⁵ Like Murray, he won awards for his wines and was an active member of the Melbourne Vinegrowers' Association; the group visited *Shrublands* in 1872, when he was vice-president.²⁹⁶ In 1868, another Canterbury vineyard, near present-day Mangarra Road, was laid out by Frenchman Clement Deschamps and taken over by Thomas Goodall in 1884. In the 1870s and '80s, storekeeper Richard Werrett maintained a vineyard on ten acres near the corner of Balwyn and Whitehorse roads.²⁹⁷ In 1891, David Syme acquired part of Murray's vineyard in Balwyn and built his own mansion, *Tourmont*. Further south, a settler named Bickleigh had a vineyard on Gardiner's Creek, with a homestead at what is now Bickleigh Court, Glen Iris. So strong were the local associations of viticulture in Camberwell that, when the municipal crest was designed in 1871, it included a grape motif.

While nineteenth century vineyards gradually disappeared from the study area, the theme re-emerged in the late twentieth century, when the Studley Park Vineyard opened in 1994.²⁹⁸ Occupying about one hectare of riverside land off Garden Terrace, it remains the only operating vineyard in the study area, and represents a valuable link to the era when the region was poised to become one of the most prestigious wine-making centres in Australia.

Related places

House (*Shrublands*), 16 Balwyn Road, Canterbury (1863) – former home of vigneron Ernest Carter (HO258)

House (*Tourmont*), 79 Balwyn Road, Balwyn (1891) – built by David Syme on part of Andrew Murray's vineyard estate

4.5 GOLD MINING

4.5.1 Mining for gold

Writing in 1858, at the tail-end of Victoria's Gold Rush, Bonwick speculated on the possibility that the fever might inevitably spread into the Parish of Boroondara:

*In very truth, Boroondara is an Auriferous District – a, to be [sic] GOLD FIELD!! Gold has been found already in various places. In the writer's own ground, children have picked up specimens in quartz. The same have been gathered elsewhere. In digging the foundations of houses, gold has turned up. How very agreeable for the loungers about town, the future unemployed, to walk out three or four miles to diggings.*²⁹⁹

Of course, Bonwick's breathless tones hint at sarcasm; in reality, amounts of gold found in the study area by that time were too small for mining to become viable. But, as Blainey noted, "Boroondara's hills were poor in gold, but they could not escape the effects of gold".³⁰⁰ When gold was discovered at Warrandyte in July 1851, a party of men travelled there by the most direct route – across the Yarra and north-east through the study area. The influx of would-be prospectors that subsequently rushed through Hawthorn and Kew *en route* had a profound impact, both in terms of formalising the alignment of High Street and Bulleen Road, and encouraging commercial development (such as hotels) along it.

Over the years, there have been a few recorded attempts to mine for gold in the various parts of the study area. One of the most ambitious took place in present-day Balwyn North, where a prominently protruding quartz reef attracted the attention of a pair of would-be investors. As Blainey retold the story:

*In 1858 two Cornish mining engineers, R Manuel and J Teague, sunk a shaft to explore it. They saw antimony and specks of yellow copper, but gold was sparse. The mine was too poor for that rich age and they failed to float their Woodfield Boroondara Gold Mining Company. The windlass and miner's huts and blacksmith's anvil vanished. The shaft also vanished, reappearing exactly a century later in the middle of a suburban street.*³⁰¹

295 Graeme Butler, "Camberwell Conservation Study", Vol 4, pp 19-20.

296 "Vinegrowers' Association: Visit to Yering", *Argus*, 3 January 1872, p 3.

297 Information provided by Balwyn Historical Society.

298 Information provided by Ms Kerry Fairbank, Studley Park Modern.

299 Bonwick, *A Sketch of Boroondara*, p 35.

300 Blainey, *A History of Camberwell*, p 7.

301 Blainey, *A History of Camberwell*, p 7.

This reef is shown on an 1860 geological survey map of Victoria. Labelled as “quartz reef, two foot thick, yielding one ounce”, it appears as an elongated strip below the Koonung Creek, running almost north-south along the border of allotments 3a and 4a of Elgar’s Special Survey. This position coincides with the present-day location of Hill Road, Balwyn North, where the mine shaft suddenly re-appeared exactly one hundred years later. In November 1958, police and fireman were called to rescue a five-year-old girl, Joan Woods, who fell 90 feet (27 metres) down what was described in the *Age* as “an old gold mine shaft which opened overnight in the middle of an unmade road near her home”.³⁰² The injured and terrified child was rescued by MFB fireman Frank Scott (who later received a valour medal for his efforts) and made a full recovery. The incident received much coverage in the daily press, not only for the near-fatal accident, but also for the way in which it exposed the danger of long-forgotten mine shafts. Days after the incident, a professional gold prospector from Coburg visited the site and discovered a second disused shaft, 70 feet (21 metres) deep, less than 100 feet (30 metres) from the first one.³⁰³ Both shafts were infilled for the safety of residents. A photograph published in the *Age* confirms, which shows the original mine shaft temporarily sealed with timber planks, confirms its location in front of the triple-fronted brick veneer house that the Woods family occupied at 97 Hill Road.

Curiously, there is another recorded instance where evidence of a nineteenth century gold mining scheme re-emerged unexpectedly in the twentieth century. In 1890, a group of workmen who were excavating a trench for a gas main in Davis Street, Kew, discovered a reef that was said to be “of promising formation”.³⁰⁴ More than forty years later, one of those workmen – Michael Grimes, of South Yarra – applied to the Kew Council for permission to sink a mine shaft in Davis Street, stating that a friend of his (since deceased) had actually discovered a small amount of gold in the vicinity ten years earlier. Grimes’ application, however, was rejected at a council meeting in September 1935. In any case, this decade effectively represented the last gasp for gold mining in the study area. During the early years of the Depression, prospecting for gold around Melbourne became popular amongst the ranks of the unemployed, and one such claim was pegged out in Studley Park. However, as was reported by the *Argus*:

*The position was regarded with alarm by the Yarra Bend National Park Trustees. It was realised that if operations revealed any promising prospects there would be a danger that the whole park would be ruined. After considerable persuasion, the prospector was induced to abandon his project.*³⁰⁵

Related places

Mine shaft site, front of 97 Hill Road, Balwyn North – shaft no longer visible, but its exact location has been identified

Gold reef site, Davis Street, Kew – location of potentially auriferous reef discovered in 1890 but never mined

4.6 EXPLOITING OTHER MINERAL, FOREST AND WATER RESOURCES

4.6.1 Exploiting natural resources for building materials

Quarrying and mineral extraction

In a description of the geology of Boroondara, Bonwick noted that the district’s mineral wealth included several concentrations of gravel (notably on the slopes above the river punt, and on Church Hill in Hawthorn) and some veins of slate that were reportedly as “soft and workable as freestone”.³⁰⁶ However, Bonwick otherwise noted that viable mineral stocks were not extensive: “we have not the sands of Brighton, or the deep clays of Prahran”. The district certainly had some clay beds, but these were concentrated in so-called Red Gum Flats, and in the low-lying portions of Hawthorn, near Gardiner’s Creek (see discussion of brickworks, below).

302 “Girl, 5, falls into 90-foot hole in Balwyn North”, *Age*, 19 November 1958, p 1.

303 “Prospector finds another shaft at Balwyn North”, *Age*, 21 November 1958, p 2.

304 “Gold sought a Kew: Proposed shaft near Cotham Road”, *Argus*, 27 September 1935, p 11.

305 “Gold sought a Kew: Proposed shaft near Cotham Road”, *Argus*, 27 September 1935, p 11.

306 Bonwick, *A Sketch of Boroondara*, p 34.

Bonwick's remarks are confirmed by the 1860 geological survey map of Victoria, which certainly shows very little in the way of mineral resources in the study area. Most of these, moreover, were concentrated in its western fringe (ie closest to the river); in Studley Park, there were "gravel quarries" indicated on the site now occupied by the Walmer Street golf course, and deposits of "brown sandstone" between present-day Studley Park Road and Yarra Boulevard. The map also indicated areas of "thin bedded fine grained micaceous sandstone (CA75, on the north side of Barkers Road), and "quartz and ironstone gravel" (CA61, between Princess Street and the river). Further east, there were several other concentrations of minerals clustered around the western border of Elgar's Special Survey. Aside from the aforementioned auriferous quartz reef in Balwyn North (see 4.5.1), these included "fragments of granite and quartz conglomerate" (CA83, north-west corner of Cotham and Burke roads), "bounded quartz drift, three feet below gritty sand" (Lot 14a of Elgar's Special Survey, north-east corner of Burke and Whitehorse roads), "mottled ferruginous [ie iron-bearing] sandstone" (CA71, north corner of Barkers and Burke roads) and "brown argillaceous [ie clay-bearing] sandstone" (CA89, between Belford Road, Kilby Road and High Street). These, however, do not appear to have been commercially exploited at that time.

The quarrying and mineral extraction industry in the study area, which was never particularly extensive, was further diminished in 1911 when the City of Camberwell permanently banned quarrying in the municipality. This by-law also marked the final death-knell for the era of brickworks in that area (see discussion below).³⁰⁷

Timber carting

Aside from farming, timber carting was one of the earliest commercial activities in the study area. The following observation, noted in the *Hawthorn Heritage Study*, could well be extrapolated across the entire Parish of Boroondara:

*Local industries have played a significant part in Hawthorn's history and began at a very early stage with village woodcutters supplying Melbourne with firewood and building materials. Indeed, soon after settlement of Melbourne, "the merry ring of the axe was to be heard in the red-gum groves of Boroondara". One writer described how, in the 1850s, "Burwood Road, the old and original thoroughfare, existed as a track, very muddy and ill-kept, along which rolled creaking wood carts and bullock drays, bearing produce to town and taking back supplies to the settlers". At this time, the Hawthorn Village population was summed up as consisting of carters, labourers and gentry.*³⁰⁸

In fact, so dominant was the timber-carting industry during these early years that, when a public meeting was held in October 1856 to discuss the establishment of the Boroondara Roads Board, one local resident pointed out that 90% of the road traffic through the area consisted of wood drays bound for Melbourne.³⁰⁹ The life of a typical local wood-carter of the 1850s was neatly summarised by eyewitness James Bonwick, who wrote in 1858:

*One Boroondara resident told us of having been a whole week with his team of bullocks, cutting, drawing and conveying to Melbourne a log of timber, for which he received the magnificent sum of 30 shillings. For a ton of wattle bark, got with some trouble, another only obtained one pound. A load of wood brought four shillings.*³¹⁰

The local timber-carting industry had declined by the 1860s, when carters, having largely exhausted the resources within the study area, moved further east into Box Hill and Nunawading. Nevertheless, as the most direct route back to Melbourne still passed through Camberwell and Hawthorn, timber drays remained a common sight on Burwood Road, and other principal thoroughfares, for some years to come.

While evidence of a local timber carting industry eventually disappeared from the study area, a number of timber yards emerged from the late nineteenth century, which thrived, in some cases, well into the twentieth century (see 5.2.1).

307 Blainey, *A History of Camberwell*, p 68.

308 Gould, "Hawthorn Heritage Study", p 36.

309 Blainey, *A History of Camberwell*, p 13.

310 Bonwick, *A Sketch of Boroondara*, p 17.

Claypits and brickworks

The claypits of Hawthorn, noted by Bonwick in the 1850s, proved to be the most important and enduring of the limited mineral resources in the study area. Exploitation of this resource had begun as early as 1853, when, according to one early local historian, brickmakers George Ellis & Spencer manufactured bricks from clayfields at the end of Smart and College streets, and near Elgin and Connell streets.³¹¹ Gwen McWilliam noted other early brickmaking sites at the corner of Glenferrie and Oxley roads, and near Victoria Road. She was quoted thus in the *Hawthorn Heritage Study*:

*Gwen McWilliam confirms that Connell Street was a centre of brickmaking from the 1850s, although the oldest surviving cottages only date from the 1880s. She describes the Barton/Connell Street area as “the small industrial centre” of Hawthorn in the 1850s and tells of Henry and John Mould, brickmakers, who had clayholes close to the creek in Mason Street and on the east side of Barton Street.*³¹²

While Hawthorn East was the original centre for the clay and brick industry in the study area, competitors soon appeared elsewhere. In the 1860s, a small brickworks operated in the Glen Iris area, near the corner of present-day Warrigal Road and High Street Road, using clay obtained from a pit at Gardiner's Creek.³¹³ During the 1870s, a somewhat larger brickworks – one that would dominate local brickmaking into the twentieth century – was established on the south side of Camberwell Road by two related families of German origin – the Fritsches and the Holzers.³¹⁴ Further north, a brickyard on the north side of Barkers Road, east of High Street, was operating by 1878, when its proprietor, G Smart, called tenders for the construction of a new 100-foot high chimney.³¹⁵ While Smart's brickworks was technically located within the boundaries of the City of Kew, it was considered (as noted by early local historian Barnard) to be a logical extension of the existing industry in Hawthorn.³¹⁶ A decade later, in 1889, the *Kew Mercury* reported a proposal to open another brickworks in Kew, conveniently located near the as-yet unbuilt Willsmere railway station (part of the Outer Circle railway line; see 3.3.1).³¹⁷ However, the reporter's flip comment that “the advent of the first tall chimney in Kew will be regarded with mingled feelings of satisfaction and disapprobation” hinted at the suspicion that many Kew residents felt towards the prospect of industrial sites in their residential neighbourhoods. As it turned out, the brickworks project was abandoned – reportedly because the five-year lease offered to the company was considered insufficient for potential investors.

Hawthorn became so strongly associated with the brickmaking industry that the term “Hawthorn bricks” was used by architects and builders to refer to the distinctive product that emerged from the area. The term – recorded in print as early as 1866 – was not only used in contemporary documentation such as architectural drawings and specifications, but also in published accounts of completed buildings.³¹⁸ Notable amongst the many examples of “Hawthorn brick” buildings across the metropolitan area were St Jude's Church in Carlton (1867), buildings at Trinity College, Parkville (1883), Presbyterian Churches at Brunswick (1883) and Brighton (1890) and, in the study area itself, the parish hall of St Columb's Church, Hawthorn (1887). As well as the generic term “Hawthorn brick”, terms such as “Hawthorn Blues”, “Hawthorn Blacks” and “Hawthorn Pinks” crept into the vernacular to describe variant brick colours. The terminology remained in use; it was re-popularised in the 1960s and '70s (when face brickwork became fashionable again) and is still invoked today, with one leading brick manufacturer offering “Hawthorn Selections” as part of its current range.

Notwithstanding Hawthorn's dominance of the local industry, brickmaking also emerged in the eastern half of the study area in the later nineteenth century. Richard Werrett, an early Balwyn resident, was reported to be making bricks in 1881, when he was chastised for “creating a widespread nuisance and damaging property by burning bricks”.³¹⁹ The 1880s residential boom spurred several other brickmaking ventures in this vicinity. In 1885, Albert Mills established clay pits and a brickworks on land in Robinson Road, Surrey Hills, on what later became the site of the drill hall.³²⁰

311 Gould, "Hawthorn Heritage Study", pp 36, 51.

312 Gould, "Hawthorn Heritage Study", p 51.

313 Information provided by Camberwell Historical Society, 30 August 2011.

314 Gould, "Hawthorn Heritage Study", pp 51, 53.

315 “Tenders”, *Argus*, 10 August 1878, p 10.

316 Sanderson, "Kew Urban Conservation Study", p 4/9.

317 Sanderson, "Kew Urban Conservation Study", p 4/8.

318 “St Jude's Church, Carlton”, *Argus*, 19 October 1866, p 6.

319 Blainey, *A History of Camberwell*, p 68.

320 Information provided by Surrey Hills Historical Society.

Two others brickworks operated alongside claypits near Rochester Road, Canterbury. The first of these, the Canterbury Brickworks, was established in 1883 by local pioneer Alfred Golding and subsequently taken over by W C Tyler, who built a row of cottages on Rochester Road for his employees.³²¹ In 1891, Edward Cornish acquired the adjacent site and opened a rival venture, the Mont Albert Brickworks. But, as Blainey adds:

*The [Boroondara] shire's two brickworks employed over 40 men in 1891, but they were small compared to the huge brickyards of the northern suburbs, and when the industry crumbled in the Depression, Boroondara's brickworks were amongst the first to fail.*³²²

Tyler's brickworks succumbed to the 1890s Depression, while Cornish's folded after his own death in 1896. Over in Hawthorn, the smaller and older brickworks had already started to disappear by that time. The original local epicentre for the industry, around Connell Street, gradually succumbed to the pressure for residential expansion:

*This area was sold for subdivision in 1885, the scars of the old claypits resulting in the area being regarded as suitable only for working-class housing or for the creation of small municipal parks such as the Smart Street and Mason Street Reserves. McWilliam also refers to "the last big clay pit in the area" located on the northwest corner of Elgin and Connell Streets and extending across to Fashoda Street.*³²³

While MMBW plans of the study area (1896) show remnant claypits, most were no longer associated with operating brickworks. One, on the south-west corner of Mason and Barton streets, was labelled as "excavation", while Smart's former premises on Barker's Road, noted a claypit with "foundations" (ie ruins) alongside. The claypit between Barton and Fashoda streets was unlabelled, and enveloped on three sides by recent residential development. All three sites were eventually infilled to create public reserves – respectively, Foley Reserve, Smart Street Reserve and an unnamed park off Fashoda Street. Further east, the claypits near Rochester Road, Canterbury, were also shown on the MMBW map, with adjacent buildings that were specially marked as "old brick works – disused". The site was later reclaimed; today, it is partly occupied by housing and partly by the John August Reserve, on the north side of Mont Albert Road.

Only two of the study area's nineteenth century brickworks still operated when the MMBW plans were prepared in 1896: the Hawthorn Brick Works (formerly Fritsch-Holzer) between Camberwell and Riversdale roads, and the City Brick Works on the east side of Tooronga Road. Both were clearly still thriving at the time, as the map shows the former site with two huge claypits, three Hoffman kilns, three smaller square kilns, a blacksmith's shop and various outbuildings, while the latter had a single Hoffman kiln and a vast production building (both built almost on the river frontage); a as well as a large house on the hill, identified as *Wykeham Hurst*, which was presumably occupied by the proprietor. The former brickworks later took over the latter, and both sites flourished well into the twentieth century. As noted in the *Hawthorn Heritage Study*, the tall chimneys associated with the two sites on Camberwell Road and Tooronga Road remained as local landmarks until they were demolished, respectively, in 1972 and 1988.³²⁴ The former site was reclaimed for the appropriately named Fritsch Holzer Park; the latter was redeveloped as the Tooronga Village shopping centre. While little or no physical evidence remains of the brickworks that once occupied these sites (and others discussed above), the potential for archaeological investigation remains. A relatively undisturbed clay pit (ie not reclaimed, as has been the case with other examples cited above) remains alongside Gardiner's Creek at Glen Iris.

Related places

Foley Reserve, off Foley Street, Kew – former site of Smart's brickworks

John Gardiner Reserve, Auburn Road, Hawthorn East – former site of Co-operative Brickworks

Fritsch Holzer Park, off Rose Street, Hawthorn East – former site of Hawthorn Brickworks

Muswell Hill Reserve, corner Muswell Hill, Glen Iris – remnant (undisturbed) clay pit on banks of Gardiner's Creek

Row of houses, 52-58 Rochester Road, Canterbury – four brick cottages erected for workers at nearby brickworks

St Columb's Anglican Church Hall, 446 Burwood Road, Hawthorn (1887) – local use of "Hawthorn bricks" (part HO164)

321 Robin Da Costa-Adams, "A Golding Walk in Canterbury", 6pp pamphlet, 2006.

322 Blainey, *A History of Camberwell*, p 68.

323 Gould, "Hawthorn Heritage Study", p 51

324 Gould, "Hawthorn Heritage Study", p 64.

4.7 TRANSFORMING THE LAND AND WATERWAYS

4.7.1 Clearing the land

Clearly the land became an early priority for the first settlers in the study area. One eyewitness was James Bonwick, who recalled that when he first moved into the district in the early 1850s, “the forest was dense, and the wattle underwood so thick that as to be quite obstructive to the rays of the sun. As far as prospect was concerned, we may as well have been in a jungle”.³²⁵ The removal of this dense blanket of trees and foliage continued in earnest for the remainder of that decade. By 1856, as Blainey noted, prospective landowners “could buy fifty acres of agricultural land close to Elgar’s old survey, with 500 tons of split firewood lying in paddocks as witness of forests that had just been ringbarked and felled”.³²⁶

Towards the end of the decade “three or four hundred drays passed through Boroondara daily with wood for the city, and scores of them loaded their firewood from the cleared paddocks of Balwyn and Canterbury, where often smoke drifted from hundreds of burning stumps”.³²⁷ The clearing of land – an essential prerequisite to cultivation or any other form of settlement – was thus closely intertwined with the timber-carting industry, which, as already noted, represented one of the earliest commercial activities to take place in the study area (see 4.6.1).

4.7.2 Draining swamps and diverting streams

The Bay of Biscay

Early settlement in the north-east of the study area, initially hampered by the creation of Elgar’s Special Survey in 1841, would later be delayed by the waterlogged land traversed by neglected and notoriously impassable roads. This was most evident in the portion of Whitehorse Road to the east of Balwyn Road, which, by the early 1860s, was nicknamed the “Bay of Biscay” – a wry allusion to the large gulf that extends between the north coast of Spain and the west coast of France. The Boroondara Road Board was frequently implored to improve the situation but, as Blainey notes, “the government poured money and the board poured stone and wattle boughs in to the Bay of Biscay, but all were swallowed in the slush”.³²⁸ The problem was eventually solved and, today, no evidence remains of the Bay of Biscay.

River diversions and creek barrelling

Parts of the Yarra River that pass through the study area were slated for diversion as part of the masterplanning of the new Eastern Freeway (see 3.4.2). Early editions of the *Melway Street Directory*, from the late 1960s, not only show the final route of the proposed freeway, but also the alignment of the proposed river diversions.³²⁹ The first of these was immediately east of the junction of the Yarra River and Merri Creek, where an elongated bend of the river (extending north from the site of the Pioneer Memorial Cairn in Studley Park) was to be reduced in length to allow the new freeway to pass over. Further upstream, a similar narrow bend, which snaked through the grounds of the Latrobe Golf Club, was to be entirely eliminated by a more direct east-west route. Both river diversions had been completed by 1973.³³⁰

Since the 1970s, a couple of minor creeks that formerly wove through the eastern half of the study area are no longer evident in the landscape, as they have been gradually converted into barrel drains (see 6.3.1).³³¹ A comparison of current and earlier street directories reveals that these barrelled creeks include parts of W Creek, Back Creek, Ashburton Creek (a branch of the Back Creek that extended west from Glen Iris Road to the Alamein railway line) and the portion of Hercules Creek between Through Road and Warrigal Road in Camberwell.

325 Bonwick, *A Sketch of Boroondara*, p 8.

326 Blainey, *A History of Camberwell*, p 21.

327 Blainey, *A History of Camberwell*, p 24.

328 Blainey, *A History of Camberwell*, p 42.

329 *Melway Street Directory of Greater Melbourne*, Edition 4 (1971). The proposed diversions appear at Maps 44 G3 and 45 E1.

330 *Melway Street Directory of Greater Melbourne*, Edition 6 (1973). The freeway itself is still indicated as “under construction”

331 J H Reeves, *Exploring Gardiner’s Creek and its Tributaries in Southern Camberwell*, pp 19, 23, 24, 36.



Figure 20: Butler's Farm on Canterbury Road, Balwyn
(source: City of Boroondara Library Service)



Figure 21: The gold mine shaft at Hill Street, Balwyn North
(source: The Age, 19 November 1958)

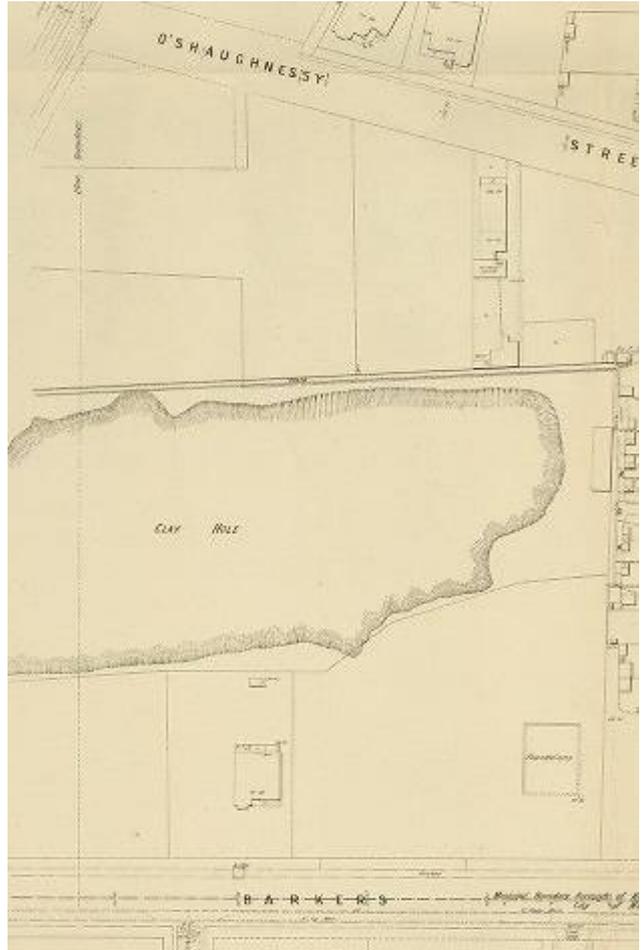


Figure 22: MMBW detail plan, showing Smart's Brickworks, Kew
(source: Map Collection, State Library of Victoria)

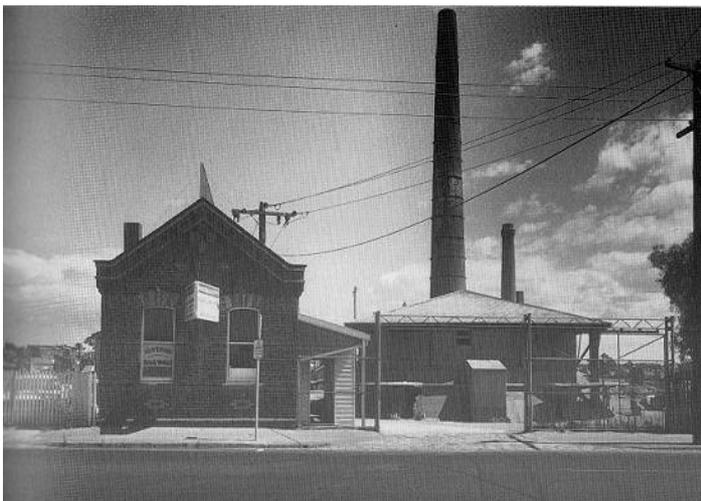


Figure 23: The Fritsch Holzer brickworks at Hawthorn East
(source: Don Garden, Builders to the Nation)

5.0 BUILDING VICTORIA'S INDUSTRY AND WORKFORCE

5.1 PROCESSING RAW MATERIALS

5.1.1 Processing primary produce

Processing animal products

Noxious trades – that is, the tanners, fellmongers, wool-washers and others that process the by-products of livestock slaughter – are known to have existed in the study area as early as 1843 when, according to Bonwick, a certain Mr O'Brien from Yass “hit upon the expedient of boiling down animals, cattle and sheep so as to provide tallow for England”.³³² The venture did not last long, but the remnants of the factory were still visible fifteen years later when Bonwick wrote his memoirs, in which he described them (with tongue firmly in cheek) as “a remarkable ruin... one of the very few of which this district can boast”.³³³ Comparable trades flourished briefly in Hawthorn, encouraged by the district's proximity to rivers – either the Yarra itself, or nearby Gardiner's Creek. Gwen McWilliam noted several early examples: a tallow works near Morang Road (c.1850), another operated by Thomas Power, “conveniently close to his stockyard on the Yarra near the little Hawthorn Creek”, John Treacy's tannery on the eastern side of Yarra Street (1853), and another tannery on Connell Street that was apparently in operation around 1857.³³⁴

The passing of the *Yarra Pollution Act* (1855) effectively discouraged further noxious trades from being established along those parts of the river that were upstream from the city – including the western half of the present study area. As was noted in the *Hawthorn Heritage Study*,

*These unsavoury industries, which continued to flourish along the riverbanks of industrial Collingwood, soon disappeared during the next decade when Hawthorn blossomed into a middle class “garden suburb”.*³³⁵

Geoffrey Blainey records that a tannery also operated briefly in Camberwell in the late nineteenth century, although little else is known of it.³³⁶ Generally speaking, and in stark contrast to Hawthorn, the eastern half of the study area was somewhat slower to develop this type of primary industry. As noted by McConville:

*Older industries derived from farming survived in Camberwell. McGee's butchery in Camberwell Road filled a two-horse van at the meat market in North Melbourne and traversed the district as far as Burwood, selling meat. Other Camberwell butcheries were more slaughteryards than retail establishments, and four or five butcheries carried on through the 1870s and '80s.*³³⁷

In fact, as Blainey notes, it was as late as 1881 that the first actual processing plant commenced operation in Camberwell – an exceptionally modest bacon-curing business that was operated by William Newham from what Blainey described as a “small shed”.³³⁸ Very few facilities of this type were ever established in that part of the study area. Reference has been found to a bacon curer, William Bainbridge, who was active in the Glen Iris area as early as 1864 (when he served as one of the guarantors for the township's new Wesleyan Church).³³⁹ Bainbridge may or may not have been associated with the new bacon factory that was subsequently proposed to be erected in Glen Iris, for which tenders were called in June 1884.³⁴⁰

332 Bonwick, *A Sketch of Boroondara*, pp 3-4.

333 Bonwick, *A Sketch of Boroondara*, pp 3-4.

334 McWilliam, *Hawthorn Peppercorns*, pp 37, 66, 86.

335 Gould, “Hawthorn Heritage Study”, p 36.

336 Blainey, *A History of Camberwell*, p 68.

337 McConville, “Camberwell Conservation Study” Vol 2, p 71.

338 Blainey, *A History of Camberwell*, p 24.

339 Information provided by Mr Neville Lee, 24 August 2011.

340 “Tenders”, *Argus*, 26 June 1884, p 3.

5.2 DEVELOPING A MANUFACTURING CAPACITY

5.2.1 Making Victoria the 'engine room' of the Australian economy

The theme of manufacture has manifest across the study area in a somewhat irregular fashion. Historically, much of this development was centred on the former City of Hawthorn, which, located just across the river from Melbourne's inner-suburban industrial heartland of Richmond, Abbotsford and Collingwood, represented the logical place for further expansion. Just as Hawthorn had attracted the study area's first noxious trades in the 1840s and then its first claypits and brickyards in the 1850s, so to did it attract the first factories of most other kinds from the 1860s. Hawthorn remained the centre of manufacturing in the study area for more than a century, during which time several specific areas (notably the spine of Burwood Road and, later, certain parts of Hawthorn East) emerged as important industrial precincts.

Industrial expansion into Camberwell and Kew was initially hampered by lack of transport routes, with the result that comparable factory development did not begin to appear there until the 1880s. In any case, neither of those two municipalities became particularly enamoured by industrial activity; by the early twentieth century, both were actively discouraging the establishment of new factories within their boundaries. This was not so much an aversion to the economic benefits of local industry, but, rather, an acknowledgement of the overwhelming support from ratepayers to maintain the municipalities as the comfortable middle-class "dormitory suburbs" that they had become.

Early factories to 1900

Setting aside the aforementioned noxious trades and brickmaking businesses, one of the first factories in Hawthorn, as noted by Gwen McWilliam, was Whiteman's wheelwright workshop at the corner of Burwood and Glenferrie roads, which commenced around 1860 and remained in operation for more than two decades thence.³⁴¹ Other small-scale industries – particularly those engaged in carriage making, furniture manufacture and the like – followed suit, which saw Burwood Road develop into a distinct light industrial precinct by the end of the nineteenth century. Elsewhere in Hawthorn, factories also appeared on other main roads (eg Clarence Hills' timber mills on Camberwell Road, which employed 25 men) and also quieter back streets (eg Malmsbury Street, where G W Pilgrim erected a two-storey cordial factory).³⁴²

As previously noted, comparable industrial development was late to reach the eastern half of the study area, where, as Blainey noted, "no factories or foundries spewed smoke on Boroondara". By his reckoning, there were no factories whatsoever in the district in 1871, and only one a decade later – which, in any case, he assumes was probably the aforementioned "small shed" of bacon-curer William Newham (see 5.1.1). Industrial expansion in Camberwell finally burgeoning from the 1880s – spurred, no doubt, by the extension of the railway line and associated residential development. Small factories subsequently proliferated in the area, as Blainey elaborated:

For several decades the most permanent local factory was Golding's boot factory, set up in 1886 [sic] at the corner of Mont Albert and Balwyn roads... For a time, Balwyn had a pottery works and Camberwell a tanner, but the cleanest and most respectable industry in the last years of the century was the carriage and buggy builders in Riversdale Road, near Camberwell Junction. Owned by Rooks & Scott, the factory consisted of a coach-builder's shop, blacksmith's forges that made the iron tyres, a painting shop and a large showroom.³⁴³

Boot manufacturer Alfred Golding actually started business in Hawthorn in 1881, when he built a timber factory, with a public hall above, on Burwood Road (at Golding Street). He moved to Canterbury three years later, erecting a similar timber factory (again, with a public hall; see 8.4.4) at what is now 170 Mont Albert Road.³⁴⁴ The business expanded even more and, in 1897, Golding transferred it again, this time to a site on Canterbury Road, where he erected an even larger factory – with yet another public hall. Golding's boot factory thrived to become a prominent local industry well into the twentieth century; while the production buildings were demolished in 1967 for the erection of a reception centre (also demolished), a small electrical substation associated with the factory can still be seen on Canterbury Road.³⁴⁵

341 McWilliam, *Hawthorn Peppercorns*, p 86.

342 Peel, Zion & Yule, *A History of Hawthorn*, p 123.

343 Blainey, *A History of Camberwell*, pp 68-9.

344 Gibb & Warmington, *Visions of a Village*, pp 3-4.

345 Da Costa-Adams, "A Golding Walk in Canterbury".

Amongst other manifestations of “clean and respectable” industry in the Camberwell area were a number of timber yards. One notable example opened at 587-597 Canterbury Road, Surrey Hills in 1887; established by Donald Douglas, it was latter taken over by local builder William Vine, who expanded the premises (and the business) until it became the largest industrial operation in the area. It finally closed in the 1950s, and the site has been redeveloped.³⁴⁶ While industrial development had been slow to reach Camberwell, it was even slower to reach Kew, where the sheer lack of transportation made it considerably less attractive to those manufacturers seeking convenient factory sites.³⁴⁷ As was reported by local historian Barnard in 1910:

*Kew can hardly be termed a manufacturing centre. The most important industry which was ever carried on, beyond those belonging to the soil, such as farming and gardening, was the extension of the brick making industry of Lower Hawthorn across the boundary into Southern Kew, where in the eighties Smart's brickyard turned out large quantities of excellent bricks... Mr. Alfred Fuller in the seventies established the Kew Brewery in High Street South, but later took up organ building instead, and turned out a number of excellent instruments. About the same time Mr. F. J. Martin employed a fair number of hands in his boot factory. The first edition of Balliere's "Victorian Gazetteer," published in 1865, credits Kew with a rope-walk, established by Mr. Henry Christian, "the introducer of the manufacture into the colony." This can hardly be correct, so far as rope-making is concerned. Mr. Christian, one of our earliest residents, was a halter-maker, and certainly turned out a first-class article, but whether the first or only maker of halters history does not relate.*³⁴⁸

Directory listings confirm all three factories mentioned above were located on “Bulleen Road” (ie High Street). The Kew Brewery was on the north side of the street, next to the Clifton Hotel at the corner of Studley Park Road. Frank J Martin, bootmaker, was also on the north side, near the Anglican Church, while Henry Christian, ropemaker, was listed on the south side, near Union Street. No trace of these three early factories appears to remain today.

Related places

Substation associated with Golding's boot factory, 188 Canterbury Road, Canterbury – the only surviving remnant

Early twentieth century developments (1900-1940)

As summarised by Victoria Peel *et al*, “Hawthorn's most dramatic industrial development occurred in the twentieth century, with local industry diversifying from the brickmaking, quarrying and skilled-trade factories supplying carriages and furniture to clothing and food production on a more intensive scale”.³⁴⁹ The number of factories in Hawthorn trebled between 1900 (21 factories) and 1916 (68 factories). Much of this development was concentrated along the district's original industrial precinct of Burwood Road – an area described by Peel *et al* as “the hub of Hawthorn industry before World War Two”.³⁵⁰ One manufacturer destined for a long association with that area was Joseph Fowler, who, in 1920, relocated his home-based fruit-bottling business from Burke Road to modest premises at the corner of Power Street and Burwood Road.³⁵¹ The business subsequently expanded; in 1934, after the firm was re-badged as the Fowlers Vacola Manufacturing Company Pty Ltd, a new modern-style factory was erected at 245 Burwood Road. Other companies to establish themselves along Burwood Road during this period included Mica Products, Kaustine Sewerage Requisites (actually a division of Fowlers Pty Ltd), Nonporite Pty Ltd, and hosiery manufacturers Eagle Mills.³⁵² Comparable development began to spread further east, along Camberwell Road – an area that clearly attracted manufacturers because of the existing industrial character due to the nearby Hawthorn Brickworks. Early examples of factories along this strip included the Barnes & McKenzie vulcanizing works (c.1920) and the Zenker & Schulze piano factory at No 73-83 (c.1923). During the 1930s, the latter site was redeveloped by Brown-Gouge dry cleaners, with a modern factory (demolished); many others would follow.

346 Information provided by Surrey Hills Historical Society.

347 Sanderson, "Kew Urban Conservation Study", p 4/15.

348 Barnard, *Jubilee History of Kew*, p 76. This reference was kindly provided by Kerry Fairbank, Studley Park Modern,.

349 Peel, Zion & Yule, *A History of Hawthorn*, p 124.

350 Peel, Zion & Yule, *A History of Hawthorn*, p 124.

351 Victoria Peel, 'Fowler, Joseph (1888–1972)', *Australian Dictionary of Biography*, Volume 14.

352 Peel, Zion & Yule, *A History of Hawthorn*, p 125.

Hawthorn's phase of intense factory development in the first half of the twentieth century represented a marked contrast to what was happening in the two contiguous municipalities that constitute the study area. Even though the western boundary of the City of Camberwell abutted the burgeoning industrial precinct of Camberwell Road, East Hawthorn, little comparable development actually crossed the border. Notwithstanding the minor industrial boom that had taken place in Camberwell during the late nineteenth century, the municipality had only 93 factories by the 1930s – compared to 175 in Hawthorn. Most of Camberwell factories, moreover, were modest in both scale and output:

Small workshops produced building materials like, fibro-panels in the 1920s. By then, zoning regulations and by-laws on industrial land use restricted factories in Camberwell. Most survivors were small-scale and attached to shops: bakeries and motor body trades, or else supplied building trades, eg a brickworks and several joineries.³⁵³

Industrial development lagged even further behind in Kew. Statistics quoted by Pru Sanderson reveal that, during the years 1927-28, the municipality of Kew had only 29 factories and 110 factory employees, whereas the adjacent municipality of Hawthorn had almost five times as many factories, and nearly twelve times the number of factory employees.³⁵⁴ Moreover, while Hawthorn's factories tended to be large, often noisy or otherwise objectionable, and grouped together in identifiable industrial areas, those in Kew were more modest in both scale and operation; they were invariably engaged in relatively inoffensive trades, and were scattered across ordinary residential neighbourhoods. Typical examples include the small fibro-plaster factory in Barnard Grove, Kew, which was established at the rear of Henry Chipperfield's private residence (fronting 31 Kellett Street) in the early 1920s.

Residents of Kew, it seems, still resisted the prospect of industrial development in their municipality – just as they had when a new brickworks was proposed there in the late 1880s (see 4.6.1). This enduring attitude was underscored in the mid-1920s, when one of Australia's leading manufacturers – the Kodak Company – announced plans to relocate its industrial complex from Abbotsford (where it had been located since 1905) to Kew. A huge site was obtained at the corner of Belford and Kilby roads, and elaborate plans were drawn up by architects Stephenson & Meldrum, which not only included production and administrative buildings, but also a housing estate for employees. In January 1925, Kodak made application to the Kew City Council to commence construction; the project, however, floundered, and finally came to halt more than two years later, under the following circumstances related by Pru Sanderson:

Kodak was the last company to propose large-scale industrial development in Kew, for in October 1927, the Kew City Council passed a by-law forbidding the establishment of any new industries, commercial ventures or places of amusement, declaring Kew to be zoned residential. It made exceptions for the main roads and intersections of Kew to a depth of 45.72 metres (150 feet), so as to allow for future shop development. The by-law appears to have been a response to a deputation of residents in November 1926, who objected to a fibro-plaster factory in Barnard Grove. By passing the law, the Council gave itself the authority to control future industrial development. It could not however force the closure of existing factories.³⁵⁵

In the eastern half of the study area, a minor precinct of pre-war industry developed in the Deepdene area, where the Outer Circle railway line provided a useful transport link. In 1940, undergarment manufacturers Holeproof erected their new mills at 106 Whitehorse Road (demolished), because of reported difficulties in obtaining more suitable sites in the inner suburbs. Other factories were also established along this part of Whitehorse Road during this period, including Bishop's Cordials at No 48 and J H Walker, manufacturer of sporting goods, at No 52.³⁵⁶

By the 1930s, there were 312 factories in the study area; of these, more than half (56%) were located within the City of Hawthorn, just under a third (30%) in the City of Camberwell, and less than one-eighth (14%) in the City of Kew.³⁵⁷

Related places

former Fowlers Vacola Pty Ltd factory, 245 Burwood Road, Hawthorn (1934) – altered

former factory, 157 [155] Auburn Road, Hawthorn (1930s) – formerly J Balloch & Sons, manufacturing bakers

353 McConville, "Camberwell Conservation Study" Vol 2, p 71.

354 Sanderson Design, "Kew Urban Conservation Study", p 4/15.

355 Sanderson, "Kew Urban Conservation Study", p 4/15.

356 Information provided by Balwyn Historical Society.

357 Percentages extrapolated from figures quoted in Peel, Zion & Yule, *A History of Hawthorn*, p 125.

Post-War expansion (1945 onwards)

With the Cities of Camberwell and Kew both imposing restrictions on factory development during the 1920s, the City of Hawthorn was poised to become the leading centre for industrial activity in the study area during the post-war period. As was noted in the *Hawthorn Heritage Study*:

*The encouragement of industrial activity on Hawthorn at a time when its traditional “garden suburb” image was in decline was demonstrated further by the promotion of factory development during this period to meet the needs of a growing and changing population. In these years, some Hawthorn shops became factories and new custom-built factories were constructed, replacing the old houses on the south side of Burwood Road beyond Auburn Road and along Glenferrie Rad, and in some back streets near the stations.*³⁵⁸

During this period, small factories – mostly connected with the clothing industry – appeared along Church Street, including the premises of Dainty Frocks at Nos 114-116 (1946) and Courtier Products at No 13 (1961). Both of these, however, have since been demolished. Post-war expansion along the industrial heartland of Burwood Road saw some of the existing companies expand or update their premises. Fowlers Vacola Pty Ltd, for example, proposed a new modern factory at Nos 109-123 (corner Power Street), which was completed in 1955.³⁵⁹ Designed by architect Harry Norris, this vast building (since demolished) was noted for its distinctive curved roof. Other notable new factories in the vicinity included those for Garden & Naylor, kitchen product manufacturers, at No 192 (1953) and a printing plant for Herald Gravure Printers at No 230-38 (1955; demolished). The industrial development that spilled into the intersecting side-streets was generally on a smaller scale. Many of these factories were of utilitarian form and appearance; notable exceptions include the small but eye-catching architect-designed workshop (with residential flat above) that was erected for G Nissel & Company, contact lens manufacturers, in Montrose Street.

During the early post-war period, industrial development began to intensify in Hawthorn East, where many more factories appeared along Camberwell Road and Auburn Road, as well as the bottom end of Tooronga Road. In all cases, manufacturers were drawn to these areas due to their long-established industrial character, spurring from the proximity of the two long-established brickworks there. In 1955, when clothing manufacturers Sportscraft Pty Ltd proposed to build what was later described as “the largest skirt factory in the Southern Hemisphere”, the company selected a site in Redfern Street, East Hawthorn – an old Boom-era residential strip, but one that ran alongside the Hawthorn Brickworks, and was otherwise conveniently close to the major hub of Camberwell Junction. The factory has been demolished.

A few years earlier, in 1951, the land around Frederick Cato's former residence, *Kawerau*, at 405 Tooronga Road, was subdivided to create a new estate, bisected by the appropriately named Cato Street.³⁶⁰ Located almost directly opposite the old City Brickworks, the areas soon developed into a small but concentrated industrial precinct. Within a few years, modestly-scaled factories had been erected by such companies as the Angora Woollen Mills, Boots Pure Drug Company, Sealed Unit Services Pty Ltd (refrigeration engineers) and Wrightcel Pty Ltd (cellophane manufacturers). Far from being a blight on the landscape, some these new factories represented the work of noted architects of the day – including John & Phyllis Murphy, who, in 1960, designed a small but striking building for M B John & Hattersley Ltd, valve manufacturers, at 22 Cato Street (demolished).³⁶¹ This industrial development in Cato Street inevitably spread further south to parallel Hall Street, which had hitherto been an inter-war residential area. Both streets remain strongly characterised by post-war industrial development, with even the original *Kawerau* mansion (which was retained at the front of the subdivision in 1951) latterly occupied by a manufacturing company.

Related places

former Little Lady Pty Ltd lingerie factory, 160 Union Road, Surrey Hills (1953)

former G Nissel & Co factory and flat, 4a Montrose Street, Auburn (1962) – small factory by architect David Godsell

358 Gould, “Hawthorn Heritage Study”, pp 64, 69.

359 D C Ward (ed), *Guide to Victorian Architecture* (Melbourne, 1956), p 29.

360 Lodged Plan No 20,999, declared 5 February 1951.

361 For an illustration, see Julie Willis & Bronwyn Hanna, *Women Architects in Australia, 1900-1950*, p 89.



Figure 24: The Holeproof factory on Whitehorse Road, Balwyn (source: Picture Collection, State Library of Victoria)



Figure 25: The Sportscraft factory in Hawthorn East (source: Herald, 18 February 1955)



Figure 26: Shops along Glenferrie Road, Hawthorn, c.1909 (source: Picture Collection, State Library of Victoria)



Figure 27: Neon sign above Letchford's Building, Kew Junction (source: Harold Paynting Collection, State Library of Victoria)



Figure 28: Advert showing Dickins Supermarket at Balwyn North (source: Architecture & Arts, 1 August 1960)



Figure 29: Architect's sketch for proposed State Savings Bank branch at Hawthorn (source: Argus, 27 October 1938)

5.3 MARKETING AND RETAILING

5.3.1 Serving local needs

Early retailing to 1880

According to Sutherland's *Victoria and its Metropolis* (1888), the first person to open a retail store on the eastern side of the Yarra River was George Wratten; this, however, has never been confirmed, and Gwen McWilliam suggests that it might represent confusion with Thomas Rattan, who is said to have run an early shop on the north-east corner of Riversdale Road and Power Street, Hawthorn.³⁶² However, details and dates remain sketchy. The earliest reliably documented retail activity in the study area was concentrated in original townships or village settlements. As noted in the *Hawthorn Heritage Study*, retailing began there "in the 1850s, but on a very small scale, when clusters of small shops sprang up near the Village Reserve".³⁶³ Amongst the first were David Hill's Store (later Hatherley's Store) on Church Street, which appears on maps as early as 1852, and Sartin & Pearson's Store on Burwood Road, opposite the Village Reserve.³⁶⁴ Another early shop in that area, located near the Beehive Hotel, was described by Bonwick as "a large wooden building... a store and butchery, conducted by a thorough energetic and honourable American".³⁶⁵ However, retail expansion around the Village of Hawthorn declined after 1861, when the new Town Hall was erected at the corner of Burwood Road and Glenferrie Road. As this became "the geographical centre of an expanding Hawthorn", much community focus, including future retail and commercial development, shifted about a mile (1.6 km) east of the original village site. Evidence of the original village shops was largely obliterated, when many of the ones that had been built on the south side of Burwood Road were demolished for the new railway line.

Further north, retailing in Kew had similarly commenced in the vicinity of the original village, which was laid out in 1851. As noted by eyewitness James Bonwick, "Mr French was the first storekeeper in Kew, opening his repository of groceries, etc, somewhere in August 1853".³⁶⁶ By 1858, when Bonwick published his memoir, Kew was reported to be "well supplied with stores and the usual tradesmen of a township". Remarkably, some of these early retail businesses were still in operation a century later, when they were documented by local historian W D Vaughan. These included Malone's Pharmacy at 167 High Street, which was descended from an earlier shop that opened on the other side of the road in 1858; a grocer's shop and butcher at the corner of High Street and Princess Street, known as the Junction Store, which was opened "towards the end of the fifties" by a Mr Bidwell; and a boot repair business in Walpole Street, founded by J Witchell and subsequently run by the same family for one hundred years.³⁶⁷

Meanwhile, the eastern half of the study area lagged a little behind in retail development. As Blainey has noted,

*the rural population was small and scattered and as it regularly carted its produce to Melbourne, it preferred to shop in the city rather than locally. Boroondara's villages therefore grew slowly; in 1863, together with all but a single shop, they lay on the busy road between Camberwell Junction and Ballyshannassy [ie Burwood].*³⁶⁸

Camberwell's earliest shops comprised William Murray's butchery, Nevell's store, and Robert Beaumont's general store and bakehouse, while, further along the south-east road, there were general stores at Hartwell and Norwood. At that time, the only other retail establishment in this half of the study area was Charles Essing's store "at Kennedy's Creek on the Doncaster Road" - that is, in what is now Balwyn North.³⁶⁹ During the 1870s, the first shops began to appear in the burgeoning villages of Glen Iris, Balwyn and Surrey Hills - in the last instance, in the form of a general store at the south-west corner of Union and Canterbury roads, which was established by Charles Simpson in 1874.³⁷⁰

362 McWilliam, *Hawthorn Peppercorns*, p 86.

363 Gould, "Hawthorn Heritage Study," p 53.

364 McWilliam, *Hawthorn Peppercorns*, p 86. Additional information provided by Gwen McWilliam, August 2011.

365 Bonwick, *A Sketch of Boroondara*, p 7.

366 Bonwick, *A Sketch of Boroondara*, p 9.

367 Vaughan, *Kew's Civic Century*, p 183.

368 Blainey, *A History of Camberwell*, p 25.

369 Blainey, *A History of Camberwell*, pp 25, 26.

370 McConville, "Camberwell Conservation Study" Vol 2, p 70.

Local shopping strips and villages: 1880s to 1940s

Some of the earliest retail centres in the study area – Glenferrie Road, Kew Junction and Camberwell Junction – grew at a phenomenal rate from the late nineteenth century, and became significant regional shopping precincts (see 5.3.2). Others, however, remain more modest in scale, serving a smaller local catchment. The latter trend was stronger in the eastern part of the study area, where the former village settlements dating of the 1860s and '70s (Glen Iris, Hartwell, Norwood and Balwyn) burgeoned into retail centres that, while modest in scale, were essential to their respective communities. During the twentieth century, most of these smaller centres – which originally included churches, schools, hotels and so on – gradually became more commercially oriented. Notable examples include the two blocks of High Street between Gladstone Street and Barrina Road (former Village of Glen Iris), Burwood Road between Charles Street and Warrigal Road (former Village of Norwood), Toorak Road west of the railway line, extending partly up Camberwell Road (former Village of Hartwell) and the junction of Whitehorse and Balwyn roads (former Village of Balwyn).³⁷¹ While all of these remain as local commercial centres, none retain any nineteenth century shops; rather, they are characterised by a mix of pre-war and post-war retail development, mostly in the form of single- and double-storey buildings.

In the late nineteenth and early twentieth centuries, expanding transport networks had a major impact on commercial development in the study area. The extension of the railway in 1882 not only caused a boom of retail expansion in the existing hubs of Glenferrie Road, Auburn Road and Burke Road (after the opening of new railway stations at Glenferrie, Auburn and Camberwell, respectively) but also the establishment of entirely new retail centres around Canterbury and Surrey Hills stations.³⁷² The first shops along Canterbury Road, Canterbury, for example, appeared in the late 1880s.³⁷³ Today, the respective retail strips of Canterbury Road and Union Road remain characterised by remnant late Victorian buildings – invariably two-storey Boom-style residential shops, plus the occasional hotel – interspersed with later ones that provide evidence of Edwardian, inter-war and post-war phases of expansion or redevelopment.³⁷⁴ After 1900, the commercial development that burgeoned along Canterbury Road, Canterbury, began to spread to nearby Maling Road; with further expansion in the inter-war period, it grew to become a notable retail hub in that part of the study area.

In much the same way, the commencement of a horse-drawn tram service in certain parts of the study area in the late 1880s and early 1890s (see 3.5.1) would promote commercial development along its route. As Gwen McWilliam has noted, the new horse-drawn tram route through Hawthorn, extending along Burwood Road, Power Street and Riversdale road, played a major part in the development of Riversdale Road as a local retail centre.³⁷⁵ This trend only intensified during the 1910s, when the old horse-drawn trams were superseded by new electric counterparts. In many cases, the new tram routes passed along roads that ran through established local retail centres, prompting increased patronage and further expansion. During the year 1916, for example, the former villages of Hartwell, Norwood and Balwyn became considerably more accessible when electric tram services commenced along Camberwell Road, Toorak Road and Whitehorse Road, respectively. These new tram lines also caused some entirely new retail centres to emerge, including those at Deepdene (along Whitehorse Road), Kew East (along High Street, at Harp Road), Kew North (at the intersection of High Street, Burke Road and Doncaster Road), Camberwell South (Riversdale Road, at Cooloongatta Road) and elsewhere. Not surprisingly, local retail centres also appeared on or near tram termini – for example, at the junction of Burke Road and Mont Albert Road in Kew, and of Whitehorse Road and Union Road in Surrey Hills.

Small-scale suburban shopping strips of this type were a crucial part of everyday life for local residents. In his memoirs, Barry Humphries recalled a typical example near his home in Christowel Street, Camberwell:

To earn extra pocket money, I often went shopping for my mother, There was a small parade of shops not far away in Camberwell Road and, although their proprietors Mr Hall the grocer, Mr Ryal the chemist and Mr Ernie Young the butcher all seemed to be of normal height, my mother always referred to them in the diminutive: 'Barry, would you please go down the street and get me half a pound of nice lean lamb chops from my little butcher. Oh, and while you're there, pop in and ask the little man in the chemist shop for a bottle of Hypol and some Buckley's Canadiol'.³⁷⁶

371 McConville, "Camberwell Conservation Study", Vol 2, p 71.

372 Gould, "Hawthorn Heritage Study", p 53; Gibb & Warmington, *Visions of a Village*, p 3.

373 Gibb & Warmington, *Visions of a Village*, p 7.

374 Gibb & Warmington, *Visions of a Village*, p 7.

375 McWilliam, *Hawthorn Peppercorns*, p 87.

376 Humphries, *More Please*, p 75.

Humphries also retained fond memories of the 'homemade' cake shop at the end of the strip, operated by the Misses Longmire, where "if there was a big card night looming, I would pick up a sponge, a lemon meringue pie or a few fairy cakes". This group of shops, located on the north side of Camberwell Road near Orrong Crescent, is still standing and, through directories, the respective premises of Mr Hall the grocer, Mr Ryal the chemist, Mr Young the butcher and the Misses Longmire can be conclusively identified as present-day Nos 523, 525, 529 and 531.

While this type of modest local shopping strip was once widespread across the study area (as, indeed, they were throughout suburban Melbourne), they began to decline in the post-war era, with the advent of self-service grocery shops, supermarkets and car-based retail strips (see 5.3.3). Since that time, many of these "little shops" (as Mrs Humphries called them) have been adapted for other uses, including professional offices and private dwellings.

Related places

Shops, 351-361 Canterbury Road, Canterbury (1888) – a rare surviving row of early timber shops

Shops (*The Block*), 80-92 Maling Road, Canterbury (1907) – earliest surviving shops in notable retail strip (part HO145)

Shops, 644-652 High Street, Kew East – representative row of five Edwardian shops

Shops, 523-531 Camberwell Road, Camberwell – the "little shops" recalled by Barry Humphries from his childhood

Shops, 30-36 High Street, Glen Iris – a representative example of inter-war shops in the Tudor Revival style

5.3.2 The rise of regional retail centres

A significant theme that recurs in all three of the former municipalities of the study area is this: the original retail centres in each district expanded the point that they became much more than just a local shopping strip – rather, they gradually transformed into major commercial hubs with a considerably larger catchment. In two cases, these hubs sprang from the original village settlements dating back to the mid-nineteenth century – Camberwell Junction, at the intersection of Burke Road, Camberwell Road and Riversdale Road, and Kew Junction, at the similarly multi-pronged intersection of Princess Street, High Street and Studley Park Road. Hawthorn's counterpart, at the junction of Glenferrie and Burwood roads, represented something of an anomaly, in that this was *not* the site of the original village, or indeed of the first shops. Rather, this intersection only became the civic and commercial centre of the burgeoning community after the construction of the new Town Hall, on the south-eastern corner, in 1861.

Commercial development of these three areas grew steadily during the 1860s and '70s and then boomed during the 1880s, following the opening of new railway stations at Glenferrie and Camberwell (both 1882). Moreover, the new railways station located between those two – at Auburn – encouraged the establishment of an entirely new retail centre. Radiating outward from the prominent intersection of Auburn and Burwood roads, this was conceived, as Gwen McWilliam noted, as "the grandest shopping development of the 1880s, which was apparently meant to have been the shopping centre to which residents of Camberwell, Box Hill and beyond flocked".³⁷⁷ Developed virtually from scratch, it would eventually rise to become a major rival to the older retail hubs at Hawthorn, Camberwell and Kew.

Burke Road, which delineated a municipal boundary, represented an interesting case in point. The west and east sides of the street, respectively within the City of Hawthorn and the Shire of Camberwell, developed at different rates. As was neatly summarised in the *Hawthorn Heritage Study*:

*Burke Road on its Hawthorn side only emerged as a major commercial shopping centre from the 1880s and 1890s following further subdivision and the opening of the Camberwell railway station in 1882. On the Hawthorn side, north of the railway, there was plenty of building activity in the 1880s with the construction of the Palace Hotel in 1888 and a strip of shops built at the same time, which still survives. South of the railway line on the Hawthorn side little development occurred by the 1890s as the land had still not been released for sale. However, the area between Camberwell Road and Burke Road and along Camberwell Road to the Junction was rapidly developed at this time.*³⁷⁸

377 Quoted in Gould, "Hawthorn Heritage Study", p 54.

378 Gould, "Hawthorn Heritage Study", pp 53, 55.

In contrast to the generally single-storey development that took place along the smaller local shopping strips, the four major retail hubs at Hawthorn, Auburn, Camberwell and Kew were transformed with rows of ornate Boom-style two-storey residential shops – or, in some cases, even more striking three-storey counterparts, some of which can still be seen in Auburn Road, Glenferrie Road and the Hawthorn side of Burke Road. As noted above, these hubs were all the first parts of the study area to attract associated Boom-era commercial development, such as new hotels and banks, which were invariably of comparably grand scale (ie three or even four storeys), and realised in the lavish Italianate architectural style that was typical of the era.

By the turn of the century, Kew Junction, Camberwell Junction and Glenferrie Road/Burwood Road had become firmly established as the pre-eminent retail centres within their respective municipalities, with Auburn Road at Hawthorn East, running closely behind. As Chris McConville put it, Camberwell Junction was “the major centre of trade” in 1900, located at the peak of that municipality’s commercial hierarchy.³⁷⁹ Over the next decade, commercial expansion finally filled out the Hawthorn side of the road, with clusters of single and double-storey shops – some of which were designed in a style that recalled the late Victorian buildings of the previous generation. There were also new retail developments along Glenferrie Road at that time, most notably a new building – *The Don*, described by Gwen McWilliam as “the grandest shop of all and the novel concept of the department store” – which was erected alongside Glenferrie railway station in 1910, and represented the first example of this new typology in the study area.³⁸⁰ Further expansion of these retail hubs continued over the following decades, during which time Camberwell Junction rose above its counterparts in Kew and central Hawthorn to become the pre-eminent retail precinct in the entire study area, with a catchment that extended well beyond the municipal borders. As noted in the *Hawthorn Heritage Study*:

*During the 1930s, there was a development of specialist shops, particularly clothing stores, in Burke Road, reflecting the affluence of the middle-class suburban hinterland. By this time, there was a range of professional, financial and retail services at the Junction, while the ever-increasing use of the motor car by suburban residents reinforced the dominance of the junction as “a principal shopping centre for the eastern suburbs”.*³⁸¹

Harking back to the experience of a young Barry Humphries, if the “little shops” in Camberwell Road (see 5.3.1) were not sufficient to meet the everyday needs of his family, Camberwell Junction represented a destination that was reserved for less frequent trips to purchase specialist items. In his memoirs, Humphries recalls travelling to the junction with his parents to visit the Della Bosca brothers, greengrocers, at the Camberwell Market; his maternal aunt also ran a wool shop on Burke Road, and his father’s tailor, Arthur Warner, also maintained premises there.³⁸² The original Camberwell Market, which opened in March 1929 in a smart two-storey building on Riversdale Road, represented the culmination of several years of petitioning from ratepayers and local traders who saw the benefits of a municipal fresh-food market along the lines of those that had been successfully established in other suburbs.³⁸³

The broader significance of Camberwell Junction as a major regional shopping destination was underscored in the musings of Humphries’ alter ego, Sandy Stone, the fictitious “Sage of Glen Iris”, who stated in one monologue:

*I was glad we hadn’t made too late a night as we had to be down the junction pretty early on the Saturday morning for the weekend shopping. Had a bit of strife parking the vehicle though. You know what it’s like at the junction of a Saturday morning [sic].*³⁸⁴

“The Junction” continued to dominate the retail trade in the study area well into the post-war period, when many new modern shops were proposed. In late 1955, the property column of the *Herald* newspaper reported no fewer than three forthcoming commercial projects in Camberwell Junction – one for a shopping centre “designed on latest American ideas”, another for a striking two-storey glass-fronted frock showroom, and yet another for the conversion of the old Rivoli Theatre into a new 15-unit shopping arcade.³⁸⁵ The other major retail hubs in the study area, located at Kew, Hawthorn and Auburn, also underwent expansion during the post-war period.

379 McConville, “Camberwell Conservation Study”, Vol 2, p 71.

380 Gould, “Hawthorn Heritage Study”, p 61.

381 Gould, “Hawthorn Heritage Study”, p 64.

382 Humphries, *My Life as Me*, pp 17, 62, 85,

383 “Proposed Camberwell Market”, *Argus*, 3 October 1928, p 21.

384 Humphries, *The Life and Death of Sandy Stone*, p 7.

385 “Property”, *Herald*, 14 October 1955, p 13; 21 October 1955, p 13; 28 October 1955, p 12.

The following statement, made by Mark Askew in relation to those retail hubs in the former City of Hawthorn, could well be extrapolated to include all of their counterparts across the study area:

*the suburb's commercial spines of Auburn, Glenferrie and Burwood Roads developed so that by the mid-1970s commercial and retail activities were diversifying and supplying needs which had hitherto only been served by inner suburban or metropolitan shopping and service centres.*³⁸⁶

A notable manifestation of this diversification is the Camberwell Sunday Market. Established in 1976 by the Rotary Club of Balwyn, this popular community event has been held in the large carpark, at the rear of the Burke Road shops on Camberwell Junction, virtually every weekend since. A local institution, it has also become the longest continually-operating outdoor market in Australia.

Related places

Shops, 134-142 and 144-148 Auburn Road, Hawthorn – row of three-storeyed Boom-style shops (part HO260)

Shops, 941-957 Burke Road, Camberwell – row of eight double-storey Boom-style residential shops

Former department store (*The Don*), 672 Glenferrie Road, Hawthorn (1910)

Former Camberwell Market, 519-523 Riversdale Road, Camberwell (1929) – Camberwell's original fresh food market

5.3.3 Creating car-based retail centres in the post-war era

Creating new local shopping strips

With a huge increase in car ownership in Australian cities after the Second World War, the established ritual of travelling by foot to the nearest “little shops” – as was fondly recalled by Barry Humphries – would inevitably diminish. Although small-scale local shopping centres were still needed – particularly in developing post-war suburbs – they were now conceived and designed with the motor car firmly in mind. From the early 1950s, new suburban strip shopping centres would be provided with off-street parking, with the shops themselves set well back behind them. Within the study area, examples of this type of development tend to be found in the northern fringes of the former City of Camberwell, where residential settlement boomed after the Second World War. Typical examples in Balwyn North include the row of shops off Bulleen Road at Dorado Avenue (accessible via a service road) and those along both sides of Balwyn Road, between Lucifer and Echo streets (set back behind car-parking bays). However, the largest and most prominent examples of this type of retail development emerged along Doncaster Road: the Greythorn Village, and the nearby Trentwood shops, which were built as part of the A V Jennings estate of the same name.

Related places

former *Trentwood Estate* shops, 315-329 Doncaster Road, Balwyn North (1957)

Shops, 276-280 Doncaster Road, Balwyn North – typical 1950s strip shops with sloping slate-clad party-walls

Competing with the new-generation shopping centres

Notwithstanding the bright new architect-designed shops that began to appear along existing retail strips during the 1950s, these centres – even the largest ones – still struggled to compete with the new car-based regional shopping centres that began to appear in suburban Melbourne after 1960. The first of these, at Chadstone, proved to be tough competition for Camberwell Junction, as noted in the *Hawthorn Heritage Study*:

*It was reported in 1960 that the Burke Road shopping centre was suffering from competition from the new shopping complex at Chadstone, which combined centralised regional shopping with ample car-parking. The increased need for car parks in the Junction area led to the demolition of Victorian and Edwardian residential blocks behind Burke Road. The year 1968, for example, was marked by demolitions in Burke Avenue, Harold and Mayston Streets.*³⁸⁷

386 Gould, “Hawthorn Heritage Study”, p 42.

387 Gould, “Hawthorn Heritage Study”, p 70.

The innovative campaign to acquire residential areas for car-parking had actually been initiated by the owners of the shops themselves. In 1961, they had petitioned Council to impose a special levy to raise funds for the acquisition of properties, starting in Station Street. The venture, which raised almost £400,000 for the purpose, proved so successful that stakeholders in other retail areas followed Camberwell's lead. At Kew Junction, properties to the rear of shops on the north side of High Street were similarly acquired and cleared for carparking (which necessitated the demolition of public buildings associated with the old Village of Kew, including the former Athenaeum Hall, Masonic Hall and fire station). Comparable attempts to create off-street parking were also made in Hawthorn (behind the Glenferrie Road shops, most prominently between Park Street and Liddiard Street) and behind many other smaller local retail strips, including those at Ashburton, Deepdene, Hartwell, Balwyn North (Belmore Road) and elsewhere.

In an effort to keep up with the burgeoning car-based retail culture, new shops erected in established retail strips in the 1950s were often designed along modern lines, with large plate-glass windows, prominent signage and deliberately eye-catching architectural forms to attract the attention of passersby. The example of the architect-designed frock showroom in Burke Road, Camberwell, with a double-height glazed shopfront, has already been mentioned (see 5.3.2). Around the same time, architect J R Tovey designed a small shop and offices block at the corner of Burke Road and Harp Road in Kew East, with a bold cantilevered verandah, decorative shadow-boxes and stone feature wall. The Anderson's carpet store in Toorak Road, designed by architect John Ahern in 1960, took this bold approach even further, with an entire double-height facade of sloping glass, enlivened by a row of angled struts to create a jagged effect. In other commercial hubs, local retailers were content to catch the eye of passing motorists with prominent roof-mounted signage, such as the landmark HBA neon sign, and digital clock, that once stood above Letchford's estate agency at Kew Junction.

Related places

Shops and offices, 1363 Burke Road, Kew East (1954) – modern retail building by architect John R Tovey

Supermarket, 1424 Toorak Road, Camberwell (c.1955) – retains original fin-like roof-mounted neon signage

Former carpet showroom, 1360 Toorak Road, Burwood (1960) – modern building designed by architect John Ahern

Shops, 57 Canterbury Road, Canterbury (c.1963) – typical skillion-roofed block of glass-walled modern shops

The supermarket era

The modern phenomenon of self-service grocery stores was simultaneously introduced in Victoria in the early 1950s by a number of competing retail chains, including Crofts, Franklins, J C Dickins and Moran & Cato.³⁸⁸ They soon became widespread, with J C Dickins & Company alone boasting no fewer than fifty self-service grocery stores across Victoria by 1955. There were also other that were established by independent retailers. A notably early example in the study area was "Lou's Self-Service Food Centre" at 242 High Street, Ashburton. Dating back to about 1954, it was the brainchild of Lou Cookson, an enterprising American who was chairman of the local Chamber of Commerce.³⁸⁹ Over the next few years, comparable outlets appeared in shopping strips across the study area. Some remain in operation, with at least two examples – the former Seedman's self-service store in Toorak Road, Camberwell and the former Haggars' Grocers in Doncaster Road, Balwyn North, retaining remnants of their original 1950s-style roof-mounted illuminated signage.

It is not surprising, given the booming rate of population growth in Balwyn North during the 1950s, that the suburb would be chosen as the location for what was described as "Melbourne's first big supermarket" – that is, a self-contained and free-standing complex in the most up-to-date American mode, with generous carparking and other facilities provided. Initiated in the mid-1950s by a company known as Dominion Secondary Industries Pty Ltd, the project was to be developed on a prominent corner site at the junction of Burke Road and Doncaster Road.³⁹⁰ The original scheme, prepared by architectural firm of Plaisted & Warner, proposed a large flat-roofed complex with a curved corner, surmounted by eye-catching tower bearing the proposed name of the development: "Five Ways". This grand scheme, however, failed to materialise.

388 Kim Humphery, *Shelf Life: Supermarkets and the Changing Culture of Consumption*, p 87.

389 Information provided by Camberwell Historical Society, 30 August 2011.

390 "Melbourne's first supermarket to be built in North Balwyn", *Age*, 12 April 1957, p 3.

The proposal to erect a supermarket on the Balwyn North site was inherited by retail chain J C Dickins & Company, which engaged architect and local resident Tony Hayden (who, a few years later, would be responsible for the new synagogue at Kew) to design the building. Although not completed until 1960, it could still claim the lofty title of “Melbourne's first free-standing supermarket”.³⁹¹ The building still operates as such, albeit now under the auspices of the G J Coles retail empire (which, as it happened, had taken over rivals J C Dickins & Company around the time that this building was completed). The year 1961 marked the opening of one of Melbourne's first Woolworth's supermarkets (or “Food Fair” as it was initially known), which commenced operation in an existing shopfront at 119 Denmark Street, Kew. Towards the end of that decade, two Safeway supermarkets were established in the Camberwell area – one on Station Street (behind Camberwell Junction) and the other at 1424 Toorak Road (in premises formerly occupied by Seedman's self-service grocery store). Around the same time, the second Woolworth's supermarket in the study area commenced operation at 219 High Street, Ashburton.

A much-loved alternative, established in Kew in the 1980s, is Leo's, an independent supermarket that specialises in high-quality gourmet foods and wine. The flagship store, located on Denmark Street behind Kew Junction, has proved so successful that another branch has recently opened in Glen Iris.

Related places

Supermarket, 1424 Toorak Road, Camberwell (c.1955) – former Seedman's self-service grocery store

Supermarket, 293-295 Doncaster Road, Balwyn North (c.1960) – former Haggars' Grocers store

Supermarket, 1-9 Doncaster Road, Balwyn North (1960) – Melbourne's first American-style freestanding supermarket

5.4 EXHIBITING VICTORIA'S INNOVATION AND PRODUCTS

This theme is not especially pertinent within the City of Boroondara

5.5 BANKING AND FINANCE

5.5.1 Establishing branch banks in the suburbs

Early local banks

While bank buildings proliferated in central Melbourne and regional Victorian towns during the Gold Rush era of the 1850s, branches were relatively slow to appear in the suburbs. Early banking services in the study area began after the establishment of the Post Office Savings Bank service, which started at the Melbourne GPO in 1865 and was “gradually extended to the country districts”.³⁹² Within three years, agencies had opened at both Kew and Hawthorn.

The first trading bank to commence business in the study area was a branch of the English, Scottish & Australian (ES&A) Chartered Bank, which opened in April 1872 in existing premises at the south-west corner of Burwood Road and Power Street, Hawthorn, with John Toon as its manager.³⁹³ Such was its success that, in July 1873, architects Terry & Oakden called tenders for the construction of a purpose-built branch bank, to be erected further along Burwood Road, at what is now No 341. The first new branch of ES&A Bank to be built after the recent appointment of Sir George Verdon as its Australian manager, the building was designed in a fashionable Gothic Revival mode that reflected Verdon's own personal passion for mediaeval architecture – and which would remain the “house style” of the ES&A Bank until Verdon retired in 1891. During that period, two more manifestations would appear in the study area, when the ES&A Bank erected new branch banks in High Street, Kew (1883) and in Burke Road, on the East Hawthorn side of Camberwell Junction (1885). The former was also designed by Terry & Oakden, and the latter by Sydney architect William Wardell, with local tenders called under the auspices of Terry & Oakden.

391 *Architecture & Arts*, August 1960.

392 *Sands & McDougall Melbourne Directory* (1866), p 543.

393 Information provided by Camberwell Historical Society, 30 August 2011.

By the 1880s, new banking premises had otherwise begun to proliferate in the study area – partly spurred by the extension of the railway line in 1882, but more so by the prosperity of the Land Boom era. Many of the major city banks erected banking chambers in the study area towards the end of that decade, including the Commercial Bank of Australia, the National Bank of Australasia and the Melbourne Savings Bank. Typical of that period, these premises were invariably grandly-scaled two- or three-storey buildings in an ornate Italianate style, mostly located in major commercial strips, and more often than not on prominent corner sites.

