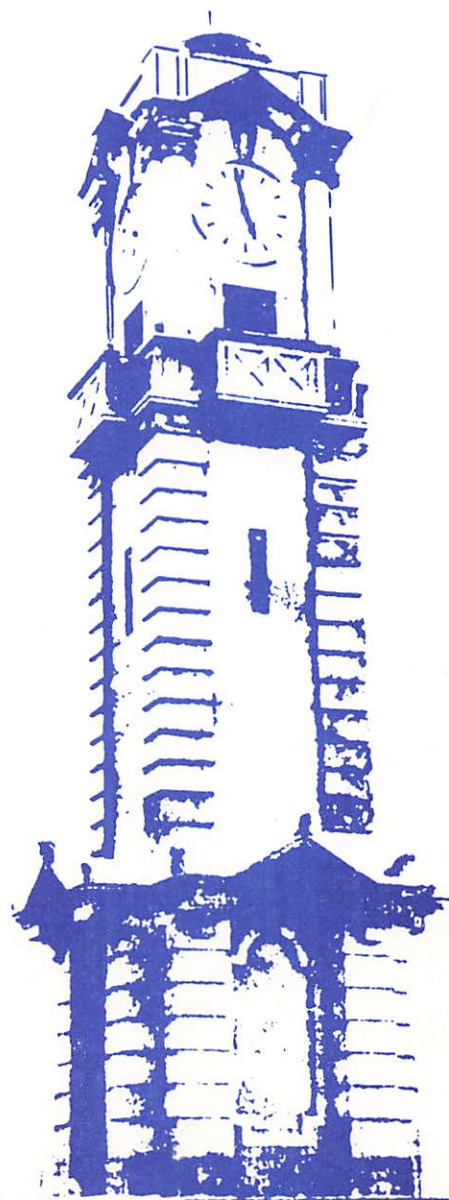


RINGWOOD

SHORT NOTES ON ITS DEVELOPMENT 1857-1963



Dear Student,

This publication comes from the Ringwood Historical Research Group, to aid in your studies, and to help you understand the beginnings of Ringwood.

It has been compiled by Mrs. M. Burnside for use in your school projects, with the co-operation of the Group, who have printed and arranged for its distribution to the School libraries of Ringwood.

There is no pretence of it being the full and serious story of the origin of our City - that will come later. All the facts given have been taken from official sources, such as State Archives, Lands and Mines Departments, Council Minutes, Victorian Railways, Royal Historical Society, State Public Library, and Newspaper Room, and conversations with Pioneers still living. But, because of its brevity, there are naturally some gaps in its telling.

We trust it gives some insight into how those earlier citizens of our City lived and worked.

With Compliments,

RINGWOOD HISTORICAL RESEARCH GROUP

C/- 20 Mullum Road, Ringwood.
Victoria. 3134.

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R I N G W O O D

Progredere Ne Regredere

(Forward Not Backward)

D E S C R I P T I O N

N A M E

Despite extensive research into all accessible sources, we have not definitely established who gave the name "Ringwood" to the district.

However, Government Departments, as early as 1860, refer to Ringwood having an affiliation with the town of "Ringwood" on the edge of the New Forest in Hampshire, England.

There is also a brief reference to a Mr. Joseph Ringwood farming 80 acres here over 100 years ago.

It is hoped that time may uncover a note or report that will detail the exact circumstances that lead to the choice of the name.

S E A L

The Borough seal, adopted in 1925, was similar to that of the English town of "Ringwood" with the exception that Kookaburras replaced the English Blackbirds.

The City seal, designed by (then) Councillor R. C. Horman in 1960 can technically be described as: -

A field of Or (gold) carrying a fess Dancettes of Barulets (green), between three devices of bird - Dexter chief (brown/white), sprig of wattle - sinister chief (yellow/silver) and tree middle base (green). The accessories - City of Ringwood (background gold, edging green) a straight wreath (gold/green) supporting an antique crown (gold).

fess Dancettes - (3 indentations) is divided up into four equal spaces known as "Barrulets". These denote the (projected) four Wards of the City.

The 3 indentations denote building progress and a lively community.

The 3 peaks denote three virtues of any community of people - truth, beauty, and goodness.

The devices are - The tree placed at the "middle base" of the shield denotes growth, natural resources, progress rooted in unity.

The bird, retained as an essential link with the Borough denotes progress by its beauty, speed, courage, and strength.

The sprig of wattle denotes the pride of home owners in their gardens, parks and streets.

The wreath supports a Plain circle having six Pales arising from its rim. This denotes loyalty, also the eastern aspect to the Dandenongs and the rising sun.

The supporting wreath is composed of six twists, straight, of two colours:

The words "City of Ringwood" are incorporated in an encirclement.

GEOGRAPHICAL

Location

Ringwood is situated 15 miles east of Melbourne - latitude 37. 46 south, longitude 145. 15 east.

Area

To comply with a provision of the Local Government Act, which states "A Borough must not exceed 9 square miles and must have no point in its area distant more than 6 miles from any other point", the boundaries of Ringwood were devised to encompass an area of 5,626 acres, which is just under 9 square miles.

This area is further divided into three wards, the boundary roads of which are: -

North Ward - 1546 acres. Maroondah Highway, Warrandyte Road, Mullum Road, Oban Road, Glenvale Road, Rangeview Road to Maroondah Highway.

East Ward - 2003 acres. Warrandyte Road, Mullum Road, Oban Road, Wonga Road to the northern boundary line, (Warrandyte) Intersection of Maroondah Highway and Warrandyte Roads, Bedford Road, Canterbury Road to eastern boundary line (Croydon)

South Ward - 2077 acres. Maroondah Highway, Pitt Street, Bedford Road, Canterbury Road, Covern Avenue along Eastern Boundary to Dandenong Creek, Heatherdale Road to Maroondah Highway.

- Topography The terrain is undulating with very hilly areas. It varies from 260 feet to 620 feet above sea level. Loughnan's Hill, the highest point at 620 feet, is part of a ridge running at a level of over 400 feet between Melbourne and Mount Dandenong. The site of the Town Hall in Whitehorse Road stands at 400 feet, whilst Mullum Creek area in Ringwood Street is about 330 feet.
- Soil The soil is composed of yellow clay with a sparse covering, from 6 inches to one foot, of acid grey loam. Through Ringwood East west of Mount Dandenong Road, runs a seam of clay suitable for brickmaking, which stretches west through Mitcham and Blackburn. In this area the purest Kaolin in Australia was found. This was in the same area where the Antimony bearing ore was discovered.
- Vegetation The natural growth was heavy timber with scrubby undergrowth and a profusion of wildflowers. Due to the intensive cultivation of the soil, many of those listed by Field Naturalists of the 1930's can no longer be found. The orchardists, clearing their land, had to battle with huge gums of many varieties, wattles, she-oakes, spear grasses, bracken, ferns, hakeas, and in so doing disturbed the native wild flowers such as early nancy, native orchids, of which there were no less than 34 species, everlasting, egg and bacon plants and bluebells. These take unkindly to cultivation and have become very rare in the district.
- Climate The climate is a warm, temperate, rainy one, with an average rainfall of 36 inches.

POLITICAL

The City of Ringwood is included in the Federal Electorate of La TROBE and DEAKIN, and in the State Electorate of RINGWOOD and BOX HILL.

LOCAL GOVERNMENT

Parish

The Parish of Ringwood was surveyed and plotted by Mr. N. M. Bickford Superintendent of Mr. C. Hodgkinson's field party in 1857. The first sale of

land was held by public auction in Melbourne on 8th March, 1858, one of the purchasers being Samuel George Isaacs, who paid £148.11.2, on a deposit of £10, for an area of 148 acres. A large number of blocks were sold, many of which, secured by land speculators, were sub-divided in 1864. Thirty five acres, a portion of an original block, bought by the brothers J. A. and C. T. Browne for £106.15.0, is now the Civic Centre of the City.

District Road Boards

Before the introduction of Municipal Government (Councils), the District Road Boards raised money by a tax levied on the land owners. The tax was one shilling per acre on cultivated land, one penny per acre on pasture land, and one farthing per acre on virgin land. As the name implies, they were formed for the primary purpose of maintaining the roads and bridges built by the pioneers.

On the 11th March, 1864, the Parish of Ringwood was brought into the Berwick Road District. In 1871, despite protests from local rate-payers, the Parish was severed from Berwick (which was proclaimed a Shire in 1868) and attached to the Upper Yarra Road District (from 1871 known as the Shire of Lilydale) in order to consolidate control over the maintenance of the Main Healesville Road (now Maroondah Highway).

The Road Boards obtained additional money by erecting Toll Gates at strategic points. Lillydale Council abolished their Toll Gates in 1875 after nine years use. In 1864 Toll Charges were: -

For every sheep, lamb, pig or goat	one farthing
For every ox or head of neat cattle	one penny
For every horse, mare, ass or mule	threepence
For every gig, chaise, coach, chariot, or other such carriage constructed on springs, if drawn by one horse or other animal	.. sixpence
if drawn by two	one shilling.
if drawn by three	one shilling and six pence
For every cart, dray or other such vehicle laden with manure one penny.

Ringwood was represented on the Shire of Lilydale Council, South-west riding from 1872. In 1878 Cr. G. T. Wiggin was the first local representative.

Borough Council

The first unsuccessful application for severance was made to the Commissioner for Roads and Bridges in July 1876 when local residents asked that Ringwood and part of Warrandyte be separated from Lillydale. However, until 1924, Ringwood was within the south-west riding of the Shire of Lilydale. About 1914 the citizens of Ringwood began to awaken to a civic consciousness and feel the urge to assume the cloak of local government.

The people felt, that no matter how well intentioned, a government seat some 9 miles distant could not adequately serve a vigorously growing district. They decided to petition for severance from Lilydale and the formation of the Borough of Ringwood.

In 1918, a deputation headed by Captain E. T. Miles, waited on the Minister for Public Works, and discussed with him the advisability of presenting a petition to the Governor - in - Council. However, the deputation was advised that the population and the revenue of the proposed area to be severed would not be sufficient to have the petition granted.

By 1923, the position had altered considerably. Many sub-divisions had been made, population had increased, and public works were crying out for urgent attention. Streets, footpaths, and drainage schemes were needed. It was obvious that local self-government was an urgent necessity.

Accordingly, Councillor A. T. Miles, who represented the south-west riding in the Lilydale Council, undertook to prepare the necessary data and figures required for a petition to the Governor-in-Council, praying for severance and the formation of a Borough of Ringwood.

After consideration by the Ringwood Progress League, the petition was forwarded to the Minister for Public Works.

