



NEWSLETTER

Series 30 No. 1

January–February 2022

ABN 44 352 041 634 Inc. AO 012235J

Following repeated requests from large numbers of school children for information on the early days of the City, the Gazette this week publishes a short history, which has been prepared by Mrs. Denice Moorhouse, of Mitcham.

Mrs. Moorhouse is the official historian for the City of Nunawading. The following is a precis of the official history which Mrs. Moorhouse has almost completed.

Our First Settler Arrived in 1850



This picture shows Whitehorse Rd many years ago. On the right of the picture, marked with a cross, is the corner of Mitcham Rd, where Mirama Court now stands.

IN 1841 there were two or three “intending settlers” in the area which was to become the Nunawading District Roads Board. They were granted deeds in 1850 and 1851. (A. Wright 1850; G. Abbot, William Virtue, James and Thomas Wright in 1851).

On August 7, 1857, the Nunawading District Roads Board came into existence and this was the first step towards the city we know today. The Nunawading District Roads Board stretched from the Surrey Hills region to the Heatherdale Road and from the Koonung Creek to Highbury Road and Dandenong Creek.

This large area was to be separated 78 years later into the cities we know today as Box Hill and Nunawading.

While there had been a school

in Box Hill from 1857, the first school in the area to become the city of Nunawading was in 1861 at Burwood East and the first church was the Wesleyan Chapel at Mt. Pleasant in 1865. Once the church building provided a room for a school, the parents formed a committee and day school opened in the church.

The Board of Education refused to give aid to this school, so it was not until 1873 that a State school opened at Vermont. The other school was then closed. The children paid 1/- a week for tuition.

The main occupation in Nunawading in the early years was timber cutting. So great were the forests, and so many were the tree-cutters, that the Parish of Nunawading became known throughout the colony as the

“place of the Tree Cutters”.

With the land cleared in small patches, farmers grew berries, grapes, fruit trees and barley. There were also a number of milking cows. By 1872 (May 4) the district had grown sufficiently to become a shire. The shire was a large one of 23.5 sq. miles and the problem of maintaining the roads was enormous.

The railways came in 1882 to Surrey Hills, Box Hill, Blackburn and Mitcham. Tunstall (the name changed to Nunawading in 1945) was not opened until 1886. It was electrified in 1923.

With the railways came the expansion in industry. The remarkable seam of clay so similar to that in England, and of excellent quality, was developed and pot

(continued on page 4)

**NEXT
MEETING:**

Saturday, 12 February 2022 1.00pm - 3.00pm Annual Meeting

CANCELLED OWING TO OMICRON

History



FROM THE PRESIDENT'S DESK

MUSEUM VISITORS FOR 2021

- January 233
- February 146
- March 131
- April 194
- May 311
- June 46
- July 92
- August 26
- September 0
- October 0
- November 143
- December 160

The total for 2021 was 1482.

Dear Members

Happy New Year to you all.

The end of 2021 when we met in person for our December General Meeting was looking very promising. It was lovely to have our Speaker and former Secretary Rachael Cottle back. Everyone enjoyed her presentation on "A Page for Womenfolk" about the representation of women in the Victorian Railways Magazine. And we all enjoyed our afternoon tea and chat afterwards.

This year is off to a not-very-promising start and the Committee have decided to cancel the February meeting and postpone Jenny Brash's talk, unfortunately for the third time. Hopefully we will be able to get together for the April General Meeting.

In December we received notice that we had been successful in obtaining a Federal 2021 Volunteer Grant for \$2,059 so that we could install a dishwasher.

The Wednesday Working Group were due to resume on the 12 January and because of the Covid case numbers the Committee decided that we would not open and that we would reassess the situation on Australia Day.

With Christmas, New Year and being closed due to Covid here endeth my very short report.

