



Conferring of

The Freedom of Entry

to the

City of Ringwood

upon

Royal Australian Engineers

3 Division

Ringwood



27th March,

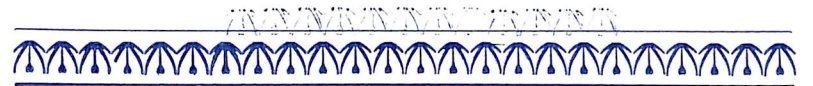
- 1965 -



DESCRIPTION OF THE PRESENTATION SCROLL

The Scroll conferring the Freedom of Entry to the City of Ringwood on all ceremonial occasions with swords drawn, bayonets fixed, drums beating and bands playing, presented to Royal Australian Engineers 3 Division, is delineated on specially prepared goatskin parchment mounted on morocco leather.

The Scroll is treated in the traditional style of illuminating in design and colour, and as can be seen incorporates the bearings both of the Corporation of the City of Ringwood and the Royal Australian Engineers.





This brochure has been prepared by Ringwood City Council from various reliable sources of information and also from information supplied by the Corps of Royal Australian Engineers and Royal Australian Engineers 3 Division.



HOW CEREMONY ORIGINATED FOR GRANTING FREEDOM OF ENTRY

Whilst the granting to an Army unit of Freedom of Entry to a City on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing and colours flying is a graceful way of recognising the bond which may exist between a Regiment and a City, and is the highest and most honorable distinction that a Borough can bestow, its origin goes far deeper.

Part XIV of the Local Government Act 1933 of the United Kingdom deals with the admission to the Freedom of a Borough and the power is given to Councils to admit as Honorary Freeman "persons of distinction and any persons who have rendered eminent services to the Borough" (the provisions of earlier Acts thus being re-enacted).

Associated with Freedom Ceremonies is the "Freedom of Entry" Ceremony which has been granted by a number of cities and towns to Regiments in the United Kingdom which have rendered conspicuous service and which are associated with the Town.

The City of London in Anglo-Saxon times based its independence and strength not only on its financial stability and the peculiar powers given to it in Charters granted by successive Rulers of England, but also on the trained bands or Regiments which the City raised for its own protection. In the struggle against Charles I and finally the Restoration, the support given by the City led Charles II, in his desire to conciliate the citizens of London, to give the Corporation the famous "Inspeximus" Charter, on which is based so many of the City's rights and privileges.

These privileges have since been zealously guarded so that in London today the Lord Mayor and the Corporation have almost complete control over the City. These rights are at most times recognised in token rather than in fact. Only the Queen and the Lord Mayor, for example, know the password to the Tower of London. Even the Queen has to ask leave to enter the City, a permission granted by the presentation of the City Sword at Temple Bar in token that the Lord Mayor has surrendered his authority for so long as the Queen is within his boundaries. Only those Regiments which have descended from the original City — trained bands or regiments — the Buffs, the Royal Fusiliers, the 2nd Battalion of the Gloucesters and the 3rd Battalion of the Grenadier Guards — are allowed to march through the City with bayonets fixed and colours flying and no troops may cross the boundary without the Lord Mayor's permission.

This was not peculiar to London. The early history of Continental Europe shows that by walled Cities and trained soldiers other armies were excluded unless granted the right of entry by the Cities' leaders, so that their citizens could be protected from capture and often slavery.

Out of these traditions has grown the ceremonial of modern times.

Cities no longer train their own troops, but both by association and name, links have been forged between army units and the cities in which they are stationed.

The only cities that can claim to have had any rights with regard to the passage of troops are the Cities of EDINBURGH and LONDON. EDINBURGH'S claim rose in connection with their Town Guard, the Civic Military Police once possessed by the City.

This Town Guard has long since disappeared and the City of EDINBURGH now waives its claims to any special privileges. The City of LONDON however has always been jealous of the rights it claims.

The City of LONDON lost its direct authority over its Military Forces in 1661 when control of the London Trained Bands was transferred to the newly formed Court of Lieutenancy. However, the practice grew, shortly afterwards, of notifying the Lord Mayor when parties from Regiments went into the City "to raise recruits by the beat of the drum". From this modest beginning developed the suggestion that the City of LONDON had the right to decide which regiments could pass through its streets "with bayonets fixed, colours flying and bands playing".

Discussions between the Secretary of War and the Lord Mayor in 1769 show that City's privileges in the matter at that date did not go beyond the right to receive, as a matter of courtesy, notification when troops were to pass through. The position today remains little changed from that in 1769.