On 18th October, the following reply was received: -

Department of Public Works,
Local Government Branch,
MELBOURNE.

18th October, 1924.

A. T. Miles, Esq.

Dear Sir,

I am directed to forward you for your information a copy of the minute of the Minister of Public Works, attached to the file of papers relating to the petition presented praying for the severance of portion of the Shire of Lilydale and its constitution as a new Municipality under the title of the Borough of Ringwood.

Yours faithfully,
sgd. A.H. Merrin, Secretary

The minute, referred to, was to the effect that the petition had been granted.

Having achieved its ambition the new Borough set about selecting its representatives. Fourteen candidates nominated for the six seats, and on 4th December, 1924 the following were elected to the Council -

Cr. A. T. Miles	Cr. J. B. Mc. Alpin	Cr. W. Mackinlay
A. Blood	R. G. Wilkins	J. Mc. Caskill
Mayor	Cr. A. T. Miles.	

The statutory meeting was held on 24th December, 1924, and the first Council Meeting on 15th January, 1925.

By 1948, it became obvious that the time for dividing the Borough into Wards, thus affording wider representation had arrived. At a referendum on 15th February, 1949, the voting was 1,546 for wards and 411 against the proposal.

In August, the new Council was elected, with three councillors representing the North, South and East wards.

North Ward - Crs. B. Hubbard, M. Mc. Alpin, F. Corr
South Ward - Crs. B. Smith, H. Parker, A. Patterson
East Ward - Crs. E. Purser, J. Mc. Caskill, T. Hall
Mayor - Cr. B. Hubbard.

City Council

When a Borough has a revenue from rates of not less than £30,000, the Governor-in-Council, may, on a petition from the Council, declare such Borough a City. At 30th September, 1959, the population of Ringwood was almost 22,000 and the rate revenue over £112,000, and so on 22nd October, 1959, the Ringwood Borough Council petitioned the Governor-in-Council to declare Ringwood a City. The request was granted, and on 19th March, 1960 His Excellency, the Governor of Victoria, General Sir Dallas Brooks, proclaimed Ringwood as a City.

Local Government (Municipal Council) is a combination of expert knowledge and local spirit of the elected representatives. The Councillors decide on the policy and the Council Officers implement it.

In Ringwood there are three wards - north, south, and east, with three councillors elected to represent each ward for three years. One councillor to each ward retires each year. Councillors do not receive any fee, allowances, or financial reward of any kind for the work which they do. The Mayor by virtue of his office is a Magistrate of the City, and is also a Justice of the Peace for his term and for twelve months thereafter if he remains a councillor.

The Council meets twice a month at what are known as Ordinary Meetings, and it is also empowered to hold Special Meetings. Ordinary and Special Meetings are open to the public, and the Council appreciates its ratepayers attending the meetings and taking an interest in the business before the council.

To assist the council in the conduct of its business at Meetings and to investigate detailed matters, the council appoints a number of Committees. These are called Standing Committees and each has its own chairman. These Committees are responsible to the full council, and their decisions are brought to the council in the form of recommendations, which the council either adopts, modifies, or rejects as it sees fit.

In addition, there is the Committee of the Whole Council, which meets when necessary to consider matters which require the attention of all the members of the Council.

Council revenue is derived from rates, Dog and Health Act registration fees, building permit fees, and miscellaneous receipts. . . But by far, obviously, the greatest amount is received by way of rates. Ringwood rates are based on the unimproved capital value, that is the value of the land only, assuming there are no improvements - buildings, etc, upon it.

At the beginning of each year, Council estimates are prepared. First of all, it lists the work desired to be carried out. It then considers what the total sum is available from all receipts other than rates. The difference between this amount and the sum required to carry out the work is the amount in the £ on which the rate is required to be struck to bring in sufficient revenue to carry out the work as shown on the estimates. Loan Accounts are used for the purchase of reserves, development of reserves, drainage work and development of private streets and other permanent works.

The "Local Government Act" is the Municipal "Bible" and it is the Act under which municipalities function. It states who can be elected to the Council, what the revenue can be used for, what by-laws can be made and for what purpose it can borrow money. The Health Act, Dog Act, Pounds Act and portion of the Police Offences Act, also apply to Local Government.

D E V E L O P M E N T

THE PIONEERS

The young and expanding colony of Melbourne was growing very rapidly and a measure of its growth was a devastation of the nearer forests. The colony was timber hungry - timber for piers, for bridges, for roads, for railways; timber to burn in industrial furnaces, to heat brick kilns; timber for domestic cooking and warmth.

Soon the timber cutters and paling splitters had worked their way east to the foothills of the Dandenongs, and as fast as the trees were felled settlers moved in and cultivated the soil. By the 1850's the trees in Ringwood were crashing from the blows of the axes. As soon as it was split, the bullock and horse drawn waggons were stacked with logs and the valuable load was on the way to Melbourne sawmills. Dodging the deepest gullies and avoiding the steepest hills, the patient teams plodded with their heavy loads causing the wagon wheels to bite into the ground and form defined tracks. Tracks that were quagmires of glue-like clay in winter and dust baths of powder fine clay in summer; tracks that let a wheel sink to its axle in any season.

One of these tracks, proving more convenient and perhaps a little less hazardous than others, was, in decades to come, to be known as the "'Maroondah Highway'".

As the land was cleared of big timber, it was put under cultivation and at Lilydale, soil suitable for the growing of vineyards was discovered. Soon waggons, laden with precious liquid from the grape, joined the waggons of the loggers on the winding track. In turn they were followed by the passenger coaches of Cobb & Co. and Mitchell and Co., whose swaying vehicles drawn by teams of three or more horses, travelled the 25 miles between Melbourne and Lilydale daily during the years 1869 and 1885.

About 1850 a far-sighted man, reputedly by the name of Thomas, realised that a livelihood was to be obtained on the edge of this track, known then as the Main Gippsland Road, (The road turned south towards Gippsland before reaching Lilydale, and ran through Worri-Yallock and the Lock Valley), and accordingly, about 15 miles out from Melbourne, built a rough log shelter, organized a supply of liquor, and was in business as Mine Host of the "Log Cabin Inn", later known as the Coach and Horses Hotel.

In 1869, the discovery of antimony bearing ore caused a rapid influx of population into the Ringwood East area, where miners established their families in rough paling huts. To cater for their needs, a store was opened by Andrew and William Curnow in 1871. In 1877 the Club Hotel was erected by George Wiggin.

In the meantime, following the rough clearing of the land by timber cutters, farmers were applying to the Government for grants, and taking up land.

Life for the early settlers was not easy. The country, even though denuded of forest trees, was heavily timbered, and the soil hard. Implements were of the simplest kind - a pick, axe, shovel, hammer, and a few nails. Often it was what the husband could carry on his back, as he trudged the weary miles from the town to his grant of land. His wife and children came out on a horse drawn waggon with the other family belongings. If the family were fortunate, they had a stout tent to shelter them while the house was being built. Remember, these were the days of gold finds in Ballarat and Bendigo, and very few workmen remained to build homes for settlers, when their were tales of easy fortunes to be made in a week. So father cut the trees, split the palings, and built the house. Fortunate indeed, was the man with a pair, or more, of sturdy sons.

The home built, much back breaking toil was the forerunner of every blossoming fruit tree, and each juicy berry. Then, while the orchards and crops were growing, the settler had to find an outside source of income, Timber cutters earned three shillings per ton, and a few more shillings could be earned by carting the hewn logs by horse and dray to the sawmills. A more financial neighbour was always glad to hire labour to help get his land cultivated. The wife and children usually had a cow or two, some hens, and often a pig. There would be the chores of milking, butter churning, egg collecting, and the feeding of the animals, in between the home duties. Duties carried out without electricity or running water.

Kerosene lamps, wood stoves, and "flat" iron heated on the stove, were every home's lot, but water was always a problem. Rare was the home with sufficient domestic tanks and wells, to ensure an all year round supply of water, and when the tanks ran dry, the water had to be carted from the Mullum Creek, or when that stopped flowing, the Dandenong Creek. In summer, many a mother packed her weekly wash, and her children, into the farm cart, and drove over to the Dandenong Creek, where the appearance of clothes, and children, were improved from associating with the creek water.

It was told that during one of the severe droughts, the early settlers became desperate for the want of water and so decided to ask a certain Bishop to pray for rain. Probably the reverend gentleman was a bit fed up himself, because he said "Damn the water". The settlers went home, and leaving off the "n" followed his Lordship's advice, and were never without water for their orchards again.

By the year 1882, the thriving district of Ringwood had a population of 488 people, so just a representative few families can be mentioned by name.

KENNEDY, Andrew. Born 1831, died 1906 aged 75 years.

Andrew, born in Armagh, North Ireland, married Ann Jane Conlin in 1854 and left with his bride for Australia in the same year. After a sea voyage of 6 months, they landed in Melbourne and their first home was a tent in Bourke Street, near the Post Office. Then they moved to the Templestowe area and came to Ringwood about 1870. There were 5 sons and 5 daughters of the marriage.

He took up 56 acres in Warrandyte Road between Loughnan's Road and Mullum Creek where he built a house and planted out an orchard. In between tending his land, he contracted for, and built many roads in the district. The first bridge over Mullum Creek was built by him and his eldest son, Samuel.

Andrew and his family were staunch members of the Methodist Church, and in 1872, in Mr. Fuller's cottage opposite the Coach and Horses Hotel, he opened Ringwood's first Sunday School. In 1884, his first home was destroyed by fire and he rebuilt further up the hill near Kennedy Avenue.

KENNEDY Samuel. Born 1861, died 1941, aged 80 years.

Sam, eldest son of Andrew, was born in Templestowe. After spending many years at road contracting with his father, he joined Bamford's Timber Company and with horses and dray, took timber all over the Dandenong Ranges. He, too, was a devoted member of the Methodist Church, filling many official positions, including that of trustee.

PRATT, George. Died 1876.

George Pratt, with his wife Margaret, and sons George Jnr., Bob, Harry, Oliver, and John, moved up from Tunstall in 1873, and took up a Crown grant of 75 acres of land opposite the junction of Mt. Dandenong Road.

The property extended from Warrantyte Road to Oliver Street, and back to Mullum Creek.

George planted out an orchard, and while it was growing, carted timber for the mills. He died in 1876, and with his son John, aged 14 was buried in the old Catholic Cemetery adjoining the Mitcham Catholic Church. Mrs. Pratt supported her family by converting her home into the "New Golden Antimony Mine" hotel, which she leased to William Geraghty, and later to Michael Quinlan.