Vicki Jones Evans

A word from Richard Conn

I've been listening to a BBC radio program, "I'm Sorry I Haven't a Clue", for a very, very long time and they have a segment called "The Uxbridge Dictionary" which records new meaning for old words. Here is a list of just few new meanings:

| | |
|------------|---|
| Vigilant: | An insect that stays up all night |
| Varnish | To disappear in Toorak |
| Rambling | A range of flashy jewelry for sheep |
| Innuendo | Italian Suppository |
| Deliberate | To lock someone up |
| Pubescent | An intimate deodorant |
| Tadpole | A quarter Polish |
| Ditto | The Marx Brother fired because he was too similar to the others |
| Idiomatic | A Ugandan washing machine |
| Punish | Like a pun |
| Osmosis | An early Australian prophet |
| Colonnade | A fizzy enema |
| Ghoulish | Hungarian stew that comes back to haunt you |
| Politics | A nervous disorder affecting parrots |

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DECEMBER MEETING REPORT



Women of the Victorian Railways



At our December meeting, members learned one or two things: first, just how special it was to be able to meet ‘face to face’ again after two years of uncertainty and isolation for us. Second, we could meet, and best of all, have a real speaker to inform and inspire us with an interesting topic.

Rachael Cottle, a PhD Candidate at Deakin University, member of Whitehorse Historical Society, and a former Society Secretary, shared findings on her chosen topic of ‘Women of the Victorian Railways’. Like all spheres of public life in the not-too-distant past, the role of women in the railways was minimalised, trivialised, and sometimes plain overlooked. Rachael has had to dig deep and hard to extract information on these women and their special stories.

We learned of the women who not only supported and replaced their railway employed menfolk in times of illness and death, but quietly ‘helped’ with the official railway employee’s workload on a day- to-day basis. Eventually, women even had full responsibility for tiny rural stations. As women in the workplace became more universal and accepted, their stories and roles became more widely acknowledged in publications such as the *Victorian Railways Magazine*, leading up to reporting of women’s training and acceptance for the very ‘proper’ and prestigious job of train driver!

We learnt of the Victorian Railways foray into an early marketing partnership by promoting the idea of transporting (by rail of course!) dried fruit to the higher population areas in the south. Always wondered where that love of raisin toast and fruit cake came from!

Trains and railways have long been a male domain and interest. One or two WHS members had railway stories to share over afternoon tea, though these were usually about male family members. Rachael herself proudly had a grandmother who ‘womaned’ the crossing gates at the Springvale Road crossing — just imagine tackling that job on that crossing today!

Thank you, Rachael, for sharing snippets of your research with us – and we do look forward to the book we hope you eventually publish on your findings!

Margaret Graham

Rachael is a PhD candidate at Deakin University who holds a Master of Cultural Heritage, also from Deakin. She received the 2017 Roslyn Lawry Award for Excellence in Cultural Heritage & Museum Studies at Deakin University.

As a volunteer at Museums Victoria, Rachael has undertaken research and documentation projects including for the Norman Henry James World War II collection, and is now a Research Associate working with a Victorian Railways collection.

Rachael was Secretary of the Whitehorse Historical Society from 2011 to 2016.

Rachael’s PhD research critically examines the representation of women in railway heritage and explores issues, including the ways that historic museum practices have influenced the collection and display of women of the Victorian Railways.



The tale of a stamp

THIS stamp was made

by C G Roeszler & Son of Melbourne (as per the engraving on the bezel).

It was passed to me by my mother Mary Elizabeth Millane (nee Markham).

She told me that, for as long as she could remember, the stamp was used by her mother, Bertha Jane Markham, in both shops where she was postmistress at Mitcham. The first location was about 3 or 4 doors east from McGlone Street – one of a pair of wooden shops occupied by the Savings Bank and the Post Office. Mr Patrick J. Markham, his wife and daughter, Mary, lived on the premises until he built a fine new brick Post Office and residence on the corner of Station Street and Whitehorse Road, where the Mitcham Post Office remains to this day. They moved there in 1925. Their business included the Post Office functions plus some retail elements, including magazines, periodicals, haberdashery, cigarettes and photographic supplies and services, especially after about 1938.

In March 1944, Bertha died – and Patrick died in July of the same year. The Post Office was re-established in a temporary building about half way between Station Street and Mitcham Road on the South side of Whitehorse Road and with vehicular access to the back lane. In 1956 the PMG Department bought the former brick Post Office and re-established the Post Office services there. The Millanes moved to Burwood.

