| ACTING PRESIDENTS. | | VICE PRESIDENTS. |
|---|---|---|
| June: | B. Muckleston.<br>874-2350 | Shirley Jones.<br>874-7073 |
| July: | A. or T. Poole.<br>878-2880 | Judy Robley<br>878-1492 |
| August: | L. or A. Baker.<br>878-7729 | |

| ACTING SECRETARY. | ASSISTANT SECRETARY. |
|---|---|
| Clyde Tilson<br>878-4086 | Doris Mattingly.<br>878-4630 |

| JOINT TREASURERS. | EDITOR. |
|---|---|
| Ian & Shirley Barker,<br>14 Tortice Street, Nunawading. | Jean Webster<br>874-4210 |

PLEASE NOTE.
        All meetings of the Nunawading Historical Society will in future begin at 7.45 p.m. SHARP.  This will enable us to complete the business of the meeting by 8.30 and allow our speakers an earlier start. Please be seated by 7.40 p.m.

DATES FOR YOUR DIARY.
        JUNE 10th.  7.45 p.m.  Willis Room, Civic Centre, Nunawading.
        Mr. David Moss on the "History of the Blackburn/Mitcham Film Society".

        JUNE 9th to 20th.
        The Society will be looking after the Lion's Den Opportunity Shop, Blackburn during this period.  A good percentage of funds raised during these two weeks will go to our funds.  If you have not already notified SHIRLEY JONES of the time you are available, please ring her now - 874-7073.  We need goods to sell and as many helpers as possible.

        JULY 8th.  7.45 p.m.  Willis Room, Civic Centre, Nunawading.
        Evening of Memories (the Making of a Social History)
        All members are asked to contribute a short story from your childhood memories, school, growing up, wartime, your suburb, etc.  List of suggested topics available at June meeting.

        JULY 25th.  THEATRE PARTY  -  "Breath of Spring"  -
        a very funny comedy production by Mitcham Rep.
        Nunawading High School Theatre
        Adults $3.50   Pensioners & Students $2.50
        Bookings:  Ring Phyllis Johnson - 874-4745.

        Thanks to Teddy and Allan Poole for the gift of two twentieth century china plates for display at the Museum.  Also to Mrs. Gaskin of Nunawading who donated two antique plates, one about 150 years old.

        Mrs. Gaskin is 6th generation Australian, descended from Richard Tuckwell, Quarter-Master Sergeant of the 102nd Regiment, arriving at Sydney Cove in January 1788 with the First Fleet.

        She has generously presented to our Museum a plate inscribed

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Mrs. Gaskin is 6th generation Australian, descended from Richard Tuckwell, Quarter-Master Sergeant of the 102nd Regiment, arriving at Sydney Cove in January 1788 with the First Fleet.

She has generously presented to our Museum a plate inscribed "Parramatta 2nd. November 1788", which was specially made for the Centenary in the next century; also a red and white plate, the last of a particular dinner-set of the family, known to be 150 years old, and a leather purse 110 years old, owned and used by members of the family. At one time a Tuckwell married one of the Stonehams, a musical Geelong family, who were among the first settlers in Victoria.

We are indeed grateful to Mrs. Gaskin for her gifts, and to Teddy and Allan for another example of their continuing support.

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While in Sydney I was fortunate to join a guided tour of the Town Hall, an activity of 'Heritage Week' in N.S.W. It is a beautiful building. The entrance foyer, which was originally to be the council chambers, is used for many private functions, as well as civic ones, and is in great demand for weddings. There is a large concert hall, elegant ceilings throughout the building, many cedar doors, some 3 inches to 5 inches thick and beautifully carved, as well as cedar panelling and window frames. Everything we saw was in immaculate condition.

There are many treasures in the Town Hall, and we saw examples of fine antique furniture and china in use in the rooms specially set aside for use by the Lady Mayoress. The stained glass window at the top of one staircase featured Captain Cook and on another wall was a portrait of the young Queen Victoria. These items are of special significance. At present three rooms are being re-decorated to house an on-going exhibition of "gifts to the people of Sydney".

I understand that tours similar to this are to become a regular thing at the Town Hall and I would recommend them to you. Numbers will be limited on each tour, so a 'phone call re times etc. would be advisable.