About 1881, Margaret re-married. Her husband, Robert Howcroft had taken over Hammill's butcher shop near the Coach and Horses Hotel in 1877.

Mrs. Howcroft presented a half-acre of land to Father Hennessy, Parish Priest of Lilydale, for the erection of a Catholic Church in Ringwood. It was opened in 1893.

The boys followed various occupations when they grew up, and all settled in Ringwood. Oliver opened a butcher's shop on the corner of Whitehorse and Warrantyte Roads. Their many descendants are well-known and respected citizens. The butcher's shop of Mr. George Pratt, son of the elder George, is well known. Mr. Kevin Pratt, a son of Harry, is well known in sporting circles.

DICKSON, Moses Born 1841, died 1904, aged 63 years.

Another name needs no introduction to Ringwood residents, is that of Dickson. Moses Dickson arrived in Ringwood in 1876 and obtained a Crown grant to approximately 120 acres from Loughans Road, along Warrantyte Road to Oban Road, where he planted out an orchard. Before the end of the century, Moses sold his first property and moved to North Ringwood. Three of his sons, Stewart, Moses Jnr., and Alfred, settled on the land in North Ringwood, and planted further orchards. All three had sons who were to follow in their footsteps, and today there are many Dickson families on orchard properties in North Ringwood. Two grandsons, Mr. A. W. Dickson Estate Agent, and Mr. R. Dickson, who has business interests in the town, are well known.

DICKSON, Stewart, Born 1876, died 1963, aged 86 years.

Stewart, a son of Moses Snr. over 60 years ago bought land in William's Road for which he paid £5.10.0, per acre. His wife was Rose Davis, whose father owned land in Warrantyte Road.

After clearing his land and planting out his orchard, Stewart carted wood to Melbourne with a horse and dray, and worked at Tom Petty's property in Park Orchards while his trees were growing. Between rearing and carting for her nine children, Mrs. Dickson milked cows, reared calves and pigs, made butter and sold it together with other farm produce. Her livestock, she sold at the Ringwood Saleyards.

WIGGIN, Thomas, Died 1880

Thomas, with his wife, Mary Ann, arrived in Victoria aboard the sailing vessel "Holyrood" in 1853. He lived in Box Hill from 1866 until 1872, where he was licensee of the White Horse Hotel.

In 1872 he bought the Coach and Horses Hotel, and lived there until he was accidently killed in 1880. His widow carried on the Hotel until 1885.

WIGGIN, George, Born 1849, died 1928, aged 79 years.

George was four years old when the family arrived in Melbourne. After leaving school, he entered the service of Cobb & Co coaches, where he made a name for himself by setting a never to be broken record of 25 hours for the run from Melbourne to Wood's Point. In 1877 he built the Club Hotel in Mount Dandenong Road, Ringwood East. and later converted an adjacent blacksmith's shop into a public hall.

He took a keen interest in local affairs, and celebrated the arrival of the first train with a banquet. Amongst his keenest interests was the Horticultural Society, and he was a member of the first Ringwood Show Committee. He represented the south-west riding (Ringwood) in the Lilydale Shire 1878 to 1888.

WIGGIN, Frances. Married Robert Mashiter, who became the landlord of the Coach and Horses Hotel in 1885.

WIGGIN, Henry. Born 1854, died 1884, aged 29 years.

Henry followed the trade of butchering. He married Eliza Hayes, who died five years after her husband, leaving a family of four young children.

GRANT, Thomas. Born 1854, died 1933, aged 79 years.

Thomas Grant, born in Burwood, Victoria, came to Ringwood in 1876, and on land purchased from Mr. D. Gostick in Whitehorse Road, in the vicinity of the present Drive-In Arcade, built a blacksmith's and coach building shop. In 1880, he married Mary Ann French, of Mulgrave. There were four children, Andrew, Mary, (died in infancy) Thomas, and Margaret. Miss Margaret Grant is a well-known resident of Mullum Road.

With the opening of the station in 1882, activities in the growing district tended to congregate in its vicinity, and, in 1883, Mr. Grant moved his "smith" to the corner of Adelaide Street. At the same time, he planted out an orchard on his land which ran from Ringwood Street, to Warrandyte Road, and north as far as Mullum Greek. Eventually, about 1910, he sold his business to the Reed Brothers, and retired to the comparatively lighter life of orchardist and market gardener.

In 1909, he sold 8 acres of his land to the Lilydale Council. This land, situated in Ringwood Street, behind the Town Hall, is known as the Ringwood Reserve.

Mr. & Mrs. Grant were foundation members of the Methodist Church. He was appointed a Trustee in 1879, and served until his death 54 years later.

He was an enthusiastic member of many societies, and he held public office in civic affairs. His interests included the Progress Association, Cricket Club, and the Agricultural Society, at whose annual show, he was a regular exhibitor. He served as a Councillor in the Lilydale Shire, representing Ringwood, from 1889 to 1894, and was a Justice of the Peace.

Other family names, linked closely with the growing district, are those of:

QUIGLEY, James, who for a period was manager of the Antimony Mine. He discovered Kaolin, leased land at Ringwood East, and was the first to manufacture bricks there.

LINDSAY, James came to Ringwood in 1882, after a period spent at sea, and from 1884 to 1893 was licensee of the Club Hotel. He later worked with Oliver Pratt as a butcher. His grandson, Jack Lindsay, is well known in local sporting circles.

FORD, Anthony, farmer, was one of the very early settlers who took up land in 1871. One of his grandsons, Anthony Loughnan, gave his name to Loughnan's Hill.

SHANKS, John His property, taken up in 1880, was in the vicinity of Norwood School. About 1885, he took over the store vacated by Robert Mashiter. In time to come, the business was sold to the Falconer family.

The names of Blood, Swindon, Brown, Parker, Maggs, Pett, Hammill, French, Larkin, Smith, Fuller, and Wilson, are a few whose descendants are living in the district to this day. Others are mentioned in later chapters of these notes.

The population growth expanded so rapidly after the turn of the century, that by 1924, when Ringwood was created a Borough, there was a population of 2,000 persons.

The names of these later arrivals to the district, who directed so much skill and energy to its development, are legion. It would be unfair to the many, to name the few, that space would allow.

POPULATION & HOUSING - Some comparative Figures

<u>YEAR</u>	<u>DWELLINGS</u>	<u>POPULATION</u>
1882	-	448
1908	173	700
1918	520	1,800
1924	600	2,000
1930	734	2,560
1935	849	3,102
1940	935	3,530
1949	1,650	5,500
1960	6,400	22,200
1963	7,600	26,000

RURAL - DEVELOPMENT

Fruit Growing

The soil of Ringwood, was once considered so poor, that, at cattle sales, when a beast in poor condition was submitted for sale, the expression "Straight off the Ringwood Clover" was often heard. On the original survey plan of the district, the surveyor was moved to note, "The land comprised in this survey is of inferior quality", but the perseverance and unending toil of the pioneers of the fruit-growing industry, soon produced crops of excellent quality fruit and berries. As well as contributing in no small way to the health of the State, it was the backbone of the district.

There is a great difference between the present day methods used, by the orchardists and those employed by the pioneers. Then, orchards were powered with horses, spray pumps were ungainly and hand operated, and the sprays were simple compared with the complex chemical preparations available today. The tractor and the motor trucks, cultivate the ground, and deliver the fruit to market in a fraction of the time once required. In the fruit ripening season, numbers of horse drawn waggons with canvas canopies to protect the fruit, could be seen on the Whitehorse Road, headed for the Victorian Market. After an all night journey, they would sell their fruit at the morning market, and then set out for home. They would then have to do the usual tasks of the orchard before seeking rest.

There was not always even the satisfaction of obtaining good prices for the fruit. In some years, despite sprays, insect and virus pests ruined the best part of the crops. In good years, there was a frequent glut on the market, with correspondingly low prices. It was the usual practice to grow many varieties of fruit in order to keep up a regular weekly supply to the market.

The introduction of refrigeration, in the form of Cool Stores, revolutionized fruit growing. The orchardists were able to specialize in two or three varieties of fruit, store their crops, and market them as the demand existed. Refrigeration as applied to fruit has proved a boon to the consumer also, in that the public is able to buy fruit at any period of the year.

The orchardists of the area banded together and formed the Ringwood Co-operative Cool Store Society. With Government assistance, the first portion of the Cool Store was built on land leased from the Railways - the corner of Whitehorse and Wantirna Roads. This was opened in 1911. Cost of its erection was £5,000, refrigeration plant was valued at £1,322 and the initial storage capacity was 10,000 cases. Subsequent extensions allowed for storage of 50,223 cases, which made it the third largest store in the fruit-growing districts of Victoria.

Owing to rapid sub-division of orchard properties into housing allotments, and the expiration of the lease, an Auction sale for removal of machinery plant, and building, was held on 2nd December, 1959.

Berry Growing & Flower Farms

Sometimes berry growing was a sideline for the orchardists, but many berry farms flourished in the district. Raspberries did particularly well.

Murfett's flower farm in New Street, was supplying the market with choice blooms until very recently. Many years ago, there was a thriving violet farm at the northern side of Mullum Road. The dahlias of Mr. George Burns, and the chrysanthemums of Cr. B. Hubbard, are renowned wherever lovers of these glorious blooms meet.

Poultry Farms

Up to recent years, there were several poultry farms to be found in the district, and the Aldinga Hatchery in Sherbrook Avenue, still despatches chicks all over Victoria.

Horse Breeding

Horse breeding appears to have been a sideline for many farmers in the days when properties were measured by the acre, and not the square foot. Australian bred horses were always in demand for the Indian Army, and, until the advent of the motor car, there was a flourishing trade in hacks, and harness horses. A well bred animal changed hands for sums varying from £30 to £80, while a good Clydesdale, brought £100 or more. James Roberts, and William Grace, in Mullum Road, were two who bred horses for the Indian Army.

Hop Research Farm

On the northern side of Maroondah Highway, about one mile east of the clock tower, can be seen the experimental hop farm, of Carlton & United Brewery. This research farm is the only one of its kind in Australia. Prior to the establishment of this farm in 1950, Victorian hops had the wrong flavour, and much of the stock had to be imported from Tasmania, and overseas.

Over the years, Mr. Nash, Manager of the farm, has painstakingly X-Rayed hops, drugged them, treated them with hormones, even changed their sex, in an effort to create a first class Victorian product. The local hop industry is now flourishing, and provides an increasing amount for each brew. Although hops from the Ovens Valley are not yet equal to the world's best, they have improved 100 per cent over the past 10 years as a result of this experimental hop farm.