It is claimed by some historians that the Freedom of Entry ritual originated in the medieval struggle for power between the British Barons and the rapidly growing city and borough corporations.

In those days, it became customary for any body of armed men seeking admittance to a city to be challenged at the city gate by the City Marshall. To ensure their peaceful intentions they were allowed to enter only with arms sheathed, colours cased and drums silent.

With the passage of years this situation came to the stage where, if a city wished to honour a group or body of soldiery they

would permit their entry to the city with swords drawn, drums beating and colours flying, signifying the mutual trust of the city and the regiment. With this right also went permission to "beat for recruits" through the city streets.

However, there seems to be few recorded instances before

1943, when the York and Lancaster Regiment was given the Freedom of the City of SHEFFIELD. Since 1943, grants of freedom or their Scottish equivalent have been quite frequent in the United Kingdom although, so far as it is known, very few grants have been accorded to regiments in other parts of the British Commonwealth.

The practice of granting the Freedom of Entry to a unit provides a dignified and satisfactory means of enabling a Corporation to honour a unit thereby assisting in effecting a very desirable liaison between the Corporation and the armed Services of the Crown.

In Australia, the practice — first commenced in 1958 by the Shepparton City Council when the honour was conferred upon the 59th Infantry Battalion (Hume Regiment) — of honouring sections of the Armed Services is growing. A number of Municipalities has followed Shepparton's example, among them being:

City of Melbourne	— 6 Infantry Battalion (Royal Melbourne Regiment).
City of Prahran	— 11 Base Ordnance Depot, Royal Australian Army Ordnance Corps.
City of Dandenong	— 15 Field Regiment Royal Australian Artillery.
City of Heidelberg	— 3 Lines of Communication Signals Regiment.
Shire of Werribee	— Royal Australian Air Force, Bases — Pt. Cook and Laverton.
City of Greater Wollongong	— 34 Infantry Battalion (The Illawarra
Municipality of Liverpool	— Corps. of Royal Aust. Engineers. Regiment).
City of Parramatta	— Ship's Company of H.M.A.S. Parramatta.

So it is with Royal Australian Engineers 3 Division — a unit renowned for its fighting qualities and valour in War, its deeds in the piping days of peace between wars that the Corporation of the City of Ringwood is proud to grant the Freedom of Entry.

RESOLUTION OF COUNCIL

On Thursday, 25th February, 1965, the following resolution moved by Cr. D. J. Baxter, seconded by Cr. M. D. Deuter, was carried unanimously:

"That in appreciation of the glorious traditions created by the Royal Australian Engineers and being sensible of their great record and in recognition of the happy association between Units of the Royal Australian Engineers 3 Division and the Mayor, Councillors and Citizens of the City of Ringwood, the Council confer on Royal Australian Engineers 3 Division, on 27th March, 1965, the title, privilege, honour and distinction of Freedom of Entry to the Municipality on all ceremonial occasions in full panoply with swords drawn, bayonets fixed, drums beating and bands playing."

F. P. DWERRYHOUSE,
Town Clerk.

THE COUNCIL OF THE CITY OF RINGWOOD

1965

Mayor

Cr. B. J. HUBBARD, J.P.

Councillors

A. G. LAVIS, J.P.

PETER VERGERS, J.P.

D. J. BAXTER

M. D. DEUTER

ELIZABETH J. PENNY

B. G. CLARKE

S. C. MORRIS

N. AUS

Town Clerk

City Engineer

F. P. DWERRYHOUSE,
F.I.M.A., J.P.

A. C. ROBERTSON,
C.E., A.M.I.E.(Aust.)

SERVING OFFICERS OF THE ROYAL AUSTRALIAN ENGINEERS 3 DIVISION

Commander Royal Engineers

Colonel E. R. BALDWIN, E.D.