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It was in 1842 that the New South Wales Government decided Sydney's 35,000 citizens should form a municipality and administer their own town. A total of 24 aldermen were elected and council meetings were held in Pulteney's Hotel in York Street, and occasionally in the parlour of the London Tavern.

At that time a limit was set on the amount of tax a Sydney Council could impose, and when the council decided to build a Town Hall of monumental proportions at a cost of £5,000, there was such an uproar from the ratepayers that the scheme had to be dropped. The main opposition came from those who complained that the city was in a mess with shocking roads and not even a decent garbage system. If the council could not afford these ammenities, how could it justify the expensive Town Hall?

By 1853 the Sydney aldermen were thoroughly unpopular and most citizens were delighted when Parliament abolished the council on the grounds that many members were using it as a means of feathering their own nests or that of their families. It was not till 1858 that Parliament decided Sydney should try the municipality system and a council was duly elected. The first thing it demanded was a home of its own.

There was a possible site for the new Town Hall in Bent Street but a far more promising site was the old graveyard next to St. Andrews Cathedral, then still being built. It was now 1867 and when news of the council's intention reached the public they 'rose up in anger'. This was hallowed ground and anyway if the dead were dug up to be transferred elsewhere, all kinds of terrible diseases would be let loose. Parliament, however, brushed away these fears of typhus and small-pox and gave the council a grant of one fifth of a hectare of the old graveyard. At the same time they stipulated that the Town Hall was not to cost more than £25,000.

The Duke of Edinburgh, Prince Alfred (one of Queen Victoria's sons) was visiting Australia in 1868 and the council looked to him to lay the foundation stone. During a picnic at Sydney's Clontarf an Irishman fired a shot at the Prince and his Royal Highness developed a sudden distaste for ceremonies involving crowds. Whether it was the welcome of the colonials, or the persuasive tongue of the Lord Mayor, Charles Moore which made the Prince change his mind is hard to say. He did agree to

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The trowel used by the Duke of Edinburgh, and presented to him as a momento of the occasion, was made by Sydney craftsmen. It had a 22 carat gold blade and an ivory handle inlaid with Australian mined malachite pieces set in gold. It was also studded with pearls and a large emerald.

There were problems from the beginning. Outcries about desecration of sanctified ground when skeletons were removed from the old cemetary and work began on the Town Hall. Then as the walls rose higher and higher it was discovered that the building overlapped its grant of land. The Colonial Secretary insisted that the building be pulled down and restarted. As a result of this and many other problems the Town Hall was far from completion when the deadline was reached on 1st January 1872. The first section of the building was opened in 1875 and today we would not be surprised to hear that any such project had indeed increased in cost by more than 300% from the original estimate, as it did then.

At this stage the Town Hall consisted of various business chambers and a fine vestibule. But the aldermen argued that a real Town Hall also needed a great assembly hall that could be used for all types of gatherings. It seems that our ancestors did not always learn from their mistakes, because walls here had to be pulled down too, when it was discovered that the foundations were not solid. The Hall was completed in 1889 and in November of that year a crowd of 7,000 milled in George Street to watch the Mayor, John Harris, welcome the Governor, Lord Carrington to the Town Hall. The crowd cheered the Mayor, the Governor and his wife and two daughters, and roared with delight when Henry Parkes, then Premier, arrived in a splendid uniform he had designed himself. Harris's daughter Marion was given the task of opening the Town Hall and it was named 'Centennial' to commemorate the centennial of the arrival of the First Fleet. It din't seem to matter to anyone that the actual centennial had been a year earlier.

Afterwards there was a concert given by an orchestra of 60 and a choir of 200. The crowd joined in the thanksgiving hymn "All people that on earth do dwell". Half Sydney turned out that night to watch the arrival of the 2,000 chosen guests who were to be entertained at the Mayoral Ball. In all it was a marvellous day and no one seemed concerned that the magnificent Sydney Town Hall had cost not the £25,000 originally quoted but £350,000. Imagine that! Then inflation was hardly thought of as a fact of life as it is today.