Related places

former ES&A Bank, 341 Burwood Road (1872) – earliest purpose-built bank in study area (HO24)

former ES&A Bank, 175 High Street, Kew (1883) – Gothic-style bank

former ES&A Bank, 705 Burke Road, Hawthorn East and 472-476 Riversdale Road (1885) – Gothic-style bank (HO18)

former Melbourne Savings Bank, 365 Burwood Road, Hawthorn (1888)

former Commercial Bank of Australia Ltd. 348 Burwood Road, Hawthorn (1892)

former National Bank of Australasia, 637 Glenferrie Road, Hawthorn

former National Bank of Australasia, 185 High Street, Kew – (HO67)

Twentieth century expansion

Notwithstanding the catastrophic impact of the 1890s financial crisis, a number of grand mid-Victorian trading banks emerged triumphantly in the early twentieth century to restart their programmes of branch expansion – typified by the ES&A Bank, which opened a branch in Maling Road, Canterbury (demolished) in 1907. This same period, however, saw the passing of two pieces of legislation that would have a profound impact on the subsequent development of banking in Victoria. The first of these was the *Commonwealth Bank Act 1911*, which brought about the creation of the new Commonwealth Bank of Australia as the country's federally-regulated financial institution. This was followed by the *Savings Banks Act 1911*, which drew together all existing banks that operated under the earlier *Savings Bank Act 1890*, and united them as the State Savings Bank of Victoria (SSB). During the intervening period of re-structure and consolidation, the SSB had already begun to expand its network of branches throughout suburban Melbourne; the study area was no exception, with new outlets opening in the established commercial strips of Burke Road, Hawthorn East (1907) and High Street, Kew (1908) and Maling Road, Canterbury (c.1914). This phase of expansion continued into the 1920s, when new branches of the SSB opened in some of the outlying parts of the study area, including Glen Iris (c.1923), Balwyn (c.1925) and Kew East (1926). An old rival, the ES&A Bank, also opened a new branch at Kew East that year, while still maintaining its original Gothic-style premises in High Street.³⁹⁴

The expansion of branch banking networks across the study area intensified towards the end of the 1930s. During the years 1938-39, the SSB established new branches at Glenferrie Road, Hawthorn North, and Toorak Road, Burwood, while the Bank of Australasia built others at Cotham Road, Kew, and Burke Road, South Camberwell, and the Commercial Bank of Australia opened another at High Street, Kew (one of several local banks to be closed during the War).³⁹⁵ Notwithstanding their chronological proximity, these banks contrasted in architectural style. The branches of the SSB – designed by the bank's long-time in-house architect, George Burrige Leith – were in the Classical Revival mode, while those erected by the Bank of Australasia (who used A & K Henderson as their regular designers) were in the more progressive and fashionable Moderne idiom. By 1940, the SSB had established itself as the most well-represented banking institution in the study area, with no fewer than seventeen branches – nine in Camberwell, six in Hawthorn, and two in Kew. At that time, the ES&A Bank had eight branches across the entire study area, while the National Bank of Australasia had four, and the Union Bank of Australia had just one. The Commonwealth Bank of Australia was not represented at all until 1939, when a branch opened at 759 Burke Road, Camberwell (since rebuilt); others subsequently opened at Hawthorn (c.1947) and Kew (c.1955).

394 Vaughan, *Kew's Civic Century*, p 185.

395 Vaughan, *Kew's Civic Century*, p 185.

In the post-war era, when residential expansion in the study area was concentrated on the suburbs of its eastern half, the provision of new branch banks (as with post offices, supermarkets and other facilities) was an immediate priority. When a new branch of the ES&A Bank opened in High Street, Ashburton, in 1953, it garnered much attention for its stark modern facade, incorporating wide glazing and a stone-clad feature wall. For the most part, however, bank expansion in the study area during this period was characterised by the construction of new modern premises to replace existing but outdated pre-war counterparts in long-established commercial hubs. When the Kew branch of the Bank of Australasia re-opened after the war, it was initially located in Princess Street until a new purpose-built bank was built on the south side of High Street.³⁹⁶ When this had to be razed for road widening, it was replaced by a smart modern building at the corner of Fenton Avenue, which opened in 1959. One especially notable achievement – again, initiated by the ES&A Bank – was Australia's first drive-in banking facility, which was installed at the rear of the bank's Gothic Revival branch on Camberwell Junction. While the bank itself has long since closed, virtually all of its 1950s drive-in infrastructure remained on the western side of the building until as recently as 2010, when it was removed as part of a development project. Notable amongst later examples of post-war bank architecture in the study area are the Commonwealth Bank in the Greythorn Village at Balwyn North (c.1965) and the ANZ bank in Burwood Road, Hawthorn (1969), which represents a notably early project for the award-winning architectural firm of Daryl Jackson Evan Walker.

Related Places

- former State Savings Bank of Victoria, 121 Maling Road, Canterbury (1917) – part HO145
- former State Savings Bank of Victoria, 1395 Toorak Road, Burwood (1938) – designed by G Burridge Leigh
- former Bank of Australasia, 109 Cotham Road, Kew (1938)
- former Bank of Australasia, 380 Burke Road, Camberwell (1939) – designed by A & K Henderson
- former ES&A Bank (now ANZ), 240 High Street, Ashburton (1953) – notable early example of modernist bank design
- ANZ Bank, 176 High Street, Kew (1959) – designed by Leith & Bartlett
- Commonwealth Bank, 294 Doncaster Road, Balwyn North (c.1965)
- former Commonwealth Bank, 4-6 Bryson Street, Canterbury (c.1967) – part HO145
- former ANZ Bank, 89 Burwood Road, Hawthorn (1969) – designed by Daryl Jackson Evan Walker

5.6 ENTERTAINING AND SOCIALISING

5.6.1 Establishing licensed premises in Victoria

Early hotels and roadside inns

The earliest licensed premises in the study area appeared in Hawthorn, where post-contact settlement effectively began. The first such venue is said to have been the Queen's Arms Hotel, at the corner of Yarra Street and Burwood Road, established by John Connell as early as 1851.³⁹⁷ The completion, that same year, of the original road bridge across the Yarra River made the district more accessible; this prompted more hotels along Burwood Road, including the Red Lion Hotel (1852) and the Hawthorn Hotel (1853), and the eponymous Bridge Hotel on Church Street (1854).³⁹⁸ The next few years saw a boom of hotels in Hawthorn; those opening during 1855 alone included the Beehive Hotel on Church Street, the Governor Hotham Hotel on William Street, the Sir Robert Nickle Hotel on Burwood Road and Fletcher's Hotel – a distinctive two-storey prefabricated iron structure – at the corner of Burwood and Glenferrie roads. Not all of these early ventures, however, achieved lasting success and longevity; as Peel *et al* observed, this period coincided with a “rapid turnover in hotels as they were renamed by new owners, closed down or sold as private dwellings”.³⁹⁹

396 Vaughan, *Kew's Civic Century*, p 185.

397 Peel, Zion & Yule, *A History of Hawthorn*, p 16.

398 Peel, Zion & Yule, *A History of Hawthorn*, p 16.

399 Peel, Zion & Yule, *A History of Hawthorn*, p 17.

Further north and east, where settlement was sparser, the first wayside inns appeared at strategic road intersections. One notable example was the hotel that George Eastaway built on eponymous junction of present-day Burke, Riversdale and Camberwell Road. Drawing parallels between the multi-pronged intersection and a counterpart in London's Camberwell Green, Eastaway dubbed his new venture the Camberwell Inn.⁴⁰⁰ Sources differ, however, regarding the precise date (and appearance) of this hotel. According to Blainey, it was a modest timber and corrugated iron structure completed in 1853; this has led to the conclusion that it was the first building in the district, as well as the one that give it its name.⁴⁰¹ There is strong evidence, however, that the hotel actually dates from 1857, when Eastaway applied for a hotel license. Gwen McWilliam points out that rate books do not confirm that the building was of corrugated iron.⁴⁰² An early illustration, which appears to date from the 1860s, depicts the hotel as a modest two-storey building of rendered masonry construction.

A similarly conspicuous but isolated intersection in Kew, where High Street crosses Harp Road, became the site of another early wayside inn, the Harp of Erin Hotel. Opened in 1854, this was Kew's first hotel, and was probably the "inn hotel at Boroondara", for which architect Alfred Snow called tenders in May 1854.⁴⁰³ Around the same time, Mark Filton was granted a license for the Woodmen's Hotel, also at Kew, which catered to eponymous woodcutters for a short time before closing down, whereupon the building became a retail store.⁴⁰⁴ Most of Kew's other pioneer hotels, however, achieved more lasting success: the Kew Hotel at the corner of High and Denmark streets (1855), the Prospect Hill Hotel on High Street (1857) and the Council Hotel on Cotham Road (1860).⁴⁰⁵ These were later supplemented by the Clifton Hotel (1869), built at Kew Junction on the west corner of present-day High Street, Denmark Street and Studley Park Road, and the Greyhound Hotel (1872) on a somewhat less prominent corner site, further south along High Street.

Elsewhere, the established tendency for new hotels to appear on major road junctions continued. As Blainey noted, "the traffic on the main roads that led to the outer farms and the Jordan and Woods' Point Diggings was so steady that hotels multiplied more rapidly than the shops".⁴⁰⁶ Early examples included Irwin's Hotel on the Ballyshanassy Road and the Thorncombe Hotel in the Village of Norwood (both 1858) – the second of which, located at the corner of present-day Toorak and Warrigal roads, marked the eastern edge of the shire.⁴⁰⁷ As these isolated outposts began to flourish into settlements in their own right, the number of hotels duly increased. Hartwell's original hotel, opened by William James Irwin in April 1858, was subsequently joined by the Tyrone Hotel at the corner of Toorak and Camberwell Roads (1864), which, two years later, was taken over by Alexander McCamey. Meanwhile, the Survey Hotel (1868) opened on Whitehorse Road, near Burke Road, in what is now Balwyn, followed by the Longhill Hotel (1870) on Doncaster Road.

By the early 1870s, the local hotel boom had abated – even in the more densely populated Hawthorn, where the opening of the railway line prompted the established of two new venues, the Railway Hotel (1869) and the New Terminus Hotel on the corner of Burwood and Morang Roads (1874; demolished). Further east, another local landmark was the Tower Hotel, built on the prominent intersection of Burwood and Camberwell roads (1874; demolished). Even further east, just over the municipal boundary, the hotel boom took a sudden downturn; as Blainey notes: "Boroondara [Shire; ie, what became the City of Camberwell] decided it had enough hotels and saloons. It resolved in 1874 to oppose most new licensed houses".⁴⁰⁸ This was an early indication of the local influence of the temperance movement (see **5.6.2**)

Related places

former Bridge Hotel, 155 Church Street, Hawthorn (1854) – the earliest surviving hotel in the study area (HO32)

400 Blainey, *A History of Camberwell*, p 9.

401 McConville, "Camberwell Conservation Study" Vol 2, p 70.

402 Information provided by Gwen McWilliam, August 2011.

403 *Argus*, 9 May 1854, p 3, cited in Miles Lewis (ed), *Australian Architectural Index*.

404 Bonwick, *A Sketch of Boroondara*, p 7.

405 Vaughan, *Kew's Civic Century*, pp 184-85.

406 Blainey, *A History of Camberwell*, p 26.

407 McConville, "Camberwell Conservation Study" Vol 2, p 60.

408 Blainey, *A History of Camberwell*, p 26.

Boom-era hotels

The extension of the railway in 1882, and the consequent development of Boom-era residential subdivisions, brought on a renewed burst of hotel construction in those parts of the study area along the railway line. By the decade's end, new hotels had appeared near the new railway stations at Glenferrie (Glenferrie Hotel, 1889), Auburn (Allen's Auburn Hotel, 1887), Camberwell (Palace Hotel, 1890), Canterbury (Malone's Family Hotel, 1889) and Surrey Hills (Surrey Family Hotel, 1888). Typical of the prosperous Boom era, each of these hotels was a grand and substantial brick edifice in the fashionable Italianate style, all three storeys high and some with a tower as well. An interesting twist was that the branch railway line to Kew, which opened in December 1887, did not spur comparable hotel development in that area – leading, as Pru Sanderson notes, to “Barnard's smug comment about Kew not having colossal hotels as reminders of the boom”.⁴⁰⁹ But, although no new hotels were established in Kew during this period, a number of existing hotels were otherwise extended, upgraded, refurbished or even entirely rebuilt, including the Greyhound Hotel (1881) and the Prospect Hill Hotel (1885). This trend could also be seen across the entire study area, where a large number of the pioneer hotels of the 1850s and '60s – no doubt looking somewhat shabby, thirty years later, in comparison to their larger and grander Boom-era counterparts – were also remodelled or rebuilt. These included the Governor Hotham Hotel in Hawthorn (1883), the Beehive Hotel in Kew (1882) and the Great Eastern Hotel in Camberwell (1887). During this period, the distinctive two-storey prefabricated iron building that was Fletcher's Hotel in Hawthorn was also demolished, replaced by the new Langham's Hotel, “a cement-rendered edifice of more generous proportions”.⁴¹⁰

Related places

former Allan's Auburn Hotel (now Geebung Polo Club), 87 Auburn Road, Hawthorn (1887) – part HO260

Glenferrie Hotel, 324 Burwood Road (near Glenferrie Road), Hawthorn (1888)

Riversdale Hotel, 277 Auburn Road, Auburn (1888)

former Malone's Hotel, 208 Canterbury Road (corner Maling Road), Canterbury (1889)

Palace Hotel, 893 Burke Road, Hawthorn East (1889)

former Surrey Hotel, 613 Canterbury Road, Surrey Hills

Wine saloons

Wine saloons, as distinct from hotels, emerged in Victoria after the passing of legislation – the *Wine Bar & Spirit Statute 1864* – that aimed to promote to sale of colonial wines.⁴¹¹ A license to run a wine saloon (also known as wine hall, wine bar or wine cafe) was both less expensive and imposed less stringent conditions than a publican's license; prospective licensees needed only to occupy a “house or premises of the rent or value of £10 per year”, in which they could “sell and dispose of any wine, cider or perry in quantities not exceeding two gallons, the product of fruit grown in the colony, and to be consumed in the house or premises described”. Thus wine saloons were not necessarily purpose-built; often, colonial wine licenses were granted for private houses or existing businesses such as tobacconists or grocer's shops.

By 1868, there were more than thirty wine saloons in the Melbourne metropolitan area. These included a city premises in Swanston Street operated by vigneron Alinant de Dollon, whose vineyard was located in Hawthorn (see 4.4.4). However, the first wine saloon to actually open within the boundaries of the study area seems to have been that of Richard Hurry, a former teacher at the Common School in Hartwell. In February 1868, Hurry applied “for a certificate authorising the issue of a colonial wine license for premises situated at Hartwell”, which was duly granted.⁴¹² Over the next few years, several other wine saloons cropped up in the study area, including two in Burwood Road, Hawthorn, for which licenses were granted, respectively, to G H Smith (1869) and Robert Morton (1873).⁴¹³

409 Sanderson, “Kew Urban Conservation Study”, p 4/7.

410 Peel, Zion & Yule, *A History of Hawthorn*, p 111.

411 David Dunstan, *Better than Pommard! A History of Wine in Victoria*, p 47.

412 “Hawthorn Police Court”, *South Bourke Standard*, 7 February 1868, p 3.

413 *Argus*, 1 May 1869, p 6; 12 June 1873, p 4.

Published notices of the Metropolitan Licensing Court reveal many more colonial wine licenses being granted in the study area during the 1880s and '90s. Examples included the respective premises of E Freemantle in Camberwell Road, Camberwell (1888), James Packer Rider in Canterbury Road, Balwyn (1889), Adam Gottschalk at 62 Burwood Road, Hawthorn (1894) and Francis Gardiner at 63 Auburn Road, Hawthorn (1899). The fact that wine saloons appear to have proliferated in the municipality of Hawthorn, while being rather less common in Camberwell and virtually unknown in Kew, might point to the influence of the temperance movement in certain parts of the study area.

The passing of the *Licensing Act 1915* introduced changes that affected wine saloons, including increasing the annual value of occupied premises from £10 to £50. This, coupled with the growing influence of the temperance movement in the post-First World War era, saw the number of wine saloons diminish. There were still two operating in the City of Camberwell in 1920, when local option polls brought about the closure of licensed premises from the municipality.

5.6.2 The influence of the temperance movement

Early activities

Not all of the early residents of the study area, however, were enamoured by hotel culture and its connotations. As early as the 1850s, suburban chapters of the Total Abstinence Society had been established in Hawthorn and Kew. Each of these two groups held its meetings in a local church – respectively the Congregational Church at Hawthorn and the United Methodist Free Church in Kew – which, in itself, demonstrates the crucial link between the above-average proportion of Protestants in the study area, and the rise of the temperance movement therein.

The Independent Order of Rechabites – an international society advocating total abstinence from alcohol – had established a Boroondara chapter by 1869.⁴¹⁴ Two years later, another branch was formed, which met in the Primitive Methodist Church at Norwood.⁴¹⁵ The local temperance movement gradually gained a stronghold in the area, which culminated in the construction of premises to provide a sober alternative to the hotels – namely, the Hawthorn Coffee Palace on Burwood Road (1889; demolished). Although obviously very different in its intent, this lavish four-storey Boom-style edifice was otherwise entirely comparable to the ornate hotels that were proliferating built elsewhere in the study area at that time. The new venture, however, could not compete with them and did not achieve lasting success. Sold in 1901, the building was converted into a temperance hotel known as *Glenferrie House* and then from the 1920s, operated as a guest house of somewhat sordid reputation.⁴¹⁶ It was demolished in 1973.

The “Dry Area” Referendum of 1920

In Victoria, the temperance movement gained momentum in the early twentieth century following the passing of the *Liquor Licensing Act 1906* and the subsequent creation of the Liquor Licensing Board, which aimed to reduce the number of victuallers licenses in Victoria by reviewing hotel premises across the state. Over the next decade, more than a thousand Victorian hotels were closed down, with a total of £540,000 being offered to their owners as compensation. Another outcome of the legislation was the promise of regular local option polls to let electors decide whether hotels in their own licensing districts should continue, be reduced in number, or be closed. This prompted a consolidation of the temperance movement in the City of Camberwell, where several temperance guilds were established after the First World War.⁴¹⁷ The first local option poll – originally slated for the year 1916 – finally took place in October 1920, on the day of a general election. The statistics were certainly telling: while the statewide average for those voting against liquor licenses was a mere 40%, the proportion within the City of Camberwell was a majority 64%.⁴¹⁸ The municipality, and the adjacent Shire of Nunawading, became the only two licensing districts – amongst more than 200 across Victoria – that subsequently shut down all licensed premises and became a “dry area”.

414 McWilliam, *Hawthorn Peppercorns*, p 76.

415 Blainey, *A History of Camberwell*, p 29.

416 Peel, Zion & Yule, *A History of Hawthorn*, p 110.

417 McConville, "Camberwell Conservation Study" Vol 2, p 109.

418 Blainey, *A History of Camberwell*, p 81.

At the time, the City of Camberwell contained seven operating hotels, two wine saloons and one spirits license. As Geoffrey Blainey succinctly put it: “at the end of the year, the grocer cleared the spirits from his shelves, the wine saloons closed, and the seven publicans collected £6,000 compensation”.⁴¹⁹ The former hotel buildings themselves met with a variety of fates. Some, including the pioneering (and eponymous) Camberwell Hotel at the Junction, were simply demolished. Others were turned over for new purposes: the grand Malone’s Family Hotel in Maling Road, Canterbury, was appropriately adapted as a guest house, while the Surrey Hotel in Union Road and the Tyrone Hotel in Hartwell became factories for underclothing and wood-turning respectively.⁴²⁰ The Palace Hotel, on the Hawthorn side of Burke Road near Camberwell railway station, was located on the municipal boundary and thus remained open after the local option poll to become the nearest operating hotel for the hapless drinkers of Camberwell.⁴²¹ The impact of the temperance movement in the eastern half of the study area has continued to resonate into the post-war era. As recently as the 1980s, a certain amount of community opposition remained, with regular battles being fought against the proliferation of new liquor shops in the area.⁴²²

Related places

former Malone’s Hotel, 208 Canterbury Road, Canterbury (1889) – one of two hotels to survive in the “Dry Area” (HO29)

former Surrey Hotel, 613 Canterbury Road, Surrey Hills – one of two hotel buildings to survive in the “Dry Area”

Palace Hotel, 893 Burke Road, Hawthorn East – the nearest operating hotel for Camberwell residents

5.6.3 Upgrading hotels in the twentieth century

Changes to liquor licensing laws in the early twentieth century had another lasting legacy, which would affect those hotels in the study area outside the Camberwell “Dry Area”. After the local option poll of 1920, an amendment was made to the *Liquor Licensing Act* to empower the Liquor Licensing Court to approve or disapprove plans for new hotels, and to order improvements to existing ones (eg additional accommodation) where deemed necessary. As noted by Peel *et al*, this legislation brought an end to some of Hawthorn’s pioneer hotels, such as the Red Lion Hotel, which did not meet the minimum requirements; it was closed down and the building subsequently demolished in the 1930s. In other cases, older hotels would be extensively refurbished or even entirely rebuilt. The famous Tower Hotel, at the junction of Burwood and Camberwell roads in Hawthorn East, was rebuilt in 1939 as a smart Moderne structure – albeit located on the opposite street corner.⁴²³ The original building, with its landmark tower, was not demolished until as late as 1954. A number of hotels in Kew were also rebuilt during this time, including the Prospect Hill Hotel, which was redesigned in 1936 by R H McIntyre, an architect (and Kew resident) who specialised in hotel upgrades. This building no longer operates as a hotel, but retains a related use; substantially rebuilt, it is now an outlet for a popular liquor retailing chain.

This trend continued into the post-war era. In his 1960 book, Vaughan noted that several of Kew’s earliest hotels, including the Clifton Hotel in High Street (1869), the Greyhound Hotel (1874) were then still in operation, but “the buildings have been modernised”.⁴²⁴ The famous Harp of Erin Hotel on Harp Road, dating back to 1854, was razed a century later for the construction of a fashionably up-to-date counterpart (also designed by R H McIntyre) with modern accommodation, bottle shop and terraced roof garden. While none of the original built fabric was evidently retained, the hotel’s original name was perpetuated – most conspicuously by a huge vitreous enamel panel bearing a Harp of Erin motif. Still known by the same name today, it remains the oldest continually-operating hotel site in the study area.

Related places

Tower Hotel, 686 Burwood Road, Hawthorn East (1939)

Harp of Erin Hotel, 636 High Street, Kew (1954) – altered but still recognisable as 1950s hotel

419 Blainey, *A History of Camberwell*, p 81.

420 McConville, “Camberwell Conservation Study” Vol 2, p 109.

421 Peel, Zion & Yule, *A History of Hawthorn*, p 112.

422 Information provided by Neville Lee, 24 August 2011.

423 Gould, “Hawthorn Heritage Study”, p 54.

424 Vaughan, *Kew’s Civic Century*, p 185.

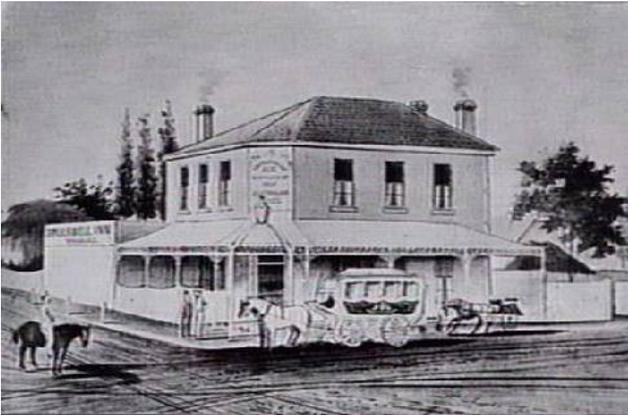


Figure 30: The Camberwell Inn, as it appeared in the 1860s
(source: Picture Collection, State Library of Victoria)



Figure 31: The original Tower Hotel at Hawthorn
(source: City of Boroondara Library Service)



Figure 32: The Glenferrie Theatre in Hawthorn
(source: City of Boroondara Library Service)



Figure 33: The Time Theatre in Balwyn
(source: Picture Collection, State Library of Victoria)



Figure 34: Leisure boats on the Yarra River at Kew
(source: Picture Collection, State Library of Victoria)



Figure 35: The Hawthorn Tea Gardens on the Yarra River
(source: City of Boroondara Library Service)

5.6.4 Dining Out: Developing Culinary and Cafe Culture

Restaurants and cafes

Restaurant culture in Melbourne was transformed from the 1940s, and the suburbs that comprise the study area were no exception. A heightened familiarity – even fascination – with the United States, partly spurred by visiting servicemen during the Second World War, prompted the opening of smart modern American-style milk bars and cafes. As an older child in the 1940s, Barry Humphries and his friend Rodney would visit a milk bar on Whitehorse Road, after returning from their painting excursions to the paddocks of Balwyn North (see 1.6.2), for the house speciality: a *crème de menthe* sundae. Humphries recalled:

It was the only ice-cream parlour in Melbourne that served this exotic concoction and we would sit at the bar while the girl behind the counter drizzled the emerald, peppermint-flavoured imitation liqueur over two scoops of Swallow's Ice Cream, into which she would finally jab an isosceles McNiven's wafer.⁴²⁵

Kew residents who grew up in the same era still recall the Castlebar Milk Bar at 125 High Street, with its sleek soda fountain and a popular non-alcoholic beverage known as the “California Blush”.⁴²⁶ One Kew resident further recalls a cafe at nearby No 184, where he sampled his first American-style hamburger in the mid-1940s, as well as a nearby fish and chip shop, opposite the Greyhound Hotel, which began to serve dim sims around that same time.⁴²⁷

The appearance of the dim sim was, of course, one of many changes in local cuisine that resulted from the increased migration in the late 1940s and early 1950s. One early hotspot for such exotic fare in the study area was Glenferrie Road in Hawthorn, where several Chinese restaurants appeared in the early 1950s, along with the Del Rios espresso bar, the Bialobroda Cafe and the La Grotta restaurant.⁴²⁸ Other major retail hubs were not far behind; there were also several Chinese restaurants on or near Camberwell Junction by the end of that decade. By the early 1960s, Chinese restaurants had also appeared in the principal retail strips of Kew, Ashburton and elsewhere. One shop in High Street, Ashburton, occupied by the *Ping On* Chinese cafe from 1961, still retains its original neon blade signage to this day. The year 1963 also marked the opening of the Broadway Restaurant in Burke Road, Camberwell, which became a much-loved local institution. Founded by migrants George & Marika Pongracz, it was one of Melbourne's first Hungarian restaurants, and, with a memorable mix of peasant food and live music, remained a popular haunt for two decades.

From the early 1970s, changing tastes saw the emergence of more sophisticated restaurants. In 1971, French-born chef Alain Cueff opened the Moustache Restaurant in Camberwell Road, Hawthorn East. Despite its “deliberate attempt at absolute anonymity, with barely discernible sign outside and some fairly nondescript gingham curtains” (as one critic described it), the restaurant quickly won an enviable reputation and was later voted one of the ten best French restaurants in Melbourne.⁴²⁹ Alain Cueff and his wife later sold the business and established two similarly well-regarded French restaurants: La Bouffe in the city, and Rabelais in Toorak Road, Hawthorn East. By the end of the decade, the former City of Hawthorn became something of a metropolitan epicentre for fine French restaurants, with Guerin's two venues complemented by two others: Le Gavroche in Riversdale Road (1977) and Le Sur Couf in Glenferrie Road (1979).⁴³⁰ Others elsewhere in the study area included Le Bretagne in Kew (1977) and the Auberge de Cheval Blanc in Balwyn (1978). During this period, some more exotic cuisines also emerged in the eastern half of the study area. Fernando's Tablao Flamenco in Glen Iris (1972) and the Viking Restaurant in Camberwell (1973), respectively serving Spanish and Scandinavian food, were amongst the first of their types in the suburbs.⁴³¹ They were followed in 1977 by the appearance of Melbourne's very first Vietnamese restaurant, Vietnam Kinh Do, with began as a take-away food venue in Hawthorn before re-opening in Toorak Road, Hartwell as a full dine-in restaurant.⁴³²

425 Humphries, *My Life as Me*, p 42.

426 Information provided by John Gale and the late Sheila Pitt, via Kerry Fairbank, August 2011 and February 2012.

427 Information provided by John Gale, via Kerry Fairbank, August 2011.

428 Peel, Zion & Yule, *A History of Hawthorn*, p 239.

429 “A restaurant that matures with age”, *Age*, 20 August 1979, p 45

430 Peter Smark & Anne Latreille, *Eating Out in Melbourne* (1979), pp 7, 86, 101, 106.

431 Leigh Jackson, *The Melbourne Guide* (1980), pp 172, 173.

432 “A well-flavoured adventure with Vietnamese Food”, *Age*, 8 November 1977, p 14. For confirmation of the restaurant's status as the first of its type in Melbourne, see Michael Harden, *Melbourne: The Making of a Drinking and Eating Capital*, p 57.

A parallel development during the 1970s was the emergence of more populist eateries. The inner eastern suburbs became a minor epicentre for theatre restaurants; several appeared in the former City of Hawthorn, including the Grotto Gaslight Music Hall (later Shufty's) in Railway Arcade, and the Naughty Nineties Music Hall (later Bull 'n' Bush) at 675 Glenferrie Road. This period also saw the local emergence of American-style fast-food franchise chain restaurants. The study area contained one of the first four suburban outlets of the Kentucky Fried Chicken chain, which opened in 1970 on the corner of High Street and Derby Street (since rebuilt). The next year, another opened at Auburn, at the intersection of Burwood Road and Albert Street. The rival McDonald's empire was slower to establish itself in the study area, and it was not until 1978 that its first two outlets appeared there. Both were in the former City of Camberwell – a shopfront outlet on Burke Road at Camberwell Junction, and a freestanding building on Whitehorse Road, Balwyn. Australian counterparts came even later; although Red Rooster opened its first Melbourne shop in 1977, almost a decade passed before one appeared in the study area at the corner of High Street and Kilby Road in Kew.

The former City of Hawthorn remained the culinary focus of the study area into the 1980s. The most notable addition to the throngs of high-class local eateries was Stephanie's Restaurant in Tooronga Road. Founded by Stephanie Alexander in 1977, the restaurant originally occupied premises in Fitzroy before relocating to a grand Victorian mansion, *Kawerau*, formerly occupied by retail giant Frederick Cato. As Alexander herself recently recalled:

*The timing of this move coincided with an increased interest in food generally. The nouvelle cuisine movement in France was inspiring Australian chefs, the liberalising of the liquor laws allowed for new styles of eating, more of the young middle-class was spending its holidays abroad, the food media grew rapidly and instantly reported everything new, and of course there was the general affluence of the early eighties.*⁴³³

Until its closure in 1997, Stephanie's Restaurant was one of Melbourne's most well-known restaurants and, for many years, one of very few four-star dining establishments in town.

Related places

former *Ping On Chinese Cafe*, 260 High Street, Ashburton (1961) – original neon sign still remains

former George & Marika's Broadway Restaurant, 768 Burke Road, Camberwell (1963) – original neon sign still remains

former Vietnam Kinh Doh Restaurant, 1226 Toorak Road, Hartwell (1977) – still in operation, under a different name

McDonalds, 318 Whitehorse Road, Balwyn (1978) – last remaining evidence in study area of 1970s fast-food boom

House (*Kawerau*), 405 Tooronga Road, Hawthorn East – formerly Stephanie's Restaurant (1980-1997)

Shop, 86 Riversdale Road, Hawthorn (1980s) – former Chinese restaurant; latterly Dairy Bell ice cream shop

5.6.5 Creating picture palaces

The first moving picture theatres

Moving pictures were first screened in Melbourne as early as 1896 – barely a year after their first public appearance in Europe – and, after a brief lull, burgeoned in popularity in the early 1900s.⁴³⁴ During that time, films would shown in all manner of improvised venues, including public halls, town halls, shops, tents and even outdoors. Several such occurrences are recorded in the study area, including open-air screenings in the Glenferrie Sports Ground (early 1908), a temporary bioscope set up in the grounds of *Shrublands*, in Canterbury (May 1908) and a so-called "Biograph Concert" at the Camberwell Town Hall (1909). Open-air film nights were staged regularly in the Canterbury Gardens from 1909, with screenings held in the nearby Golding's Hall during the winter months. Following the opening of Melbourne's first purpose-built cinema – the Melba in Bourke Street (demolished) – in June 1911, counterparts began to proliferate throughout the metropolitan area. One of the first of these was located within the study area: the Glenferrie Theatre in Glenferrie Road, Hawthorn, which opened in April 1912 – barely nine months after the Melba. It was duly followed by the Canterbury Theatre in Maling Road (early 1913), Holland's Theatre in Burke Road, Camberwell (September 1914) and the Palace Picture Theatre in Glenferrie Road (October 1916).

433 Stephanie Alexander, "My Life", <<www.stephaniealexander.com.au/mylife.htm>>. Accessed 19 September 2011

434 Ross Thorne, *Picture Palace Architecture in Australia*, pp 10-12.

Thus, by the late teens, the municipalities of Camberwell and Hawthorn each had two purpose-built cinemas. The City of Kew, however, lagged a little behind, and did not have a cinema of its own until the opening of the Rialto, at 218 High Street, in March 1921. Around the same time, Camberwell welcomed yet another one, in the form of the original Rivoli Theatre. With the advent of talking pictures in 1927, these first-generation cinemas of the 1910s and early 1920s were rendered rather old-fashioned. Some simply closed down or were adapted for other uses (including the Glenferrie Theatre, which re-opened in the 1920s as a dance palais) while others were updated (such as Camberwell's "Our Theatre", which was refurbished and re-badged in 1927 as the Broadway Theatre).⁴³⁵

Related places

former Canterbury Theatre, 117 Maling Road, Canterbury (1913) – oldest surviving purpose-built cinema (part HO145)

The heyday of the "talkies"

The first new cinema in the study area to be purpose-built for talkies was the Balwyn Theatre on Whitehorse Road (1930), which ushered in the new local era of grand "picture palaces". As was the case in other Melbourne suburbs (and indeed, elsewhere in Australia), this era peaked in the second half of the 1930s, when many new modern cinemas were built in the fashionable Art Deco style. In Victoria, most of these were the work of specialist architects, notably the two firms of Taylor, Soilleux & Overend and Cowper, Murphy & Appleford. Within what is now the City of Boroondara, the former was responsible for Regal Theatre in Hartwell (1937) and the respective rebuildings of the Palace in Glenferrie (1939) and the Rivoli in Hawthorn East (1941), while the latter designed the Vogue Theatre in Hawthorn (1936), the New Glen Theatre in Glenferrie (1939) and the Time Theatre in Balwyn (1941). A somewhat lesser-known but still prominent theatre architect, C N Hollinshed, was responsible for the new Maling Theatre at 72-78 Maling Road, Canterbury (1941). Another local cinema to open during this boom period was the Surrey Theatre, which was officially opened by the Prime Minister, Robert Menzies, on 26 August 1939.⁴³⁶

Hawthorn was clearly a significant epicentre for theatregoers in Melbourne's eastern suburbs, with no fewer than five cinemas in operation by 1941, of which three were located within a 400-metre radius of Glenferrie railway station. Aside from the aforementioned purpose-built cinemas, the existing Manresa Hall on Burwood Road (see **8.4.4**) also operated briefly as a cinema during the 1930s, under the name of the Apollo Theatre. While City of Camberwell had a comparable number of theatres, these naturally tended to be scattered across a much wider area, located within developed commercial strips at Hartwell, Balwyn, Surrey Hills and Canterbury. The contiguous City of Kew, meanwhile, made do with just a single picture theatre – testament not only to its lower population, but also, perhaps, to its higher proportion of conservative Protestant churchgoers.

In Ashburton, films continued to be screened in the Progress Hall on High Street (see **8.4.4**) until after the Second World War, when the building was razed for the construction of a new purpose-built cinema. Known as the Civic Theatre, it opened in 1948 – an unusually late example of its type in Melbourne – and represented the work of eminent city architectural firm of Godfrey, Spowers, Hughes Mewton & Lobb. Lauded in one published source as "one of the few examples of independent design in this field", the Civic Theatre became a well-known landmark in the area.⁴³⁷ Such was its reputation that the cinema was even referenced in a monologue by the most famous resident of Glen Iris, the fictitious Sandy Stone.⁴³⁸ The building has since been demolished.

Related Places

former Balwyn Theatre (now Palace Balwyn Cinema), 231 Whitehorse Road, Balwyn (1930)

former Surrey Theatre, 142-146 Union Road, Surrey Hills (1939)

Rivoli Cinema, 200 Camberwell Road, Hawthorn East (1941) – last of the Art Deco "picture palaces" still in operation

435 Peel, Zion & Yule, *A History of Hawthorn*, p 191.

436 "Time marches for peace", *Argus*, 29 August 1939, p 9.

437 Ward, *Guide to Victorian Architecture*, p 37.

438 Barry Humphries, *The Life and Death of Sandy Stone*, pp 4-5.

The era of the drive-in cinema

The first drive-in cinema in Melbourne – and in Australia – opened in East Burwood in February 1954. The subsequent boom focussed very much on Melbourne's eastern and south-eastern suburbs, with examples established, in rapid succession, at Croydon (1954), Oakleigh (1955), Dandenong (1956) and Clayton (1957). While it had been proposed as early as February 1954 to develop a drive-in cinema in Kew (on vacant land west of Frater Street), this was abandoned due to objections from residents.⁴³⁹ It was not until 8 November 1956 that the first example opened in the study area: the Toorak Drive-in, which occupied 20 acres of former brickyard land on Toorak Road, Hawthorn East. The new drive-in differed from many of its counterparts around Victoria in that it was established and operated as an independent business – and not, as was so often the case, part of one of the large cinema franchises.

This, however, changed in 1965, when the drive-in's original owner died and the business was taken over by the Hoyts and Village franchises in what would be the first of a series of joint venture operations. The drive-in was upgraded with a new modern ticket booth and restaurant building designed by noted Melbourne architect Alexander Harris. With one screen and parking for 634 cars, the drive-in remained popular for nearly two decades thence, finally closing in 1983. The large property was acquired by the Coles Myer Group (see 7.8.2) as the site for their new office headquarters; all of the drive-in infrastructure was razed, although the original entrance crossover could still be seen in the 2000s.

The decline of the cinema age

The post-war period otherwise saw a marked decline in cinema patronage across the Melbourne metropolitan area, and those suburbs within the present-day boundaries of Boroondara were no exception. Unable to compete with the introduction of television in 1956, many theatres in the study area had closed before the end of that decade, including the Vogue in Hawthorn, the New Glen in Glenferrie, the Regal in Hartwell and the Maling in Canterbury. Some were adapted for new uses, such as reception centres (eg the Maling) or even a shopping arcade with theatre restaurant above (the New Glen). Most were eventually demolished (eg the Vogue, the Regal, the Palace, the Civic, the Time and the Rialto). Only a few local cinemas remained in operation beyond the 1960s; the Broadway in Camberwell, for example, continued until 1979, whereupon it was demolished for a row of shops. Its long-time rival, the nearby Rivoli on Camberwell Road – one of the best-known cinemas in the eastern suburbs – survived through conversion into a twin cinema in 1962, which ensured its commercial viability for another four decades (when it was further enlarged to become an eight-screen multiplex). The old Balwyn Theatre on Whitehorse Road underwent a similar transformation when it was converted into a triple screen cinema as recently as 1994. The Maling Theatre in Canterbury, which had not been used as a cinema for some time, was gutted by fire in 1990 and demolished three years later.

Related places

former New Glen Theatre, 675 Glenferrie Road, Hawthorn – a cinema converted to other commercial uses

5.7 CATERING FOR TOURISTS

5.7.1 Accommodating tourists

Motels

Melbourne's first modern American-style motel, which opened in 1957, stood on the Princes Highway at Oakleigh – at that time, one of the city's most significant traffic corridors between the CBD and regional Victoria. The subsequent motel boom of the late 1950s and early 1960s saw examples proliferate along arterial roadways that represented important routes to and from the city. Amongst those to develop as motel epicentres were Royal Parade (the principal route from the north), Geelong Road (from the west) and Queens Road (from the south). On Melbourne's eastern side, the major thoroughfares that ran in that direction through the study area (such as Barkers Road, Cotham Road, Whitehorse Road and Canterbury Road) were similarly considered as the most ideal locations for motel development.

439 Vaughan, *Kew's Civic Century*, p 198.

Fittingly, the first motel in the study area was built in 1960 on the Hawthorn side of Barkers Road, east of the intersection with Power Street/Denmark Street. Known as the California Motel, it was developed to “meet the needs of country people who drive to the city”.⁴⁴⁰ Built on a large but oddly-shaped piece of land that had formerly been occupied by the defunct Barker railway station, the new motel was notably large, with double-storey residential blocks and a 130-seat restaurant providing 41,000 square feet of floor space. It also had a landscaped garden area with swimming pool, and its own service station for guests. It would seem that, such was its scale and level of appointment, the new California Motel satisfied the local catchment for this type of tourist-based transient accommodation. While many other motels appeared in Melbourne's eastern suburbs over the next few years – including four along Whitehorse Road, at regular intervals of three miles or so, at Box Hill, Nunawading, Ringwood and Croydon – there would not be another one in the study area until 1967, when the Pathfinder Motel opened at the corner of Cotham and Burke roads in Kew.

Much of the through-traffic that might have originally fed these two motels in the study area would have been diverted after the opening of the new Eastern Freeway in 1977. While no more motels would ever be built in the Cities of Kew, Hawthorn and Camberwell, the two existing facilities remained in operation for several decades. The Pathfinder Motel continued to operate under its original name, while the California Motel, which closed in the mid-2000s, is presently vacant and derelict pending redevelopment of its site.

Related places

former California Motel, 138 Barkers Road, Hawthorn (1960) – designed by Bernard Evans & Associates

Pathfinder Motel, 380 Cotham Road, Kew (1967) – designed by Andrew Reid

5.7.2 Visiting tourist attractions

The Yarra River as a tourist destination

The literally picturesque scenery along the Yarra River not only caught the attention of artists from the 1830s onwards (see 1.6.2), but also visitors of a more generalised kind. This early tourist activity was apparent as early as the 1850s, when it was observed by eyewitness James Bonwick:

*How, too, in suitable society, do we enjoy a ramble along its tortuous paths, or a lounge on its grassy, flowery banks, within sound of rippling waters, whose musical cadence blends with the choral songs of birds, and the sweeter notes of human sympathy. Many a time have we there caught sight of a pair of absent-minded ones, smiling in each other's faces, without a word to say.*⁴⁴¹

Elsewhere, Bonwick alluded further to the river as a tourist destination when he wrote of “one of the very gems of Boroondara – a lovely walk by the Yarra, opposite the celebrated Walk of Willows”.⁴⁴²

Burgeoning public interest in the Yarra River as a tourist destination prompted the establishment of what would be the first of many boathouses – the Riversdale Boat House, on a bend of the river north of Studley Park Road, which was opened by the Burns family in 1863.⁴⁴³ This can be glimpsed in an illustration of the river, entitled “Picnic at Studley Park”, that was published in the *Illustrated Australian News* in December 1864; it shows a pathway, with a timber railing fence, leading down to the boathouse and what appears to be small boats available for hire. By 1898, the premises had been extended with refreshment rooms and a separate residence alongside. Several other public boathouses followed in the late nineteenth and early twentieth centuries, most notably those established by the Macaulay family at the end of Molesworth Street (circa 1890s; rebuilt 1910) and the Chipperfield family at the end of Kilby Road (1920s).⁴⁴⁴ Others appeared in Hawthorn; the MMBW Plan of that area (1902) shows a small boathouse at the end of Denham Street and a larger one south of the Hawthorn Bridge. Several others were built by local schools and sporting clubs; these are discussed elsewhere (see 9.1.1), as they were not intended for tourists.

440 “Motels are booming”, *Herald*, 30 December 1960.

441 Bonwick, *A Sketch of Boroondara*, pp 11-12.

442 Bonwick, *A Sketch of Boroondara*, p 13.

443 Nigel Lewis Richard Aitken Pty Ltd, “Former Burns' Boat House, Studley Park, Kew: Conservation Analysis & Plan”, report prepared for the Yarra Bend park Trust, February 1992, unpaginated. Copy kindly provided by Ms Kerry Fairbank.

444 Nigel Lewis Richard Aitken Pty Ltd, “Former Burns' Boat House, Studley Park, Kew: Conservation Analysis & Plan”.

The history of boathouses in the study area – whether public or private – is closely intertwined with the history of flooding, as many boathouses were damaged and repaired, or destroyed and entirely rebuilt, after successive floods in the early twentieth century. Chipperfield's boathouse at Kew, which was a substantial two-storey structure that incorporated a residence and a floating kiosk, was almost entirely submerged in the 1934 floods, but survived and was restored. Sadly, it was eventually destroyed in the 1970s when the stretch of the Yarra River on which it stood was diverted (see 4.7.2) for the construction of the new Eastern Freeway (see 3.4.2).⁴⁴⁵ The Kew Boat Shed, operated by the Macaulay family, remained a popular local tourist attraction for many years until its was closed in the 1950s. Amongst those to visit the venue were a teenage Barry Humphries, who, in his memoirs, recalled it thus:

*It is Melbourne's Yarra I picture in my minds eye, down by Macaulay's boatshed at the end of Molesworth Street, Kew. Here, some way above Dight's Falls, breathing the mossy, mulchy, riverbank smells, I would often trail my fingers in the purling, topaz-coloured waters, and Mr van Denden, my friend Richard's father, vigorously paddled us upstream beneath tresses of willows and river gum. After such idyllic loiterings, the journey home by lumbering tram as like being jolted from some exquisite dream.*⁴⁴⁶

While boathouses provided their own kiosks, refreshments could also be obtained from any one of a number of riverside “tea gardens” that existed further downstream at Hawthorn, which became significant local tourist attractions in their own right. According to Gwen McWilliam, the first of these was established by a Mr Hill prior to 1873.⁴⁴⁷ By the end of the decade, another had been opened by a Mrs Roberts. Located at the far end of Hambledon Road, this subsequently became the Henley Tea Gardens, which appear on an 1887 map and were still operating under the same name at the turn of the century.⁴⁴⁸ Later, they were renamed the Glen Tea Gardens. Their leading rival, located south of the Hawthorn Bridge, was the Hawthorn Tea Gardens; these were in operation by 1887, when a newspaper report described them as “a favourite resort of boating parties on the Upper Yarra”.⁴⁴⁹ Like the boathouses, these riverside tea gardens regularly fell victim to flooding. As a newspaper reported during the Great Flood of 1891

*The Hawthorn Tea Gardens, the scene of many pleasant social gatherings, are invisible. Their location, certainly, can be discovered, for the roof of one of the buildings still rears its head above the flood, and the flagpole, with its gay but of bunting, still stands erect. But the gardens and the summer house and the dancing-hall are at the bottom of the sea, and even if the flag flutters bravely, the pleasant resort cannot be said to wear its holiday attire.*⁴⁵⁰

Just like the boathouses, however, Hawthorn's tea gardens rose again after each successive flood. Their popularity only increased during the inter-war period, when they were frequented both by local residents (especially courting couples) and visitors from elsewhere, who would travel there in boats and ferries as a day trip from the city.⁴⁵¹ In 1933, to mark the occasion of Victoria's Centenary, it was even proposed to launch a substantial vessel – described as “Australia's latest show boat” – that would serve as a floating dance palais, travelling between Princes Bridge and the Hawthorn Tea Gardens.⁴⁵² These riverside pleasure-grounds remained in operation until the early 1960s, when their closure was prompted by a decline of the tourist ferry trade and the general deterioration of the river's scenic beauty.⁴⁵³ The site of the Hawthorn Tea Gardens was later redeveloped as the Leonda Reception Centre, which represented an attempt “to revive what was one of the most popular and scenic spots along the Yarra”.⁴⁵⁴ Comprising a restaurant and reception facilities for 500 people, the centre was conceived to carry on the tradition of the tea gardens, whereby visitors would arrive by ferry from the city. This, however, did not eventuate; by the time the centre opened in 1971, the old regular tourist ferry service had finally ceased, with its vessels only being used for special occasions.

445 Nigel Lewis Richard Aitken Pty Ltd, “Former Burns' Boat House, Studley Park ,Kew: Conservation Analysis & Plan”.

446 Barry Humphries, *My Life as Me*, pp 353-54.

447 McWilliam, *Hawthorn Peppercorns*, p 97.

448 McWilliam, *Hawthorn Peppercorns*, p 97.

449 “Selling liquor without a license”, *Argus*, 27 January 1887, p 9.

450 “The Flood in Melbourne”, *Argus*, 14 July 1891, p 5.

451 Peel, Zion & Yule, *A History of Hawthorn*, pp 238-39.

452 “Melbourne Centenary: Australia's Latest Show Boat”, *Argus*, 21 February 1934, p 2.

453 Peel, Zion & Yule, *A History of Hawthorn*, p 239.

454 “Teatime on the River”, *Age*, 6 November 1969, p 9.

Related places

Studley Park (former Riversdale) Boat House, Boathouse Road, Kew (1863; later extended) – HO126

former Macaulay's Boat Shed, corner Molesworth Street and River Retreat, Kew (1910)

Kane's Bridge, off Boathouse Road, Studley Park, Kew (1935) – footbridge as part of recreational infrastructure (HO127)

former Leonda Reception Centre (now *Leonda by the Yarra*), 2 Wallen Road, Hawthorn – site of Hawthorn Tea Gardens

Twentieth century tourist attractions

Aside from the Yarra River, the study area lacks a strong and recurring association with the theme of tourism. The comfortable middle-class suburbs that comprise it were typically perceived (not least of all by the residents themselves) as a place to live rather than a place to visit. Nevertheless, a few minor but fondly-remembered tourist attractions emerged in the study area in the twentieth century. In contrast to the tourism that developed along the river, these attractions were not dependant on natural beauty, but were entirely man-made. Significantly, virtually all of them were created (and enjoyed their most intense popularity) in the middle third of the twentieth century – that is, from the late 1930s to the early 1960s. With the notable exception of the Centenary Memorial Lookout tower at Balwyn (see 8.5.2), most physical evidence of these mid-century tourist attractions has largely disappeared from the suburban landscape.

The Wild Life Sanctuary in Greythorn Road, Balwyn North, which opened in June 1939, was initially conceived as a nature reserve with native animals (see 1.6.1). From the early 1940s, however, the menagerie expanded with rather more exotic species, including camels, monkeys and a giant South African tortoise. A newspaper report in December 1942 noted the recent opening of a new attraction, the animal circus, “in which amazing tricks are done by monkeys, dogs and ponies”.⁴⁵⁵ This was later supplemented by something disturbingly described as the “monkey speedway”, which reportedly reached speeds of 30 miles per hour. With the addition of facilities such as picnic areas and a miniature railway, the sanctuary gradually transformed into a *bona fide* tourist attraction. If contemporary newspaper reports are anything to go by, it drew visitors from across Melbourne, including children from the YMCA, the Royal Victorian Institute for the Blind, the Melbourne Orphanage and the Brooklyn migrant hostel. It also served as the venue for many special events such as Christmas parties, the Balwyn Carnival (in December 1942, which included “a live artist variety parade”) and at least two “Mardi Gras Weddings”. The sanctuary remained popular until 1948, when new laws restricted the number of animals that could be kept at private zoos. The owner of the sanctuary, William Maughan, was consequently obliged to reduce the number of animals from “between 230 and 240” to a mere eighty.⁴⁵⁶ It finally closed in 1954 whereupon the land was sold and subdivided for housing.

A small-scaled but otherwise highly memorable tourist attraction that existed at Kew in the mid-twentieth century was a peculiar site in Malmsbury Street, Kew, known as *Fairyland Cottage*. A humble Victorian weatherboard dwelling dating back to the 1860s, it was acquired in the mid-1940s, the house was acquired by returned serviceman James Tabulo (1890-1950), a carter by profession, and his wife, Grace.⁴⁵⁷ The couple, who had no children of their own, befriended many who lived in the neighbourhood; over the course of several years, embellished the front garden of their house with found objects for their amusement. According to one account, the garden – described as a fairyland and playground – included “a sparkling grotto where gnomes and elves strutted through the flowers, lawns to play on, and ornamental pools to paddle”.⁴⁵⁸ The decorative theme was carried into the house itself, where there was “no spot, from skirting board to ceiling, that is not crowned with some gem or another. Fans, plaques and china some of it more than 300 years old, is handled daily by tiny but careful hands”.⁴⁵⁹

455 “Balwyn Carnival”, *Argus*, 12 December 1942, p 10.

456 “Sanctuary must reduce wild life to 80”, *Argus*, 12 November 1948, p 6.

457 Rogers, *A History of Kew*, p p129-132.

458 “Child-lover dies”, *Adelaide Advertiser*, 15 May 1950, p 2.

459 “There is a fairyland garden at Kew”, *Argus*, 22 January 1949, p 1 (supplement).

Fairyland Cottage was held in such high regard that when James Tabulo died after a road accident in 1950, countless local children visited the Boroondara Cemetery to lay flowers on his grave. His widow Grace subsequently maintained their property as a tourist attraction until her own death in 1965. As noted by Rogers, the house was then acquired by the Baptist Church; regrettably, the extraordinary fairyland garden was destroyed, and the house restored as the small Victorian dwelling it had once been.⁴⁶⁰ Today, all that remains to demonstrate the whimsical wonderland of *Fairyland Cottage* is a collection of books, containing handwritten entries from visiting children, which were acquired by the Kew Historical Society after Grace Tabulo's death.⁴⁶¹

Related places

House, 57 Malmsbury Street, Kew – former “Fairyland Cottage” of James and Grace Tabulo (from 1946 to 1965)

5.8 WORKING

Since post-contact settlement, employment in the study area has been characterised by a broad mix of blue-collar and white-collar workers. From as early as the 1850s, the suburbs within the boundaries of the study area have been home to professionals such as doctors, dentists, architects, others in high-level management positions such as company directors, bank managers, academic staff and school principals, lower-ranking public servants, teachers and retailers, as well as farmers, builders, factory workers and domestic servants.

5.8.1 Working in the office

In the nineteenth and early twentieth centuries, most white-collar residents of the study did not actually maintain their professional addresses within its boundaries but, rather, commuted daily to larger offices in the CBD. Consequently, office premises in the study area (as in many comparable parts of Melbourne) generally existed on a small scale in the nineteenth and early twentieth century, typically located above or behind shops in retail strips. By the inter-war period, the sub-theme of commuting to city-based white-collar employment had dominated much of the study area – a reflection of its entrenched reputation as a heartland for Melbourne's comfortable middle-class “dormitory suburbs”.

After the Second World War, the demand for office space in central Melbourne increased at an exponential rate, which forced many businesses to relocate premises to areas outside the CBD, notably East Melbourne, North Melbourne and along St Kilda Road.⁴⁶² This trend of commercial decentralisation soon reached the suburbs east of the Yarra River, where it was initiated by government departments rather than the private sector.

The first of these appears to have been the Soil Conservation Authority, which, in 1950, relocated its headquarters from Collins Street to new premises at 378 Cotham Road, Kew, and remained there for several decades thence.⁴⁶³ In 1952, after the Central Administration of the Commonwealth Department of Works was given notice to vacate its own Collins Street premises, it was decided to relocate to a new purpose-built complex at 17-25 Yarra Street, Hawthorn – a site, as the daily press was quick to point out, “less than four miles from the city”.⁴⁶⁴ The new building – erected in record time to meet the vacating deadline – comprised 35,000 square feet of floor space to accommodate 250 staff. It was lauded in the press for its natural lighting (“probably unsurpassed in Melbourne”), open planning with movable partitions, modern basement cafeteria, and its external cladding of sandblasted aluminium panels (“the most extensive use of aluminium sheeting yet seen in Melbourne”). The building remained the nerve centre for the Commonwealth Department of Works until the 1980s; latterly occupied by the Department of Youth & Affairs, it has since been demolished and the site redeveloped for medium-density residential use.

460 Rogers, *A History of Kew*, p 132

461 Information provided by Kerry Fairbank, September 2011.

462 Heritage Alliance, “Survey of Post-War Built Heritage in Victoria”, p 19.

463 “Soil authority moves to Kew”, *Argus*, 1 June 1951, p 7.

464 “Huge office building built in six months”, *Herald*, 12 June 1953, p 11.

Another government department to relocate to the study area was the Country Roads Board (CRB) which, appropriately enough, acquired land on Denmark Street formerly occupied by the Kew branch railway line and station, which had closed in 1957. The new CRB administrative centre, comprising a row of multi-storey buildings designed by leading commercial architects Leith & Bartlett, was completed in 1961. Consequently, the MMBW encouraged comparable private development around Kew Junction by amending zoning laws to allow higher-density office buildings as long as sufficient off-street parking was provided.⁴⁶⁵ This prompted a minor but enduring burst of multi-storey office blocks along High Street; amongst the most prominent are the seven-storey Princess Tower at the corner Princess Street.

During this period, higher density office development also took place further east, in the comparable commercial hub of Camberwell Junction, where multi-storey office blocks appeared on the Hawthorn side of Burke Road. A prominent strip of low-rise office blocks also developed in Hartwell, in the portion of Toorak Road east of the railway line. However, the most intense development of this nature took place in Hawthorn, as noted in the *Hawthorn Heritage Study*:

Another trend, the conversion of houses and shops into offices, noted at an earlier period, accelerated during the 1970s and later. At the same time, existing building stock was demolished to make way for new large offices, often multi-storied. Hawthorn's office boom was reputedly far greater than any of its surrounding eastern neighbours. Large slices of Camberwell and Burwood Roads were changed virtually overnight from light industrial zoning to office use. By 1988, the local press claimed that office development was "the greatest threat to Hawthorn's retail and residential identity since the flat development of the 1970s".⁴⁶⁶

Today, the legacy of this era remains strongly evident in those parts of Burwood Road near Hawthorn station, and on Camberwell Road near the former site of the Hawthorn Brickworks, where office buildings of two, three or even four storeys remain. Also in East Hawthorn, and similarly poised on the edge of a former brickworks, is one of the largest and most well-known office complexes in the study area – the Melbourne headquarters of Coles Myer. In the mid-1980s, the retail giant – following the decentralisation trend established four decades earlier – elected to relocate its administrative centre from Bourke Street (where it had been based since 1911) to the eastern suburbs. The company duly acquired the site of the former drive-in cinema on Toorak Road, Hawthorn East (see 5.6.2), which had ceased operation in 1983. The vast office building that was built there, described by one observer as a “dark and ominous design”, earned the local nickname of *Battlestar Galactica*, after a popular science fiction TV series of the day.⁴⁶⁷

Related places

Office building, Denmark Street, Kew (1959-61) – former CRB headquarters, now VicRoads

Office building, 800 Toorak Road, Hawthorn East (1985) – premises of Coles Myer Ltd

5.8.2 Being unemployed

Unemployment projects during the Depression

The Depression brought about many physical changes to the study area; not least of all the camps and makeshift housing created by the itinerant unemployed in various places, most notably under bridges.⁴⁶⁸ Even in the months leading up to the stock market crash of 1929, rising unemployment in Victoria prompted many municipalities to consider how relief could be provided. In March of that year, representatives from more than twenty metropolitan councils (including the Cities of Hawthorn and Kew, but not Camberwell) attended a conference at the Melbourne Town Hall to discuss how public construction projects might be initiated to provide employment.⁴⁶⁹ As unemployment boomed, the State Government stepped up its relief program by providing funding for sustenance payments and for public construction projects that would utilise unemployed labour. The municipalities themselves were expected in the program to assist by setting up committees to oversee relief projects and to issue sustenance payments.⁴⁷⁰

465 Sanderson, "Kew Urban Conservation Study", p 4/25.

466 Gould, "Hawthorn Heritage Study", p 70.

467 "Toorak Drive-in", *Drive-in Down Under*, <<www.drive-insdownunder.com.au/australian/vic_toorak.htm>>

468 Information provided by Neville Lee (who remembers seeing such camps as a child), 24 August 2011.

469 "Unemployment Relief", *Argus*, 14 March 1929, p 7.

470 Vaughan, *Kew's Civic Century*, p 98.

The City of Hawthorn, which formed an Unemployment Relief Committee in 1929, was notably active in relief projects. As the municipality had a larger population than Kew and Camberwell, it had more unemployed residents – especially amongst the blue-collar workers that were the first to lose their jobs. As Peel *et al* succinctly put it, “conditions in Hawthorn were midway between those of working-class Richmond and the more affluent neighbouring suburbs of Camberwell, Malvern and Kew”.⁴⁷¹ Unemployment relief projects to be initiated by the City of Hawthorn included road construction (eg Rathmines Road), road cutting excavation (eg Tooronga Road at the Gardiner's Creek bridge), creating public reserves (eg Rathmines Road Reserve), and straightening the watercourse of Gardiner's Creek itself.⁴⁷²

As recorded by Vaughan, the unemployment relief was also “tackled with enthusiasm” in the City of Kew. By August 1931, Council had completed a schedule of works to be undertaken as part of its Unemployment Relief Program, which included local roadworks, channels, paths and drains.⁴⁷³ The most ambitious of these was the completion of a scenic government road along the Yarra River – a project originally conceived to provide employment for returned servicemen after the First World War, but never been completed. Then, as was neatly summarised by Pru Sanderson,

*Early in 1933, unemployed men began to carve out the road between Johnston Street and the old Outer Circle railway bridge, using simple tools and labour intensive methods... The Kew section was officially opened in May 1936. The road provided a scenic drive through the lower Yarra Valley and opened a lot of steep Yarra banks for subdivision, while Molesworth Street, Yarra Street and Yarravale Road became through streets.*⁴⁷⁴

Kilby Road in Kew East, which had formed part of the original Yarra Boulevard but had never been completed in the 1920s, was also finally formed and drained as an Unemployment Relief Project in the 1930s.⁴⁷⁵ The flood damage of 1934 provided further opportunity for sustenance projects in Kew, which included the rebuilding of Kane's Bridge across the Yarra River, which had been largely destroyed in the floods, barely six years after it was originally erected.

A different situation emerged in the City of Camberwell, where Council was loaned £100,000 to initiate relief projects. But, as reported in July 1930, “nearly all of the large public works undertaken in the municipality to meet present requirements have been completed, so that there was nothing on which a large sum of money could be spent”.⁴⁷⁶ Three years later, a smaller loan of £30,000 allowed for “the construction of private streets” as a relief project.⁴⁷⁷

Related places

Kane's Bridge, Studley Park, Kew (1928; 1934) – rebuilt as a sustenance project after flood damage (HO127)

471 Peel, Zion & Yule, *A History of Hawthorn*, pp 142,144, 145.

472 Peel, Zion & Yule, *A History of Hawthorn*, p 145.

473 Vaughan, *Kew's Civic Century*, p 98.

474 Sanderson, "Kew Urban Conservation Study", p 4/19.

475 Vaughan, *Kew's Civic Century*, p 101.

476 “Unemployment Relief: Plans at Camberwell”, *Argus*, 14 July 1930, p 11.

477 “Relief Works: £30,000 for Camberwell”, *Argus*, 24 May 1933, p 7.

6.0 BUILDING TOWNS, CITIES AND THE GARDEN STATE

6.1 ESTABLISHING MELBOURNE TOWN, PORT PHILLIP DISTRICT

This theme is not especially pertinent within the City of Boroondara

6.2 CREATING MELBOURNE

This theme is not especially pertinent within the City of Boroondara

6.3 SHAPING THE SUBURBS

As was the case with comparable parts of the metropolitan area, the suburbs within the study area developed gradually. Following a familiar pattern, suburban development was initially concentrated in the City of Hawthorn and spread thence towards the Cities of Kew and Camberwell. Hawthorn, for example, was the first part of the study area to obtain utilities such as mains water (1856), electricity (1861) and gas (1869); these same services, however, would not reach Kew and Camberwell until the 1870s and '80s – or, in some cases, even later. Some parts of the City of Camberwell – notably in that municipality's northern and southern fringe – remained unsewered into the post-war era.

The spread of residential settlement followed a similar pattern; the prestigious residential areas that developed in Hawthorn (and, to a lesser extent, in parts of Kew and Camberwell) from the 1850s to the 1870s gradually gave way to closer settlement in the form of Boom-era subdivisions (see 2.7.3). While these filled out much of the City of Hawthorn, they covered only a relatively small part of Kew and Camberwell – mostly near recently-opened railway stations – where, in some cases, the estates themselves failed to attract development for decades afterwards. The first half of the twentieth century saw more intense residential subdivision across the study area, which filled out the relatively few hitherto undeveloped parts of the City of Hawthorn, and more extensive comparable areas in the City of Kew and Camberwell (and especially, in the case of the latter municipality, around Balwyn, Glen Iris and Canterbury). By the post-war period, suburban development in the study area was focussed on those parts that, even after a century of post-contact settlement, still remained sparsely settled – that is, areas such as Studley Park, Balwyn North and Ashburton.

6.3.1 Providing urban infrastructure and services

Water supply

As noted by Gwen McWilliam, the earliest residents of the study area obtained their water from rain or the river. While deputation to bring a mains water supply from the Yan Yean reservoir into Hawthorn had been made as early as 1861, another four years passed before a standpipe was installed at the intersection of Burwood Road and Church Street, which commenced operation in January 1865.⁴⁷⁸ Before the end of the year, pipes had been laid out as far as Glenferrie Road, and along Church Street towards Kew. Further expansion took place over the next few years, with tenders being called in November 1868 for a standpipe in Auburn Road to supply water across the municipal boundary in what became the City of Camberwell. The Yan Yean water supply finally reached Camberwell in 1872, and Kew in 1878 (in the latter case, necessitating the construction of a pipe bridge across the Yarra River at Fairfield).⁴⁷⁹ While it was also proposed to provide a district or service reservoir in the latter area, the project subsequently stalled. In August 1885, local residents formed a deputation to the Minister of Public Works “to secure the early construction of the Kew Reservoir”.⁴⁸⁰ Tenders were promptly called and, the following January, the *Government Gazette* reported that the contract for “construction of service reservoir at Kew, valued at £5977, had been awarded to one George Buckley.”⁴⁸¹

478 McWilliam, *Hawthorn Peppercorns*, p 118.

479 Gould, “Hawthorn Heritage Study”, p 41.

480 “Public meeting at Balwyn”, *Argus*, 11 August 1885, p 6.

481 “Contracts accepted”, *Victoria Government Gazette*, No 3 (8 January 1886), p 9.

Completed within a year, the new reservoir – located on the south side of Cotham Road, west of the Burke Road intersection – had a capacity of 4,000,000 gallons. The facility, however, did not commence operation at that time; in fact, it lay empty and disused for nearly four decades before it was officially opened by the chairman of the MMBW, David Bell, in September 1937.⁴⁸² The reservoir – a large rectangular and covered receptacle with battered walls, sited in a reserve surrounded by mature cypress trees – remains a prominent feature in the landscape to this day. Water reticulation was slow to reach the eastern fringes of the study area. As late as 1890, residents of Surrey Hills obtained their supply from a 30,000 gallon (114,000 litre) water tank at the north-eastern corner of Windsor Crescent and Union Road.⁴⁸³ While this tank had been originally erected to service the adjacent railway, permission was granted in January 1890 for water to be sold to local residents, at a rate of one shilling per 200 gallons.

Another notable water reticulation project, albeit not intended for the direct benefit of residents, was a pumping station above Dight's Falls to provide fresh water for the Royal Botanic Gardens in South Yarra. This was initiated in 1888 by RBG director, William Guilfoyle, who was unhappy with the quality of water obtained from the adjacent Yarra River.⁴⁸⁴ His solution was to provide a pumping station further upstream, near Dight's Mill, where water was purer. The facility, equipped with 150 horsepower engines, pumped water uphill to a circular reservoir in Studley Park, near Walmer Street, 220 feet (67 metres) in diameter and 12 feet (3.6 metres) deep. Water travelled thence along an 18-inch (45 cm) pipe down Walmer Street, crossing the river into Richmond, and reaching the Botanic Gardens via several other public reserves. Where the pipe emerged to cross the Yarra River, a footbridge was erected. The system, which cost £28,000, was officially opened on 21 May 1891. Barely two months later, the new infrastructure was badly affected by the great flood of 1891 (see 1.5.1); the *Argus* reported that "the Dight's Falls pumping station, which occupied a central position in the flood, could only be distinguished by its roof, which was level with the water".⁴⁸⁵ The pipe that crossed the river near Johnston Street, which was normally 25 feet (7.6 metres) above the surface of the river, was lapped by floodwaters, and the new footbridge "was in serious jeopardy". Nevertheless, the system was reinstated and remained in use until as late as the 1950s, when the Royal Botanic Gardens switched to mains water. The old pumping station was demolished in 1964, although its former site remains evident as a clearing on the Kew side of Dight's Falls. The circular reservoir on the hill has also disappeared, but its original position corresponds almost exactly with a circular playing field on the south-west corner of Studley Park Road and Walmer Street.

Related places

Kew Reservoir, 370-374 Cotham Road, Kew (1886; 1937)

Site of pumping station, south-west of Dight's Falls, off Yarra Boulevard, Kew (1891)

Site of reservoir (now sports ground), corner Studley Park Road and Walmer Street, Kew (1891)

Fairfield Pipe Bridge, Kew (1934) – off Fairfield Park Drive; built after original 1878 pipe bridge was destroyed in floods

Gas supply

Provision of a gas supply in the study area was mooted in the early 1860s, when the new municipality of Hawthorn mooted the installation of gas street lights. This, however, did not eventuate, and it was not until the end of that decade, after negotiations with the Collingwood Gas Company, that the first main was installed along Burwood Road.⁴⁸⁶ The supply was extended further over the next year or so, with pipes laid out along Weinberg Road (now Wattle Road) to Glenferrie Road, and Bulleen Road (High Street) as far as the Prospect Hill Hotel. According to local historian Barnard, the company's gas supply network had reached Kew by 1869.⁴⁸⁷ Four years later, a rival supplier – the South Melbourne Gas Company – expressed an interest in providing gas supply to the adjacent Shire of Boroondara.⁴⁸⁸

482 "Kew Reservoir opened at last", *Argus*, 23 September 1937, p 2.

483 Information provided by Surrey Hills Historical Society.

484 Karen Cummings, "Dight's Falls Pumping Station", 2pp typescript, not dated. <<www.collingwoodhs.org.au>>

485 "From Dight's Falls to Hawthorn Bridge", *Argus*, 13 July 1891, p 6.

486 McWilliam, *Hawthorn Peppercorns*, p 119.

487 Rogers, *A History of Kew*, p 198.

488 Blainey, *A History of Camberwell*, p 60.

Nothing came of this – nor, indeed, of the Council's subsequent request, eighteen months later, for the Collingwood Gas Company to extend its existing gas pipelines eastwards. It was not until 1881, after the Metropolitan Gas Company erected a new gas holder in Richmond, that supplies finally reached what became the City of Camberwell. The shire hall was illuminated by gas in 1884 – fifteen years after the supply had been connected to its counterpart in Hawthorn – and the municipality's first gas-lit street lamps were installed along Burke Road. A few years later, in 1888, the Metropolitan Gas Company extended its supply to Kew.⁴⁸⁹

During the Boom period of the 1880s, the Collingwood Gas Company erected gas holders (gasometers) in Hawthorn, on a large site on the south side of Toorak Road, fronting Gardiner's Creek. Around the same time, a rival gas supplier proposed to build a gasometer near the Canterbury railway stations but, as Blainey notes, “owners of villas and mansions in that sylvan village gave a howl of dismay. They wanted gas, not gasworks, and their protest was answered”.⁴⁹⁰ Similar objections would emerge more than forty years later, when the company announced its intention to build a gasometer in Kew, north of Kilby Road. The Council, which had maintained a long tradition of discouraging local industry or any other related activity that might blight the residential landscape, refused to grant permission. Even when the gas company itself asked Council to suggest a suitable site, “the Council expressed the opinion that there was no suitable site for a proposed gas holder in Kew”.⁴⁹¹ The gasometers in Hawthorn South thus remained the only examples of the type in the study area until they were demolished in 1977. The foundations still remain at the time of writing.

Related places

Gasometer ruins, 742 Toorak Road, Hawthorn South

Electricity supply

As noted by Professor Miles Lewis, electric lighting was first used in Victoria as street illuminations for the visit of the Duke of Edinburgh in 1867, with the first permanent installation (in a factory in Footscray) occurring a decade later.⁴⁹² By 1879, electric lighting was being regularly used at the Melbourne Cricket Ground and, five years later, the Melbourne headquarters of the Bank of Australasia was reported to be “the first institution of the kind in Victoria to be lit by electricity”. While electric lighting in Melbourne became more widespread during the later 1880s and 1890s, it continued to be mostly used for larger-scale commercial applications, and especially for municipal street lighting, rather than private residential use. This was certainly the case within the present study area where, as Gwen William explained:

*The first poles for telegraphs [in Hawthorn] were erected in 1871... It was about twenty years later that the first electricity poles were going up for street lights, but no doubt it was the usual slow process before it would have been available or even wanted for houses, many of which had been a few years changing from kerosene to gas (or newly built with gas installed, not so long before and for nearly twenty years after).*⁴⁹³

The intervening years saw technological improvements in Melbourne's electricity supply, including a changeover from 100 volts to 230 volts, which occurred at the turn of the century, and the introduction of national *General Wiring Rules* by 1904.⁴⁹⁴ Still, a few more years passed before the notion of extending a full electricity supply into the study area was seriously considered. The catalyst for this took place in early 1910, when the Don Cash Trading Company applied to have electric mains laid out and connected – at their own expense – to the new department store that they intended to build in Glenferrie Road.⁴⁹⁵ The City of Hawthorn, which controlled the rights to local electricity supply, pointed out that these rights could not legally be transferred to private individuals. Consequently, it was resolved to provide a general electricity supply to the entire municipality, and, in due course, a fourteen-year contract was signed with the Melbourne Electric Supply Company. During 1911, the same company extended its supply network into the City of Camberwell.⁴⁹⁶

489 Rogers, *A History of Kew*, p 198.

490 Blainey, *A History of Camberwell*, p 60.

491 Vaughan, *Kew's Civic Century*, p 193.

492 Miles Lewis. *Australian Building: A Cultural Investigation*. Section 9.10.9.

493 McWilliam, *Hawthorn Peppercorns*, p 129.

494 Miles Lewis. *Australian Building: A Cultural Investigation*. Section 9.10.9.

495 “Hawthorn Electric Supply”, *Argus*, 26 January 1910, p 5.

