

**100th
ISSUE**

Sept. 1958



BEAUMARIS NEWSLETTER

**Souvenir
Edition**

OFFICIAL ORGAN OF THE PARENTS' AND CITIZENS' ASSOCIATION OF BEAUMARIS

A civic milestone . . .

THE 100th issue of the "Beaumaris Newsletter"!

. . . A milestone for the Beaumaris Parents' and Citizens' Association, our 33 local groups which provide the news, and our business friends whose advertisements make it possible.

While congratulating each other, let us also thank each other for the co-operation which has made this civic achievement possible.

With this souvenir issue, the "Newsletter" **EXTENDS** its circulation to include every home in Beaumaris (S.10 postal district), **REVEALS** something of our history to

many new residents, and **RECORDS** this history for posterity.

The "Newsletter's" circulation is now more than 3000 copies each monthly issue.

The "Beaumaris Newsletter" began as a stencilled news-sheet — circulation about 300 — with no advertisements. The



first printed single-page "Newsletter," still without advertisements, appeared in September, 1949.

The number of local groups interested in civic affairs, culture and sport, then grew rapidly, with the result that the number of pages increased with the active support of business advertisers.

The collection of historical photographs and information in this issue has been made possible only by the kind help of many present and past residents, outstanding among whom have been Mrs. C. W. Craddock, Mrs. H. Batchelor, and Mrs. Bob Moody, whose family name was Milner.

CAN YOU HELP?

The years go by. Each generation hoards photographs, letters and documents that identify it.

And, alas, each succeeding generation loses the records out.

This opportunity is taken, therefore, to plead for information on either historical matters or on sources from which further local history might be sought.

• Horse-trams led way



TRAMS RAN through Beaumaris for 26 years — from 1888 to 1914. Here's one in Tramway Parade, behind the Beaumaris Hotel.

COAST NATIVES HUNTED HERE NOT LONG AGO

"BARREN, SANDY HILLS" . . . that's the first official description of the coastline of the area now known as Beaumaris.

Edward Grimes wrote it on his survey map of Port Phillip in 1803, the year Collins, later to be Tasmania's first Lieut.-Governor, settled near Sorrento — 32 years before Batman founded Melbourne.

A description of a trip in 1839 from Melbourne to Arthur's Seat, through what is now the heart of Beaumaris, stated that there were then no houses between the two places.

It went on: "The forest . . . teems with life. The large kangaroo may be seen in flocks of 300 or 400, and some measure 8 feet in height. The koala, flying opossum, bandicoot, wombat, native cat are very numerous."

About that time, Beaumaris was part of a cattle run known as the O'Shan-

nessy Estate, which extended from Mordialloc to Point Ormond, which was its headquarters.

Later, when the railway terminus was at Windsor, J. B. Moysey, from Devonshire, England, took a grazing lease on a large area between our beach and what is now the Nepean Highway. He called it "Beaumaris Park," and this put "Beaumaris" on the map of Australia.

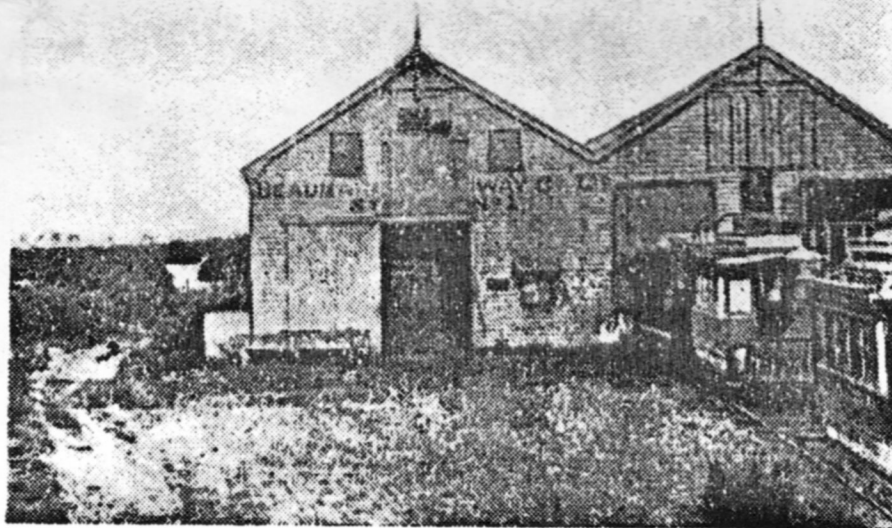
The Beaumaris in North Wales and that in Victoria are both on "the beautiful sea." Hence their name.