During the intervening 11 or 12 years, Mary Millane continued to operate the shop and was well known in the district. She increased the range of goods to include a lot of toys and she offered purchase by Lay-by. It is in that context I remember her using this stamp: when the final payment was made on an item, she would stamp their invoice, and the copy in her own invoice book, “PAID IN FULL”.

So, I believe that this stamp was used continuously in Mitcham from about 1920 until June 1956, initially by Bertha (and probably Patrick) Markham and later by their daughter, Mary.

*Brian Millane
10 December, 2012.*

Our First Settler Arrived in 1850

(continued from page 1)

teries and brick works sprang up at Blackburn, Tunstall, and Mitcham. This gave work to many and the population increased. The coming of the railways also encouraged more land to be thrown open for sale.

Schools opened in Heatherdale in 1879 (closed 1889), Mitcham in 1888, and Blackburn in 1889. The children at Blackburn had previously walked in to Box Hill for education.

Religious services were often held in private homes. The Roman Catholic church opened in Mitcham in 1880. It was not until 1883 that Blackburn had an Anglican church, and in 1888 Mitcham had an Anglican church. In the 1890s the Methodists came to Blackburn (once again Blackburn residents

had travelled to Box Hill for religious services, if not held in their own homes). The Presbyterians came in 1922 to Blackburn.

On May 27, 1925, the Shire of Blackburn and Mitcham was proclaimed. This new shire had been the Blackburn and Mitcham ridings of the old Nunawading Shire. The population was 6000.

On May 30, 1945, Nunawading City was proclaimed (the same boundaries as the Blackburn and Mitcham Shire. From Middleborough Road to Heatherdale Road, and the old northern and southern boundaries).

The population had grown to 8000 and a great variety of industries were developing in the 16.5 sq. mile city.

PUBLIC AMENITIES: Reticulated water came to the city in 1921 (Blackburn). Mitcham did not have water until 1923. Power was available in 1915.

POST OFFICE: The first mail came with the Cobb and Co. coaches in 1853, but it was not until 1874 that a recognised post office opened in Forest Hill—the first post office in the area to become the City of Nunawading. Blackburn Creek had a recognised post office in 1876. Mitcham had mail dropped at the old Harvest Home Hotel; but it was 1886 before a recognised (not official) post office was in existence. Vermont had a post office in 1881 and Tally Ho (East Burwood) 1882.

Nunawading Gazette Wednesday 11 March 1964

SERIES OF ROBBERIES.

—:—

Evidence at Local Court

STORY OF BLACKMAIL FOR RETURN OF BOOKS.

At the Box Hill Court on Thursday last week, before Mr. W. H. G. Ellingworth, J.P., Thomas Vincent Toogood, 27 years, of Boronia, and John Powell, 23 years, De Murska street, Windsor, were charged with having on December 14 broken and entered the office of Peake and Cox, timber merchants, Mitcham, and stolen an iron safe, papers and other articles, valued at £39. The two accused were further charged with having on November 29 broken and entered the garage of Egbert G. Mansfield, at Box Hill, and stolen a motor truck and contents, valued at £130; with having, with Roy Gove, 33 years, Maroona road, Glenhuntly, broken and entered the shop of H. A. Braithwaite, chemist, Station street, and stolen a safe, typewriter, and other articles, valued at £224; and with having with Gove on January 6, broken and entered the Mitcham railway station and stolen a safe, money, and other articles to the value of £79.

Arthur Peake, partner of Peake and Cox, gave evidence that on the day following the robbery of the firm's premises, he received a telephone ring and was asked what the firm was prepared to pay for recovery of the books and papers contained in the safe. He offered £5. Later in the day he received another ring, and was informed that £10 would be required, to be paid in £1 notes. He agreed to meet the person in possession of the documents at the corner of Highbury and Springvale roads in half an hour, and was warned that there must be no trap, and the police must not be informed. He was asked the make, colour and number of his car. When he arrived at the rendezvous he saw three men standing about 100 yards apart, each on different roads. Toogood instructed him to drive to the entrance of a quarry and there handed him the books and papers in return for £10. Just then a man walked along the road and called out that they were on private property. Toogood told him to "get out of it," and said to witness, "There is a man up the road who will fix up that bloke if he gives any trouble." Toogood told witness to inform the police that he had recov-

ered the books, but on no account to give any description of him.