496 Blainey, *A History of Camberwell*, p 70.

In 1913, at the request of the City of Camberwell, the row of gas street lamps along the centre of Burke Road was replaced with electric counterparts.⁴⁹⁷ Another fifteen years passed before the City of Kew followed suit when, in January 1928, Council approved a draft agreement with the Melbourne Electricity Supply Company to replace gas lamps with electric ones, which represented a saving of £2 per lamp per year.⁴⁹⁸ Electrical substations proliferated around the study area as suburbs expanded and demand increased. By the late 1940s, a transformer station had also been erected in Surrey Hills, albeit just outside the boundary of the present study area, at 639-647 Canterbury Road. By the late 1960s, a considerably larger terminal station had been installed at the far northern end of Burke Road, fronting the Yarra River.

Related places

Former department store (*The Don*), 672 Glenferrie Road, Hawthorn (1910) – building that prompted local electric supply

Rubbish Disposal

Little is recorded of the earliest attempts to provide local rubbish disposal services in the study area. Peel *et al* quotes early reports by the City of Hawthorn's first health officer, Dr John de la Roche Bragge, who pointed out that household rubbish disposal had not been provided in the 1860s because "none have been required".⁴⁹⁹ In 1890, the Council began using an abandoned clay pit on Victoria Road as a rubbish tip.⁵⁰⁰ In the early twentieth century, the Cities of Camberwell, Hawthorn, Kew and Malvern considered the possibility of building a garbage destructor (ie incinerator) for use by all four municipalities.⁵⁰¹ While the project was approved in September 1913, it was subsequently delayed – firstly by a botched tendering process and then by the First World War. It was not until June 1922 that tenders were accepted for construction of a two-unit destructor to cost just under £30,000, to be built at the southern fringe of the City of Hawthorn, on land between Auburn Road and Gardiner's Creek. The destructor operated satisfactorily for more than two decades when it was forced to close due to labour restrictions brought about by the Second World War. Like virtually all other incinerators established in Melbourne in the early twentieth century, the joint facility at Hawthorn fell out of favour in the post-war period, when other types of garbage disposal became more viable. The old destructor was decommissioned and subsequently leased as a storeroom for some years. It was later demolished after the land was acquired by the MMBW to develop an underground tank to stabilise sewerage reticulation during flood periods.⁵⁰²

From the early 1950s, each of the municipalities that had comprised the original Destructor Trust found new ways to dispose of their ratepayers' garbage. In 1953, the City of Hawthorn reverted to its late nineteenth century practice, adapting an abandoned industrial excavation as a rubbish tip – this time, a former blasting hole on Riversdale Road. The City of Camberwell also established a rubbish tip on Riversdale Road, in the municipal depot near Willison railway station. Only the City of Kew was less successful; after an initial proposal to establish its own rubbish tip on the river flats east of the Chandler Highway was rejected by the Minister of Health, the Council investigated the possibility of dumping its garbage outside the municipality. A deal was made with the City of Brunswick to remove Kew's garbage for a fee of £800 per year; this continued until 1960, when a new deal was made with the City of Northcote.

From the 1960s to the 1990s, the City of Hawthorn continued to use former claypit and brickwork quarries as municipal rubbish tips. By the early '70s, the Council was using a small tip at the edge of the Hawthorn brickworks, accessed off Rose Street. A few years later, a larger one was opened at the former Co-operative Brickworks, between Auburn and Tooronga roads, for joint use by the Cities of Hawthorn and Malvern. When this became full, it was reclaimed as a public park (John Gardiner Reserve) and a new and larger one established back at the Hawthorn Brickworks, which had closed in the interim. This, in turn, became the reserve now known as Fritsch Holzer Park. By 1980, the City of Camberwell had reclaimed so much of its own wasteland through landfill that, as had been the case in Kew, rubbish had to be taken outside the boundaries of the municipality for disposal – as far as Clayton.⁵⁰³

497 Vaughan, *Kew's Civic Century*, p 190.

498 Vaughan, *Kew's Civic Century*, p 192.

499 Peel, Zion & Yule, *A History of Hawthorn*, p 35.

500 Peel, Zion & Yule, *A History of Hawthorn*, p 60.

501 Vaughan, *Kew's Civic Century*, p 65.

502 Vaughan, *Kew's Civic Century*, p 67.

503 Blainey, *A History of Camberwell*, p 117.

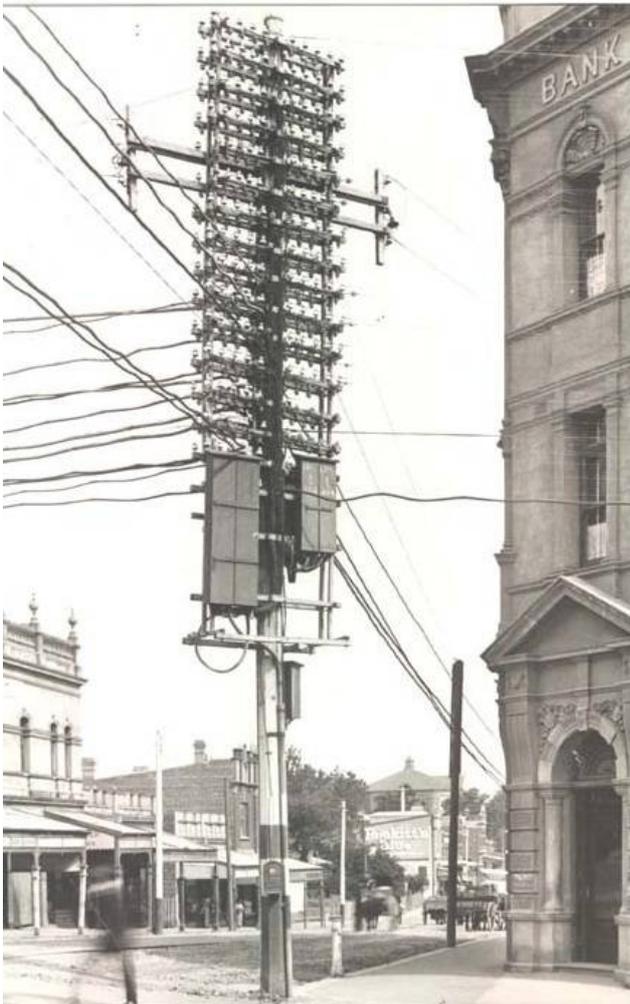


Figure 36: Early electricity pole at Hawthorn, c.1910s
(source: City of Boroondara Library Service)



Figure 37: Gasometer at Hawthorn East
(source: City of Boroondara Library Service)



Figure 38: Opening of the Hawthorn Main Drain, 1909
(source: City of Boroondara Library Service)

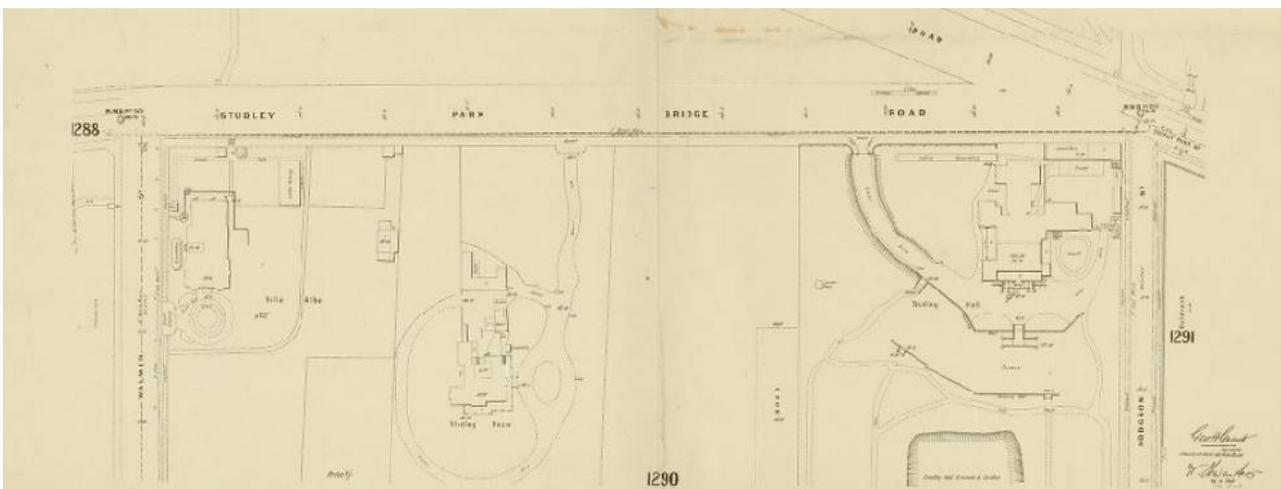


Figure 39: Detail of MMBW plan, showing large mansion estates along Studley Park Road, Kew, c.1902
(source: Map Collection, State Library of Victoria)

Related places

Site of municipal garbage destructor, Auburn Road, Hawthorn East – no visible evidence remains

Fritsch Holzer Park, off Rose Street, Hawthorn East – former rubbish tip

John Gardiner Reserve, Auburn Road, Hawthorn – former rubbish tip

Drainage and sewerage

Storm-water drainage across the study area was initially facilitated by the provision of barrel drains that invariably followed the natural courses of local creeks. The first of these projects was the Hawthorn Main Drain, which was intended to extend right across the municipality from Burke Road to the Yarra River. For the most part, it followed the existing alignment of the Hawthorn Creek – a notorious watercourse that, although once described as “merely puddles in cartwheel tracks”, nevertheless required nine of the thirteen bridges that existed in Hawthorn in the mid-1860s.⁵⁰⁴ Commencing in the late 1880s, the creek was transformed into an enclosed drainage channel by the construction of large bluestone (and later, brick) culvert. As noted by Peel *et al*, the alignment of the drain was diverted from the natural watercourse where necessary due to erosion (eg near Morang Road). The largest section of the drain was formally opened in 1909, although further construction continued into the early 1920s. The drain's outfall at the Yarra River was located to the north of the Wallen Road Bridge.

The main drain project in Hawthorn overlapped with the considerably grander and more ambitious proposal to provide a formalised underground sewerage and drainage system across the entire metropolitan area, which followed the establishment of the Melbourne & Metropolitan Board of Works (MMBW) in 1891. This scheme was to provide a network of gravity-fed sewerage pipes throughout the suburbs, which carried waste to a pumping station at Spotswood, and thence to a treatment facility in Werribee. The pumping station was completed in 1897, and the sewerage connection to central Melbourne was officially opened in early 1898. Over a period of several decades, the system gradually extended across the metropolitan area. It arrived in the study area as early as February 1901, when connection was made to the western part of City of Hawthorn.⁵⁰⁵ The next few years saw it spread eastwards across that municipality and into the more densely settled area of Kew (1903-1905), Camberwell (1904-1906) and Canterbury (1906-1909). Remaining parts of the study area were sewered as residential subdivision gradually expanded into hitherto underdeveloped areas. Most of Hawthorn East (south of Riversdale Road), for example, was connected in the mid-1910s, while most of the the remaining parts of the Cities of Kew (notably Kew East) and Camberwell (Balwyn, Glen Iris and Ashburton) followed in the mid-to-late 1920s. The outermost fringes of the study area (ie Balwyn North, Kew North and Alamein) would not be sewered until the later 1930s or even 1940s.

In 1924, the MMBW also took over the responsibility for all of the main drains that had been constructed privately in Melbourne, including those in the study area.⁵⁰⁶ Over the next few decades, the MMBW completed a number of other barrel drains, including one that followed the course of Connor's Creek through the Golf Links Estate in Kew East, which was completed in 1941 at a cost of nearly £14,000.⁵⁰⁷ Since the 1970s, several other creeks that formerly wove through the eastern half of the study area have been gradually converted into barrel drains.⁵⁰⁸ These include parts of W Creek, Back Creek, Ashburton Creek (a branch of the Back Creek that extended west from Glen Iris Road to the Alamein railway line) and the portion of Hercules Creek between Through Road and Warrigal Road in Camberwell.

Related places

Hawthorn Main Drain outfall, off Glan Avon Road (near Wallen Road Bridge), Hawthorn

504 McWilliam, *Hawthorn Peppercorns*, p 8.

505 See MMBW Detail Plan No 1084, which is stamped with the date of 18 February 1901.

506 Peel, Zion & Yule, *A History of Hawthorn*, p 51.

507 Vaughan, *Kew's Civic Century*, p 194. Note that the *Golf Links Estate* in Kew East (bounded by Willsmere, Kilby and Belford roads) is not to be confused with the more well-known estate of the same name in Camberwell.

508 Reeves, *Exploring Gardiner's Creek and its Tributaries in Southern Camberwell*, pp 19, 23, 24, 36.

6.3.2 Creating prestigious residential areas

A Gentleman's Retreat: 1850s to 1890s

From the earliest period of post-contact settlement in the study area, certain areas have emerged as desirable residential addresses for Melbourne's successful and respected citizens. As Blainey succinctly put it,

*A quiet part of the country favoured by Melbourne men in the 1850s was the Parish of Boroondara. Its western fringe was as close to the city as was St Kilda, and while St Kilda had the cool sea breezes to soften the summer, Boroondara has picturesque hills and winding river [sic].*⁵⁰⁹

The land overlooking this "winding river" was where these prestigious residential suburbs began. It was in Hawthorn's west that, as early as 1851, pioneer settlers A E Creswick and Dr (later Sir) James Palmer built the large houses that Bonwick later described, respectively, as a "proud mansion" and a "magnificent mansion".⁵¹⁰ Over the next decade, many others followed suit, with comparable high-class residential settlement spreading north along the riverside land to Kew. By the late 1850s, when Bonwick took his readers on a casual ramble through the developing suburbs of Hawthorn and Kew, he was quick to point out that both areas were dotted with residences of the rich and famous:

*In our way thither we pass the Italian villa of Mr Stevenson, the charming garden of Mr Gregory, the well-ordered grounds of Mr Carson, the ornamental cottage of Mr Wrede, the spacious residence of Sir William F Stawell, and the estate of the Hon John Hodgson, MLC.*⁵¹¹

Some of the specific properties mentioned by Bonwick were situated on or near Studley Park Road, which burgeoned to become Kew's premier residential precinct in the late nineteenth and early twentieth century. The corresponding parts of Hawthorn developed in much the same way. Palmer's vast riverside property was subdivided in 1871 to create the St James Park Estate which, within three decades, had become (as noted by local historian Colles) "crowned and covered with fine villas, the homes of many of Hawthorn's well-to-do residents" and thus firmly established as one of Hawthorn's most prestigious residential areas.⁵¹² During the 1870s and '80s, a number of comparably well-placed subdivisions elsewhere in the municipality also emerged as important residential addresses, notably Harcourt Street, where prominent local architect John Beswicke designed a house for himself and others for members of his family.⁵¹³

The emergence of comparable residential areas in the eastern part of the study area was hampered by the tyranny of distance, where, as Blainey pointed out "two miles of jolting road did not entice gentleman who liked to travel to the city with painted carriages and sleek horses".⁵¹⁴ This situation, however, inevitably changed as land prices increased, forcing the inevitable spread eastwards. As Blainey further noted

*The vanguard of suburbia arrived in the sixties but it consisted of city men who wanted a comfortable estate of 10 or 20 acres. They built roomy houses and wide verandahs looking out on lines of pines or elms or oaks... Canterbury Road was a fashionable rural road as early as 1868. At the end of its secluded drives lived city men of the middle rank: Snowden and Arthur Manton the solicitors, Ernest Carter, a dentist who sat on the road board.*⁵¹⁵

Elsewhere in the former City of Camberwell, prestigious residential areas developed along Yarrbat Avenue in Balwyn, and the part of Mont Albert Road that remains known today as "the Golden Mile".⁵¹⁶ The latter's reputation dates back to the mid-1870s, when Francis Rennick, Chief Engineer and later Commissioner of the Victorian Railways, built his large residence, *The Grange* (demolished), on the south-west corner of Mont Albert and Balwyn roads.⁵¹⁷ Grand houses proliferated along Mont Albert Road during the Boom period of the 1880s, including *Roystead* at No 51 (1887), *Frognaill* at No 54 (1888), *Haselmere* at No 137 (1889), *Guilford* at No 269 (1880) and many others.⁵¹⁸

509 Blainey, *A History of Camberwell*, p 8.

510 Bonwick, *A Sketch of Boroondara*, pp 6-7.

511 Bonwick, *A Sketch of Boroondara*, pp 9-10.

512 Gould, "Hawthorn Heritage Study", p 58.

513 Gould, "Hawthorn Heritage Study", pp 47, 49.

514 Blainey, *A History of Camberwell*, p 9.

515 Blainey, *A History of Camberwell*, p 32.

516 Information provided by Balwyn Historical Society.

517 RBA Architects & Conservation Consultants, "Balwyn Road Residential Precinct, Canterbury", report, August 2006, p 7.

518 Miles Lewis (ed), *Melbourne Mansions Database*, s v Mont Albert Road (for which the database contains 46 entries)

Related places

Studley Park Road, Kew – Kew's premier residential strip in the nineteenth and early twentieth centuries

Harcourt Street, Hawthorn – one of Hawthorn's premier residential strips

St James Park (Coppin Street, Shakespeare Grove and Isabella Grove), Hawthorn – another important prestige address

Mont Albert Road, Canterbury – the so-called “Golden Mile” of prestigious dwellings

6.3.3 Creating middle class suburbs in the early twentieth century

Residential subdivision from 1910 to 1940

The MMBW plans of the study area, prepared in the early twentieth century, provide a useful overview for the extent of residential subdivision by that time. Much of Hawthorn's northern half had already been closely settled with villas, mansions and cottages; the maps show relatively few areas with little or no development. These included the *Grace Park Estate* which, while created in the 1880s, had few houses actually built on it over the following two decades. Both sides of Urquhart Street were largely unsettled (still operating as market gardens) and, further east, there were comparable gaps between Rathmines Road and Barkers Road. The bulk of Hawthorn's underdeveloped land, however, was further south, beyond Riversdale Road; this included the flood-prone land between Glenferrie Road and the river, most of the north-south streets between Glenferrie and Auburn Roads, and virtually everything south of Pleasant Road as far as the brickworks on Gardiner's Creek. Much of the corresponding riverside land in Kew, between Princess Street and the Yarra River, was also sparsely settled at that time, as were those areas extending west of Adeney Avenue and Belford Road to Burke Road.

Further east, in what became the City of Camberwell, settlement was sparser still. While most of Hawthorn and large parts of Kew were sewered in the early 1900s (thus prompting the creation of MMBW plans; see 6.3.1), most of Camberwell was not. The few MMBW detail plans that were compiled during the period 1904 to 1906 show that residential settlement, predictably enough, was concentrated north-east of Camberwell Junction – the area bounded, more or less, by Burke Road, Canterbury Road, Camberwell Road and the Outer Circle railway line. Full MMBW plans for the entire municipality would not be prepared until the inter-war period and, in some areas, even later – the surest indication that much of the Town of Camberwell (as it was then) was still ripe for subdivision and development at the turn of the century. Ultimately, it was twentieth century residential expansion across much of the City of Camberwell (namely, the suburbs of Camberwell proper, Canterbury, Glen Iris and Balwyn) that brought the municipality its reputation as the quintessential middle-class inter-war residential area – what Chris McConville described as “amongst the few genuine dormitory suburbs of Melbourne”.⁵¹⁹ As had been the case with the extension of the railway line in the 1880s, residential settlement in these areas was greatly facilitated by the expansion of the new electric tramway network during the 1920s and '30s (see 3.5.3).

Most of the aforementioned gaps in the Cities of Hawthorn and Kew disappeared during an intensive boom of residential subdivision between 1910 and 1940. The smaller gaps, representing the expansive grounds of nineteenth century mansions, were carved into subdivisions that were invariably named after the property itself (which was sometimes demolished, or sometimes retained on a smaller block). In Kew, this trend began with the *Findon Estate* on Barkers Road (1911) and soon spread elsewhere; examples in Hawthorn included the *Harcourt Heights Estate* (1918) and the *Creswick Estate* (1923), both of which formed part of what had, in the second half of the nineteenth century, been the municipality's premier residential addresses. A number of these subdivisions – what might be termed as infill estates – appeared in between Burwood Road and Riversdale Road, including the notably early *Manchester Estate* (1909) and later ones such as the *Urquhart Estate* (1921), the *Beulah Estate* (1924) and the *Dean Estate* (1931). The estates themselves followed a typical pattern, with simple rectilinear layouts of through-streets (occasionally kinked to avoid, for example, a retained mansion) that ran between existing major thoroughfares, and relatively small allotments that were sufficient for single detached dwellings in a garden setting.

519 McConville, “Camberwell Conservation Study”, Vol 2, p 40.

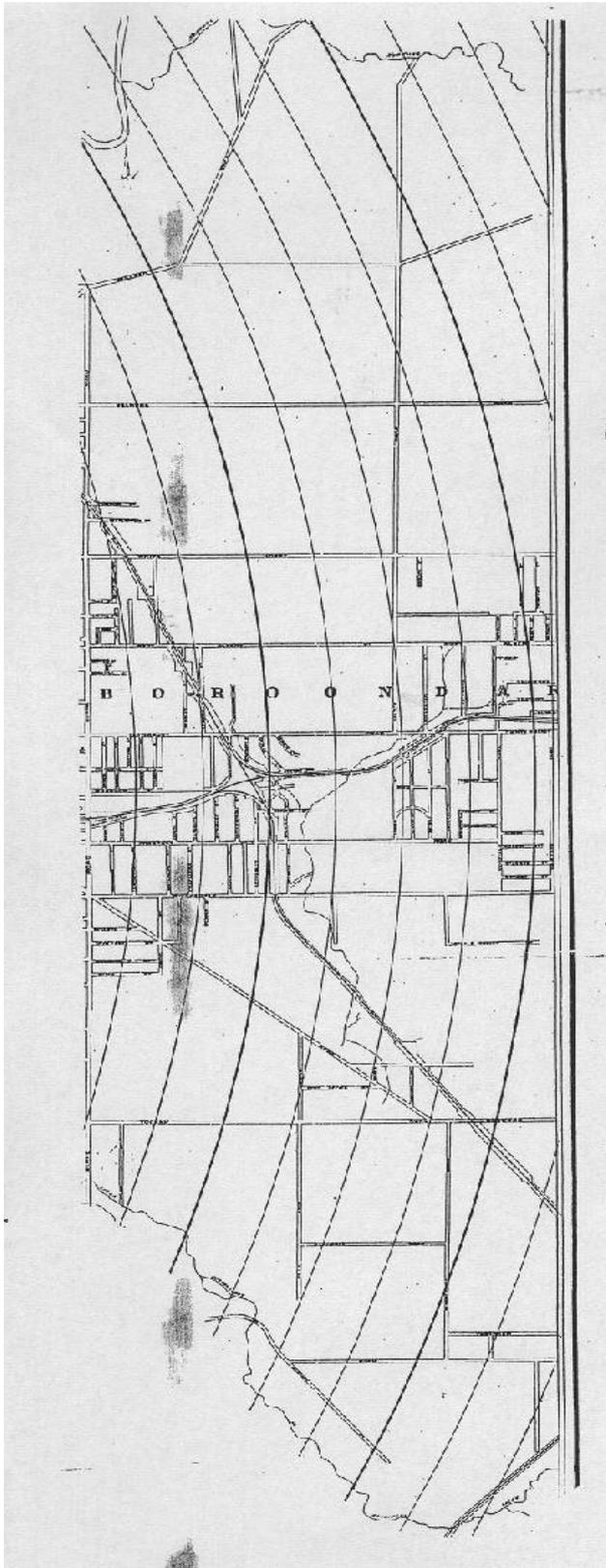


Figure 40: Municipal map of City of Camberwell, 1894
(source: Map Collection, State Library of Victoria)

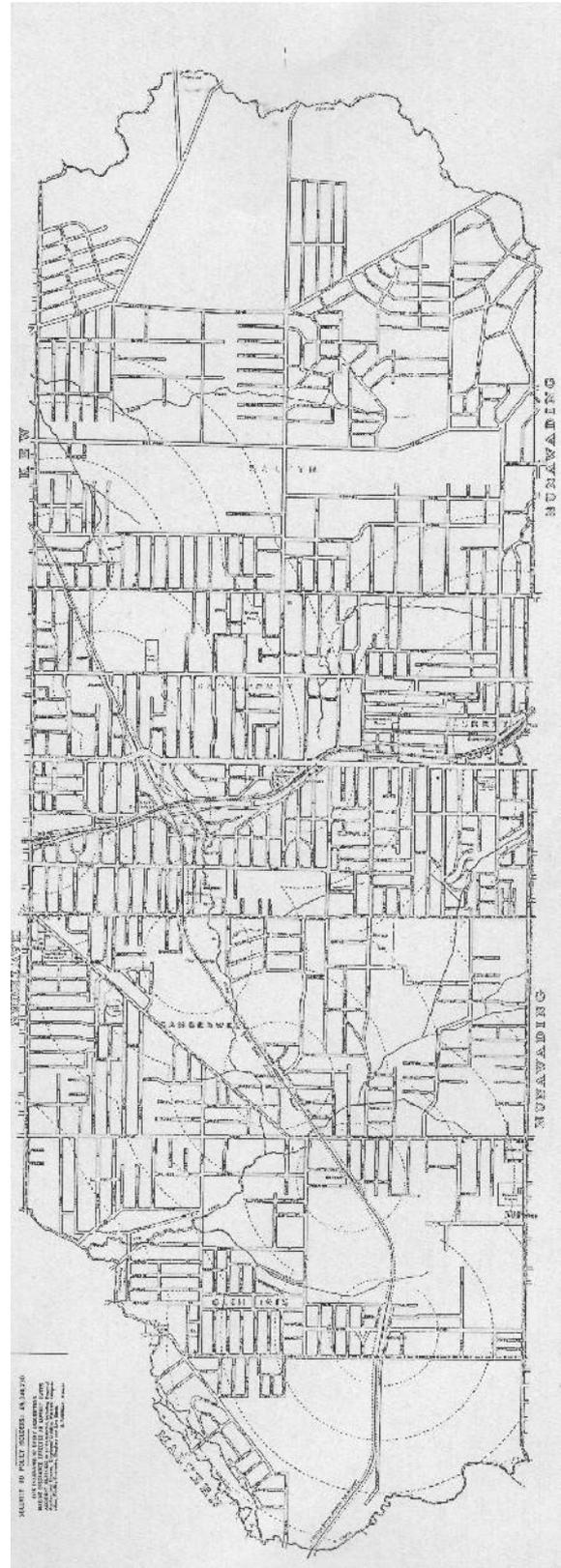


Figure 41: Municipal map of City of Camberwell, 1921
(source: Map Collection, State Library of Victoria)

The most intensive residential subdivision, however, took place in those much larger tracts of underdeveloped land – in Hawthorn, the area south of Riversdale Road and, in Kew the areas east of Adeney Avenue and north of Earl Street. Examples in that part of Hawthorn are too numerous to list exhaustively; amongst those laid out between Auburn Road and Tooronga Road were the *Auburn Road South Estate* (1915), the *Stonyhurst Estate* (1921) and the *Airedale Estate* (1926), while those between Tooronga Road and Burke Road included *Cole's Nursery Estate* (1918), the *Mount Ida Estate* (1925) and the *Macedon View Estate* (1928). Comparable examples in the eastern and northern fringes of Kew included the *Normanby Estate* (1913), the *Grange Hill Estate* (1919), the *Boulevard Estate* (1920; not to be confused with the like-named subdivision in Studley Park, of 1939-40), the *Grenville Estate* (1922) and the *Kew Golf Links Estate* (1926). This overview, drawn from original real estate subdivision plans held in the Map Collection of the State Library of Victoria, reveals that the decade-and-a-half between 1913 and 1928 represented the peak of the inter-war residential subdivision boom in these parts of the study area.

The Depression, as Pru Sanderson pointed out, slowed the rate of subdivision in Kew, and her comment can be extrapolated across the entire study area.⁵²⁰ This hiatus, however, was merely temporary; within a few years, as Sanderson noted, the local subdivision boom rose again:

It was not until the mid 1930s that new estates began to appear. Most were of a modest scale, and usually resulted in small courts or short streets bisecting former grounds of large houses. In Studley Park, land on Dunlop Avenue was first offered for sale in 1934, Berkeley Court followed in 1936 and the sale and subdivision of land around the mansions Rockingham and Blytheswood in the same year marked the end of the Syme family's domain. Merrion Grove opened the grounds of Darley in 1938, while the Clutha Estate brought about the demise of John Carson's original estate. The opportunities presented by the Boulevard were first taken up in 1939 in the Boulevard Estate, and Milfay Avenue was subdivided in 1940.⁵²¹

A virtually identical pattern duly re-emerged in Hawthorn, where the second half of the 1930s witnessed more subdivision of former mansion estates, including the *Ellimatta Estate* (1935), east of Church Street, and the *Yallambee Gardens Estate* (1937) and *Corsewall Estate* (1938), both on Barkers Road. In contrast to the earlier subdivisions made up mostly of perpendicular through-streets, many of these smaller estates of the later 1930s included, or even consisted entirely of, short *cul-de-sacs*. This pattern was typified by Tiro Court, off Auburn Road near Barkers Road (1938), an unusual T-shaped cul-de-sac with a cohesive development of modern houses designed by the architectural firm of Taylor; Soilleaux & Overend (one of whose partners, G A Soilleaux, lived in nearby Kew)

While the City of Camberwell underwent comparably intense – or even more intense – residential subdivision during the inter-war period, much of this development comprised large estates on previously undeveloped land, with relatively few examples of the “infill estates”, carved from nineteenth century mansion properties, that had proliferated in Hawthorn and Kew. Characteristically, the wave of residential expansion through Camberwell began around the junction, spreading thence to the north, east and south. Subdivisions that gradually extended along the spine of Camberwell Road, for example, included the *Town Hall Estate* (1911), the *Riversdale Golf Links Estate* (1913), the *Golf View Estate* (1918), and the *Gladstone Estate* (1920). During the 1920s, the wave expanded further through Ashburton, Canterbury, Camberwell East, Balwyn and Glen Iris, with such examples as the *Camberwell Grand Estate* (1922), the *Camberwell City Heights Estate* (1922), the *Balwyn Road Estate* (1923), *Hassett's Estate* (1924), the *Sunrise Estate* (1927), the *Rookwood Estate* (1927), the *New Ashburton Township Estate* (1927), the *Ferndale Estate* (1930) and many many others. Not all of these estates, however, met with lasting success – particularly in the northern extremities of the municipality. One huge subdivision in Balwyn North, comprising more than 300 allotments between Doncaster Road, Greythorn Road and Dempster Street, was officially gazetted in 1920 but, owing to the estate's sheer distance from useful public transport links, failed to attract any further development for another three decades.⁵²² This theme of delayed development would recur throughout much of Balwyn North.

520 Sanderson, "Kew Urban Conservation Study", p 4/20.

521 Sanderson, "Kew Urban Conservation Study", p 4/20.

522 Lodged Plan No 7870, declared 25 June 1920. Land & Survey Information Centre.

BY PUBLIC AUCTION On the Land, at 3.15 p.m. in a sealed envelope.

Saturday, 9th November, 1935

FERNDALE PARK ESTATE

GLEN IRIS
CITY OF CAMBERWELL

ABSOLUTELY WITHOUT RESERVE



Photo of Beautiful Residences in Glen Iris Road, close to the Estate.

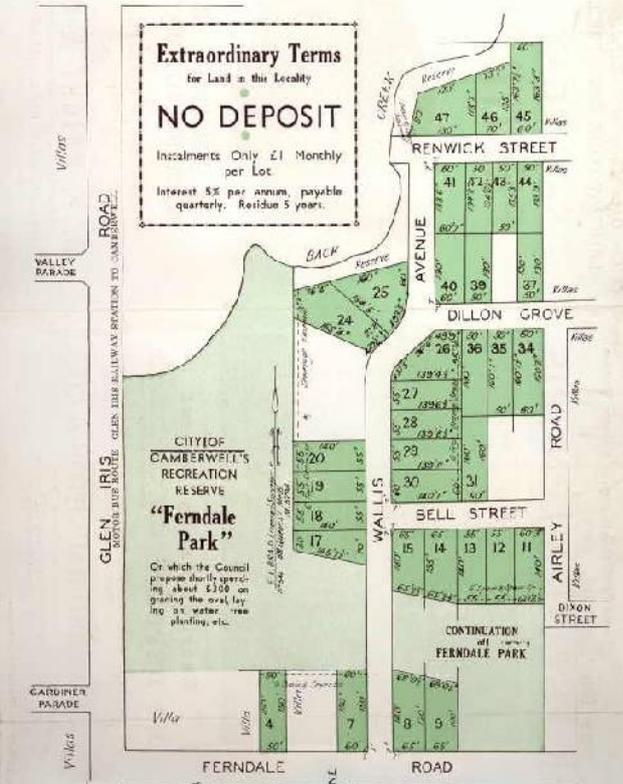
TOORAK ROAD

Extraordinary Terms
for Land in this Locality

NO DEPOSIT

Installments Only £1 Monthly per Lot

Interest 5% per annum, payable quarterly. Residue 5 years.



TITLE CERTIFICATE

Solicitors:
HODGSON & FINLAYSON
369 Collins Street, Melbourne

The plan of subdivision is numbered in the office of Titles, therefore homebuilders can obtain their Titles without delay.

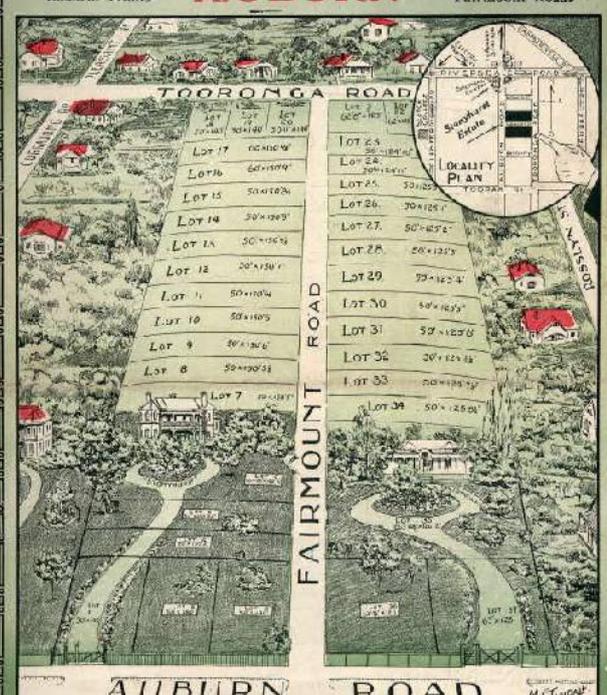
Agents and Auctioneer:
H. P. KNIGHT & CO.
315 Collins Street, Melbourne; and
EDWARD HAUGHTON & CO.
379 Collins Street, Melbourne

Figure 42 Estate agent's advert for Ferndale Park Estate (1935) (source: Map Collection, State Library of Victoria)

SUBDIVISIONAL AUCTION SALE at 3 o'clock in a MARQUEE on the ESTATE Saturday, Dec. 3rd

Stonyhurst Estate

Close Riversdale Rd. Auburn, Tooronga and Electric Trams **AUBURN** Auburn, Tooronga and Fairmount Roads



AUBURN ROAD

NEEDS-EYE VIEW OF STONYHURST ESTATE

Terms: £10 Deposit, 40/- Monthly, Interest 6 p.c.
(EXCEPTING THE AUBURN ROAD FRONTAGES)

Also Magnificent Residence—"STONYHURST" and Grounds and Ornatc Villa "FAIRMOUNT" with Garden, Lawns and Grounds SEE SPECIES IN BOOK BOOK.

SYDNEY T. HAYNES & Co. Auctioneers, 60 Queen St. Cent. 3400

Figure 43: Estate agent's advert for Stonyhurst Estate (1921) (source: Map Collection, State Library of Victoria)



Figure 44: Development along High Street, Balwyn North, 1965 (source: Picture Collection, State Library of Victoria)

As in Hawthorn and Kew, inter-war estates in Camberwell followed a fairly conventional form, with grid-like layouts of intersecting through-streets. Cul-de-sac estates, while common in Kew and Hawthorn, were less so in Camberwell (or, at least until after the Second World War). Although a few subdivisions with angled roads appeared in North Balwyn, these were usually responses to existing topography and roads (ie the kinked alignments of Bulleen and Doncaster roads) rather than of concerted attempts at cutting-edge town planning. Nevertheless, a few subdivisions made deliberate features of their angled roads. One 280-lot estate on the south-eastern corner of Doncaster and Balwyn roads, laid out in 1919, incorporated a unusual canted road designated as Tuxen Street – named after one of Australia's leading inter-war town planners, Saxil Tuxen (1885-1975), who may well have had a hand in its design. Tuxen, who was born in Kew, may also have been involved in the design of the adjacent 1920 subdivision, extending between Madden Street and Belford Road. This estate incorporated an internal public reserve (within the triangle bounded by Hosken, Jacka and Dunstan streets), which represents a quintessential Tuxen planning motif, derived from his earlier experiences working in collaboration with Walter Burley Griffin on the design of the *Glenard* and *Mount Eagle* estates in Heidelberg in the years 1913-14. A smaller but similarly distinctive inter-war subdivision at Ashburton, at the opposite end of the former City of Camberwell, incorporates a Y-shaped street that was officially gazetted under the name of Y Street.

As in Hawthorn and Kew, the Depression era curtailed the subdivision boom, although, once again, it had resumed by the mid-1930s. By the decade's end, it was extending even further into the northern and eastern fringes of the City of Camberwell, as seen by the *Summerhill Estate* in Burwood (1937), the *Belmore Crest Estate* (1938), the *Prospect Hill Road Estate* (1939), the *Balwyn House Estate* (1940) and the *New Camberwell Heights Estate* (1941). The last of these, despite its name, was actually in Balwyn North, which had become newly attractive as a residential area following the extension of the electric tramline in 1938. Construction of houses in that area, however, would be effectively delayed by the onset of the Second World War, and the consequent introduction of restrictions on private building activity.

Related places

Golf Links Estate, Camberwell (1913) – comfortable middle class housing estate of Barry Humphries' childhood (HO1)
 Estate, south-east corner of Balwyn and Doncaster roads, Balwyn North (1919) – attributed to Saxil Tuxen
 Urquhart Estate, Urquhart Street, Swinburne Avenue and The Boulevard, Hawthorn (1921) – part HO164
 Corsewall Estate, Corsewall Close and Barkers Road, Hawthorn (1938) – quintessential inter-war *cul-de-sac* (HO147)

6.3.4 Suburban infill after the Second World War

Residential subdivisions from 1945 to 1970

Just as MMBW maps of the study area provide a useful overview of patterns of residential expansion at the turn of the century, aerial photographs taken in 1945 give a comparable picture of settlement by the mid-twentieth century. These images show that the City of Hawthorn had become more or less fully developed by that time, with housing extending as far as Gardiner's Creek. Indeed, the only large open spaces on the map were the various parks, reserves and private schools (eg Scotch College) and the remnant industrial sites (brickworks, gasometer) in the municipality's south and east. The City of Kew was much the same, with most of the aforementioned pre-war estates completely or largely filled out. The map does show a few very recent *cul-de-sac* estates (including Bramley Court, Burke Court, Finhaven Court and Arden Court) with the clear outline of a newly-formed street, but with no new houses yet built around them. Chief amongst the larger areas that were still only partially developed were the land on the north-east corner of Earl Street and Willsmere Road in Kew East, the land immediately west of Munro Street in Kew North, and most of the area known as Studley Park, between Molesworth Street, Studley Avenue and Stawell Street. As Pru Sanderson summarised:

*The Boulevard Estate of the Belvedere, Yarravale Road, and Holroyd Street had very few houses, Milfay Avenue appears more developed, but Yarra Street and Carnsworth Avenue have yet to be constructed. South of Studley Park Road, the influence of court development is readily apparent. Finhaven Court had just been sealed and the success of Berkeley Court and the Clutha subdivision into Mackie Court and Younger Court is evident in the houses built on these streets.*⁵²³

523 Sanderson, "Kew Urban Conservation Study", p 4/24.

In the City of Camberwell, these aerial photographs show fairly dense settlement in central Camberwell, Canterbury, Glen Iris, Hartwell, Balwyn and Surrey Hills, contrasting with huge portions of Ashburton and Balwyn North still only partly developed. In both areas, some new estates had clearly been laid out, but had high proportions of allotments still vacant (eg those estates between Burke Road, Maylands Avenue and Belmore Road in Balwyn North, or west of Solway Street in Ashburton).⁵²⁴ Some new streets had few or even no houses built along them at that time (eg Sunburst Avenue, Fortuna Avenue and Sutton Street in Balwyn North, or Penryn Avenue in Ashburton). Most prominently, however, these aerial photographs show vast tracts of open land that had still not been subdivided at all, including much of the area between Belmore Road and Doncaster Road in Balwyn North, between Vears Road and Warrigal Road in Burwood, and a huge stretch of land bounded by High Street, Ashburn Grove and Warrigal Road in Ashburton. These undeveloped areas, however, would be subdivided in less than a decade, from the late 1940s to the late 1950s. Examples in Balwyn North included the *Belmore Park Estate* (1949), the *Wild Life Sanctuary Estate* (1954), the *Eastern View Estate* (1956) and the *Stroma Estate* (1957). These estates typically followed the form of the pre-war counterparts, with rectilinear layouts of perpendicular roads. One notable exception, though, was the *Trentwood Estate*, developed by A V Jennings on the north side of Doncaster Road from the mid-1950s, which introduced a curving central roadway with radiating *cul-de-sacs*. Only a few years before, an entire estate of *cul-de-sacs* had appeared in Balwyn, when a row of three short courts (Kalgurli Court, Maritana Court and Melba Court) were laid out on the north side of Winmalee Road.

In Ashburton, the aforementioned land south of High Street was taken over by the Housing Commission of Victoria around the same time that those aerial photographs was taken, and, over the next decade, was developed into a large residential estate of almost one thousand dwellings (see next section). Other unsubdivided land in that part of the study area was developed privately during the 1950s. The end of that decade also marked the completion of subdivision in Studley Park, culminating in the creation of the *Raheen Estate* in 1960. The last large-scale estate to appear in the study area for more than three decades, it also marked a temporary lull in the local residential boom. With the construction of new houses across Melbourne badly effected by the Credit Squeeze of 1961-62, only a few dwellings would be built on the *Raheen Estate* during those years. In an outcome that recalled the delayed development of certain Boom-era estates eighty years earlier, quite a few years passed before the Raheen Estate finally filled out. Although a few new residential subdivisions subsequently emerged in the study area in the 1960s and '70s, these tended to be very small, often consisting only of a single *cul-de-sac* (eg Sylvan Court in Kew, which dates from 1968).⁵²⁵

Related places

Estate, Kalgurli, Maritana and Melba courts, Balwyn (1949) – rare *cul-de-sac* estates in former City of Camberwell

Trentwood Estate, Trentwood Avenue (and radiating courts), Balwyn North (1954)

Raheen Estate, Raheen Drive & Eamon Court, Kew (1960) – last large-scale residential subdivision in study area

Housing Commission of Victoria

Founded in 1938, the Housing Commission of Victoria (HCV) laid out its first residential estate at Port Melbourne and had soon established others at Preston, Brunswick, Coburg, Williamstown, Newport and six regional Victorian centres. The provisions of the *Housing Act 1943* allowed for the acquisition of sites for several large-scale suburban estates, including Ashburton.⁵²⁶ In July 1945, it was reported that three huge estates were then being developed by the Commission – one at Heidelberg (6,000 home sites), another at Sandringham (3,000 sites), and one at Ashburton with (1,000 sites). Gas, water, electricity and sewerage services were in the process of being connected, while construction of houses on the two largest estates had already commenced.⁵²⁷ By March 1946, excavations had commenced for construction of the first 163 dwellings at Ashburton.⁵²⁸ In September, it was reported that the estate, covering 200 acres, would ultimately comprise more than 800 houses.⁵²⁹ These would be completed in two stages, of 400 houses each.

524 The former estate in Balwyn North, designed as Lodged Plan No 6,120, had been declared as far back as 12 July 1913.

525 Sanderson, "Kew Urban Conservation Study", p 4/24.

526 "1,412 state homes since 1941", *Argus*, 12 July 1944, p 5.

527 "Housing plan under way", *Argus*, 31 July 1945, p 3.

528 "This mechanical ditcher", *Argus*, 12 March 1946, p 15.

529 "Work to begin on 800 homes", *Argus*, 5 September 1946, p 3.

In October 1946, it was revealed that the houses on the estate would vary thus: those on the east side of the new railway line would be mostly of solid brick construction (with some brick veneer), while those on the west side would be of reinforced concrete (50%), solid brick (35%) and brick veneer (15%).⁵³⁰ The prefabricated concrete houses, designed by architects Leith & Bartlett, were amongst their first of their type to be manufactured at the new HCV factory at Holmesglen, which was located just across Gardiner's Creek from the new Ashburton estate. There was some criticism from the Mayor of Camberwell, Cr K L Macleay, who asserted that "the houses which the Commission was building at Ashburton were far below the standard of privately built homes... Camberwell did not want the type of house which the Commission was building".⁵³¹ By May 1948, 167 of the 800 houses had been completed, with another 439 still under construction. Of the 830 houses that had been erected on the estate by the early 1950s, approximately 40% (345 dwellings) were of brick veneer construction, and the remainder were of concrete construction.

Needless to say, the sudden appearance of several hundred new dwellings in Ashburton would place great pressure on existing infrastructure. The issue of public transport was resolved when, in February 1947, it was announced that the Outer Circle railway line would be extended for another half-mile (600 metres) beyond its existing terminus at Ashburton.⁵³² There was some speculation about the name of the new terminus station until September of that year, when it was reported that it would be known as *Alamein*. This followed the established pattern of naming many of the streets in the new subdivision, which were "named after Middle East towns that were in the news during the War".⁵³³ The new railway station commenced operation in June 1948. Although the HCV had provided modern architect-designed strip shopping centres at some of its earlier pre-war estates (eg Port Melbourne, Hampton and Coburg), this policy was discontinued after the war, so that commercial development on new estates, including the one at Ashburton, became the responsibility of the private sector.

In the late 1940s, the HCV established two other estates in the study area – both, like the Ashburton Estate, within the former City of Camberwell. Both, however, were considerably smaller in scale and were created within existing subdivisions, rather than as an entirely new venture. Thus, these two other estates did not have the same impact on the development of the surrounding area, as had been seen at Ashburton. The first of these smaller estates was the Kaleno Park Estate in Balwyn North, in the vicinity of a Victorian mansion of the same name, at the south-western corner of Belmore and Balwyn roads, which was occupied for many years by the Rand family. In 1922, part of its grounds were subdivided to create the Kaleno Estate, which included newly-formed Evelyn, Ruby and Hilda streets – named after three of the Rand daughters. The estate remained largely undeveloped until it was acquired by the HCV, and 123 brick and brick veneer dwellings erected thereon. The second of the these two lesser HCV projects in the study area was even smaller, comprising just part of a single street – Queen's Parade in Glen Iris – where eighteen brick (or brick veneer) dwellings were erected in what was otherwise a late Victorian/Edwardian development.

There were no HCV developments in the western part of the study area until 1958, when the Cities of Hawthorn and Kew each donated a piece of land for small-scale housing developments. At that time, the HCV had recently introduced a new type of single-storey dwelling designed especially for senior citizens; by 1959, eight examples of this had been erected in Childers Street, Kew, and another six in Bills Street, Hawthorn (see also **8.6.2**). The latter development also included several blocks of two- and three-storey concrete walk-up flats, which were intended for families. In 1964, the City of Hawthorn donated further land, in Munro Street, for another development of HCV dwellings for senior citizens.

In the early 1980s, the HCV was re-badged and reorganised as the new Ministry for Housing. In an attempt to erase the stigma that had developed around the standardised concrete flats of the 1950s and '60s, more individualised architect-designed housing was introduced. To that end, the original single-storey units that had been built at Bills Street, Hawthorn, in the late 1950s were remodelled to present a more attractive appearance, while the 1964 estate at Munro Street was razed and redeveloped with new townhouse-like units.

Related places

Houses, Ashburton Estate, Ashburton (1946 onwards)

530 "930 homes on the Ashburton-Glen Iris Estate", *Argus*, 10 October 1946, p 3.

531 "No semi-slum homes being built – Mr Cain", *Argus*, 30 June 1947, p 3.

532 "Ashburton line to be extended", *Argus*, 4 February 1947, p 20.

533 "New station will be Alamein", *Argus*, 25 September 1947, p 1.

Houses, Kaleno Estate, corner Belmore and Balwyn Road, Balwyn North (c.1948)

Houses, Queens Parade, Glen Iris (c.1948)

Flats, 1, 7 and 12 Bills Street, Hawthorn East (c.1957) – three-storey walk-up flats

A V Jennings

While the study area has a reputation as an epicentre for middle-class housing estates, the company most synonymous with that type of development in Melbourne – the enduring firm of A V Jennings – made relatively few forays into what is now the City of Boroondara. Nevertheless, the firm's local connotations are deeply entrenched; in the fictitious geography of Sandy Stone, the “Sage of Glen Iris” created by Barry Humphries, there was an “A V Jennings Avenue” in the vicinity of Stone's own residence at Gallipoli Crescent, Glen Iris.⁵³⁴ Yet, while the company (founded in 1932 by the eponymous Albert Victor Jennings) achieved its initial success with pre-war housing estates at Caulfield, Ivanhoe and elsewhere, none were actually built within the study area. A V Jennings did foster one early and lasting local association when, in 1936, it signed a lucrative deal with the Holzer family brickworks in Hawthorn, which provided the bricks for houses erected on new estates elsewhere. Thus, while there may have been no pre-war A V Jennings estates in Hawthorn, there was certainly some of Hawthorn, as it were, in the new houses that A V Jennings built elsewhere.

During the firm's pre-war incarnation, A V Jennings sometimes undertook commissions for individual suburban dwellings; one example at 7 Leura Grove, Hawthorn (1940) represents the company's earliest identifiable project within the study area.⁵³⁵ Another interesting local connection during these early years was that the company's in-house architect, Edgar Gurney, lived in Hawthorn East for many years, in a house of his own design at 1 Anderson Road (demolished). An even more significant local connection, though, dates from 1943, when A V Jennings acquired a property in Trent Street, Burwood, as its new headquarters. The former premises of a failed timber milling business, the site not only provided timber yard, joinery works and other facilities that would assist in the expansion of the business, but also two ex-Army huts that formed a large office building. The company's former headquarters in Ivanhoe (conveniently located near its pre-war *Beauview Estate*) was sold, and all functions were moved to Trent Street, Burwood.

This key period, from the early 1940s, saw A V Jennings move away from private housing and commence a general contracting service, which included projects for the HCV and experimenting with the then-popular notion of prefabricated dwellings. While the company was not involved with the HCV estate at Ashburton (see above), it did play a part in an experimental prefabricated plywood dwelling that was erected within the boundaries of the study area. The project was conceived by plywood manufacturers Romcke Pty Ltd, which commissioned A V Jennings to design and built a prototype at 55 Birdwood Street, Balwyn. Designed by Edgar Gurney, the highly experimental dwelling attracted much attention in the press, where it was lauded as the first wholly prefabricated house in Australia.⁵³⁶ Somewhat remarkably, it was still standing when A V Jennings published its company history in 1992, but has since been demolished. Apart from this house, the company's activities within the study area during this period were limited to some individual houses in Balwyn North (built as one-off commissions on the client's own land) and additions to its headquarters in Trent Street, Burwood, which, by the early 1950s, had expanded to include a large two-storey brick office block.

It was not until the mid-1950s that A V Jennings made its most significant impact upon the study area: the *Trentwood Estate* at Balwyn North, which was one of four ambitious residential estates around Melbourne conceived by the company to re-establish its pre-war reputation as provenders of high-quality housing. Sir Albert Jennings himself often re-told the story of how he saw 25 acres of undeveloped blackberry-covered land on the north side of Doncaster Road and immediately recognised its potential for a housing estate. Plans were drawn up for 94-lot subdivision, laid out around a curved central street (Trentwood Avenue) with branching *cul-de-sacs*. In a bold and progressive move, plans for the estate made specific provision for a strip shopping centre with off-street parking, a service station, a combined kindergarten and baby health centre, and (following negotiations with the local council) clubrooms for the local RSL.

534 Humphries, *The Life and Death of Sandy Stone*, p 86.

535 Don Garden, *Builders to the Nation: The A V Jennings Story*, p 48.

536 Garden, *Builders to the Nation*, pp 62-63.

As A V Jennings expanded its activities in the post-war era, the company inevitably outgrew its modest offices in Burwood. In the late 1950s, the timber mill and joinery workshops at Trent Street were moved to a new and larger factory at Springvale. A few years later, land was acquired in Mulgrave for a purpose-built headquarters; after this officially opened in November 1965, the old premises in Burwood was sold (and has since been demolished).⁵³⁷ The company later re-established presence in the study area when, in 1967, it acquired the former Hawthorn Brickworks as a manufacturing subsidiary.⁵³⁸ A V Jennings planned to continue making bricks for its own use, with a view to the possible future development of what had become a valuable site near Camberwell Junction. However, after the brickworks closed in 1972, the site was sold by A V Jennings and subsequently redeveloped by others. The company made one last (and, at the time, controversial) foray into the study area in the mid-1980s, when it commissioned a “limited edition” series of luxury project houses. A prominent residential architect from California, Barry Berkus, was engaged to draw up the plans – a decision that met with some objection from members of the Melbourne architectural community, who rightly insisted that local architects were more than capable of doing the work.⁵³⁹ A prototype for the proposed range, a Berkus-designed dwelling referred to as the *Colonnade House*, was erected in Yarrbat Avenue, Balwyn, in 1987.⁵⁴⁰

Related Places

House, 7 Leura Grove, Hawthorn (1940) – the earliest identified pre-war building by A V Jennings in the study area

Houses, Trentwood Avenue (and contiguous courts), Balwyn North

House (*Colonnade House*), Yarrbat Avenue, Balwyn (1987) – prototype luxury project house designed by Barry Berkus

6.3.5 Creating Public Landscapes

The emergence of Public Gardens, Parks and Reserves

The first open space set aside for public use in the study area was the Town Reserve provided in 1852 as part of the Township of Hawthorn. While the township did not thrive at that location, and the reserve not developed for public use until the early 1860s (when the site was levelled and trees were planted), it nevertheless marked the beginning of a long tradition of public open spaces across the study area, which continued well into the twentieth century.⁵⁴¹ Initially, local councils were at the forefront of providing such reserves. In 1888, the City of Hawthorn was offered seven acres between William and Henry streets, which were developed as the municipality’s premier pleasure-grounds, Central Gardens. More than a decade passed, however, before the Cities of Camberwell and Kew followed suit, opening comparable reserves such as the East Boroondara Reserve at Canterbury (1895), the Canterbury Gardens (1900), the Alexandra Gardens on Cotham Road (1905), the Surrey Gardens at Surrey Hills (1907), Victoria Park on High Street (1914) and Beckett Park in Balwyn (1917). By that time, the City of Hawthorn had established several additional parks within its boundaries, including Anderson Park in Hawthorn East (1911).⁵⁴² All of these early twentieth century parks would be carefully landscaped with trees, pathways and garden beds, and otherwise furnished with the typical elements of an Edwardian pleasure-ground, such as fountains, shelters, memorials and bandstands.⁵⁴³

By the early 1920s, the City of Hawthorn boasted the highest concentration of public reserves in the study area – a simple reflection of the fact that, at that time, it was still the most densely settled part of the study area. A municipal map from 1921 shows no fewer than ten public reserves in the City of Hawthorn: Creswick Reserve near the riverbank, the old town reserve (then known as West Gardens) between Burwood Road and Denham Street, Outer Reserve beside the cricket ground in Linda Crescent, Central Gardens on the north side of the railway line, and three others identified only as “municipal reserve”, located between Creswick Street and the river, between Rathmines Road and Harcourt Street, and on the north-western corner of Anderson Road and Widford Street in Hawthorn East.

537 Garden, *Builders to the Nation*, pp 132, 135.

538 Garden, *Builders to the Nation*, p 210.

539 Dimity Reed, “Like Aunty, grand design lacks Australian content”, *Age*, 17 March 1987, p 23.

540 Garden, *Builders to the Nation*, p 309.

541 Gwen McWilliam, *Shady Places: Hawthorn's Parks, Gardens and Public Property*, p 13.

542 McWilliam, *Shady Places: Hawthorn's Parks, Gardens and Public Property*, p 5.

543 See eg Vaughan, *Kew's Civic Century*, pp 90-93, for development of Victoria Park.

The same map also shows two reserves designated as “to be laid out” - the so-called Lynch's Gardens (now Grace Park) between Hilda Crescent and the railway line, and another between Victoria and Rathmines roads (now Victoria Road Reserve). By contrast, a contemporaneous municipal map of the City of Kew indicates only five public reserves. These were dominated by the large expanses of Victoria Park and Alexandra Gardens, but also included the smaller Kellett Reserve at the corner of Malin and Fitzwilliam streets, and two even smaller “municipal reserves” – one at the corner of Derby and Eglinton streets (now Eglinton Reserve) and another (which no longer exists) off Parkhill Road, west of Weir Street. A comparable map of the City of Camberwell, dated 1915, shows only three major public reserves – Riversdale Park in Camberwell, Canterbury Gardens in Canterbury, and Surrey Gardens in Surrey Hills – and three smaller ones.

From the 1910s onwards, additional public reserves have proliferated across the study area – albeit created by a varied range of circumstances. Many of these parks were set aside when new subdivisions spread into underdeveloped areas. Some, such as Balwyn Park on Whitehorse Road, were created out of remnant farmland or dairy sites as suburbia began to encroach. Others, such as the parks along the Yarra River at Hawthorn and Kew, were established by their respective councils in order to prevent the private development of flood-prone land.⁵⁴⁴ In one notable and unique case, the City of Camberwell acquired a privately-owned garden, the Maranoa Gardens in Balwyn (see 1.6.1) and opened it as a public reserve in 1926. There have also been a considerable number of parks that were created as philanthropic gestures from wealthy local residents; examples in the Canterbury area alone include Norway Reserve (donated by local resident, timber merchant and one-time Norwegian consul, Otto Romcke), Belmont Park (donated by the widow of early settler Robert Reid in 1913) and Deepdene Park (donated by Dr Alexander McNeil in 1922).⁵⁴⁵ In 1934, to celebrate the Centenary of European settlement in Victoria, the family of businessman and retail magnate Frederick Cato donated a piece of land in Tooronga Road, Hawthorn East (opposite the Cato family mansion, *Kawerau*, at No 405), for the purpose of establishing a public reserve; this exists today as Cato Reserve. Two decades later, in 1954, the family of Sir William Angliss donated part of his former property in Rathmines Road to create a reserve that similarly bears his name today.

The post-war era has otherwise been characterised by the emergence of new public reserves from seemingly unlikely sites. Examples include those reserves (such as Fritsch Holzer Park in Hawthorn East and Foley Reserve in Kew) that were developed on the sites of brickworks and reclaimed claypits, and the linear parks that follow the alignment of the defunct Kew railway line (ie the L E Bray Reserve, Hawthorn) and Outer Circle railway line (ie the Anniversary Trail). During this period, a number of public reserves were also created from land that was reclaimed by the barrelling of local creeks (see 6.3.1); typical examples in the Camberwell area include Fordham Gardens, Willison Park, Frog Hollow Reserve and Coopers Reserve.

Related places

St James Park, Burwood Road and Barton Street, Hawthorn (1860 onwards) – first public reserve in study area (HO220)

Surrey Gardens, Surrey Hills (1900)

Alexandra Gardens, Cotham Road, Kew (1905)

Belmont Park, Mont Albert Road, Canterbury (1913) – donated to the City of Camberwell by the Reid family

Maranoa Gardens, Kireep Road and Yarrbat Avenue, Balwyn (1901) – opened as a public reserve in 1926

6.4 MAKING REGIONAL CENTRES

This theme is not especially pertinent within the City of Boroondara

6.5 LIVING IN COUNTRY TOWNS

This theme is not especially pertinent within the City of Boroondara

544 Vaughan, *Kew's Civic Century*, p 95.

545 Blainey, *A History of Camberwell*, p 113.

6.6 MARKING SIGNIFICANT PHASES IN THE DEVELOPMENT OF VICTORIA'S SETTLEMENTS, TOWNS AND CITIES

This theme is not especially pertinent within the City of Boroondara

6.7 MAKING HOMES FOR VICTORIANS

6.7.1 Making homes for the upper classes

As detailed elsewhere (see 6.3.2), certain parts of the study area, from the mid-nineteenth century, attracted high-class residences for the upper classes. While Geoffrey Blainey noted that these prestigious parts of Kew and Hawthorn were comparable, at least in terms of social status, to counterparts in St Kilda, eyewitness Bonwick had previously pointed out there were some notable differences in the high-class residences that appeared in the respective area:

*Rural retreats are springing up on all sides. They are not like the St Kilda residences – four walls, with half a dozen yards of sand to the road-fence, but are sheltered in the midst of cultivated grounds.*⁵⁴⁶

Dwellings for the upper classes in the present study area were typically in the form of large mansions that were set in particularly generous grounds with outbuildings and a landscaped setting. The earliest examples in Hawthorn – dating back to the 1850s – were in the fashionable Gothic idiom. By the 1870s and '80s – a period when, as one contemporary observer noted of Hawthorn, “professional men and others have established themselves in elegant residences of no mean architectural order”, these types of houses had been supplemented by even more striking counterparts in the fashionable Italianate mode, with their ornate loggias, balustraded parapets and the occasional tower. These could not only be found in Hawthorn and Kew (in the latter case, especially along Studley Park Road), but also further east, where, as McConville notes, “mansions set the tone for the 1880s, when other prominent Melburnians moved away from the city to Camberwell”.⁵⁴⁷ The following further comment from McConville was made in reference to the municipality of Camberwell, but could well apply to all high-class dwellings across the entire study area:

*From the mid-1850s to the 1870s, the finest homes in Boroondara were designed and built by “true master builders” for successful city businessman, lawyers and members of other leading professions. These status symbols, scattered widely across Camberwell [municipality], were colonial interpretations of the grand country houses of the English gentry. They were erected by teams of tradesmen and labourers on the crests of gentle hills, to mark their owners’ rise to social heights. Classically or romantically inspired, their internal layout followed a uniform pattern.*⁵⁴⁸

Amongst the notable individual examples cited by McConville were John O’Shanassy’s *Tara* (later *Broughton Hall*) in Berwick Street, Clarence Hicks’ *Frognall* and Ernest Carter’s *Shrublands*, both in Canterbury.⁵⁴⁹ Mont Albert Road was a noted epicentre for such mansions, and others could also be found scattered throughout the Balwyn, Balwyn North and Surrey Hills areas, including Henry Henty’s *Wharrington* at 121 Yarrbat Avenue (demolished), Holden’s *Pontefract* on Whitehorse Road, Oldfield’s *Tarawera* on Victoria Avenue, and *Colongulac* on Luena Road, Balwyn North.⁵⁵⁰

In contrast to many parts of the metropolitan Melbourne, where the mansion construction boom was curtailed by the 1890s Depression, large upper-class residences continued to be erected in the study area towards the end of that decade, and into the early twentieth century. Kew was a major hotspot for such development, where later additions to the municipality’s premier residential strip of Studley Park Road included *Tara Hall* (1898; demolished) – designed in a striking Elizabethan Revival idiom by architects Ellerker & Kilburn – and the Federation-style *Dalswraith* (1908) by architect and local resident Henry Kemp.

546 Bonwick, *A Sketch of Boroondara*, pp 7-8.

547 McConville, “Camberwell Conservation Study”, Vol 2, p 17.

548 McConville, “Camberwell Conservation Study”, Vol 2, p 40.

549 McConville, “Camberwell Conservation Study”, Vol 2, p 17.

550 Information provided by Balwyn Historical Society.

Related places

House (*Invergowrie*), 21 Coppin Grove, Hawthorn (1851) – HO36

House (*The Hawthorns*), 5 Creswick Street, Hawthorn (c.1851) – HO39

House, (*Shrublands*), 16 Balwyn Road, Canterbury (1863) – former residence of Ernest Carter (HO258)

House (*Raheen*), 96 Studley Park Road, Kew (1870; 1884) – HO128

House (*Kirklands*), 89 Union Street, Surrey Hills (1886) – HO409

House (*Froggnall*), 54 Mont Albert Road, Canterbury (1889) – HO99

House (*Kawerau*), 405 Tooronga Road, Hawthorn (1891) – former residence of retailer Frederick Cato (HO130)

House (*Colongulac*), 11 Luena Road, Balwyn North (c.1890) – HO390

House (*Dalswraith*), 99 Studley Park Road, Kew (1908) – HO193

6.7.2 Making homes for the middle classes

Villas and Terraces in the nineteenth century

In the second half of the nineteenth century, middle-class dwellings in the study area were manifest in the typical form of detached villas and terraced houses. Characteristically, the municipality of Hawthorn, which was subject to the more intensive residential settlement during that period, became the principal epicentre for this type of housing. As stated in the *Hawthorn Heritage Study*, the area was “noted for its many villa residences in garden settings” by the 1880s; this was further acknowledged in the 1886 edition of the *Melbourne Municipal Directory*, which, in a brief description of Hawthorn, cannily observed “villa residences of the latest architecture are being rapidly constructed in this popular suburb”.⁵⁵¹ By the turn of the century, much of Hawthorn was characterised by this type of housing. In the *Hawthorn Heritage Study*, the observations of local historian Colles, writing in 1910, were summarised thus:

He described how where “Palmer’s old home stood”, that is, in Coppin Grove, the high ground was “now crowned and covered with fine villas, the homes of many of Hawthorn’s well-to-do residents”. In a tram journey along Riversdale Road, Colles told how he travelled “past many fine and picturesque dwellings, for the thoroughfare, like the other running north of Burwood Road, Barkers Road, is almost wholly given up to private residences.

*Colles considered the section of Riversdale Road west of Glenferrie Road as “perhaps the most charming of the streets of Hawthorn, each side consisting of an unbroken line of handsome houses and gardens...”*⁵⁵²

While the populations of Kew and Camberwell were smaller, comparable middle-class villas formed the bulk of residential development during this period. As noted by McConville, of the 300 dwellings that existed in the entire Shire of Boroondara by 1881, “most were small homesteads rather than mansions”.⁵⁵³ This pattern continued through the prosperous boom period of the 1880s and, by the end of that decade, the most densely settled parts of Camberwell remained strongly characterised by suburban villas rather than country mansions.⁵⁵⁴ In contrast to Hawthorn, however, where terraced housing proliferated on a scale almost comparable to Melbourne’s inner suburbs on the other side of the Yarra, that type of housing was rarely seen in Camberwell.⁵⁵⁵

551 Gould, “Hawthorn Heritage Study”, p 44.

552 Gould, “Hawthorn Heritage Study”, p 58.

553 McConville, “Camberwell Conservation Study”, Vol 2, p 17.

554 McConville, “Camberwell Conservation Study”, Vol 2, p 17.

555 McConville, “Camberwell Conservation Study”, Vol 2, p 45.

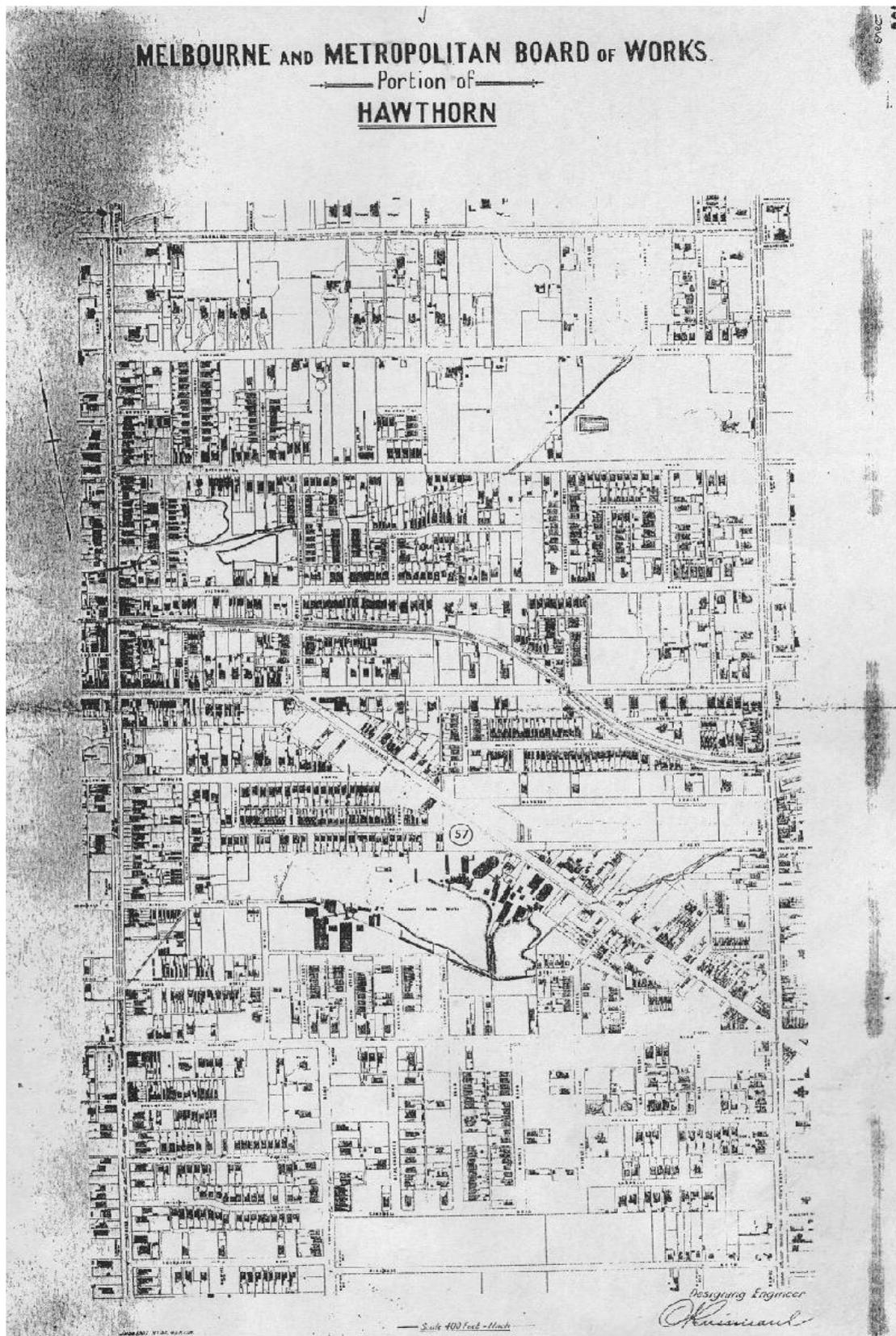


Figure 45: MMBW plan showing concentrations of villas, terraces and mansions in Hawthorn East, 1902 (source: Map Collection, State Library of Victoria)

The disposition of middle-class Victorian-era villas in the study area is clearly evident from the MMBW maps, which were produced around the turn of the century. For example, the map of Hawthorn (1902) shows the densest clusters of villas in the area between Barkers Road, Glenferrie Road, Auburn Road and Oxley Road, with slightly sparser development further east, along the railway rail between Rathmines Road and Auburn Grove/Auburn Parade. Villas on larger blocks were evident further south, in those areas bounded by Burwood Road, Power Street, Riversdale Road and Glenferrie Road, and south of Riversdale Road, between Glenferrie and Auburn roads. On the corresponding map of Kew (1904), villas were distributed somewhat less densely, but across a wide area that included most of the original Village of Kew (between High Street and Princess Street), the triangle bounded by Cotham Road, High Street and Ridgeway Avenue, and the area between Cotham Road, Barkers Road and Davis Street. Villa development was considerably sparser at the outer fringes of that municipality; to the east, there were some isolated pockets between Wills and Molesworth streets, the north end of Fernhurst Grove and south-east of Kew Junction, and, to the west, even more isolated examples in Cecil Street and the far end of Mount Street.

Related places

Houses, 14-16 Princess Street, Kew – a pair of substantial two-storey terrace houses near Kew Junction

House, 3 Bedford Avenue, Surrey Hills – rare example of a two-storey terrace house in former City of Camberwell

War Service Homes and State Savings Bank housing (1920s to 1940s)

The housing shortage that appeared following the end of the First World War prompted the government to initiate several programmes to assist prospective homebuilders. The first of these, which was intended to provide subsidised housing for returned servicemen, was facilitated by the passing of the *Defence Service Homes Act 1918*, and the subsequent establishment, in February 1919, of the War Service Homes Commission. The scheme proved popular and, within twelve months, some 150 dwellings had been erected across the Melbourne metropolitan area. By that time, certain parts of the study area had already emerged as hotspots for War Service Homes. In March 1920, when the Commission's deputy commissioner took several senior members of the RSL on a tour to show them the progress that had been made to date, Camberwell and Surrey Hills were two of the four suburbs on the itinerary.⁵⁵⁶ The City of Camberwell had demonstrated its support for the scheme when, during 1920, it permitted a prototype concrete War Service Home to be erected in the municipality, with several other examples subsequently built in Surrey Hills.⁵⁵⁷ In early 1921, a published table of statistics revealed that the municipalities of Camberwell and Kew were at the forefront of the War Service Homes programme. By that time, the Commission had acquired 234 allotments across both areas, with 107 houses already completed – representing about 20% of the total for the metropolitan area.⁵⁵⁸

Around the same time, legislation was passed to initiate another government programme aimed at offsetting the post-First World War housing shortage. The *Housing and Reclamation Act 1920*, subtitled “an act relating to the providing of dwellings to persons of small means”, intended to assist those (civilian) people who did not already own a house and, had an annual income of below £400. The scheme was administered by the State Savings Bank, which not only provided the loans through its *credit foncier* department, but also standard plans for the houses themselves, which were drawn up by the bank's own architectural department under George Burrigge Leith. As noted by Pru Sanderson,

*The scheme began in March 1921 and proved popular in Kew, where 67 houses were built under the provisions of the Act by the end of June 1922. In Camberwell, availability of cheap land and access to better transport meant that the scheme was even more popular, with 190 houses being built in the first year, while in Hawthorn, the scarcity of moderately priced allotments meant that only 13 State Bank houses were built in the same period.*⁵⁵⁹

In July 1922, the State Savings Bank took over the administration of the War Services Homes programme, and the two schemes continued in parallel thereafter. As noted by Chris McConville the City of Camberwell remained a major epicentre for houses erected under both schemes.

556 “War Service Homes”, *Argus*, 10 March 1920, p 8.

557 McConville, “Camberwell Conservation Study”, Vol 2, p 21.

558 “War Service Homes: Review of the Year's Work”, *Argus*, 18 January 1921, p 7.