The aborigines then roaming this area had their main camp at Mordialloc.

To the whites they were the Boomerang or Coast Tribe, but Mr. Thomas S. Hart, of Croydon, tells the "Newsletter" that his father, who arrived in 1852, knew them as the Ben Ben Gin Tribe.

Traces of their camp sites and the wells they made for drinking water can still be seen.

One of these wells is within 40 yards of to-day's Beaumaris Yacht Club, and a visitor there may be fortunate enough to find Mr. Wally Goodbody, who knows about such matters.



THIS DEPOT, the Beaumaris Tramway Company Ltd.'s first, was near Beach Road, between Love and Eliza Streets, Black Rock.

● ON THE RIGHT is the car-barn, with one of the earliest two-horse, open-type trams, known then as "mutton trucks," immediately in front of it. Nearer the camera are two of the later double-decker, three-horse trams.

● ON THE LEFT is the stable for the horses, and above it the loft for their fodder.

A similar depot at Beaumaris occupied what are now the backyards of No. 3 and No. 5 Oak Street, where old horse shoes are still dug up occasionally. The trams reached the barn by a switch-track that branched off about in front of what is now No. 72 Tramway Parade.

ONLY 2/- THE ROUND-TRIP TO THE CITY

A 2/- first-class, 1/9 second-class, round trip, Beaumaris-Melbourne . . . those were the days!

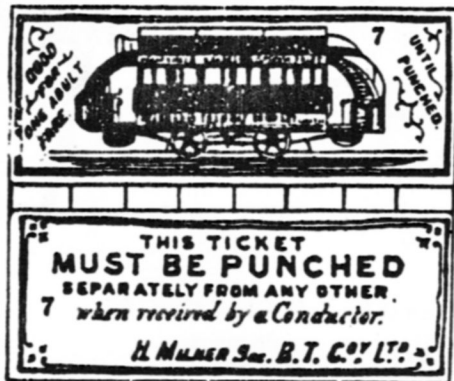
Here's one itinerary, according to the first time-table issued by the Beaumaris Tramway Company on March 9, 1889:

Leave Melbourne 9.8 a.m. Leave Sandringham 9.47, and arrive Beaumaris 10.22. Leave Beaumaris 10.49. Leave Cheltenham 11.14. Arrive Melbourne 12 noon.

But one could stop-off anywhere and take up to a week.

There were 1d. sections, too.

The horse-trams also had season tickets. The month was not stated, but the tickets had a different color for each month. These were not transferable. It was the driver's duty to recognise season ticket holders.



A 3d. TICKET (both sides).

K. TAYLOR

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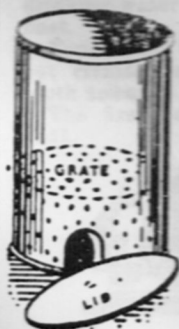
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BEAUMARIS
4th on right from Balcombe Rd.

Oats for the tramway horses



THE TRAMWAY HORSES NEEDED THEIR OATS, so the Beaumaris Tramway Company grew its own in the 25 acres between what are now Oak and Pellatt Streets, bordered on the south by Tramway Parade. It also reaped and cut for chaff.

This photograph was taken in 1910 from about ten yards along what is now the lane between No. 18 and No. 20 Oak Street.

On the left is the late Mr. H. Milner, company secretary and manager. On his left is the late Mr. Pat. King, tram driver, and later a local Ranger. Both names are still well remembered.

The other two men, it is believed, were also drivers.