Assistant Commander Royal Engineers

Lieutenant-Colonel J. T. RILEY

Major B. WADESON

Major W. F. J. HARDY

Major J. E. SLEE

Major A. J. McGALLIARD

Major M. CURROW

Captain P. F. EVERITT

Captain J. M. HANNAKER

Captain W. M. OAKLEY

Captain R. W. FISHER

Captain G. M. W. HUNTER

Captain G. G. GALLOP

Captain B. J. IRELAND

Captain J. R. THOMAS

Captain H. A. JOHANSONS

Captain T. R. NIXON

Captain W. P. ATKINS

Lieutenant C. H. IMBERGER

Lieutenant A. J. FITTOCK

Lieutenant T. J. MORRIS

Lieutenant H. SPRINTZ

Lieutenant A. O. DIXON

Lieutenant R. S. ROGERSON

Lieutenant M. T. EVANS

Lieutenant K. W. L. JACOBS

Lieutenant W. V. P. HUNT

Lieutenant B. P. HRIBAR

Captain E. J. BRIGGS, Chaplain

Warrant Officer 1st Class J. BROUGHTON,

Regimental Sergeant Major

Order of Ceremony



2.30 p.m. The Parade arrives at the Ringwood Recreation Reserve. Arrival of Mrs. Baldwin, wife of the Parade Commander, escorted by an Engineer Officer.

Arrival of Major-General R. J. H. Risson, C.B., C.B.E., D.S.O., E.D., representing the Colonel Commandant Royal Australian Engineers. Major-General Risson is received by the Parade (Assembly to stand — General Salute).

Arrival of Chief Engineer, Headquarters Southern Command and Mrs. Curlewis.

Arrival of Distinguished Guests of the Council and their wives, Members of Parliament and their wives, and Councillors and their wives.

Arrival of Commander 3 Division and Mrs. Vickery.

The Commander of 3 Division, Major-General N. A. Vickery, M.B.E., M.C., E.D., is received by the Parade. (Assembly to stand — General Salute).

Arrival of His Worship the Mayor and Mrs. Hubbard, accompanied by the Town Clerk and Mrs. Dwerryhouse.

His Worship the Mayor of Ringwood, Councillor B. J. Hubbard, J.P., is received by the Parade. (Assembly to stand — General Salute).

His Worship the Mayor accompanied by the Commander 3 Division, Major-General Risson, and the Parade Commander

(Colonel E. R. Baldwin) inspects the Parade and the Band.
His Worship the Mayor addresses the assembly.

The Town Clerk reads the Grant conferring the Freedom of Entry upon the Royal Australian Engineers 3 Division.

His Worship the Mayor presents the Scroll and Token Key — symbolising the key to the City — to Colonel E. R. Baldwin who replies on behalf of the Royal Australian Engineers 3 Division, then hands the Scroll and Key to Major-General Risson.



Major-General Risson, as the representative of the Colonel Commandant Royal Australian Engineers, acknowledges the honour conferred upon the Royal Australian Engineers 3 Division by the Mayor, Councillors and Citizens of the City of Ringwood.

The Royal Australian Engineers 3 Division salutes the City of Ringwood. (Assembly to stand.)

His Worship the Mayor and other Distinguished Guests depart to where the Salute will be taken — on the Highway adjacent to the Town Hall — during the March Past of the Parade. (Assembly to stand.)

The Parade with swords drawn, bayonets fixed, drums beating and bands playing, marches off the Parade ground to Maroondah Highway saluting the Memorial Clock Tower en route.

On approaching the Saluting Base, the Parade is met by Inspector Angus acting as City Marshall, supported by a detachment of Mounted Police, who will challenge the Parade with the words "Halt! Who comes here?"

The Commander replies "The Royal Australian Engineers 3 Division exercising their right and privilege to pass through the City of Ringwood with swords drawn, bayonets fixed, drums beating and bands playing."

Acting City Marshall "I acknowledge your right and privilege — pass Royal Australian Engineers of 3 Division with the Mayor and Corporation's authority."

The Parade continues its march through the City passing the Saluting Base where the Salute is taken by His Worship the Mayor.

The Parade then proceeds along the Highway to Ringwood Street, thence to the starting point at the Ringwood Recreation Reserve where the members of the Parade embus to the Training Depot for dispersal.

Guests will remain standing and in their places until His Worship the Mayor and Distinguished Guests leave the assembly.

THE ROYAL AUSTRALIAN ENGINEERS CORPS BAND HAS BEEN BROUGHT DOWN FROM 1 RECRUIT TRAINING BATTALION STATIONED AT WAGGA WAGGA, N.S.W. TO ASSIST IN THE CEREMONY.

HISTORY OF THE ROYAL AUSTRALIAN ENGINEERS

The history of the Royal Australian Engineers is inseparately bound up with that of the Corps of Royal Engineers of the British Army, of which some came out from England as part of the military forces of the Colony and were, as a result, the first military engineers in Australia.