559 Sanderson, “Kew Urban Conservation Study”, p 4/14.

*the War Service Homes Commissions launched into an extensive building programme in Camberwell during the 1920s. Another state agency, the State Savings Bank, also erected houses in Camberwell, again after an initial “test case”. One Type 36 SSB house was erected in Prospect Hill Road in 1926. By 1926 there were 339 SSB financed houses in Camberwell and more than 1,000 in 1938, all of them built to approved plans.*⁵⁶⁰

Although this type of housing can be found scattered across Camberwell (for example, in the Sunnyside Estate off Burke Road), the hitherto underdeveloped parts of East Camberwell became a particular epicentre for War Service Homes during the 1920s. Numerous examples had been erected in and around Carramar Avenue by 1923, and, towards the end of that decade, the Commission acquired a further 28 acres in East Camberwell, which was carved up into 109 residential allotments ready for new homes to be built.⁵⁶¹ Examples of State Savings Bank housing – in the typical form of double-fronted brick or weatherboard bungalows with tile-clad gabled roofs – are also known to have been erected in Balwyn and Deepdene.⁵⁶²

In the City of Kew, comparable development was largely concentrated in the underdeveloped northern and eastern fringes of the municipality.⁵⁶³ According to Dorothy Benyei of the Kew Historical Society, who inspected the original SSB files for that area, more than 1,000 such dwellings had been erected in Kew by the late 1930s.⁵⁶⁴ Not surprisingly, this type of housing tends to be less common in the former City of Hawthorn, where there were fewer tracts of undeveloped land in the 1920s. Only fifty houses associated with both schemes had been built by 1928, most of which were located in the former market-garden that had been subdivided earlier that decade as the Urquhart Estate. However, as Pru Sanderson has neatly summarised:

*Clearly the schemes were more important for Camberwell. Where their combined numbers accounted for one sixth of all new houses constructed in the suburb between July 1922 and June 1928. In Kew, they accounted for one eighth, while in Hawthorn they made only a tiny impact on the 1,428 houses built in that time.*⁵⁶⁵

When a new generation of returned servicemen emerged after the Second World War, new legislation was passed (the *War Service Homes Act 1946*) to enable the housing programme to continue. As late as 1947, it was announced that the Commission was planning to erect another hundred dwellings in the metropolitan area, which included two groups of thirteen brick veneer houses in an unspecified location in Balwyn North.⁵⁶⁶

Related places

Houses, Carramar Avenue, Camberwell East

Houses, Urquhart Estate, Hawthorn – part HO164

The RVIA Small Homes Service (1947 to 1960s)

A popular source of comfortable middle-class dwellings in the immediate post-war period was the Small Homes Service (hereafter SHS), a joint venture of the *Age* newspaper and the Royal Victorian Institute of Architects (RVIA) that was conceived to provide architectural-designed houses for people who might not otherwise bother to engage an architect. Under the directorship of noted Melbourne architect (and Camberwell resident) Robin Boyd, the SHS aimed to build up a catalogue of modern house designs that were provided (anonymously) by many leading architects of the day, including Boyd himself. The range expanded to include more than 250 designs for two- or three-bedroom dwellings in timber, brick or brick veneer, with each individual scheme designated by a code number. Prospective home-builders needed only to select their preferred design, purchase a set of plans and specifications for the entirely affordable sum of £8, and engage a builder to undertake the construction.

560 McConville, “Camberwell Conservation Study”, Vol 2, pp 21-22.

561 “War Services Homes: Areas held for building”, *Argus*, 24 September 1929, p 10.

562 Information provided by Balwyn Historical Society.

563 Sanderson, “Kew Urban Conservation Study”, p 4/14.

564 Information provided by Dorothy Benyei, via Kerry Fairbank, 9 November 2011.

565 Sanderson, “Kew Urban Conservation Study”, p 4/14.

566 “Group plan for War Service Homes”, *Argus*, 27 November 1947, p 19.

A bold and innovative venture in its time, the SHS became immensely popular almost immediately, and remained so until the late 1950s, when the emergence of project housing companies began to compete for the same market. Invariably, houses built to SHS designs tended to proliferate in, and thus become strongly associated with, the developing post-war suburbs in Melbourne's south (notably Beaumaris) and outer east (Box Hill, Doncaster and Glen Waverley). Within the present study area, the comparable suburb of Balwyn North was evidently another epicentre. The area's suitability for SHS dwellings has been acknowledged by Robin Boyd himself as early as October 1947 when – barely three months after the service had commenced – he advised the readers of his weekly newspaper column that success in homebuilding would be assured if “you are seeking land in a good residential suburb such as Balwyn North”.⁵⁶⁷ Enough actual examples appear to have been built in the area within seven years, when Neil Clerehan (who succeeded Boyd to the position of SHS director in 1953) described the latest addition to the catalogue of plans: a smart gable-roofed house designated at T2147, which, Clerehan noted, boasted many modern features that “had made their first appearance in Rosebud before becoming acceptable in Balwyn”.⁵⁶⁸

While SHS houses seemed to proliferate in Balwyn North, it is hard to identify specific examples due to limited documentation. Each week, the SHS newspaper column included a plan and perspective drawing of the latest design in the range; however, photographs of finished dwellings were seldom included, and exact addresses or client names were very rarely cited. Indeed, only a few examples have been identified to date. One, from 1951, was a house for Mr and Mrs W M Dunkin at 10 Stephens Street, which represented SHS standard plan B25. The complete dwelling was not only illustrated and written up in Boyd's newspaper column on 11 September that year, but was re-published in the pages of *Architecture*, the journal of the Royal Australian Institute of Architects, in early 1952. A few months later, a second example of a realised SHS house at Balwyn North appeared in Boyd's column – this time, a version of plan T34, which had been built by Mr A R Page at 17 Moody Street. SHS houses may well have been built elsewhere in the study area, although it is difficult to chart their distribution with any precision. The weekly column for 28 December 1953 illustrated an example at Camberwell, but otherwise provided no address or other helpful means of pinpointing its location.⁵⁶⁹ In an unusual reversal, architect Ken Hardcastle built a house for himself in Ashburn Grove, Ashburton in 1950, the design of which, three years later, he adapted into standard plan No T2130 for the Small Homes Service.

Related Places

former Dunkin House, 10 Stephens Street, Balwyn North (1951) – RVIA Small Homes Service; plan B25

House, 138 Ashburn Grove, Ashburton (1950) – designed by Ken Hardcastle and later adapted as SHS Plan T2130

6.7.3 Making homes for the lower classes

Workmen's Cottages in the nineteenth century

Notwithstanding its long-held reputation for containing some of Melbourne's principal “dormitory suburbs”, the study area does not have a strong historical association with housing for the working classes. The earliest phases of post-contact settlement certainly included a vast number of humble dwellings, modest in both scale and materials, that were scattered across the entire study area. One early account of Hawthorn's development described how “the majority of the houses were built of palings imported from Tasmania, or of iron, but those in the outlying districts were generally merely wattle-and-daub huts”.⁵⁷⁰ Prefabricated dwellings were also noted by Bonwick, who described “a couple of low-roofed little zinc houses on the Hawthorne Road, near the post office”.⁵⁷¹ Comparably humble dwellings could also be found in nearby Kew – if anything, in larger numbers. Comparing housing statistics from the 1861 census, Pru Sanderson observed that “in terms of housing, Kew and Hawthorn were broadly similar, although 50 inhabitants of Kew lived in dwellings described as being tents, or slab, bark and mud huts, while only 10 of Hawthorn's inhabitants lived in such dwellings”.⁵⁷²

567 Robin Boyd, “Four steps to a home for an ex-serviceman”, *Age*, 29 October 1947, p 3

568 Neil Clerehan, “Holiday Home of 1955”, *Age*, 27 December 1954, p 5.

569 “What is the Small Homes Service?”, *Age*, 28 December 1953, p 4.

570 Colles, *History of Hawthorn* (1910), quoted in Gould, “Hawthorn Heritage Study”, p 35.

571 Bonwick, *A Sketch of Boroondara*, p 31.

572 Sanderson, “Kew Urban Conservation Study”, p 4/4.

These pioneer dwellings were ultimately a temporary solution to the housing shortage, and were gradually replaced by larger and more permanent counterparts over later phases of settlement. During these phases, working-class housing tended to be concentrated in the cheaper and lower-lying land in Hawthorn, typically in the vicinity of the industrial sites that provided blue-collar employment. This is evident on the old MMBW plans of the area, prepared in the late 1890s, which depict several concentrations of single-fronted timber cottages in streets at the edges of quarries, clay-pits and brickworks. Examples include the western side of Foley Street (which ran along the rear of a clay-hole fronting High Street South, now Foley Park), the eastern end of Hill Street (adjacent to a quarry with frontage to Mason Street) and the southern side of Melville Street (backing onto a vast excavated area that incorporated the Hawthorn Main Drain). This type of housing also proliferated in the vicinity of another major source of local working-class employment, the Hawthorn Brickworks (now Fritsch Holzer Park) between Camberwell and Riversdale roads. Here, rows of small cottages not only extended along both sides of Roseberry Street (which marked the northern boundary of the brickworks), but also in the surrounding streets in all directions: Caroline Street and Broomfield Road to the south-west, Redfern Road and Council Street to the south-east, Burke Avenue and Camberwell Grove to the east, and Auburn Parade to the north-east.

While not particularly widespread in Hawthorn, this type of housing was much rarer in Kew, where industrial development had been on a far more limited scale. As Pru Sanderson has noted, “poor housing was thus a matter of individual houses in older subdivisions, for unlike Collingwood or Richmond, Kew has never had any areas that might be called slums”.⁵⁷³ The same might also be said for the former City of Camberwell, where clusters of humble workers' cottages were rarely seen – a notable exception being the row of dwellings that was erected in Rochester Road, Canterbury, to accommodate employees of the nearby brickworks. Such remnants of humble late Victorian housing were relegated to the lower classes as newer inter-war subdivisions, with much larger and smarter modern brick houses, cropped up around them. The resulting contrast between the old and the new was often incongruous. In his memoirs, Barry Humphries wrote of the “slums” that he remembered as a child, located barely one street away from his parents' neat middle-class residence in Christowel Street:

*If you scrambled up the fence and looked beyond the lane, you could see the broken back fences and the old unpainted weatherboard houses in Bellett Street. Once on the fringe of Melbourne, these were now the houses my parents and their neighbours literally turned their backs on. They had flaking red-tin corrugated roofs, collapsing back verandahs, grimy windows and their rusted fly-wire doors were constantly being slammed by ragged kids and mongrel dogs... There, at our back door, was another world; the world of the poor!*⁵⁷⁴

The relatively small proportion of housing in the study area that could be perceived as “slums” is underscored by statistics gathered by the Housing Commission of Victoria, which conducted an annual survey of sub-standard dwellings across the metropolitan area. In June 1952, it was reported that there had been only fifteen demolition orders issued in Hawthorn and three each in Kew and Camberwell – compared to more than 200 in Fitzroy, nearly 500 in Collingwood, and almost 600 in Richmond.

During the second half of the twentieth century, remaining pockets of working-class housing have been transformed. Some (such as Burke Avenue and Redfern Street) have been entirely obliterated by new development, while others (including Bellett Avenue in Camberwell) have become gentrified, with surviving houses restored and refurbished as desirable middle-class residences.

Related places

Houses, Foley Street, Kew – small cottages alongside a former clayhole

Houses, Hill Street, Hawthorn – small single-fronted cottages abutting a former quarry (part HO220)

Houses, 52-58 Rochester Road, Canterbury – row of cottages erected for employees of nearby brickworks

Houses, Bellett Street, Camberwell – former “slums” observed by Barry Humphries as a child

573 Sanderson, “Kew Urban Conservation Study”, pp 4/21-22.

574 Humphries, *More Please*, p 9.

6.7.4 Establishing private gardens and backyards

Designed landscapes

Although landscape designer Edna Walling (1896-1973) is best known for with her work on the mansions of Toorak and in her own semi-rural community of *Bickleigh Vale* in Mooroolbark, she was also quite active in the study area. At the peak of her practice in the inter-war era, she designed at least four private residential gardens in Hawthorn, three in Camberwell, two in Balwyn and one each in Surrey Hills and Canterbury. At least three of these – the Dr Colville Garden in Burke Road, Hawthorn (1928; see 8.3.1), the Craymer Garden in Winmalee Road, Balwyn (c.1932) and the Whale Garden in Burke Road, Camberwell (1937) are believed to retain remnants of original landscaping.⁵⁷⁵ However, Walling seems to have been most active in the former City of Kew, where she undertook no fewer than eight commissions. These included gardens for several houses in Kew East and Studley Park – one of which, from 1960, represents a rare example of her post-war practice after she had rejected the use of exotic plant species in favour of Australian natives.

Edna Walling was not, of course, the only professional landscape designer to be active in the study area. Emily Gibson (1887-1974), an undeservedly lesser-known designer and journalist who had in fact been Walling's early mentor, lived in various parts of the study area (including Kew and Surrey Hills) before her marriage and later settled in Hillside Parade, Glen Iris, where she resided from the mid-1940s to the early 1960s before retiring to the War Widows' Home in Lisson Grove, Hawthorn. While her private practice was mostly devoted to large-scale institutional and industrial landscaping projects, Gibson nevertheless undertook several residential commissions for friends and relatives, most of whom lived nearby. She is known to have landscaped the grounds of Dr Lucy Bryce's residence in Canterbury (1935), as well as the respective gardens of her sister Nancy Wheaton, who lived in High Road, Camberwell, and her friend Anne Conran (co-convenor, with Gibson, of the Garden Circle at the Lyceum Club) who lived in Evans Road, Kew.

Other noted post-war landscapes designers who were active in the study area included Ellis Stones, who designed the gardens for the award-winning Merchant Builders townhouses in Molesworth Street, Kew (1969), and Mervyn Davis, who designed two private residential gardens in Hawthorn and Kew in the early 1960s, and was also involved in landscaping the grounds of the Hawthorn Town Hall in 1967.

Related places

House, 22 Victoria Avenue, Canterbury (1934) - Victorian villa with inter-war garden designed by Emily Gibson

House, 26 Yarravale Road, Kew (1960) – modernist house with native garden designed by Edna Walling

6.7.5 Developing higher density living

Low-rise flats and apartments to 1940

Melbourne's first purpose-built residential flats appeared in the 1910s – a period that, in many suburbs, coincided with the development of local electric tram networks and the electrification of railway lines. There was an obvious attraction in erecting new blocks of flats in proximity to local transport routes and, in many parts of the metropolitan area, flats proliferated along main roads with tram lines (often also spilling into the side streets that extended from them) and within reasonable walking distance of railway stations. The potential for residential flats in the study area was recognised as early as 1920, when architects Pitt & Walkley prepared plans for a block on Riversdale Road, Hawthorn,⁵⁷⁶ and, at the same time, another architect proposed an apartment conversion in Union Road, Surrey Hills.⁵⁷⁷ Neither of these projects, however, appears to have spawned local imitators. During the 1920s, relatively few blocks of flats would be built in the study area, and virtually all of these were situated in the City of Hawthorn. Comparable development elsewhere was hampered by mitigating factors. In Kew, for example, the limited local transport network was hardly conducive to flat development.⁵⁷⁸

575 Trisha Dixon and Jenny Churchill, *The Vision of Edna Walling*, pp 24-25, 48-51, 110-111. See also list of gardens, pp 140ff.

576 Miles Lewis (ed), *Australian Architectural Index*, sv Pitt & Walkley.

577 McConville, "Camberwell Conservation Study", Vol 2, p 23.

578 Sanderson, "Kew Urban Conservation Study", p 4/25.

Further east, as Chris McConville pointed out, “Camberwell’s distance from the city kept flat-builders at bay”.⁵⁷⁹ In the latter case, flat-builders were also kept at bay by local by-laws that were introduced in the 1920s to restrict the construction of multi-unit dwellings. But, as McConville further noted, “by the end of the 1920s, flats had appeared in neighbouring suburbs and after the Depression they were poised to invade Camberwell”.⁵⁸⁰ However, they did so only on a very modest scale. As Graeme Butler points out, the “prevailing antagonism to multi-occupancy buildings” in the municipality of Camberwell meant that very few blocks of flats were built there.⁵⁸¹ Those that were, moreover, were invariably designed in such a way that they resembled overscaled single dwellings and thus did not besmirch the quality of the residential streetscape. Needless to say, similar concerns were not evident in the City of Hawthorn, where apartment construction boomed from the 1930s. Major thoroughfares with tramlines, notably Glenferrie Road and Riversdale Road, continued to attract new blocks of flats during that period, although notable examples also appeared in some Hawthorn’s of older residential areas, as well as the new inter-war estates in the south of the municipality.

Related places

Nettleton Flats, 472 Glenferrie Road, Hawthorn (1929) – early example in the former City of Hawthorn

Flats, 2a Lyall Street (corner Oxley Road), Hawthorn (1933) – designed by Taylor, Soilleux & Overend, architects

Henrietta Flats, 45 Christowel Street, Camberwell (1934) – rare example in former City of Camberwell

Flats, 568 Glenferrie Road, Hawthorn (1937) – modern design by architect K Murray Forster (HO47)

St Joan Flats, 2 Florence Avenue, Kew (c.1937) – rare example of inter-war flat development in former City of Kew

The Post-War apartment boom

The housing shortage that emerged in the early post-war period prompted, amongst other things, a burgeoning demand for new flats and apartments in many parts of the metropolitan area. In the present study area, this post-war apartment boom was, not surprisingly, centred in the former City of Hawthorn, where it represented a logical continuation of the pre-war apartment boom. As noted in the *Hawthorn Heritage Study*, the developing area south of Riversdale Road was a particular notable centre for this type of development:

*South of Riversdale Road, in large allotments mainly carved up in the 1930s, houses were pulled down and replaced with three-storeyed walk-up units in the 1940s, 1950s and later. The early flats were of high quality and offered a high amenity inner urban location in a garden setting. They addressed the street as mansions and frequently made a valuable contribution to the area. In the 1960s and 1970s, quality substantially diminished however and small lot sizes were over-developed with low quality maximum profit generated schemes with little respect for their neighbours and no garden setting.*⁵⁸²

Broadly speaking, the residential flats erected in Hawthorn from the late 1940s to the early 1960s were indeed of high quality. Some of Melbourne’s leading modern architects designed flats in the area during that period, including Roy Simpson, Frederick Romberg, Horace Tribe, Bernard Slawik, Anatol Kagan and Gerd & Renate Bock. The eminent firm of Grounds, Romberg & Boyd were responsible for a much-publicised block of bachelor flats at the river end of Barkers Road (1955), as well as a slightly later development at 150 Power Street (1958) that was lauded in the press as a fine re-interpretation of the traditional terrace house type. Several other apartment projects from this era were lauded for their architectural innovation; the *Parklands Flats* in Grattan Avenue (1949) were the first block of stratum-titled flats to be erected in Melbourne, while another development in Harcourt Street (1956) was credited at the time with re-introducing the villa unit typology into the metropolitan area. Hawthorn’s apartment boom continued through the later 1960s (including some notable examples by architects such as Charles Duncan and Whitford & Peck) and into the following decade. As Gould noted:

579 McConville, “Camberwell Conservation Study”, Vol 2, p 30.

580 McConville, “Camberwell Conservation Study”, Vol 2, p 30.

581 Butler, “Camberwell Conservation Study”, Vol 4, p 97.

582 Gould, “Hawthorn Heritage Study”, p 44.

By the 1970s the largest flats belt in Hawthorn was in the West Hawthorn area, on the river slopes and immediately above them, and in areas on both sides of Riversdale Road. A second large flats-area was between Burwood and Barkers Road, and also east of the old Kew railway alignment and west of Auburn Road.... there were further concentrations of flats east of Auburn Road below Burwood Road, around Burke Road south of Rathmines Road, and again around Burke Road, south of Burwood Road.⁵⁸³

Inevitably, the post-war apartment boom spread into the Cities of Kew and Camberwell. The former had experienced such limited flat development in the pre-war period that there were still only 21 blocks of flats recorded in the entire municipality as late as 1954. This, however, soon changed and, from the late 1950s, Kew underwent a comparable boom, which, as Pru Sanderson notes, saw many large older houses (especially along Studley Park Road and Princess Street) demolished for higher density multi-unit developments. As had been the case in Hawthorn, these new blocks of flats varied in quality; in parallel with those designed in an unremarkable or unsympathetic fashion, there were others of especial note, including Robin Boyd's Lawrence Flats in Studley Avenue (1967) and the award-winning Merchant Builders townhouses in Molesworth Street by Graeme Gunn (1969). The same was true in the former City of Camberwell, where mediocre apartment blocks were counterbalanced by some especially notable ones by such leading architects as Peter McIntyre and John & Phyllis Murphy.

Related places

Parklands Flats, 2-4 Grattan Street, Hawthorn (1949) – designed by Frederick Romberg

Bachelor flats, 2 Barkers Road, Hawthorn (1955) – designed by Frederick Romberg of Grounds, Romberg & Boyd

Flats, 157 Highfield Road, Camberwell (1960) – designed by Peter McIntyre

Knottywoods Flats, 63 Wattle Road, Hawthorn (1962) – designed by Roy Simpson

Flats, 30 Lisson Grove, Hawthorn (1960s) – designed by Charles Duncan

6.7.5 Architects making homes for themselves

An interesting sub-theme expressed in middle-class housing across the study area is the above-average proportion of dwellings that were designed by noted Melbourne architects for themselves. This trend began on a modest scale in the second half of the nineteenth century. Perhaps the first resident architect in the study area was Albert Purchas, who had erected a large house for himself in Fitzwilliam Street, Kew, by 1862. Two years later, Purchas became a Trustee of the Boroondara Cemetery, and served as the Trust's official architect for over three decades. George Wharton, whose professional association with Kew can be traced back to 1851, when he designed the original Village of Kew, later built a house for himself in the area, named *Fernhurst*, which was completed by 1866 (demolished). One of Hawthorn's most prominent resident architects in the nineteenth century was John Beswicke, who, after his marriage in 1869, moved into a house of his own design in Harcourt Street. The house, however, had been built for Beswicke's father; he and his wife later subsequently relocated to a new house of their own, further up the street at No 29, in 1887.⁵⁸⁴ Beswicke was not the only prolific local architect to design houses for his family, as well as himself, in the area; around the same time, Augustus Fritsch (of brickmaking family fame) designed and built a large house for himself at 11 Lyndhurst Crescent (1889) and several others for his family in the same street.⁵⁸⁵ Albert Purchas' son, Guyan Purchas, not only followed his father into the architectural profession, but also designed a house for himself in the area: a grand Tudor Revival mansion in Hawthorn, known as *Tay Creggan*, which was built in 1891-92. Unlike his father, however, the younger Purchas did not occupy his new house for a long period. Badly affected by the financial crisis of the early 1890s, he was forced to sell the property in 1893. Nevertheless, his familial connection with the study area was maintained over two more generations of architects: his stepson, George Teague, also lived in Kew, while George's daughter, Cynthia Teague – a pioneer female architect in Victoria – resided in Hawthorn until her death in 2006 at the age of one hundred years.

583 Gould, "Hawthorn Heritage Study", p 44.

584 Lewis (ed), *Melbourne Mansions Database*, s v John Beswicke.

585 Lewis (ed), *Melbourne Mansions Database*, s v AA Fritsch.

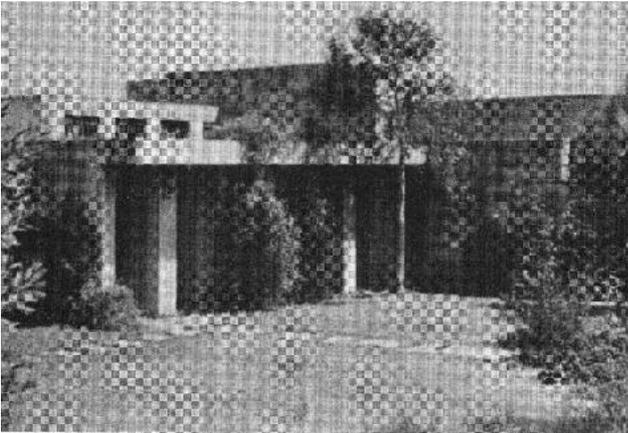


Figure 46: Eric Nicholls' own house in Balwyn (1929)
(source: R Boyd, Victorian Modern)



Figure 47: A Bramwell Smith's own house in Kew (1939)
(source: Australian Home Beautiful, 1939)



Figure 48: Ken McDonald's own house in Balwyn North (1951)
(source: Australian Home Beautiful, 1952)



Figure 49: Geoffrey Danne's own house in Kew (1954)
(source: Australian House & Garden, 1954)



Figure 50: James Earle's own house in Kew (1954)
(source: Apperley et al, Identifying Australian Architecture)



Figure 51: Bob van Rompaey's own house, Camberwell (1967)
(source: Australian Home Beautiful, April 1967)

Although noted city architect Henry Kemp designed a house for himself in Kew in 1913, it was not until the inter-war era that architects really began to establish a presence in the study area in that way. Eric Nicholls, a long-time associate of Walter Burley Griffin, grew up in Kew and, after his marriage in 1928, designed a much-published (but sadly demolished) Prairie School-style house for himself in Doncaster Road, Balwyn.⁵⁸⁶ A decade later, Nicholls designed a new house for his mother in Wellington Street, Kew (also demolished). Reversing that pattern, Lionel San Miguel designed a house for his mother in Canterbury in 1921, not long after he completed his architectural studies at the University of Melbourne. San Miguel lived there himself in the later 1920s, before moving to another house of his own design in Bowley Avenue, Balwyn, where he remained until his death almost thirty years later. The trend of architects designing their own houses intensified in the later 1930s, when architects like Norman Seabrook, Edgar Gurney and Roy Prentice built houses in Hawthorn, and Bramwell Smith built his in Kew.⁵⁸⁷ It peaked after the Second World War, when young architects – many recently demobbed from military service and keen to rejoin civilian life – were drawn to the developing suburbs east of the Yarra River. A young Robin Boyd built his house in Riversdale Road, Camberwell in 1946, while J Brett Finney built his in Kew East in 1949 – his first independent architectural commission after leaving the AIF. Kenneth Hardcastle (a senior partner in the important post-war city firm of Godfrey, Spowers, Hughes, Mewton & Lobb) designed his own house in Ashburton in 1950. Other architects were drawn to the burgeoning Balwyn and Balwyn North areas, including Jeff Harding, C Victor Dumbrell, Kenneth McDonald and Frank Dixon, who built their own houses there, respectively, in 1946, 1948, 1951 and 1952. McDonald's new residence at 50 Tuxen Street (demolished) was a much-published modernist house with one of Melbourne's first butterfly roofs.⁵⁸⁸

However, it was the Kew's western fringe that seemed to attract the most resident architects in the 1950s. Many in particular, were drawn to the booming Studley Park area; not only did this represent one of the last undeveloped suburbs close to Melbourne, but the site conditions – steep slopes, odd-shaped allotments, flood lines and web of drainage easements – represented a design challenge that architects found irresistible. The first architect to build his own house in Studley Park was John Colbourn, who designed a fine flat-roofed modernist house in Milfay Avenue in 1943. Others who followed included Stanley M C Evans (of the leading city firm of Tompkins, Shaw & Evans) in Yarravale Road (1949; demolished), Kurt Elsner in Stawell Street (1950) and Geoffrey Danne in Yarra Street (1954).⁵⁸⁹ South of Studley Park Road, in a small residential area bounded by Raven Street, Hodgson Street and the Yarra River, no fewer than four important and influential Melbourne architects built their own homes during the 1950s: Raymond Berg (1954; demolished), Peter McIntyre (1955), Ernest Milston (1956) and Don Hendry Fulton (c.1957). During this period, architect James Earle also designed a house for himself in Ridgeway Avenue, Kew (1954; since relocated).

This trend continued into the 1960s and '70s, during which the geographical focus reverted from Studley Park to the remainder of the study area. Amongst the architects who built interesting houses for themselves during that period were Keith Lodge in Kew East (1960), Neville Quarry in Duke Street, Kew North (1967; demolished), A R von Rompaey in Waterloo Street, Camberwell (1966) and John Bayly in Toorak Road, Camberwell (1969).⁵⁹⁰ In the early 1970s, Ron Rayment, who became best known as a leading landscape architect in Melbourne, built a house for himself in Hawthorn that represents one of his relatively few independent residential commissions.⁵⁹¹ In the later 1970s, three houses in the study area designed by architects for their own occupation won major architectural awards three years in a row (see 9.3.2): the respective residences of Norman Day in Hawthorn (1973), John Kenny in Kew (1978), and Kevin Makin in Hawthorn (1979). Kenny's house, in Raven Street, was built in the vicinity of those houses erected two decades earlier by Berg, Milston, McIntyre and Fulton. With the subsequent addition of Sean Godsell's own award-winning house on Hodgson Street (1997), this small area can be considered one of the most concentrated precincts of notable architect's own houses in the metropolitan area. Other architects who, in more recent years, have designed new houses for themselves in the study area include Dale Jones-Evans in Morang Road, Hawthorn (1990) and John Wardle in Studley Park (2000). James Earle, who physically relocated his original house in Ridgeway Avenue, Kew, to a larger site in Reserve Road, Hawthorn, subsequently erected a new house/studio for himself in Marian Street, Hawthorn, in 1991.

586 Robin Boyd, *Victorian Modern*, p 51.

587 For Bramwell-Smith's house, see "When an architect becomes his own client", *Australian Home Beautiful*, May 1939, pp 12ff.

588 Heritage Alliance, "Survey of Post-War Built Heritage in Victoria: Stage One", p 125.

589 Information provided by Studley Park Modern.

590 Heritage Alliance, "Survey of Post-War Built Heritage in Victoria: Stage One", pp 154, 172, 173.

591 "Long and lean to suit the site", *Australian Women's Weekly*, 8 May 1974, pp 92-93.

Related places

- House, 11 Lyndhurst Crescent, Hawthorn (1889) – Augustus Fritsch's own house (part HO151)
- House (*Tay Creggan*), 30 Yarra Street, Hawthorn (1892) – Guyan Purchas' own house (HO213)
- House, 7 Bowley Avenue, Balwyn (c.1930) – Lionel San Miguel's own house (part HO192)
- House, 55 The Boulevard, Hawthorn (1935) – Norman Seabrook's own house
- House, 6 Crest Avenue, Balwyn (1938) – Horace Tribe's own house (part HO192)
- House, 1 Leura Grove, Hawthorn East (1938) – Roy Prentice's own house
- House, 8 Orford Avenue, Kew (1939) – A Bramwell Smith's own house
- House, 14 Milfay Avenue, Kew (1943) – John Colbourn's own house
- House, 2 Hodgson Street, Kew (1955) – Peter McIntyre's own house (HO72)
- House, 6 Reeves Court, Kew (1956) – Ernest Milston's own houseP
- House, 2 Rochester Road, Kew (c.1957) – Don Hendry Fulton's own house
- House, 16b Waterloo Street, Camberwell (1967) – Robert van Rompaey's own house
- House, 45 Morang Road, Hawthorn (1979) – Kevin Makin's own (award-winning) house
- House, 23 Morang Road, Hawthorn (1990) – Dale Jones-Evans's own (award winning) “Gallery House”
- House, 8 Hodgson Street, Kew (1997) – Sean Godsell's own (internationally-published) house

6.8 LIVING ON THE FRINGES

This theme is not especially pertinent within the City of Boroondara

7.0 GOVERNING VICTORIANS

7.1 DEVELOPING INSTITUTIONS OF SELF-GOVERNMENT AND DEMOCRACY

7.1.1 Developing local government authorities

The first local authorities

The establishment of local authorities outside the incorporated City of Melbourne was facilitated by the passing of the *Roads Act 1853*, which not only created the Central Roads Board but also allowed the creation of district counterparts. Early residents of the study area were amongst the first to take advantage of this new legislation, with the Hawthorne [sic] Road District, extending between the Yarra River and a point roughly in alignment with present-day Great Valley Road, declared as early as January 1854.⁵⁹² While this proclamation was later revoked, the Boroondara Road District – this time, covering the entire parish – was proclaimed six months later, on 11 July 1854. This was not just one of the first road districts to be created anywhere in Victoria, but one of the first two in what is now the Melbourne metropolitan area – the other, the Epping Road District, was proclaimed barely two weeks later.⁵⁹³ But, despite this milestone, two years passed before the road board itself (as opposed to the district) was formally established with elected members, after a public meeting in Hawthorn on 4 October 1856. Early meetings of the newly-formed Boroondara Road Board were held in the long room of the Sir Robert Nickle Hotel on Burwood Road.⁵⁹⁴ By 1857, more permanent headquarters had been set up in an existing shopfront (demolished) near the corner of Burwood Road and Power Street.⁵⁹⁵

Inevitably, there was dissension between the burgeoning communities within the Boroondara Road District, prompted by perceived inequities in the spending of money on road and bridge construction.⁵⁹⁶ As Vaughan put it, “development was proceeding apace, and some of the leading spirits of Hawthorn contended that Boroondara was too big and unwieldy, and their portion of the municipality would be better served as a separate municipality”.⁵⁹⁷ To that effect, residents of Hawthorn made a deputation to the government and, obtaining a signed requisition, presented it at a public meeting at the Red Lion Hotel on 18 June 1860. Resolutions were passed, the petition was granted, and the new municipality of Hawthorn was officially proclaimed on 27 July. The new municipality originally shared the existing premises of the Boroondara Road Board, at the corner of Burwood Road and Power Street, until the latter relocated its offices to Camberwell a few months later.⁵⁹⁸ That event was to have a lasting repercussion on the study area, in that residents of Kew – concerned that the attention of the Road Board would become focussed on the east of the parish – considered following Hawthorn's lead in establishing a local authority of their own. At a public meeting held at the Kew Hotel on 6 October 1860, it duly resolved that “in the opinion of this meeting, it is advisable that Kew should be made a separate road district”. The Boroondara Road Board, sensing an incipient secession, decided to start collecting that year's rates beginning with the residents of Kew. On 14 December, a public meeting was held in the Athenaeum in Walpole Street to protest against the rate collection; four days later, the new municipality of Kew was proclaimed.

Encouraged by the secessions of Hawthorn and Kew, residents of Glen Iris decided to follow suit. In the early 1860s, at a public meeting held at the recently-gazetted town reserve, it was proposed that the southern portion of the Shire of Boroondara (ie south of Back Creek) be seceded to become part of the adjacent Gardiner Road District (later to become the City of Malvern). The chief protagonist of this scheme was pioneer settler Tom Robinson, whose vast property (after which Glen Iris would eventually be named) actually straddled the municipal boundary on Gardiner's Creek. The scheme, however, failed to eventuate due to understandable opposition from the Shire of Boroondara.⁵⁹⁹

592 McWilliam, *Hawthorn Peppercorns*, p 47.

593 Gould, “Hawthorn Heritage Study”, p 38.

594 Blainey, *A History of Camberwell*, p 15.

595 McWilliam, *Hawthorn Peppercorns*, p 48.

596 Sanderson, “Kew Urban Conservation Study”, pp 4/3-4/4.

597 Vaughan, *Kew's Civic Century*, p 19.

598 Vaughan, *Kew's Civic Century*, p 20.

599 Information provided by Camberwell Historical Society, 30 August 2011.

Subsequent developments in local government

The three separate municipalities that existed by the end of 1860 subsequently developed at different rates. The Boroondara Road District, with its greatly reduced extent, was to lag well behind its two contiguous counterparts for some years – for, as Blainey put it, “in the space of five months, the road board of Boroondara had lost two-fifths of its area, more than three quarters of its people, and the cream of its revenue”. Meanwhile, the two newly-seceded municipalities of Hawthorn and Kew thrived and, during 1863, both were elevated in status from municipalities to boroughs. The neighbouring Boroondara Road District, however, would be stuck in municipal limbo for another decade – at thirteen square miles in area, it was too large to become a borough, but still too small to become a shire. This loophole changed with the passing of the *Shires Amendment Act 1870*, and the Shire of Boroondara was finally declared in November 1871 – although, as Blainey pointed out, it only barely met the minimum requirements for the upgrade.⁶⁰⁰

Such was development in the populous Borough of Hawthorn that it soon eclipsed its neighbouring municipalities. The prosperous Land Boom period of the 1880s saw the borough elevated in status to a Town – the first in the study area – and then, three years later, to a City. The subdivision of the municipality into four wards, in 1891, was further testament to the degree of residential and commercial development that occurred over the preceding decade. The Borough of Kew, however, was not too far behind. That municipality was subdivided into five wards in 1892, although it was not until December 1910 that it was proclaimed as a Town. Meanwhile, the eastern half of the study area still lagged behind in the municipal stakes. In 1902, the Shire of Boroondara was renamed as the Shire of Boroondara & Camberwell – a revision that, if nothing else, acknowledged Camberwell as the administrative centre of a burgeoning municipality. Finally proclaimed as the Borough of Boroondara & Camberwell (1905), it was soon upgraded to the Town of Camberwell (1906) and thence to the City of Camberwell (1914). The early twentieth century boom of local development, which prompted these changes in municipal status, saw Camberwell race slightly ahead of the adjacent Town of Kew, which would not become a City until 1921 – seven years later.

During the twentieth century, the municipalities of Hawthorn, Camberwell and Kew thrived both unilaterally and collectively. Although, for the most part, they operated independently, there were still several notable occasions when they came together to consider joint projects for the collective betterment of Melbourne's inner eastern suburbs. Amongst the most significant projects to be initiated by all three councils – in some cases, with other contiguous councils as well – were the Swinburne Technical College in Hawthorn (1907; see 8.2.8), the joint garbage incinerator in Hawthorn South (1921; see 6.3.1) and the original proposal for the Camberwell High School (1928; see 8.2.7).

This amiable alliance between the three councils came to a fore when, in 1994, the state of Victoria underwent an ambitious and controversial program of local government amalgamation initiated by Premier Jeff Kennett. The union, however, was presaged by a tumultuous chain of events that brought about the dismissal of the Camberwell City Council in 1993 – a circumstance with few precedents in the history of local government in Victoria.⁶⁰¹ This chain of events commenced in 1988, when councillors were divided over a permit that had been granted for a large-scale redevelopment project at Camberwell Junction. When the permit was revoked contrary to the advice of the CEO, the developer sued the council. The CEO resigned, and the developer's lawsuit was fought in the Supreme Court – without success. In 1992, a large group of former councillors petitioned to the Minister for Local Government to investigate allegations of impropriety and unlawfulness. When the findings of this investigation were released in May 1993, the Council was given two weeks to respond but opted instead to appoint an administrator. It was the end of an era, and unquestionably the most dramatic event that had ever taken place in the history of local government in the study area.

The former Cities of Hawthorn, Kew and Camberwell officially ceased to exist on 22 June 1994, when they were re-constituted as a single municipality. Essentially representing a return to the extent of the original Boroondara Road District that had been declared 150 years earlier, the new municipality was appropriately named the City of Boroondara. At the time of the amalgamation, there were 84,000 residents in the former City of Camberwell, 30,000 in the former City of Kew and 27,000 in the former City of Hawthorn, which combined to give the new City of Boroondara a total population of 141,000 people.

600 Blainey, *A History of Camberwell*, p 37

601 Information provided by Camberwell Historical Society, 30 August 2011.

7.1.2 Building and expanding municipal offices

The first municipal offices

Not surprisingly, the first purpose-built municipal office in the study area was erected in Hawthorn. In a move that would have a significant impact on the subsequent development of the district, it was decided that the new Town Hall should not be built in the original Village of Hawthorn but, rather, on another site about a mile further east, at the corner of Glenferrie and Burwood Roads. As Meredith Gould put it:

*A great change took place at this time when the centre of the Hawthorn township was transferred from the area around the old Village Reserve to an area on the corner of Burwood and Glenferrie roads, following the construction of the first Town Hall, Court House and Municipal offices there in 1861. This intersection became the geographical centre of an expanding Hawthorn.*⁶⁰²

It is not at all surprising that the town centre of Hawthorn shifted in this way, given that the new building – designed by leading city architect Leonard Terry – not only provided a town hall and municipal offices, but also dedicated space for a police station, post office and telegraph office. Even so, such was the subsequent population increase in the municipality that expansion of the town hall became necessary before the end of the decade, with tenders for “alterations and additions” being called in December 1877 and then again in February 1878.⁶⁰³

Meanwhile, the two other local authorities in the study area had to make do, for some time yet, with more temporary headquarters. The municipality of Kew had established its original offices in the existing Athenaeum Hall in Walpole Street – fittingly, the same location where the public meeting had been held in December 1860 to protest rate collection by the Boroondara Roads Board, which, in turn, brought about Kew's secession as a separate municipality. The Boroondara Road Board, after vacating its original headquarters in Burwood Road, relocated eastwards and, fittingly, took up residence in one of that district's oldest buildings – the original Camberwell Hotel at the junction – and remained there for a decade.⁶⁰⁴ In the interim, the Council applied for a site on which to build a municipal office of its own and, although a one-acre portion of the Camberwell Reserve was subsequently granted for the purpose, the land remained vacant for some years. It was not until 1871, when the Shire of Boroondara was declared, that plans were drawn up for a new municipal office, which was completed the following year. Described by Blainey as “a simple hall with crooked wall and no ceiling”, this was, nevertheless, a major milestone for the district, and, more broadly, only the second purpose-built municipal office to appear in the entire study area.⁶⁰⁵

None of the three original municipal buildings in the study area – at Kew (1860), Hawthorn (1861) and Camberwell (1871) – remaining standing.

Boom-era Town Halls

During the Land Boom era of 1880s, all three municipalities burgeoned to the point that their respective premises were no longer sufficient to contain all the administrative and other facilities that were required. Characteristically, it was the Borough of Hawthorn – upgraded to a Town and then to a City during the Boom era – that was the first to replace its existing building (at the time, still not yet thirty years old) with a new and larger counterpart that would be constructed on the same site. Befitting the prosperous Boom era, a suitably grand and ornate edifice was envisaged, and, in a comparably grand gesture, the Council decided to conduct an architectural competition to obtain the best design. The competition (and £100 prize money) was won by architect and local resident John Beswicke, who proposed a massive two-storey structure with a tall central tower, which, like its predecessor, comprised town hall, municipal offices, police court and post office. Tenders for construction were called in January 1888, and the completed building was officially opened on 10 October 1889.

602 Gould, “Hawthorn Heritage Study”, p 41.

603 *Argus*, 29 December 1877, p 3 and 2 February 1878, p 3, cited in Miles Lewis (ed), *Australian Architectural Index*.

604 Blainey, *A History of Camberwell*, p 35.

605 Blainey, *A History of Camberwell*, p 38.

Of the two other local authorities in the study area, the Shire of Camberwell was the first to follow Hawthorn's lead in providing a new municipal office. Similarly reaping the benefits of a decade of residential expansion (during which time the population of the shire increased from 1,400 to 6,000 people), the Council proposed a town hall with tower – which, as Blainey noted, “had been the dream of every suburban council since Emerald Hill built its colossus in South Melbourne in 1880”.⁶⁰⁶ Tenders for construction of the building, designed by architect James Gall, were called in 1890 and the completed edifice officially opened in 1891. The new Camberwell Shire Hall (which would not actually become a *Town Hall* until 1906) was admittedly a small-scaled landmark compared to its grandiose counterparts at South Melbourne and even Hawthorn, but, again, represented a major achievement for Camberwell. This is underscored when one considers the situation in nearby Kew, where the prosperity of the 1880s Land Boom did *not* culminate in the construction of a grand and expensive civic edifice. As Pru Sanderson put it:

*This civic boosterism did not result in a massive Town Hall, despite the purchase of a block of land in Charles Street for the purpose. Barnard, writing in 1910, was grateful that the block never saw “a white elephant in the shape of an unwieldy Town Hall and Offices”, and attributed Kew's good fortune to the onset of the Depression of the 1890s.*⁶⁰⁷

This certainly proved to be the case; while the Camberwell Council experienced severe financial hardship during the 1890s Depression, this was not so much the case in Kew – a fact attributable, in part, to the latter council's reluctance to pour huge sums of money into a new municipal building. Instead, in 1883, the Borough of Kew merely expended the relatively modest sum of £1,500 on extending and refurbishing their original premises in Walpole Street, with a new two-storey front addition that provided a library, newspaper room, council chamber and offices.⁶⁰⁸ Nevertheless, the Kew Council was not entirely untouched by the Depression and, in 1899, were forced to sell the vacant land in Charles Street – purchased a decade earlier for a town hall – in order to raise sufficient funds to pay their staff.⁶⁰⁹

Related places

former Hawthorn Town Hall, 360 Burwood Road, Hawthorn (1888-89) – designed by John Beswicke

former Camberwell Town Hall, 370 Camberwell Road, Camberwell (1890-91) – designed by James Gall

Municipal buildings in the twentieth century

As with many of Melbourne's older suburban municipalities, those in the study area developed at such a phenomenal rate from the early twentieth century that their respective council offices soon became overcrowded. In 1910, the City of Hawthorn engaged architect (and local resident) J A B Koch to undertake “extensive alterations to the town hall”. The Camberwell Town Hall of 1891 had become inadequate within barely three decades, with a newspaper report noting in 1923 that “residents of Camberwell have long felt that their rapidly expanding city is worthy of something better than the small grey building”. By the end of a decade, a substantial addition, designed by architects Irwin & Stephenson, had been completed. This, however, proved only a temporary solution, with further agitation for expansion taking place over the next few years.⁶¹⁰ In 1935, a scheme to spend £16,000 on “enlarging and remodelling” the town hall was mooted, but then rejected. Three years later, the building underwent internal remodelling in the fashionable Moderne style, to the design of architect and local resident Stuart Calder (whose father-in-law, as it happens, was on the Hawthorn Council).

The situation was even more dire in Kew, where the Council still occupied the same “temporary” premises that it had originally moved into in back in 1860. A lengthy and detailed account of the Council's numerous attempts to re-ignite the town hall debate during the twentieth century can be found in Vaughan's local history, *Kew's Civic Century*.⁶¹¹ Suffice to say, committees were formed, countless meetings were held, numerous possible sites were considered and many resolutions made and then rescinded.

606 Blainey, *A History of Camberwell*, p 61.

607 Sanderson, “Kew Urban Conservation Study”, p 4/10.

608 *Argus*, 2 May 1883, p 5, cited in Miles Lewis (ed), *Australian Architectural Index*.

609 Vaughan, *Kew's Civic Century*, p 31

610 Built Heritage Pty Ltd, “Survey of Post-war Built Heritage in Victoria: Stage Two”, unpublished report, 2010, p 108.

611 Vaughan, *Kew's Civic Century*, pp 31-41.

By 1935, the intended site had been fixed as the corner of Cotham Road and Charles Street, and the firm of Purchas & Teague had been appointed as architects. Although a masterplan was drawn up, it was never implemented. Another decade of agitation passed (interrupted by the Second World War) before it was finally resolved to erect a new municipal complex as a war memorial. Plans drawn up by architect John Scarborough were shelved, and the project languished for yet another decade. Finally, in 1957, a new Town Hall Committee was formed, and architect Harold Bartlett (of the firm Leith & Bartlett) was engaged to prepare yet another masterplan for an entire civic precinct. The first stage – for a city hall to accommodate civic and public functions – was completed between 1959-60. The remainder of Bartlett's masterplan, however, was never realised, and it was not until 1972 that a new office wing was erected alongside, connected to the original building by an elevated walkway.

In the interim, the City of Camberwell had arrived at a similar outcome. By the 1950s, the Council had resolved to build a lavish new civic centre – comprising council chamber, meeting rooms, offices and two auditoriums – on the adjacent Town Reserve. Plans were drawn up in 1966 by architects Mockridge, Stahle & Mitchell, and the new building was officially opened on 12 April 1969. A huge three-storey complex in a distinctive Stripped Classical style, it has been described as “one of the last monumental town halls erected in Victoria”. Subsequently extended during the 1970s (in a sympathetic architectural style), the Camberwell Civic Centre became the largest municipal complex in the entire study area, and, appropriately enough, became the administrative centre for the new City of Boroondara following the council amalgamations of 1994. At that time, the old Hawthorn Town Hall was adapted for use as a gallery and exhibition space, and the former municipal offices at Kew were sold to a local school.

Related places

former Kew City Hall, Cotham Road (corner Civic Drive), Kew (1959-60) – designed by Leith & Bartlett

former Camberwell Civic Centre, 8 Inglesby Street, Camberwell (1967-69) – designed by Mockridge Stahle & Mitchell

7.1.3 Building and expanding municipal infrastructure

Council properties

In addition to their respective town halls and municipal offices, each of the three former municipalities in the study area have been responsible for other buildings and infrastructure. Council depots, for example, were established at 105 Camberwell Road, East Hawthorn (City of Hawthorn), at 5 Disraeli Street, Kew (City of Kew) and off Riversdale Road, east of the Willison railway station (City of Camberwell). The City of Kew depot was formerly a tram shed near the corner of High Street, which was taken over by the Council in November 1938.⁶¹² In more recent years, the property was annexed for a substantial addition to the adjacent swimming centre. The site of the City of Hawthorn depot in Hawthorn East has also since been developed, leaving only the former City of Camberwell depot still in use, now as a municipal depot and waste recycling centre for the City of Boroondara.

During the twentieth century, local councils were also responsible for building and maintaining a range of other community-oriented places; these, however, are discussed elsewhere because they relate more strongly to other themes. Examples of these places include kindergartens (see 8.2.5), infant welfare centres (see 8.3.3), public libraries (see 8.2.9), clubrooms for senior citizens (see 8.6.2) and various types of sporting facilities (see 9.1.1)

Council architects

The notion of local architects being engaged to undertake council projects has already been touched upon. John Beswicke, for example, designed the new Hawthorn Town Hall in the 1880s, while Stuart Calder (whose father-in-law was a member of Council) was engaged to remodel the building in the late 1930s. This trend has recurred throughout the history of municipal projects across the study area.

612 Vaughan, *Kew's Civic Century*, p 196.

The former City of Kew held an especially notable record in this regard, in that virtually all of the council buildings erected from the 1920s to the 1950s represented the work of a single in-house architect. Rowland Chipperfield (1886-1956), who joined council staff in 1919 as an assistant to the municipality's Building Surveyor W J Muntz, took over the latter's post after Muntz left in 1923, and held it until his own death more than three decades later. As recorded by Vaughan, Chipperfield was responsible for the design of baby health centres at Kew East (1925), Kew North (1928) and central Kew (1939), the entrance gates to Alexandra Gardens (1933), the Kew Croquet Club premises at Victoria Park (1934), renovation to the council chambers in Walpole Street (1932), additions to the public library (1945) and several kindergartens – including one in Studley Park that was under construction at the time of Chipperfield's death.⁶¹³ Another eye-catching legacy of Chipperfield's long period as City Building Surveyor is the smart modernist toilet block, at the rear of the former police station on Cotham Road. Chipperfield was highly regarded, with Vaughan commenting that “the greatest compliment to him is the fact that all of these public buildings have been copied in other parts of the state... He passed away on February 3, 1956, and his lasting memorial will be in the very fine municipal buildings in Kew which he designed”. After Chipperfield's death, several of his unfinished projects were completed by architect (and Kew resident) Leslie Grant, who remained on board as the municipality's preferred architect for a time.

During the post-war period, this sub-theme has otherwise been manifest in the study area by a number of resident architects who provided professional services or advice to the council, often in a honorary capacity. Examples in the former City of Camberwell include Reg Padey, an Ashburton resident and partner in the city firm of Meldrum & Partners, who designed the local senior citizens' clubrooms, and John Bayly (of Loder & Bayly), who oversaw the conversion of the Glen Iris Presbyterian Church Hall into a kindergarten. Ted Gillies, an architect who lived in Balwyn North, served several terms as a city councillor and provided professional advice as a member of various committees.

Related places

Public toilet block, 11 Cotham Road, Kew – an interesting modernist designed building by Rowland Chipperfield

7.2 STRUGGLING FOR POLITICAL RIGHTS

7.2.1 Protesting and challenging prevailing views

The study area does not have a particularly strong history of public protests. Following a pattern typical of most suburban municipalities in Melbourne, political protests in the study area have mostly been expressed by public meetings staged by ratepayers to express their objections to council decisions or policies – a tradition that goes right back to the earliest days of municipal governance, and continues today. Such protests have covered an extremely wide and varied range of issues in the public interest. In 1911, a proposal by the City of Kew to change the name of High Street South reportedly brought about a “vigorous protest” from residents, as Vaughan put it.⁶¹⁴ In that same municipality, the inter-war period was characterised by repeated public protests against industrial development (see 5.2.1) and even the provision of a gasometer (see 6.3.1). In the post-war era, there were some particularly heated public meetings in the City of Camberwell when a 40% rate increase was mooted in 1957, and when, four years later, the council proposed to use the flood plains at Balwyn North as a rubbish landfill area.⁶¹⁵

From the 1960s onwards, the culture of public protesting was transformed dramatically due to increasing political awareness and the emergence of causes such as the anti-war movement, feminism and alternative lifestyles. As Peel *et al* noted, “such ideas challenged Hawthorn's veneer of middle-class respectability” – a statement that could readily be extrapolated across the entire study area.⁶¹⁶ Student radicalism was burgeoning on many university campuses around Australia at that time, and the Swinburne Institute of Technology in Hawthorn (where anti-war graffiti had been daubed even during the Second World War) was no exception.

613 Vaughan, *Kew's Civic Century*, pp 96-97, 133, 194.

614 Vaughan, *Kew's Civic Century*, p 189.

615 Information provided by Camberwell Historical Society, 24 August 2011.

616 Peel, Zion & Yule, *A History of Hawthorn*, p 242.

It was during this uneasy era that the study area saw what would be its most violent and widely-reported political protest, which occurred on 23 June 1976 outside the Leonda Reception Centre in Hawthorn. That night, Sir John Kerr – then nearing the end of his controversial tenure as Governor-General – was to give an address at the annual dinner of the Law Institute of Victoria. With many ALP supporters still calling for Kerr's resignation after his dismissal of Prime Minister Gough Whitlam in November 1975, it was anticipated that the Governor-General's appearance in Melbourne – only his second visit since the sacking – might prompt public unrest. While the dinner itself was boycotted by twenty lawyers who were ALP supporters, there was more visible protest from the 1,000 demonstrators – mostly members of student political groups – who descended upon the venue. As later reported by the *Age*, “about 400 state and commonwealth police, four brawler vans, dozens and squad cars and twelve mounted police were called out”.⁶¹⁷ Placards were waved, sulphur bombs were thrown and over thirty cars were badly damaged by the crowds – including the Governor-General's Rolls-Royce. After the initial protests, 400 demonstrators maintained a vigil outside the restaurant for several hours – chanting “Sack Kerr” – until the Governor-General departed. Kerr, who met similar scenes of protest whenever he made public appearances, finally cut short his five-year term as Governor-General and stood down in December 1977.

Since the 1980s, public protests in the study area have largely reverted to their earlier manifestations – that is, the mass opposition of ratepayers to unpopular council decisions or policies. Memorable examples from that decade included the public meetings to oppose council amalgamation (such as the “amalgamation is annihilation” meeting, held at the Hawthorn Town Hall on 10 August 1986),⁶¹⁸ and the on-site protests staged by the Studley Park Conservation Society to protest against the construction of a high voltage powerline through Yarra Bend Park.⁶¹⁹ In 1988, when the City of Camberwell granted the permit for the controversial project to redevelop the carpark behind Camberwell Junction (see 7.1.1), the council meeting was reportedly stormed by 400 angry residents.⁶²⁰ More recently, a much-reported demonstration took place in Burke Road, Camberwell, on Sunday, 2 May 2004, to oppose the proposed redevelopment of Camberwell Railway Station. A group of about 1,000 local residents participated in what was later described as an “orderly march” down Burke Road, from the station site to the Junction.⁶²¹ Heading the crowd, and carrying placards, were two high-profile former and current residents of Camberwell – satirist Barry Humphries and actor Geoffrey Rush. The former gave a speech, followed by a brief poem that parodied local planners.

Related places

former Leonda Reception Centre, 4 Wallen Road, Hawthorn – the scene of the 1976 protest against Sir John Kerr

7.3 MAINTAINING LAW AND ORDER

7.3.1 Creating a judicial system in Victoria

Court houses

A Court of Petty Sessions (Police Court) is known to have been in operation in Hawthorn during the 1850s, when sessions were held in the modest schoolroom of Michael Lynch – where, as it happens, early meetings of the Boroondara Road Board had also been accommodated.⁶²² With the secession of the municipality of Hawthorn in 1860, and consequent plans to provide a purpose-built town hall and municipal office, it was resolved that the new complex would also include a court house. Despite pleas from some long-time residents that the new courthouse should be erected on the Police Reserve that had been earmarked on the original Village of Hawthorn plan, Council instead selected a site near the corner of Burwood and Glenferrie roads.⁶²³ The building was completed in December 1861, with court sessions resuming a week later.

617 “Smoke bombs hurled, knife grabbed as police hold back 1,000 in Kerr melee”, *Age*, 24 June 1976, p 1,

618 Peel, Zion & Yule, *A History of Hawthorn*, p 275.

619 Information provided by Kerry Fairbank 9 November 2011.

620 Information provided by Camberwell Historical Society, 30 August 2011.

621 “Comic's ode to the odious rail against development”, *Age*, 3 May 2004, p 1.

622 McWilliam, *Hawthorn Peppercorns*, p 109.

623 Peel, Zion & Yule, *A History of Hawthorn*, p 29.

Within four years, a Police Court had been established at Kew. Together with its counterpart at Hawthorn, this seems to have adequately served the needs of the study area for the next two decades. Characteristically, the prosperous Boom period of the 1880s prompted both councils to upgrade their courtroom facilities – in each case, as an integral part of a broader administrative complex. The Borough of Kew constructed a facility that provided not only a court house but also a police station and post office – which, upon its official opening in May 1888, was described by the Mayor as “an additional manifestation of the prosperity of the borough”.⁶²⁴ That year, the City of Hawthorn included new courtrooms as part of their ambitious proposal to replace the original Town Hall on Burwood Road. Not to be outdone, the Shire of Boroondara also provided courtrooms as part of its new municipal headquarters erected at Camberwell in 1890-91. The courthouse component was officially opened in August 1892, some time after the original building was completed.⁶²⁵

In the later 1930s, there were several proposals to upgrade local courthouse facilities. At that time, the Chief Architect of the Public Works Department, Percy Everett, was developing hybrid building types that combined a courthouse, police station and residential quarters in a single complex. In 1936, the City of Hawthorn proposed to erect such a complex in what was described as “a yard at the rear of the town hall”. As noted by the *Argus*, the “exterior lines of the design . . . resemble those of a modern block of flats rather than an official building”. Two years later, a comparable multi-function building was erected in the City of Camberwell, located opposite the opposite the Town Hall on Camberwell Road. At the time, it was touted as being one of the most up-to-date courthouses in Victoria. Its Hawthorn counterpart, which stood at 616 Glenferrie Road, was decommissioned in 2003 and demolished in 2009.⁶²⁶

Related Places

former Police Station and Court House, 188 High Street, Kew (1888) – (HO69)

Camberwell Court House and Police Station, 311-317 Camberwell Road, Camberwell – (HO28)

7.3.2 Policing Victoria

Police stations

The first moves to establish police presence in the study area date back as far as 1852, when the colonial government proposed to acquire the property of local pioneer John Hodgson for a police barracks.⁶²⁷ An early plan for the Village of Hawthorn, prepared around the same time, provided a Police Reserve east of the Anglican Church reserve, but it is unclear whether it was ever actually developed as such.⁶²⁸ While the year 1854 saw the passing of the *Town & Country Police Act* in Victoria, six more years passed before its provisions were specifically extended into the municipal district of Hawthorn. This coincided with the provision of a local “police building”, which was built on Glenferrie Road (reportedly “near the bridge”) during 1860, with a new lock-up added the following year.⁶²⁹

For some time, Hawthorn had the only police station in the study area. By 1865, the nightly beat of one local policeman “extended as far as Camberwell, but rarely one of the outlying villages”.⁶³⁰ It seems that the demand for police presence in these remote areas was low; when the residents of Norwood demanded a local constabulary, the superintendent of the Richmond Police Depot visited the village but was dismissive of the extent of crime, which reportedly included a saddle stolen from Thorncombe's Hotel and the theft of three ducks from nearby Hartwell.⁶³¹ Things progressed more swiftly in Kew, where the provisions of the *Police Offence Statute* (1864) were extended into the municipality in May 1865, and a constable had been stationed there by November 1866. Over the next decade, additional constables would be stationed in Hartwell (by November 1870) and at Camberwell Junction, albeit on the Hawthorn side of Burke Road (1875). This period also saw the opening of a purpose-built police station at Kew (by 1874).

624 Quoted in Sanderson, “Kew Urban Conservation Study”, p 4/10.

625 “New Courthouse at Camberwell”, *Argus*, 27 August 1892, p 9.

626 Information provided by Robin Grow, Art Deco & Modernism Society.

627 Bonwick, *A Sketch of Boroondara*, p 15.

628 McWilliam, *Hawthorn Peppercorns*, p 107.

629 McWilliam, *Hawthorn Peppercorns*, p 108.

630 Blainey, *A History of Camberwell*, p 31.

631 Blainey, *A History of Camberwell*, p 31.

Towards the end of the decade, the Shire of Boroondara received a petition from local residents, calling for the police representation at Hartwell to be relocated to Camberwell; Council duly resolved to apply to the government “for additional police supervision within the shire, and to suggest that a constable be stationed both at Camberwell and Balwyn”.⁶³² The Commissioner of Police agreed to provide a purpose-built police station at Camberwell, which had opened by April 1879.⁶³³ In 1888, the service was relocated to new premises on the south side of Riversdale Road.⁶³⁴ That same year, the existing police station in Kew was also replaced by a smart modern counterpart, which formed part of a broader civic complex with a post office and courthouse. By that time, residential settlement was also beginning to boom in the Canterbury area, where a police residence was provided on Canterbury Road in 1895.

From the early twentieth century, as residential expansion spread across underdeveloped parts of the study area, concerns were raised that existing police stations at Hawthorn, Kew and (especially) Camberwell were no longer adequate. In 1915, it was reported to Council that “police protection in the City of Camberwell fell very far short of requirements”.⁶³⁵ As a result, efforts were made to have a police station established at Deepdene, which opened by 1920. In the mid-1920s, Balwyn residents petitioned for the Deepdene police to be relocated to their area; however, a separate station had been established there by 1928. Kew East, which was developing at a comparable rate during the inter-war period, was provided with a police sub-station in mid-1936.⁶³⁶ The flagship police station at Camberwell was finally upgraded soon afterwards, replaced by an innovative modern building that combined a court house, police station, lock-up and residential flat, which was completed in two stages in 1937-38. The designer of this innovative building was Percy Everett, Chief Architect of the PWD, who, after the Second World War, prepared a similar innovative scheme for a police station with an integrated sergeant's residence. Examples of this standard design were built around suburban Melbourne, with one erected on Canterbury Road, Surrey Hills, that was completed by 1948.⁶³⁷

Related Places

former Police Station and Court House, 188 High Street, Kew (1888) – HO69

former Police Station, 171 Canterbury Road, Canterbury (c.1895)

Camberwell Court House and Police Station, 311-317 Camberwell Road (1937-38) – design by Percy Everett (HO28)

former Police Station and Sergeant's Residence, 383 Canterbury Road, Surrey Hills (c.1948)

7.4 DEFENDING VICTORIA AND AUSTRALIA

7.4.1 Training people to serve in the military

Early military presence

There was military activity in the study area from August 1860, when Hawthorn pioneer James Palmer presided over a public meeting at the Sir Robert Nickle Hotel to establish the Boroondara Volunteer Rifle Corps.⁶³⁸ This was almost certainly the same group recorded in early 1861 as the Hawthorn & Kew Rifle Company – a corps specifically raised to replace troops sent to New Zealand to fight in the Maori War that had started in 1856.⁶³⁹ According to Gwen McWilliam, the corps had established rifle butts on the banks of Gardiner's Creek by January 1861, and otherwise carried out its drills and sentry duties at Brooks' Paddock opposite the Sir Robert Nickle Hotel. The company of volunteers ceased in September 1863, when it was absorbed into the Royal Victorian Artillery.⁶⁴⁰

632 “Shire Councils”, *Argus*, 25 February 1878, p 7.

633 *Argus*, 19 April 1879, p 6.

634 McConville, “Camberwell Conservation Study”, Vol 2, p 60.

635 “Municipal Intelligence: Police for Deepdene”, *Argus*, 12 May 1915, p 5.

636 Vaughan, *Kew's Civic Century*, p 193.

637 “Policeman's Lot”, *Australian Home Beautiful*, November 1948, pp 28-29.

638 Peel, Zion & Yule, *A History of Hawthorn*, p 17.

639 “Meetings”, *Argus*, 3 January 1861, p 8. See also Bamard, *The Jubilee History of Kew*, p 17.

640 McWilliam, *Hawthorn Peppercorns*, p 17.



Figure 52: The original Town Hall at Hawthorn (demolished)
(source: City of Boroondara Library Service)



Figure 53: The original Shire Hall at Camberwell (demolished)
(source: City of Boroondara Library Service)

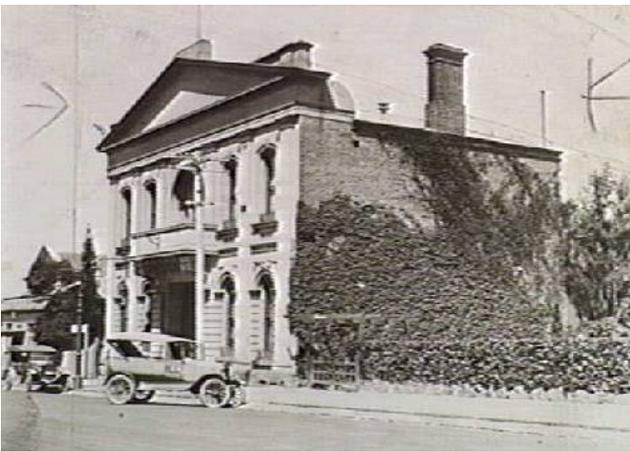


Figure 54: The original Shire Hall at Kew (demolished)
(source: Picture Collection, State Library of Victoria)

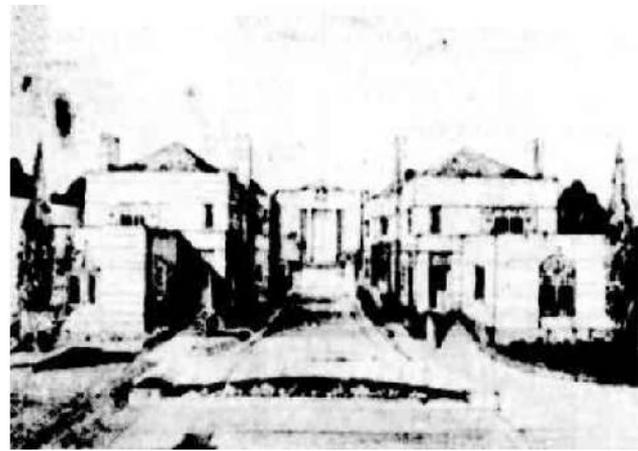


Figure 55: Proposed police station & courthouse at Hawthorn
(source: Argus, 11 February 1936, p 14)



Figure 56: ARP Centre at Wilton, 63 Cotham Road, Kew
(source: City of Boroondara Library Service)



Figure 57: ARP display at Glenferrie Oval, Hawthorn
(source: Picture Collection, State Library of Victoria)

Drill Halls

In October 1912, the Minister for Defence announced that he “would be glad to receive offers of sites on which drill halls could be constructed, and pointed out that the orderly rooms would first be built in those centres where the most enthusiasm was shown”.⁶⁴¹ The three former municipalities that comprise the study area were amongst the first to show such enthusiasm. The report noted that the City of Camberwell had already provided a site near the railway station at Surrey Hills for a drill hall, to be occupied by the 48th Battalion, while the City of Hawthorn had set aside land at the junction of the Kew and Camberwell railway lines for another, for the 53th Battalion. Both councils promptly built drill halls at these sites: the former on the west side of Robinson Road, and the latter on the corner of Burwood Road and Drill Street. When the Surrey Hills Drill Hall was officially opened in November 1913, the *Argus* was quick to point out that “the building was the first drill hall to be opened in the metropolitan area under the new military system”.⁶⁴² Six months later, the City of Kew applied to the Minister of Defence for a drill hall to accommodate Senior Cadets, but another year passed before land was acquired for the purpose at the corner of High Street and Highbury Grove.⁶⁴³ In the interim, the City of Camberwell had resolved to erect a second drill hall for five extra detachments of the 48th Battalion. Located on Burke Road, that hall was officially opened in December 1914.⁶⁴⁴ Around the same time, the City of Hawthorn also erected a second hall, located just across the Camberwell border, in Burke Avenue, Hawthorn East.

Australia's network of drill halls, including the five built in the study area, became surplus to requirements at the end of the First World War, when the Australian Army disbanded all of its military units. Three years later, however, they were required again when the Army established its new Citizens Military Force (CMF) and began to raise new regiments across the country. Two such units were raised in the study area that year – the 24th Battalion (aka the Kooyong Regiment) and the 39th Infantry Battalion (aka the Hawthorn-Kew Regiment). They established their respective headquarters in the existing drill hall depots at Surrey Hills and central Hawthorn, with their detachment companies accommodated in the other halls at Hawthorn East and Camberwell (as well as in several other locations outside the study area, such as Box Hill and Ringwood). The two units eventually merged in the late 1930s to become the 24th/39th Battalion, only to be disbanded a few years later. One interesting quasi-military presence in the study area during the inter-war era was a local branch of the Voluntary Aid Detachment (VAD) – female volunteers trained to serve as field nurses – which was meeting regularly at the Camberwell Town Hall by 1929.⁶⁴⁵

After the Second World War, the original Hawthorn Drill Hall in Drill Street was taken over by the 5th Battalion, a new unit of the CMF that was raised in April 1948. A few years later, in July 1953, Kew's drill hall became the new home for the 8 WRAAC Company – the first unit of the Women's Royal Australian Army Corps, which was formed two years earlier after cabinet approval was given for women to enlist in the army.⁶⁴⁶ The WRAAC remained there until 1972, when the old timber drill hall was deemed uneconomical to maintain, and the unit relocated to South Melbourne. The hall has since been demolished. From the 1950s, the drill hall in Hawthorn East was occupied by TS Melbourne, a unit of the Australian Navy Cadets; they relocated to the Surrey Hills depot in 1988, where a new building was erected for their use.⁶⁴⁷ The unit remains based at that site, which is shared with two other cadet corps: the 305 ACU (Surrey Hills) unit of the Australian Army Cadets, and the 401 Squadron of the Australian Air Force Cadets. The depot in Drill Street, Hawthorn, remains occupied by an Army Reserve unit descended from the 5th Battalion; the original timber hall, however, was replaced in the early 1960s by a multi-storey brick building.

Related places

former Surrey Hills Drill Hall, 17 Robinson Road, Surrey Hills (1913) – the oldest surviving example in the study area

former Hawthorn East Drill Hall, Camberwell Grove, Hawthorn East (c.1914)

Hawthorn Army Reserve headquarters, 220 Burwood Road, Hawthorn – original drill hall site; now 1960s building

641 “New Drill Halls: Securing sites”, *Argus*, 25 October 1912, p 5.

642 “Surrey Hills Drill Hall: Opening Ceremony”, *Argus*, 24 November 1913, p 7.

643 Vaughan, *Kew's Civic Century*, p 191.

644 “Drill Hall for Camberwell”, *Argus*, 21 December 1914, p 7.

645 “Women's Activities: Voluntary Aid Detachment”, *Argus*, 10 July 1929, p 17.

646 “Chronology”, *WRAAC Assoc (Vic)*, <<<http://wraacvic.com>>>

647 “TS Melbourne”, *Navy League of Australia: Victoria Division*, <<http://navyleag.customer.netspace.net.au/sd_05e.htm>>

Wartime occupation

During the Second World War, military presence in the study area was also represented by the RAAF Wireless Telegraphy Shadow Signal Station, which, in November 1942, took over an existing Victorian mansion, *Froggnall*, in Mont Albert Road, Canterbury. The property was modified to provide signal facilities as well as accommodation for 450 personnel, which included modifications to the house itself as well as the construction of additional huts. A double fence, topped with barbed wire, was also built, and a guard box erected. The property, which was formally acquired by the Commonwealth in 1943, continued to serve this purpose until 1976, when it became used by RAAF engineer cadets.

According to the *Melbourne Mansions Database*, at least one other large house in the study area was subject to military occupation during the Second World War – *Milverton* on Fermagh Road, Camberwell – although it has not yet been established which military unit was based there.

Related places

House (*Froggnall*), 54 Mont Albert Road, Canterbury – Victorian mansion occupied by military unit during WW2 (HO99)

7.4.2 Protecting civilians

Civil defence during World War II

During the Second World War, residents of the Melbourne metropolitan area were urged to embrace the Air Raid Precautions (ARP) movement, which aimed to provide education and training in many aspects of wartime civil defence including identification of enemy aircraft and bombs, first aid and other welfare services. The suburbs that comprise the study area were amongst the first in Melbourne to sign up for ARP. The City of Hawthorn appointed a District ARP Warden (retired public servant T F Brennan) towards the end of July 1939, more than a month before Australia had formally entered the War; the City of Kew was not far behind, appointing its own warden (Mr A A C Holts) within a few days of the war declaration on 3 September. In June 1940, a newspaper report on the progress of ARP across Melbourne noted that “the organisation is well advanced” in the City of Kew, while “volunteers were short of the quota” in the City of Hawthorn.⁶⁴⁸ By January 1941, the City of Camberwell was reported to have “the most efficient [ARP] organisation, with more than 400 qualified volunteers”.⁶⁴⁹ The City of Kew, however, could still claim 230 trained personnel, plus more than one hundred “additional enrolments”.⁶⁵⁰ By the end of that year, Kew also claimed Victoria's youngest qualified ARP instructor – fifteen-year-old John Gillick of Pakington Street.⁶⁵¹ All three councils within the study area provided ARP infrastructure within their boundaries, such as control rooms and first aid posts – typically (for reasons of cost and efficiency) retro-fitted in existing buildings rather than as new purpose-built structures. The City of Kew, for example, set up its ARP centre in an existing Victorian house, *Wilton* on Cotham Road, that council had purchased some years before; amongst the alterations made for the purpose were the construction of a small reinforced bunker-like addition that projected forward from the street frontage. In Hawthorn, first aid posts were set up in the buildings at the Glenferrie Oval and the oval in Rathmines Road.⁶⁵²

During this period, many municipalities around Melbourne organised ARP displays in public arenas, which varied from modest demonstrations of marching volunteers through to elaborate simulations of air-raids and bombings. One memorable example of the latter was held in April 1940 at the Glenferrie Oval in Hawthorn, where “a plane swooped low over tents and stalls erected to represent houses, imaginary incendiary and gas bombs were dropped and expositions occurred, and first aid was rendered to supposedly injured people”.⁶⁵³ The following year, the City of Camberwell staged a similar, if somewhat less theatrical, display at the local football ground.⁶⁵⁴

648 “ARP Workers Needed: No quota yet full”, *Argus*, 28 June 1940, p 2.