William Henry Smith, labourer,

said that at 6.10 p.m. on December 15 he saw Peake and Toogood at the quarry. He informed the police of the number of the truck Toogood was driving.

Detective Lyon gave evidence as to the arrest of the accused at a house at Boronia. Powell, he said, admitted that he and Toogood broke into Peake and Cox's premises, and Toogood admitted selling the books to Peake. Toogood also admitted that he and Powell took from Mansfield's garage the motor truck, which was later found abandoned at Scoresby.

Detective Wightman stated that Powell admitted breaking into Braithwaite's shop. He said the motor truck was driven into the yard of a grocery store adjoining and the safe was blown with explosives, the sum of £17 contained in the safe was shared between himself, Gove and Toogood. Toogood said Powell's statements were correct, but Gove declined to make any statement. Both Powell and Toogood admitted removing the safe from Mitcham railway station, and taking it to Bayswater, where it was blown open.

The three accused pleaded not guilty to all charges. They were committed for trial at the sessions commencing February 15. Bail was fixed at £200 each on the charge concerning the robbery at Braithwaite's, and a personal bond of £50 on each of the other eight charges.

Further Racketeering Charges.

At Caulfield Court on Monday Gove and Toogood were charged with having broken into the store of Dalton and Saville at Noble Park, and stolen a safe, books, papers and other articles valued at £60. In evidence it was alleged that Gove came to the shop after the robbery and negotiated a sale of return of the books for £10. Detective Porter stated that Toogood admitted that he and Gove had stolen the safe, but Gove refused to say anything.

Toogood and Powell were charged with breaking into the timber yard of Long and Maskell, Glenhuntly, and stealing a safe containing money, books, etc. In this case the evidence alleged that Toogood sold the books back to the firm for £15. Detective Porter stated that Powell admitted he and Toogood stole the safe.

The accused were committed for trial on both charges. Gove was also committed for trial on a charge of having been in possession of explosives.

POLICE COURT

THURSDAY, JANUARY 25, 1934.

Before Mr. McLean, P.M., and Mr. J. Sneddon, J.P.

NO LIGHTS.

For having ridden bicycles without lights, Hector McLennan and Roy Oates were each fined £1.

DRUNK.

Walter Portbury was charged with having been drunk in Box Hill. He was convicted and discharged.

DRIVING ON WRONG SIDE.

For having driven his motor car on the wrong side of White Horse road, William Schembie was fined £2.

FAILING TO REPORT ACCIDENT.

A fine of £1 was inflicted on James L. Milne for failing to report to the police an accident in which his motor car was concerned.

FINE FOR GIVING PEA RIFLE TO CHILD.

James Spence, of Medway street, Box Hill, was charged with having given an air gun to Alan Spence, a person under the age of 18 years. Defendant explained that he did not know he was infringing the law by giving the air gun to his son. A fine of 10/- was inflicted.

CAMBERWELL GRAMMAR SCHOOL

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The School has been most successful in placing its students in good positions.

The Council of the School is negotiating for the purchase of a new property of large extent, not far from the present site, and easily accessible by rail, tram or bus.

First Term Begins Tuesday, 13th February.

Prospectus on application to the Headmaster.
H. L. TONKIN, M.A., Dip. Ed., Headmaster.

FOR YOUR NEW SUIT OR COSTUME!
SEE

LEO. L. FITZGERALD

(11 years with T. J. Willcocks)

FOR THE HIGHEST GRADE TAILORING AT MODERATE COST.

Inspection of New Season's Patterns Cordially Invited.
5th FLOOR, CLYDE HOUSE, 182 COLLINS STREET, MELBOURNE (Phone, F2941.)

Private Address: 20 FELLOWES STREET, MITCHAM.

Cycling in your 70s and beyond ...



GREAT-Aunt Ethel was well known round Rosebud post WW2. She was tiny, feisty and a cyclist. I guess she had always ridden bicycles in England. She had worked in munitions in England during WW1 and repeated the assignment at Maribyrnong during WW2, having immigrated from England during the Depression with her husband and young daughter. She was a member of the Communist Party, and a lifelong campaigning socialist.