The Corps of Royal Engineers was first mentioned in 1086 when the name of Waldivus, an "ingeniator", was inscribed in the Doomsday Book. Waldivus was employed by William the Conqueror as the King's Engineer, mainly on fortifications.

The glorious traditions of the Royal Engineers have been handed down to the Royal Australian Engineers and have been jealously fostered by a close liaison between the two Corps.

Everywhere about us we can see the work carried out by military engineers in the early days of the Colony of Australia. Many of our main roads, bridges and public buildings were constructed under the supervision of military engineers, whilst the essential task of exploration and survey was entrusted mainly to them.

Prior to Federation each State maintained its own Army. Engineer Corps were raised by Victoria in 1860, by New South Wales in 1869, by Queensland in 1877 and by Tasmania in 1896. Western Australia had a few Royal Engineers but South Australia had none. In 1902 all Engineers in Australia were amalgamated into the Corps of Australian Engineers which consisted of a volunteer militia with a small permanent section. In 1907 King Edward VII conferred on the Corps its present-day title of "Corps of Royal Australian Engineers".

The Corps has two mottos — "Facimus et Frangimus" meaning "we make and we break", and "Ubique" meaning "Everywhere". It is the proud boast of the Corps that wherever Australian troops have served, the Engineers have been there to help the Army to fight (by demolishing enemy pillboxes, opening up routes through obstacles, placing minefields and constructing defences and obstacles), to move (by constructing roads, bridges, ports and airfields, operating water craft, railways and ports and clearing enemy minefields), and to live (by constructing buildings, providing electricity and water, removing unexploded bombs and providing the postal service).

Australian Engineers were present in the Sudan campaign of 1885, the Boer war of 1899, in the advance wave of the Gallipoli

landings in 1915, the trench warfare in France in 1916, the Palestine campaign of 1916, the war in Greece and Crete in 1941, the desert campaigns of the '40's, including the siege of Tobruk, the campaigns of the Pacific and the war in Korea.

The Corps consists of units of the Regular Army and Citizens' Military Forces.

Royal Australian Engineers 3 Division consists entirely of citizen soldiers from all walks of life, who voluntarily give of their leisure time to train and be ready against the day when they may be called upon to defend our shores. A small regular army staff is attached to the unit for administrative purposes.

Unlike the infantry regiments of the line who have their own regimental colours which are revered and zealously guarded, the Engineers have no regimental colours, but their traditions are revered just as much as any regimental colours.

ROYAL AUSTRALIAN ENGINEERS 3 DIVISION 1948-1965

Located at the Training Depot, Dublin Road, Ringwood, are the field engineer units of 3 Division consisting of Headquarters Royal Australian Engineers 3 Division, and four Field Squadrons, viz., 2, 8, 10, 16 Field Squadrons with a Light Aid Detachment of Royal Australian Electrical and Mechanical Engineers. Two additional Squadrons, 15 Corps Field Park Squadron and 29 Plant Squadron (Lt) are located at the Engineer Training Depot, Swan Street, Melbourne. A fifth Field Squadron is located at Yallourn, but for administrative purposes is under command of another Engineer Headquarters. The present organisation is similar to that existing in 3 Division prior to World War II.

Consequent upon the decision of the Federal Government in 1948 to raise a Citizen Force, the Corps of Royal Australian Engineers in Southern Command, based generally in Victoria, was organised in a similar manner to the establishments then current in the British Army. This resulted in the title Field Squadron being adopted to replace that of Field Company which was used up to and including World War II.

The Engineers of 3 Division, a formation within Southern Command, were located at the Engineer Training Depot, Swan Street, Melbourne, and the unit designated 3 Field Engineer Regiment. The Regiment consisted of three Field Squadrons and a Field Park Squadron. Responsible to other formations of Southern Command were a number of additional Engineer Squadrons. To maintain the links with the pre-war engineers these squadrons were

given the titles of the old Field Companies, e.g., 2 and 8 Field Squadrons recalling 2 and 8 Field Companies.

The first engineer unit located in the Ringwood district was 10 Independent Field Squadron (Armd) which, in 1950, occupied the old Training Depot, now demolished, alongside the Railway reserve near the corner of Station Street and Wantirna Road. This squadron later was to come under command of 3 Field Engineer Regiment and eventually transferred in 1956 to the new Training Depot erected in Dublin Road.

