

NUNAWADING HISTORICAL SOCIETY --- NEWSLETTER.

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MARCH - APRIL, 1979.

Registered at the G.P.O. for transmission by post as a periodical.

PRESIDENT & EDITOR.

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VERMONT. 874-4210.

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FOREST HILL. 878-2880

TREASURER.

Mrs. S. Barker,  
14 Tortice Street,  
NUNAWADING. 3131.

SECRETARY'S REPORT.

The Society had a very productive General Meeting on 14th February when we enrolled 6 new members, and learned that our Shop Window Display Case has been completed and is in use. I urge any members who have not seen it to pay a visit to the Museum and see our lovely things displayed to advantage. In appreciation of all the time and work Harold Bakes has spent at the Museum, the President presented him with a copy of Niall Brennan's "History of Nunawading".

We were entertained by Miss B. Jones with her commentary and slides of South America. These took us across the centre from the east to the west coast, showing huge waterfalls, the slopes of the Andes, Inca ruins and some of even older civilizations. The towns and villages are all influenced by the Spanish Conquistadors. We found the Indian population fascinating in their clothes, customs, crops and crafts. It was a very pleasant and informative evening.

Thank you to all who helped at the Forest Hill Stall on Friday, 9th March, and you will be pleased to know that we raised approximately \$230.00.

A special welcome to new members, Mrs. Lee, Mrs. Leo and Mrs. Lumrich.

DATES FOR YOUR DIARY.

GENERAL MEETING.

Coffee Shop: Speaker, Mr. M. Chaitin on "WELSH CASTLES".

THEATRE NIGHTS.

27th April: MITCHAM REPERTORY GROUP'S presentation of "WATERS OF THE MOON".  
Mitcham Memorial Hall, Mitcham. ALL TICKETS, \$3.00  
(Money to be paid no later than 14th March please.)

11th May: HARTWELL PLAYERS in AGATHA CHRISTIE'S, "THE HOLLOW".  
Camberwell Civic Centre, Camberwell.  
(Money to be paid by 4th April at latest, please).  
ADULTS, \$2.50, CHILDREN, STUDENTS, PENSIONERS, \$1.00.

WILLIAMSTOWN TRIP.

SUNDAY, 18th MARCH is a sellout. We apologise to those who missed out on this trip. May we suggest that you book early for the Keilor Trip, Sunday 6th May.  
(See article, page 4 for further details).

Bookings for any of the above may be made with the Secretary.

"THE MAN WITH THE DONKEY".

Every Australian who was at the Anzac landing knew "the man with the donkey", and when he died by machine-gun fire his last resting place was pointed out to late-comers with a thrill of admiration. The donkey fell almost beside its master. The man's name was John Simpson Kirkpatrick, though few knew his full title. He enlisted in the Australian Medical Corps, and was one of the ambulance bearers. On the day of the landing Kirkpatrick did his duty, forgetful of shot and shell and his own safety; all he thought of was the relief of the sufferers in Shrapnel Valley and Monash Gully. A Turkish pack donkey came wandering into the Australian lines, and Kirkpatrick "commandeered" it. That was how Kirkpatrick (Simpson as some called him) came to be known as the "Man with the Donkey". All that day and the next he gave the wounded drink and attention, and carried them astride to the beach. Then he was killed.

Kirkpatrick has not been forgotten by his townsmen of South Shields, and the following account is the "Newcastle



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Kirkpatrick has not been forgotten by his townsmen of South Shields, although he served with the Australians. The following appeared in the "Newcastle Daily Journal" (England) of 17th May, 1918:- "There was a large gathering in the Free Library, South Shields, to witness the presentation to that institution of a bronze statuette in memory of the late 'John Simpson Kirkpatrick', a native of the town. Executed by Mr. Bertram Pegram, the statuette, which was exhibited in the Royal Academy last year, represents Kirkpatrick, who was a member of the Australian Field Ambulance, bringing in a wounded soldier on his donkey. After the ceremony the Mayor handed to Mr. James Walker a large framed photograph of the hero, to be hung in the Tyne Dock



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*Masonic Club. Mr. D. McNeill presented to Mrs. Kirkpatrick a framed picture of the statuette, and the Mayoress pinned on her breast a gold Australian military badge, which has been procured by the lady members of the library staff by means of a shilling subscription, at the same time handing her a bouquet of roses."*

Original article from Box Hill Newspaper, 1918.

MELBOURNE HAS ITS OWN STATUE TO THE MEMORY OF SIMPSON AND HIS DONKEY. IT IS IN THE VICINITY OF THE SHRINE OF REMEMBRANCE.

#### THE ROLE OF THE RAILWAYS IN ECONOMIC DEVELOPMENT. 1860 - 1890.

Roads in 1860 were nothing more than tracks cut by the passing of many coaches and buggies. Distances were great, horse drawn transport was slow, dirty and uncertain. Roads as we know them were unthinkable before the age of motorized transport. It is, therefore, understandable that railways were seen as a prime form of communication and transport. Their expansion over this 30 year period was the first determined attempt to overcome the two greatest barriers to Australia's development - scattered resources and vast distance.