Her husband was 'dispensed with' according to family legend, and Ethel was a single mum raising her daughter and grandchild long before many women were.

Rosebud is flat, and perfect for cycling. My parents and I used to visit frequently and stay in the bungalow at the bottom of Auntie Ethel's garden. She introduced me to cycling – you will remember the type of bike she and I had: wicker basket tied to the handlebars by buckled leather straps, and a knotted cotton 'skirt guard' eyeletted onto the mudguard over the back wheel. No gears, back pedal brake only. I must have been only about ten, but cycling became my freedom, especially after my dad built a house at Tootgarook, on the Mornington Peninsula. Off on my bike with the only instructions from my parents being 'check your tyres are pumped up (the "pinch test")' and 'home before dark.' The lower Mornington Peninsula was a kids' playground – just made to explore in the '50s. Memories include prolific bracken gullies, the remnants of lime burners' kilns and associated piers, spider orchids, many birds and pushing the bike up sandy road hills. Lots of kids, bikes, and heaps of adventure!

Fast forward to 1989. My husband was 'awarded' a mountain bike as part of a Frequent Flyer programme – he travelled a lot in those corporate days. Well, he had never owned a bike, and I had not ridden one for years, so here was my opportunity to get back in the saddle again! I bought one – fancy, with gears and brakes on the handlebars. We went, and still go, to lots of places: I have ridden 52,000km since we started riding again in 1990. Husband Bruce built our last two bikes from components and does all our maintenance – still dutifully reminding me when my tyres need more air!

In the early 1990s a group of my friends had a wonderful weekly exercise/dance group, the 'Last Chance

Dance Company' in the downstairs 'studio' of a member. The cyclists associated with the group founded a 'branch' interest. The 'Last Legs Cycling Group'. We were and are all of similar mature years – currently the bike group 'members' are aged from their mid-60s to their early 80s, and are still enjoying the bike paths of the area.

Infrastructure has so improved since those early days. Probably 20 years ago now, I volunteered to attend Cycling Planning Meetings organised by Whitehorse Council, where we worked on lots of projects, including planning the cycle path from Box Hill to Nunawading along the railway easement.

Our house backs onto the cycle/walking path shared with Schwerkolt Cottage. We can, and occasionally do, ride our bikes out our back gate to our daughter's house in Eltham, spending only a few minutes on roads in the 19-odd kilometres we ride.

When I worked in South Melbourne, I could ride to work (occasionally!) faster than going in by train and tram. Melbourne has a particularly good (and always improving) cycling culture, and it is so encouraging to see many 'new' cyclists, especially women, riding for exercise and pleasure; also children again riding to school. Our group often crosses paths with more formally established large community groups such as Whitehorse Cyclists. It is wonderful to see so many out enjoying a two-wheeled escape from the everyday! The other day I met members of a similar informal group to ours called 'The Nannas' and the Poppers' enjoying the pleasures of cycling to Ringwood Lake.

While not yet quite Amsterdam in its approach to bicycles, our local area has worked hard to include cyclists. But I still have the dream of everyone riding a bicycle for a year before they can apply for a driver's licence!!

Margaret Graham

DIARY DATES*

Meetings are held at the Schwerkolt Cottage and Museum Complex

~~Saturday, 12 February 2022~~

~~1.00pm General Meeting~~

~~Jenny Brash – Vermont: A History~~

Saturday, 9 April 2022

1.00pm General Meeting

Peter McPhee – Don't worry Boys, I'll Come Back in the Morning

Saturday, 11 June

1.00pm General Meeting

T.B.A.

2022 WORKING BEES*

Please make a diary note and join us on the day. Working Bees commence at 9.30am and finish around 12 noon with morning tea.

Saturday 12 March

Saturday 7 May

Saturday 16 July

Saturday 3 September

Saturday 5 November

Please come and help even if you can only offer an hour of your time.

***All dates subject to Covid-safe conditions**

STATISTICS

| | | |
|------------------------------|---|------|
| Photographs catalogued | - | 4446 |
| Artefacts catalogued | - | 5045 |
| Documents catalogued | - | 7776 |
| Museum visitors Nov–Dec 2021 | | 303 |



Facebook Page 'likes' to date

1063

Is this where you live?