With the growth of the Ringwood district it became apparent that the population could support a larger Citizen Force unit and plans were initiated to enlarge the Dublin Road Depot. At the same time the decision was made to establish eventually 3 Field Engineer Regiment at Ringwood; to implement this, 8 and 16 Field Squadrons were transferred to Ringwood during 1958-1959.

In July, 1964, the enlarged Training Depot, Dublin Road, was occupied by 3 Field Engineer Regiment consisting of Regimental Headquarters with 2 Field Squadron, 8 Field Squadron, 10 Field Squadron, 16 Field Squadron under command. Remaining in the Melbourne area are 15 Corps Field Park Squadron and 29 Plant Squadron (Lt).

A further reorganisation in 1964 involved the raising of Headquarters Royal Australian Engineers 3 Division and the absorption by it of 3 Field Engineer Regiment. Command of this formation was assumed by Col. E. R. Baldwin, Commander Royal Engineers, on 15th December 1964.



Commanding Officers

Lt.-Col. N. T. Jelbart, O.B.E.	.. ..	1948-1951
Lt.-Col. J. Needham, O.B.E., E.D.	.. ..	1951-1954
Lt.-Col. K. D. Green, O.B.E., E.D. (Now Col.)	.. ..	1954-1957
Lt.-Col. G. W. Harker, E.D.	.. ..	1957-1960
Lt.-Col. J. A. McDonald	.. ..	1960-1964
Col. E. R. Baldwin, E.D.	.. ..	1964-

BRIEF HISTORY OF THE DEVELOPMENT OF RINGWOOD

Earliest records of identification with a Municipality show that the Berwick District Road Board was created in 1862, and it is known that Ringwood was in this District (in March of 1864). In 1871 Ringwood was severed from the Berwick District Road Board and annexed to the Upper Yarra District Road Board which, in the following year, was proclaimed the Shire of Lillydale.

In 1876, Ringwood attempted to obtain severance from Lillydale, but was unsuccessful, as was a further attempt in 1918, but in 1924, following a petition which was successful, the Borough of Ringwood was proclaimed and became a Municipality in its own right. The population at that time was 2,000 resident in 600 dwellings and total general rates amounted to £5,000. By comparison the revenue of the Municipality as at 30th September last from all sources was in excess of half a million pounds.

With the settlement and expansion of the Westernport District which extended up to Mt. Dandenong, and the discovery of gold at Warrandyte, it was a foregone conclusion that the area between, now known as Ringwood, would have to be surveyed, and this survey was carried out by Mr. C. Hodgkinson's field party in 1857. The first sale of Ringwood land by public auction was held in Melbourne in March, 1858, prices realised being from £1 per acre. Thirty-five acres, a portion of an original block, was bought by the brothers J. A. and C. T. Browne for £106/15/-, and the Civic Centre of the City occupies portion of this block. It is of interest to note that land on Maroondah Highway, being part of the Browne's block is now valued at £500 per foot.

In 1869, antimony was discovered and was mined intermittently until 1934. At the Victorian Inter-Colonial Exhibition of 1875, samples assayed were on display, and Ringwood's samples proved to be the purest in the State.

With the fluctuating availability of antimony, many men in Ringwood and surrounding districts turned to wood-cutting, and later as land was cleared, to fruit-growing.

In 1914, the Ringwood Co-operative Cool Stores Society Ltd. was formed, and the cool stores, which was one of the landmarks of Ringwood until demolished in 1959, was the keystone of the fruit growing industry. Another industry operating in the early days, but which has since disappeared into oblivion, was brick making. The brickworks and kilns occupied the site where the Engineer's Training Depot in Ringwood East now stands. Two of the holes from which

clay was quarried to make the bricks used in the construction of chimneys and houses in Ringwood and District, are within the grounds of the Depot, and these holes, now filled with water, are used for training purposes by the personnel of the Division.

With the general facilities and benefits that become the City of Ringwood and today are taken for granted, it is interesting to contemplate that prior to the advent of railways in 1882, journeys to and from Melbourne were made by Cobb and Co. coaches, and later Mitchell's coaches. The route used led originally to the Gippsland Road, and later to Healesville. It was not until January, 1865, that the Government proclaimed this route a main road as far as Lilydale. The year 1875 saw the opening to Anderson's Creek (now Warrandyte) of the Anderson's Creek Road (now Warrandyte Road), from Ringwood.

The pioneers depended upon tanks and dams for water supply, and it was not until the end of 1914 that reticulated water supply became available.