Overseas investors provided the capital, and unlike investments made in pastoral and building enterprises, benefits from railway construction were usually considered on a long term basis. Profit or loss was not always the governing factor behind railway investment. The principle standard of judgment and the objectives varied from one colony to another and changed over the 30 years. The most frequently mentioned motives were railway revenue, extension of settlements, and the cutting of costs which would encourage greater productivity. This especially applied to the producers of bulk commodities such as wool and wheat.

Victoria and New South Wales were the major builders in the 1860's. South Australia and Queensland made little progress till 1872 and continued to expand over the following 15 years. Victoria's development was erratic because of its relatively restricted geographical boundaries and its denser settlements of population compared with the other colonies. Projects were completed quickly and basic changes of growth could be implemented with comparative ease. By 1862 Victorian Government Railways were running to the Ballarat and Bendigo gold fields. Goods to the goldfields became cheaper and arrived in better condition.

Development was not always directed towards assisting an undeveloped area although this did happen in Queensland. Extension of the railways here enabled selectors to turn from grazing to wheat growing. Wheat acreage in the Murrumbidgee area increased 900% and in the Riverina, N.S.W., from 8,000 acres in 1861 to 200,000 in 1891. It was, however, often strong political pressure that ensured a particular urban area was favoured by the arrival of the railway. Governments were attracted to other areas by the prospect of lucrative freight, and railways in turn facilitated the development of industries. For instance, the coal fields in N.S.W. which had the advantage of being close to port facilities, were greatly assisted. The building of a short railway line to carry the coal to the port was comparatively easy. Transport costs were cut and in addition the widespread use of steam engines ensured the steady expansion of the coal fields.

External economics and long run profit considerations were sometimes, but not always important. A railway terminal at Bairnsdale was linked with Melbourne in 1888, it acted as a natural outlet for the rich produce of the region and in so doing acted as a stimulant. But it was to be some years before the state would reap any substantial benefit from such activity.

Railways afford one of the best examples of the application of physical equipment to land. It linked population centres, stimulated settlement and industries and enabled ports to tap rich inland trade. In 1868 a line was opened to Echuca on the Murray River. This was an important port for goods travelling down the Darling and Murray Rivers and the railway line was built with the express purpose of attracting the wool and wheat from the rich Riverina district of N.S.W. to Melbourne ports. Country towns were being built near the new railway stations and in every town, in every colony, the station held a place of importance. Clustered nearby would be more buildings holding wool, wheat, timber, etc., arriving in or leaving the area.

The linking of the colonies' railway systems between 1883 - 1888 had some effect on politicians and the people seeing their land as an overall country. The Governors of each state and others expressed the wish that railway unity would in time result in the union of the colonies themselves. W. A. used railways as part of its price for becoming an original member of the Commonwealth of Australia. It demanded



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Half of the public investment, excluding local government authorities, was in railways, leaving the other half to cover all other needs in the fields of water and sewerage, roads, schools, government offices and buildings. This could not help but detract in some way from development as many of these services were essential to real growth.



The colossal waste of resources, caused through the lack of any central government control and jealousy between one colony and another, must have retarded growth and development in many areas. All colonies, except Victoria, which continued to build the traditional 5 ft. 3 ins. broad-gauge lines, had adapted railways to the Australian conditions and purses. Over long distances the narrow gauges represented a great saving in construction costs. The difference in gauges also meant greater capital outlay for the Governments of Victoria and New South Wales as they each provided engines and rolling stock to travel their section of the miles between Melbourne and Sydney. Goods had to be transferred at Albury, from one train to another as did passengers. It would be difficult to estimate the overall cost of this foolishness, or misjudgment, that was not rectified till the middle of the 1900's.

Railways radiated out from the port cities and, therefore, must take their share of responsibility for strengthening the trend of urbanization.

#### CHRONOLOGY OF RAIL CONNECTIONS - MELBOURNE TO GEMBROOK.

(Taken from Boronia Chamber of Commerce Supplement).

Melbourne to Punt Road, Richmond	8th March, 1859
Punt Road to Swan Street, Richmond	12th December, 1859
Swan Street to Pic-nic (Yarra River)	24th September, 1860

(These lines were built by the Melbourne & Suburban Railway Co.

In 1865 they were purchased by the Melbourne & Hobson's Bay United Railway Co., which was taken over by the Victorian Railways Department in 1878.)

Hawthorn to Camberwell	3rd April, 1882
Camberwell to Ringwood	1st December, 1882
Ringwood to Upper Ferntree Gully	4th December, 1889
Upper Ferntree Gully to Gembrook	18th December, 1900

(The Hawthorn to Ferntree Gully portions were built for the Victorian Railways Department by private contract.)

Electrified Service to Upper Ferntree Gully, 12th October, 1925.

#### HOME THOUGHTS.

Nunawading! Nunawading!