649 “ARP Workers Wanted: Eastern Suburbs”, *Argus*, 25 January 1941, p 3

650 “Equipment for ARP”, *Argus*, 8 February 1941, p 6.

651 “15-year-old ARP expert”, *Argus*, 19 September 1941, p 3.

652 Peel, Zion & Yule, *A History of Hawthorn*, p 174.

653 “Plane in ARP test”, *Argus*, 10 April 1940, p 17.

654 “Camberwell ARP Display”, *Argus*, 10 June 1941, p 3.

The provision of air-raid shelters was another significant response to the perceived threat of enemy action. However, not all of the municipalities in the study area encouraged this with equal gusto. The City of Camberwell, for example, reportedly “discussed the erection of air raid shelters but considers that the responsibility rests on the Government”⁶⁵⁵. Nevertheless, trenches were excavated in a number of local schools, including the state schools at Camberwell, Balwyn and Deepdene, and Our Lady of Victories School in Camberwell.⁶⁵⁶ The City of Kew, meanwhile, was more proactive:

*Kew Council feels that every house should provide its own shelter, Mr W Birrell, town clerk, said yesterday. In such a large municipality, it was impossible to provide public shelters for all residents, he continued. Slit trenches were being dug in certain reserves, parks and vacant allotments near shopping centres.*⁶⁵⁷

By February 1942, the City of Kew had gone a step further and appointed an evacuations committee, whose role was to plan for the rehabilitation and rehousing of bomb victims. Householders were urged to come forward if they were prepared to provide, on an entirely voluntary basis, short-term emergency accommodation.⁶⁵⁸ Nevertheless, many residents erected air-raid shelters for themselves in their own backyards. Residents of Hawthorn, for example, are reported to have excavated trenches, twelve feet long by seven feet deep, lined with timber and covered with soil.⁶⁵⁹ In his memoirs, Barry Humphries recalled the typical shelters in his own middle-class neighbourhood of Camberwell:

*These were exciting subterranean dwellings upholstered with sandbags; my father refused to disfigure our back lawn and constructed an elaborate, but barely bomb-proof, bunker under the stairs. Carpenters made large hardboard panels that could be fitted to the inside of our windows in the event of aerial bombardment, although how this could be done at high speed in an air raid, in a house that must have had at least forty windows, is difficult to imagine. Fortunately, it was never put to the test.*⁶⁶⁰

Still more elaborate, however, was the air-raid shelter that one prominent Hawthorn resident, tramways administrator Hector Hercules Bell, erected at his own residence on Riversdale Road – a large and semi-detached structure that was reportedly passed off as a conference room for board members, thus allowing it to be constructed at public expense.⁶⁶¹

Related places

House (*Wilton*), 63 Cotham Street, Kew – former City of Kew ARP Centre; now Kew sub-branch RSL (HO200)

House, 48 Riversdale Road – former residence of H H Bell, who erected a large air raid shelter there in 1942.

House, 33 Balwyn Road, Canterbury – former home of Fred Danks, who built large air-raid shelter under it (part HO264)

7.5 PROTECTING VICTORIA'S HERITAGE

7.5.1 Designating historic sites

The study area has a long association with historic preservation – an association that, in itself, has now become historic. It can, for example, lay claim as the part of the Melbourne metropolitan area that was first to introduce local heritage planning controls. As noted by Meredith Gould in the introduction to the *Hawthorn Heritage Study*:

*The City of Hawthorn has been at the forefront of heritage planning in Victoria. The first gazetted Urban Conservation Zone in Victoria was the St James Park Estate. It pre-dated the Urban Conservation Area zones instituted in 1983 as an IPO [Interim Preservation Order]. Its status as an Urban Conservation Residential Zone No 1 remains distinctive in its provisions. This pioneering zone required the Hawthorn Council planning officers to be the first in Melbourne to grapple with the extensive qualitative planning controls in the Planning Scheme.*⁶⁶²

655 “Concern about Shelters: ARP measures”, *Argus*, 19 April 1941, p 5.

656 Blainey, *A History of Camberwell*, pp 94-95. Additional information provided by Balwyn Historical Society.

657 “Suburbs prepare for raids”, *Argus*, 2 January 1942, p 4.

658 “Billeting of bomb victims”, *Argus*, 12 February 1942, p 5.

659 Peel, Zion & Yule, *A History of Hawthorn*, pp 174-75.

660 Humphries, *More Please*, p 70.

661 Janet McCalman, “Bell, Hector Hercules (1876-1964)”, *Australian Dictionary of Biography*, Vol 13, p. 159.

662 Gould, “Hawthorn Heritage Study”, p 9.

Designated as such as early as 1980, the St James Park Estate may well have been the first Urban Conservation Residential Zone in Victoria – effectively, the equivalent of a present-day heritage overlay precinct. However, the adjacent City of Camberwell was no less progressive when, only two years later, it designated Maling Road in Canterbury as an Urban Conservation Business Zone – that is, Melbourne's first non-residential heritage precinct. The contiguous area of housing, also designated as an Urban Conservation Residential Zone, thus became Melbourne's *second* residential heritage precinct.

Local heritage controls in Victoria were formalised after amendments were made in 1982 to the *Town & Country Planning Act*.⁶⁶³ After interim controls became permanent in the mid-1980s, local councils began to undertake their own urban conservation studies to identify and protect significant places and areas within their boundaries. Again, the three former municipalities that comprise the study area were amongst the first councils to commission such projects. The first to be completed was the *Camberwell Conservation Study*, undertaken by Graeme Butler and Peter Sanders in 1985. It was promptly followed by Pru Sanderson's *Kew Urban Conservation Study* (May 1988) and Meredith Gould's *Hawthorn Heritage Study* (1992). The intervening few years saw Graeme Butler complete an exhaustive heritage survey of the entire City of Camberwell. Completed in 1991, this was one of the first new-format heritage studies to be undertaken in Melbourne, with a thematic (rather than chronological) history, and citations for individual places and precincts.

7.5.2 Creating the National Trust

The suburbs east of the Yarra River were amongst the first to attract the attention of Victorian branch of the the National Trust of Australia, which was founded in 1956. The first building in the study area to be classified by the Trust appears to have been a large Victorian house at 61 Prospect Hill Road, Camberwell, which was classified as early as October 1955 – several months before the Trust was officially founded. Many of the district's classic mid-nineteenth century mansions soon followed, including *Broughton Hall* in Berwick Street, Camberwell (October 1958), *Auburn House* in Goodall Street, Hawthorn (January 1960), *D'Estaville* in Barry Street, Kew (May 1961), and *Fairholme* in Prospect Hill Road, Camberwell (December 1963). This trend intensified during the later 1960s and 1970s, when many other buildings in the study area – including examples from the later nineteenth and early twentieth centuries – would also be classified.

Related places

House, 61 Prospect Hill Road, Camberwell – first place in study area to be classified by National Trust (part HO159)

7.5.3 Protecting places from redevelopment

The designation of Maling Road as Urban Conservation Business Zone in 1980 (see above) represented the culmination of nearly a decade of community agitation against inappropriate redevelopment, which commenced after the publication of urban renewal plans in 1972.⁶⁶⁴ Heritage battles have become more frequent in recent times, especially since local heritage controls were re-structured in their present form in the 1990s. Examples that have garnered media attention include the 1998 fight to save a former farmhouse in Prospect Hill Road, Camberwell. Believed to have been erected by district pioneer William Murray in the 1870s, the house was claimed to be one of the oldest surviving buildings in the area.⁶⁶⁵ The campaign won the support of the National Trust, which classified the building as a place of significance at the regional level, although the building was demolished regardless. Rather more successful was the 2002 battle to save Ernest Carter's mansion, *Shrublands*, in Canterbury, which was threatened when its long-time owners, the Anglican Church, offered the property for sale, in apparent breach of the conditions under which the property had been bequeathed to them in the 1920s. After much campaigning, a heritage listing resulted. An prominent heritage battle of recent years has been the objections against the proposed redevelopment of Camberwell railway station in 2004, which not only brought massive outcry from community but also from high-profile current and former residents Barry Humphries and actor Geoffrey Rush (see 7.2.1).

663 "Councils get preservation powers", *Age*, 8 July 1982, p 5.

664 Gibb & Warmington, *Visions of a Village*, pp 36-38.

665 "Trust joins farmhouse fight", *Progress Press*, 4 May 1998. Clipping kindly provided by Camberwell Historical Society.

8.0 BUILDING COMMUNITY LIFE

8.1 MAINTAINING SPIRITUAL LIFE

Spiritual life has been a particularly strong theme in what is now the City of Boroondara. Local churches were amongst the earliest permanent non-residential buildings to be erected in the study area. From the very beginning of post-contact settlement, Protestant denominations emerged as the dominant faith – an obvious reflection of the fact that most early residents hailed from England, with significantly smaller numbers from Roman Catholic Ireland and Presbyterian Scotland. This pattern remained the case for several generations; Geoffrey Blainey noted that the 1881 census “disclosed an unusually strong Protestant emphasis” in the former City of Camberwell, with a below-average proportion of Catholics.⁶⁶⁶ Little had changed by the turn of the century, when the 1901 census revealed that almost 40% of the population were of the Anglican faith (a figure more or less comparable to the metropolitan average), and just over 10% Roman Catholic (approximately half the average metropolitan rate). The non-conformist Protestant denominations comprised nearly 47% of the population – again, considerably higher than the municipal average of 34% – dominated by the Presbyterians (16%), Methodists (14%), Congregationalists (almost 9%) and Baptists (just over 6%). Blainey explained this with the following comment that, while directed specifically at the former City of Camberwell, could well be extrapolated across the entire study area:

Boroondara tended to be beyond the reach of Catholics, who as a group were poorer, and whose strength lay in the industrial suburbs. Moreover, once certain denominations had become strong in Camberwell or Canterbury, they became even stronger; many house-buyers preferred to choose an area where their own church was strong. Whatever may have caused the distinctive religious pattern in Boroondara, that pattern hardly altered in the first twenty years of this century.⁶⁶⁷

This strong emphasis on the maintenance of spiritual life in the study area, over a prolonged period, not only manifested itself in numerous places of worship but also in such related activities as denominational schools, monastic residences, hospitals and other institutions for welfare.

8.1.1 Establishing early churches for the mainstream denominations

The Nonconformists

Reflecting on the emergence of organised religion in the Parish of Boroondara, Bonwick observed that “the Wesleyans, as usual, were first in the field”.⁶⁶⁸ This denomination had been one of the first to appear in the Port Phillip District, being introduced by Wesleyan Methodist missionaries in 1838.⁶⁶⁹ It established a presence in the study area in 1848, when a modest wattle-and daub structure was erected in Hawthorn – replaced, five years later, by a more substantial timber chapel.⁶⁷⁰ That same year saw the establishment of a Wesleyan Society in Upper Hawthorn (near the Red Gum Flat, according to Bonwick) and another in Kew. In both cases, services were initially held in makeshift premises – respectively, a tent and an existing private residence – before purpose built places of worship appeared. The Wesleyans in Upper Hawthorn erected “a brick building on the hill” in 1855, while their counterparts in Kew built a timber building – the Primitive Methodist chapel – on High Street in 1857.⁶⁷¹ From the early 1860s, new Methodist congregations began to emerge in some of the more isolated villages in the eastern half of the study area, with Wesleyan churches opening at Glen Iris (1865), Camberwell (1871) and a Primitive Methodist chapel in the Village of Norwood (by 1872). Of these, only the latter survives today, albeit retained in a much altered form as part of a redevelopment of the church site.

666 Blainey, *A History of Camberwell*, p 77.

667 Blainey, *A History of Camberwell*, p 78.

668 Bonwick, *A Sketch of Boroondara*, p 27.

669 Lewis (ed), *Victorian Churches*, p 10.

670 Bonwick, *A Sketch of Boroondara*, p 27.

671 Vaughan, *Kew's Civic Century*, p 170.

The early 1850s saw the establishment of several other nonconformist churches. Baptists emerged in the study area during 1853, with congregations in Upper Hawthorn and Kew that each worshipped, initially, in private residences. The Kew Baptists met in the home of Joseph Foy in Wellington Street from March 1853 until a small timber building was constructed at the corner of Cotham Road and St John's Parade in September 1854.⁶⁷² Earlier that year, Nicholas Fenwick had donated land in his Village of Kew for the purposes of establishing a Congregational (aka Independent) church. Located on Walpole Street, the new brick chapel opened in April 1854 and was officially the first purpose-built place of worship in Kew.⁶⁷³ That same year, a small group of Congregationalists started to erect a small church at Hartwell, although, due to financial difficulties, it would not be completed until 1857.⁶⁷⁴ The congregation struggled and finally disbanded in 1864, whereupon their chapel was purchased by the Wesleyans of Glen Iris and relocated to that church's reserve in Glen Iris Road. In December 1857, another Congregationalist outpost was established in what Bonwick described as "East Boroondara" – this was presumably the chapel shown on early maps on the west side of the far northern end of Bulleen Road, in what is now Balwyn North.⁶⁷⁵ Ironically, the Congregationalists did not establish a presence in Hawthorn until the relatively late date of 1861, when services were held in a building on the north side of Burwood Road.⁶⁷⁶ In any case, the congregation appeared to have lasted for only a few years before disbanding.

Collectively, the Presbyterians also represented a somewhat belated addition to the network of local churches. Services in Hawthorn were first held in the Town Hall in 1864, with a purpose-built church opening on Glenferrie Road in March 1865.⁶⁷⁷ Almost another decade passed before the first Presbyterian services were held in Kew – again in the local Town Hall. A site for a new building was duly acquired at the corner of Highbury Grove and Cotham Road, where a modest timber hall was officially opened on 20 December that year.⁶⁷⁸

Related places

former Wesleyan Church, 200 Glen Iris Road, Glen Iris (1865) – study area's oldest nonconformist church (part demol.)

The Church of England

While most of the nonconformist denominations had established a presence in the study area in the late 1840s and early 1850s, it was a relative latecomer, the Church of England, that actually erected the first purpose-built church in the study area. As Bonwick explained it, "the Church of England, though last upon Boroondara, gave evidence of their superiority in wealth and influence by the noble and spacious edifice which they have raised on Hawthorne Hill".⁶⁷⁹ Although construction commenced as early as 1853, such was the difficulty in obtaining materials and skilled labour (no doubt due to the Gold Rush) that the completed building was not opened until December 1854.

The Church of England was a little slower to spread across the study area. In Kew, Anglican worshippers originally met in the late 1850s in a timber building on Peel Street (formerly Little Pakington Street). Land was later purchased at the corner of Pakington and High streets, where the foundation stone for a new building was laid on 3 September 1862.⁶⁸⁰ The new building, designated as Holy Trinity Church, was officially opened six months later, on 5 March 1863. Barely a month earlier, on 8 February, the Anglicans in Camberwell had opened their own church – a modest timber building to accommodate 130 parishioners. As noted by Blainey, this was, for many years, the only church in the district with a resident minister.⁶⁸¹ Anglican services commenced in Balwyn in 1868, when locals worshipped in the local Athenaeum Hall before building a church of their own on Balwyn Road in 1872.⁶⁸²

672 Vaughan, *Kew's Civic Century*, p 173.

673 Vaughan, *Kew's Civic Century*, p 170.

674 Blainey, *A History of Camberwell*, p 75.

675 Bonwick, *A Sketch of Boroondara*, p 30.

676 McWilliam, *Hawthorn Peppercorns*, p 71.

677 McWilliam, *Hawthorn Peppercorns*, p 73.

678 Vaughan, *Kew's Civic Century*, p 178.

679 Bonwick, *A Sketch of Boroondara*, p 30.

680 Vaughan, *Kew's Civic Century*, p 174.

681 Blainey, *A History of Camberwell*, p 76.

682 Blainey, *A History of Camberwell*, p 76.

Related places

Christ Church, 2 Denham Street, Hawthorn (1853-54) – part HO220

Holy Trinity Anglican Church & Vicarage, 249 High Street, Kew (1863) – HO70

St Barnabas' Anglican Church, 86 Balwyn Road, Balwyn (1872)

The Roman Catholics

As noted by local historian Vaughan, the Roman Catholic population in Kew (and, presumably, also in Hawthorn) was located so close to existing churches in Richmond that there was initially little incentive to provide local equivalents.⁶⁸³ The first services in the study area thus commenced further east where, as Bonwick noted, “the Roman Catholics met for worship in the little wooden building on the Survey” (ie Elgar's Special Survey, in what is now Balwyn and Balwyn North).⁶⁸⁴ However, by 1858, the congregation had relocated even further east, to a schoolhouse in Nunawading. At that time, Roman Catholic presence in the study area was represented only by a denominational school on the original Catholic Church reserve of the Village of Hawthorn, at the corner of Power and Denham streets. This, as Bonwick noted, had only recently been completed and “is expected to be opened for worship shortly”. However, almost another decade passed before the congregation resolved to provide a new and larger purpose-built church which, in any case, was proposed to be erected in the burgeoning civic centre of Glenferrie Road/Burwood Road rather than in the original village reserve.⁶⁸⁵ The foundation stone for the new Church of the Immaculate Conception, as it was known, was laid in December 1867, and the completed building was officially opened eighteen months later.⁶⁸⁶ Not long afterwards, a Jesuit priest from Richmond began to organise a Roman Catholic church in Kew. A new building, with a capacity to seat 300 people, opened in 1875 at the corner of Walpole and Walton streets (demolished).⁶⁸⁷

Related places

Church of the Immaculate Conception, 345 Burwood Road, Hawthorn (1867-69) – HO262

8.1.1 Places of worship that illustrate key phases of a community

Replacing, upgrading or extending churches to cope with population increase (1860-1920)

As the population of village settlements in the study area increased, the original purpose-built churches that had been erected in the 1850s and '60s were soon rendered inadequate. Many of these pioneer congregations began to expand their existing premises. As early as 1860, the Congregational Church in Kew (which had been erected in Walpole Street only six years earlier) was enlarged at a cost of £1,100.⁶⁸⁸ The nearby Anglican church of Holy Trinity was similarly extended during 1864 – barely a year after its official opening – to provide seating for 350 people. Nine years later, transepts were added to bring the building's total capacity to 600. In Hawthorn, the Methodist Chapel on the north side of Burwood Road was demolished in 1865 for the construction of a new and larger counterpart on the same site, which opened in August of that year. The local Congregational church soon followed suit, demolishing its small chapel in 1866 and laying the foundation stone for a larger one, which opened in 1867. The Presbyterian Church on Glenferrie Road, which had opened in March 1866, was extended barely twelve months later, while Christ Church, on the old Village of Hawthorn, added a new parish hall in 1871.⁶⁸⁹

683 Vaughan, *Kew's Civic Century*, p 174.

684 Bonwick, *A Sketch of Boroondara*, p 31.

685 Gould, “Hawthorn Heritage Study”, p 41.

686 McWilliam, *Hawthorn Peppercorns*, p 74.

687 Vaughan, *Kew's Civic Century*, p 176.

688 Vaughan, *Kew's Civic Century*, p 173.

689 McWilliam, *Hawthorn Peppercorns*, p 73.

Needless to say, the 1880s boom era prompted further expansion of local churches. In Kew, the modest timber buildings occupied by the local Baptist and Presbyterian congregations were replaced, in 1882 and 1887 respectively, by new and larger counterparts of brick construction; in both cases, the original timber buildings were retained on the site and adapted for use as halls. In 1883, the pioneering Primitive Methodist congregation in High Street merged with the newly-formed Methodist congregation, which had been founded two years earlier and, in October 1883, officially opened a new building of its own in Highbury Grove. In Hawthorn, a new manse was erected in 1883 alongside the Roman Catholic Church of the Immaculate Conception, while the church itself underwent major extensions in 1892. This trend of rebuilding and enlarging continued into the twentieth century, when the Roman Catholic congregations in Kew and Camberwell rebuilt their respective churches. The former acquired a large site at the corner of Cotham and Glenferrie roads, where a parish hall was built in 1910 and the foundation stone for the new Sacred Heart Church laid in 1918. At the same time, Camberwell's Catholics replaced their 1880s church with a new counterpart, Our Lady of Victories – a huge domed freestone building that was under construction from 1913 to 1918. This massive building was proclaimed as a Minor Basilica in 1996 – one of only a handful of Australian churches ever to be bestowed with that title.

Related places

Kew Baptist Church, 10 Highbury Street, Kew (1882) – part HO150

Roman Catholic Church of Our Lady Of Victories, 548 Burke Road, Camberwell (1913-18)

St Paul's Anglican Church, 2 Margaret Street, Canterbury (1914) – replaced original 1892 timber church (part HO145)

Establishing new churches and parishes (1880-1920)

While existing churches in the older parts of the study area were upgraded or replaced in the late nineteenth century, entirely new ones also emerged to accommodate the booming population. In Hawthorn, this development was centred on Burwood Road, where several new churches appeared during the 1880s: St Colomb's Anglican Church (1883), the Augustine Congregational Church (1888) and the Auburn Baptist Church (1889). There was also a proliferation of new Methodist churches in the parallel thoroughfares of Denham Street (1886), Park Street (1888), Oxley Road (1888) and Rathmines Road (1889). In the City of Kew, suburban expansion in the east of municipality brought about the creation of a new Anglican parish, and the subsequent erection of a modest timber church, St Hilary's, at the corner of John and Rowland streets in 1888. Further east, there was notable boom of non-conformist church construction in the developing suburb of Canterbury, where new places of worship were erected for the Methodists (1886), Presbyterians (1888), Baptists (1891) and Congregationalists (1891) in unusually close proximity.⁶⁹⁰ Until that time, all four congregations had held their services in Golding's Hall, a popular local meeting-place that effectively served as an interdenominational chapel. There was similar development in Surrey Hills, where Congregationalists first met in Norfolk Road in 1884, and a Wesleyan congregation commenced regular services in the local hall in August 1887. Within two years, both had built their own places of worship: the former on Alexandria Avenue (1888) and the latter on Norfolk Road (1889).

The early twentieth century saw new churches proliferate in the eastern half of the study area, where suburban expansion was booming. The Anglicans of Glen Iris, who were obliged to attend local Wesleyan services before making an unsuccessful attempt to form a separate congregation in 1896, finally established a parish of their own in 1908 (with a church built on High Street, just outside the boundary of the study area).⁶⁹¹ That same year, the small timber Wesleyan chapel in Sackville Street, Kew, was relocated to the corner of Mont Albert Road and Burke Road, Canterbury, to serve a new congregation in that burgeoning community.⁶⁹² In 1909, a new Congregational Church was built in Gordon Street, Deepdene, although this would later be moved to another site at the corner of Whitehorse Road and Leonard Street (demolished).⁶⁹³ It was duly followed by new churches for the Baptists (1910) and Presbyterians (1916) of Deepdene. The intervening few years saw the establishment of more churches in Canterbury, including a small Methodist chapel in Highfield Road (1912) and St Mark's Anglican Church on Canterbury Road (1914; rebuilt 1927), as well as a new Methodist Church at Surrey Hills (1915), just outside the boundary of the study area.

690 Information provided by Robin Da Costa Adams, 16 August 2011.

691 Information provided by Neville Lee, 24 August 2011.

692 Information provided by Robin Da Costa Adams, 16 August 2011.

693 Information provided by Balwyn Historical Society.

Related places

St Columb's Anglican Church, 446 Burwood Road, Hawthorn (1883) – part HO164

former Augustine Congregational Church, 500 Burwood Road, Hawthorn (1888) – HO212

Auburn Uniting Church, 81 Oxley Road, Hawthorn (1888) – former Methodist Church (HO209)

former Wyclif Congregational Church, 2 Norfolk Road, Surrey Hills (1889) – now Armenian Apostolic Church

Building, replacing or extending new churches in developing areas (1920-1960)

The inter-war and early post-war period was characterised by another significant boom in the expansion of church infrastructure in the study area – and particularly in those developing suburbs in its eastern half. This not only encapsulated the establishment of entirely new parishes and churches in underdeveloped areas, such as Kew East, Ashburton and Balwyn North, but also the expansion, upgrading or even replacement of existing churches in some of the older areas, such as Balwyn and Canterbury.

The inter-war era saw the establishment of many new congregations in developing areas, including outposts of the Roman Catholics (1927), Baptists (1929) and Methodists (1935) in Ashburton, and of the Anglicans (c.1923), Presbyterians (1927), Baptists (1931) and Roman Catholics (1937) in East Kew. Following a familiar pattern, most of these fledgling congregations initially held their services in whatever space was available, such as public halls or private residences. Of those cited above, only the Baptists of East Kew built a new church immediately. A few, such as the Roman Catholics and Baptists of Ashburton, and the Presbyterians of East Kew, were able to provide themselves with purpose-built places of worship within a decade of their formation (their new churches opening, respectively, in 1932, 1934 and 1939). The remainder, however, had to wait until the post-war period. It was not until 1955 that a new home for St Michael's Roman Catholic Church was built in High Street, Ashburton, while the next few years marked the openings of St Anne's Roman Catholic Church in East Kew (1957), the Ashburton Baptist Church in Y Street (1959) and St Paul's Anglican Church in East Kew (1960).

Meanwhile, the establishment of churches in Canterbury – which had boomed in the late nineteenth and early twentieth centuries – continued at a similar rate in the 1920s. No fewer than three Methodist churches were built in the area during that decade, located on Highfield Road (1925), Mont Albert Road (1925) and Balwyn Road (1928).⁶⁹⁴ The second of these, a large clinker brick building, replaced the earlier timber chapel on the site that had been relocated from Kew less than twenty years earlier. In much the same way, the relatively new St Mark's Anglican Church on the corner of Canterbury and Burke roads, dating back to 1914, was replaced by a larger building in 1927. In Glen Iris, the new Parish of St Oswald was created in 1925; services were initially held in the local state school until land was acquired on High Street for a new church, which opened in June 1927.

During this period, there was comparable church expansion in Balwyn and Deepdene. Two new Roman Catholic churches were established in Deepdene – Our Lady of Counsel on Whitehorse Road (1922) and All Hallows in Brenbeal Street (1930) – while the local Presbyterian congregation erected an impressive new brick church on Burke Road (1940), located in front of the original timber chapel that they had occupied since 1915. When the existing Methodist church at Kew separated from the Hawthorn Circuit to form a circuit of its own, branch churches were subsequently established at Burke Road, Balwyn and Nungerner Street, Deepdene.⁶⁹⁵ The Burke Road church, in turn, later became a separate circuit, to which the church at Deepdene remained attached. The local Roman Catholic parish, Our Lady of Counsel, erected a new building in the early 1950s on the corner of Whitehorse and Deepdene roads (designed by architect and long-time local resident Lionel San Miguel). Towards the end of that decade, a new Anglican church (St Mark's) was also built in Deepdene as a branch of the existing church of St Hilary's at Kew – which, back in 1939, had replaced its own original nineteenth century church with a larger modern brick counterpart.

694 Information provided by Robin Da Costa Adams, 16 August 2011.

695 Vaughan, *Kew's Civic Century*, pp 173, 179.



Figure 58 The Wesleyan Church at Glen Iris (1865)
(source: Collection of Neville Lee, Ashburton)



Figure 60: Church of Immaculate Conception, Hawthorn
(source: Picture Collection, State Library of Victoria)

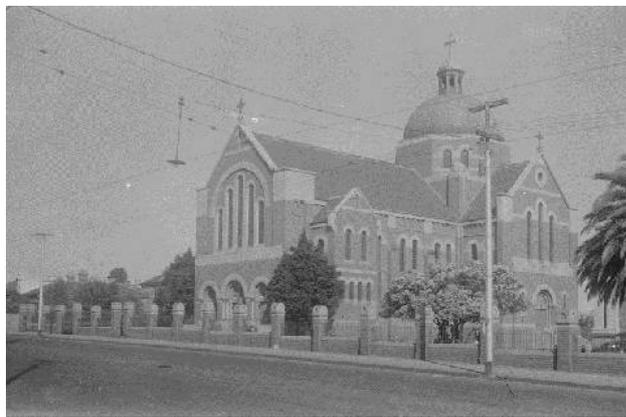


Figure 59: Sacred Heart Roman Catholic Church, Kew
(source: Picture Collection, State Library of Victoria)

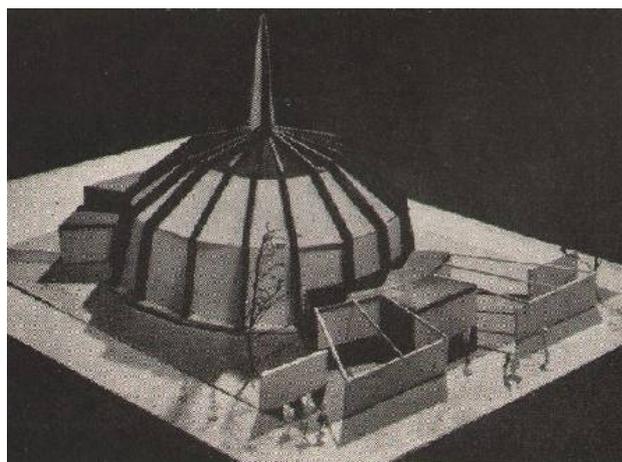


Figure 61: Proposed Baptist Church Hall, Cotham Road, Kew,
by architects Peter & Dione McIntyre, 1955
(source: Architecture & Arts, October 1955)



Figure 62: Bet Nachman Synagogue, Kew (Tony Hayden, 1963)
(source: photograph by Simon Reeves, Built Heritage Pty Ltd)

In the post-war era, the provision of new churches in the study area remained focused on the developing suburbs in the north and south fringes of the former City of Camberwell. In Ashburton, the population increase caused by the new Housing Commission estate (and the extended railway line) brought with it the need for more churches. Aside from those mentioned above – erected by local congregations founded before the War – there were several new churches for entirely new congregations including St Matthew's Anglican Church at the corner of High Street and Warrigal Road (1947) and a Presbyterian church at the corner of High Street and High Street Road (1952). At the same time, comparable development was taking place in Balwyn North. A Congregational church had been established there as early as 1940. A 200-seat brick hall was built in Macedon Avenue, where initial services were held until the completion of a new and larger church building, on the adjacent site, which was completed only a few months later.⁶⁹⁶ The Roman Catholic parishes of St Bede's (Balwyn North) and St Bridget (Greythorn) were established in 1950 and 1959 respectively, although some years passed before either had a purpose-built church of its own.

Related places

Holy Trinity Anglican Church, 173 Union Road, Surrey Hills (1921)

Robert Beckett Memorial Uniting Church, 64-72 Highfield Road, Canterbury (1925) – formerly Methodist (part HO145)

St Oswald's Anglican Church, 100 High Street, Glen Iris (1927)

Canterbury Uniting Church, 15a Balwyn Road, Canterbury (1928) – formerly Methodist (part HO264)

St Hilary's Anglican Church, 12 John Street, Kew (1939) – also known as 25-29 Rowland Street

Deepdene Uniting Church, 958 Burke Road, Balwyn (1941) – former Paton Memorial Presbyterian (Uniting) Church

St Michael's Roman Catholic Church, 270 High Street, Ashburton (1955)

Ashburton Baptist Church, 8 Y Street, Ashburton (1959)

St Paul's Anglican Church, cnr Windella Avenue & Hale Street, Kew East (1960) – design by Earle & Bunbury, architects

8.1.2 Places of worship that illustrate shifting demographics

The emergence of new Christian denominations

A parallel development from the late nineteenth century, and into the twentieth century, has been the emergence of places of worship associated with hitherto unrepresented religious groups outside the predominant Protestant and Catholic church systems discussed thus far. These, however, have always represented a minority amongst the worshippers in the study area. Census figures from 1901, quoted by Geoffrey Blainey, reveal that less than 2% of churchgoers in the former City of Camberwell were affiliated with the Church of Christ, Lutherans and Salvation Army, with a further 3.9% belonging to “all other specified churches (ie outside of the Anglicans, Catholics and mainstream Non-conformists). In both cases, these figures were actually *below* the averages for the entire metropolitan area.⁶⁹⁷

Smaller religious denominations appeared in the study area as early as 1871, when the so-called Mission Church (aka the Zion Independent Church) established a place of worship on Denham Street, Hawthorn.⁶⁹⁸ However, it was not until the 1880s that such smaller denominations and sects became more common in the study area, albeit mostly confined to the Hawthorn area. When the Strict & Particular Baptists (aka Zion Particular Baptists) erected a new church on Burwood Road in 1884, this represented the first suburban outpost of this congregation since its flagship city chapel in Lonsdale Street had been built in the 1850s. The Society of Friends (Quakers) also established its presence in Hawthorn in the early 1880s, with premises in Riversdale Road. This was duly followed by the Church of Christ in Glenferrie Road (1883) and the Bible Christian Church on Rathmines Road (1889).⁶⁹⁹

696 “Church Hall opened”, *Argus*, 2 September 1940, p 5.

697 Blainey, *A History of Camberwell*, p 78.

698 McWilliam, *Hawthorn Peppercorns*, p 73.

699 McWilliam, *Hawthorn Peppercorns*, p 73.

The Salvation Army was first recorded in the study area in 1883, when an outpost was founded at Hawthorn. Meetings were held in local halls until 1896, when the corps finally built its own meeting-place (or citadel) on Burwood Road; this was rebuilt in 1912.⁷⁰⁰ In the interim, a second Salvation Army outpost was formed in Kew. Following a similar pattern, this was not provided with a purpose-built home until 1919, when a citadel was built at the corner of High and Charles streets (demolished).⁷⁰¹ In the first half of the twentieth century, local Salvation Army expansion simply followed suburban expansion, with new citadels built at Hawthorn East (1910), Canterbury (1915) and Ashburton (1951). The Hawthorn East premises, located at 703 Burke Road near Camberwell Junction, was largely rebuilt in 1955 with a new citadel and two floors of office space above; the building was demolished in 2012. The citadels at Hawthorn, Canterbury and Ashburton no longer operate as such; the Salvation Army currently has modern premises in Bowen Street, Camberwell, and Guilford Road, Surrey Hills.

The Church of Christ also expanded eastward during this period, establishing an outpost at Surrey Hills in the 1890s, another at Balwyn in 1922 and, around that same time, a tent mission at Kew East, which prompted the construction of a dedicated timber hall at the corner of Valerie and Windella streets.⁷⁰² Another notable non-denominational church to appear in the study area during the inter-war era was the Second Church of Christ, Scientist, in Cookson Street, Camberwell, which opened in 1937. Like the Zion Particular Baptist church in Burwood Road, this significantly represented the first suburban outpost of that particular sect since it first established its presence in Melbourne. The building itself, designed in a fashionable Moderne style by leading architects Bates, Smart & McCutcheon, achieved significance in its own right when, in 1938, it became the first building outside central Melbourne to win the prestigious RVIA Street Architecture Medal.

During the inter-war period, a Brethren fellowship was also formed in the study area, which originally met at *Enniskillen*, the residence of John McAlpin in Balwyn Road, Canterbury.⁷⁰³ In 1960, the fellowship erected built a purpose-built Gospel Hall (as their places of worship were known) in Prospect Hill Road, Camberwell – a distinctive (but demolished) building with a circular plan and saucer-like dome. As noted by local historian Vaughan, two other Gospel Halls had already been erected in Kew by that time – one in Union Street and another in Brougham Street.⁷⁰⁴ Vaughan further noted the existence of another non-denominational place of worship, the so-called People's Church at the corner of Lofts Avenue and Fitzwilliam Street (demolished), which represented the national headquarters of a uniquely Australian religious group founded by former Methodist minister, the Reverend Walter Betts, in 1955.⁷⁰⁵ Several other hitherto unrepresented church groups established their presence in the study area during the post-war period. In 1956, a Zion Gospel Tabernacle was built in Surrey Hills; this group, however, occupied the hall for only a few years before it was acquired by another minor denomination – the Christian Catholic Church. The Christadelphians built a hall for themselves in Canterbury in 1957; a second congregation had emerged in the area by the early 1970s, albeit meeting in the old memorial hall (former Mechanics' Institute) in Toorak Road, rather than in purpose-built premises. By the early 1960s, the Jehovah's Witnesses had erected a Kingdom Hall at 9-11 Lincoln Street, Glen Iris (demolished).

Related places

former Salvation Army Citadel, 422 Burwood Road, Hawthorn (1912) – the oldest surviving example in study area

former Salvation Army Citadel, 216 Canterbury Road, Canterbury (1915) – now used as a retail premises (part HO145)

Second Church of Christ, Scientist, 41 Cookson Street, Camberwell (1937) – award-winning building (HO34)

former Salvation Army Citadel, 10 Meaden Street, Ashburton (1951) – since converted to a private dwelling

former Zion Gospel Tabernacle, 51 Sunbury Crescent, Surrey Hills (1956) – later Christian Catholic Church

Christadelphian Church, corner Shierlaw & Faversham roads, Canterbury (1957)

700 Peel, Zion & Yule, *A History of Hawthorn*, p 94.

701 Vaughan, *Kew's Civic Century*, p 182.

702 Vaughan, *Kew's Civic Century*, p 182.

703 Information provided by Robin Da Costa Adams, 16 August 2011.

704 Vaughan, *Kew's Civic Century*, p 170.

705 Vaughan, *Kew's Civic Century*, p 170.

Synagogues

The first synagogue in the study area emerged in 1949, when Norman Smorgon acquired a Victorian house in Kew, at the corner of Walpole and Malmsbury Streets, part of which was set aside for use as a permanent *Shul* (synagogue). That same year, Melbourne's liberal Jewish congregation, the Temple Beth Israel at St Kilda, formed an eastern suburbs branch, which held its first service on 10 March 1950 in the home of a Mr and Mrs Isaacs. Monthly services were held at the premises of the Camberwell Football Club, on Camberwell Road, until 1951, when the congregation acquired a house at 15 Royal Crescent, Camberwell, that was used for services, administration and teaching. Both congregations boomed during the 1950s. The conservative group in Kew partly demolished and extended their building on two occasions (1954 and 1957) while the liberal group in Camberwell, outgrowing the premises in Royal Crescent, moved to a larger Victorian mansion, at 15 Lorne Grove, in 1958. A few years later, in 1962, a third Jewish congregation (later known as the North Eastern Jewish Centre) was established in the study area by a group of families from Balwyn North. Following a familiar pattern, this congregation firstly met in the private homes of its members, and later in a local hall, before acquiring a house at 14 Sevenoaks Street, which was adapted for use as a small *shul* in 1965.

Ultimately, all three Jewish congregations in the study area hoped to replace their makeshift premises with new and modern purpose-built complexes. The Kew Hebrew Congregation in Walpole Street was the first to do so when, on 25 August 1963, the foundation stone was laid for a new *shul* designed by Jewish architect Anthony Hayden; the completed building was officially opened almost exactly two years later, on 15 August 1965. The liberal congregation in Camberwell, however, was less fortunate, with a 1964 scheme for a new building at their Lorne Street property being rejected due to objections from local residents, and a subsequent proposal for another site, in Doncaster, also failing to gain approval. Land was eventually purchased in Harp Road, Kew, where the foundation stone for a new building (known as the Leo Baeck Centre) was laid on 13 September 1970. The North Eastern Jewish Centre in Balwyn was not far behind and, after purchasing a large site at the corner of High Street and Doncaster Road, construction commenced in 1971 on a new building, which was designed by architect (and founding member of the congregation) Ben Alexander.

Related places

House, 15 Royal Crescent, Camberwell – site of early Jewish religious services in study area, 1951 (part HO159)

Bet Nachman Synagogue, 53 Walpole Street, Kew (1963) – the first purpose-built synagogue in the study area

Places of worship for other European migrants

The post-war influx of European migration (see 2.5.1 and 2.5.2) not only saw the emergence of synagogues in the study area, but also churches for region-specific denominations from that part of the world. While some of these groups made a presence in the study area in the early post-war period (eg the Italian-speaking Capucin friars, who settled in Hawthorn as early as 1949), their premises mostly emerged in the 1960s. That decade witnessed the opening of a Russian Catholic Centre in Kew (1960), the Italian-speaking Roman Catholic Church of St Anthony of Padua in Hawthorn (1962), and the Slovenian church of SS Cyril & Methodius in Kew (1968). Since the 1970s, this sub-theme has been more prominently manifest in the eastern side of the study area, with the establishment of Greek Orthodox churches in Hawthorn East and Balwyn North, and a Russian Orthodox church in Glen Iris. In the revised (1980) edition of his book, Blainey mentioned the new Latvian Lutheran Church on Warrigal Road, and also noted that an Armenian Apostolic church had then only recently taken over the former Wyclif Congregational Church in Norfolk Road, Surrey Hills.⁷⁰⁶

As some of these churches overlap significantly with the theme of establishing migrant communities in the study area, they are discussed in more detail in that section (see 2.5.3).

Related places

Roman Catholic Church of St Anthony of Padua, 182 Power Street, Hawthorn (1962) – HO469

Church of SS Cyril & Methodius, 19 A'Beckett Street, Kew (1968) – Australia's first Slovenian church (part HO143)

Latvian Lutheran Church of the Holy Cross, 38 [40] Warrigal Road, Surrey Hills (1970s) – one of only two in Melbourne

⁷⁰⁶ Blainey, *A History of Camberwell*, p 106.

Places of Worship outside the Western Tradition

In contrast to some other parts of metropolitan Melbourne, the City of Boroondara has a relatively small Muslim population. There are currently no mosques in the study area, although a Muslim prayer room is provided at Swinburne University of Technology for use by Islamic students from the Middle East, Indonesia and elsewhere.

In recent years, the study area has seen the emergence of a perhaps surprising number of venues associated with Buddhism, including the Odiyana Buddhist Meditation Centre in Hawthorn East, the Centre for Timeless Wisdom in Glen Iris and the *Chogye Jamchen Choe Dzong* (Fortress of Loving Kindness) Jamchen Buddhist Centre in Balwyn.⁷⁰⁷ In 2008, a former Presbyterian church in High Street, Glen Iris, was adapted to become a Chan (Zen) meditation centre. Known as the Bao Lion Chan Monastery, it is an offshoot of the Chung Tai Chan Monastery in Taiwan, and represents the first Chan (Zen) centre to be established in the southern hemisphere.

Related places

Bao Lin Chan Monastery, 94a High Street, Glen Iris (2008) – former pre-war Presbyterian Church

8.1.3 Establishing institutions based on religious denominations

Monastic Houses: Convents, Monasteries and Seminaries

Religious orders have had an influential presence in the study area since the late nineteenth century. Characteristically, the history of these orders is intertwined with the history of the denominational schools, hospitals and welfare facilities founded and maintained by them. This has been most evident in the former City of Kew, as Vaughan observed in 1960:

*During the years, Kew has become a centre for the establishment of many Catholic religious houses of various kinds. There are eighteen of such houses representing thirteen different religious orders. In many cases, the work of these people is concerned with activities outside the City of Kew. However, within Kew itself, these devoted workers are providing education for 2,340 children, including 98 orphans and 30 blind children. Adult education is given in the form of enclosed retreats, social studies and training for the lay apostolate. Homes are provided and hospital care is given to more than 200 elderly citizens each year.*⁷⁰⁸

A distinction can be drawn between those orders that were somehow active in the study area, and those that actually established their monastic houses there. The first order to take up residence was the Society of Jesuits (aka Jesuits), which, based in Richmond since 1865, sent priests across the river to set up a Roman Catholic church at Hawthorn (the Church of the Immaculate Conception, 1869) and a boys' school at Kew (Xavier College, 1872). In the late 1880s, another Richmond-based Roman Catholic order, the Sisters of the Faithful Companions of Jesus, followed the Jesuit lead and proposed a counterpart girls' school at Kew, which became Genazzano College. A huge site on Cotham Road was developed with a vast building, designed by noted Catholic architect William Wardell, which not only provided classrooms and dormitories for pupils, but also a convent for the sisters themselves. While the new building was under construction, the sisters were temporarily accommodated in a large residence, *Range View* (demolished), situated further north along Mont Victor Road. Some years later, in 1911, the order purchased *Harlech*, an 1860s house at 51 Wattle Road, Hawthorn, which became St Joseph's Convent. Substantial alterations were made in the 1920s.

The early monastic houses in the study area were effectively outposts of orders that had previously operated elsewhere for many years. This changed in 1922, when a group of Carmelite nuns took up residence in a house at the corner of Mason and Creswick streets, Hawthorn. This order, which first arrived in Australia in 1885 and eventually established a monastery at Dulwich Hill in New South Wales in 1902, was hitherto unrepresented in Victoria. What also set the Carmelite nuns apart from those previously seen in the study area was that they were a cloistered order – that is, observers of the strict rule of *papal enclosure*, which requires nuns to rarely leave a monastery that is literally enclosed by high walls. When the Carmelite nuns moved into their new home in Hawthorn, a special ceremony (known as a *canonical cloistering*) was performed – for the first time in Victoria – by Archbishop Mannix himself.⁷⁰⁹

707 "Buddhist Organisations in Victoria", <<<http://www.buddhismaustralia.org/vic.htm>>> Sighted 7 Feb 2012.

708 Vaughan, *Kew's Civic Century*, p 177.

709 "Church news", *Argus*, 27 September 1922, p 21.

In any case, the order soon outgrew the premises and later acquired a five acre site in Kew, at the corner of Stevenson and Murphy streets, where a much larger purpose-built monastery was erected in 1928 at a cost of £40,000. Not surprisingly, the new complex – with its tall enclosing walls – aroused much curiosity from the local press and local residents alike. It included an oratory dedicated to St Theresa of Lisieux, which became the national shrine to that particular saint.⁷¹⁰

In 1935, the large house in Mont Victor Road, Kew, which had once accommodated the Faithful Companions of Jesus, was taken over by the Redemptorists, a Roman Catholic missionary order that had arrived in New South Wales in 1882 and established its presence in Victoria six years later with a monastery at Ballarat. The house in Kew, intended for use as a training seminary, followed the establishment of an equivalent facility in Sydney in 1924. It remained in use as such until the early 1950s, when a modern purpose-built seminary was erected in the then recently-subdivided Majella Court, whereupon the old house on Mont Victor Road was demolished. In 1945, a house in A'Beckett Street, Kew, was taken over by the Franciscan order (and adapted for use as a boys' home, *Padua Hall*), and the former residence of drapery magnate Oliver Gilpin, *Idylwyld*, in Yarrbat Avenue, Balwyn, was taken over by the Missionary Sisters of the Most Sacred Heart, for its convent, Mary's Mount. Around the same time, another well-established order of nuns, the Sisters of St Joseph, took up residence in a large Victorian dwelling at 3 Denmark Hill Road; once nicknamed "Graham's Folly" (after its original owner, importer Henry Graham) but more properly known as *Abergeldie*, the house subsequently became a convent known as *McKillop House*. In the late 1960s, the large Edwardian house in Kew known as *Carnsworth* (originally the home of one-time mayor, Jabez Carnegie, and later a Presbyterian Home for the Aged; see 8.6.2) became occupied by an order of Franciscan nuns, who remained there for many years.⁷¹¹

In more recent decades, the population of religious orders has steadily decreased in the study area, as it has elsewhere in Australia. Some of the sites that formerly combined monastic houses with denominational schools (such as Genazzano College in Kew and Sienna College in Canterbury) have been divested of the former function and now operate solely as the latter. Others have been turned over for other purposes, such as Mary's Mount in Balwyn, which, in 1978, became a nursing home for people suffering from Huntingdon's Disease. One notable exception is the Carmelite Monastery in Kew, which still remains occupied by the cloistered community after almost a century.

Related places

House (*Harlech*), 51-53 Wattle Road, Hawthorn – former Convent of St Joseph, from 1911

St Dominic's Dominican Priory, 816 Riversdale Road, Camberwell (1924) – part HO228

Carmelite Monastery, 94 Stevenson Street, Kew (1928)

Siena Convent, 815 Riversdale Road, Camberwell (1940)

Redemptorist Seminary, 10 Majella Court, Kew (1951)

8.2 EDUCATING PEOPLE

The history of education in the study area follows a pattern comparable to many other suburbs in the metropolitan area. Early schools in the Port Phillip District were not subject to government administration until 1848, when two discrete bodies were formed – the Board of National Education and the Denominational Schools Board – which respectively oversaw (and funded) the secular "National Schools" and any equivalent schools established by local churches. These two school boards operated in parallel until 1862, when legislation was passed to combine their functions into a single entity, the Board of Education, which ensured consistency in the establishment, funding and maintenance of public schools in Victoria. From 1862, two types of public schools operated in Victoria – Common Schools that were fully funded by the government and by local councils, and the Rural Schools, where funding was provided only for the teacher's salary (see 8.2.1). A decade later, Victoria's school system was reconfigured for the third time with the passing of the Education Act 1872, which ushered in a new era of free, compulsory and secular education (see 8.2.3).

710 "Monastery at Kew", *Argus*, 16 July 1928, p12.

711 The property is first listed as "Franciscan Sisters Child Minding Centre" in the *Sands & McDougall Directory* for 1967.

8.2.1 Initiating public education

Writing in 1858, James Bonwick identified the National School at Hawthorn as “the principal and oldest school in the district”.⁷¹² This had begun on 28 February 1853, with classes held in what Bonwick described as “a wretched hut opposite the site of the Beehive Hotel on the Bulleen Road”; they later moved to “as rude an edifice on the other side of the road” and thence to “a couple of low-roofed little zinc houses on the Hawthorne Road, near the post office”.⁷¹³ On 19 November 1853, the foundation stone was laid for a purpose-built bluestone schoolroom on Church Street. Five years later, the district’s second National School was established at Hartwell, where classes were held in “a rough timber paling building costing £10”.⁷¹⁴ Upgraded to the status of a Common School in 1862, this was, for some time, the only vested school (that is, fully endorsed by the Board of Education) in the entire eastern half of the study area. A non-vested school, designated as Rural School No 54, is known to have operated from the Wesleyan Church in Glen Iris during the early 1860s, although its proximity to the Common School at Hartwell precluded it from obtaining full government funding.

Hartwell’s school, however, was not without its own problems. In August 1866, a group of parents from Camberwell asserted that the Common School at Hartwell was not readily accessible to them due to the poor state of the roads, and lobbied for a Common School of their own. This was duly established, with classes commencing in August 1867 in premises on Camberwell Road, opposite the site of the present Camberwell Primary School. The opening of this school necessitated the withdrawal of funding from the original National School at Hartwell, which closed that year. Also during 1867, the *South Bourke Standard* reported that “efforts are being made to establish a Common School in Boroondara, near the Bay of Biscay, in Whitehorse Road.” A site was duly acquired on the west side of Balwyn Road, just north of Whitehorse Road, and a small adobe-brick schoolhouse erected thereon, which commenced operation in January 1868.⁷¹⁵ Two years later, the study area’s original National School at Hawthorn West was upgraded to the status of a Common School.

Related places

former National School, Burwood Road, Hawthorn (1853) – portion of original building is incorporated into later building

8.2.2 Initiating private education and denominational schools

As was the case with many burgeoning suburbs in the metropolitan area, the first schools in the study area were the denominational schools established by newly-formed church congregations. Following a typical pattern, day classes were held during the week in the same buildings that were used for worship on Sundays. Bonwick alludes to several such examples: two early denominational schools, founded by the Baptists at Hawthorn and the Anglicans at Kew, had both been in operation for “about three years” by 1858, while another at Hawthorn, formed by the Wesleyans, had already closed by then.⁷¹⁶ The Roman Catholics were not far behind; as local historians Peel *et al* succinctly put it, “the secular education provided at the Common School was mostly shunned by Hawthorn’s Catholic population”. The first Roman Catholic school in the study area commenced in January 1854, although another three years passed before a permanent home was established on the original Village of Hawthorn church reserve at the corner of Power and Denham Streets where, as noted by Bonwick in 1857, “a suitable building of some architectural pretension is now being constructed”.⁷¹⁷ Slightly later examples included those denominational schools established by the Independent Church in Hawthorn and the Combined Protestant Churches in Kew, which commenced classes, respectively, in April and July of 1859.⁷¹⁸

712 Bonwick, *A Sketch of Boroondara*, p 31.

713 Bonwick, *A Sketch of Boroondara*, p 31.

714 Blake (ed), *Vision and Realisation*, Vol 3, p 294.

715 Blake (ed), *Vision and Realisation*, Vol 3, p 319.

716 Bonwick, *A Sketch of Boroondara*, p 33.

717 Bonwick, *A Sketch of Boroondara*, p 34.

718 Blake (ed), *Vision and Realisation*, Vol 3, pp 295, 304.

Virtually none of these early denominational schools achieved lasting success. The Independent Church school at Kew, for example, closed after only four years, while the Combined Protestant Churches school in the same area ceased in 1870 due to the opening of a new Common School nearby. In a few cases, original denominational schools were actually taken over by the government to become an adjunct to a new state school, as was the case with the Anglican church school in Kew. St Joseph's School, established on the original Roman Catholic church reserve at the corner of Power and Denham Streets, represented a rare and notable exception in that it continued to operate from that site as a denominational parish school for more than 120 years.

Related places

former St Joseph's RC School, 102 Power Street, Hawthorn – original site of the study area's original parish school

8.2.3 Making education universal

The first of the State Schools (1873-1900)

The passing of the *Education Act 1872* ushered in a new era of free, universal and compulsory education in Victoria. While this was to have a significant impact on the construction of new schools across the state, its impact in the present study area was, at least initially, more low-key. During 1873, the newly-constituted Education Department took over a number of existing schools in what is now the City of Boroondara. The Kew Common School, which had erected a new building in Peel Street only two years before the passing of the *Education Act 1872*, was retained and re-badged as State School No 1075, with numerous additions being made over the next few decades. Similarly, the old adobe-brick schoolhouse on Balwyn Road was leased by the government for £20 per annum, and became State School No 1026. Within only four years, however, enrolments had increased to the point that the existing building was overcrowded and the site unsuitable for further expansion. Instead, a new site was selected further along Balwyn Road, where a new school opened in October 1880.⁷¹⁹ The original building – which represented the earliest purpose-built State School in the study area – was destroyed by fire in 1951.

A few other new state school buildings were erected in the study area in the last two decades of the nineteenth century. Koonung Koonung School No 2603, which opened in July 1884, was established on rented land at the far end of Bulleen Road occupied by the old Congregational chapel. However, as the church building proved unsuitable for teaching purposes, a new portable two-roomed timber classroom was erected alongside. The school ceased in 1891, whereupon the timber building was relocated to the corner of Burke and Kilby roads as the new home for Kew East State School No 3161, which opened in April 1892.⁷²⁰ These modest timber premises contrasted markedly with the larger and grander architect-designed brick building that was erected on Rathmines Road for the new Auburn State School in 1889, which was described by one contemporary observer as “the most ornamental of the schools erected in the district”.⁷²¹

Related places

Auburn Primary School, Rathmines Road, Hawthorn East (1889) – earliest surviving state school in study area

The State School boom (1900-1960)

After these somewhat modest beginnings in the late nineteenth century, the network of state schools across the study area burgeoned considerably from the early twentieth century. In 1903, the Boroondara Shire Secretary applied for another local school, pointing out that the existing one at Camberwell was overcrowded, and its counterpart at Balwyn was a little too inaccessible for the developing residential areas in the south of the municipality. A two-acre site was duly acquired in Canterbury, where a new an eight-roomed brick school building, with a striking hip-roofed tower, was officially opened on 20 June 1908.⁷²²

719 Blake (ed), *Vision and Realisation*, Vol 3, pp 319-320.

720 Blake (ed), *Vision and Realisation*, Vol 3, pp 90, 403

721 Blake (ed), *Vision and Realisation*, Vol 3, p 395.

722 Blake (ed), *Vision and Realisation*, Vol 3, p 423.

This was hardly sufficient to stem the rising tide of residential settlement in the area; barely three years later, in January 1911, another new state school was established at nearby Deepdene, which was housed in the Congregational Church's hall on Gordon Street before a new purpose-built two-roomed schoolhouse opened on Burke Road in 1915.⁷²³ Around this time, there were also local agitations to provide a state school at East Camberwell, and a three-acre site in Mangarra Road was acquired for the purpose in 1916. However, the school itself did not open until September 1927. The 1920s represented a significant boom in the establishment of local state schools. Most of these, not surprisingly, were located in the eastern half of the study area, and included those at Hartwell (1921), Camberwell South (1927), Chatham (1927) and Ashburton (1928). A notable example in the west of the study area was the new Auburn South State School, which was erected in 1925 at the corner of Auburn Road and Burgess Street – a site that had first been mooted as the ideal location for a local state school back in 1889. This inter-war boom in local state schools extended also to some of the children's welfare institutions in the study area, with schools being established at the Salvation Army Girls' Home at East Camberwell (1922) and at Kew Cottages, in the grounds of the Kew Mental Hospital (1929).

It was not until after the Second World War that the study area underwent a second boom in the establishment of state schools – prompted, as had been the case in the early twentieth century, by new residential settlement expanding into hitherto underdeveloped areas. From the early 1950s, numerous state primary schools appeared in the burgeoning north and southern fringes of the former City of Camberwell, including those at Alamein (1950), Balwyn North (1950), Solway (1950), Greythorn (1953), Boroondara (1954), Koonung Heights (1954), Bellevue (1957), and, belatedly, Boroondara North (1968). Following what was a familiar pattern for many new schools in Melbourne's developing post-war suburbs, these were invariably accommodated in temporary or prefabricated facilities. The Alamein State School and Greythorn State School, for example, were both accommodated in prefabricated Bristol classrooms (two of many that were imported by the Education Department to cope with the demand for new schools in Victoria), with the former site later supplemented by the ubiquitous Nissen huts.⁷²⁴ Solway State School, on Winton Avenue, Ashburton, was built with two blocks of four classrooms (both laid out in a hexagonal configuration), with additional prefabricated classrooms added within two years. All of these new schools expanded considerably over the following years.

Related places

Canterbury Primary School, Molesworth Street, Canterbury (1908)

Hartwell Primary School, corner Milverton Street & Oberwyl Road, Camberwell (1921) – original two-storey brick building

Auburn South Primary School, 419 Tooronga Road, Hawthorn East (1925)

Balwyn North Primary School, Maud Street, Balwyn (1950) – prototype modular classroom design by Percy Everett

8.2.4 Providing a parallel system of private education

Denominational colleges

In contrast to the aforementioned denominational schools of the 1850s and '60s – characterised by modest scale and local catchments – the study area (and notably its eastern half) has become strongly associated with larger church-based colleges that were intended to serve larger catchments across the eastern suburbs, or even the entire metropolitan area. The earliest of these was Xavier College at Kew, which was founded in 1872 by a group of Jesuit priests whose original school, St Patrick's in East Melbourne, was not suitable for boarders.⁷²⁵ The priests acquired a large piece of land in Kew from its original owner, Patrick Mornane, and the foundation stone for a new building was laid in December 1872. Construction, however, was delayed and the completed building not opened until February 1878. A decade later, another Roman Catholic order based in the inner city, the Faithful Companions of Jesus, followed the Jesuit lead and proposed to open a private girls' school at Kew. Known as Genazzano College, this developed on a 20-acre site at the corner of Cotham Road and Mont Victor Road, where the foundation stone for a combined convent and school building was laid on 9 March 1890.

723 Blake (ed), *Vision and Realisation*, Vol 3, pp 429-430.

724 Blake (ed), *Vision and Realisation*, Vol 3, p 479.

725 Vaughan, *Kew's Civic Century*, p 164.

The first protestant counterpart was the Methodist Ladies College, also in Kew, which was established on its present site in Barkers Road in 1882. As Vaughan records, this subsequently expanded (through a series of generous bequests by people such as Alfred Nicholas) to the point that it was, at one time, believed to be the largest denominational girls' school in the world.⁷²⁶ A close rival for that title – later to be described as “one of the large girls' schools in the metropolis” – Fintona Presbyterian Girls' Grammar School.⁷²⁷ Founded in 1896 by Miss Annie Hughston and her brother, William, this school was originally based in a mansion in Mayston Street, Hawthorn, before moving in 1898 to larger premises at the corner of Burke and Victoria roads, and thence, in 1936, to a larger site at Balwyn, where it remains today. More modest in scale (at least initially) was the school founded by the local Anglican congregation, Holy Trinity, which commenced in 1903 in the church's own Parish Hall. Three years later, Trinity Grammar School (as it was known) transferred to a large Victorian mansion, *Roxeth* in Charles Street, Kew, which expanded in 1907 with additional classrooms and a hall. A notable addition to the growing number of denominational colleges in the study area – and one of the first established outside the apparent epicentre of the City of Kew – was Scotch College, a Presbyterian school that opened at Hawthorn in 1916. In contrast to those schools mentioned so far, this was hardly a new venture, but, rather, a long-established institution was merely moving from the site in East Melbourne that it had occupied since 1854. The campus expanded rapidly during the inter-war period, with buildings (including a much-published chapel) designed by the office of architect J F D Scarborough.

The inter-war period saw the ongoing expansion of existing denominational colleges, as well as the appearance of new ones. Xavier College, for example, acquired a Victorian mansion on Studley Park Road in 1920, which was adapted for use as a preparatory school, Burke Hall. That same year, St Mark's Girls' Grammar School commenced operation in the hall attached to the Anglican church of that name in Canterbury Road, Camberwell. In 1927, the school relocated to a large mansion, *Torrington*, in Woodstock Street, Canterbury. In the 1930s, it was renamed Camberwell Girls' Grammar School (not to be confused with the secular private school of the same name, which existed in the 1920s), the school eventually took over the entire block bounded by Burke Road, Woodstock and Torrington streets. The early 1920s also saw the foundation of Carey Baptist Grammar School in Kew, which commenced classes in another Victorian residence, *Urangeline*, at the corner of Barkers Road and Wrixon Street, in 1922. This tradition of establishing private schools in existing residences continued into the post-war period, when, in 1946, the Marist Brothers purchased *Ardmara* at 21 Canterbury Road, Camberwell, which opened, four years later, as a secondary boys' school, Marcellin College.⁷²⁸ When a new and larger campus was established at nearby Bulleen in 1963, the original site at Camberwell became the junior school. Following the relocation of the junior school to Bulleen in 1992, the property in Canterbury Road was developed by the Baptist Church as a retirement home complex, with the original mansion, *Ardmara*, retained.

All of these denominational colleges have expanded over the decades to include buildings by noted architects. This trend has continued into the post-war period, with such examples Buick Hall at Fintona (John & Phyllis Murphy, 1951), the Assembly Hall (H A & F L Norris, 1957) and Resource Centre (Daryl Jackson, 1973) at MLC, and a string of award-winning buildings at Trinity Grammar School (Crone Ross, 1988-91, 1992 and 1993).

Related places

Xavier College (senior campus), Barkers Road, Kew (1872)

Genezzano College, 285-301 Cotham Road, Kew (1891) – HO252

Scotch College, 1 Morrison Street, Hawthorn (1916) – with many inter-war buildings designed by J F D Scarborough

Fintona Girls' School, 79 Balwyn Road, Balwyn (1936) – including 1951 building by John & Phyllis Murphy (HO169)

former house (*Ardmara*), 19-21 Canterbury Road, Camberwell – formerly Marcellin College from 1946-1992 (HO171)

726 Vaughan, *Kew's Civic Century*, p 165.

727 Blainey, *A History of Camberwell*, p 72.

728 McConville, “Camberwell Conservation Study”, Vol 2, p 105.

Catholic parish primary schools

The construction of Roman Catholic churches across the study area has invariably been followed by construction of parish primary schools. While these operate in parallel with the larger Roman Catholic colleges in the area (ie Xavier College for boys and Genazzano College for girls), they tend to be smaller in scale, with a smaller and more localised catchment. By far the oldest is St Joseph's Parish School in Hawthorn, which, dating back to 1854, represents a unique continuation of one of the original denominational schools in the study area (see 8.2.2). The school, however, no longer occupies its original premises at the corner of Power Street and Denham Road, having relocated (in the early 1980s) to another site at 517 Glenferrie Road. Another early parish school in the study area is the Sacred Heart School in Kew, which sprang in 1875 from the Roman Catholic church of the same name at the corner of Walpole and Walton streets. In 1889, teaching responsibilities was taken over by the Sisters of the Faithful Companions of Jesus, who were based in Richmond but later established a convent in Hawthorn (see 8.1.3). In 1900, the foundation stone was laid for a new purpose-built school complex on Cotham Road, which was officially opened in August 1901.

Aside from these two notable exceptions, the establishment of parish schools in the study area has largely been a twentieth century theme. There was a notable boom during the inter-war period, which included St John's School in Hawthorn (1925), St Dominic's in Camberwell (1925), St Anne's School in Kew East (1930) and St Cecilia's School in Glen Iris (1931). These were staffed, respectively, by the Marist Brothers, the Dominican Sisters, the Sisters of Our Lady of the Missions and the Josephite Sisters. All of these schools underwent physical expansion during the 1930s; St Dominic's in Camberwell East even relocated to an entirely new site in 1939, where the new buildings were opened by Archbishop Mannix on 8 October. Post-war examples of parish primary schools, which were associated with the burgeoning suburban areas on the north and south fringes of the former City of Camberwell, included St Bede's in Balwyn North (1946), St Michael's in Ashburton (1946) and St Bridget's, also in Balwyn North (1957)

Related places

former St Joseph's RC School, 102 Power Street, Hawthorn – original site of the study area's first parish school

Sacred Heart Primary School, 116 Cotham Road, Kew (1901)

St Dominic's Parish Primary School, Highfield Road, Camberwell East (1939)

Secular Private Schools

In 1858, Bonwick concluded his overview of local educational facilities with the remark that “several private schools have also been established in Boroondara”.⁷²⁹ He was, of course, not using that term in its modern sense but, rather, in a broader nineteenth century sense of a school operated privately by individuals not affiliated with church or state. While Bonwick did not cite specific names, contemporary newspapers are littered with advertisements for typical examples. The Hawthorn Grammar School, based in Bulleen Road (ie High Street), Kew, was in operation as early as 1867, while a counterpart for girls, the grandly-named Kew & Hawthorn College for Young Ladies in Barkers Road, advertised itself a year later as “a select educational establishment conducted by Mrs Young and her daughters”.⁷³⁰ Tintern Ladies' College, established in 1877 in a large house on Glenferrie Road (demolished), grew to become one of the largest and most successful secular private schools in the entire study area. Others in the Camberwell area, noted by Blainey, included Mrs Lewis' School in Burke Road, the Prospect Hill Ladies School, Miss Wills' School, Miss Gresham's College, Milverton, St Duthus “and many others”.⁷³¹ These typically operated on a modest scale from the private residences of their respective proprietors. Milverton Ladies College, founded by the Misses Burke in 1894, originally occupied a large Victorian house in Fermanagh Street, Camberwell. The school expanded at a impressive rate in the early twentieth century. It established an outpost in Union Road, Surrey Hills (1907), a preparatory school in South Camberwell (1923) and added a boarding school block to the original Camberwell premises (1924). At the end of 1922, Milverton was officially renamed Camberwell Girls' Grammar School (not to be confused with the denominational school of the same name, which had previously been St Mark's Girls' Grammar School before it took over the former name in the 1930s)

729 Bonwick, *A Sketch of Boroondara*, p 34.

730 “Educational”, *Argus*, 21 June 1867, p 1; 27 June 1868, p 3.

731 Blainey, *A History of Camberwell*, p 72.

As Blainey further reflected, although such schools proliferated in the eastern half of the study area in the late nineteenth century, few achieved notable longevity:

All Camberwell's early private schools were overshadowed by the larger and older schools in the metropolis. They were too poor to attract many good teachers, too small to provide the stimulus of competition within the school, and too young to have a name comparable with the older schools. Moreover, there were many stronger schools only a mile or two to the west – the Hawthorn Grammar School, Hawthorn College, Xavier College, Kew High School Newnham Ladies' College and Methodist Ladies College.⁷³²

It is worth noting that, except for Xavier College and MLC, the “stronger schools” in the western half of the study area had all started as humble home-based secular private schools. The so-called Kew High School (not to be confused with the later government school of the same name; see 8.2.7) was founded by Ernest Ingle, BA, in 1872. Classes were initially held in his own residence on Cotham Road, which was soon outgrown and the school relocated to larger premises in Charles Street⁷³³. After Ingle's sudden death in 1875, the school was carried on by J Henning Thompson for another three decades. It finally closed after Thompson's retirement in 1908, although the Charles Street property subsequently maintained its educational use as a junior school for Trinity Grammar School. Another local rival was the Kew Grammar School, which also emerged in the early 1870s and then grew at such a rate that, on the occasion of the school's first speech night in January 1879, headmaster G W Ratten declared that “owing to the liberal support and patronage received from parents and guardians, he had been enabled to erect a more commodious classroom”.⁷³⁴ A comparable declaration was made by the principal of the Newnham Ladies' College in Auburn, who, at the school speech night in December 1893, “announced that he was making arrangements for the enlargement of the premises”.⁷³⁵

One of the few secular private schools in the study area to achieve longevity is Ruyton Girls' School, which was founded in 1878 by Mrs Charlotte Anderson, a widow who had home-schooled her own six children in the family residence at 61 High Street, Kew (demolished). Encouraged by others, she established a private girls' school there, which soon outgrew the building and was relocated to *Edgcombe* in Studley Park Road.⁷³⁶ After Mrs Anderson retired in 1888, the school was acquired by Miss E M Bromby, and a new purpose-built school was erected at the corner of Barry and A'Beckett streets. It expanded further, and, in 1920, relocated again to a larger site on Selbourne Road, where the school continues today. Another long-term survivor was Camberwell Boys' Grammar School. Founded in early 1886 by Arthur Bertram Taylor, BA, the school started in St John's Sunday School Hall in Burke Road. By the end of 1887, it was reported that “a new brick residence, schoolroom and classrooms have been erected, with a fairly equipped gymnasium, on the top of Prospect Hill”.⁷³⁷ As enrolments increased, the school transferred to a larger site on Burke Road in 1908. It became a public school in 1925 when the principal, Alfred S Hall, sold the entire property to “the old boys and residents of Camberwell”.⁷³⁸ Subsequently operated by the Anglican church, the school moved to new premises in Mont Albert Road, Canterbury, in 1935. This trend of existing secular private schools being transformed into denominational private schools had previously been demonstrated in the study area in 1918, when the operation of Tintern Grammar School in Hawthorn was taken over by the Church of England. That school remained at its original site on Glenferrie Road until 1953, when it transferred to an entirely new campus at Ringwood East. In a similar fashion, one of the later secular private schools to be established in the study area, Strathcona Girls' Grammar School in Canterbury (1924) was purchased by the Baptist Union in 1942, and subsequently became Strathcona Baptist Girls' Grammar School.

Related places

House (*Merritt House*), Charles Street, Kew – former premises of the Kew High School, 1875 to 1908

House, 3 Fermanagh Road, Camberwell – former premises of Milverton Ladies College, 1894 to 1920s (part HO159)

Ruyton Girls' School, 12 Selbourne Rd, Kew (1920) – secular private school still operating (HO205, HO206, part HO150)

⁷³² Blainey, *A History of Camberwell*, p 72.

⁷³³ Vaughan, *Kew's Civic Century*, p 164.

⁷³⁴ *Argus*, 1 January 1879, p 5.

⁷³⁵ “Newnham Ladies College, Auburn”, *Argus*, 23 December 1893, p 14.

⁷³⁶ Vaughan, *Kew's Civic Century*, p 166.

⁷³⁷ “Camberwell Grammar School”, *Argus*, 20 December 1887, p 5.

⁷³⁸ “Camberwell Grammar to become a public school”, *Argus*, 13 November 1925, p 17.

8.2.5 Providing kindergartens

Newspaper reports reveal that a number of educational facilities with the title “kindergarten” operated in the study area in the 1890s, including the Kew Kindergarten & Young Ladies' College, the Camberwell Kindergarten & Preparatory School and the Clarence Ladies' School & Kindergarten, also in Kew.⁷³⁹ While these were all basically variations on the type of unregulated private school that had proliferated in the study area since the 1850s, the use of the word kindergarten (which gained popularity in Australia from the 1880s) reflected a broader interest in providing dedicated educational programme for younger children. In Victoria, the movement gained momentum in the first decade of the twentieth century, when the Education Department developed “infant schools” as part of its primary teaching system. One such example, which opened in July 1907 as part of the new Hawthorn State School in Manningtree Road, was accommodated in an architect-designed building that not only represented the first purpose-built kindergarten in the study area, but also one of the first in Victoria. Around 1902, the Clarence Kindergarten in Kew – one of the earliest recorded kindergartens in the study area – moved from a large Victorian dwelling in Wellington Street (whence the school had operated since its inception) to a similar property at 180 Cotham Road.

Running in parallel with the Education Department's infant school programme, and also with other early pre-school centres being informally operated by local churches and private citizens, was the Free Kindergarten movement, which campaigned for the introduction of progressive system of early child education based on European and American models. Victoria's first Free Kindergarten opened at Burnley in 1906, and several other inner-suburban counterparts followed over the next few years before the Free Kindergarten Union of Victoria itself was founded in 1909. Free Kindergartens began to proliferate throughout suburbia over the next few years, with the first example in the study area – established after agitation by local businessman, philanthropist and child welfare activist, Robert Cochrane – opening in Hawthorn in 1911. Accommodated in an existing hall at the rear of the Augustine Congregational Church on Burwood Road, this was initially known as the Augustine Free Kindergarten but was soon renamed the Auburn Free Kindergarten to avoid confusion with denominational counterparts that were also appearing at that time (typified locally by the so-called “kindergarten school” at St Barnabas' Church, Balwyn, which met in a purpose-built schoolroom erected in 1912 and destroyed by fire in 1948).⁷⁴⁰ Having said that, there was one intriguing nexus between the church and the Free Kindergarten movement around that time, when parishioners of the Presbyterian churches at Deepdene, Canterbury and Camberwell jointly formed a committee to establish a Free Kindergarten. This, however, was not actually intended for local children but as a charitable venture for poorer children living in the inner suburbs. This explains how a purpose-built schoolroom, known as the Boroondara Free Kindergarten, came to open in the inner suburb of Richmond in 1914.