William Humble Ward, 2nd Earl of Dudley circa 1900

DUDLEY SREET, MITCHAM

... is a long, curved silvan (tree-lined) street that runs between Cochrane and Purches Streets, south of Whitehorse Road.

Governor General William Humble Ward DUDLEY, the 2nd Earl of Dudley (25 May 1867–29 June 1932) was the 4th Governor-General of Australia from 1908 to 1911. Born in London and educated at Eton he came into great wealth after inheriting the title at the age of seventeen. In 1891 he married his first wife, a beautiful, intelligent and forceful woman with whom he had four sons and three daughters. They separated in 1912. Prior to his arrival in Australia Dudley had been a member of House of Commons as Parliamentary Secretary, and had served briefly in the Second Boer War before becoming an 'extravagant and controversial' Lord-lieutenant of Ireland between 1902 and 1905. Through pressure on the English government of Campbell-Bannerman exerted by his friend, King Edward VII, he was given the position of Governor General of Australia, where he soon gained a reputation for pomp, ceremony and extravagance. The then Prime Minister, Alfred Deakin, wrote of him: 'His ambition was high, but his interest short lived ... he did nothing really important, nothing thoroughly, nothing consistently ... he remained ineffective and a not very popular figurehead'. By contrast his first wife Lady Dudley received a CBE and a Royal Red Cross for her outstanding wartime work. She drowned in Ireland in 1920 at the age of 51.

Dudley remarried in 1924. In 1932, while in London, he died of cancer at the age of 65 years.

Source: ND6615

Yvonne Fitzmaurice

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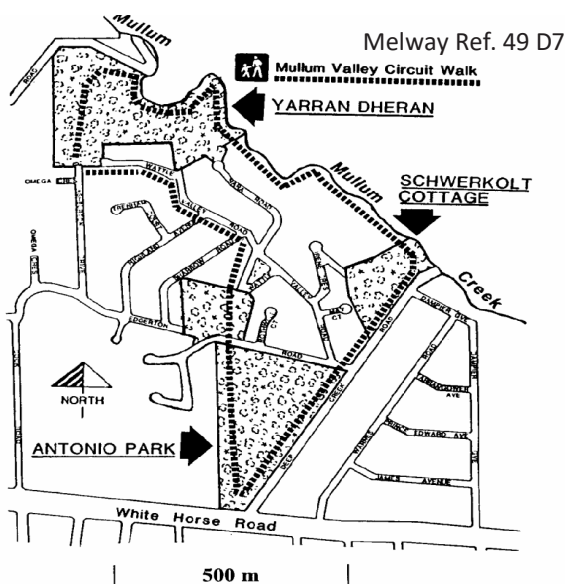
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Copy Deadline for next WHS Newsletter: Wednesday, 2 March 2022

The Whitehorse Historical Society Inc.

Mission Statement & Acknowledgement of Country



"The purpose of the Society is to foster historical interest and knowledge. To collect, document, research, preserve and exhibit items that show how people have lived and worked in the City of Whitehorse area."

"In the spirit of reconciliation, Whitehorse Historical Society Inc. acknowledges the Wurundjeri people as the traditional owners of the land now known as the City of Whitehorse, and pays respect to its elders past and present."

CITY OF



WHITEHORSE

REMEMBER

Whitehorse Historical Society Local History Collection

Open 10.30 a.m. to 2.30 p.m. Wednesdays.

Visitors welcome.

Ring 9873 4946 for an appointment at other times.

Box Hill Cemetery Records & Nunawading Gazette for 1964-1974

available on microfiche for research.

*The Whitehorse
Historical Society, Inc.
acknowledges the
support of the
City of Whitehorse.*



THE WHITEHORSE HISTORICAL SOCIETY NEWSLETTER IS PRINTED THROUGH THE COURTESY OF MICHAEL SUKKAR MP, FEDERAL MEMBER FOR DEAKIN

Sender: Whitehorse Historical Society Inc. & Schwerkolt Cottage and Museum Complex

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AFFIX
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