Many thousand miles away  
From the scenes of Freedom's triumph,  
Still I think of you each day;  
And your gardens by the Koonung,  
Red and gold in summer shine,  
How I long once more to see them,  
Nunawading, home of mine!

Nunawading! Nunawading!

A score of years it seems ago  
Since I left your gums and wattles  
With the boys to fight the foe  
Kings have gone and empires fallen  
Since we reached the battle line - -  
Now the transport's in the offing,  
Nunawading, home of mine!

Nunawading! Nunawading!

Have your sons not played the game?  
They who fell by Somme and Ancre  
Sure have earned undying fame.  
Now the clash of arms is over,  
For our homeland we all pine ---  
Don't you hear the boys returning?  
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(This poem was printed in the Box Hill Newspaper dated 16th December, 1918.

I hope the young writer got home safely.)

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#### NORMAN   LINDSAY   REMEMBERED.

Norman Lindsay, Artist, Author and Sculptor was born on the 22nd Feb., 1879, and this year the Victorian Government's Commemoration of a notable person is to be directed to his life and work. Your attention is directed to the Norman Lindsay Exhibition on display in the Irving Benson Hall of the La Trobe Library from 22nd February to 12th April, 1979.



BUNYIP FOUND.

We are pleased to report that the Bunyip (see our story Jan-Feb issue) is indeed alive and well and has taken up residence at the Commercial Bank of Australia.

What did you imagine a Bunyip looked like? Our C.B.A. model is a real with-it Bunyip. He stands some 6" high, sporting a green plastic body, quite plump, and has two very modern antennae.

The Commercial Bank of Australia kindly donated a number of their Bunyip Money Boxes to the Nunawading Historical Society for sale at our stall at Forest Hill on 9th March. We are most grateful for their assistance.

THE MUSEUM COMMITTEE REPORTS:-

Several working bees have been held at the Museum recently and much tidying up and re-arranging of our acquisitions and records has been accomplished.

A number of magazine type papers have been passed on to the Nunawading Library., e.g. 1935 Jubilee edition of the short-lived paper "The Star". The Library at present displays these in glass cases, as part of relevant book exhibitions from time to time; but is planning to have photographic copies made which would become available for public use.

Some of our fine collection of lace, crochet and embroidery is now out on display and is attracting much interest, so too is our new show-case for our valuable clothing. This is a fine piece of work and we owe a great deal of thanks to Harold Bakes for all the time, energy and hard work that went into its completion. Thanks too, to Wally Spooner for his assistance and to Mr. Eric Sunderland who helped Harold in the construction of the show-case, and to Able Demolitions for their help with suitable materials.

Volunteers are needed to assist with future working bees at the Museum. We would be most grateful for any help.

Doris Mattingly.

For the Museum Committee.

CORRECTIONS (with apologies from the Editor).

The Treasurer's address - 14 Tortice St., Nunawading.

Family Membership. \$3.50 and not \$5 as stated in Jan-Feb, issue.

Annual Meeting - 10th October, not 11th.

BUS TRIP TO KEILOR-SUNBURY AREA.

SUNDAY, 6th MAY, 1979.

The bus leaves the Civic Centre, Nunawading in time to arrive at Keilor by 10.00 a.m. A guide from the Keilor Historical Society will join us at the "Overnewton Gatehouse" and point out the interesting areas around Keilor, including the "Organ Pipes" and the "National Park". Lunch, (bring your own) will be at the M.M.B.W. Metropolitan Park "BRIMBANK", a very beautiful area, overlooking the Maribyrnong River. The afternoon will be taken up with a tour around Jackson's Creek - Bulla and Sunbury area. A cuppa will be available at the "Overnewton Gatehouse" before the bus departs for home at approximately 4.30 p.m.

BOOKINGS MAY BE MADE NOW. \$4.50 adults, \$2.00 children.  
PLEASE FORWARD YOUR CHEQUE WITH BOOKING TO ENSURE A SEAT ON THE BUS.

HAVE YOU VISITED ? HAWTHORN - for the best Victorian architecture in and around the following streets:- Harcourt St., Isabella Gve., Elgin St., Hawthorn Gve., and Coppin Gve.

DONCASTER: Schramms Cottage & Orchard Museum. Melway Map 33: J.10. Open Saturdays and Public Holidays. An 1875 stone cottage and a Museum built in 1870.

WAVERLEY Jell's Park, Jells Road, Glen Waverley. Melway Map 71: J7.  
M.M.B.W. metropolitan Park. Open daily. Future planning is for historic house, large lake, horse riding.

MITCHAM. Schwerkolt Cottage Museum. Deep Creek Rd. Melway Map 49: D8.  
Pioneer Cottage, 1864, furnished in the style of the day; also a Museum built 12 months in similar style houses a fine collection of documents and many

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Pioneer Cottage, 1864, furnished in the style of the day; also a Museum built 12 months in similar style, houses a fine collection of documents and many items of outstanding interest, including a collection of agricultural equipment. Open, Saturday, Sunday and Holidays, 2 - 5 p.m.