Mr. Nash has mated hops from Turkey, California, Sweden, and England. In the two acres at the Research farm, more than 1,200 breeds of hop seed have been planted, tested, and then either rejected, or persevered with. "Ringwood Special", a cross between an English and an American hop, is becoming the standard type grown in the Ovens Valley. It is expected that a new "Pride of Ringwood" will be even better.

Small particles of yellow resin on the leaves of the hop cone give beer its flavour. A pound of hops will flavour a 54 gallon keg. Hops are hand picked, and dried immediately in oasts, or kilns.

INDUSTRIAL DEVELOPMENT

Mining

In the year 1869, William and James Smith, from South Warrandyte, (the name by which Croydon was known in those days), with Pierce Boardman, an eucalyptus distiller from Box Hill, discovered stones showing signs of antimony, to the east of Mount Dandenong Road, in Ringwood East. On 4th April, 1870, in partnership with two others, they applied to the Mines Department for a Mining Lease, for the purpose of digging for Antimony.

They had permission to employ at least 20 men, but frequently the number was much higher, and there was no lack of applicants for the jobs. The men lived in rough paling huts, hurriedly erected around the mine.

Between 1869, and 1896, at least five companies were engaged for varying periods in the area.

After almost thirty years of continual operation, the mines became uneconomical. When the shafts reached the level of the Dandenong Creek, water seepage became an expensive problem. Operating, as they were before the era of coal and electricity, the steam for the winches was raised by timber stoked boilers. Wood by the hundreds of tons was burnt at the mine, and, as a result, the land was soon denuded of trees, and fuel had to be carted from ever increasing distances. The resulting increased operational costs were not matched by increased output, and the mine was forced to close.

In 1920, the Ringwood Antimony Gold Co. was formed, but after spending £5,000 in opening up the mine without locating payable ore, the Company ceased to work in 1921.

In 1934, the mine was again probed for payable ore, but this Company was as unsuccessful as the 1921 venture.

Antimony is used for medicinal purposes, for making Britannia ware, (pewter) in the making of smokeless powder and shell, for anti-friction metal for bearings, for vulcanising rubber, but most extensively, as an alloy with lead - to which, it imparts the necessary stiffness and hardness.

All antimony deposits contain gold in more or less quantity, but the profitable separation of one from the other, and the saving of both, is a problem yet to be solved.

The Ringwood lode was worked, on and off, from the year 1869, until 1896. It varied in width from 6 inches to 30 feet, and can be traced interruptedly to the sea coast in a southerly direction, and away towards Yarra Glen in a northerly. In the upper levels the lode contained little or no gold, but the lower portions contained it in good quantity.

The whole of the hill on which the mine was situated is streaked with antimony veins.

The main shaft was 372 feet deep. Drives were driven north and south from the main cross cut. Maximum distance north, was about 305 feet, and maximum distance south, about 485 feet.

The total yeild of antimony ore recorded is 2,898 tons, and its value was stated to be £29,000.

The principal market for the ore was the non-ferrous metal alloy manufacturing company of O. T. Lempriere & Co. Ltd. , and the chemical manufacturing firm of Victor Leggo Ltd.

The shaft was sealed and filled in about 1936, in the interests of public safety. The area is now a declared Public Park, and Recreation Reserve.

Brickmaking

The heavy clay soil, so cursed by gardeners, was turned to good use by the brick and tile factories that flourished in Ringwood East from 1880. About that period, four factories were operating in an area about the Ringwood East railway line, and Dublin Road.

These were the Ringwood Brick Tile & Pipe Co. , Federal Brick Co. , Victorian Ornamental Brick & Tile Manufacturing Co. , and Ringwood Brick Making Co. These firms operated with primitive methods and took days to complete a process which now is finished in a matter of hours. Piped water was still over 20 years off, and dams had to be dug, and catchment water channelled to fill them. Wood was the sole fuel for heating the baking kilns, and these competed with the mine, in the de-forestation of the surrounding countryside.

Locally made bricks were used to build the Ringwood Railway Station, and can be found in old homes that are now being demolished.

At the same time, James Quigley discovered a seam of Kaolin, or china clay, a white crumbly material. He opened an Insulator and Pottery Company, which became a flourishing business. During the 1914 War, the demand for locally made insulators, caused the clay pits to be worked for a limited period

Light Industries

A small brush factory, using grasses that grew locally, was also operating for a few years.

For many years, Ringwood was essentially a self-supporting community, and the few industries were complementary to the rural activities. There were saddlers, blacksmiths, coach builders, timber millers, who carried out the seasonal manufacture of fruit packing-cases, commenced the manufacture of fine furniture, and opened a showroom for its sale. (Where Lawford's now are).

About 1923, when Mr. Ostram founded his "Ringwood and Croydon Mail" newspaper and printing establishment, the Ringwood Fibro Plaster Co. opened its factory.

Industrial development was very slow until the end of the war time restrictions, about 1946. From then on, the Council had much success in

its efforts to attract light industry to the district. By 1950, there was local employment for over 500 workers, and the number has increased steadily over the past decade.

The numbers of factories housing light engineering works, chemical manufacturers, metal pressers, the hosiery mill, a clothing manufacturer, and the allied motor car industries, to name a few, have grown rapidly in the areas zoned as "light industrial".

COMMERCE & TRADE

Banking

The first banking facilities available in the district, was the Post Office Savings Bank. This was conducted in conjunction with post office services by Miss Thomson from 1883. In 1890, we have a record of Mr. John Toon as Manager of the E. S. & A. Banking Co. Later in 1908, the same company provided a service on Tuesday and Thursday, 11 a. m. till noon, from a small wooden structure mounted on wheels, which travelled to various areas as required. During this period, Mr. P. Young was Manager.

During the succeeding years, nine of the principal banking institutions have opened branches in Ringwood, and their substantial premises give an air of prosperity to the main street.

Insurance

All the leading Insurance and Assurance companies, have either agencies, or travelling representatives, covering the district.

Trade

The Ringwood Chamber of Commerce is very conscious of the fact that the buyer is the ultimate arbiter as to whether its members stay in business, and therefore, it is wholeheartedly behind its members in their efforts to improve, and extend, the shopping centre of Ringwood.

In recent years, there has been a great influx of new businesses to the commercial area. It is a far cry from Abigail Stirling's little general store, by the Coach and Horses Hotel, and John Curran's Miner's Provision Store, to Dickens' Self-service Store, Cole's Store, Hattam's clothing and drapery Emporium, Patterson's Furniture Store, or the Ringwood Timber & Trading Company's Hardware store.

The big self-service groceries, could never have been envisaged by Mr. Shanks, weighing out pounds of groceries, and hearing the latest family news, while his customer waited; and would Harry Wiggin and Olly Pratt cutting up carcasses in the 1880's have given a thought to the keen competition offered to

their descendants, by the some 19 butchers now registered? William Fuller, who made sturdy boots in 1877, would have shaken his head over the factory produced shoes, stocked by the Ringwood shoe stores today.

There was also Anne Tally - hawker - if only the record had listed her wares!

The days of leisurely shopping, when each customer was known by name, are vanishing, but if we don't have personalized service, we do have a complete, and competitive service, in every branch of retail trading.

RESIDENTIAL DEVELOPMENT

Ten years after the first train rattled down the incline into Ringwood station, and huffed and puffed its way out on the return journey, the population of Ringwood had doubled, to approximately 700 residents. While undoubtedly, the train gave the pioneers a wider horizon, it did not make a remarkable impression on the district's population. It was a rather scattered rural area, with properties referred to as "acres". The gentleman commuting to an office in the city was a rare exception.

By the end of World War 1, in 1918, some of the property abutting main roads was being sub-divided, some for housing, and some for light industry. The industries brought tradesmen who built homes near their employment. During the depression years of the 1930's, men came out looking for cheap home sites, and found them on un-serviced blocks, on un-made roads.

With the lifting of building regulations following the end of World War 11, Ringwood began to stir, and shake the appleblossom out of its hair. Young couples, married during the war, and living at "Mum's" for the duration, cast envious eyes on the broad acres of the orchardists. Land agents following their gaze, offered such competitive prices for land, that orchard after orchard was carved up into 60 foot blocks, and put under the auctioneer's hammer.

The rapidity of Ringwood's growth, is shown by the fact that in 1960, the population had reached the figure of 22,200, and lived in 6,400 dwellings.

The Council very early laid down regulations governing the type of construction, and minimum requirements, a result of which, has been the avoidance of the shoddy small residence that mars other municipalities. A stroll along any street in Ringwood, shows home after home of excellent design and quality. Homes of which the owners are justly proud, as evidenced by the maintenance given to the dwelling, and time and attention spent on the garden.

Wherever possible, the natural assets of the district have been conserved, and its tree-filled gardens and parks, wide nature strips, and tree lined streets, make up a beautiful residential suburb, the rural beauty of which can barely be rivalled by any other City in the Metropolitan area.

With enthusiastic backing of the inhabitants, the Council is continuing to provide the capital improvements vital in a modern society - community services, cultural development, sporting facilities, and the like.

COMMUNICATIONS, SERVICES &
UTILITIES TRANSPORT

Road

The first rattle or harness chains, and the creak and squeal of wheels that echoed up the valleys and around the hills, came from the bullock wagons and horse and drays. In 1869, came the passenger and mail coaches of Cobb & Co. , capable of carrying 16 passengers, which ran a daily service through Ringwood on the route between Melbourne and Lilydale. Mitchell & Co. started a line of coaches in opposition to Cobb & Co. , and caused a great deal of competition, which lasted over a period of years. Each company, in turn, reduced the fare, until Mitchell was taking passengers for 1/- per head. Cobb & Co. retaliated by providing a free lunch in Melbourne. Cobb & Co eventually won the day, they continued to provide a service until the advent of the railway gradually put them off the road.

Having reached the changing post at the Coach and Horses Hotel, the traveller wishing to continue his journey to the Warrandyte area, transferred himself and baggage, to Johnson's growler, and, for a fare of 1/6d could continue his journey. Later Hussey's horse coach made the journey daily between Ringwood and Warrandyte.

For a short period, a Mr. Jeffries ran a service between South Warrandyte and Ringwood, but when Mr. E. Stewart started his passenger service with a two-seater car in 1935, the area had been without public transport for some time. An old bus, followed by the purchase of a brand new bus in 1936, was the forerunner of a fleet, radiating from Ringwood Station, that covered the district - South Warrandyte, Burnt Bridge, Warranwood, Bayswater, Wantirna, and Deep Creek Road.