In 1921, the study area gained an early and significant link with the burgeoning kindergarten movement when the former residence of Sir Frank Madden in Madden Grove, Kew, was acquired and adapted for use as a training college for kindergarten teachers. The college opened in early 1922 and, three years later, the Kew Free Kindergarten commenced operation at the same site – apparently in a purpose-built centre. During the 1920s and '30s, new kindergartens spread across the study area. Most of these, however, were associated with local churches; the Kew Independent Church, for example, erected a new kindergarten hall in 1927. A considerable number of others were associated with local private schools. In 1938, the Camberwell Girls Grammar School opened a small kindergarten building (described by the *Argus* as being “of red brick with picturesque gables”) on its Canterbury property.⁷⁴¹ During this period, the Clarence Sub-Primary and Kindergarten on Cotham Road (as it had become known by the 1920s) expanded its facilities, adding a new schoolroom wing that projected from the rear of the existing Victorian house on the site.

By contrast, only few Free Kindergartens appeared in the study area during that same period. Manresa Free Kindergarten, for example, commenced operation in 1929 at the Manresa Hall on Burwood Road, Hawthorn. However, it was not until 1934 that the first purpose-built Free Kindergarten building was mooted, after an elderly Robert Cochrane – founder of the pioneering Auburn Free Kindergarten – donated a piece of land in Minona Street, Hawthorn, for that purpose. The ambitious project, however, was twice delayed: firstly by Cochrane's death in 1935, and then by the onset of the Second World War.

739 See advertisements in *Argus*, 31 January 1891, p 15; 23 January 1892, p 14

740 “Balwyn Kindergarten”, *Argus*, 30 November 1912, p 21; “Kindergarten fire”, *Argus*, 1 July 1948, p 1.

741 “Kindergarten dedicated”, *Argus*, 30 March 1938, p 7.

The end of Second World War renewed the push for modern purpose-built kindergartens. In 1945, the City of Kew initiated a survey of local kindergarten needs; after some debate, it was resolved to provide enough kindergartens for 240 children, or 20% of the total population aged between 2 and 6 years. Council appointed a Pre-School Officer, and the first three kindergartens duly opened in the Harriers' Pavilion at Victoria Park, St Paul's Anglican Church Hall, and the Fourth Kew Scout Hall.⁷⁴² The next few years saw notable developments in the eastern half of the study area. The Yongala Play Centre in Yongala Street, Balwyn, described as "the model play centre in Victoria", began operation in 1946 and, two years later, was extended – by voluntary labour – to become a fully-fledged pre-school centre.⁷⁴³ In March 1947, the City of Camberwell established its Free Kindergarten at 24 Fordham Avenue.⁷⁴⁴ Further south, the Ashburton Community Kindergarten, at the corner of Rowen Street and Vears Road, was officially opened in June 1949.⁷⁴⁵

In the intervening few years, the Trustees of the Robert Cochrane Free Kindergarten in Auburn (as it had been renamed since its founder's death in 1935) had revived their pre-war proposal for purpose-built premises. During 1948, architect Horace Tribe (who had already co-designed several highly-regarded inner-suburban kindergartens before the War) was engaged to prepare drawings for a new building on the Minona Street site. Construction was delayed by fundraising problems, and the new kindergarten was not officially opened until 22 April 1950. Much praised for its modern design, which set a benchmark for all subsequent pre-school buildings in Melbourne, it proved such a success that Tribe became much sought-after as specialist kindergarten architect. He subsequently designed many others across Victoria, including at least one more in the study area – the West Hawthorn Kindergarten in Brook Street (c.1950). The following year, the City of Kew erected its first purpose-built kindergarten as a new home for the children's group that had been temporarily accommodated in the Harrier's Pavilion at Victoria Park. Located in Argyle Street, the new facility was named in honour of J J McMahon, Council's Acting Medical Officer, who had been instrumental in earlier kindergarten planning.

During the 1950s, the City of Kew supplemented its Argyle Street kindergarten with others at Glass Street, Kew, and Stawell Street, Studley Park. All three were designed by Rowland Chipperfield, Council's long-serving City Engineer (see 7.1.3), who died before the last one was completed. Supervision was taken over by local architect Leslie Grant, who went on to design the municipal kindergartens erected at Windella Avenue (1956) and Davis Street (1958). The City of Camberwell, however, lagged a little behind. After its 1953 proposal to build a kindergarten in Deepdene Park was abandoned due to opposition from residents and the park committee, council left the establishment of future facilities to self-formed parent's committees, who could secure limited funding through the Department of Health (Child & Maternal Welfare Division). Local kindergartens to be provided through those means included the Burwood Pre-School in Alfred Road, Glen Iris, which was designed in 1957 by noted architect (and Burwood resident) Douglas Alexandra. That same year, an ex-military hut was relocated to a site in Ashburton to serve as a kindergarten known as the Craig Play Centre – named after local businessman W E J Craig, whose family provided the money for its erection (see also 8.4.3).⁷⁴⁶ Similarly, a former church hall at Glen Iris was relocated to a new site at 2 Seaton Avenue, and adapted (by local architect John Bayly, working in an honorary capacity) as the Glen Iris Pre-School (demolished). Finally, in 1958, the City of Camberwell initiated a policy to facilitate the establishment of local kindergartens, which provided vacant land and interest free loans to any community group that wished to build one.⁷⁴⁷ Over the next few years, no fewer than five new purpose-built kindergartens emerged in the Ashburton and Glen Iris area alone.

Related places

Rowen Street Kindergarten, 27 Rowen Street, Glen Iris (1948) – former Ashburton Community Kindergarten

Robert Cochrane Free Kindergarten, 2a Minona Street, Auburn (1950) – part HO164

J J McMahon Memorial Kindergarten, 16a Argyle Road, Kew (1951)

Studley Park Kindergarten, 31 Stawell Street, Kew (1956)

Burwood Pre-School Centre, 26a Alfred Street, Glen Iris (1957) – modernist design by Douglas Alexandra

742 Vaughan, *Kew's Civic Century*, p 130.

743 "Plans for kindergarten extension", *Argus*, 7 August 1948, p 8.

744 *The City of Camberwell, Melbourne, Victoria*, unpaginated pamphlet published by the City of Camberwell, 1953.

745 "Coming events", *Argus*, 11 June 1949, p 9.

746 Mark Loveday, "History of the Craig Family Centre, 1957-2007", *Burwood Bulletin*, No 106 (Spring 2007).

747 Information provided by Neville Lee, 24 August 2011.

8.2.6 Providing education for children with disabilities

Discussed elsewhere is the theme of “helping others” (see 8.3.4), which was strongly manifest in the study area via the many hostels, homes and other charitable ventures established over the twentieth century. Some of these institutions were devoted to the welfare of children, so the provision of dedicated schools for them has emerged as a parallel theme. One of the first of these special schools was established in the grounds of the Kew Mental Hospital (see 8.3.2) to educate children accommodated at the hospital's juvenile division, known as Kew Cottages.⁷⁴⁸ While children at the facility had been taught by in-house teachers since the cottages were built in the late 1880s, it was not until 1928 that it was proposed to provide a registered state school at the site. This facility – the first government school in Victoria for intellectually disabled children – opened in February 1929 in an existing timber building formerly used as a mess-hall.

It was not until after the Second World War, however, that special schools began to proliferate in the study area – and especially in its western half (that is, the former municipalities of Hawthorn and Kew). In 1945, when a former Victorian mansion in Belmore Road, Balwyn, was adapted for use as the new Yooralla Hospital for Crippled Children, the Education Department acquired adjacent land on which to establish a primary school for the young patients.⁷⁴⁹ This, designated as State School No 4675 Yooralla, opened in February 1951. Around the same time, the Department had purchased *Glendonald*, another old house in Marshall Avenue, Kew, which opened as a dedicated state school for the deaf, known as Glendonald School for Deaf Children.⁷⁵⁰ Counterparts for visually impaired children soon followed. The first of these was not actually initiated by the state government but rather by a Roman Catholic charitable organisation, the Villa Maria Society for the Blind. Founded in 1907, the organisation thrived under the Reverend Brother Patrick O'Neill, who served as its president from 1928 until his death in 1968.⁷⁵¹ O'Neill, who had lost his own sight at the age of forty, was instrumental in establishing St Paul's School for the Blind, which opened in Studley Park Road, Kew, in 1957. Only a few years later, the state government established a departmental counterpart in *Carronbank*, the former residence of Reverend Graham Balfour at 17 Marshall Avenue, Kew. Intended for partially sighted children, this opened in February 1961 as State School No 4483, Carronbank.⁷⁵² The building has since been demolished.

A later but notable addition to the throng of special schools in the study area is the Rossbourne Special School in Hawthorn. This traces its origins back to the late 1940s, when recently retired schoolteacher Mabel Florence Ross (after whom the school is named) commenced private tuition for children with learning difficulties.⁷⁵³ As demand grew, Ross relocated to a school building in Glen Iris Road and, after her death in 1966, it transferred to a large two-storey house at the corner of Power Street and Manningtree Road, where it continues today. Providing secondary education for children with mild intellectual disabilities, or learning disorders such as autism, it is considered the best school of its type in Victoria, and one of the best in the country.⁷⁵⁴ Another local educational facility of this nature is the Monnington Special Education Centre, which began in the mid-1960s as an offshoot to the Glendonald School for Deaf Children in Kew. By the end of the decade, it became apparent that the facility – geared towards deaf children of pre-school age – required its own premises, to which end the Education Department acquired *Monnington*, a large Victorian house in nearby Adeney Avenue. Opened in 1969, the centre operated successfully from there for many years before relocating to Mitcham, whereupon *Monnington* reverted to private residential use. In 1976, the Catholic Archdiocese of Melbourne initiated the Larmenier Special School at *Nazareth House*, a vast pre-war charitable institution in Camberwell.

Related places

Glendonald School for Deaf Children, 25 Marshall Avenue, Kew (1951)

St Paul's School for the Blind, 3-13 Fernhurst Grove, Kew (1957) – part HO143

Rossbourne School, 131 Power Street, Hawthorn (1967) – HO106

House (*Monnington*), 15 Adeney Street, Kew (1969) – former Monnington Special Education Centre (part HO142)

748 Blake (ed), *Vision and Realisation*, Vol 3, p 471.

749 Blake (ed), *Vision and Realisation*, Vol 3, p 482.

750 Blake (ed), *Vision and Realisation*, Vol 3, pp 485-86.

751 “Villa Maria's History 1907–2009”. <<www.villamaria.com.au/about-villa-maria/history.html>>

752 Blake (ed), *Vision and Realisation*, Vol 3, pp 518.

753 John Hamilton, “A School that opens the Doors to Life”, *Herald-Sun*, 16 September 2006, pp 90-91.

754 Claire Halliday, “A Haven outside the Mainstream”, *Age*, 6 August 2007, p 11.

8.2.7 Providing secondary and technical education

State Secondary Schools

The origins of state secondary education in Victoria date back to 1905, when the Melbourne Continuation School opened in the former National Model School building in Spring Street. The *Education Act 1910* allowed for the creation of higher elementary schools (the first of which opened at Coburg in 1911) and district high schools, trade schools and technical schools.⁷⁵⁵ While high schools subsequently proliferated throughout regional Victoria, they remained relatively rare in the Melbourne metropolitan area until the later 1920s. Part of the reason why they did not appear immediately in the study area was no doubt due to the dominance of private secondary schools. The first moves to establish a local state secondary school were made as early as 1921, when several possible sites were considered by the various councils. Nothing, however, came of this until 1928, when the Cities of Hawthorn, Kew and Camberwell, together with the nearby Shire of Blackburn & Mitcham, jointly contributed £6,000 to purchase a site in Riversdale Road, Camberwell, for a girls' high school to complement the new one in Box Hill. The project, however, was delayed by a lack of funding, and plans were not approved until 1939 – by which time, after a change in departmental policy, it was proposed instead to build a co-educational high school on the site. The new Camberwell High School, as it was known, opened on 27 May 1941.

During the Second World War, two other high schools emerged in the study area – albeit not under ideal circumstances. When the sites of the Melbourne High School (South Yarra) and MacRobertson Girls' High School (Albert Park) were temporarily taken over by US military forces, their respective bodies of students were transferred to Camberwell High School and the East Camberwell Domestic Arts School. To provide more room at Camberwell High, female students were also relocated to East Camberwell, while the primary school students that shared the latter site were dispersed – to their parents' ire – to other local schools. There were, however, several positive outcomes from this inconvenient shuffling. Firstly, teaching staff from the two visiting inner-city high schools successfully introduced a fifth form level and, secondly, after they finally did return to their own schools, the East Camberwell Domestic Arts School found itself in possession of the entire building. Over the next decade, it gradually reworked its curriculum into that of a mainstream high school, and, in 1958, was officially renamed Canterbury Girls High School.

The post-war period otherwise saw the establishment of additional high schools in the study area, almost all of which were located in its developing northern fringe. Suburban expansion in Balwyn prompted the construction of a high school in Buchanan Avenue, which opened in June 1954.⁷⁵⁶ This was followed, barely four years later, by the Greythorn High School, whose students initially occupied part of the existing Balwyn High School (for three days) before taking up residence in two local halls and transferring thence, in June 1958, to a new purpose-built campus in Greythorn Road (demolished).⁷⁵⁷ That same year also saw the opening of Ashwood High School, at the opposite end of the study area, which occupied temporary premises alongside the railway station before a new complex was completed on a 32-acre site at the corner of High Street Road and Vannan Drive.⁷⁵⁸ Finally, in June 1962, the Education Department acquired a large site in Kew East, adjoining Stradbroke Park, for a new high school to serve that similarly rapidly-developing area. Owing to the relatively small size of the land, and to the poor quality of the ground, it was decided to erect a three-storey brick building, based on the design of one recently erected at Caulfield.

While state high schools seemed to proliferate in the former City of Camberwell during the 1950s, the former City of Hawthorn had no counterpart within its own boundaries until as late as 1974, when the John Gardiner High School opened on part of the former Co-Operative Brickworks site, at the corner of Tooronga Road and Burgess Street. This school remains in operation, albeit now known as Hawthorn Secondary College.

Related places

Canterbury Girls High School, Mangarra road, Canterbury (1928) – formerly East Camberwell Domestic Arts School

Camberwell High School, Prospect Hill Road, Camberwell (1941)

Kew High School, 1393 Burke Road, Kew East (1962)

⁷⁵⁵ Blake (ed), *Vision and Realisation*, Vol 3, p 459.

⁷⁵⁶ Blake (ed), *Vision and Realisation*, Vol 3, p 543

⁷⁵⁷ Blake (ed), *Vision and Realisation*, Vol 3, p 562

⁷⁵⁸ Blake (ed), *Vision and Realisation*, Vol 3, p 541



Figure 63: Remnant wall of original National School at Hawthorn (source: State Library of Victoria; photo by Laurie Burchell)



Figure 64: St Joseph's Roman Catholic School, Hawthorn (source: Picture Collection, State Library of Victoria)



Figure 65: Balwyn State School, Balwyn (destroyed 1951) (source: City of Boroondara Library Service)

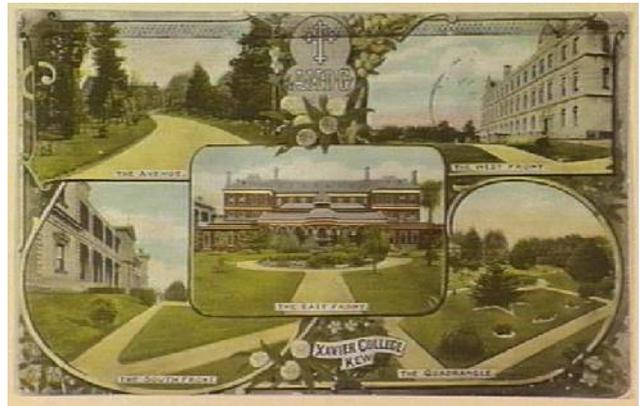


Figure 66: Postcard showing Xavier College, Kew, circa 1912 (source: Picture Collection, State Library of Victoria)



Figure 67: Baby Health Centre, Denmark Street, Kew (1939) (source: City of Boroondara Library Service)



Figure 68: Soldiers' War Memorial Institute, Canterbury (1923) (source: Picture Collection, State Library of Victoria)

State Technical Schools

Although only one state technical school has ever operated in the study area, this formed part of what became one of the most important education centres in Melbourne's eastern suburbs – the sprawling Hawthorn institution now known as Swinburne University of Technology (see **8.2.8**). Established in 1908 by a generous donation by George and Ethel Swinburne, this was originally known as the Eastern Suburbs Technical College, and was envisaged as a College of Technology for older students.⁷⁵⁹ However, it was soon decided to provide facilities also for children of high school age – an innovative idea that had been pioneered only a few years before, when the Working Men's College in central Melbourne introduced a preparatory course for prospective diploma students. In 1913 – the same year that the Hawthorn college was renamed in honour of founder George Swinburne – a boys' junior technical school (one of only four in the state at that time) commenced operation in a portion of the existing building. Two years later, a counterpart for girls began in a nearby house at the corner of Burwood Road and John Street. The first of its kind in Australia, the girls' junior technical school had been suggested by Mrs Ethel Swinburne as an experiment; following a twelve-month trial, it proved so successful that, in 1916, it was incorporated into the broader Swinburne Technical College. Both streams subsequently flourished; by the 1950s, demand for the boys' junior school was so high that it became necessary to expand its facilities. In 1960, a new three-storey classroom block was opened on a site fronting Burwood Road, but on the opposite (east) side of William Street from the rest of the college. Meanwhile, the girls' junior school remained in its original home at the corner of Burwood Road and John Street until the late 1950s, when the site was razed for the construction of the new Ethel Swinburne Centre, whereupon it was transferred to a row of cottages in William Street. The boys' and girls' junior technical schools finally merged in 1968, and, the following year, were officially seceded from the remainder of the college to function as a separate entity, controlled by the Education Department and known as the Swinburne Technical School. It continues to operate as the Swinburne Senior Secondary College.

Related places

Swinburne Senior Secondary College, 505 Burwood Road, Hawthorn – former Swinburne Technical School

8.2.8 Providing tertiary education

The impact of Swinburne Technical College (now Swinburne University of Technology)

Tertiary education in the study area has been dominated for a century by the presence of what was known for many years as the Swinburne Technical College (now Swinburne University of Technology). This was founded in 1907 through the efforts of the Hon George Swinburne, MLA, Hawthorn's representative in the State Assembly, who was himself the son of a technical school instructor and was concerned that the eastern suburbs had no educational facility to compare with the Working Men's College (later RMIT) in central Melbourne. As a result of Swinburne's agitations, the City of Hawthorn joined forces with the adjacent municipalities of Camberwell, Kew and Nunawading to provide a leading tertiary education facility in Melbourne's eastern region – reportedly the first time in Australia that municipal councils had ever united for such a purpose.⁷⁶⁰ A large site was obtained near Glenferrie Railway station. The foundation stone for a new building, designed by architects Grainger & Little, was laid on 19 September 1908, and the new school – originally known as the Eastern Suburbs Technical College – commenced operation the following February. Over the next decade, the campus grew with additional buildings by the same architects. Further expansion, however, stagnated following the death of George Swinburne in 1928, and the subsequent impact of the Depression. As noted in the school's official history:

As further accommodation became necessary, the College improvised from time to time with inadequate buildings on a restricted site, and used its own funds to modify and rearrange rooms, year by year, to meet immediate needs. The independence of this attitude was admirable, but the results were often deplorable with students having to traipse through one classroom to get to another. The epithet 'rabbit warren' was used, not without justification.⁷⁶¹

759 Blake (ed), *Vision and Realisation*, Vol 3, p 617

760 Gould, "Hawthorn Heritage Study", p 60.

761 Bernard Hames, *Swinburne: 75 years of Distinction*, p 34.

Indeed, it was not until 1942 that government funding was available for upgrading the school site, for which Percy Everett, Chief Architect of the Public Works Department, prepared a detailed masterplan that proposed renovating existing buildings and a “comprehensive redevelopment in a westerly direction along the Burwood Road frontage, extending from John Street to the right-of-way”. To that effect, the school began acquiring properties along Burwood Road, which was completed by 1945. The masterplan was revised that year, and then again in 1951, but had still not been fully implemented by the late 1950s, as the school neared its Silver Jubilee. Celebrations included a scheme to erect a new student amenity building, for which a foundation stone was belatedly laid in November 1960 by George Swinburne’s widow, Ethel, who died only a few weeks later. The building, opened in April 1961, was named in her memory and thus became the last direct link with the earliest days of the college.

From the 1950s onwards, the college continued to acquire property along Burwood Road for further expansion of the campus. The consequent loss of some of the historic buildings along Hawthorn’s oldest thoroughfare, and their replacement by multi-storey college buildings, has had a significant impact on the urban form of this part of the study area. As was neatly summarised in the *Hawthorn Heritage Study*,

The promotion of Swinburne Technical College with its emphasis on technical rather than academic and professional skills was another indication of concern for new residents who did not fit into the traditional Hawthorn image of middle-class citizens aspiring to an education at prestigious private schools like Scotch College. Swinburne, which became an important local institution, made an impact on the urban landscape of a very different nature from that of Scotch College on its splendid riverbank site. Swinburne’s buildings were described as like “a huge brick cube.. as if some careless giant had dropped a block in toy-town”. The college was also responsible for the destruction of some of Hawthorn’s older buildings, replacing them with college buildings, carparks and recreation areas.⁷⁶²

Nevertheless, some of the newer buildings have accrued cultural significance in their own right, such as the Ethel Swinburne Centre on Burwood Road – the college’s last direct link with its founding family (demolished 2008)

Related places

Old Administration Building, John Street, Hawthorn (1908) – the original building within the current campus layout

Chemistry Building, 419-423 Burwood Road, Hawthorn (1943) – modern design by PWD architect Percy Everett

Other tertiary education facilities

The study area contains a number of smaller and more specialised centres for tertiary education that are worthy of mention. In 1922, the Free Kindergarten Union of Victoria established the Melbourne Kindergarten Training College in an existing Victorian mansion, *Mooroolbeek*, at 4 Madden Grove, Kew (demolished). Another specialist teacher-training facility established its presence in Hawthorn nearly five decades later – the Technical Teachers’ College at the corner of Auburn and Woodburn Roads. Although the first technical schools in Victoria had appeared in the early 1900s, facilities for training staff to teach in were provided in a somewhat piecemeal manner (eg evening and weekend courses at various locations) until 1939, when a formalised course commenced at the Melbourne Teachers College in Parkville. With increasing demand for technical education following the Second World War, a dedicated Technical Teacher Training Centre was established at the Parkville campus in 1952. Two years later, this was elevated in status to a Technical Teachers College in its own right. In 1957, the college relocated to a former Victorian mansion in Toorak, and thence moved to a new purpose-built complex in Hawthorn, which opened in 1970. It has been renamed several times since then, becoming the State College of Victoria at Hawthorn (1973) and the Hawthorn Institute of Education (1982). More recently, the facility merged with the University of Melbourne, and is known as its Hawthorn Campus.

Related places

Hawthorn Institute of Education, 442 Auburn Road, Hawthorn (1970) – former Technical Teachers’ College

762 Gould, “Hawthorn Heritage Study”, p 69.

8.2.7 Applying different philosophies of education

Although non-government schools based on alternative education systems are more commonly associated with Melbourne's outer eastern suburbs (eg Eltham, Warrandyte and Donvale), the present study area contains a single notable example that actually stands out as one of the oldest continually operating such schools in Australia. The Preshil School in Kew traces its origins back to 1933, when Margaret J R Lyttle established a progressive school based on the educational philosophies of A S Neill (which was also the basis for the Koornong School, which commenced at Warrandyte a few years later). Preshil Preparatory School (as it was originally known) initially operated from Margaret Lyttle's own house at 406 Barkers Road, Auburn (demolished). In 1937, the school purchased an existing Victorian mansion, *Arlington*, at 395 Barkers Road, as its campus. As Conrad Hamann notes, the site was "heavily planted and somewhat unkempt – Eltham transplanted to middle suburban Kew – and located among a profusion of wealthy Christian-denominational private schools largely on contrastingly bare orderly sites".⁷⁶³ By the early 1960s, the parents of students at Preshill included architect Kevin Borland, who became the school's in-house architect for more than two decades. His involvement at the *Arlington* property began with the design of an award-winning school hall (1962), duly followed by classrooms (c.1964), tutorial rooms (1969), additional classrooms (c.1971), a music room (1974) and a remedial teaching room (1974).⁷⁶⁴ During this period, Borland also designed a block of four townhouses that was built on the site of the Lyttle family residence – the original Preshil School site – at 406 Barkers Road

In 1973, Preshil School expanded into secondary education when it introduced a Year 7 class, which was initially accommodated in one of the existing primary school buildings before relocating to Holy Trinity Church and later sharing classroom space at Trinity Grammar School. It finally obtained its own campus in 1975, when the school purchased a second Victorian mansion, located further along Barkers Road, at No 466. Formerly the residence of noted barrister Sir Owen Dixon, the original house (known as *Yallambie*) was retained and adapted for its new purpose, with additions by Kevin Borland that included a whimsical timber verandah (c.1983). By 1978, the school's secondary stream had been extended all the way to HSC level. That same year, the school underwent further expansion when it acquired another Victorian mansion: *Blackhall*, the former Salvation Army Girls' Home at 26 Sackville Street. The neighbouring property, *Kalimna* at No 12, was subsequently purchased by the school in 1990. Both properties now comprise the Preshill Senior School campus; in the absence of a retired (and since deceased) Kevin Borland, new school buildings have been designed by award-winning architect Gregory Burgess. In more recent years, the former *Yallambie* campus on Barkers Road was deemed surplus to school requirements. It was sold in 2000, and the property cleared for redevelopment.

Related Places

Preshil Junior School, 395 Barkers Road, Kew – includes buildings by Kevin Borland (HO6)

Preshil Senior School, 12-26 Sackville Street, Kew – includes building by Gregory Burgess (part HO162)

Townhouses, 406 Barkers Road, Auburn – townhouses by Kevin Borland (1966) on the original Preshil School site

8.2.9 Participating in Self-Improvement

Libraries and Reading Rooms

Following a pattern that was common throughout much of Victoria in the 1850s and '60s, the first libraries in the study area were the somewhat rudimentary reading-rooms that were established and maintained by local literary associations, and mechanics' institutes. One of the first of these groups, the Kew Literary & Scientific Society, was founded as early as May 1858.⁷⁶⁵ Although it considered the establishment of a library as a high priority, two years passed before one actually commenced operation, on 6 August 1860, in rooms at the then recently-completed Athenaeum Hall in Walpole Street. As was typical at the time, this was a subscription library that required its users to pay an annual fee (although it also received a subsidy from the council).

763 Conrad Hamann, "Preshill", in Doug Evans et al, *Kevin Borland: Architecture from the Heart*, p 145.

764 "Selected projects", in Doug Evans et al, *Kevin Borland: Architecture from the Heart*, pp 304-308.

765 Vaughan, *Kew's Civic Century*, p 110.

The first true public library in the study area, in the more modern sense of the term, was the Hawthorn Free Public Library, which also dated from 1860. Established by the Boroondara Road Board, it occupied space in their offices on Burwood Road, and was open for three evenings each week, between six and nine o'clock.⁷⁶⁶ Its creation was facilitated by the commencement, in 1859, of the so-called travelling library service of the Melbourne Public Library, which circulated books to local institutions within ten miles of Melbourne. At Hawthorn, these borrowed books were complemented by others donated by prominent citizens, including Sir James Palmer.⁷⁶⁷ John Toon, municipal clerk and rate collector to the City of Hawthorn, served as librarian until 1861, when the library was taken over by the then recently-formed Hawthorn Literary Association. When the Town Hall and Court House complex was extended during 1862, a new home was provided for the library; in April, architect Leonard Terry called tenders for “erection of additions to Hawthorn Court-House: viz library, reading room, tower and portico”.⁷⁶⁸

Privately-operated libraries are known to have existed in the study area during these early days. Gwen McWilliam noted two examples in Hawthorn: the pioneering Alcock's (circa 1870), and the more successful and enduring Dempster's (later advertised as the Hawthorn Circulating Library) in Burwood Road, opposite the Town Hall (1884).⁷⁶⁹ An early counterpart in Camberwell, which also started in 1870, was Reverend Isaacson's Reading Room and Temperance Hall. As Blainey noted, “in the back room was a library of perhaps 100 books, and members who paid half a crown a quarter could sit by a fire and read *The Times* or the latest *Illustrated London News*”.⁷⁷⁰ Private reading-rooms of this type were all that was available to residents of the Shire of Boroondara, where, in contrast to the Cities of Hawthorn and Kew, the local authority had not yet established a public library of its own, and would not do so for some time. Meanwhile, the two existing libraries at Hawthorn and Kew thrived into the 1880s. In 1882, the Hawthorn Public Library was re-badged as the Hawthorn Subscription Library, following the introduction of a nominal annual fee; it later obtained grander premises when the new Town Hall was erected in 1888.⁷⁷¹ Extensions to the Kew Town Hall in 1884 also provided more space for the library, which relocated to an upstairs room in the new front wing.⁷⁷² At that time, the service was still managed by a committee of local residents, with revenue obtained both from subscription fees and an annual subsidy from the council.

The City of Camberwell, which had lagged behind in library development, finally began to catch up. Residents of Canterbury formed a literary society in 1890, which met regularly in Golding's Hall. Eight years later, the group petitioned council to establish a local library. On 13 August 1898, the Canterbury & Balwyn Library and Reading Room commenced operation from a shopfront at 203 Canterbury Road. This was intended as a temporary solution; five years later, land for a new purpose-built library was obtained, and plans drawn up for a two-storey building. In 1906, the project was revised, with new plans prepared for a smaller single-storey building, and the understanding that the City of Camberwell would take over the operation of the library. Known as the Canterbury Public Library, it was officially opened on 2 March 1907 – the first purpose-built stand-alone library building in the study area.

In the early twentieth century, municipal libraries at Hawthorn and Kew also burgeoned. In 1904, expansion of council services at Kew required the library to vacate the Town Hall and relocate to an adjacent house.⁷⁷³ In 1911, Hawthorn's library similarly expanded, taking over rooms at the Town Hall that had been added in 1890 for the post office and telephone exchange (which, in 1911, relocated to a new purpose-built centre elsewhere).⁷⁷⁴ A few years later, the library at Kew suffered a financial crisis, which abated when the service was taken over by the council. Re-badged as the Kew Public Library, it was managed by the Kew Traders Association for the next two decades.⁷⁷⁵

766 McWilliam, *Hawthorn Peppercorns*, p 77.

767 McWilliam, *Hawthorn Peppercorns*, p 79.

768 McWilliam, *Hawthorn Peppercorns*, pp 109-110. For Terry's tender notice, see *Argus*, 14 April 1862, p 3.

769 McWilliam, *Hawthorn Peppercorns*, p 77. Additional information provided by Gwen McWilliam, October 2011.

770 Blainey, *A History of Camberwell*, pp 29-30.

771 Peel, Zion & Yule, *A History of Hawthorn*, p 84.

772 Vaughan, *Kew's Civic Century*, p 110.

773 Vaughan, *Kew's Civic Century*, p 110.

774 Peel, Zion & Yule, *A History of Hawthorn*, p 106.

775 Vaughan, *Kew's Civic Century*, p 111.

In the mid-1920s, Camberwell residents began to agitate for a public library of their own. In 1928, a two-storey building was erected beside the Town Hall, with an infant welfare centre on the ground floor with a library (with “several thousand books”) upstairs.⁷⁷⁶ This venture, however, was short-lived, and the library closed in 1935 due to a lack of subscribers. By contrast, public libraries in Hawthorn and Kew underwent rapid growth during the inter-war years. In 1926, expansion of council services prompted the Hawthorn Public Library to vacate its rooms at the Town Hall; it relocated to a former billiard saloon on Burwood Road, which was intended as a temporary solution until a site for a purpose-built library could be found.⁷⁷⁷ A decade later, a suitable site had still not yet been found, and Council instead chose to extend and remodel the old billiard saloon, which was given a new brick facade in the fashionable Moderne style. This new library (demolished) opened in September 1938.⁷⁷⁸ Kew's library underwent comparable renewal. After another financial crisis in 1937, the Kew Traders Association asked that the library service be taken over by Council. When this took place, the library was closed for an audit of its book-stock and an overhaul of its makeshift premises in Walpole Street. The building was refurbished to the design of Rowland Chipperfield, and officially re-opened in December 1937.⁷⁷⁹

Meanwhile, privately-operated libraries and readings rooms, on the nineteenth century model, thrived into the twentieth century. The period from the 1930s to the 1950s was the heyday for the “circulating library” in suburban Melbourne; the study area was no exception. Directory listings reveal that, by 1940, there were fourteen such libraries in Hawthorn, ten in Camberwell, nine in Kew, six each in Balwyn and Glen Iris and a few others Surrey Hills, Burwood and Canterbury.⁷⁸⁰ One of the most well-known was the Riverglen Book Club at the south-east corner of Riversdale and Glenferrie roads. Taken over in 1932 by three spinster sisters, the Misses Fitts, it developed into a major collection of 10,000 books and even attracted subscribers from outside the municipality.⁷⁸¹ The popularity of such libraries plummeted dramatically in the post-war period. Directories listed more than thirty in the study area in 1957, but only about half that amount by 1964. The iconic Riverglen Book Club in Hawthorn remained in operation until as late as 1973.

During the same period, there was unprecedented expansion of municipal library services. This was spurred by the *Free Library Service Board Act 1946*, which introduced a new system of government funding for local libraries, including pound-for-pound grants to subsidise running costs and annual capital grants for children's libraries. The early 1950s was a significant time for public libraries in all three municipalities. It was during those years, for example, that the premises of the Kew Public Library in Walpole Street was enlarged, with an addition opened in 1953 and a new children's library in 1954. Also in 1953, the City of Camberwell resolved to create a permanent municipal library service.⁷⁸² The next year, Council appointed Thomas Woodrow as its first Chief Librarian, who was pivotal in establishing (with the adjacent City of Waverley) the Camberwell-Waverley Regional Library Service. The existing library at Canterbury was remodelled to become the municipality's new Central Library, which officially opened in August 1955 “with a government subsidy, a staff of six, and three hundred members”.⁷⁸³ Six years later, Council relocated its Central Library to the Camberwell Town Hall, although the facility at Canterbury remained in operation as a branch library.

Of the three former municipalities in the study area, the City of Hawthorn was the first to erect a modern purpose-built municipal library. The Hawthorn City Library & Art Gallery, on the Glenferrie Road site formerly occupied by Tintern Grammar, was officially opened on 21 November 1969.⁷⁸⁴ Notwithstanding the boom of residential expansion in the City of Camberwell during the 1950s and '60s (especially Balwyn North and Ashburton), Council still lagged behind in the provision of library services. The more remote parts of the municipality relied on a bookmobile service, which started in 1957; although the vehicle was intended to be used for ten years, it remained in service until two new purpose-built libraries were erected in the late 1970s – both designed by noted city architect Daryl Jackson. The first opened on Whitehorse Road, Balwyn, in February 1978, and the second, on High Street, Ashburton, in March 1980. The opening of the former brought about the closure of the branch library at Canterbury, which had been in operation since 1907.

776 “Camberwell Library”, *Argus*, 23 July 1928, p 11.

777 “Hawthorn Library”, *Argus*, 22 Mar 1926, p 17.

778 “Hawthorn Library”, *Argus*, 6 August 1938, p 16.

779 Vaughan, *Kew's Civic Century*, p 111.

780 John Arnold, “Circulating Libraries in Melbourne, 1930-1960”, *La Trobe Journal*, No 40 (Spring 1987), p 78.

781 Peel, Zion & Yule, *A History of Hawthorn*, pp 180-181.

782 Blainey, *A History of Camberwell*, p 95.

783 Blainey, *A History of Camberwell*, p 95.

784 Peel, Zion & Yule, *A History of Hawthorn*, p 243.

Following council amalgamation in 1994, all of the existing municipal libraries in the study area were consolidated to create the City of Boroondara Library Service. This comprised the three modern purpose-built libraries at Hawthorn, Ashburton and Balwyn, the former Kew Civic Centre on Cotham Road (which had been adapted as a library by the former City of Kew in 1986) and a former residence at 25 Inglesby Street, Camberwell. In 2011, work began on the remodelling of the former Camberwell Civic Centre (aka Camberwell Centre) to create a new central library.

Related places

Shop, 359 Burwood Road, Hawthorn (1884) – former Dempster's Library/Hawthorn Circulating Library

Shop, 203 Canterbury Road, Canterbury – original home of Canterbury & Balwyn Library and Reading Room (1898)

former Canterbury Library, 190a Canterbury Road, Canterbury (1907; 1954) – oldest purpose-built library in study area

former Hawthorn City Library & Art Gallery, 584 Glenferrie Road, Hawthorn (1969)

former City of Camberwell Library (Balwyn Branch), 336 Whitehorse Road, Balwyn (1978) – designed by Daryl Jackson

former City of Camberwell Library (Ashburton Branch), 154 High Street, Ashburton (1980) – designed by Daryl Jackson

8.3 PROVIDING HEALTH AND WELFARE SERVICES

8.3.1 Providing public and private health care

Resident physicians

One of the earliest recorded medical practitioners known to have actually practised (as well as resided) in the study area was Dr John de la Roche Bragge (1816-1875), who, in June 1856, was reported to have attended to a young gunshot victim in Kew.⁷⁸⁵ Other early accounts confirm that Bragge lived in Hawthorn where, in September 1861, he was appointed by the newly-formed Borough Council as its first Health Officer.⁷⁸⁶ Local medical men were clearly in short supply at the time; that same year, the Loyal Boroondara Lodge of Oddfellows placed a newspaper advert calling for “legally qualified medical practitioners for medicine, for leeches and medical attendance for the members and their families”.⁷⁸⁷

Through electoral rolls and other primary sources, Gwen McWilliam has identified the names of more than twenty doctors who resided (however temporarily) in Hawthorn and Kew during the 1860s and '70s, but makes the point that not all were necessarily medical practitioners, and, in any case, “most did not really stay long enough in the one spot to find out much more about them”.⁷⁸⁸ Dr John de la Roche Bragge was certainly a notable exception, and continued to practice medicine in the area until his death, at his residence in Burwood Road, at the age of 59 years.⁷⁸⁹ In Upper Hawthorn, at least, the volume of doctor's residences and surgeries increased steadily from the 1860s, bringing on a boom in the number of local pharmacies.⁷⁹⁰ The commercial hub of Burwood Road remained a key location for local doctors to establish themselves, occupying large houses that doubled as surgeries. One surviving example, at No 410, was erected in 1880 for Dr Thomas O F Alsop, who remained there until 1898.⁷⁹¹ The next two owners of Alsop's house were also doctors, thereby maintaining the combined residential and medical function of the building for more than a decade.

785 *Argus*, 19 June 1856, p 4.

786 McWilliam, *Hawthorn Peppercorns*, p 117.

787 McWilliam, *Hawthorn Peppercorns*, p 76.

788 McWilliam, *Hawthorn Peppercorns*, p 117.

789 Dr Bragge's house (demolished) was located on Allotment 43, on the south side of Burwood Road, east of the Sir Robert Nickle Hotel on Power Street. See Miles Lewis (ed), *Melbourne Mansions Database*, s v Dr John Bragge.

790 Peel, Zion & Yule, *A History of Hawthorn*, p 116.

791 John Briggs, “Assessment of the Burwood Road Heritage Precinct, Hawthorn”, unpublished report, August 2008, p 23.

This tradition carried on into the twentieth century, with numerous new doctor's houses/clinics built in the study area – located, almost without exception, along major thoroughfares (eg Union Road, Glenferrie Road and Burke Road) close to established commercial strips. In 1918, eminent Melbourne surgeon Dr (Sir) Cecil Colville (1891-1984) built his private residence and medical clinic in Burke Road, Auburn, where he not only lived but also practised for more than six decades, finally retiring in 1982 at the age of 90 years. Another example, built in Surrey Hills in 1911 for Dr James Blaikie, remains in operation to this day as the Surrey Hills Medical Centre. Yet another, erected in Rochester Road, Canterbury, for Dr H Darby Thomas, was published in the *Australian Home Beautiful* in June 1925. Four months later, the same journal published a perspective drawings of another (as yet unlocated) doctor's house and clinic, proposed to be built in East Kew.⁷⁹² In 1936, an especially grand example, designed in the fashionable Moderne style by architects Wilson & Ballantyne, was built on Glenferrie Road, Hawthorn⁷⁹³ This enduring typology became less common after the Second World War, when doctors began to divide their private and professional lives between separate buildings – marking the era of the purpose-built self-contained medical clinic, typified in the study area by the architect-designed example built on the *Trentwood Estate* in Balwyn North in 1959.⁷⁹⁴ Nevertheless, the traditional manifestation of the combined clinic and doctor's residence still appeared occasionally in the post-war period. At least two examples were built in Balwyn North in the 1960s: one on Balwyn Road (1960), designed by Alexander Harris, and another on Walnut Street (1965), designed by John F Tipping.

Related places

House (*Thirlstane*) & former clinic, 410 Burwood Road, Hawthorn (1880) – former residence/clinic of Dr T O Alsop

House (*Winton*), 63 Cotham Road, Kew (1886-87) – former residence/clinic of Dr William Walsh; now RSL (HO200)

House, 40 Rochester Road, Canterbury – formerly Sister Emma Rathjen's private hospital

House & former clinic, 733 Glenferrie Road, Hawthorn (1903-4) – former residence/clinic of Dr Ferguson Lemon

Surrey Hills Medical Centre, 174 Union Road, Surrey Hills (1911) – doctor's residence/clinic still in use as such

House, 9 Rochester Road, Canterbury (1925) – former residence/clinic of Dr H Darby Thomas (HO185)

House (*Arden*) & former clinic, 1045 Burke Rd, Hawthorn East (1918) – former residence/clinic of Dr H C Colville (HO20)

House & former clinic, 298 Balwyn Road, Balwyn North (1960) – an unusually late examples of this hybrid type

Private hospitals

The establishment of private hospitals has been a strong and recurring theme in what is now the City of Boroondara – and especially in the former City of Kew.⁷⁹⁵ As was the case in other parts of suburban Melbourne suburbs, the first private hospitals in the study area were run by nurses, who operated (so to speak) from ordinary private residences. This phenomenon is recorded as early as 1893, when a local newspaper advertised “Miss Edmond, ladies' nurse, open for engagement at her home or otherwise, Rochester Road, Canterbury”.⁷⁹⁶ These “hospitals” became more widespread from the early twentieth century, invariably referred to only by the name of the woman (or women) who ran them. Examples such as Sister Richard's private hospital in Glenferrie, Nurse Hurnall's private hospital in Kew, and the Misses Conyer and Bett's private hospital, also in Kew, were all in operation by 1908. Within a decade or so, similarly-named counterparts had been established further east: Balwyn (eg Sister Creaton, 1914), Canterbury (eg Sister Emma Rathjen, 1918), Deepdene (eg Nurse Anderson, 1918) and Camberwell (eg Nurse Sheridan, 1920). The fact that all of these early private hospitals were evidently operated by nurses or midwives, rather than doctors, suggests that their function was largely, if not entirely, to provide obstetric services to their burgeoning local communities.

792 *Australian Home Beautiful*, 15 October 1925, p 28.

793 “Architecture and Property”, *Argus*, 3 March 1936, p 4.

794 “Clinic for Greythorn”, *Herald*, 6 November 1959, p 25.

795 Sanderson, “Kew Urban Conservation Study”, p 4/24

796 Information provided by Robin Da Costa Adams, 16 August 2011.

During this same period, however, private hospitals with a more general focus also began to appear. One notably early example was the Allendale Private Hospital in Linda Crescent, Hawthorn, which opened in 1910 in a 15-roomed late-Victorian mansion formerly known as *Halehurst*. Also in operation by that year were the Lancewood Private Hospital on Glenferrie Road at Kew, and the Torrisdale Private Hospital in Camberwell. A year later, Miss Florence Hughes of Kew bequeathed her own residence – *Ellerslie* on Cotham Road – to an Anglican order, the Sisters of the Community of the Holy Name, for the purposes of establishing a private hospital, which became known as St George's.⁷⁹⁷ Like its earlier counterparts in the area, St George's Hospital operated from an adapted private residence; however, it would soon eclipse them as, during the inter-war years, it was expanded with a string of modern purpose-built facilities that included a midwifery wing, a chapel and an X-ray block, culminating in a new main building, designed by leading hospital specialist Leighton Irwin, which was unveiled by Lady Latham in August 1937. While it still remained a private hospital, St George's had grown large enough for it to be considered the *de facto* local hospital for the entire study area. It was, for example, known to attract residents of Hawthorn – not all of whom were necessarily of the Anglican faith.⁷⁹⁸

Meanwhile, the late 1910s saw small-scaled private hospitals proliferate in the more established parts of the study area, with such examples as the Weeroona Private Hospital in Bryson Street, Canterbury (c.1915), the Clontarf Private Hospital at Hawthorn (c.1916) and the Lister House Private Hospital at Camberwell (c.1918). Over the next two decades, counterparts began to appear in the hitherto underdeveloped northern and southern fringes of the City of Camberwell, which reflected the increasing residential settlement of those areas. During the 1920s, several examples were established in Balwyn and Surrey Hills, including as the Burtoncourt Private Hospital (c.1920) and the Penquite Private Hospital (c.1923), and the Mosgiel Private Hospital (1924). By the 1930s, they had spread as far as Glen Iris, where the Glendene Private Hospital was in operation by 1933. A more significant and lasting development, towards the end of that decade, was the establishment of a medical facility in Kew by another religious order – this time, the Roman Catholic Sisters of Charity, who ran St Vincent's Hospital in Fitzroy. In 1938, the order acquired two buildings on a four-acre site on Studley Park Road to establish a hospice for terminally ill patients, or, as was stated by the *Argus*, “persons suffering from chronic illness in an advanced stage”.⁷⁹⁹

In the early post-war era, the establishment of private hospitals in former residences continued, albeit on a somewhat diminished scale. Most of these, moreover, tended to be in the Camberwell area, such as the Karalee Private Hospital on Riversdale Road (1952), the Karinyah Private Hospital on Broadway (c.1955) and the Canterbury Private Hospital on Balwyn Road (1965), which was established in the large inter-war house, *Enniskillen*. Otherwise, this period was more commonly characterised by the closure of smaller private hospitals, which reflected the dominance of larger and more modern counterparts such as St George's Hospital in Kew (which, not coincidentally, had been acquired by the Hospitals & Charities Commission in 1949 and thus continued thereafter as a fully public hospital). A few of the smaller private hospitals continued to thrive in the post-war era, invariably with the addition of new modern buildings, which sometimes necessitated the demolition of the old Victorian or Edwardian residences they they initially occupied. In some cases, the new buildings were of architectural significance in their own right – as in the case of the new wing at the the Caritas Christi Hospice on Studley Park Road. Designed in the late 1950s by Stephenson & Turner in conjunction with Tasmanian architect Esmond Dorney, the building adopted a highly innovative octagonal plan with a central nurses station surrounded by radiating wards. A foundation stone was laid on 14 December 1958 by Archbishop Mannix, and the completed building officially opened by his successor, Archbishop Simmonds, on 14 January 1962.

Related places

St George's Hospital, 283 Cotham Road, Kew – particularly any surviving buildings from the 1920s and 30s

Caritas Christi Hospice, 104 Studley Park Road, Kew – unusual building by Stephenson & Turner/Esmond Dorney

House (*Enniskillen*), 14 Balwyn Road, Canterbury – former Canterbury Private Hospital, 1966 to 2009 (part HO264)

Cotham Private Hospital, 209 Cotham Road, Kew (1970) – formerly Cotham Clinic

⁷⁹⁷ Rogers, *A History of Kew*, p 218.

⁷⁹⁸ Peel, Zion & Yule, *A History of Hawthorn*, p 225.

⁷⁹⁹ “Hospice at Kew for chronic cases”, *Argus*, 17 June 1938, p 3.

Public hospitals

By contrast, public hospitals maintained a very limited profile in the study area. Indeed, until the mid-twentieth century, there were no public general hospitals anywhere within its boundaries; for the residents of Hawthorn, Kew and Camberwell, the nearest of such facilities were at Heidelberg (the Austin Hospital), Prahran (the Alfred Hospital) or in Melbourne itself (the Royal Melbourne Hospital). The first public hospital to establish any sort of presence in the study area was the Royal Women's Hospital, which in 1948, acquired a large late Victorian mansion, *Tara Hall* in Studley Park Road, to serve as a nurses' home. Three years later, the hospital acquired another local landmark, *Villa Alba* on Walmer Street, which was initially used for the same purpose before being earmarked, in 1952, for conversion into a special annexe for post-natal treatment. The existing mansion was refitted (which included overpainting much of its glorious nineteenth century interior decoration), and a purpose-built addition was erected, fronting Nolan Avenue, to the design of leading hospital architect Leighton Irwin (who, fifteen years earlier, designed the new building for St George's Hospital in Kew). The new annexe, known as the Henry Pride Wing, was officially opened by Lady Brooks in May 1954. *Tara Hall* continued to serve as a nurses' home until a modern counterpart was erected in Carlton in 1960; the old mansion in Kew was subsequently sold and demolished, although the hospital retained some of its furniture and fittings. The Henry Pride Wing on Nolan Avenue continued to operate under the auspices of the Royal Women's Hospital until 1973, when its ownership was transferred to the Mount Royal Special Hospital for the Aged, based in Royal Park.

In 1949, the Kew area gained another public hospital when the existing St George's on Cotham Road was taken over by the Hospital & Charities Commission. Over the next few decades, it was expanded and upgraded with a range of modern facilities, including a new maternity block (1969) and the John Heale Wing (1977), which made it the largest and best-equipped hospital in the study area. Another notable post-war development in public health care— yet again in Kew – was the establishment of the Royal Talbot Hospital at the far northern fringe of the municipality. This traced its origins back to the Talbot Colony for Epileptics, which opened at Clayton in 1908. Fifty years later, when its site was acquired as part of the new campus of Monash University, a deal was struck whereby a 58-acre site in Kew, between the Yarra River and Chandler Highway, was made available for a replacement facility. Funded by the State Government, this was intended to provide treatment, care and rehabilitation not only for those suffering from epilepsy, but also other disabilities. The new buildings, designed by leading commercial architects Bates, Smart & McCutcheon, were completed in 1961, and the new complex was opened by Henry Bolte in September 1962. The hospital continued to expand over the following decades. In 1991, it took over the Henry Pride Geriatric Centre in Nolan Avenue when the former owners, the Mount Royal Hospital, introduced a policy to focus its activities on Melbourne's western and northern suburbs.

Related Places

House (*Villa Alba*), 44 Walmer Street, Kew – former Henry Pride Wing of the Royal Women's Hospital (HO134)

Royal Talbot Rehabilitation Centre, 1 Yarra Boulevard, Kew (1962)

8.3.2 Providing psychiatric care and services

Kew Mental Hospital

Writing in 1960, local historian W D Vaughan described the Kew Mental Hospital as “one of the historic landmarks of Kew”. It also has claims to be one of the oldest, as it occupies a 340-acre site that was originally gazetted for the purpose in 1864. The project, however, had initially been mooted more than a decade earlier, when overcrowding of Melbourne's existing lunatic asylums (as they were then known) prompted proposals to establish new ones elsewhere. The facility at Kew, which opened in 1872, was the last of three new mental hospitals that were erected (to virtually identical designs) in key locations across Victoria, pre-dated by counterparts at Ararat (1865) and Beechworth (1867). The site was (and still is) dominated by the main asylum building, erected from 1864 to 1872. Designed by architect Frederick Kawerau of the Public Works Department, it used a distinctive E-shaped plan that was derived from English precedents, and, with its three towers, became a prominent regional landmark on this elevated site in the north-west corner of the study area. The remainder of the 340-acre site originally included extensively landscaped gardens, farms and even recreational facilities such as a sports oval. Over successive decades, the site developed with many additional buildings, including the so-called Kew Cottages (1887), which were provided for intellectually disabled children.

The early twentieth century brought with it increasing community pressure for the hospital to be closed, largely because it was not considered to be an efficient use of such a large portion of land in such a desirable residential area. In 1902, the Mayor of Kew himself – Sir Stanley Seymour Argyle – commenced what Vaughan described as a “vigorous campaign” to close the asylum. As Vaughan added, “since that time, the Council has consistently pressed for the removal of the institution and obtained a promise from the Government that it should be removed”.⁸⁰⁰ Deputations had been made in 1917, 1922, 1929, 1932 before the government officially announced in May 1936 that the hospital would be removed. Patients were to be relocated to a new hospital at Janefield, on Melbourne’s outer northern fringe, and the former site at Kew would be made available to the citizens of Kew “for reserve and residential purposes”. However, when the new complex at Janefield was opened after the Second World War, it was used not for patients from Kew, but for emergency housing. Subsequently, it was used to accommodate mentally ill patients from nearby Mont Park. This, coupled with overcrowding of other comparable facilities in Victoria, ensured that the hospital at Kew – despite earlier promises – would remain in operation for several more decades to come.

The vast site at Kew, however, could not compete with encroaching twentieth century suburbia – or more specifically, the impact of the motor car. The north-eastern corner of the property was bisected by the new Chandler Highway, which opened in 1929 (see **3.4.2**), while its north-western and eastern boundary, fronting the river, was usurped soon afterward for the construction of the new Yarra Boulevard. In 1940, the gate lodge and ornamental entry gates were removed to facilitate the re-alignment of Princess Street; the gates were re-erected at Victoria Park, where they remain today. The two portions of land flanking the Chandler Highway, which had once been part of the asylum grounds, were redeveloped as the site for the new Talbot rehabilitation centre (1958-61; see **8.3.1**) and the training centre for guide dogs for the blind (1962). By the end of that decade, the asylum had lost even more of its original curtilage due to the proposed route of the new Eastern Freeway (see **3.4.2**).

Notwithstanding, the Kew Mental Hospital continued to expand its facilities during the post-war period, including a special school associated with Kew Cottages. The centre was finally decommissioned following mental health reforms in the 1980s. It closed in 1988, whereupon the site was sold and later redeveloped as a housing estate, retaining many of the significant nineteenth-century buildings.

Related places

former Kew Asylum, off Princess Street, Kew – HO485

former Kew Asylum entrance gates, Victoria Park, High Street, Kew – relocated to this site in 1940

Private Psychiatric Hospitals

During the post-war era, a number of private psychiatric hospitals have also been established in the study area. Not all of these were purpose-built; some, following the long-established tradition of local private hospitals, operated from adapted Victorian and Edwardian residences. Some of these establishments retain interesting historic associations. For example, the Delmont Private Hospital in Glen Iris, counts amongst its former patients a young Barry Humphries, who spent time there in 1971 to recover from his alcoholism problems.⁸⁰¹ Another local psychiatric clinic, the Newhaven Hospital in Normanby Road, Kew (now no longer in operation) gained notoriety in the 1980s for its associations with controversial cult leader Anne Hamilton-Byrne, a former administrator of the hospital who reportedly recruited members of her cult from amongst its patients.

Related places

Delmont Private Hospital, 300 Warrigal Road, Glen Iris (c.1969)

House, 85 Normanby Road, Kew – former Newhaven Psychiatric Hospital (in the 1970s and 80s)

800 Vaughan, *Kew's Civic Century*, p 79.

801 Humphries, *My Life as Me*, p 186

8.3.3 Providing maternal and child health services

In Australia, the maternal and child health care movement arose in the early twentieth century from an increasing concern over high infant mortality rates in developed areas. In 1917, after Dr Isabella Younger Ross returned from an overseas trip to study child welfare in England and the USA, she initiated the establishment of Victoria's first infant welfare centre, which opened at Richmond in June of that year. Dr Younger Ross became the central figure in the Victorian Baby Health Centres Association, which was formed in June 1918 by a group of volunteers to encourage comparable facilities elsewhere. The nationwide influenza epidemic of 1918-20 (brought to Australia by soldiers returning from the First World War) hastened the establishment of baby health centres by municipal councils. By the end of 1919, Victoria's first centre at Richmond had been joined by others in the inner suburbs of North Melbourne, Carlton, Fitzroy, South Melbourne, Port Melbourne, plus another at Geelong. Reflecting what would become a typical pattern, the services were initially accommodated in existing buildings and, usually, in a spare room at the Town Hall.

Local historian Vaughan noted that the City of Kew was "early in the field" when it came to setting up a baby health centre.⁸⁰² After a deputation in November 1919, Council decided to hold over the matter until the passing of legislation (presumably the *Local Government (Influenza Epidemic) Act 1919*) that would provide funding. It was resolved in August 1920 to establish a baby health centre at Kew, which opened three months later, on 5 November 1920, in a room at the Town Hall. Around that same time, the City of Camberwell not only set up an equivalent service in its own Town Hall, but also opened a sub-branch at Canterbury, in a room at the public library.⁸⁰³ The City of Hawthorn was not far behind and, a month later, on 10 December 1920, started its own service – also at the Town Hall.⁸⁰⁴ Within three years, the Cities of Camberwell and Hawthorn had each expanded their own maternal health service network with additional sub-branches (including, in the former municipality, those at Surrey Hills, Balwyn and Burwood).

During 1925, the contiguous municipalities of Hawthorn and Kew each took the bold step of erecting a modern purpose-built infant welfare centre. The earlier of the two, located at 319 Burwood Road, Hawthorn, was under construction by March 1925, and was officially opened in June by the Countess of Stradbroke. Six months later, she returned to the area to perform the same duty for the new centre at Strathalbyn Street, Kew East, which was designed by Council's Building Surveyor, Rowland Chipperfield. While the City of Camberwell had no fewer than six baby health centre branches by 1927, these all occupied existing buildings; it was not until 1928 that Council decided to erect its first purpose-built facility. Described as "an attractive looking building", it opened in Cherry Road, Balwyn, in March 1928.⁸⁰⁵ Later that year, it was proposed to open another branch in the municipality's South Ward, and to negotiate with the Cities of Kew and Hawthorn to establish yet another, in the developing northern fringes of the study area. By that time, the City of Kew had already resolved to provide a baby health centre in Kew North, which operated from a rented house at 50 Willsmere Road until a new purpose-built centre (also designed by Chipperfield) was erected in Peel Street in 1930.⁸⁰⁶ During the early 1930s, the City of Camberwell opened another centre in South Camberwell (in an existing dwelling), and provided two more purpose-built centres alongside parks at Canterbury and Surrey Hills – the latter proving a new home for the service that had previously been accommodated in a room under the local bandstand.⁸⁰⁷

Expansion of the infant welfare network across the study area abated somewhat during the Depression years, but burgeoned again towards the end of the 1930s. In December 1936, the City of Camberwell opened its seventh centre in a new four-roomed modern building in High Street, Glen Iris, which was intended also to serve the Ashburton area. Three years later, the City of Kew also erected a similar building – located on Denmark Street, adjacent to the railway station – as the new home for the city's original infant welfare service, which had been based in the town hall for almost two decades. At the same time, land was purchased in John Street for another centre, intended to serve the south-west of the municipality, but this was not realised. The land was sold and another site acquired in Davis Street for a combined kindergarten and infant welfare centre, although only the former component had been completed by 1960⁸⁰⁸

802 Vaughan, *Kew's Civic Century*, p 96.

803 "Baby Health Centre", *Argus*, 9 November 1920, p 8. See also *Argus*, 23 November 1923, p 9

804 "New Baby Health Centre", *Argus*, 8 December 1920, p 4.

805 "Women's Activities", *Argus*, 24 March 1928, p 31

806 Vaughan, *Kew's Civic Century*, p 96.

807 Information provided by Surrey Hills Historical Society.

808 Vaughan, *Kew's Civic Century*, p 97.

The post-war period was otherwise characterised by the demolition of some of the earlier baby health centres in the study area (including the City of Hawthorn's original building at 319 Burwood Road, and the City of Kew's centre on Denmark Street) and by their replacement with modern counterparts that, reflecting a new trend, were invariably incorporated within (or alongside) other community buildings such as public libraries (eg 534 Glenferrie Road, Hawthorn, and Inglesby Road, Camberwell) or kindergartens (eg two in Balwyn, on Maud Street and Trentwood Drive).

Relevant Places

Baby Health Centre, 21 Strathalbyn Street, Kew East (1925) – first in study area, and one of first in Victoria (HO486)

Baby Health Centre, 1 Cherry Road, Balwyn (1928)

Baby Health Centre, Surrey Gardens, Surrey Hills (c.1931)

Baby Health Centre, Kendall Street (adjoining Canterbury Gardens), Canterbury (1932) – part HO145

8.3.4 Helping others

The theme of charitable institutions has been a particularly strong one in the study area, and one, moreover, that has overlapped with several other important themes. The first charitable institutions were established in the late nineteenth century by religious orders (see **8.1.3**) that not only founded schools (see **8.2.4**) and hospitals (see **8.3.1**) as part of their outreach in the area, but also institutions for the disadvantaged in the community. One notably early local manifestation was St Joseph's Children's Home in Surrey Hills, which opened in mid-1890 under a group of Josephite nuns that had been sent down from Sydney for the purpose. The large Victorian house that they occupied, on the corner of Kent and Middlesex roads, soon became inadequate and, before the end of that first year, tenders had already been accepted for a new dormitory block and refectory.⁸⁰⁹ Further expansion followed.

This theme became far more dominant in the twentieth century, and saw its most rapid growth during the inter-war period, when charitable institutions for orphans, widows, the aged and the disabled flourished across the study area. The tradition of accommodating such institutions in defunct Victorian mansions, as shown by St Joseph's Children's Home back in 1890, continued. By this time, it was not only the Roman Catholics that were concerned with provision of charitable institutions in the study area, but also the various Protestant denominations. In 1915, the Salvation Army purchased a large house, *Blackhall*, in Sackville Street, Kew, and refurbished it as the Catherine Booth Home for Girls. In 1921, the Anglicans opened St Mark's Home for Boys on Burwood Road, Hawthorn; five years later, this moved to Ernest Carter's former home, *Shrublands*, in Canterbury, and was renamed St John's. Many others followed over the next two or three decades: examples cited by McConville included *Linda* on Canterbury Road, Camberwell, which became the new Presbyterian Babies' Home (1933), the former residence of W L Baillieu in Brinsley Road, Camberwell East, which became another Salvation Army Girls' Home (1936) and *Windsor Lodge* on Belmore Road, Balwyn, which became the Yooralla Centre for Crippled Children (1946).⁸¹⁰ Not all of these ventures, however, were initiated by church groups. A notable example in Kew, the Rockingham Red Cross Convalescent Home on Barkers Road, came about when Herbert Syme's widow offered her large residence, *Rockingham*, to the Red Cross Society, for the convalescence of Second World War military personnel who had suffered psychological trauma during their wartime service.

The early post-war period saw the emergence of dedicated hostels for the aged, from which sprang the modern phenomenon of retirement villages and the like. While these places certainly reflect the theme of "helping others", they are discussed in detail elsewhere, under the separate theme of "growing older" (see **8.6.2**)

Related places

former St John's Boys Home, corner Kent & Middlesex roads, Surrey Hills – original mansion, plus later additions

House (*Blackhall*), 26 Sackville Street, Kew – formerly Catherine Booth Home for Girls, 1915 to 1976 (HO162)

House (*Shrublands*), 16 Balwyn Road, Canterbury – formerly St John's Boys Home (HO258)

809 "St Joseph's Home for Destitute Children", *Argus*, 13 August 1890, p 6.

810 McConville, "Camberwell Conservation Study", Vol 2, p 105.

8.4 FORMING COMMUNITY ORGANISATIONS

8.4.1 Forming associations of self-help and aid

Establishing brotherhoods and benefit societies

All three of the former municipalities that constitute the study area established lodges, benefit societies and fraternal organisations during their earliest phases of settlement. One of the first of these was the Hawthorn Lodge of the Manchester Unity Independent Order of Oddfellows (MUIOOF), which was founded there as early as 1859.⁸¹¹ The Australian Order of Foresters established one of its branches (or “courts” as they were known) in Hawthorn in June 1861, and then another in Kew two months later.⁸¹² A branch of the MUIOOF also emerged in Kew in 1863. Characteristically, these organisations initially held their meetings in local hotels; according to Gwen McWilliam, the local Foresters met at Fletcher’s Hotel in Hawthorn, while Blainey records that their counterparts further east met at the Camberwell Inn and Thorncombe’s Hotel.⁸¹³ The first purpose-built meeting place to be erected in the study area by one of these groups was probably the MUIOOF Lodge at Hawthorn, which opened in 1872 on the south-east corner of Burwood Road and Lavidge Street.⁸¹⁴ Some time later, same organisation’s Kew branch built a hall in Union Street.⁸¹⁵ Both buildings, however, have long since disappeared.

Local organisations of this type proliferated over the last three three decades of the nineteenth century. Examples – to name but a few – included the Hope of Hawthorn Lodge of Grand Templars (1872), the Hawthorn Mutual Improvement Society (1872), the Star of Kew Tent of the Independent Order of Rechabites (1882), the Glenferrie Mutual Improvement Society (1888), branches of the Australian Natives Association in both Hawthorn (1888) and Kew (1895) and the Sacred Heart Branch (Kew) of the Hibernian Australasian Catholic Benevolent Society (1899).⁸¹⁶ Not all of these groups erected purpose-built halls for themselves, with many evidently being content to meet in whatever public venues were available in their respective areas, such as a town halls and churches. One notable exception was the Hawthorn lodge of the Grand United Order of Oddfellows, which built its own meeting-place in 1898. Designed by city architect J V T Ward, this substantial two-storey Boom-style edifice still stands at the corner of Burwood Road and Lavidge Street, with the name of its original occupants still emblazoned across the parapet in rendered lettering.

Many of these nineteenth century societies and fraternal lodges flourished into the twentieth century, and some even continued into the post-war era. The Hawthorn branch of the MUIOOF still held meetings in its original hall, at 152 Burwood Road, in the 1950s. By the time that the building was demolished in 1966, it had transferred to the former Oddfellows Hall (by then known simply as the Hawthorn Hall) at 408 Burwood Road. Some of these groups were still building their own halls at that time, such as the Loyal Orange Lodge in Camberwell, which transferred to new premises at 41 Trafalgar Road (demolished) around 1964.

Related places

former Grand United Order of Oddfellows Hall, 408 Burwood Road, Hawthorn (1898)

Establishing Masonic Lodges

Freemasons also established a presence in the study area during the boom era, with the first local brotherhood, Victoria Lodge No 82, founded in Hawthorn in 1882. Pentalpha Lodge No 90, which was raised in Collingwood in 1884, had relocated to Kew by 1889, where it initially met at the Prospect Hill Hotel and then later at Gray’s Federal Hall on High Street (see 8.4.3). The establishment, later that year, of the new United Grand Lodge of Victoria prompted the formation of additional suburban lodges; these were represented in the study area by Camberwell Lodge No 159, which was founded on 14 January 1891 and held meetings in the Shire Hall.

811 McWilliam, *Hawthorn Peppercorns*, p 76.

812 McWilliam, *Hawthorn Peppercorns*, p 78; Vaughan, *Kew’s Civic Century*, p 157.

813 Blainey, *A History of Camberwell*, p 29.

814 Peel, Zion & Yule, *A History of Hawthorn*, p 83.

815 Vaughan, *Kew’s Civic Century*, p 157.

816 Vaughan, *Kew’s Civic Century*, p 157.

Otherwise, the establishment of local lodges has been a twentieth century phenomenon; examples include Glenferrie Lodge No 250, Balwyn Lodge No 275, Eastern Suburbs Lodge No 296, Canterbury Lodge No 312, Boroondara Lodge No 321, City of Kew Lodge No 355, Deepdene Lodge No 356 and City of Hawthorn Lodge No 363. All of these were formed after the First World War – in itself, indicative of a massive boom in the popularity of Freemasonry in Victoria in the early 1920s. This inter-war boom period also saw the first purpose-built Masonic Temples appear in the study area. This started in 1922, when the Pentalpha Lodge in Kew erected a new temple in Walpole Street (demolished), which was swiftly followed by the opening of temples in Launder Street, Hawthorn (1923), Prospect Road, Camberwell (1924) and, finally, by the unusual Egyptian-style *Emulation Hall* in Canterbury (1927-28). The last was notable not only for its architectural style, but also for the fact that it was erected for Emulation Lodge No 141, a brotherhood that had been founded in Box Hill in 1889, and was one of earliest masonic lodges in the eastern suburbs. Befitting the high social status of the masonic movement during the inter-war period, all of these new temples were conveniently and prominently located in side streets adjacent to major commercial and retail precincts.

When the Masonic Temple in Walpole Street, Kew, was demolished for expansion of car-parking facilities behind the High Street shops, the lodge established new headquarters in a former church at 33 Strathalbyn Street, Kew East.

Related places

former Hawthorn Masonic Temple, 3 Launder Street, Hawthorn (1923) – part HO164

Camberwell Masonic Centre, 12 Prospect Road, Camberwell (1924)

Canterbury Masonic Centre (*Emulation Hall*), 3 Rochester Road, Canterbury (1927-28)

8.4.2 Pursuing special interests of all kinds

The Returned and Services League

The Returned & Services League of Australia (RSL) traces its origins back to 1916, when an organisation was formed to provide support for military personnel returning from the First World War. Originally known as the Returned Sailors' & Soldiers' Imperial League of Australia (RSSILA), it subsequently changed its name to the Returned Sailors', Soldiers' & Airmen's Imperial League of Australia in 1940, and became the Returned Services League in 1965. Its current name was adopted in 1990. For simplicity, the following discussion uses the acronym RSL throughout.

In the late teen and early 1920s, local RSL sub-branches proliferated across Victoria (as elsewhere) as more servicemen returned to civilian life. The first sub-branch in the study area was established at Hawthorn as early as 1917. Land for a purpose-built clubroom was provided at the corner of Glenferrie and Manningtree roads, and intensive fundraising commenced to cover construction costs.⁸¹⁷ The building, designed by architects Richardson & Woods, opened in 1920 – the same year that an RSL sub-branch was formed in Kew. The latter, however, proved short-lived in its original incarnation, and was subsequently absorbed by its counterpart at Hawthorn. Nearly a decade passed before the Kew sub-branch was re-formed, in November 1931. New clubrooms, erected at 390 High Street (demolished), opened the following year. By the end of that decade, an RSL sub-branch had also been formed at Hawthorn South.

Needless to say, RSL membership boomed during and after the Second World War, which prompted the establishment of new sub-branches, and the expansion of premises occupied by existing ones. In 1947, the Kew sub-branch purchased *Winton*, a large Victorian house on Cotham Road that, fittingly, had been used as an ARP centre during the War (see 7.4.2). However, another decade passed before the sub-branch actually took up occupation there; the building itself was substantially refurbished in 1962. While the Camberwell City sub-branch built new premises on Camberwell Road in the late 1940s, some local counterparts were obliged to meet in existing halls. The sub-branches at Burwood and Balwyn took up occupation, respectively, in the former Mechanics' Institute on Toorak Road, and the old Athenaeum Hall off Doncaster Road – a wattle-and-daub structure dating back to the 1850s. The Balwyn sub-branch (which had been formed in 1946) subsequently erected modern premises on the same site, which opened in 1956.⁸¹⁸ This was soon followed by new clubrooms for the Hawthorn South sub-branch, which were built in Anderson Park.

817 Peel, Zion & Yule, *A History of Hawthorn*, p 182.

818 “New RSL branch at Balwyn, *Age*, 22 May 1946, p 3; “Historic Balwyn Hall for RSL”, *Age*, 5 July 1954, p 3.

Related places

RSL (Hawthorn sub-branch) clubrooms, 605 Glenferrie Road, Hawthorn (1920) – earliest example in study area

RSL (Camberwell City sub-branch) clubrooms, 403 Camberwell Road, Camberwell (c.1948)

RSL (Balwyn sub-branch) clubrooms, 2 Centre Way, Balwyn North (1956)

8.4.3 Providing places for young people to meet and socialise

Boy Scouts and Girl Guides

The suburbs that comprise the study area were amongst the first in Melbourne to embrace the scouting movement in the early twentieth century. The first local scout troop – and one of the first in Victoria – was the First Camberwell troop (aka “Melba's Own”), which dates back to 1908. It is said to have been formed by boys from Camberwell Grammar School, without any prompting or assistance from adults, although this claim has been disputed by others.⁸¹⁹ The following year, a counterpart emerged in Kew. As was poetically recorded in an article published to mark its Silver Jubilee in 1959:

When a horse-drawn tram plied between the Cemetery gates and Victoria Bridge and the built-up area ended before you travelled as far as Deepdene, a group of Kew boys attended a Christmas camp on Colonel J. Broderick's property at Cockatoo. It was the summer of 1908, and even then some idea of what Baden-Powell meant by Scouting for Boys must have reached Kew, for in 1909 the first Scout Troop was formed by a Mr. Le Grew.⁸²⁰

By that time, local scouting groups had also been formed in Hawthorn and Surrey Hills, as well as a Hawthorn branch of the Boys Naval Brigade, which met at the Augustine Church.⁸²¹ Towards the end of 1909, when the newly-formed Victorian Section of the Australian Imperial Boy Scouts established a framework of twenty metropolitan districts, the troops at Hawthorn, Kew and Camberwell were united under the banner of Metropolitan District No 12.⁸²² Girl Guides, meanwhile, were not far behind; in February 1911, a meeting was held at 306 Burwood Road to enrol local girls in the 1st Hawthorn Troop of the Australian Girl Guides – the first registered Girl Guide troop in Australia. The First Canterbury Troop of Boys Scouts had been formed by 1916; five years later, it was re-badged as “Lady Best's Own”, after the wife of Sir Robert Best, MHR, who served as their patron. Other early local troops included Second Hawthorn and Third Hawthorn – the latter formed by students of Scotch College, which had relocated to the area in 1916.

The popularity of scouting in Victoria burgeoned from the early 1920s, and the study area was no exception. In 1922, Kilby's Farm, on the banks of the Yarra at East Kew, was chosen as the venue for the second annual Colonel Cohen Shield, a statewide scouting competition. Fittingly, the event was won that year by the First Kew troop. Two years later, the same event was held on land along Gardiner's Creek in Kooyong, where one of the events was to build a trestle bridge across the creek – one of the more unusual examples of a bridge into the study area (see 3.1.2).⁸²³ The First Kew troop won the competition for a second time in 1925, when it was staged in Ballarat.