(Information re History of Town Hall from the "Daily Mirror", Sydney)

SNIPPETS OF HISTORY        by Doris Mattingly

In the early days of Australian history King Island in Bass Strait had the reputation of being one of the three Islands of Wrecks around the Australian coast, in company with Kangaroo Island off the South Australian coast and Fraser Island off Queensland. King Island was first permanently settled in 1855; originally thickly wooded, it is now mostly grazing land. At Currie, the main town, the local Historical Society of today meets in the former lighthouse keeper's residence, an 1880 building. An eminently suitable place.

Edward Wilson, Artist, Journalist, Philanthropist, came to Australia in 1842 and joined J.S. Johnson in a cattle station at Dandenong. He was filled with enthusiasm for political reform and had a ready and caustic pen. When the chance came he and his partner Johnson became proprietors of the "Argus" in 1847. Wilson and Johnson amalgamated with it the Port Phillip Gazette and Daily News. Thus there were two papers left — the "Argus" and the "Morning Herald". In 1852 the daily issue of the "Argus" was 3700 and the Colony at this time possessed 216 Journalists.

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In the mild 1930's the "Argus" printed for a short time an evening paper called the "Star" as a rival to the "Herald". In order to establish a market, it was essential for the "Star" to reach the newsagents first. A member of our society living in Werribee at that time remembers how the locals used to watch with interest the races between

the "Herald" delivery motor-van on the way to Geelong, and the motor-
cycle and side-car carrying copies of the "Star". The "Herald" library
has supplied the information that in 1929 the "Herald" garage housed
36 delivery vans. Today there are 116 in operation.

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## Local History from the Vic Rail News.

After wandering in to Mitcham Station about 7 years ago 'Wal
the Cat' died on Cup Eve last year while on night shift. He was 10
years old. His dedication to stomach comfort saw him weigh in at 9.5 kg
at his peak, slimming down to a fighting 7.5 kg during the summer. As
well as being known throughout the system and a real favourite with the
public (people often brought their children and friends up to see him),
he was a great friend and companion to the staff at Mitcham Station.
Wherever Wal has gone we hope they have plenty of good food or he will
rip their arms off.

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## KNOW YOUR RAILWAYS

1839   First railway plan. Robert Hoddle, N.S.W. Government Surveyor at
       Port Phillip District in March marked out a town site at The
       Beach (now Port Melbourne) and planned a line from Melbourne.

1850   Uneventful public discussion on railways from Melbourne to
       The Beach and to Geelong. A company to build a steam railway
       from Geelong to Melbourne and to be completed within 3 years at
       an estimated cost of £84,00, collapsed because of lack of
       financial support.

1851   The Colony of Victoria established July 1.

1852-3 Eight private railway syndicates formed. Three private companies
       Authorized by the Government to build railways. Melbourne and
       Hobson's Bay Railway Jan. 20, 1853; Geelong and Melbourne
       Railway February 8th; Melbourne Mount Alexander and Murray River
       Railway, February 8th.

1854   First steam railway in Australia - from Flinders Street, Melbourne
       to Sandridge (now Port Melbourne) - officially opened, September
       12, by Melbourne and Hobson's Bay Railway Co.

1855   Extensive surveys in Victoria for proposed Government trunk
       railways.

1856   Victorian Railways Department established by Government purchase
       of the Melbourne Mount Alexander and Murray River Railway Co's
       property and assets, March 19; completion of the Company's
       Melbourne to Williamstown line to be undertaken.

1857.  Melbourne & Hobson's Bay Railway Co's line from Melbourne to
       St. Kilda opened, May 13.

       Victoria's first country railway, Geelong to Greenwich (Newport)
       opened June 25th, by Geelong and Melbourne Railway Co.

       Parliament authorized the construction and financing by the
       Government of trunk railway from Melbourne to Sandhurst (Bendigo)
       and Echuca, and from Geelong to Ballarat, November 24.

       Melbourne & Suburban Railway Co. and St. Kilda Brighton Railway
       Co. authorized to build lines from Melbourne to Hawthorn and
       Brighton, November 24.

       To be continued.

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Please accept my apologies for the lateness of this Newsletter. We have had problems trying to find a new source for the duplicating without having to use the very expensive commercial outlets. I would like to thank Joan Sach for the typing of the stencils and "THE HOUSE" (Nunawading North Neighbourhood Centre) for their willingness to assist and for the duplicating.

Editor.