In 1952, the Warrandyte Service was taken over by Wither's Motor Bus Service, and the other routes were sold to Usher's Motors. Mr. A.P. Withers passed the Warrandyte Service over to the Metropolitan Tramways Board on 2 nd July, 1961.

Meanwhile, in Ringwood, the residents could avail themselves of a hansom cab. One of the first to operate his cab from the station, was Mr. W. Matlock. Later on, he progressed to a hire motor car. Now a fleet of radio controlled taxis operated from the yard beside the station.

Railway

When Thomas opened his Log Cabin at the foot of the Ringwood hill, the nearest railhead was at Richmond, to which place the Hobson's Bay Co. has completed the line from Prince's Bridge on 8th February, 1859, by September, 1860, the line was extended to Picnic (just out of Burnley on the Yarra Bank), and the following year the Hawthorn station was opened.

For 21 years the trains hissed to a stop at Hawthorn, until in April 1882, the line to Camberwell was opened, followed by the extension of the line to Lilydale in December of the same year. (Friday 1st December, 1882) The Ferntree Gully line was extended from Ringwood on 4th December, 1889.

The pair of shining rails had a turbulent passage from Hawthorn. When the proposed route, through level country, miles south of the eventual track, became known, there was consternation from Box Hill to Lilydale. The established districts of Doncaster and Warrandyte began to mutter. But the pioneers were made of stern stuff, and they started campaigning and lobbying, they wrote letters, they sent deputations, they whispered until in the end, they had their way, and the line came through at a cost treble that of the original estimate, because of the necessity for cuttings and embankments.

The train carried mail and supplies, and the passengers could look forward to an eventful trip. The unfenced line ran through paddocks and there was nothing to prevent sheep and cattle from wandering on to the line - which they did, and progress was held up while the driver shooed them off. It was a friendly train, and as there was not another nudging along at its heels, why not wait if the driver spotted someone hurrying along the side track - so it did. After all, if the intending passenger had missed that train, he would have to go home and try to be earlier tomorrow. What were a few minutes here and there, anyway!

In 1882, the town was still either centred around the Antimony Mine at Ringwood East, or the Coach and Horses Hotel at Ringwood. But the ground behind the Hotel was not level enough for a station and a siding, so the level site at the bottom of the hill was chosen.

The first trains consisted of two carriages, and ran three times daily, and a change of trains was necessary at Box Hill. The electrification of the system reached Ringwood on 3rd February, 1923. In that year, there were 30 trains in and out of Ringwood daily, and for comparison, 166 trains are handled daily by the Station staff in 1963. The electrification of the line meant that all trains ran to Melbourne without the change at Box Hill.

Ringwood East station was opened in May, 1925, with Heathmont following exactly twelve months later, in 1926.

Ringwood's first Stationmaster was Mr. J. K. Turnbull, who with his wife, played a prominent part in Ringwood affairs until his transfer in 1891. Mrs. Turnbull laid the foundation stone of the new brick State School in Ringwood Street.

UTILITIES

Electricity

Until 1915, the residents of Ringwood relied on kerosens lamps and candles for illumination. The Railways provided the one and only street light with a lamp post at the station entrance.

In 1911, the Shire of Lilydale considered various possibilities for the supply of electricity. After rejecting several schemes, the Shire eventually decided to establish a local supply Undertaking, which bought electricity in bulk from the Melbourne Electric Supply Co. for retail distribution. In 1915 the supply was connected to Ringwood at an average price of 6d. per unit. The present consumer price is 2½d. per unit.

When the Borough Council took over the electric light poles in Ringwood in 1925, many of them were found to be in need of replacement. The matter was discussed with the chairman of the State Electricity Commission, who, after an inspection, decided to take over the whole of the Borough's electrical undertaking. In 1925, the S.E.C. opened an office in Adelaide Street. In 1956, the S. E. C. moved to their new building on the corner of Ringwood Street and Whitehorse Road.

Water

The pioneers had to rely on their own resources, and a good rainfall for their water. They installed tanks and dug wells for domestic purposes, and scooped dams to water their orchards and stock. When the tanks ran dry, and the dams were no more than a soggy depression, it was a matter of carting water from the Mullum Creek, and when that ceased to flow, a longer journey over to the Dandenong Creek was necessary.

In 1912, work began on a concrete diversion weir on the O'Shannassy River, and simultaneously, a start was made on the 48 mile pipe line that would take the O'Shannassy water to the Surrey Hills reservoir. The first stage of the scheme was finished in October, 1914, and shortly after, the Ringwood reticulation system was connected to the main, which runs under Whitehorse Road. In 1921, the Melbourne and Metropolitan Board of Works took over the district reticulation scheme.

Sewerage

Ringwood, in 1964, is now partially sewerred, and work is proceeding throughout the rest of the district.

S E R V I C E S

Post Office

The first Postmistress was Abigail Stirling, who looked after the post office agency (mail services only) until 1877. In that year, Mr. Thomas Mc. Hutchison took over the store, and was in charge until 1881. Miss Rosa Jordan was in charge until July, 1883, when Miss Marianne Thompson commenced the appointment she was to hold for 30 years. By this time, the service included facilities for the transaction of general postal business, including Money Order transfers, and the despatch of telegrams, and the handling of a Post Office Savings Bank. This important institution was to be found in a wooden cottage in Whitehorse Road, opposite the present site of Holeproof's factory.

When the commercial centre of the town began to gather around the railway station, Miss Thomson moved the Agency to a position where Stoney's store is now. About 1925, the Education Department sold its land on the corner of Ringwood Street and Whitehorse Road, and a portion was acquired by the P. M. G. 's Department for the sum of £900, and the present brick building was erected.

The exact date of installation of the telephone exchange is not available, but evidence suggests that it was prior to the 1914 War.

Police Force

In 1885 land was set aside for a Police Reserve in Mount Dandenong Road, on the north side of Dublin Road, but for some reason it was not used when the first Police Station was built in 1887. This building was further north, nearer the Club Hotel. In 1888, Mounted Constable F. Waters, was appointed to the district. From there, the Police Station followed the general trend, and was moved to Whitehorse Road, in the vicinity of the present Mid-way Arcade. In 1920, it was moved to more suitable premises in Bedford Road, with an entrance from Pitt Street. In 1941, a little wooden office was erected in Pratt Street, behind Coffey Motors, and finally, in 1961, an ever-increasing force moved into the fine new building in Ringwood Street. This building, with the latest scientific equipment, houses a staff of 17 men, plus a Criminal Investigation Branch force of 6 men. At the back of the station is the Lock-up, Court House, and the residence of the Sergeant-in-Charge.

Fire Brigade

The first service was provided by a branch of the Rural Fire Brigade movement, and was staffed by volunteer members. For some years the headquarters were in a little wooden building at the back of the Town Hall. In 1930, the unit moved to the brick building in Whitehorse Road, near the Lake. It is now, of course, a branch of the Metropolitan Fire Brigade.

Ambulance

Sick residents requiring transport, and accident victims within the municipality, are competently cared for by the staff of the modern Civil Ambulance Station in Pitt Street.

Health

Two Council appointees hold the responsibility for the public health services. One, a medical practitioner, (Dr. W. E. Hewitt), is the Medical Officer in charge of the frequent immunization campaigns which are carried out in the district, and acts as Medical Adviser to the Council. The other is the Health Inspector, whose department covers the registration, and inspection, of food shops, eating houses, and factories. The policing of council by-laws regarding drains etc., relating to public health, are also carried out by this department.

Infant Welfare Centres

The Infant Welfare Centre, opened in 1928, offers an excellent service to mothers and their babies. On arrival home from hospital, with the new baby, the mother is visited by the Sister-in-charge, and invited to make regular visits to the Centre. Here the baby is regularly weighed and measured, and a record of growth kept. Advice is given on feeding problems and suggestions offered as to suitable types of food required for the growing child. The Centres have done much to achieve Victoria's proud boast of having one of the lowest infant mortality rates in the world.

The Centre in Civic Place operates full time, and in addition, there are two Centres operating part time in Ringwood East and Heathmont.

Home Help

Under the direction of one of the Health Inspectors, Home Help Service is available to mothers, and elderly people in times of sickness, or in the absence of the mother in hospital. Women, well experienced in the running of a home, and the handling of children, call daily and carry out the necessary chores, and in special cases where there are little children, and the mother is in hospital, arrangements can be made to have a woman live-in, and care for the family. The scheme is subsidized by the Government. The cost to the ratepayer, is determined by his income.

Elderly Citizens

The council co-operated with the Lions Clubs of Ringwood and Richmond, in the building of "Lionswood". This is a self-contained group of 22 units, single and double, to house elderly citizens from the two municipalities. A modern club room for elderly citizens, has just been erected in Greenwood Park.

Doctors

Prior to the middle 1880's, the nearest Doctor was at Kew, and the people relied on their own experience for the treatment of ailments. There were family remedies for most aches and pains, and neighbours were always ready with another suggestion. Mothers had their babies at home, with the kindly assistance of local midwives, who, untrained, had acquired a certain ability from practical experience.

From 1887, Dr. Vaughan could be consulted at Box Hill. A couple of years later, Dr. Showman provided Ringwood with a part time service, and opened consulting rooms near the station. About 1893, Dr. W. J. Craig was a much loved figure in the district, and was known as far away as Ferntree Gully, whose Medical Officer he was, for his readiness to visit patients at any hour, and in all weathers. For his more distant calls, he went per horseback, but was also to be seen pedaling a sturdy push bike. About 1899, he was followed by Dr. P. G. Clarke, whose practice Dr. Langley took over. Dr. Langley's residence was in Station Street, opposite the overhead bridge.

One present day citizen has vivid memories of walking to Box Hill with his father, in order to have a mangled finger stitched. There was not a train for hours, and it was not the Doctor's day for consultations in Ringwood. It paid to check on timetables and visiting hours, before being careless with machinery 60 years ago!

As the population increased, so new Doctors opened practices in the district and following the modern trend, formed themselves into Clinics which supply a 24 hour medical service. The district has six Clinics, staffed by 17 doctors.

Hospitals

In 1916, the "Pines" private hospital in Adelaide Street was built. It, together with the "Eildon" private hospital in Bond Street, provide accommodation for surgical, maternity, and general nursing cases.

The nearest Public Hospital, is the Box Hill and District Hospital, but the Hospitals Commission own an area of land on Mount Dandenong Road, and the feeling is becoming stronger, that the time has almost arrived, when Ringwood should have a Public Hospital within its boundary.

Cemetery

Two abortive attempts were made to provide a Cemetery in Ringwood. In 1871, nine acres of land were set aside on the present site of the Club Hotel. Evidently this plan had its origin and death in the files of a Government Office, for nothing is known of it locally.