The mid-1920s was otherwise notable for a boom in the construction of purpose-built scout halls in the study area. The First Canterbury Troop (aka Lady Best's Own) was the first to obtain their own building, for which a foundation stone was laid by their eponymous patron in March 1924. As noted by McConville, this was only the fifteenth scout hall to be erected in all of Victoria, and its opening reportedly marked “another epoch in the scouting movement in Victoria”.⁸²⁴ This milestone was duly followed by the opening of counterparts for other pioneer troops in the area: the First Camberwell troop in Palmerston Street, Camberwell (1925), the First Surrey Hills troop in Robinsons Road, Surrey Hills (1927; demolished) and the First Kew troop at 129 Disraeli Street (1927; demolished).⁸²⁵

819 McConville, “Camberwell Conservation Study”, Vol 2, p 106.

820 *Kew Advertiser*, 1959, quoted in Brad Miles, “A Brief History of Scouting in Kew”, 14pp typescript, May 1995, p 1.

821 Peel, Zion & Yule, *A History of Hawthorn*, p 82.

822 Miles, “A Brief History of Scouting in Kew”, p 1.

823 “Boy Scouts as bridge builders”, *Argus*, 4 November 1924, p 9.

824 McConville, “Camberwell Conservation Study”, Vol 2, p 106.

825 “Kew Boy Scouts: New Hall Opened”, *Argus*, 25 July 1927, p 13.

The inter-war period otherwise saw a proliferation of new scouting troops across the study area. In the Kew area alone, the First Kew troop was complemented by Second Kew (1924), Third Kew (1925), Fourth Kew (1925), Fifth Kew (c.1927), Sixth Kew (1932), Seventh Kew (1932) and Eighth Kew (c.1933). Not all of these, however, met with lasting success. Most occupied existing premises, such as church or school halls, although the Four Kew troop erected a building of its own, in Glass Street, in 1935. There were no fewer than twenty scout troops in the City of Camberwell by the early 1950s, and twelve in Kew by 1960.⁸²⁶ In more recent years, a number of local scout troops have discontinued or merged. Today, less than twenty scout troops remain in operation in the Boroondara District of Victoria's scouting organisation, which corresponds, more or less, to the study area. These include several foundation troops, such as the First Kew, First Hawthorn, First Canterbury, First Balwyn, First Balwyn North, First Hartwell and First Camberwell South. Of these, the First Canterbury troop still occupies its original pre-war scout hall – the oldest in the study area.

Related places

First Canterbury Scout Hall, 25 Shierlaw Avenue, Canterbury (1924)

former First Camberwell Scout Hall, 12 Palmerston Street, Camberwell (1925) – part HO159

Fourth Kew Scout Hall, 13 Glass Street, Kew (1935)

8.4.4 Providing local meeting places

The earliest European settlers in the study area had many reasons to meet together – to discuss the establishment of local government, the provision of utilities and infrastructure, and the formation of schools and churches. While many early meetings were held in local hotels, it was not long before purpose-built meeting places began to appear. The first of these was probably the Athenaeum Hall at Balwyn – a rather grand title for the rudimentary wattle-and-daub structure that was erected in the mid-1850s.⁸²⁷ By the end of the decade, a more substantial Athenaeum Hall had been erected in Walpole Street, Kew; conceived as a private venture, the building was taken over in late 1860 by the newly-formed municipal council, although it retained its function as a local meeting place. Counterparts were slower to appear further east. An 1860 proposal to erect a Mechanics' Institute in what is now Glen Iris came to naught, and another decade passed before the Camberwell district obtained its first public hall of sorts. As Blainey noted,

*Camberwell's early social life was fostered by a little hall erected by Reverend C S Isaacson on the north side of Camberwell Road. Its large room had tables, chairs and bright lamps.. In the back room was a library of perhaps one hundred books and members who paid half a crown could sit by a fire and read.*⁸²⁸

Isaacson's venture, also referred to as the Temperance Hall and Reading Room, opened in June 1870.⁸²⁹ While the new Shire Hall, completed two years later, subsequently became the district's principal public meeting place, smaller local halls still emerged in nearby communities: Golding's Hall in Canterbury (1886), the Upper Hawthorn Hall on Riversdale Road (by 1890), the Surrey Hall in Union Road, Surrey Hills (1891) and the Burwood Mechanics' Institute on Toorak Road in the old Village of Norwood (1911).⁸³⁰ Golding's Hall, which stood on the corner of Balwyn Road and Mont Albert Road, was replaced in 1897 by a larger hall on Canterbury Road; this, in turn, was superseded by the even larger and grander two-storey Canterbury Hall (and picture theatre) on Maling Road, which opened in 1913. In the late nineteenth century, public meetings were also accommodated in the Grace Park Hall on Glenferrie Road, Hawthorn, which opened in 1896, and Gray's Federal Hall in Kew, which occupied the upper level of a two-storey building at the corner of High and Denmark streets. A not dissimilar venue in Hawthorn East was Adams' Assembly Hall at the corner of Burke Road and Auburn Parade. This privately-owned public hall formed part of the premises of auctioneer J C Adams, which were erected in 1901 to the design of architects Ward & Carleton. Two years later, the building was extended with a second storey, providing a separate lodge room and supper room. The public hall component (which had separate access from Auburn Parade) was still in use in the early 1930s, when it was renamed the Academy Hall.

826 *The City of Camberwell, Melbourne, Victoria*, unpaginated pamphlet, 1953; Vaughan, *Kew's Civic Century*, pp 161-62

827 Blainey, *A History of Camberwell*, p 29; See also "Landmark goes", *Argus*, 5 July 1954, p 8.

828 Blainey, *A History of Camberwell*, pp 29-30.

829 Information provided by Gwen McWilliam, October 2011.

830 "Concert at Camberwell", *Argus*, 17 April 1890, p 8; McConville, "Camberwell Conservation Study", Vol 2, p 104.

A minor boom of new public halls took place during the 1920s. The large and impressive Manresa Hall on Burwood Road, Hawthorn, which was built in 1924 by the adjacent Catholic church, served as a much-loved venue for meetings, dances and even – for a brief period in the 1930s – as a commercial picture theatre (see 5.6.5).⁸³¹ In 1926, a smaller public hall was erected at the corner of Auburn Road and Caroline Street by a private company; four years later, this was also adapted for the screening of films by the construction of a small bio-box. During this period, the provision of public halls in some of the more developing suburbs of the study area was initiated by local progress associations. The Ashburton Progress Association, for example, brought about the construction of a public hall on the corner of High Street and Johnson Road (demolished) in the late 1920s. A few years later, the East Kew Progress Association proposed the construction of a “Citizens' Hall” on High Street, but this was evidently never realised.

In the post-war era, the need for new public meeting-places was briefly re-ignited by the intense suburban expansion then taking place in the eastern half of the study area. In 1957, an ex-military hut was relocated to a site in Balwyn to serve as a centre for community focus. Known as the Craig Play Centre – after local businessman W E J Craig, whose family had provided the money for its erection – the building was initially intended as a recreation space for local children.⁸³² Faced with closure in the early 1970s, it was taken over by the YMCA and expanded to accommodate “a larger and more comprehensive type of community service”.⁸³³ It remains in operation as such, now known simply as the Craig Centre. Another local meeting place in that area, the Alamein Community Centre, opened in June 1978.

Related places

former Surrey Hall, 101-109 Union Road, Surrey Hills (1891)

former Canterbury Hall, 117 Maling Road, Canterbury (1913) – also used as a picture theatre (part HO145)

Manresa Hall, 345 Burwood Road, Hawthorn (1924)

former Auburn Recreation Hall, 346 Auburn Road, Hawthorn (1926) – now used as youth club premises

8.5 PRESERVING TRADITIONS AND COMMEMORATING

8.5.1 Remembering the impact of War

War memorials

The memorial to the First World War in the Surrey Gardens at Surrey Hills took the unusual form of a shrine: a gable-roofed structure with a sculpture by noted local artist John Kendrick Blogg (1851-1936). Even more unusual, however, was that it was dedicated in April 1918 – six months *before* the War had ended. As such, it was not only the first war memorial to be erected in the study area, but one of the first in Melbourne. The City of Kew was not far behind when, in June 1919, it established its own war memorial sub-committee. A prominent site was selected in front of the post office, at the apex of the intersection of High Street and Cotham Road, and a design competition was held in 1921. First prize was awarded to architect F Bruce Kemp (son of architect and Kew resident Henry Kemp), but his scheme was later rejected in favour of one designed by architect and former Mayor of Kew, H W Tompkins. This delayed the project, and, in the interim, the City of Camberwell surged ahead in its own plans to erect a local war memorial. By contrast, that Council had envisioned a public hall as a memorial. Fund-raising commenced in late 1920, and architects for the project (the firm of Irwin & Stevenson) appointed during the following year.⁸³⁴ The foundation stone was laid in December 1921, and the completed building – loftily designated as the Camberwell & Canterbury War Memorial Institute, and described by the press as “the finest building of its kind in Victoria” – was officially opened by the Prime Minister, Lord Bruce, on 28 July 1923.⁸³⁵ Another eighteen months passed before the City of Kew began construction of their memorial, which took the form of a circular temple-like structure. It was finally unveiled by the Governor-General six months later.

831 Peel, Zion & Yule, *A History of Hawthorn*, p 192.

832 Mark Loveday, History of the Craig Family Centre, 1957-2007”, *Burwood Bulletin*, No 106 (Spring 2007).

833 “Family centre receives aid from YMCA”, *Age*, 21 February 1973, p 12.

834 “Camberwell War Memorial”, *Argus*, 14 October 1920, p 4. The building was demolished in 1979 for a block of RSL units.

835 “Camberwell Memorial Institute opened”, *Argus*, 30 July 1923, p 7.

The City of Hawthorn, meanwhile, lagged a little behind. At the time that the City of Kew unveiled its memorial in August 1925, the neighbouring council was still debating what form their own memorial might take. Numerous proposals and sites were considered and then abandoned, including a memorial archway, a memorial bridge and a memorial porch at the Town Hall. It was not until 1927 that the Council resolved to build a traditional free-standing memorial in the public reserve at the corner of Burwood Road and Wood Street – appropriately located at the very entrance to the municipality and, moreover, in what had been the centre of the original Village of Hawthorn. A design competition was held, which was won by a local public servant with no formal architectural qualifications. The completed memorial was unveiled by the Governor, Lord Somers, on 10 March 1929.⁸³⁶

Many other war memorials can be seen across the study area, including several in the grounds of local RSL clubrooms (see 8.4.2), a large stone plinth in Beckett Park at Balwyn, and the Second World War memorial in front of the former Kew City Hall, which includes a carved panel by noted sculptor George Allen. One of the most unusual war memorials in the study area is the Lone Pine in Anderson Park, near the Hawthorn South RSL clubrooms. Planted in 1939, this was one of three pine trees grown in a Hawthorn nursery from a pine cone that had been brought back from Gallipoli by local resident G A Radnell, who had been there for the twentieth anniversary of the Gallipoli Landing.⁸³⁷ A second Lone Pine (possibly another of the three cultivated specimens) stands in front of the former Camberwell Civic Centre.

Related places

Cannons, Surrey Gardens, Surrey Hills (1901) – erected to commemorate the end of the Boer War

War Memorial Shrine, Surrey Gardens, Surrey Hills (1919) – the first in study area, and one of the first in Melbourne

Kew War Memorial, Cotham Road and High Street, Kew (1925)

Hawthorn Cenotaph, St James Park, Burwood Road, Hawthorn (1929)

Beckett Park War Memorial, Beckett Park, Balwyn

Lone Pine, Anderson Park, Anderson Road, Hawthorn East (planted 1939)

8.5.2 Remembering significant events and people

Celebrating the Royal Jubilee

In the last two decades of the nineteenth century, citizens of the British Empire united in their celebrations of two significant milestones in the long reign of Queen Victoria: her Golden Jubilee in 1887, and her Diamond Jubilee in 1897. Municipal councils across Australia marked these two occasions in many ways – both transient, through celebratory events and gestures, and permanent, through actual monuments. Of the two milestones, the Golden Jubilee of 1887 seems to have engendered the more widespread response amongst Melburnians. While the City of Melbourne had planned to erect a life-size statue of Queen Victoria herself, the Cities of Kew and Hawthorn each marked the occasion in a more modest, but nevertheless enthusiastic, fashion. Both councils elected to illuminate their Town Halls, and to build memorial drinking-fountains in prominent locations. On 18 June, the foundation stone was laid for the City of Hawthorn's drinking fountain, which was located in the grounds of the Hawthorn Central State School on Manningtree Road.⁸³⁸ A few weeks later, the City of Kew erected theirs in front of the new complex of public buildings – post office, court house and police station – that was then still under construction on the fork of High Street and Cotham Road. During the twentieth century, the fountain was relocated to the nearby Alexandra Gardens, where it remains today.

In addition to these council initiatives, residents and business owners in the area also celebrated the event by decorating or illuminating their own properties. As was noted by the *Argus*, “very few of the tradespeople will specially light up their premises, but a number of private residents will make large display; the premises of Mr J Kitchen, in Studley Park Road, having been rendered specially attractive in this way for the occasion”.⁸³⁹

836 “Hawthorn War Memorial”, *Argus*, 6 March 1929, p 7.

837 “Tree as Memorial”, *Argus*, 25 April 1939, p 3.

838 “Intended proceedings in Hawthorn and Kew”, *Argus*, 18 June 1887, p 11.

839 “Intended proceedings in Hawthorn and Kew”, *Argus*, 18 June 1887, p 11.

By contrast, the Queen's Diamond Jubilee in 1897 appears to have been celebrated in a rather more low-key fashion in the study area, with one of the few record events being the City of Hawthorn's proposal for "a feast and variety entertainment for the children".⁸⁴⁰

Related places

Queen Victoria Jubilee Fountain, Alexandra Gardens, Cotham Road, Kew (1887) – relocated from original site

Celebrating Victoria's centenary in 1934-35

The celebration of Victoria's centenary in 1934-35 – effectively marking one hundred years of European settlement – prompted a boom of commemorative projects of all kinds. Businessman and philanthropist Sir Macpherson Robertson, for example, instigated many projects that subsequently took his name – a bridge over the Yarra River at Richmond, a girl's high school at Albert Park and a fountain in the Domain Gardens. Special events were held, commemorative coins were struck, and numerous books were published. Centenary fever spread through the suburbs, with individual municipalities coming up with their own tributes to mark the occasions.

The City of Hawthorn was quick off the mark when, in February 1934, it proposed to erect a memorial to district pioneer John Gardiner as part of the forthcoming centenary celebrations.⁸⁴¹ Nothing, however, had yet eventuated when the celebrations officially commenced in October; at that time, the Gardiner memorial was mooted as yet another municipal centenary project along with the illumination of the Hawthorn Bridge and the Hawthorn Town Hall, the floodlighting of the new war memorial in St James Park, and the construction of a floral float for a forthcoming street parade.⁸⁴² Meanwhile, prominent Melbourne retailer Frederick Cato, who lived in a large mansion in Tooronga Road, Hawthorn East, marked the centenary by donating a three-acre site on the other side of the street to create a public reserve, which remains today as Cato Park.⁸⁴³

The City of Kew was a little more understated as far as its own centenary celebrations were concerned. In August 1934, Council announced a proposal to plant street trees that would not only beautify the municipality but also remain as "a permanent centenary memorial"; the scheme was to include rows of golden cypresses and phoenix palms along Kilby Road, and rows of Lombardy poplars along the new Chandler Highway.⁸⁴⁴ Otherwise, the celebrations took the form of special events, including a bonfire and fireworks display at the Burke Road Bridge, a social night at the Kew Recreation Hall and a picnic for 4,000 local schoolchildren in Victoria Park.⁸⁴⁵

Of the three municipalities within the study area, it was the City of Camberwell that was most ambitious with its proposed centenary celebrations, on which, it had been announced, the princely sum of £600 would be spent. Much of this was devoted to a bewildering array of special events: a carnival, a musical festival, a military tattoo, special religious services, an exhibition of needlework, a shooting match, a picnic for schoolchildren and separate balls for returned servicemen and civilian citizens.⁸⁴⁶ Festivities also included laying the foundation stone, on 4 November 1934, for a lookout tower to be constructed in Beckett Park, Balwyn, which was one of the highest points in the metropolitan area.⁸⁴⁷ Camberwell's Mayor and his wife played such a significant role in the local centenary celebrations that their contribution was itself memorialised. At the main entrance of the Canterbury Gardens, a stone pillar "erected by the citizens to commemorate the services rendered to the City of Camberwell by Councillor and Mrs A McK Hislop, Mayor and Mayoress in the Centenary Year of the State, 1934-45".⁸⁴⁸

840 "Suburban celebrations", *Argus*, 12 June 1897, p 10.

841 "Hawthorn Pioneer; Memorial cairn proposed", *Argus*, 9 February 1934, p 5.

842 "Hawthorn Celebrations: Memorial cairn proposed", *Argus*, 1 September 1934, p 20.

843 "Gift of Mr F J Cato", *Argus*, 4 October 1934, p 10.

844 "Tree planting at Kew", *Argus*, 25 August 1934, p 23.

845 "Celebrations at Kew", *Argus*, 19 July 1934, p 11 and 14 September 1934, p 6.

846 "The Centenary: Suburban Plans", *Argus*, 5 October 1934, p 10.

847 "City of Camberwell: Plans for Centenary", *Argus*, 11 August 1934, p 21.

848 Information provided by Robin Da Costa Adams, 16 August 2011.

Related places

Cato Park, Tooronga Road, Hawthorn East (1934) – a public park donated by retailer F J Cato as a centenary gift

Centenary Tower, Beckett Park, Balwyn (1934)

Hislop Entrance, Canterbury Gardens, Canterbury Road, Canterbury (1935) – tribute to Mayor/Mayoress (part HO145)

Commemorating significant people

Significant residents of the study area have been commemorated in many ways. While there are many examples of streets, parks and buildings (eg school, hospitals and halls) named after prominent locals, there are also more overt purpose-built memorials of various. Setting aside the grand monuments that exist in Boroondara Cemetery (see **8.6.1**) – of which the architect-designed Springthorpe Memorial (1897) is by far the most celebrated and extraordinary example – the theme of providing stand-alone memorials to significant individuals in the study area has largely been confined to the twentieth century. It is also a theme that tends to be more well represented in the eastern half of the study area: that is, the former City of Camberwell. One early example of a memorial to a private citizen was the bandstand at the Surrey Gardens (see **9.1.4**), which was erected in 1912 and dedicated to the memory of John Gray, “an ardent worker for the district” who was foundation secretary of the Surrey Hills Progress Association; although the bandstand was demolished in 1972, Gray’s memorial plaque was retained and re-erected on a small plinth that stands on the site of the structure.

The middle third of the twentieth century – the early 1930s to the mid-1960s – was the heyday for memorials in the study area. District pioneers John Gardiner, John Hepburn and Joseph Hawdon were an obvious choice for commemoration; in the late 1930s, three memorials were erected to them (as a group, or to Gardiner alone) in Hawthorn and Kew (see **2.2.2**). Around the same time, retail magnate and Balwyn resident Oliver Gilpin (1875-1942) donated a fountain to the City of Camberwell, which was unveiled in Beckett Park in December 1937. Although Gilpin did not intend to commemorate himself as such, the fact that he died only a few years later, and that it subsequently became known as the Gilpin Fountain, shows how it has been embraced as a memorial to one of the suburb’s most famous residents.

Public parks remain the most common place for such memorials; these are typically dedicated to residents who, while not necessarily household names, have been acknowledged at the local level for significant contributions to their own small communities. These are typified by the drinking fountain at the Surrey Gardens (1930) in memory of Arthur Brooks, chairman of the Empire Day Committee, and a garden seat (c.1950s) in the Canterbury Gardens, dedicated to Henry Andrew Howard, founder and long-time secretary of the Canterbury Horticultural Society.⁸⁴⁹ Monuments to city councillors and mayors can also be found in public open spaces – mostly in the former City of Camberwell. In 1932, a drinking fountain in memory of Henry Rooks was unveiled in the grounds of the Camberwell Primary School; the Canterbury Gardens contains the aforementioned Hislop Entrance (1935) while the Surrey Gardens at Surrey Hills has a stone pillar dedicated to Albert Ernest Vine (c.1945) and a memorial gateway to William Dimmick (1950). More recently, in 1980, a small courtyard at the former Camberwell Civic Centre was dedicated to the contribution of local Mayoresses over the years. A sculpture by Michael Meszaros, entitled *The Mayoress* was unveiled there in March 1982. More recent manifestations of this theme include the unveiling, in July 2007, of a bust of Australia’s longest-serving Prime Minister, Robert Menzies, who lived in Kew for almost thirty years. Donated by Liberal politician Peter Costello, the bust stands in Petrie Square and commemorates the fact that Menzies held the electorate of Kooyong (in which Kew is located) for more than three decades.

Aside from parks, memorials to significant locals can be found near places with which they were personally associated. The former Camberwell home of brothers John Henry Michell (1863-1940) and Anthony George Michell (1870-1959) bears a plaque that attests to their internationally-acclaimed achievements in the respective field of mathematics and engineering. Not all people memorialised in the study area, however, actually had a close association with it. The most notable example of this is the Raoul Wallenberg Memorial at Kew Junction. This was unveiled in 1985 in memory of Raoul Wallenberg (1912-1947?), a Swedish humanitarian who rescued European Jews during the Second World War by providing passports and accommodation. Detained by the Soviets in 1945, he was never seen again and is believed to have died in captivity in 1947.

849 Information provided by Surrey Hills Historical Society.

The idea for a local memorial sprung from a 1982 proposal by the Australasian Union of Jewish Students for a tree to be planted in Kew to mark Wallenberg's seventieth birthday. The suggestion was taken up by Free Wallenberg committee, which subsequently proposed a memorial in the form of a sculpture. This was completed by Karl Duldig (1902-1986) in what proved to be his last major commission before his death.⁸⁵⁰ The Raoul Wallenberg Memorial Garden, located at the corner of High Street and Princess Street, is one of many memorials that have been erected around the world. As well as a memorial to a significant individual, it encapsulates the overlapping themes of post-war migration (see 2.5.1 and 2.5.2) and the Jewish community (see 2.5.3).

Related places

John Gray Memorial Plaque, Surrey Gardens, Surrey Hills (1912) – formerly affixed to bandstand; now on a plinth

Oliver Gilpin Fountain, Beckett Park, Balwyn (1937)

Raoul Wallenberg Memorial Gardens, Kew Junction, Kew (1985) – including sculpted bust by Karl Duldig

Bust of Robert Menzies, Petrie Square, Kew (2007) – sculpted by Victor Greenhalgh

Plaque on garage, 52 Prospect Hill Road, Camberwell – in commemoration of the Michell Brothers

8.6 MARKING THE PHASES OF LIFE

8.6.1 Burying the dead

Cemeteries

The study area acquired a cemetery reserve in 1855, when a 31-acre triangular site at the junction of present-day High Street and Parkhill Road was set aside for the purpose. A board of trustees, however, was not formed for another three years, and the first burial – that of Ellen Quick, wife of a district pioneer, took place on 12 March 1859. The cemetery was originally named Boroondara Cemetery, in recognition of the fact that it had originally been intended only for residents of that particular parish – that is, what would become the municipalities of Hawthorn, Kew and Camberwell or, more simply, the present study area. However, this resolution was later rescinded, and the cemetery – one of the largest outside central Melbourne in the nineteenth century – became available to all. As Vaughan noted in 1960,

*A stroll through the cemetery makes one realise as the names of those resting there are read that this place is closely linked with the development of not only Kew but also the Metropolis and the State of Victoria as well. Therein is enrolled the names of some of "the great of witnesses" who have made the history of the past century.*⁸⁵¹

The cemetery is thus not only associated with the present theme of burial (8.6.1), but also, more broadly, provides evidence of other significant themes in the development of the study area. The cemetery includes denominational divisions (eg a Lutheran section, with graves of Hawthorn's early German settlers, and an "other denominations" section with Chinese-inscribed tombstones) that illustrate the theme of early migration (see 2.5.3). It also contains the burial places of nuns associated with local convents (see 8.1.3) and several eminent local architects, including the Gothic-style tomb of Henry Kemp and his family (which Kemp presumably designed himself) and a plainer tombstone for Albert Purchase, who served as architect to the cemetery trust for several decades. The status of the cemetery as one of Melbourne's most prestigious burial places is shown by the fact that it not only contains the remains of many prominent local residents (such as David Syme, whose grave is a miniature Egyptian temple) but also those who lived outside the study area (most notably Annie Springthorpe, wife of a grief-stricken Collins Street doctor who built a small Greek temple that is considered one of the most celebrated funerary monuments in Australia).

Related places

Boroondara General Cemetery, High Street, Kew – includes buildings and perimeter walling as well as graves (HO64)

850 Juliet Peers, 'Duldig, Karl (Karol) (1902-1986)', *Australian Dictionary of Biography*, Vol 17, pp 340-341.

851 Vaughan, *Kew's Civic Century*, p 115.

Funeral Parlours

While the study area contains one of the oldest and largest cemeteries in the metropolitan area, it was relatively slow to attract related businesses such as undertakers. The first, dating back to 1859, was established in Kew by John Padbury and enjoyed no local competition for over two decades.⁸⁵² The *Sands & McDougall Directory* for 1880 still listed just one undertaker in the study area at that time, amongst 29 across all of Melbourne. By 1890, when the latter total had increased to 43, there was only one more in the study area – a branch, at 329 Burwood Road, Hawthorn, of the enduring and successful firm of Herbert King & Sons, which was founded in 1853 and grew to become one of Melbourne's pre-eminent funeral chains. The 1890s, however, saw a minor boom in the industry and, by the turn of the century, there were no fewer than eight undertakers in the study area. The intervening years saw the pioneering business of John Padbury taken over and re-badged by his son, becoming A W Padbury & Company, with its original premises at 13 Cotham Road supplemented by new branches at 29 High Street, Kew and 360 Burwood Road, Hawthorn. While Herbert King & Sons maintained their premises on Burwood Road, it was soon joined by two newcomers – Otto Preuss and W G Raven – who established themselves on the same street at Nos 212 and 383, respectively. The entrepreneurial Preuss opened two other outlets in the study area – one in Auburn Road, Camberwell and another in Surrey Hills. By 1910, Herbert King had expanded into Kew, with a new outlet in High Street, while the enduring chain of Le Pine & Son (which had emerged in 1891) had also opened its first branch in the study area, location on Camberwell Road, Hawthorn.

The funeral industry thrived in the study area in the early twentieth century, as it did elsewhere in Melbourne. Otto Preuss expanded into the Canterbury area in 1908, when he established a branch at 281 Canterbury Road. Ten years later, local rivals A W Padbury & Company opened an outpost on Maling Road, which, three years later, was taken over by Le Pine & Son. That company, in turn, relocated to new premises in nearby Shierlaw Avenue in 1930. Further local expansion of the industry, however, was curtailed by the Second World War due to the reduced workforce, fuel rationing and restrictions on materials.⁸⁵³ However, the funeral directors in the study area were amongst the first in Melbourne to break out of this cycle from the late 1940s, beginning with Le Pine & Sons who, in 1948, obtained special permission to install modern refrigeration equipment in their Hawthorn premises. Relaxation of building restrictions in the early 1950s prompted a minor boom of new funeral parlours, which was centred on the developing suburbs east and south-east of the Yarra River. The present study area, more than one hundred years after the establishment of the Boroondara Cemetery, finally emerged as one of the epicentres for modern funeral parlours in Melbourne. Examples included new premises of Le Pine & Sons in Burke Road, Camberwell, which was adapted from an existing Victorian villa (1957), and new purpose-built counterparts erected by Herbert King & Sons in Warrigal Road, Ashburton (1958), Drayton & Garson at 1646 High Street, Glen Iris (1960; demolished) and Le Pine & Sons at 741 High Street, Kew (1967).

Related places

former A W Padbury Funeral Parlour, 13 Cotham Road, Kew – former premises of local undertaking pioneer

former Herbert King & Sons Funeral Parlour, 329 Burwood Road, Hawthorn – Gothic revival building (HO261)

Shop, 110 Maling Road, Canterbury – former premises of A W Padbury & Company; later Le Pine & Son (Part HO145)

Le Pine & Sons Funeral Parlour, 741 High Street, Kew (1967) – designed by architects Bates, Smart & McCutcheon

8.6.2 Growing old and retirement

Accommodation for Senior Citizens

While accommodating senior citizens was a concern of many church missions, religious orders and organisations in the late nineteenth and early twentieth centuries, it was part of a broader concern for the welfare of orphans, widows and the infirm that saw the establishment of “benevolent asylums” and so on (see 8.3.4). Ventures of this nature were typified in the study area by *Nazareth House* in Cornell Street, Camberwell. Founded in 1929 by the Poor Sisters of Nazareth, this provided accommodation for vulnerable members of the community, which included orphans as well as the aged.

852 Vaughan, *Kew's Civic Century*, p 183.

853 Built Heritage Pty Ltd, “Survey of Post-War Built Heritage in Victoria: Stage Two”, unpublished report, 2010, pp 12-13.

Dedicated accommodation just for the aged – coyly described in the early twentieth century as “old folks homes” – is a more recent phenomenon and, within the study area, one almost entirely associated with the post-war era. Following the tradition of earlier charitable institutions, the first local examples were housed in converted Victorian mansions. One of the first was *Carnsworth* in Kew, late home of the Carnegie family, which was acquired by the Presbyterian Church in 1946, remodelled as the D A Cameron Home for the Aged and officially opened in November 1947.⁸⁵⁴ The Church of England, which formed a committee in early 1948 to investigate housing needs for aged citizens, was not far behind. By the end of that year, it had purchased Sir John O'Shanassy's former residence, *Tara*, in Camberwell, for its first “old folks' home” (as they were still called). Remodelled during 1950, the property was renamed Broughton Hall (after Australia's first Bishop) and officially opened in December 1951. Over the intervening months, the church also acquired *Ellerslie* in Harcourt Street, Hawthorn (former home of noted Melbourne architect Otto Yuncken, who died in 1945) and re-opened it in April 1950 as a “home for aged women”.⁸⁵⁵ By 1952, the Presbyterian church had opened another local hostel, St Catherine's Home for the Aged, in a Edwardian house in Balwyn. Not all such places, however, were founded by church groups; a notable secular counterpart was the War Widows' Guild, which was founded in 1945 and, seven years later, acquired a house at 19 Hawthorn Grove, Hawthorn (demolished) that was converted into flats for 14 women.⁸⁵⁶

Only a few years later, the establishment of further facilities of this type was facilitated by the passing of the *Aged Persons' Homes Act* (1954), which, amongst other things, provided charitable and religious organisations with Commonwealth funding for capital projects. This ushered in an new era of purpose-built accommodation for the aged, which continues to the present day. The first example in the study area was a “home for the aged” in Pakington Street, Kew, which was erected by the Methodist Home Mission in 1954 (demolished). Designed by leading architects Buchan, Laird & Buchan, it was carefully conceived as a non-institutional residential development, with individual dwelling units as well as communal areas, set in landscaped grounds.⁸⁵⁷ That same year saw the formation of the City of Camberwell Benevolent Society, which spent the next few years fundraising with a view to erecting a local retirement home. By 1960, a site had been acquired in Balwyn North, and plans drawn up by architects R S Demaine, Russell, Trundle, Armstrong & Orton.⁸⁵⁸ Construction of the first stage of the project – to be known as the Eva Tilley Memorial Home – commenced in October 1961. A second wing was added in 1967, followed by three more by 1972.⁸⁵⁹

A parallel development was the provision of public housing for senior citizens, which was initiated by the Housing Commission of Victoria (HCV) in 1955. That year, a prototype block of single-storey concrete flats, designed specifically for the needs of the elderly, was built in Power Avenue, Ashwood (just outside the boundary of the study area).⁸⁶⁰ Examples were subsequently erected on the existing HCV estate at Ashburton (see 6.3.4), including one group in Mustang Court (demolished). As Susan Priestly has noted, these units were not actually intended for locals, but for elderly people who were being re-housed from inner-suburban slum clearance areas.⁸⁶¹ In 1958, the Cities of Kew and Hawthorn each made a small piece of land available to the HCV – respectively in Bills Street and Childers Street – where additional examples of these flats were built.⁸⁶² Six years later, the City of Hawthorn donated a narrow strip of land in Munro Street, Hawthorn East, for the construction of 45 “home units for old people”, comprising 36 single dwellings, and nine double dwellings.⁸⁶³ In the 1980s, the site was entirely redeveloped by the Department of Housing with modern townhouse-style flats.

Purpose-built retirement accommodation proliferated across the study area in the 1960s and '70s. Many took the form of double-storey blocks of units, laid out in sprawling configurations in a landscaped setting; examples included *Moorfields*, the new Methodist Home for the Aged in Manningtree Road, Hawthorn (1964) and the new War Widows' Guild flats in Lisson Grove, Hawthorn (1967).

854 “Services and Meetings”, *Argus*, 1 November 1947, p 44.

855 “New Home”, *Argus*, 18 April 1950, p 12.

856 “Flats for Widows”, *Argus*, 31 July 1952, p 6.

857 “New Home for the Aged at Kew”, *Herald*, 6 August 1954, p 13.

858 “Home for Aged”, *Herald*, 6 October 1961, p 21.

859 Susan Priestley, *Shifts in a Turning Wheel: A History of the Canterbury Centre*, p 56.

860 Heritage Alliance, “Survey of Post-War Built Heritage in Victoria: Stage One”, unpublished report, October 2008. Vol 2, p 206.

861 Priestley, *Shifts in a Turning Wheel*, p 52.

862 Vaughan, *Kew's Civic Century*, p 126; Peel, Zion & Yule, *A History of Hawthorn*, p 262.

863 “Hawthorn Homes for Elderly”, *Age*, 17 April 1964, p 2.

Less institutional in appearance were the independent living units, which, expressed as small groups of freestanding dwellings, blended seamlessly into the streetscape. These were pioneered in the study area by the Canterbury Citizens Welfare Committee, which, after introducing several local initiatives for the aged community, turned its attention to housing in 1960. Its first block of independent living units, designed by the noted architects Chancellor & Patrick, was unveiled in October 1963 at 16 Faversham Road (demolished); these were followed by others at Chaucer Crescent (1965), Middlesex Road (1966) and Rochester Road (1972).⁸⁶⁴ A supported living centre, the Chatham Lee Hostel, opened in Chatham Road in 1971. Subsequent developments of that type included St Anne's Nursing Home in Wattle Road, Hawthorn, which was opened by the Anglican church in 1973. Notwithstanding the proliferation of purpose-built retirement accommodation in this period, the pre-war tradition of converted Victorian residences persisted. The Studley Park Nursing Home opened in *Edgecombe*, in Edgecombe Street, Kew, as late as 1964.

Related places

Nazareth House, 16 Cornell Street, Camberwell – accommodation for aged persons, in continual operation since 1929

House (Broughton Hall), 2 Berwick Street, Camberwell – former Church of England “old folks home” (1951)

Vasey RSL Care, 20 Lisson Grove, Hawthorn – former War Widows Guild flats (1967)

Independent living units, 26 Rochester Road, Canterbury – built by Canterbury Citizens Welfare Committee (1972)

Other facilities for Senior Citizens

While retirement homes have maintained a strong presence in the study area over many decades, the provision of other facilities for senior citizens, such as social and support services, has been more typical of any other part of suburban Melbourne. Again, this has largely if not entirely been a trend associated with the post-war era. As early as 1952, the City of Kew had formed an Elderly Citizen's Association, which, amongst other things, arranged for social gatherings to be held in *Southesk*, the large Victorian house on Cotham Road that Council had acquired some years before.⁸⁶⁵ In 1955, the Council commissioned a survey on the needs of the municipality's senior citizens; the results brought about the establishment, over the next few years, of meals-on-wheels, district nursing and emergency housekeeping services. Around the same time, comparable initiatives were introduced by the City of Hawthorn. When Tintern Girls' Grammar School relocated from Glenferrie Road to a new campus in Ringwood in 1953, Council acquired its former property, which included a large Victorian house and later outbuildings. A former two-storey classroom block, to the immediate north-east of the mansion, was partially demolished and refurbished during 1956 as a senior citizen's centre. The premises was further expanded in 1961, and its new name – the Over 60 Club – emblazoned across the facade in metal lettering. The building is still used for the same purpose today, albeit now known as the Peppercorn Centre. The City of Camberwell followed, a little belatedly, when it acquired a Victorian-era villa on Camberwell Road, alongside the RSL clubrooms. During 1952, the house was renovated to provide offices, library and card rooms, with a new wing added at the rear (designed by architect and Balwyn North resident Frederick Neuss) to provide a meeting hall and kitchen.

In the late 1950s, an especially notable non-municipal foray into the same field was initiated by parishioners of several churches in Canterbury, who met in late 1956 to consider how they might enact Christian charity in their community.⁸⁶⁶ Deciding to focus their efforts on the welfare of senior citizens, the group organised a free Christmas party that year, which was followed up by a questionnaire for partygoers. As had been the case in the City of Kew, this assessment of the local needs of senior citizens in the community brought swift results, with a meals-on-wheels service already in operation by May 1957.⁸⁶⁷ The group of parishioners, originally known as the Combined Churches of Canterbury District, re-badged itself as the Canterbury Citizens Welfare Committee and subsequently introduced a string of local initiatives for senior citizens. Chief amongst these was a modern purpose-built clubhouse – the first of its type in the study area – which was built at 2 Rochester Road. Designed by architects Rosman, Hastings & Sorel, the new facility was officially opened by the Prime Minister, Robert Menzies, on 25 July 1959. The building has since been substantially rebuilt.

864 Priestley, *Shifts in a Turning Wheel*, pp 51-56.

865 Vaughan, *Kew's Civic Century*, p 127.

866 Priestley, *Shifts in a Turning Wheel*, pp 11-12.

867 Priestley, *Shifts in a Turning Wheel*, pp 17-20.

The late 1950s and early 1960s saw the establishment of several comparable groups elsewhere in the study area, such as the Evergreen Senior Citizen's Club in Balwyn (1958) and the Ashburton Senior Citizens' Club (1961). Both of these groups met in local RSL halls until purpose-built premises could be obtained. The new Evergreen Centre in Talbot Avenue, Balwyn, was officially opened on 1 May 1965 by the Governor, Sir Rohan Delacombe.⁸⁶⁸ The Ashburton Senior Citizen's Club, meanwhile, occupied the former temporary post office – a recycled ex-army hut – until its new premises (designed on an honorary basis by architect and local resident Reg Padey) were officially opened in March 1967.⁸⁶⁹

Related places

Camberwell Community Centre, 405 Camberwell Road – former Camberwell Elderly Citizens' Club (from 1962)

Peppercorn Centre, 584a Glenferrie Road, Hawthorn – former “Over 60 Club” (from 1956)

Evergreen Centre, 41-43 Talbot Avenue, Balwyn (1965)

Ashburton Senior Citizens' Club premises, 296 High Street, Ashburton (1967)

868 “Club that means everything”, *Age*, 30 April 1965, p 11.

869 “Ashburton Support Services: Volunteer Guidelines”, t12pp typescript, 2003.



9.0 SHAPING CULTURAL AND CREATIVE LIFE

9.1 PARTICIPATING IN SPORT AND RECREATION

9.1.1 Enjoying outdoor leisure activities

While virtually all parts of the Melbourne metropolitan area have local sporting clubs and venues, the sub-theme of sport and outdoor leisure activities has been particular rich and dominant across the present study area since the early days of settlement. This circumstance seems to have arisen simply because the suburbs within the study area developed quickly into comfortable middle-class residential areas, where residents had sufficient time and inclination to participate in local sport, as well as the above-average representation of churches and private schools, from where local sporting teams often emerged. As Sonia Jennings and Mary Sheehan wrote in the introduction to their recent book, Clubhouse: A Celebration of Local Sport in Boroondara:

The sports teams and clubs of Boroondara are many and varied, originating in schools, growing out of church parishes, or founded by enterprising individuals with boundless energy and enthusiasm. They have played an integral role in fostering community cohesion and establishing a local identity.⁸⁷⁰

Cricket

Cricketing in Victoria can be traced back as far as 1838, when the Melbourne Cricket Club was formed. While many inner suburban cricket clubs were founded during the 1850s (including those at Richmond, Brighton, Prahran, Collingwood and South Melbourne), counterparts in the eastern suburbs – that is, on the far side of the Yarra River – did not begin to appear until the early 1860s. Not surprisingly, the first of these was the Hawthorn Cricket Club, which was formed in 1862 by residents of Kew as well as Hawthorn.⁸⁷¹ Early matches were played in a paddock adjacent to the Boroondara Family Hotel, with the hotel itself serving as the clubhouse; after a year, the club moved to Brooks' Paddock on Church Street, with the nearby Sir Robert Nickle Hotel filling in as clubrooms.⁸⁷² In March 1863, the Hawthorn United Cricket Club (as it was then known) competed for the first time against a new rival, the Camberwell Union Cricket Club, in a match played in a paddock on Glenferrie Road.⁸⁷³ In December, Kew residents formed their own cricket club; matches were first played in a field off Wellington Street and then, from 1865, at O'Shaughnessy's Paddock on the corner of Denmark Street and Barkers Road.⁸⁷⁴ However, none of these three early teams lasted more than a few years, largely due to the effort required in maintaining acceptable playing fields.

The Hawthorn Cricket Club reformed in March 1871, based this time at Hawthorn Park (now St James Park); specially levelled and ploughed for the purpose, this represented the first purpose-made cricket pitch in the study area.⁸⁷⁵ Two years later, another team appeared in that area, and the two rivals subsequently became known as the Lower Hawthorn Cricket Club and the Upper Hawthorn Cricket Club. Around the same time, the Kew Cricket Club also revived and established its playing field (and a small pavilion) at Victoria Park. Camberwell followed suit in 1874; its reformed club obtained a permanent home when, as Blainey records, "the gums were felled in the Town Hall Reserve and the ground was ploughed and levelled"⁸⁷⁶ The Kew Cricket Club subsequently underwent a series of changes that began in 1880 when it was absorbed by the new Kew Recreation Association. A new playing field was set up at the corner of Wellington and Denmark streets, which existed for only a few years before the land was acquired for the new railway station. Re-establishing itself as the Park Hill Cricket Club, the team returned to its former home at Victoria Park, and reverted to its original name in 1889.

870 Sonia Jennings & Mary Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 2.

871 Rogers, *A History of Kew*, p 115.

872 McWilliam, *Hawthorn Peppercorns*, p 76.

873 Blainey, *A History of Camberwell*, p 30.

874 Rogers, *A History of Kew*, p 115.

875 McWilliam, *Hawthorn Peppercorns*, p 76.

876 Blainey, *A History of Camberwell*, p 30.

The last two decades of the nineteenth century saw a number of other cricket clubs established by smaller localised communities or groups within the study area. These included the Balwyn Cricket Club (by 1882), the Canterbury Cricket Club (by 1883) and the Surrey Hills Cricket Club (by 1898). One memorably local team – the Wyclif Warriors – was formed in 1895 by the Wyclif Congregational Church in Surrey Hills, and still existed almost a century later.⁸⁷⁷

Facilities for local cricketing improved in the early twentieth century. In 1909, the Camberwell Cricket Club moved from the Town Hall Reserve to the new Camberwell Cricket Ground, which was upgraded in the 1920s.⁸⁷⁸ A few years earlier, in 1905, the Hawthorn Cricket Club had also moved to modern premises at the ten-acre Glenferrie Sports Ground, which not only provided an oval for cricket and football, but also facilities for tennis, lawn bowling and swimming.⁸⁷⁹ Four years later, the club entered the newly-formed Metropolitan Cricket League; such was its reputation that in 1921, when the East Melbourne Cricket Club lost its own oval for extensions to the railway yards, the club merged with its Hawthorn counterpart. As Geoffrey Serle noted, the united Hawthorn-East Melbourne Cricket Club “immediately became one of the strongest and largest clubs”. Over the years, its members included several who set local records or played in the state or national teams.⁸⁸⁰ A perhaps surprising number of test cricketers have hailed from the study area, including Ben Barnett (1908-1979) from Hawthorn, Colin McDonald (born 1928) from Glen Iris, Bob Cowper from Kew (born 1940), Kerry O’Keefe (born 1949) from Burwood and Graham Yallop (born 1952) from Balwyn.

Related places

St James Park, Burwood Road & Barton Street, Hawthorn – site of first purpose-made cricket pitch (part HO220)

Glenferrie Sports Ground, Linda Crescent, Hawthorn (1905) – part HO152

Camberwell Sports Ground, 420 Camberwell Road, Camberwell – former Camberwell Cricket Ground

Canterbury Tennis Clubrooms, Canterbury Sports Grounds, Canterbury – originally built for the cricket/football clubs

Football

The study area can claim a direct connection with the early development of Australian Rules football in that Henry Colden Antill Harrison (1836-1929), who was at one time considered to be “the Father of the Game”, was a resident of Kew for more than seventy years.⁸⁸¹ Harrison, who revised the code rules in 1866 and became the first VFL Honorary Life Member in 1906, was the nephew (and later executor) of Thomas Wills, an original purchaser of land in Kew, and settled in the area himself after his marriage in 1864. Harrison and his wife initially lived in Pakington Street before moving to *Molonglo* in Walpole Street (demolished), where he remained until his death.⁸⁸²

Notwithstanding this connection, the sport itself was relatively slow to formally establish itself in the study area. One early Kew historian observed that “football had never been a prominent game in the borough” until the early twentieth century; he noted the existence of a few short-lived local teams such as the Studley Football Club, which was founded in June 1872 and “used to play in the seventies on ground now occupied by the houses of Mr G G Crespin and Mrs Watson-Lester”.⁸⁸³ The original Hawthorn Football Club was established in March 1873, and, with a uniform that included a white cap with Maltese cross motif, played its first matches in a local paddock – believed to be the same one, near the Boroondara Family Hotel, where the district’s first cricket matches had been played a decade before.⁸⁸⁴ The club later relocated to Brook’s Paddock on Church Street (where cricket had also been played) before it was disbanded in 1883. A rival team, the Riversdale Football Club, had appeared in 1880, but, after renaming itself as Hawthorn Football Club in 1889, ceased a year later. Another club of the same name emerged in 1893, only to disband in 1898.

877 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 4.

878 McConville, “Camberwell Conservation Study” Vol 2, p 106.

879 Peel, Zion & Yule, *A History of Hawthorn*, p 87.

880 Geoffrey Serle, “Hawthorn Cricket”, in Peel, Zion & Yule, *A History of Hawthorn*, p 197.

881 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 13.

882 Rogers, *A History of Kew*, pp 5-7.

883 Barnard, quoted in Vaughan, *Kew’s Civic Century*, p 146.

884 McWilliam, *Hawthorn Peppercorns*, p 77.

In his history of Camberwell, Geoffrey Blainey wrote that “football was the backwash of the wave of respectability and earnestness that rolled into Camberwell in the 1880s”.⁸⁸⁵ That decade certainly saw a proliferation of local teams – not just in Camberwell, but across the entire study area. These included clubs that took their names from Kew (1880), Canterbury (1881), Camberwell (1886), Grace Park (1886), Surrey Hills (1887), Glenferrie (1887), Lyndhurst (1889), Auburn (1890) and Boroondara (1891).⁸⁸⁶ Most of the teams in the Hawthorn area shared the same local sports grounds, notably Grace Park. Others maintained their own home grounds – such as the Canterbury Football Club, which played home games in an oval behind the old Canterbury Hotel at the corner of Canterbury and Maling roads.⁸⁸⁷ However, as was the case with the various permutations of the Hawthorn Football Club in the late nineteenth century, many of these local teams did not achieve longevity; of those listed above, the clubs named after Auburn, Glenferrie, Kew, Camberwell and Boroondara had all either disbanded, or merged with other clubs, by the turn of the century. A notable exception was the Canterbury Football Club, which continues to the present day and, dating back to 1881, can rightfully claim to be one of the oldest Australian Rules football teams still in operation.

The establishment of the Eastern Suburbs Football Association (ESFA) in 1899 – comprising teams from Richmond, Collingwood and Box Hill as well as those in Hawthorn and Camberwell – marked the dawn of a new era in local football. Perhaps the most significant outcome was the rebirth of the Hawthorn Football Club, which emerged in 1902 following a merger between the existing Waterloo Football Club (formerly based in Camberwell) and the Glenburn Football Club (which itself represented a merging of the old Glenferrie and Auburn teams). The new club subsequently made its headquarters at the new Glenferrie sports ground, which opened in 1905. In much the same way, the defunct Kew Football Club was re-established in 1910, again based at Victoria Park.⁸⁸⁸ That same year, the Camberwell Football Club (reformed soon after the ESFA was founded) took over the new Camberwell Oval as their home ground. Another new addition to the local football ladder during this time was the Balwyn Football Club, which appeared in 1909 and originally played its matches at Balwyn Park.⁸⁸⁹ The team re-formed after the First World War, maintaining its clubrooms in a two-storey weatherboard building that it shared with the local brass band. A new grandstand was erected alongside in 1935 and, a few years later, the original clubhouse relocated to a new site near the tennis courts.

Most of these local clubs operated at a fairly low-grade level. The Hawthorn Football Club was a notable exception in that it joined the Victorian Football Association (VFA) as early as 1914, and subsequently entered the Victorian Football League (VFL) in 1925 – the only football club in the study area ever to reach that level. The position and modern facilities at the Glenferrie Oval were said to be a major factor in the club's selection by the VFL. The complex was upgraded numerous times, most notably by the construction of a large grandstand, designed by architect (and local resident) Stuart Calder in the fashionable Art Deco style, which opened in 1937. Glenferrie Oval remained the home ground for the Hawthorn Football Club until 1973, when it moved to Waverley Park. Training sessions, administration and social functions continued to take place at Hawthorn until as recently as 2006. Notwithstanding, the Glenferrie Oval retains potent associations with the former local team; after the club won the 2008 VFL premiership, a celebratory event at Glenferrie was attended by a crowd of more than 20,000 supporters.

The Kew Football Club, reported to have “gradually increased in strength” in the early twentieth century, still failed in its attempt to join the VFA in 1925, and continued to play in the Sub-District League competition.⁸⁹⁰ A year later, the Camberwell Football Club successfully joined the VFA, and continued to compete at that level until the club disbanded in the 1990s. During the inter-war and post-war periods, a number of local churches in the study area also had football teams, which, from 1923, competed under the auspices of the Eastern Suburbs Protestant Churches Football Association (ESPCFA). Founding members including the Kew Presbyterian Football Club; subsequent additions included those teams put together by the Methodist and Presbyterian congregations in Hawthorn, and St Mary's Church of England at Glen Iris (which, from 1932, maintained a home ground at Ferndale Park).

885 Blainey, *A History of Camberwell*, p 59.

886 “Footypedia... a labyrinth of local aussie rules history”, <<<http://footypedia.isgreat.org>>> Accessed 24 March 2011.

887 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 20.

888 Vaughan, *Kew's Civic Century*, p 147.

889 Information (based on research by Ken Lyall) provided by Balwyn Historical Society.

890 Vaughan, *Kew's Civic Century*, p 147.

Related places

Canterbury Tennis Clubrooms, Canterbury Sports Grounds, Canterbury – originally built for the cricket/football clubs
Grandstand and former Balwyn Football Club premises, Balwyn Park, off Cherry Road, Balwyn
Grandstand (now Michael Tuck Stand), Glenferrie Oval, Linda Crescent, Hawthorn (1938) – HO83

Lawn Bowling

Although Victoria's first bowling club was established at Prahran in 1864, the sport is known to have been played in the present study area at least seven years earlier, when the Bridge Hotel in Hawthorn was renamed the Bowling Green Hotel after an adjacent facility.⁸⁹¹ However, it was not until the first intercolonial matches were played in the 1880s that the sport's popularity increased, and the number of clubs around Melbourne consequently burgeoned. The study area was no exception; not surprisingly – as had been the case with cricket and football – the municipalities of Hawthorn and Kew were the first, both founding local clubs during 1880. The Hawthorn Bowling Club was formed by a group of residents (including brickmaker Augustus Fritsch) who met at the Sir Robert Nickle Hotel in May 1880. The Council duly provided a portion of the St James Park, where a green was laid out and a small weatherboard pavillion added in 1882. Kew's counterpart, an offshoot of the recently-formed Kew Recreation Association, established a five-rink green of its own on Wellington Street and played its first match on 1 October 1881. By the mid-1880s, Augustus Fritsch, a founding member of the Hawthorn club, had grown dissatisfied with its management and, with a group of others, established a rival club – the Auburn Bowling Club – in 1886. Fritsch himself provided a site for the new club's bowling green – located near his brickworks, on Bowler Street – and, after becoming the club's first champion, suffered a fatal heart attack during a match in 1898.⁸⁹² The intervening period saw the establishment of a fourth club within the study area, at Camberwell (1889). This club's green was located on Burke Road; although plans were promptly drawn up for an “ornamental pavillion”, the club's limited finances permitted only the erection of a temporary pavillion, which opened in 1890.

A unique development towards the end of the 1890s was the establishment of a local ladies' bowling club; this was founded in 1898 by John Rainsford Needham, who held matches in the grounds of his own residence at 29 Liddiard Street, Hawthorn (demolished). Needham went on to sponsor a prestigious metropolitan bowling competition, the Champion of Champions Tournament, which was held annually in the early 1900s (and, in 1908, took place at the Hawthorn Bowling Club). This same period saw a major boom of the sport's popularity in the study area, with no fewer than seven new clubs established: Canterbury (1900), Auburn Heights (1904), City of Hawthorn (1905), Studley Park (1906), Glenferrie Hill (1907), East Camberwell (1909) and Surrey Hills (1911). The City of Hawthorn Club was based at the new Glenferrie Sports Ground, which opened in September 1905 and included amongst its facilities what was said to be the largest bowling green in Victoria. While the sport remained popular in the interwar years, only two new clubs were formed during that time: the City of Camberwell Bowling Club (1923) and the Kew East Bowling Club (1925).

Another burst of enthusiasm took place in the post-war period, when several new clubs were formed – most of which appeared in the developing suburbs on the north and south fringes of the City of Camberwell. These included clubs at Burwood and Balwyn North (both 1947), South Camberwell (1950), Ashburton (1955) and Balwyn (1959). Later, two more lawn bowling clubs were established as offshoots of local RSL clubs – one at South Hawthorn (1959) and another at Balwyn North (1963). In more recent years, a spate of bowling club closures across the Melbourne metropolitan area has taken its toll on the study area. Some bowling club sites (eg East Camberwell, South Camberwell) have been redeveloped, while others (eg Canterbury) retained and adapted for other community uses.

Related places

former Canterbury Bowling & Lacrosse Club premises, 2 Kendall Street, Canterbury (1900) – part HO145
Glenferrie Hill Recreation Club premises, 41 Glen Street, Hawthorn – formerly Glenferrie Hill Bowling Club (1906)
Balwyn Bowling Club premises, 206 Whitehorse Road, Balwyn – current clubrooms date from 1961

891 McWilliam, *Hawthorn Peppercorns*, pp 42, 43, 77.

892 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 13.

Golfing

Although Vaughan asserted that the Kew Golf Club – founded in 1894 – can claim to be one of the oldest in Australia, it was actually pre-dated by another within the study area, which was established at Surrey Hills two years before. The Surrey Hills Golf Club did not maintain a permanent course but, rather, instituted an informal arrangement with local landowners to play on whatever vacant land was available each year.⁸⁹³ By the turn of the century, the nominal boundaries of the course extended from Trafalgar Street to Melrose Street and Elgar Road, and a purpose-built clubhouse had been erected at what is now 30 Trafalgar Road. The club thrived for several years until encroaching residential development forced it to relocate to East Camberwell in 1907, when it re-badged itself as the Riversdale Golf Club. This occupied a large site along the Outer Circle railway line, near the present-day Willison railway station (formerly known as Golf Links railway station).

The Kew Golf Club was founded in August 1894 at a meeting that took place at the Kew Recreation Hall, and included amongst its foundation members local architect F A Fitts.⁸⁹⁴ The club established its original nine-hole course on a site bounded by Pakington Street, High Street, Belford Road and the Outer Circle railway line. Two years later, the course was extended (to Fitts' design) with six additional holes north of the railway, and three to the south of it; at the same time, a shop opposite the old Willsmere railways station was rented for use as clubrooms. Around the turn of the century, an entirely new 18-hole course was laid out on a 165-acre site bounded by Willsmere, Kilby and Belford Roads, and the rented clubroom was extended into the adjacent shopfront.

While both of these pioneer local golf clubs thrived for some years, they ultimately could not compete with encroaching development during the inter-war period. In 1922, the land occupied by the Kew Golf Club was acquired by the Kodak Company for its proposed (but never realised) industrial complex and, five years later, the Riversdale Golf Club – realising that its own property had increased exponentially in value – sold off the land for the famed residential subdivision known as the Camberwell Golf Links Estate. The Riversdale Golf Club shifted to a new site in Mount Waverley, while the Kew Golf Club relocated to the flood-prone river flats on the northern fringes of the study area, which, while not considered suitable for residential development, was ideal for a golf course. In this way, both golf clubs were able to avoid further encroachment from suburbia.⁸⁹⁵

These two new golf courses set a precedent for others that would be subsequently established on the same Yarra River flats, thus creating a significant regional centre for the sport in the metropolitan area. Two examples – the Ivanhoe Public Golf Course (1929) and the Latrobe Golf Club (1938) – appeared on the opposite side of the river, in what were then, respectively, the adjacent municipalities of Heidelberg and Northcote. During the early 1940s, plans were afoot to establish a fourth golf course in the vicinity – this time, again on the south side of the river, east of the existing Kew Golf Club premises. This was proposed and developed by Scottish-born golf architect G B Oliver, who acquired 44 acres of the old Willsmere Dairy farm to create what he envisaged would be Melbourne's premier golf course.⁸⁹⁶ Known as the Green Acres Golf Club, it opened on 16 December 1950. Provision of a new clubhouse was delayed by post-war building restriction, and the building (designed by architects Mussen, Mackay & Potter) was not completed until 1954.

While these golf clubs, laid out on flood-prone river flats, managed to avoid encroaching suburbia, they could not avoid the encroaching route of the proposed Eastern Freeway. The intended alignment of the new freeway skirted the southern boundary of the Kew Golf Club's course, which required the demolition of the original clubhouse, and the construction of a new one slightly further to the north. It also ran through the respective properties of the Camberwell and Green Acres clubs, which cut off their street access and necessitated the construction of dedicated road bridges.

Related places

House, 30 Trafalgar Street, Surrey Hills (1900) – former clubhouse of the Surrey Hills Golf Club, from 1900 to 1908

Green Acres Golf Club clubhouse, off Willow Grove, Kew (1954) – original building by Mussen, Mackay & Potter

893 Information provided by Surrey Hills Historical Society.

894 Vaughan, *Kew's Civic Century*, p 149.

895 Sanderson, "Kew Urban Conservation Study", p 4/15.

896 W J Dixon, *Green Acres Golf Club: The First Forty Years, 1948-88*, p 6.

Swimming

For most early residents of the study area, the only local opportunity for recreational swimming was offered by existing watercourses – and especially by the Yarra River, where the waters above Dight's Falls remained unpolluted by the factories at Richmond and Collingwood. Further upstream, a popular swimming haunt developed at the river end of Molesworth Street follow the establishment of a boatshed there in the 1890s. On the other (eastern) side of the study area, swimmers had to make do with naturally-occurring pools that formed in disused claypits; one popular example existed near Surrey Hills Railway Station and another, known locally as Buckley's Pool, associated with an abandoned brickworks on the north-west corner of Rochester and Mont Albert roads in Canterbury.⁸⁹⁷

The earliest purpose-built swimming pool in the study area is believed to be one that was erected in the grounds of Methodist Ladies College in Kew, for the use of boarding students. The pool was not actually used for formal swimming lessons until the early twentieth century; it soon fell into disuse and had been boarded over by the 1920s. By that time, however, the study area had already been provided with a new and fully public municipal swimming pool, which had been constructed by the City of Hawthorn in 1905 as part of its upgrading of sporting facilities at the Glenferrie Oval. Swimming clubs were promptly formed – one for men (1905) and another for women (1909), and the facility was also used by some of the private schools in the vicinity, including Trinity Grammar School and Scotch College.

With their smaller populations, the contiguous municipalities of Kew and Camberwell were somewhat slower in providing their own counterparts. In November 1925, the former council officially opened what was described in the press as a “swimming basin” in Derby Street, Kew.⁸⁹⁸ Exactly two years later, in November 1927, the City of Camberwell opened its own swimming pool, located on the edge of Riversdale Park, on Riversdale Road. Described in the press as being “delightfully situated, surrounded with well-kept lawns and gardens”, the new pool was lauded its distinctive shape, akin to a tennis racquet. Of reinforced concrete construction, it measured 150 feet long and 75 feet wide at its widest point, with a capacity of 220,000 gallons.⁸⁹⁹

Thus established, all three municipal pools remained popular for many years. The example at Kew was upgraded in 1933 with a new springboard diving platform which was said to be the finest in Melbourne.⁹⁰⁰ Notwithstanding these new purpose-built centres, the stretch of the Yarra River at Dight's Falls still remained popular for recreational swimming well into the twentieth century; the Deep Rock Swimming Club, which had been established there in 1906, still met there and did not disband until as late as 1957.⁹⁰¹ During the post-war period, as populations increased in some of the hitherto under-developed portions of the study area, the need for additional community facilities, including public swimming pools, became apparent. The City of Camberwell subsequently established two new centres: one at Balwyn, known as the Northern Pool (opened December 1961) and another at Ashburton, known as the Southern Pool (opened November 1963). The Council's original pool at Camberwell, renamed the Central Pool, was also upgraded at that time with a new C-shaped wading pool and other changes.

In 1979, the swimming pool in Glenferrie Park at Hawthorn was redeveloped as part of the new Hawthorn Aquatic & Leisure Centre (see 9.1.2); the existing pool was refurbished, and a new building (containing gymnasium and other facilities) was erected alongside.⁹⁰² Ten years later, the municipal swimming pool at Kew was similarly upgraded with the construction of the Kew Recreation Centre, which replaced the existing outdoor pool with a new indoor counterpart. Following council amalgamations in 1994, the former City of Camberwell Central Pool – which dated back to 1927 – was closed to the public due to its low demand and poor condition, although it continued to be used occasionally by the adjacent Camberwell High School. Three years later, after the City of Boroondara undertook an audit of its existing swimming pool facilities, the Central Pool was recommended for permanent closure, with a view to making the property available to the high school. The site was subsequently cleared and is now occupied by new school buildings. The four other council-owned swimming pools at Hawthorn, Kew, Balwyn and Ashburton remain in operation.

897 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 47.

898 “New swimming basin for Kew”, *Argus*, 27 November 1925, p 17.

899 “Concrete swimming pool”, *Argus*, 14 September 1926, p 7.

900 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 47.

901 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 50.

902 City of Boroondara (Leisure & Culture Unit). “Leisure Facilities Strategy Plan”, unpublished report, November 1997.

Related places

Former swimming spot, above Dight's Falls, Yarra River – river was diverted in 1970s, but site is marked by plaque
 Hawthorn swimming pool, Glenferrie Park, Hawthorn – earliest and only survivor of the three pre-war municipal pools

Tennis

Tennis clubs have also been an important part of sporting life in what is now the City of Boroondara. One of the first was the Kew Tennis Club, which, like the suburb's bowling club, began in 1879 as part of the Kew Recreation Association and, for many years, occupied the rear portion of the bowling club's premises. In Hawthorn, tennis was said to be “all the rage” during the 1880s, when games were played on private courts in prestigious residential areas.⁹⁰³ The same was true in Camberwell, where, as Blainey notes, tennis (and lawn bowls) were “genteel and aristocratic sports, fit only for the wealthy people who were building large houses along the railway line”.⁹⁰⁴ This is illustrated by a tennis court that still exists behind the *The Pines*, former Canterbury residence of Alfred Golding, a prominent local manufacturer (fittingly, of tennis shoes). Dating back to c.1890, it is not only unique in the study area as a remnant of the nineteenth century tennis fad, but also as one of the oldest known tennis courts in Victoria. In Hawthorn and Camberwell, the first formal tennis clubs appeared during 1889. Hawthorn's first – a fitting development from the sport's association with “genteel and aristocratic” residents – came about when a firm of property developers, the Grace Park Leasehold Company, conceived a private recreation club as an attraction to potential residents of the prestigious new Grace Park Estate. Two asphalt tennis courts, a pavilion and a dressing room were subsequently erected at cost of £400. In Camberwell, a tennis club was established following a meeting of interested residents at the newly-opened Palace Hotel; courts were established and, in October 1890, tenders called for a small weatherboard pavilion.⁹⁰⁵ The Canterbury Tennis Club (originally the East Boroondara Tennis Club) followed in 1896, with courts established in the local sports ground.

From the early twentieth century, tennis playing became less elitist – that is, enjoyed by the general public rather than wealthy individuals with their own courts. In 1905, the City of Hawthorn provided three public tennis courts at the new Glenferrie Oval; this resulted in the creation of the Hawthorn Tennis Club, which was formed soon afterwards, with council assistance.⁹⁰⁶ At Victoria Park, the City of Kew also provided some asphalt tennis courts for public use; these, however, were later taken over by the Kew Tennis Club. Forced to vacate its former premises when the bowling club needed to expand its own greens, the club converted the grass courts at Victoria Park to *en tout cas* (ie clay) and built a new pavilion in 1925.⁹⁰⁷ The inter-war period otherwise saw the establishment of the Kew North Tennis Club (1930). A significant development in Glen Iris was a complex of seventeen tennis courts – ten asphalt, five porous and two grassed – that was constructed in the 1920s by brothers Ted and Bill Richards, who went on to become noted tennis court contractors in Melbourne. A private venture for public use, the Richards brothers' courts became very popular, attracting people from both within and beyond the study area. By the late 1930s, the courts had become the home of the Great Valley Tennis Club, and a kiosk had been erected to serve refreshments to spectators. Possibly due to its proximity to Melbourne's top-level tennis club in nearby Kooyong, Glen Iris became the epicentre for tennis playing in the study area; by the 1940s, there was a set of sixteen courts in Sunhill Road operated by Harry Bickham and his family, and still others in Tooronga Road (on the site now occupied by the Coles Myer Building), Kerferd Road and in Toorak Road, Hartwell.

During the twentieth century, the Grace Park Lawn Tennis Club in Hawthorn rose to particularly lofty heights, counting amongst its members such stalwarts of the game as Lorna Gyton, Alf Dunlop (Australia's first Davis Cup captain), Harry Hopman, Frank Sedgman, Merv Rose, Margaret Court, Paul McNamee and Pat Cash.

Related places

Tennis court, rear of 10 Balwyn Road, Canterbury (c.1890) – former private tennis court of Alfred Golding (part HO264)
 Grace Park Tennis Club premises, 6 Hilda Crescent, Hawthorn – current building dating from 1950s (part HO152)

903 Peel, Zion & Yule, *A History of Hawthorn*, p 86.

904 Blainey, *A History of Camberwell*, p 59.

905 “Tenders”, *Argus*, 4 October 1890, p 3.

906 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 38.

907 Vaughan, *Kew's Civic Century*, p 151; see also “Kew Tennis Pavilion”, *Argus*, 12 February 1925, p 17.

Rowing

Given the influence that the Yarra River has had on so many aspects of settlement in the study area, it is hardly surprising that rowing should become such a popular sport. Or, as Mary Sheehan *et al* put it, “of all the sports established in the Boroondara area, rowing was perhaps the one most well suited to the geography of the region”.⁹⁰⁸ Rowing traces its local origins back as far as 1876, when Professor Martin Howy Irving, who is considered to be the founder of the sport in Melbourne, became principal of Hawthorn Grammar School. He not only took up residence in the area but also introduced rowing as a school sport. A rival team was promptly established by Kew High School (later to become Trinity Grammar School), and numerous inter-school competitions were held during the 1880s.

Rowing clubs for private citizens date back almost as far. In March 1877, a meeting was held at the Terminus Hotel for “residents of Hawthorn and Kew interested in the formation of a Hawthorn Rowing Club”.⁹⁰⁹ Nothing appears to have come of this, although a second meeting took place five months later, at the same venue, and brought about the formation of the Boroondara Rowing Club.⁹¹⁰ One attendee, who was a boat-builder by trade, “announced his intention to erect a shed for the accommodation of the club, if a suitable site were obtained”. A few months later, it was reported that the Borough of Hawthorn had granted occupancy “of a small piece ground on the banks of the Yarra, close to the Hawthorn Bridge, for the purpose of erecting a boathouse for the convenience of local rowing clubs”.⁹¹¹ The club's new boathouse, described as being in St James Park, was officially opened in 1 December 1877.⁹¹² By the early twentieth century, several other private boathouses had appeared in the study area. The Victorian Canoe Club, founded in 1913, subsequently erected a clubhouse at Studley Park, which was officially opened on 5 December 1914.⁹¹³ Other boathouses were established by local schools; Xavier College had built one near the Victoria Bridge by 1915, while Scotch College had built another, at Hawthorn Glen, by 1924.

Following a familiar pattern, the boathouses of local schools and rowing clubs were greatly affected by flooding in the late nineteenth and early twentieth centuries. The Boroondara Rowing Club's sheds were sufficiently damaged by the floods of December 1891 for tenders to be called for a replacement structure in the following April.⁹¹⁴ The 1923-24 floods partly submerged the respective boathouses of Scotch College and Xavier College – although, of the latter (a two storey structure), the *Argus* noted that “it is not expected, however, that any damage will be done”. However, none of these rowing club buildings would escape the record-breaking flood of December 1934, as this contemporary report noted:

*On Saturday afternoon, the clubhouse of a canoe club on the Studley Park bank of the Yarra was carried away by the flood. More than 20 canoes, valued at about £200, were lost with the clubhouse. The value of lost boats and boathouses of Xavier College was estimated at about £1,500. The boatsheds of Scotch College are completely underwater, and it is feared that they have been destroyed.*⁹¹⁵

In early 1935, the Hawthorn Rowing Club (erstwhile Boroondara Rowing Club) proposed to erect a new boathouse, to be located further upstream and constructed of reinforced concrete.⁹¹⁶ Scotch College and Xavier College also replaced their respective boathouses; the latter, located alongside the new Hawthorn Rowing Club building, was rebuilt in 1957 to the design of architect Alan G Robertson.

Related places

Hawthorn Rowing Club premises, south part of Yarra Park Reserve (off Creswick Street), Hawthorn (1935; altered)

Xavier College boathouse, south part of Yarra Park Reserve (off Creswick Street), Hawthorn (1957)

908 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 30.

909 *Argus*, 27 March 1877, p 8.

910 *Argus*, 24 August 1877, p 4.

911 *Argus*, 4 October 1877, p 4.

912 “Aquatics”, *Argus*, 1 December 1877, p 9.

913 “Victorian Canoe Club”, *Argus*, 5 December 1914, p 22.

914 “Tenders”, *Argus*, 8 April 1892, p 2.

915 “Record flood in Yarra”, *Argus*, 3 December 1934, p 2.

916 “New Boathouse: Farther up river bank”, *Argus*, 22 January 1935, p 14.



Figure 69: Cricket match in Eric Raven Reserve, Glen Iris, 1965
(source: City of Boroondara Library Service)



Figure 70: Camberwell municipal swimming pool
(source: Picture Collection, State Library of Victoria)



Figure 71: Hawthorn City Tennis Club
(source: City of Boroondara Library Service)



Figure 72: Riversdale Golf Club clubhouse, Camberwell
(source: City of Boroondara Library Service)

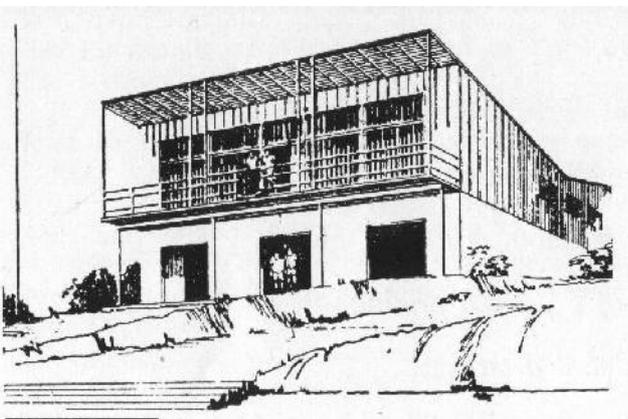


Figure 73: The new Xavier College boathouse on the Yarra
(source: Architecture & Arts, October 1957)



Figure 74: Kew Recreation Hall, Kew (demolished)
(source: City of Boroondara Library Service)

Hockey

The first hockey club in the study area was established at Kew in 1905, and, within a few more years, another had emerged at Hawthorn. While the latter was not successful in its original incarnation, it was re-formed in 1919 “after three years of inactivity” and played regularly at the Anderson Road Reserve during the 1920s.⁹¹⁷ The Camberwell Hockey Club was founded in 1932 by a group of men from the Highfield Road Methodist Church in Surrey Hills.⁹¹⁸ Seven years later, the club established its home ground at the Matlock Reserve in Canterbury. In 1955, floodlighting was installed around the playing field, to allow matches to be played at night.⁹¹⁹

All three clubs remain active today, although the pioneering Kew Historical Club (which was based for many years at the southern oval of Victoria Park) now plays at Elgar Park in Box Hill, just outside the boundary of the study area.⁹²⁰ The Hawthorn Hockey Club operates from a large complex in Auburn Road, Hawthorn East. Shared with the TEM (Toorak East Malvern) Hockey Club, the complex includes a modern clubroom and one of only four synthetic hockey fields in Victoria. The Camberwell Hockey Club, which has over 750 members as of 2011, still trains and plays at its original pre-war home ground in Matlock Reserve, Canterbury.