Likewise, early settlers depended upon kerosene lamps and candles for light, but in 1915 negotiations between Lillydale Shire and Melbourne Electric Supply Co. were satisfactorily concluded, and Ringwood residents were able to obtain electricity at 6d. per unit as against 2.52d. plus room tariff for light and power for domestic use today.

A post office agency existed prior to 1883 in which year a Miss Thompson was appointed Post-Mistress, and general postal facilities became available. Miss Thompson held this position for 30 years. Police protection, consisting of a Mounted Constable, stationed at Ringwood East, was provided in 1888, but today 19 men are stationed at Ringwood to keep the peace, assisted by 6 men of the Criminal Investigation Branch.

News of local happenings in the early times were reported in the "Lilydale Express" and the "Box Hill Reporter" whilst the "Ringwood Mail" was established in 1924.

Subdivision of orchard properties commenced in earnest after the 1914-18 War, but it was not until after the 1939-45 War that Ringwood really expanded. Population rose from 3,350 in 1940 to 22,200 in 1960, and today it is continuing to increase and will shortly reach 28,000.

The rapid population explosion aroused community spirit to a high degree, and in order to provide for the families of the post-war residents who streamed out from the inner suburbs, facilities such as Infant Welfare Centres, Pre-School Centres, Scout Halls, Youth Clubs, Community Centre Halls, Playgrounds, etc., were needed immediately, and money in large amounts was raised by enthusiastic

workers to provide them. It is of particular interest to note that some of the money needed for the erection of the Greenwood Park Kindergarten and the Ringwood Infant Welfare Centre was raised from Balls and Socials conducted by the 10 Independent Field Squadron (Armoured) which is now incorporated within the Royal Australian Engineers 3 Division, and known as 10 Field Squadron.

The first school was opened in 1874 at Ringwood East, being situate in Everard Road, and although officially designated as State School No. 1451, was affectionately known as Cass's School, the teacher obviously being Mr. E. F. Cass, who was appointed in September of that year.

Today there is within the Municipality, two High Schools, one Technical School, and nine Primary Schools; in addition, there is a Church of England Girls' School, one Catholic Secondary School and two Catholic Primary Schools. A new State Primary School will be opened very shortly, and it is expected that a Church of England Boys' School will be opened next year.

It is a far cry from the days when Cass's School was the only school for the education of the children of Ringwood.

Naturally, worship played a very prominent part in the lives of Ringwood's early citizens, for in addition to being hard-working citizens, they were God fearing people. The first church built in Ringwood was the Church of England which was a little wooden structure — opposite the well-known landmark, the Club Hotel in Mt. Dandenong Road — erected in 1877. Previous to this, of course, services on the Sabbath had been held in private homes, and the first recorded service held in a home was that of the Church of Christ during 1874.

There is also evidence that the earliest settlers in Ringwood of the Roman Catholic faith received their spiritual guidance from a Jesuit Missionary who came up from Hawthorn once or twice a year.

As the town commenced to grow, so did the churches become more firmly established, which led to the erection of permanent edifices.

The Council being desirous of retaining as much of the natural beauty and charm of the countryside, for which Ringwood is noted, encourages the retention of native trees wherever possible, and in order to enhance the reputation which Ringwood has of being a "garden city", makes provision for the planting of suitable trees in the nature strips of streets when constructed by the Council or subdividers of the former orchards.

The Council has over the years purchased or acquired over 300 acres of land for the purpose of providing parks, gardens, sports ovals and the like for its Citizens. In addition, there are 35 children's playgrounds scattered throughout the Municipality, equipped with sturdy playground equipment.

The years are bringing more and greater development within the City of Ringwood's boundaries of 9 square miles. Unmade and formerly impassable roads are rapidly being eliminated from the Municipality, and replaced with wide bitumen roads with concrete kerbs.

Wise planning on the part of successive Councils has laid the foundations for a well-developed, balanced and self-contained community in the Municipality.

The Council in 1959 petitioned the Governor-in-Council, praying that the Borough of Ringwood be proclaimed a City, and thus on the 19th March, 1960, before a throng of 30,000 people, the then Governor of the State of Victoria, proclaimed Ringwood a City.

And so from a small township in 1924, Ringwood has developed into a fine residential City, and the progress over the years will continue whilst it has citizens in its midst ready to play their part in religious, military, civic and community activities.

"To rejoice in the magnificence of the past, that is good; but it is better still to build a present upon which the future can look back with pride."



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