Subsequent to the formation of the Borough, there was some discussion with interested Councils, as to the suitability of 52 acres of land in the vicinity of Wantirna and Canterbury Roads, for an Eastern District Cemetery. Eventually, the scheme was dropped in favour of extending the existing Box Hill site.

Roads

The district has over 100 miles of formed, and sealed roads. Since the regulation came into force requiring the sealing of all roads in new subdivisions, the task of the Council is easier. However, there are still many "unmade" private streets. Commensurate with the availability of finance, and contractors, the Council is pushing ahead with dogged vigour to achieve its ambition of sealing all roads in the municipality. At the end of 1963, the Council had street construction jobs costing £390,000 in progress, and had obtained finance for a further £123,500. It is negotiating for another £100,000 to carry out more construction works.

CHURCHES AND SCHOOLS

CHURCHES

CHURCH OF ENGLAND (St. Pauls)

The first little wooden Church was built opposite the Club Hotel in Mt. Dandenong Road, on land acquired from Mr. P. Boardman, by the Reverend S. Alden, in September, 1877. Services were held by visiting preachers, often theological students from Melbourne.

In 1915, land was acquired on the corner of Pratt Street, in Whitehorse Road, and a Church erected, and the hall built a few years later. In 1924, the church was moved, not without difficulty, as it stuck on the Mullum Creek bridge in Warrandyte Road, to a new site in Ringwood Street, vacated by the Education Department. The old school was used as a parish Hall, and the vicarage built on the corner of Ringwood Street and Civic Place.

In 1958, Archbishop Woods blessed the new Hall, which is capable of accommodation for 300 children. In 1963, the Vestry acquired the property once owned by the late Capt. E. T. Miles, in Warrandyte Road, and the residence is now the Vicarage.

CHURCH OF CHRIST.

The first meetings in 1874, at the home of Mr. J. Maggs, were followed by the decision to erect a wattle and daub chapel of Nelson's Hill. Mr. Dickens and Mr. Williams, travelled from Melbourne to address the meetings. Through lack of attendance, the chapel was closed in 1877.

In 1919, a survey was made of Church members in the district, and it was arranged to hold regular Sunday services in the Lodge Room of the Mechanic's Hall. Brother L. Anderson presided at the first meeting. The property in Bedford Road, was bought and the present building erected in 1921.

CATHOLIC CHURCH (Our Lady's)

The earliest settlers received their spiritual guidance from a Jesuit Missionary, who came up from Hawthorn once or twice a year. In 1871, a building committee, the two Ringwood representatives being James Malloy, and William Grace, was formed in Mitcham, and the following year a wooden school-chapel was opened. This served the district until 1893, when the Parish Priest of Lilydale, Father Hennessy, organised the building of a small Church in Whitehorse Road, near Junction Street, on land donated by Mrs. M. Howcroft.

In 1920, the Parish of Our Lady's Ringwood, was formed with Father Finan as Parish Priest. Property on the corner of Wilana Street and Bedford Road was bought, and in 1929, the foundation stone of a brick church-school was blessed by the late Archbishop Mannix.

In 1958, to cater for the Ringwood East area, the church-school of St. Francis de Sales was built in Bona Street. The new church in Bedford Road, with seating capacity for 600, was opened in 1961.

METHODIST CHURCH

Methodism in Ringwood had its beginnings in a small, converted cottage, in Whitehorse Road, near Sherbrook Avenue, when Mr. Andrew Kennedy, and Mr. George Fuller opened a Sunday School in 1872. With the Ringwood East mine in full production, together with the brick yards, there was a need of a Church in that area, and, in 1887, a small Church was erected in Whitehorse Road, between Mt. Dandenong Road, and the Lake. Later as the town's activities centred around the Railway Station, the Church followed the people, and a wooden Church was moved up from Blackburn and erected in a position approximating Norman's grocery store. The present site, at the corner of Station Street and Greenwood Avenue, was purchased in 1916, and the brick Church built in 1918. The Reverend E. J. Little was the first minister of the Ringwood Circuit.

A new building, which seats 450 people, was opened in 1963.

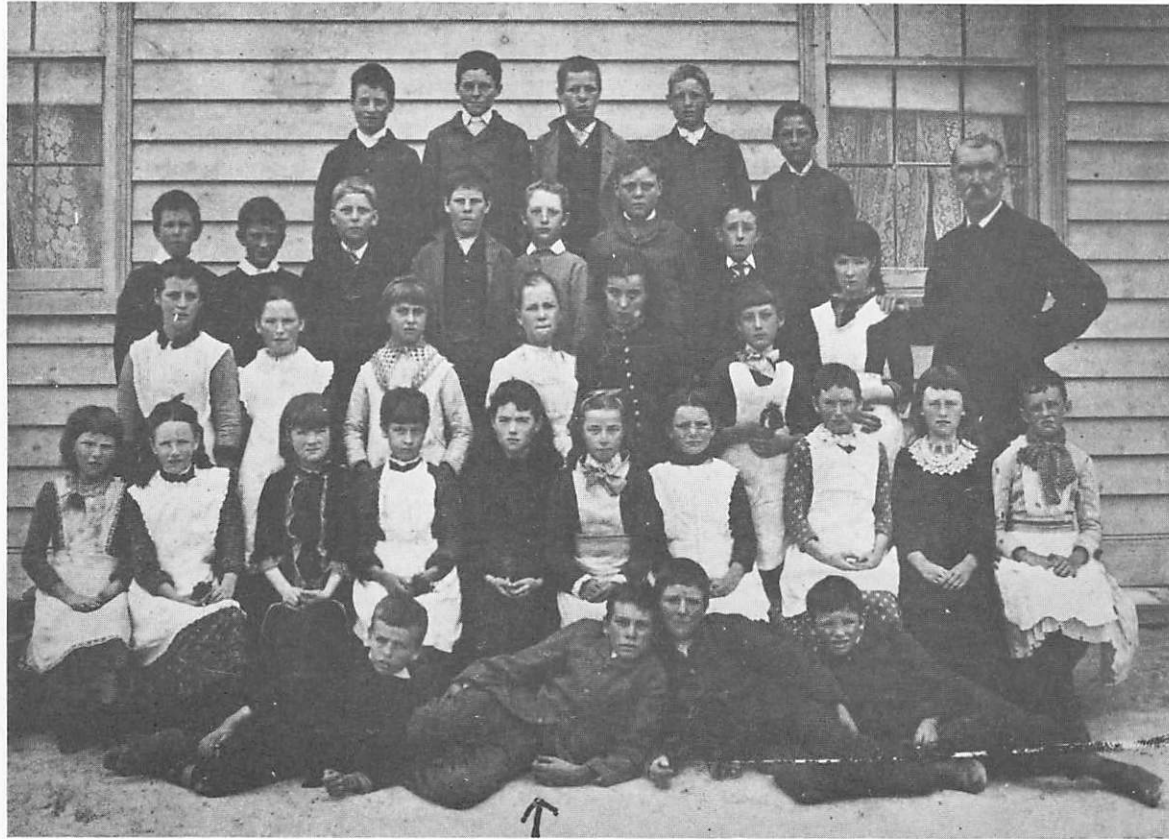
PRESBYTERIAN CHURCH (Scots Church)

In 1909, arrangements were made for the holding of a service at the Ringwood Hall every Sunday evening. The Reverend J. H. James officiated at the first service. In 1910, land was bought in Whitehorse Road, and two years later, a wooden building was removed from Oakleigh, and re-erected. The first evening service was held on 24th October, 1912 by the Reverend H. M. Burns, Lilydale. In 1913, Sunday School was opened under Superintendent G. Muller. Mr. W. E. Blackwood was appointed in charge after severance in 1915, from the Lilydale charge.

In 1923, a new Church building was erected, but by 1928, increased membership made it necessary to obtain a larger block of land, and the site in Adelaide Street was bought, and the Church and building were moved there. A new Sunday School and Church extensions were built in 1953, and, in 1958, a second extension was dedicated.

SALVATION ARMY

The Salvation Army Corp built their hall in Warrandyte Road in 1920, and the Officers-in-charge, were Captain Gilbert, and Lieutenant E. Didley. Later during the same year, the first official visit was made by Divisional Commander, Brigadier Lonnie, and the Chief Secretary, Colonel Palstra. The Ringwood Corp has a fine band, which follows the Army precept of taking the Word of God to the people, by holding out-of-doors meetings.



SCHOOL CHILDREN OF 1883

Senior children of S. S. 1451, Ringwood East, with their teacher, Mr. E. F. Cass.

The band's rendition of Carols is always a feature of the Christmas season. The Corp has recently bough land in Wantirna Road and propose moving their Church and Officer's quarters there.

In addition to the six Churches detailed, members of the following denominations hold regular services in their own Churches: -

Baptist, Brethren Fellowship, Christadelphian, Christian Science, Lutheran, Pentecostal, Seventh Day Adventist.

S C H O O L S

State School No. 1451, opened 1874, closed 1894
Cnr. Everard Road, Ringwood East.

This school, more affectionately known as "Cass's" school, was erected on 5 acres of Crown Land, gazetted for the purpose in 1874. It was handed over by the builder on 15th August, 1874, and the teacher, Mr. E. R. Cass, was appointed on 10th September, 1874. In 1878, Miss M. O'Gorman was appointed as Assistant Teacher, and Mrs. Cass taught the girls sewing. From 1889, until it was closed in 1894, the school operated as an adjunct to the Ringwood Street School, under the one Headmaster, Mr. John Sweeney.

State School No. 2242, opened 1880, closed 1889.
Heatherdale Road.

This school, while in the Parish of Nunawading, is included, because the greater proportion of its original pupils were Ringwood children. The school was opened in 1880 on the application of Messrs. J. Hammill, A. Kennedy, M. Dickson, C. Falconer, W. Wilson, and others who considered Ringwood East too far away. The first teacher was Miss E. McIntosh. It was first held in a building rented from Mr. W. Witt. In 1882, there were 51 children attending the school, and Mr. W. Sutton was the Master. In January 1885, Miss S. Light, then the teacher, had to report that the chimney had blown off, and temporary accommodation was found in a house a few yards up. Later that year, the new school on the S. W. corner of Heatherdale Road and Whitehorse Road, was opened, but 4 years later it was closed, as State School No. 2997 was opened. The teacher then, was Mr. J. Sweeney.

State School No. 2997. opened 1889, closed 1922
Ringwood Street.

With the slowing up of production at the Antimony mine, and the Civic and business interests located in Whitehorse Road, it was considered advisable to have a more centrally situated school.