Related places

Camberwell Hockey Club premises, Matlock Reserve, Canterbury – club has played here over 70 years

Lacrosse

Lacrosse was introduced into Victoria in 1876 by a Canadian migrant, but more than a decade passed before the game was first recorded in the study area. The Auburn Lacrosse Club had been established by 1893, when there was a report of the team practising at Grace Park in Hawthorn.⁹²¹ Another local club, the Hawthorn & Kew Lacrosse Club, had appeared by the turn of the century, when it played a practice match at the Kew Cricket Ground.⁹²² This may or may not have been the antecedent for the Kew Lacrosse Club, which was formed in 1902 – evolving, according to Vaughan, from the original Kew Harriers' Club, which had been active in the 1890s.⁹²³ The club was based at Victoria Park, and made use of an existing pavilion there. The Hawthorn Lacrosse Club had emerged as a separate entity by 1907, followed, two years later, by the Canterbury Lacrosse Club. In 1914, all these clubs met (together with the Kooyong Lacrosse Club) to consider the possibility of forming an Eastern Suburbs senior team.⁹²⁴

It was during the inter-war era that the popularity of lacrosse peaked in the study area. When the existing Kooyong and Canterbury clubs merged in 1927 to form the Camberwell Lacrosse Club, the result was a force to be reckoned with, with several members playing on the Victoria state team during the 1930s.⁹²⁵ This boom, however, abated after the Second World War; as Vaughan noted, the Kew Lacrosse Club had ceased at the time that his book, *Kew's Civic Century*, appeared in 1960.⁹²⁶ By the early 1960s, the fortunes of the Camberwell Lacrosse Club had also declined. With the club unable to maintain a team in the state league, many of its senior players – including star Douglas Fox – transferred to the Surrey Park Club in Box Hill.⁹²⁷ Fox, who went on to serve as captain of the Australian team from 1968 to 1974, subsequently returned to the Camberwell Lacrosse Club and helped rebuild it to its former glory. Since that time, the club has maintained an enviable record of members who have played on the Australian team, and others who have travelled to the USA on college lacrosse scholarships. The team thrives to this day – now based in Glen Iris – as the only remaining lacrosse club in the study area of pre-war vintage.

917 “Hockey”, *Argus*, 8 April 1919, p 3; “Sports ground allocations”, *Argus*, 28 March 1924, p 5.

918 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 59.

919 “They’ll play night hockey”, *Argus*, 6 December 1955, p 23.

920 Vaughan, *Kew's Civic Century*, p 151; “Kew Hockey Club”, <<<http://kewhockey.com>>>, accessed 13 February 2012.

921 “Lacrosse”, *Argus*, 6 May 1893, p 15.

922 “Lacrosse”, *Argus*, 27 April 1900, p 3.

923 Barnard, *Jubilee History of Kew*, p 121; Vaughan, *Kew's Civic Century*, p 151

924 “Lacrosse: District Scheme”, *Argus*, 9 September 1914, p 6.

925 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 56.

926 Vaughan, *Kew's Civic Century*, p 151

927 Jennings & Sheehan, *Clubhouse: A Celebration of Local Sport in Boroondara*, p 56.

Related places

former Canterbury Bowling & Lacrosse Club premises, 2 Kendall Street, Canterbury (1900) – part HO145

9.1.2 Enjoying indoor leisure activities

In the early decades of settlement, indoor leisure activities were largely centred around local hotels. Often, this was informal – merely, as Peel *et al* notes, providing “important meeting places for a local population lacking in community facilities”.⁹²⁸ She cites examples in Hawthorn such as the Red Lion Hotel and the Sir Robert Nickle Hotel on Burwood Road, where informal social meetings took place as well as “the less serious business of quadrille, billiards and bagatelle continued to amuse patrons in the hotels’ ‘Long Rooms’ and parlours”. This was fairly typical across the entire study area; Geoffrey Blainey, for example, noted the existence of a skittle alley (precursor to the modern-day bowling alley) attached to the Camberwell Hotel at the junction.⁹²⁹ One notable and innovative development took place in Kew where “the population having increased substantially, the Town Hall in Walpole Street could no longer cope with the demand for social activities”. Following a public meeting in December 1869, it was resolved to erect a purpose-built recreation centre; as Rogers noted, “this scheme was the first of its kind undertaken in Melbourne, and was watched with interest”. The new facility opened on 29 October 1880; occupying an eight-acre site on the south side of Wellington Street, it comprised not only the large and elongated Kew Recreation Hall, but also (as shown on the MMW plan of 1903) bowling rinks and tennis courts with a separate pavilion, a skittle alley and, to the west, a cricket ground. The hall itself was used for many different recreational purposes; it was reported to have “one of the best dance floors around Melbourne”.⁹³⁰ The building fell into disuse upon the completion of the new Town Hall in 1960, and the hall (along with the adjacent caretaker’s residence) was razed later that year.

The destruction of Kew’s indoor recreation centre in 1960 was soon followed by the emergence of an equally innovative modern-day counterpart elsewhere in the study area: Victoria’s first tenpin bowling alley, which opened on 17 January 1961 at 801 Glenferrie Road, Hawthorn. By the end of that year, another centre, the Golden Bowl, had opened at 47 Camberwell Road, Camberwell. Although the sport was widely popular for several years, the construction of additional centres across Melbourne effectively flooded the market, and popularity had plummeted by the end of the decade. While Camberwell’s Golden Bowl remained in operation into the 1980s, the pioneering Hawthorn Bowl closed around 1970 and was converted into offices. Both buildings have since been demolished.

From the early 1960s, the popularity of indoor sports increased in the study area, as it did across Melbourne in general. In 1961, a modern recreation centre (designed by leading architectural firm of Stephenson & Turner) was erected in Balwyn by the Victorian Association of Youth Clubs. The premises had been acquired by the YMCA by 1972, when it was remodelled and enlarged. A decade later, it was taken over by the then City of Camberwell, remodelled again, and reopened as the Balwyn Leisure Centre. Around the same time, comparable centres also appeared in the adjacent Cities of Kew and Hawthorn – in both cases, developed near the sites of their original municipal swimming pools (see 9.1.1). The Hawthorn Aquatic & Recreation Centre, opened in 1979, and the Kew Recreation Centre, erected on the former council depot on High Street, opened in 1989 and was extended four years later.⁹³¹ In 1993, the City of Camberwell also opened a new indoor recreation centre alongside the existing swimming pool at Ashburton. While all four of these centres are owned by council, they continued to be operated by the YMCA under a leasehold system. In January 2012, the Hawthorn Aquatic & Recreation Centre was closed to allow for an extensive upgrading of its facilities. The existing building was demolished and a new centre, on the same site, is slated to open in Summer 2013.

Related places

Balwyn Leisure Centre, 230 Balwyn Road, Balwyn North (1961)

Kew Recreation Centre, 383 High Street, Kew (1988)

928 Peel, Zion & Yule, *A History of Hawthorn*, p 17.

929 Blainey, *A History of Camberwell*, p 27.

930 Rogers, *A History of Kew*, p 161. A comparable venue, the Surrey Hills Recreation Hall, was also erected during the 1880s; this, however, was located in Albert Crescent and is thus just outside the boundary of the study area. It no longer exists.

931 City of Boroondara (Leisure & Culture Unit). “Leisure Facilities Strategy Plan”, pp 12, 13.

9.2 NURTURING A VIBRANT ARTS SCENE

9.2.1 Forming local performing groups

Amateur musical performances took place in the study area as early as 1861, when the volunteer rifle corps in Hawthorn formed a fife and drum band.⁹³² Blainey noted the establishment of the Boroondara Choral Society in 1867, which rehearsed in a room in the Boroondara Road Board offices in Camberwell.⁹³³ New groups of this nature proliferated during the 1880s, including the Boroondara District Band (which gave open-air performances in Hawthorn) and the Surrey Hills Operatic Club.⁹³⁴ It was also during this boom period that the Hawthorn Citadel Pipe Band was formed (1883) and the existing Auburn Mechanics' Band re-badged as the Hawthorn Town Brass Band.⁹³⁵ These were later followed by the Kew Brass Band (1906), the Hawthorn City Pipe Band (1917) and the Kew East Citizens' Band (c.1929); the first and last of these later merged to form the Kew Citizens' Band.⁹³⁶ A brass band also existed in Surrey Hills, which later merged with its counterpart in Camberwell.⁹³⁷ As noted by Peel *et al*, Hawthorn's brass bands – which received considerable financial support from the Council – were at the forefront of the inter-war music scene, performing around Melbourne and even interstate, and achieving notable success in the annual Victorian championships.

These brass bands performed in various local venues, including their respective town halls as well as the Kew recreation Hall and similar places. Band rotundas were also erected in a number of local parks, including the Canterbury Gardens in Canterbury (1909), the Alexandra Gardens in Kew (1910; demolished), the Surrey Gardens in Surrey Hills (1912; demolished 1972) and Central Gardens in Hawthorn (1919). The bandstand at Canterbury – the oldest survivor of its type in the study area – was restored in 1976 and refurbished again in 2000. In 1988, an entirely new bandstand (albeit designed in a reproduction Victorian style) was erected in the Alexandra Gardens as a bicentenary project, replacing the ornate two-level Edwardian-style bandstand that had been built there almost eighty years earlier.

Local performing groups seem to proliferate across the study area during the inter-war period. The Camberwell Symphony Orchestra was formed in 1930 and presented its inaugural concert at the Surrey Hills Presbyterian Church on 18 November that year.⁹³⁸ The orchestra performed regularly in the Camberwell Town Hall – a venue that, during this boom period for amateur entertainment, was shared by many other local performing groups, including the Camberwell Choral Society and the Milverton Dramatic Club (associated with the private girls' school of the same name). In a similar fashion, the Hawthorn Town Hall accommodated groups such as the Hawthorn Operatic Society, which was founded in 1936 and thrived for two decades.⁹³⁹ In 1936, female members of the Hartwell Presbyterian Church formed an amateur dramatic society known as the Hartwell Presbyterian Merry-makers. Male parishioners were permitted to join in 1952, when the company was renamed Hartwell Players; it remains in operation today as Melbourne's oldest community theatre. Other local groups of similar nature included the Zelman Memorial Symphony Orchestra (1933), the Kew Light Opera Company (1945) and the Kew Philharmonic Society (1946).⁹⁴⁰ Both originally rehearsed and performed in the Kew Recreation Hall in Wellington Street until 1960, when a modern and lavishly-appointed auditorium was provided within the new Kew City Hall. Of the latter group, Vaughan duly pointed out, "the society has more than justified its existence because it has afforded an opportunity for amateur musicians to get active experience in orchestral playing".

Related places

Bandstand, Canterbury Gardens, Canterbury Road, Canterbury (1909) – oldest bandstand in study area (part HO145)

former Kew City Hall, Cotham Road, Kew (1960) – venue for local orchestral and theatrical performances

Bandstand, Alexandra Gardens, Cotham Road, Kew (1988) – reproduction Victorian structure, built for the Bicentenary.

932 McWilliam, *Hawthorn Peppercorns*, p 77.

933 Blainey, *A History of Camberwell*, p 30.

934 McConville, "Camberwell Conservation Study", Vol 2, p 104.

935 Peel, Zion & Yule, *A History of Hawthorn*, p 84.

936 Vaughan, *Kew's Civic Century*, p 157.

937 Information provided by Surrey Hills Historical Society.

938 "Camberwell Symphony Orchestra", *Argus*, 20 November 1930, p 11.

939 Peel, Zion & Yule, *A History of Hawthorn*, p 84.

940 Vaughan, *Kew's Civic Century*, pp 158, 160.

9.3 ACHIEVING DISTINCTION IN THE ARTS

9.3.1 Creating visual arts and literature

The experience of local painters, sculptors and other visual artists

As noted elsewhere, certain parts of the study area (notably the Yarra River) attracted the attention of artists from the earliest period of post-contact settlement. Since that time, an above-average number of artists, painters, sculptors and others involved in the visual arts have made their homes in the study area and, particularly, its eastern half. The former municipalities of Kew and Hawthorn can claim connections with a number of noteworthy artists of international repute. Some lived there for only a very short period, but nevertheless found significant inspiration there. Frederick McCubbin, for example, who lived in Hawthorn from c.1889 to 1893, produced several large-scale oil paintings that recorded the distinctive local landscapes. His son, Louis Frederick McCubbin, an artist in his own right (and later director of the National Gallery) was born in Hawthorn in 1890, and taught drawing at Swinburne Technical College in the 1930s.

Many other resident artists lived in the area for most of their careers, and often until they died. In fact, so strong was the association between Melbourne's art scene and the suburb of Kew that in 1960, when Vaughan wrote *Kew's Civic Century*, he devoted an entire chapter to "the artists of Kew".⁹⁴¹ By Vaughan's reckoning, the connection could be traced back to the early 1880s, when James Robertson, an early police magistrate in the district, "was fond of depicting scenes along the farms along the Yarra River". The most famous artist residents of Kew noted by Vaughan included landscape painter Sir John Longstaff (1861-1941), leading floral artist Miss A M E Bale (1875-1955), who resided at 83 Walpole Street for most of her life, and painter Max Meldrum (1875-1955), who lived in Belmont Avenue from 1936 until his death. Others cited by Vaughan included painter Alma Figuerola (1895-1969), a *protege* of Max Meldrum who lived in Barry Street; German *emigre* sculptress Tina Wentcher (*nee* Wentscher; 1887-1974) and her painter husband Julius (1881-1961), who lived in Milfay Avenue; potter Marguerite Mahood (1901-1989); and the talented Colquhoun family – Alexander and Beatrice, and their children Archibald and Elizabeth, all active in various fields of the visual arts. The house that Archibald and his wife Amalie (also an artist of some repute) purchased in Kew in the 1930s, with its distinctive tower, not only served as their own residence and studio space, but also as a private art school and gallery, reportedly with twelve rooms of portrait and landscape paintings by the Colquhouns and their pupils.⁹⁴²

Chief amongst the innumerable local artists who were *not* noted by Vaughan were painter George Bell (1878-1966), who was born in Kew and attended the local high school; he later established an art school that included amongst its students a teenaged Barry Humphries. In his memoirs, Humphries referred to Bell somewhat uncharitably as "a failed post-impressionist", but otherwise retained fond memories of travelling from his home in Camberwell to what he described as "a well-known private art school in a nearby suburb".⁹⁴³

Among the more well-known twentieth century artists to live in the study area were painters Eric Thake (1904-1982), John Brack (1920-1999) and Paul Fitzgerald (born 1922), who were all born in Hawthorn. Thake, whose recollections of growing up in the Auburn area are recorded in a vivid "Memory Map" that he sketched later in life, later lived in Harp Road, Kew. Brack lived in both Balwyn North (where he recorded the suburban expansion occurring at that time; see **9.4.1**) and Surrey Hills, while Fitzgerald (a founding member of the Australian Guild of Realist Painters) resided in Victoria Avenue, Canterbury. Leading modern painters Noel Counihan (1913-1986) and John Perceval (1923-2000) also lived in Canterbury in the post-war period. Two Archibald Prize-winning portraitists also lived in the study area for most of their adult lives. Sir William Dargie (1912-2003), who won the prize on eight occasions, resided at 19 Iribarra Road, Canterbury, from 1952 until his death; he also maintained a studio and art school nearby in a two-storey house at 23 Mangarra Road (demolished). Viennese-born painter and printmaker Louis Kahan (1905-2002), who won the Archibald Prize for his 1962 portrait of Patrick White, lived in a purpose-built house and studio in Second Avenue, Kew, which was designed for him in 1960 by fellow migrant (and fellow Kew resident) Ernest Milston (see **6.7.5**). Kahan's artwork in his local area include the modern stained glass windows in the Bet Nachman Synagogue in Walpole Street, which were installed there in 1982 (see **8.1.2**). Len Annois (1906-1966), who lived in Balwyn North from 1943 to 1963, also executed local commissions of that nature, including a mural at St John's Anglican Church, Camberwell.

941 Vaughan, *Kew's Civic Century*, pp 116, 119.

942 Val Goldsworthy, "Boroondara Artists: Amalie and Archibald Colquhoun", *Camberwell History*, No 4 (March 2011), p 1.

943 Humphries, *More Please*, p 114.

One house in the study area that, although not actually occupied by an artist, became a noted focus for Melbourne's mid-century modern art community was the Studley Park residence of confectioner and art collector Klaus Ansel. Designed by *emigre* architect Anatol Kagan in 1954, the house became a venue for regular Sunday afternoon gatherings of the Ansel's artistic friends, who included painters Mirka Mora, Charles Blackman, Joy Hester and John Perceval, numerous members of the Boyd family, and many others.⁹⁴⁴

The work of local artists has been regularly exhibited in the study area. The Kew Arts Festival was initiated in 1944 with what Vaughan described as “a remarkable exhibition of paintings, sculpture and pottery, all the work of Kew artists”.⁹⁴⁵ A photograph of the exhibition, published in a daily newspaper in August of that year, showed aforementioned local artists Max Meldrum, Julius Wentcher (who, at that time, had not yet anglicised his surname to Wentcher) and Alma Figuerola hanging some of their paintings on the walls of the venue, which was the Presbyterian School Hall in Cotham Road.⁹⁴⁶ This festival, which was staged regularly over the following decade, remained a significant event on Melbourne's art calendar. An art show, organised by the Rotary Club of Camberwell as a fund-raising exercise, was first staged in 1966 in the assembly hall of Camberwell Grammar School; following the completion of the new Camberwell Civic Centre in 1969 (see 7.1.2), the show was held there annually for the next forty years.

Another leading local centre for art exhibitions during the post-war period was the Hawthorn City Art Gallery in Glenferrie Road, which also opened in 1969 and became (in the words of one writer) “an occasionally important suburban council art venue”.⁹⁴⁷ It was there, in 1970, that controversial artist Ti Parks transformed the interior of the gallery by lining the walls with carpet and chicken wire, on which were mounted various found objects. This artwork, which Parks titled “Hawthorn Installation”, was later reconstructed and exhibited (under its original same name) at the Watters Gallery in Sydney. During the early 1970s, the Hawthorn City Art Gallery mounted a string of other exhibitions that garnered attention in the daily press, including photographs by Victor Minca, jewellery by Wolf Wennrich, paintings by Janet Boddy and prints by Murray Griffin. The gallery closed in 1983, when the entire building was turned over for use as a library. The gallery has since re-opened at the Hawthorn Town Hall.

Photographers have also been active in the study area for many years. The first dedicated photography club appears to have been the Swinburne Camera Club in Hawthorn, which was holding photography excursions as early as 1951. This was followed, two years later, by the Camberwell Camera Club.⁹⁴⁸ The latter group, which was located for many years in the Camberwell Town Hall, has been based at the Camberwell RSL clubrooms since 1985. At least two other photography clubs have emerged in the study area in more recent times: the Hawthorn Photography Club and the Leica Photographic Society, based in Canterbury.

Related places

House (*Swinton*), 25 Swinton Avenue, Kew – former residence of the Colquhoun family of artists (HO129)

House, 83 Walpole Street, Kew – former residence of floral artist Miss A M E Bale (HO354)

House, 24 Belmont Avenue, Kew – former residence of painter Max Meldrum (part HO142)

House, 22 Milfay Avenue, Kew – former residence of sculptress Tina Wentcher and her painter husband Julius

House, 25 Lingwell Road, Hawthorn – birthplace of artist Eric Thake

House, 8 Carnsworth Avenue, Kew – former residence of art collector Klaus Ansel, and meeting place for artists

House, 11 Second Avenue, Kew (1960) – architect-designed residence and studio of artist Louis Kahan

Hawthorn Library, 584 Glenferrie Road, Hawthorn (1969) – former Hawthorn City Art Gallery & Library

944 Barbara Blackman, “The Good Ship Mora: Melbourne in the Fifties”, *Meanjin*, Winter 1996.

945 Vaughan, *Kew's Civic Century*, p 116.

946 “Preparing for Kew Arts Festival”, *Argus*, 16 August 1944, p 9.

947 Margaret Plant, *Irreverent Sculpture*, pp 65, 66.

948 Matt Moore, “History of the Camberwell Camera Club”,

<<www.camberwellcameraclub.org.au/history-of-camberwell-camera-club>>, accessed 13 February 2012.

The experience of local authors, poets and other writers

While many noted writers, authors and poets have lived in the study area over the years, this overview focuses on those who actually produced notable works during their period of residency, as opposed to those who simply were born, died or retired there, and were otherwise at their most professionally active while living elsewhere.

The earliest resident author of note was James Bonwick (1817-1906), who settled in Kew in the early 1850s and later published *A Sketch of Boroondara* (1858), a vivid first-hand account of early settlement in the district. While living in Kew, Bonwick edited a short-lived journal, the *Australian Gold Digger's Monthly Magazine & Colonial Family Visitor* (1852-53) and wrote several other books, including *Geography of Australia & New Zealand* (1855), *Discovery and Settlement of Port Phillip* (1856) and *The Bushrangers* (1857) before he left the district in 1859. Another early literary resident of Kew was German-born journalist and literary critic Frederick Sinnett (1830-1866), who moved to Melbourne from Adelaide in 1862 to accept a position with the *Argus* newspaper. As noted in the *Australian Dictionary of Biography*, Sinnett and his wife “took part in Melbourne's literary and theatrical life, holding Saturday night readings and discussions of Shakespeare's plays” before his sudden death, from tuberculosis, in November 1866.⁹⁴⁹

George Gordon McCrae (1833-1927), once described as “the father of Australian poetry”, lived in Hawthorn for over fifty years. In 1874, he built his house, *Anchorfield*, on the corner of Calvin and Muir streets (demolished), and lived there until his death. Works published during that period included a volume of poetry, *The Fleet of Convoy and other verses* (1915) and a novel, *John Rous* (1918). His son Hugh McCrae (1876-1958), who attended Hawthorn Grammar School, also became a published poet, whose work included the anthologies *Satyrs and Sunlight* (1911) and *Voice of the Forest* (1945), as well as an evocative memoir of his literary upbringing, entitled *My Father and My Father's Friends* (1935).

The first female author to publish while living in the study area was probably Jeannie Taylor (1870-1961), who achieved fame under her married name, Mrs Aeneas Gunn, for the novel *We of the Never-Never* (1908). Taylor grew up in a modest timber house at the corner of Creswick and Mason streets in Hawthorn (demolished), where she and her sisters ran a private school from 1889-96. After her husband's death in 1903, she returned to the family home and wrote her best-known work.⁹⁵⁰ She lived in Hawthorn, on an off, thereafter, and died there in 1961. Another leading female author, Marion Millar Knowles (1865-1949), spent the last twenty years of her long life in Kew. Best known for early works such as the novel *Barbara Halliday* (1896) and poetry *Songs from the Hills* (1898) and *Shamrock and Wattle Bloom* (1900), Knowles remained active as a writer after 1927, when she retired as a journalist with the *Advocate* and acquired a house in Barrington Street, Kew. Works published after that time included the novels *Pierce O'Grady's Daughter* (1928) and *The Little Doctor* (1932), and a volume of *Selected Poems* (1935). One of Australia's first female playwrights, Betty Roland (1903-1996) lived at 20 Macartney Avenue, Kew in the late 1920s and early 1930s; her major output during that period was the screenplay for a film, *The Spur of the Moment* (1932), which is said to have been Australia's first “talkie”

Chief amongst the noted resident writers of the post-war era were Edward Vivian “Vance” Palmer (1885-1959) and his wife Janet “Nettie” Palmer (1885-1964). After living around Australia for decades, the couple took up residence in Nettie's former family home at 7 Ridgeway Avenue (demolished) and lived there until their deaths. As a writer, Vance Palmer was prolific during his Kew period; his works included the novels *Golconda* (1948), *Seedtime* (1957) and *The Big Fellow* (1959), a non-fiction study *Legends of the Nineties* (1954) and a volume of short stories *Let the Birds Fly* (1955). His wife was no less active at that time, when, as noted in the *Australian Dictionary of Biography*, “Nettie's self-professed role was largely that of 'a liaison officer in literary life'; she edited memoirs, collections of poems and short stories, wrote introductions and translated”.⁹⁵¹ She also published *Henry Handel Richardson* (1959), the first full-length critical study of the noted female novelist. While the Palmers' former Kew home has gone, a memorial plaque has been installed at the local library. Another noted literary resident of Kew was one of Australia's most well-known and critically-acclaimed poets, A D Hope (1907-2000), who lived in Molesworth Street from 1945 to 1951, when he was lecturing in the Department of English at the University of Melbourne. Hope's first published volume of poetry, *The Wandering Islands* (1955) includes several poems that he wrote in the late 1940s, while a later work, *Dunciad Minor* (1970) was based on an earlier poem that he had written for a 1950 radio broadcast. The full extent of Hope's unpublished works from his Kew period may never be known, as a fire in 1953 destroyed all of his notebooks from the previous ten years.

949 Marjorie Tipping, “Sinnett, Frederick (1830-1866)”, *Australian Dictionary of Biography*, Volume 6.

950 Sally O'Neill, “Gunn, Jeannie (1870-1961)”, *Australian Dictionary of Biography*, Volume 9.

951 D J Jordan, “Palmer, Janet Gertrude (Nettie) (1885-1964)”, *Australian Dictionary of Biography*, Volume 11.

In some cases, an author's published work was coloured by his or her own experience or perception of the study area. George Johnston (1912-1970), a novelist who lived briefly in Glen Iris in the late 1930s, drew on his memories when he wrote his semi-autobiographical novel, *My Brother Jack* (1964), which satirised complacent middle-class suburbia of the type represented by certain parts of the City of Camberwell (see 9.4.1). While never himself a local resident, author Frank Hardy (1917-1944) referenced parts of the study area in his controversial left-wing novel, *Power without Glory* (1950). A thinly-veiled retelling of the life of colourful Melbourne businessman John Wren (1871-1953), the novel was mostly set in the fictitious suburb of Carringbush, evoking Collingwood and Abbotsford. In real life, Wren lived in *Studley House*, a grand mid-Victorian house in Kew, from 1902. In *Power without Glory*, Hardy initially described the home of his protagonist (the pseudonymous John West), as "a white, two-storied building with large pillars in front", and later, repeatedly, as the "white mansion". There were also allusions to its hilltop setting, its spacious grounds, and to a new wing that was constructed by West – the latter referencing the huge addition that John Wren actually made to *Studley House* in 1919. Elsewhere in the text, Hardy mentions the palatial residence of "Archbishop Daniel Malone" (an unmistakable reference to *Raheen*, former home of Archbishop Daniel Mannix) and the adjacent Caritas Christi hospice, both on Studley Park Road. When *Power without Glory* was adapted as a highly successful ABC television mini-series in 1976, the comparably grand South Yarra residence, *Como*, was filmed to represent John West's home. Nevertheless, a number of key scenes were shot on location in recognisable parts of Kew, most notably along the Yarra River at Studley Park, where Collins Bridge, Kane's Bridge and the Boulevard could be readily discerned.⁹⁵²

Related places

House, 37 Britten Street, Glen Iris – former residence of novelist George Johnston

House, 54 Molesworth Street, Kew – former residence of poet A D Hope (from 1945 to 1950)

House (*Studley House*), 15 [2] Nolan Avenue, Kew – referenced in Frank Hardy's *Power without Glory* (HO101)

9.3.2 Designing fine buildings

The work of prominent Melbourne architects

The study area is a notable epicentre for fine architect-designed buildings. Virtually every eminent architect to have worked in Melbourne from the 1850s to the 1960s has designed at least one building within the former municipalities of Hawthorn, Camberwell or Kew and, in many cases, more than one. Chief amongst the notable nineteenth century architects active in the study area were those who lived there themselves. George Wharton, who surveyed the original Village of Kew in 1851, later settled in the area and practised there for several decades. He not only designed houses in Hawthorn and Kew (including his own), but also several churches at Kew and Hawthorn, and the Kew Common School (1871). Albert Purchas, John Beswicke, Augustus Fritsch (of Hawthorn Brickworks family fame), J A B Koch, Christopher Cowper and Henry Kemp were also amongst the other leading Melbourne architects of the late nineteenth and early twentieth century who both lived in the study area and undertook repeated commissions there. Counterparts from the inter-war era include Marcus Barlow (Barlow & Hawkins), Harold Bloom, Stuart Calder, Keith Cheetham, R H McIntyre, Roy Prentice, Leslie J W Reed, Lionel San Miguel, Norman Seabrook (of Seabrook & Fildes) and Garnet Soilleaux (of the firm of Taylor, Soilleaux & Overend). Many of these architects, moreover, designed their own homes (see 6.7.5).

A list of eminent architects from the 1850s to the 1940s who worked (but did not necessarily live) in the study area is much longer, and reads like a who's who of the Melbourne architectural scene: Nahum Barnett, Nathaniel Billing, Walter Butler, Crouch & Wilson, Grainger & D'Ebro, Alfred Dunn, Alec Eggleston, Ellerker & Kilburn, Percy Everett, John Flanagan, John Gill, Gawler & Drummond, Robert Haddon, A & K Henderson, Hyndman & Bates, Inskip & Robertson, Leighton Irwin, George R Johnson, R & M King, A K Lines, Marcus Martin, Marsh & Michaelson, Arthur Peck, Leslie M Perrott, Arthur Plaisted, Joseph Reed, John F D Scarborough (who was architect to Scotch College), Sydney Smith & Ogg, Lloyd Tayler, Leonard Terry (Terry & Oakden), H W & F B Tompkins, Twentyman & Askew, Beverly Ussher (Ussher & Kemp), Charles Vickers, Albion Walkley, William Wilkinson Wardell, Louis Williams, James Wood, Charles Webb and William Wolf.⁹⁵³ This list, moreover, is merely a representative selection of literally dozens of names.

952 Information provided by Kerry Fairbank, Studley Park Modern.

953 Lewis (ed), *Australian Architectural Index*. This source contains 2,325 entries covering the study area.

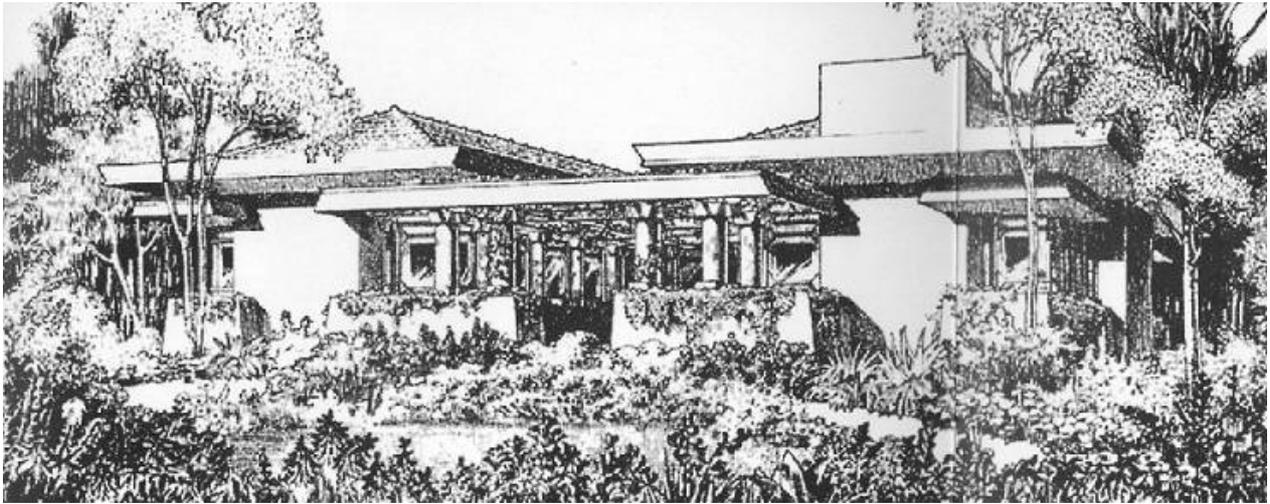


Figure 75: The Herborn House in Pleasant Road, Hawthorn, designed by Eric Nicholls (associate of Walter Burley Griffin) in 1929 (source: Australian Home Beautiful, June 1930)



Figure 76: Shipman House, Cascade Dve, Kew (A Kagan, 1947) (source: Australian House & Garden, December 1948)



Figure 77: House in Atkins Avenue, Glen Iris (Peter Burns, 1957) (source: Australian Home Beautiful, December 1957)



Figure 78: House in Walpole Street, Kew (Harry Ernest, 1956) (source: Neil Clerehan, Best Australian Houses)

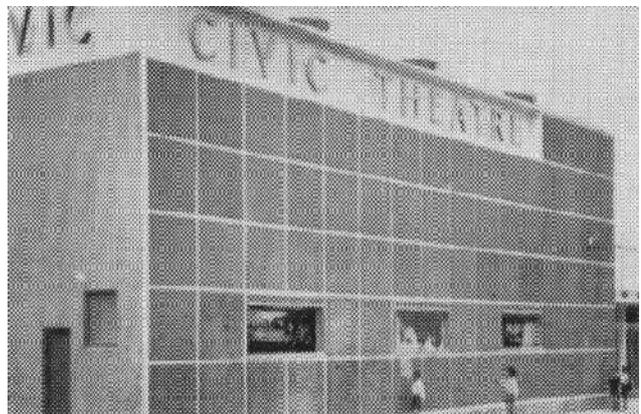


Figure 79: Civic Theatre, Ashburton (Godfrey Spowers, 1948) (source: Lines Annual, 1949)

In the post-war period, prominent Melbourne architects and firms have continued to undertake some of their best and most well-known commissions within the boundaries of the study area. The celebrated Robin Boyd (1919-1971) made an early and significant contribution to the study area when he designed his own house in Riversdale Road, Camberwell in 1946; he went on to undertake most of his other early commissions in the surrounding suburbs: the Pettigrew House in Studley Park (1945) and the Dainty Frocks factory in Church Street, Hawthorn (1946; demolished) – both designed in association with his early partners Frank Bell and Kevin Pethebridge – and, later, under his own name, a series of smart modernist houses in the Balwyn area for the Dunstan (1949), Wood (1950), Harbig (1951; demolished) and Gillison (1952) families. This strong local association continued after 1953, when Boyd entered into partnership with Roy Grounds and Frederick Romberg. The firm of Grounds, Romberg & Boyd (later Romberg & Boyd) went on to design many more houses – again, mostly located in Studley Park (eg for the Wilson, Haughton-James, Cowen, Clemson, Date, Lawrence and Purves families) and North Balwyn (eg for the Brown, Latchford and John Boyd families) and as well as at least two others in Glen Iris, and renovations to Hector Crawford's house in Mont Albert Road, Canterbury.

The developing suburbs of Balwyn North and Studley Park emerged as epicentres for some of the most important architect-designed modernist housing to be seen in Australia. A list of leading Melbourne post-war architects or firms whose work is represented in those two areas alone includes such noted firms as Chancellor & Patrick, Clarke Hopkins & Clarke, Godfrey Spowers Hughes Mewton & Lobb, McGlashan & Everist, Montgomery King & Trengove, Mockridge Stahle & Mitchell, Moore & Hammond and Yuncken Freeman Brothers Griffiths & Simpson, together with a string of eminent individual practitioners: Douglas Alexandra, Llew Bawden, Gerd & Renate Block, Ric Bonaldi, Neil Clerehan, Frank C Dixon, James Earle, Dr Ernest Fooks, Harry Ernest, Oscar Gimesy, Roy Grounds, Graeme Gunn, Alexander Harris, Peter Hooks, Bernard Joyce, Anatol Kagan, Kenneth McDonald, Peter & Dione McIntyre, John & Phyllis Murphy, Best Overend, Walter Pollock, Kurt Popper, Bernard Slawik, Horace Tribe and Geoffrey Woodfall, amongst others.

While other parts of the study area (namely Hawthorn, Camberwell, Canterbury, Glen Iris and Surrey Hills) may be less strongly associated with fine post-war architect-designed buildings, they nevertheless contain some notable individual examples. Many of the architects listed above were also active in these areas, designing not only modern houses but also schools, churches, factories and other building types. John & Phyllis Murphy, for example, designed Buick Hall at Fintona Girls' School (1951), Douglas Alexandra designed a kindergarten in Burwood (1957), Peter & Dione McIntyre designed a Baptist church hall in Kew (1954), Robin Boyd carried out shop fitouts in Doncaster Road, Balwyn North (1953) and Riversdale Road, Camberwell (1963), Dr Ernest Fooks designed a reception centre in Canterbury Road, Canterbury (1971) and Mockridge Stahle & Mitchell undertook the new civic centre for the City of Camberwell (1969-71). Other noted post-war architects who were active in the study area outside the hotspots of Studley Park and Balwyn North, but are not listed above, include John Baird, Ray Berg, Theodore Berman, Richard Berryman, Kevin Borland, Norman Day, Sir Bernard Evans, Don Hendry Fulton, David Godsell, Winston Hall, Grigore Hirsch (principal of Conarg Architects, who lived in Glen Iris), Tad Karasinski, John Kenny, Alistair Knox, Leith & Bartlett, Max May, Ernest Milston, Hank Romyn, Herbert Tisher, A R van Rompaey and Charles Weight.

Related places

House, 7 Adeney Avenue, Kew (1908) – designed by Henry Kemp

House, 83 Panoramic Road, Balwyn North (1947) – designed by Yuncken, Freeman Brothers, Griffiths & Simpson

Buick Hall, Fintona Girls School, 79 Balwyn Road, Balwyn (1951) – designed by John & Phyllis Murphy (HO169)

House (*Stargazer*), 2 Taurus Avenue, Balwyn North (1953) – designed by Peter & Dione McIntyre (HO188)

House, 39 Inverness Way, Balwyn North (1955) – designed by Montgomery, King & Trengove (part HO231)

House, 18 Atkins Avenue, Glen Iris (1957) – so-called “emotional house” designed by Peter Burns

House, 101 Cityview Road, Balwyn North (1970) – designed by Dr Ernest Fooks

House, 7 Alfred Street, Kew (1998) – designed by Ivan Rijavec

The work of Walter Burley Griffin and his circle

The study area enjoys a special association with the most famous twentieth century Australian-based architects of all – Walter Burley Griffin (1876-1937) and his wife Marion Mahony Griffin (1871-1961). While the Griffins themselves completed only one entirely new building in the study area under their own names – a small Knitlock concrete block house in Surrey Hills (1923) – they were otherwise involved, in various capacities, with a string of other local projects. Around 1921, Walter himself acted as a design consultant on a builder's project for another Knitlock house in Canterbury. The following year, he and his wife completed the interiors of a new house in Findon Crescent, Kew (1922; demolished) after its original architect, E F Billson (a staff member in their Melbourne office) was suddenly called overseas. During the later 1920s, the Griffin office undertook alterations to several existing houses in the study area, including one in Cooloongatta Road, East Camberwell (1926; demolished) and another in Kooyongkoot Road, Hawthorn (1926). In 1933, the office also submitted an entry in the design competition for the new chapel at Scotch College.

Griffin and his wife lived in Heidelberg during the 1920s; most members of their office staff also hailed from the suburbs east of the Yarra River, and consequently undertook private commissions in the study area. Eric Nicholls (1902-1965), who was Griffin's second-in-command for over a decade, grew up in Kew; an active member of the local Methodist congregation, he designed the Men's Fellowship Room for the church in Highbury Grove (1922) and later remodelled the branch church in Strathalbyn Road, Kew East (1926; demolished). He designed a house for himself in Balwyn North (c.1929; demolished) and others in Kew and Hawthorn. Another Griffin employee, Leslie Grant (1905-1978) also spent most of his life in Kew; his own commissions include a striking Prairie School house in Rochester Road, Canterbury (1927). Several other members of the Griffin office are also represented in the study area, including the aforementioned E F Billson (1892-1986), who designed a much-published house in Glenroy Road, Hawthorn (1926), and J F W Ballantyne (1900-1988) who, while most active in the area near where he lived in Malvern, is known to have designed a house in Balwyn (1933). Griffin's influence is also evident in several other buildings in the study area, such as the premises of the Kew Croquet Club at Victoria Park (1934), which has been attributed to both E F Billson and Eric Nicholls, but was more likely designed by the City of Kew's long-time Building Surveyor, Rowland Chipperfield.

Related places

Men's Fellowship Room, rear Kew Uniting Church, 21-25 Highbury Grove, Kew (1922) – by Eric Nicholls (HO221)

House, 7 Warwick Avenue, Surrey Hills (1923) – best example of work of Walter Burley Griffin in study area (HO136)

House, 16 Glenroy Road, Hawthorn (1926) – by E F Billson (HO50)

House, 7 Rochester Road, Canterbury (1927) – by Leslie Grant (HO184)

House, 88 Pleasant Road, Hawthorn (1929) – by Eric Nicholls

The work of prominent interstate architects

The study area also has, or rather had, the distinction of containing several significant post-war buildings that represented rare or even unique forays into Victoria by architects who achieved their greatest fame interstate. These included the house that Neville Quarry designed for himself as 23 Duke Street, Kew, in 1966 (before moving to Sydney and becoming a well-known and much-respected architectural academic there), and a house at 4 Florence Avenue, Kew, that was designed in the late 1950s by the Sydney-based firm of Allen & Jack, which had then just won the prestigious Sulman Medal. Both, however, have been demolished in recent years. Amongst surviving examples are the Caritas Christi Hospice in Studley Park Road, Kew, which was designed in the early 1960s by leading Tasmanian modernist architect Esmond Dorney (making what was, at that time, a rare return to the city where he had lived and practised before the Second World War) and the relatively recent addition to *Raheen*, which represents the only example in Victoria of the work of Australia's most celebrated living architect, Glen Murcutt.

Related places

Caritas Christi Hospice, Studley Park Road, Kew (1962) – rare post-war building in Victoria by Esmond Dorney

Additions to house (*Raheen*), Studley Park Road, Kew (1993) – only Victorian example of the work of Glen Murcutt

Receiving architectural accolades in the twentieth century

For much of the twentieth century, architect-designed buildings across the study area have been of a sufficiently high quality to regularly attract the attention of the architectural and popular press. When one of Melbourne's first populist housing magazines, the *Real Property Annual*, commenced publication in 1914, dwellings from Camberwell, Canterbury, Hawthorn and Kew were frequently published therein. This trend only increased after 1921, when the journal revised both its frequency and its title to become the monthly *Australian Home Builder* – then, from 1923, *Australian Home Beautiful*. For more than five decades thence, the journal regularly profiled houses within what is now the City of Boroondara; this peaked in the post-war decades, when more and more smart-architect-designed dwellings appeared in the developing suburbs of Studley Park and Balwyn North. A rival publication from Sydney, the *Australian House & Garden*, began publication in December 1948. Fittingly, the first house from Victoria to appear therein – in August 1949 – was the Shipman House in Burke Road, Kew East, designed by the Russian-born *émigré* architect Anatol Kagan.

Meanwhile, modern buildings in the study area also attracted more scholarly attention. When the *Sun* newspaper held a competition in 1945 to find the ideal; “Post-War Home”, the prize was awarded to a house in Kew East designed by architect (and local resident) Jeff Harding. A decade later, when the same house was revisited by the editors of *Architecture & Arts* journal, its design was still praised as being “ahead of its time”.⁹⁵⁴ The first serious survey of progressive twentieth-century architecture in Victoria was Robin Boyd's first book, *Victorian Modern*, published in 1947. Again, those suburbs with present-day Boroondara were well represented. A chapter on architects' own houses, for example, lauded the pre-war residence of Eric Nicholls' in Hill Street, Balwyn (1928; demolished), while other houses profiled elsewhere include one by Mewton & Grounds in Reid Street, Balwyn (1935; demolished), another in Whitehorse Road, Camberwell by Ross Stahle (1939), another in Balwyn Road, Balwyn, by E J Walker (c.1940) and – the most recent example in the book – the smart flat-roofed dwelling in Redmond Street, Kew (1946) that Boyd himself had just designed in collaboration with Kevin Pethebridge.

Barely a decade after the publication of *Victorian Modern*, architect D C Ward edited a slim guidebook that was intended to showcase modern architecture to overseas and interstate tourists who had travelled to Melbourne to attend the 1956 Olympic Games. The chapter on residential architecture included no fewer than 23 dwellings in the study area – eleven in Kew, eight in Balwyn North, and four in Camberwell and Surrey Hills. Amongst the non-residential buildings earmarked for the special attention of enlightened visitors were the award-winning Second Church of Christ, Scientist, in Camberwell (Bates, Smart & McCutcheon, 1935), the Civic Theatre in Ashburton (Godfrey Spowers, 1948), the Robert Cochrane Kindergarten in Auburn (Horace Tribe, 1951), Buick Hall at Fintona Girls School in Balwyn (John & Phyllis Murphy, 1952) and the then recently-completed Nicholas Ltd factory in Ashburton (D G Lumsden 1955).

A few years later, in 1961, Melbourne architect Neil Clerehan edited a book entitled *Best Australian Houses*, which profiled a brief survey of recent architect-designed houses of note. Of the 22 houses included in the book, approximately half were from Victoria, and half of those were from suburbs within what now constitutes the City of Boroondara. These five houses comprised three in Kew (two of which were located, one street apart, in Studley Park), one in Hawthorn East, and another in Balwyn. A counterpart for the following decade was Norman Day's 1976 book, *Modern Houses: Melbourne*, which profiled some fifty houses by the emerging generation of younger architects. Notwithstanding the book's title, the houses were scattered across Victoria; of the thirty examples in the Melbourne metropolitan area, one third was located within the study area. These comprised five examples in Hawthorn (including Day's own residence in Berkeley Street), two in Kew, and one each in Camberwell, Canterbury and Balwyn North. Amongst the architects thus represented were Morris & Pirrotta, Max May, Chancellor & Patrick, Williams & Boag and Norman Day himself.

Related places

Second Church of Christ, Scientist, 41 Cookson Street, Camberwell (BSM, 1937) – won RVIA Street Architecture Medal
House, 9 Cascade Drive, Kew East (Anatol Kagan, 1944) – first Melbourne house to be published in *House & Garden*
House, 1535 Old Burke Road (cnr Keystone Crescent), Kew East (Jeff Harding, 1945) – the *Sun Post-War Home*
House, 21 Redmond Street, Kew (Robin Boyd, 1946) – published in Boyd's *Victorian Modern* in 1947

954 Heritage Alliance, “Survey of Post-War Built Heritage in Victoria: Stage One”, Volume 2, p 107.

House, 75 Walpole Street, Kew (Harry Ernest, 1955-56) – featured in Neil Clerehan's book

House, 1080 Burke Road, Balwyn North (Montgomery King & Trengove, 1959) – featured in Neil Clerehan's book

House, 26 Yarravale Street, Kew (Chancellor & Patrick, 1960) – featured in Neil Clerehan's book

House, 20 Yarra Street, Kew (Gerd & Renate Block, 1960) – featured in Neil Clerehan's book

House, 9 Seattle Street, Balwyn North (Morris & Pirota, 1975) – featured in Norman Day's *Modern Houses: Melbourne*

House, 72 Berkeley Street, Hawthorn (Norman Day, 1973) – featured in Norman Day's *Modern Houses: Melbourne*

Winning architectural awards

In a similar vein, the study area has a particularly impressive track record in regard to the sheer number of buildings that have received major architectural awards. This trend can be traced back before the Second World War, when the Royal Victorian Institute of Architecture (RVIA) first initiated an annual award, the Street Architecture Medal. First awarded in 1929, the medal continued to be won by urbane inner-city buildings until 1938 when, for the first time, a suburban building was the victor – the Church of Christ, Scientist, in Cookson Street, Camberwell (Bates, Smart & McCutcheon, 1937). Unfortunately, the medal was discontinued after the Second World War and it was not until the early 1960s that the reconstituted RAI A initiated a new multi-category award regime. The system had become well established by the end of the decade, and continues to thrive to the present day.

For the last three decades of the twentieth century, a disproportionately large buildings within the present-day City of Boroondara have been the recipients of major awards. This trend began in 1970, when a block of townhouses in Kew, designed by Graeme Gunn with landscaping by Ellis Stones, won the Bronze Medal. Subsequently, two much-publicised educational buildings in the same suburb – the Preshil School and the Resource Centre at MLC – received the Bronze Medal in 1972 and 1974 respectively. The mid 1970s marked the onset of an impressive winning streak, where a string of modern houses in the study area were awarded successive citations for RAI A House of Year: Norman Day's own house in Hawthorn (1973), the Batrounni House in Balwyn by Edgard Pirota (1975), the Trachsel House in Hawthorn by Max May (1976), the Lagner House in Canterbury by Williams & Boag (1978) and Kevin Makin's own house in Kew (1979).

This apparent dominance abated a little during the 1980s – although the partnership of Edmund & Corrigan did receive merit awards, for two separate residential projects in Kew, in 1982 and 1985 – but then burgeoned again in the 1990s. Amongst the award winners that decade were Dale Jones-Evan's Gallery House at Hawthorn (1991), John Wardle's Kitamura House in Kew (1996) and Sean Godsell's own house, also in Kew (1998). In the non-residential sphere, architect Peter Crone notably received three merit awards in a row for various projects at Trinity Grammar School in Kew: classroom additions (1991), the Watson Building (1992) and the new Chapel of the Holy Trinity (1993).

Related places

Townhouses, 76 Molesworth Street, Kew – winner of RAI A (Victoria) Bronze Medal for 1970 (HO325)

Preshill School, Cotham Road, Kew – winner of the RAI A (Victoria) Bronze Medal for 1972

Resource Centre, MLC, Glenferrie Road, Kew – winner of RAI A (Victoria) Bronze Medal for 1974 (HO204)

House, 72 Berkeley Street, Hawthorn (Norman Day, 1973) – Bronze Medal, RAI A House of the Year, 1974

House, 9 Seattle Street, Balwyn North (Morris & Pirota, 1975) – Bronze Medal, RAI A House of the Year, 1975

House, 9 Shakespeare Gve, Hawthorn (Max May, 1974) – Bronze Medal, RAI A House of the Year, 1976 (part HO163)

House, 45 Morang Road, Hawthorn (Kevin Makin, 1979) – Bronze Medal, RAI A House of the Year, 1979

House, 123 Pakington Street, Kew (John Wardle, 1995) – recipient of RAI A Harold Desbrowe-Annear Award for 1996

9.4 CREATING POPULAR CULTURE

9.4.1 Acknowledging and satirising suburbia in popular culture

Barry Humphries' Camberwell

Probably the most famous resident of Camberwell, Barry Humphries (born 1934) was the son of a designer-builder of suburban houses and a former milliner. He grew up in Christowel Street on the Golf Links Estate – a quintessential comfortable middle-class residential subdivision (where his father had built many of the houses in the street) which, in his later reminiscences, he would variously describe as a “spotlessly clean stomping ground”; “semi-posh Melbourne suburb” of Camberwell where life was “excruciatingly boring”.⁹⁵⁵ This staid upbringing – shared by a generation of Melburnians – provided rich fodder for satire when, in the mid-1950s, Humphries began performing comic monologues on stage and record in the guides of Mrs (later Dame) Edna Everage and Sandy Stone. It is revealing that, in creating factious residential addresses for both characters, Humphries used his own street number – No 36.

Alexander Horace “Sandy” Stone was one of Humphries earliest (and most enduring) creations to mock this bland suburban life. An elderly and childless returned serviceman, Stone lived in Glen Iris with his wife, Beryl. By Humphries' own admission, the character was inspired, in part, by a Mr Whittle, who lived in the same street in Camberwell. In the guise of Stone, Humphries would recite long monologues that recorded an uneventful suburban life, peppered with absurdist detail for comic effect. The Stones lived at at *Kia Ora*, 36 Gallipoli Crescent, Glen Iris – a fake address, but one that referenced the coy mid-century fashion for house-naming, as well as streets named for places with wartime connotations (a theme that, while not evident in real-life Glen Iris, occurs in nearby Alamein, where streets include Tobruk Road, Wewak Road, Tarakan Avenue and Benghazi Avenue). Stone has mentioned other streets in his parallel Glen Iris, such as “Phar Lap Street” and “A V Jennings Avenue” that, while also non-existent, pay homage to cultural icons of the 1930s. Stone's monologues refer to local landmarks in his neighbourhood – the tennis club, the church opportunity shop, the scout hall, the sports oval – that were a ubiquitous part of life in not only Glen Iris, but also in other parts of the middle-class suburban belt of Camberwell, Canterbury, Surrey Hills, Hawthorn and Kew. Sometimes Stone references places by name – the “Glen Iris RSL and Citizen's Bowling Club”, or the “Glen Iris branch of the O-So-Pure Devonlea Dairy” – which may not actually have existed but certainly had real-life counterparts. These invented place-names poke fun at the complacent middle-class suburban milieu – like Stone's repeated reference to local benefactress Louisa Hutchison who was memorialised by the Louisa Hutchison Memorial Bowling Green, the Louisa Hutchison Lost Dog Kennels, the Louisa Hutchison Memorial Creative Leisure Centre and the Louisa Hutchison Home for Handicapped Kiddies.⁹⁵⁶ At the same time, Stone's rambling sometimes connect to reality by referencing actual landmarks in the study area; he once described, for example, “having a bit of strife parking the vehicle” at Camberwell Junction, and also of attending a film screening at “The Civic” (ie Civic Theatre, in nearby Ashburton).

Humphries has included a Sandy Stone monologue in virtually every one of this one-man shows since 1962. Over more than four decades, Sandy's suburban experience had included his own death (late 1960s), his haunting of the family home (1970s), its demolition for a new supermarket (1980s), and the subsequent razing of the supermarket for the construction of an estate for “Tuscan style townhouses” (1990s). Humphries himself has often referenced the study area in his other writings and performances – including poems such as “An Ode to the City of Camberwell” (1968), “A Prologue to the Fifties” (1990) and “A Nostalgic Doggerel on some of Melbourne's More Arcane Suburbs” (1995). In one of Humphries' most recent stage shows in Melbourne (*Back to My Roots and Other Suckers*, 2004), he appeared in the guise of Dame Edna Everage and discussed with the audience the fate of a once-popular but now unfashionable kitchen appliance – the fondue set – musing that “they can't all be in the same op shop in Maling Road!”.

Related places

House, 38 Christowel Street, Camberwell – birthplace of Barry Humphries; house designed by his father (part HO1)

House, 36 Christowel Street, Camberwell – childhood and adolescent home of Barry Humphries (part HO1)

House, 42 Christowel Street, Camberwell – former home of Mr Whittle (BH's inspiration for Sandy Stone) (part HO1)

955 McConville, “Camberwell Conservation Study”, Vol 2, pp 13-14.

956 Humphries, *The Life and Death of Sandy Stone*, pp 46, 53, 79, 156

George Johnston's Glen Iris

Around the same time that Barry Humphries was satirising middle-class Glen Iris through his persona of Sandy Stone, the same qualities of the same suburb were referenced in the work of journalist and novelist George Johnston (1912-1970). Unlike Humphries – who had been born and bred in Camberwell – Johnston was a relatively newcomer to the area. Born in Caulfield and raised in Elsternwick, Johnston did not settle in Glen Iris until after his marriage to Elsie Taylor in 1938, when the couple moved into a modest bungalow in Britten Street.⁹⁵⁷ Johnston resided there for only a short period before he was appointed as a war correspondent in 1941, spending the next next four years in Europe, the United States and Asia. On his return to Australia, he settled in Sydney, divorced his wife and married writer Charmian Clift, with whom he had been conducting what was (for that time) a scandalous affair.

Despite living in Glen Iris only for a few short years, the suburb provided a memorable backdrop for Johnston's semi-autobiographical novel, *My Brother Jack*, which was published in 1964. As noted by Chris McConville:

*In his character David Meredith, Johnston ridiculed the new estates of Glen Iris, where the three-roomed villa “stank of cement mortar, raw floorboards, fresh paint, damp putty and insulated electrical wiring”. He placed his young protagonist in a characteristic inter-war subdivision, Beverly Grove Estate, Glen Iris. Built cheaply, the estate had only three basic house designs, yet mixing these gave an illusion of diversity... Johnston painted this Glen iris subdivision as a “red and arid desert”; along with other critics of Australian suburbia, he saw the uniformity and cheap decoration of Beverly Grove as a metaphor for the aridity and fake individuality of suburban life.*⁹⁵⁸

Related places

House, 37 Britten Street, Glen Iris – former residence of novelist George Johnston

Balwyn Calling: post-war suburbia through the eyes of John Brack, Skyhooks and Kaz Cooke

Post-war residential settlement in Balwyn North may have been a source of excitement for architectural commentator Neil Clerehan, who, during the mid-to-late 1950s, frequently drew attention to the area's modern architect-designed houses in his weekly newspaper column in the *Age* (see 6.7.2). However, the same suburb also contained large tracts of rather more ordinary cream brick veneer villas that inevitably brought the area its reputation for middle-class conformity, complacency and *ennui*. As suburban historian (and former Balwyn North resident) Graeme Davison has pointed out, this not only sprang from the lookalike housing stock but also from various community agitations that had brought about restrictions on industrial development and, particularly, the closure of hotels following the local option poll of 1920.

*Balwyn epitomised the logic of exclusion that underlay the bourgeois suburb: that the good life could be secured by keeping out bad things like factories, hotels and brothels,” says Davison. “It is an almost entirely residential suburb: so its residents spend much of their time, working, learning, playing, shopping elsewhere.*⁹⁵⁹

One of the first individuals to draw special attention to these qualities of Balwyn North was noted painter John Brack (1920-1999), who took up residence at 33 Maud Street in 1952 and lived there for nearly a decade (see 9.3.1).⁹⁶⁰ During that time, he painted several evocative depictions of the developing suburb that perfectly captured its essence of conformity and blandness: *North Balwyn Tram Terminus* (1954), *The Unmade Road* (1954), *Summer in the Suburbs* (1960), *View of an Outer Suburb* (1961) and *Segment of a Suburb* (1961). Balwyn North's reputation as “a quiet, pleasant but unexciting place to live” (as Graeme Davison put it) had become firmly enmeshed by the early 1970s, when Melbourne rock band Skyhooks released a song entitled “Balwyn Calling”, which described a young man who was being pursued (via telephone) by a girl from “the brick veneer prison” that was Balwyn. Many assumed that the song, written by band member Greg Macainsh, concerned a real person – Macainsh's girlfriend, Jenny Brown, who grew up in Balwyn. This, however, was not so, as Macainsh clarified in a 2004 interview:

957 Garry Kinnane, 'Johnston, George Henry (1912-1970)', *Australian Dictionary of Biography*, Vol 14, pp 573-575.

958 McConville, “Camberwell Conservation Study”, Vol 2, p 23.

959 Larissa Dubecki, “Balwyn Mauling”, *Age*, 21 February 2008.

960 For an excellent discussion of this, see Chris McAuliffe, “A Pilgrimage to Nowhere in Particular: John Brack's Suburban Motifs of the 1950s”, in Kirsty Grant et al, *John Brack*, pp 145-50.

*I had another girlfriend from Balwyn, for a brief moment. I think the song speaks for itself. One thing you have to remember is that phone calls back then were far more significant than they are now. And not everyone had a phone. You'd ask people, 'Have you got the phone on?' So a phone call from someone in Balwyn was significant communication.*⁹⁶¹

Fellow band member Red Symons once admitted that the suburb of Balwyn, with its fictitious and unnamed female resident, had merely been targeted “to characterise her as intensely middle-class – a nice girl who has fallen in with a bad crowd: us”.⁹⁶²

In the mid-1990s, these same associations were referenced by journalist Kaz Cooke, whose weekly column in the *Age* – in contrast to that of Neil Clerehan four decades earlier – reinforced the stereotype of Balwyn North as “a byword for suburban stuffiness: conservative, conformist and bland”. By Cooke's own admission, this was initially spurred by the residents of Balwyn North themselves:

*I just started getting these letters from Balwyn North. They were all defining themselves by what they were not: 'I live in Balwyn North and I don't drink red wine. I live in Balwyn North and I haven't got a four-wheel drive. I live in Balwyn North and I'm not rich'.*⁹⁶³

In more recent years, it has been noted that – like many formerly maligned suburbs – Balwyn North has shaken off this reputation for blandness and, through a process of immigration (especially from south-east Asia in the 1970s and '80s) and re-discovery by a new generation of home-owners, has become a more diverse, lively and desirable place to live.

Related places

House, 33 Maud Street, Balwyn North – residence of artist John Brack in the 1950s (one of semi-detached pair)

9.4.2 Creating Australian television and film

The Sullivans and the re-creation of “wartime Canterbury”

While the study area has had little significant association with the development of the Australian film and television industry, there was a time from the mid-1970s to the early 1980s when the streetscapes of Canterbury regularly appeared every Monday night at 8pm on Australian television as the backdrop to the popular drama series, *The Sullivans*. Set in Melbourne on the eve of (and subsequently during) the Second World War, the series followed the daily lives of a typical working-class suburban family led by Dave Sullivan (played by Paul Cronin), a foreman in an unnamed engineering factory, his wife Grace (Lorraine Bayly), their three sons and young daughter. As stated in the spin-off novel of the series, the Sullivan family occupied a “weatherboard Edwardian Villa at 8 Gordon Street in the tree-studded suburb of Camberwell”.⁹⁶⁴ This, however, was a fictitious address, as the real-life house used for filming was actually located at 7 Milton Street in Canterbury – the same suburb, incidentally, where the series' executive producer, Hector Crawford, maintained his own residence. As was reported in a women's magazine shortly before the series began screening in November 1976, “Crawfords have bought both a house and a shop in the Melbourne suburb of Canterbury especially for the serial, and are busy 'back-dating' them to a typical 1940s style”.⁹⁶⁵

Several other real-life local buildings were used for filming, including a nearby house (which became the residence of neighbourhood gossip Mrs Jessup), a local store, and some of the shops in nearby Maling Road. A large house in Warrigal Road, known as Medlow, was also used in some episodes.⁹⁶⁶ Several buildings outside of Canterbury were also regularly used for filming, notably the Retreat Hotel in Nicholson Street, Abbotsford, and the Centenary Dairy and Milk Bar in Heidelberg Road, Fairfield.

961 Michael Dwyer, “Songs of Melbourne”, *Age*, 28 August 2004.

962 Dubecki, “Balwyn Mauling”, *Age*, 21 February 2008.

963 Dubecki, “Balwyn Mauling”, *Age*, 21 February 2008.

964 Richard Butler, *The Sullivans*, p 2.

965 “In the Spring of '39”, *Australian Women's Weekly*, 15 September 1976, p 19.

966 Information provided by Don Gibb.

The Sullivans remained popular until the last of its 1,114 episodes was screened in 1983. Like many Australian TV drama series, the programme subsequently became popular when it was shown in the United Kingdom, and also developed a following in, of all places, the Netherlands. For some time, the buildings in Canterbury that had featured so prominently in the series remained a source of pilgrimage for fans of the series, and a source of pride for locals. In 1982, when the series was still in production, there was concern when the general store building (which was leased by Crawfords from its actual owners, the City of Camberwell) was threatened with demolition.⁹⁶⁷ In 1988, the two houses in Milton Street (ostensibly occupied by the Sullivans themselves and their gossipy neighbour Mrs Jessup) were sold to developers, prompting a minor community outcry regarding their fates.⁹⁶⁸ The former was demolished, and the latter acquired by an individual who intended to establish a small museum to the TV series; sadly, the project fell through, and the house was cut in half and relocated to a new site in Charman Road, Emerald, where it was enlarged and adapted as a new family dwelling. The loss of the Sullivans' own house was subsequently parodied in a 1992 episode of the TV comedy series *The Late Show*, which featured a sketch involving a bus tour of pop-culture sites around Melbourne. Pulling up in front of the still-vacant block in Milton Street, the tour guide pointed out that "this is where the original Sullivans' house used to be. They pulled it down a couple of years ago, but unfortunately, they forgot to tell Dave" – whereupon actor Paul Cronin (reprising his role as Dave Sullivan, complete with 1940s attire) approached the driver's side window and angrily muttered: "damn this war – they've even taken my house!"⁹⁶⁹

A few years later, in 1997, another local house associated with *The Sullivans* was threatened with demolition – a large red brick Edwardian villa on a corner site at 27 Glenroy Road, Hawthorn.⁹⁷⁰ The proposal to clear the site and erect a higher-density residential development met with community opposition and, although much of this sprung from the potential impact on the amenity of the surrounding area, the cultural significance of the building's association with the TV series was still raised as a serious issue. In the end, the house (which, admittedly, had never been especially prominent in the series) was demolished. Of the remaining places that retain associations with *The Sullivans*, the most prominent and memorable is a former general store in Matlock Street, which is now used as offices.

Related places

Former shop, 35 Matlock Street, Canterbury – former "Willy's Store", now known as *Sullivan House*

9.5 ADVANCING KNOWLEDGE

9.5.1 Establishing research facilities

This theme is not strongly represented in the study area, and the relatively few recorded examples tend to date from the post-war era. One of the first of these was the Soil Conservation Authority (hereafter SCA), which was established in 1950 following the passing of the *Soil Conservation and Land Utilisation Act 1949*. Originally accommodated in city offices in Collins Street, the SCA relocated to new premises in Kew in June 1951.⁹⁷¹ In 1983, the SCA was absorbed into the Department of Conservation, Forests & Lands, which continued to operate from the same premises. The original building, at 378 Cotham Road, has since been demolished and its site redeveloped for residential use.

The Australian Council of Educational Research (ACER) is currently based at 19 Prospect Hill Road, Camberwell. This body dates back to 1929, when the New York-based Carnegie Corporation (a charitable foundation devoted to furthering knowledge around the world) funded the establishment of an Australian council "to promote generally, as far as possible in co-operation with existing institutions, the cause of research and investigation in education throughout Australia".⁹⁷² Originally based in the T&G Building in Collins Street, the council maintained its headquarters at various city addresses until 1964, when it relocated to 9 Frederick Street, Hawthorn (a site that now forms part of Swinburne University). The ACER remained there for almost three decades, before moving to its current premises around 1993.

967 "Crisis in Store for Sullivans", *Australian Women's Weekly*, 20 January 1982, p 99.

968 "House saga befits The Sullivans", *Age*, 15 December 1993, p 1 (property supplement).

969 This comedy sketch is included in the DVD compilation *The Best Bits of the Late Show: Champagne Edition* (2001).

970 "Demolition threat to Sullivans house", *Age*, 29 September 1997, p A2,

971 "Soil authority moves to Kew", *Argus*, 1 June 1951, p 7.

972 "Education Research Institute: Carnegie Corporation's Offer", *Sydney Morning Herald*, 17 August 1929, p 14.



Figure 80: Barry Humphries' birthplace in Camberwell
(source: B Humphries, More Please)

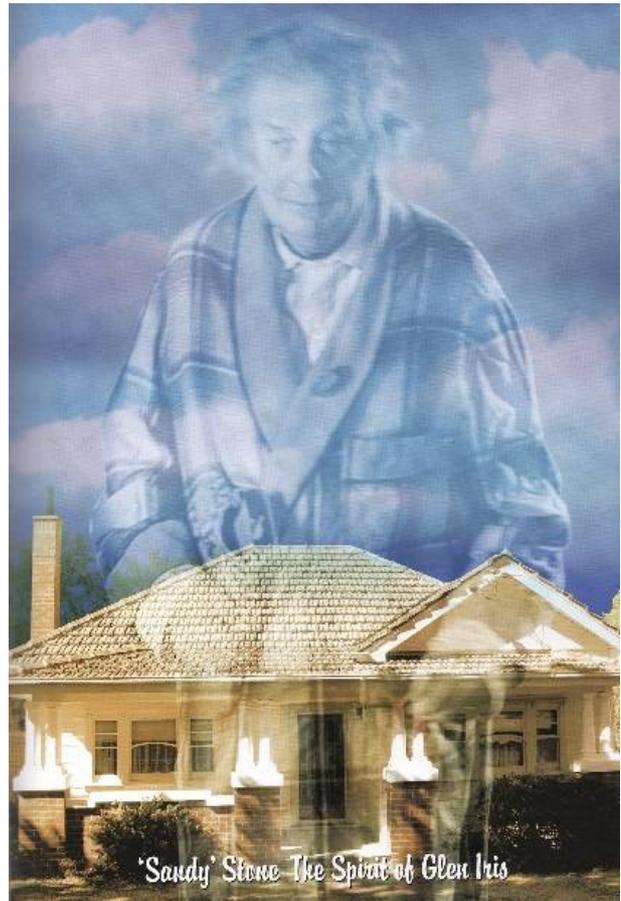


Figure 81: Barry Humphries as Sandy Stone, "Sage of Glen Iris"
(source: from a theatre programme; author's collection)



Figure 82: The cast of *The Sullivans* and their house
(source: Richard Butler, *The Sullivans*)

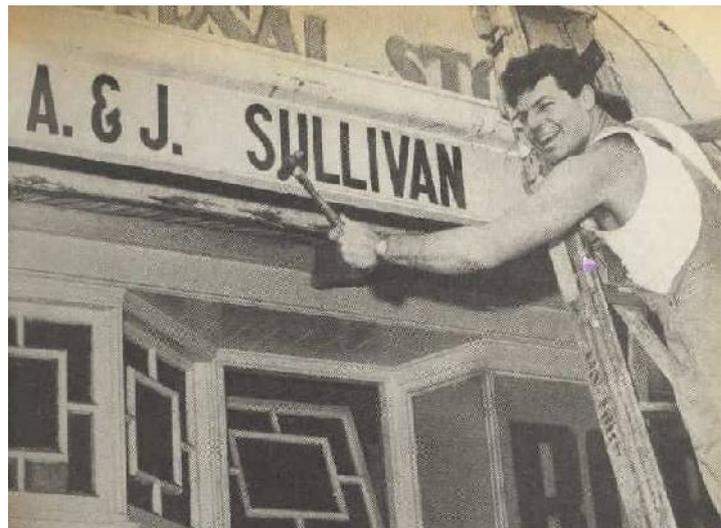


Figure 83: Actor Andy Anderson (aka Jim Sullivan) outside his "shop"
(source: *Australian Women's Weekly*, 20 January 1982)

F: RECOMMENDATIONS FOR FUTURE WORK

F.1 Overview

During the course of writing this Thematic Environmental History, it became apparent that a number of themes, sub-themes or individual place or building types are not well represented either in the current Heritage Overlay schedule to the City of Boroondara's planning scheme, or in the earlier heritage studies. The following recommendations are made in regard to the potential for future heritage projects that might be undertaken to rectify this.

F.2 Thematic Heritage Studies

A number of relatively small-scaled heritage studies could be undertaken to delve deeper into certain themes or sub-themes, and to identify the best surviving manifestations of those themes. Examples include:

Post-Second World War places

This is considered to represent the highest priority, as such places are amongst the most under-represented on the current HO schedule and, at the same time, are under the most frequent threat of demolition or unsympathetic alteration. A survey of potentially significant post-Second World War places across the entire municipality could be undertaken as a single project or, alternately, the task could be broken down into separate surveys of specific building types (eg private houses, community buildings, etc) or areas (beginning with known hotspots for post-War development such as Studley Park, Kew East and Balwyn North),

Sporting

The theme of outdoor recreation is significant in the City of Boroondara – underscored by Council's recent publication of a book devoted to the social history of sport across the entire municipality. However, research for this TEH revealed that relatively few sites associated with local sport have been identified in previous heritage studies and, consequently, the theme is under-represented on the current HO schedule. A small-scaled thematic heritage study should be undertaken to identify significant surviving examples of sport-related infrastructure across the Boroondara.

The Lost Railway Lines

The Kew branch railway line and the Outer Circle railway line, both located within the study area, represent two very rare instances where an existing part of the metropolitan railway network was discontinued. As indicated in the present TEH (and in earlier heritage studies) each of these railway lines had a chequered and fascinating history. Very little physical evidence, however, remains. It would be a worthwhile project to undertake a dedicated thematic study to investigate and locate any surviving infrastructure associated with this unique part of Boroondara's history.

The World of Barry Humphries

Barry Humphries is not only significant to the City of Boroondara as the most famous resident of Camberwell, but also as the single person who, throughout his long career as a satirist, has elevated Melbourne's comfortable middle class suburbs (and especially those within the study area) into a pop-culture stratosphere. Humphries' two volumes of published memoirs are peppered with references to buildings and places across the City of Boroondara, including houses that were built by his father or occupied by his family, as well as local schools, shops, churches and institutions to which often amusing anecdotes are attached. While not all of these sites should necessarily be included on the HO schedule for these associations alone, a small heritage study should be undertaken so that they can be conclusively identified and recorded (perhaps even for a walking tour) for their collective cultural significance.

The Yarra River corridor

Themes and sub-themes associated with the Yarra River, and its impact on settlement, recur throughout the TEH. A dedicated thematic study of the Boroondara side of the river would enable these themes and sub-themes to be drawn together in a cohesive fashion, and all surviving heritage places (eg road bridges, footbridges, boathouses, rowing sheds), together with the unmarked sites of important riverside places long since vanished (eg punts, tea gardens, water pumping station, etc) placed in a clearer context.

Notable Residents

During the community consultation phase, some submitters identified residents of the City of Boroondara (eg eminent politicians, doctors, artists, writers, scientists, businessmen, senior military figures, etc) whose influence or achievements have been significant at a local, regional, state or even national scale. Except in a few cases where the influence of such individuals has a particularly strong local resonance (eg artists, writers and architects), it was not considered appropriate for their former residences to be flagged in the TEH as potential heritage places. A dedicated heritage study of houses occupied by the famous and infamous in the City of Boroondara might be a worthwhile project.

F.3 Area Studies

As an alternative to undertaking separate thematic studies as indicated above, a number of small-scaled area studies could be undertaken to concentrate on those parts of the study area that are not adequately represented on the heritage Overlay schedule. Research for TEH confirmed the earlier supposition that the suburbs that would benefit from a more detailed area study of their own would be those associated with twentieth century and, particularly, post-Second World War development, such as Balwyn North and Ashburton. Dedicated area studies of these suburbs would allow their housing stock, places of worship, schools and other built fabric to be assessed in the specific context of the historical development of those areas, rather than in the context of the development of Hawthorn, Kew or central Camberwell.

F.4 Sites with Archaeological or Interpretive Potential

Research for the TEH revealed many sites with notable historical, social or technological associations, but with little physical evidence surviving today to demonstrate this. These may have potential for archaeological investigation. More broadly, some sites of this nature – even if they cannot be physically investigated further (eg if a later building has been erected on the site) would benefit from interpretation. Individual sites relating to a common theme could be interpreted collectively by being incorporated into a walking tour or heritage trail along a pedestrian or bike path. Examples include:

- Sites along the Yarra River associated with early bridges and punts
- Sites of the region's first houses, churches, schools and community buildings that have long since disappeared (eg site of John Gardiner's 1836 cattle station and homestead, in the grounds of Scotch College)
- The gold mining shaft that was sunk in Balwyn North in 1858 and re-appeared a century later
- The 1888 water pumping station at Dight's Mill, and the associated reservoir in Studley Park
- The former brickworks sites in Hawthorn (and elsewhere)
- The former gasworks sites on Toorak Road, Hawthorn
- The grounds of the former Kew Mental Hospital
- The alignments of the defunct Outer Circle Railway Line and the Kew branch railway line
- The *Fairyland Cottage* at 57 Malmsbury Street, Kew
- Sites of historic places that were demolished for the construction of the Eastern Freeway (eg Willsmere farmhouse, Chipperfield's boathouse and the original Kew Golf Club clubrooms)

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“...Future historians will have ampler materials than the writer of the present sketch to compile the *Chronicles of Boroondara*.”

– James Bonwick, *A Sketch of Boroondara*, 1858

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