On 1st December, 1889, Mrs. Turnbull, wife of the Stationmaster, laid the Foundation Stone of a brick school. The site was behind G. J. Cole's store. Mr. J. Sweeney was the first headmaster, and the school building, No. 2242, from Heatherdale Road, was moved down to serve as the teacher's residence.

This building served until 1922, when Headmaster W. Broben, transferred his staff and pupils to the new school in Greenwood Avenue. As this was a transfer, the registration number 2997 applied.

State School No. 4120

Oban Road. North Ringwood was opened in 1923 with an enrolment of 23 pupils.

State School No. 4180

Everard Road Ringwood East, was opened in 1924 on the site of "Cass's" school.

Winnington Grammar

In 1918 the Misses Hall opened a private school in the Church of England hall, when the building was in Whitehorse Road. They then erected the school building in Ringwood Street, where it functioned until closed down in 1961.

Our Lady's Catholic School

Wilana Street.

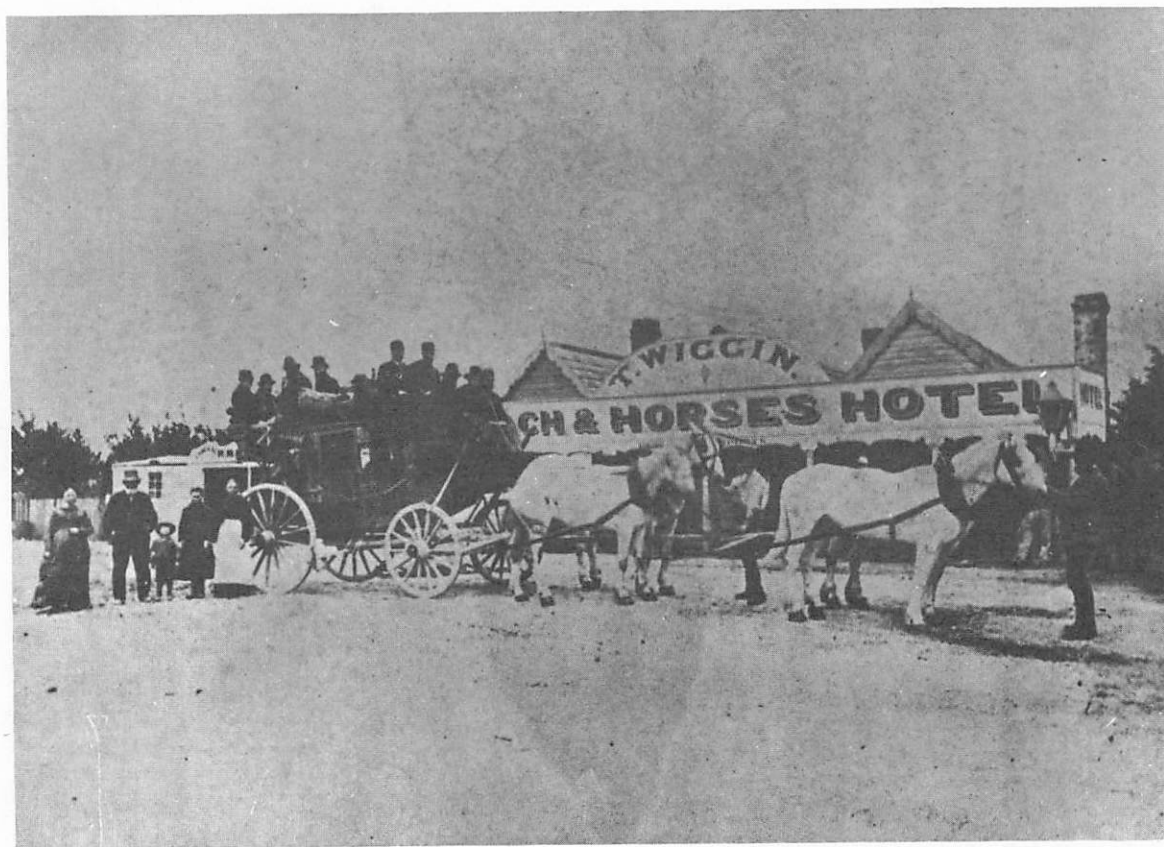
In 1932, two Sisters of Mercy from Lilydale opened the Catholic School in the Church-school building that had been built in Wilana Street during the preceding year. The Sisters, whose numbers increased as the need for more teachers arose, travelled daily from their Convent in Lilydale, to Ringwood, until 1960. In that year, Dominican Sisters left their Convent in Adelaide, to establish the Convent of the Holy Cross in Bedford Road, and staff the school. In 1956, the school was enlarged by the erection of five new class rooms, and the following year, three more class rooms and a hall were built. In September, 1958, the Church-School of St. Francis de Sales in Ringwood East was opened for children in Grade 5 and under.

By the 1950's, the demand for school accommodation was reaching saturation point in existing schools. The past ten years have been a rapid growth in the number of State Primary, State High, and denominational schools in the district.

Tintern C. E. G. G. S. moved its junior school to the 50 acre site in Ringwood East in 1951, followed by the Senior School in 1953. It caters for boarders, and day students.

The Seventh Day Adventist Church had a small private school in Bond Street, until 1962.

Ringwood High School, in Bedford Road, opened in 1954. It was first petitioned for, by ratepayers in 1922. Four years later, it was necessary to open Norwood High in Byron Street.



COACHING DAYS IN OLD RINGWOOD

Coach, en route to Melbourne from Lilydale, leaving the "Coach & Horses".

The year 1961, saw the opening of the Ringwood Technical School for girls and boys in Heathmont Road, and the opening of Aquinas College regional school for boys from the parishes of Healesville, Lilydale, Croydon, Ringwood and Mitcham.

Other primary State Schools are - Eastwood, Heathmont, Heathmont East, Norwood, and Mullum.

Pre-School Centres

The aim of kindergartens is, in co-operation with the parents, to make the best possible provision for the all round development of the pre-school child. By means of the planned activities of the child's day, such as play, routine, stories, discussions, nature studies, music, art, and an informal adult-child contact, the teachers seek to further the child's development. Much of the child's training is conducted by means of play, so a variety of play materials are provided.

At all times, Committees endeavour to find fully trained staff for their Centres, and for the past several years, the majority of Directors have been graduates of the Kindergarten Training College.

The first Pre-School Centre (a Play Centre) was opened in 1945 in the old hall of St. Paul's Church of England in Ringwood Street.

The fact that there are now eight Pre-School Centres in the City, with plans under way for a ninth, indicates that the community has a keen sense of the necessity for kindergarten training for its younger generation.

LANDMARKS, ROADS, PARKS AND PLAYGROUNDS

LANDMARKS - PAST AND PRESENT

Hotels

The Coach and Horses Hotel, that well-known landmark at the gateway to Ringwood, now a palatial two-storeyed brick hotel, has progressed a long way from the rough bush timber shack of the 1850's. When Thomas built his shanty on the winding bush track, 15 miles from Melbourne, he was not thinking of the Ringwood citizens - for, save himself, there were none. It was the timber cutters, the drivers of the bullock teams, and later the passengers from the coaches, who appreciated the rough hospitality of Mine Host.

Thomas ran the Log Cabin Inn, as it was originally known, for some years, before selling to Mr. J. Stirling. Stirling built a store next to the Inn, which his daughter Abigail, managed.

In 1872, Thomas Wiggin sold the lease of the White Horse Hotel in Box Hill, which he had managed since 1866, and moved into the Log Cabin. Mr. Wiggin was a buyer of horses for Cobb & Co., who started their daily run from Melbourne to Lilydale in 1869. The hotel became known as the Coach and Horses, and a daily sight was the lumbering coach, with its team of horses, easing its way down the rutty track, by now generally referred to as the White-horse Road. While the travellers thankfully stretched their cramped, and often bruised, limbs, and washed the dust of the road from their throats, there was great bustle and hustle around the coach. The horses had to be taken out, and the fresh team harnessed up, the mail bags were collected and delivered. Then "all aboard" for the Burnt Bridge Hotel on Nelson's Hill, where the horses were rested for a brief spell, after their long pull up the hill.

The hotel was a popular spot for the timber cutters, a great many of whom lived in the district. Great were the boasts of giant trees felled, and many the yarns of adventurous trips to the city timber mills. The timber men were natural observers, and while felling trees, they disturbed many wild animals and birds. The bar room of the hotel heard many stories of Kangaroos, Wallabies, and Wombats. Bird's eggs were produced for display, and the laugh of the kookaburra, crack of the whip bird, and song of the bell bird, were faithfully reproduced. Then there were the miners, - a few gold fossickers left from the rush at Anderson's Creek, and men from the antimony mine over in Ringwood East.

Gradually more shops opened in the vicinity of the hotel. As well as Miss Stirling's store, there was the butcher shop of Henry Wiggin, where Bissets grain store now stands. Mr. Hammill erected and operated a blacksmith's shop, and further down, Thomas Grant's "smith" offered competition, Robert Mashiter ran a general Store.

When Thomas Wiggin was accidentally killed in 1880, his widow carried on the business for some years, until she handed it over to Robert Mashiter in 1885. He had married her daughter Fanny.

In 1907, the old hotel was burnt down, the licensee at the time being "Nobby" O'Meara, and was rebuilt. Mrs. C. Madden, and her husband Nicholas, took possession in 1909, and were there until 1924, when Mr. Tom Murrighy moved in. The License changed hands several times until 1931 onward, trade at the hotel has shown a continuous increase, and in order to cope with the increasing business, the licensee successfully applied to the Licensing Court for a transfer of the license to the opposite side of the road, and a new hotel was built and opened in January 1940. In the bar room, four stages of the hotel's history are depicted in glass. The first shows the old Inn, with the bullock drays in front, the second, Cobb & Co.'s coaches and horses, then one of horses and vehicles, and fourthly, the present modern hotel, with motor cars parked outside.

The Club Hotel in Mount Dandenong Road, Ringwood East, was built in 1877 by George Wiggin, son of Thomas, who leased it to James Lindsay from 1884 to 1893. The mining operations on the other side of the road, were in full swing, and with the brickyards at the side, the Club did good business. It changed hands many times, but for many years now, it has been under the capable, and popular management of Mrs. Daisy Reddish.

Ringwood Market

The Ringwood Market as we know it today, is on the site of an earlier market which was much more extensive in its operations. Every Monday was market day, and a busy sight it presented too. The farmers and orchardists' wives brought their home made butter, their eggs, surplus vegetables, and the men brought their livestock, calves, pigs, and chickens. There were candy sellers to delight the children, softgoods pedlars, with gay materials to tempt the girls, while sons and fathers leant on the railings, and talked learnedly of crops and yields, and between times blessed or cursed the weather.

Mechanic's Institute, now the Town Hall

Ringwood's first public hall, was the little hall converted from a blacksmith's shop beside the Club Hotel. The wooden building saw many a gay gathering between the years 1877 and 1909, in which year, it was destroyed by fire. At one stage, it was used as a school, while the building in Everard Road was being completed.

When the district's commercial interests tended towards the station square, the civic leaders of the day, obtained an area of land opposite the station on the corner of Melbourne Street. Here, they erected a Mechanic's Institute and Free Library, in 1909. The Hall was well equipped with large main hall, ante rooms, Lodge, and Committee Rooms, and a convenient kitchen.

The Free Library was open every evening from 8 to 10 p. m. The Melbourne Public Library lent 200 books for the shelves, and the Bulletin, Australasian, Leader, etc. were available in the Reading Room.

At the same period, a reserve of 8 acres adjoining, and at the back of the hall was bought. This is now the Ringwood Reserve. After severance the Borough Council soon found that the Institute accommodation was insufficient and in 1927, the front portion of the Town Hall as it stands at present, was erected. In 1936, the back portion of the Institute was pulled down, and a new hall and ante-rooms erected.

Clocktower - Ringwood's Soldiers' Memorial

Between 1919, and 1927, many meetings, bringing forth many suggestions, were held on the subject of a suitable war memorial for the district. The Memorial Fund stood at £1,807. Eventually, the suggestion of a clock tower was adopted as being both suitable, and within the available finance.

On 4th August, 1928, the clock tower was unveiled, and the key of the tower handed to the Mayor by the trustees. The Council thus accepted the responsibility for the protection and maintenance of the tower. In 1934, the clock was adjusted for striking with the installation of a 26" 4-cwt. bell.

Drill Hall

The Citizen's Military Forces Training Depot in Dublin Road, is built on the site of an early brickyard. Two of the dams can still be seen in the grounds, and on occasions are utilized in military exercises. The depot is the headquarters of the 8th, 10th and 16th Field Squadrons, of the Third Engineers Regiment, and the members carry on the military tradition of Ringwood, which dates back to 1888. They claim the Victorian Rangers Volunteer Formation formed in 1888 as their parent unit. With the 24th Battalion, they fought through the First World War. The 24th Battalion was disbanded in 1940. The new Depot was opened in Dublin Road on 25th January, 1956.

Show Grounds

From about 1896, when it was inaugurated, until 1939, when the war brought its activities to a close, the annual show was an event looked forward to by young and old. Being principally a fruit producing district, the show was held in March, when the fruit was at its best. The fruit section catalogued hundreds of entries, and judges had a difficult task to pick the best. There were sections for the ladies to show their ability in jam making, cooking, and sewing. The school children performed maypole dances with coloured streamers, and later completed in foot racing events. There were wood chops for the men, and horse events for all.

The Show Committee worked long, and hard, and only regretted their human frailty in not being able to organize the weather - memory says it was usually obliging.

The Show was held on the reserve in Ringwood Street.

Race Course

The Ringwood Race Course was laid out behind the old Coach and Horses Hotel, on the south side of the Railway line (where Yencken's Glass factory now stands). It was a popular place in the first decade of this century. It was a flagged course of four to five furlongs, with a roped-in straight of about 60 yards to the winning post. The judges ruling was final, and nobody called for a "photo finish". Stake money for the races ranged from three to five sovereigns, nomination fee was 5/- and admission to the grounds, 2/-. The pony races had flagged starts and the saddling ring was the nearest tree to which you tethered your pony.

The races were mainly pony races, but the occasions were really sports meetings, for, in addition to the pony races, there was foot running, wood chops, and even bike racing.

Loughnan's Hill - Forbes Hill

The hill takes its name from the late Mr. Anthony Loughnan, Chief Clerk with the M. & M. B. W. , who resided at "Pinemont" for many years until 1940. In its earliest history, the townspeople spoke of it as Forbes' Hill, after James Forbes, on whose property, bought from the Crown in 1876, the area lay. Then, for a period, it was known as Monckton's Hill, after the then owner.

Burnt Bridge

In 1857, when the Government Surveyor, Mr. N. Bickford, and his party were covering the Parish of Ringwood, they found, and marked on the survey map, a rough bridge on the main track to Lilydale. The original Burnt Bridge Hotel was built in the 1860's, and held by David Thomas, J. Slevin, and in 1871, passed to Sam Cutts. It was used as a resting post by the coaches and horse drawn vehicles after their long haul up Nelson's Hill. It is now de-licensed, and converted to a general store and post office agency.

Lake Park - Sandy Gully

This was the low-lying land between the clock tower and Mt. Dandenong Road junction. In 1923, the Lilydale Shire purchased the land from Mrs. Dawes for a Reserve. Shortly afterwards, the M. & M. B. W. decided to lay a 48" water main along Mt. Dandenong Road and Whitehorse Road, and offered Mr. Lucas, Borough Engineer, 5,000 cubic yards of filling. His suggestion of constructing an artificial lake at Sandy Gully was adopted, and a working bee of local men brought horses and scoops, and grubbed and cleared the area to be submerged, in one Saturday afternoon's effort.

Hann's Cutting

That portion of Whitehorse Road, fronting the Cumberland Timber Co. it was named after the first pound-keeper appointed in 1895.

Mullum Mullum, or Deep Creek

The name Mullum Mullum, is in the dialect of the Yarra Yarra aboriginal tribe. It means many eagles, and decades ago, eagles were seen in numbers along the course of the creek. The Box Hill Reporter, of 18th August, 1922, carried the following advertisement: -

"Reward, to whoever can rid me of the hawks that are getting my chickens".
Mrs. R. Mullum Road, Ringwood.

Dandenong Creek

The word, written Dang-y-non, or Tanjenong, in early records, means "high and lofty". The creek takes its name from the mountain on the slopes of which it rises. It is first mentioned in 1837 by Captain Lonsdale.

Maroondah Highway - "Whitehorse Road"

The very earliest maps showed this road as the Old Gippsland Road. The road turned off this side of Lilydale, ran south east through Woori Yallock and Loch Valley, and then followed the course of the Latrobe River until it converged

with a road running up from Port Albert. Then it continued to Sale. In the 1850's, it was referred to as the Main Healesville Road. Three years later, when Patrick Trainor built his hotel near Elgar Road, Box Hill, he had a sign, in the form of a white horse, hung from it, and called it the White Horse Hotel. The road passing its door was soon referred to as the White Horse Road. The entire highway, east of Box Hill, has lately been designated "Maroondah Highway" by the C. R. B.

Canterbury Road - Delaney's Road

This road is older than the Maroondah Highway, and was a stock route to the pastoral areas of Croydon and Ferntree Gully. It was said to have been impassable for wheeled vehicles.

Mt. Dandenong Road - Sawmill Road

In 1857, this road was surveyed, and shown as Saw Mill Road. This followed a customary practice of naming a track from its destination. In the course of time, the Country Roads Board accepted it as a main road, and named it Mount Dandenong Road.

Wantirna Road - West Prussia Road

This was originally referred to as West Prussia Road, by a number of settlers, who had come from Germany, and built along the then track. At the time of the first world war, anti-German feeling ran high, and a public petition resulted in the name being changed to Wantirna Road.

Warrandyte Road - Anderson's Creek Road

It was first declared a Road in 1867, and until 1928, was always referred to as Anderson's Creek Road, again taking its name from its destination. Warrandyte was known as Anderson's Creek until 1908.

PLAYGROUNDS

Boys and girls throughout the City, have a grand outlet for their energies in the 35 areas set aside, and equipped, as Children's Playgrounds. The Council has installed sturdy playground equipment on these sites. The Henley Carnival Committee has annually conducted a carnival for the purpose of raising funds for the purchase of this equipment.

PARKS

The early councillors, with vision and wise planning, set aside large areas for recreation. These acres have been added to, as opportunity arose, and some 300 acres are permanently reserved for parklands and recreational purposes.

The total area is divided into over a dozen parks, in various parts of the city.

Ringwood Lake Park	19½ acres
Jubilee Park	67 acres
Heatherdale Road Reserve	32¾ acres
Heathmont Reserve	11 acres

Greenwood Park	6 acres
BellBird Park	12 acres
North Ringwood Reserve	8 acres
East Ringwood Reserve	16 acres
Wombalano Park	25 acres
B. J. Hubbard Reserve	16 acres
H. E. Parker Reserve	21 acres
Norwood Reserve	5 acres
Ringwood Reserve	8 acres
Mullum Reserve	20 acres

Ringwood Lake park, reserved as a non-sporting area, has perhaps, the greatest potential which, when completed, will go a long way to establishing Ringwood as a garden city.

Jubilee Park, of 67 acres, is the largest of the parks, and is fast becoming a self contained sports reserve that is the envy of lesser endowed municipalities. It has ovals, and sporting facilities for most sports, with the present exception of a Bowling Green and Swimming Pool.

CLUBS & AUXILIARIES

SPORTING CLUBS

Certainly our pioneering families had to work hard, long, hours, but this only made them treasure their recreation hours the more. The active folk formed sporting clubs, the football club in 1900, and the cricket about the same time. A little later, the Tennis Club came into being. Then followed, one by one, a sporting club for any sports you care to name. The list starts with "A" for Anglers, and ends with "Y" for Youth Club. The members are keen participants at their chosen sports, and more than hold their own in district and open competitions.

In August, 1963, a referendum of ratepayers gave a "yes" vote for Sunday Sport.

Cultural Bodies

The less actively inclined joined the Horticultural Society, who were responsible for the annual show. There was the Choral Society, with their quarterly concerts that featured guest professionals. The Debating Society, and the Citizens' Brass Band, were active in pre-Borough years.

In both sporting and cultural fields, special attention has always been paid to clubs for children and young people. In particular, every Church has a wide range of youth groups operating in their Church Halls. These, under the flags and banners of their respective clubs, join together every year for the annual celebration of Youth Sunday.

Service Groups and Auxiliaries

It would be lengthy task to list all the groups of warm-hearted and generous men and women who voluntarily and unobtrusively work for the relief of distress, the comfort of the aged, the sick, and the needy, and the advancement of their own community.

Amongst the earliest groups organized, where the Progress Associations, the Lodges, and Friendly Societies, and the various hospital auxiliaries.

The Churches have numerous societies and clubs, each school has at least one committee, the sporting clubs have their attendant ladies' auxiliaries, together they total over 100 organizations, with the common aim or working for the common good.