WAR HIT DUNLOP'S PROJECT

In 1939, the Dunlop-Perdriau Rubber Company planned to transfer its factory to Beaumaris.

The company proposed to develop 450 acres within the boundaries of Balcombe Road, Cromer Road, Anita Street, Pacific Boulevard, and Haydens Road.

Altogether, £1½ million was to have been spent on drainage, streets, houses, parks and factory buildings. Only 20 acres were set aside for the factory itself. About 1200 homes were envisaged.

A jetty about 500 yards north of

Ricketts Point was planned to handle both crude rubber and the finished products.

The Sandringham Council was unanimously in favour of the proposal. At the time, more than £6000 in rates was outstanding against the owners of the scrub and tea-tree area.

The company actually acquired more than 300 acres at very low prices, but the second world war interrupted the project.

After the war, plans were abandoned because, it is understood, the factory transfer would not have been an economic proposition.

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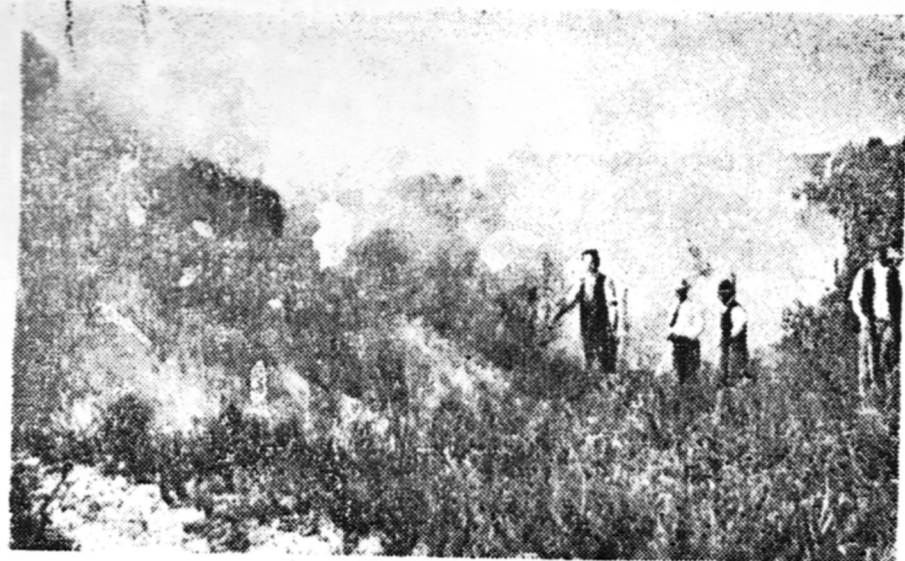
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615 Hampton St., Brighton - XF 1895

"P. & C." ACTIVE IN 1920



MAIN JOB for Beaumaris parents and citizens 38 years ago was to burn fire-breaks along the alignments of the future streets. The area was plagued with fires each year.

To organise this work and other activities, the Beaumaris Progress League was formed in 1920.

Here, Messrs. McCallum, McDermott, Olly Chipperfield and Mick Whelan are burning a break along White Street in 1925.

Later, the League merged with a Black Rock body, and finally faded out. Two blocks of land next the Progress Hall, Black Rock, were given by Mr. Webb, of the Beaumaris Progress League.

The present Parents' and Citizens' Association was formed early in 1949, chiefly through the efforts of Mr. S. W. Gregg and Mr. S. Bradbury, the first President and Secretary.

The civic spirit stirred mainly among the parents of children attending the Beaumaris State School.

Only one other Beaumaris Association is affiliated with the P. and C. — the Fourth, Hornby, Hilton and Bolton Streets Progress Association.

It began in August, 1952, as the Hornby Street Progress Association, when residents sent a petition to Sandringham Council, asking that Hornby Street be graded and drained. Three months later it grew into the present association. First Chairman and Secretary was Mr. E. J. Shattock; Assistant Secretary and Treasurer, Mr. R. D. Osborne.

THE FIRST HOUSE WAS BUILT 113 YEARS AGO — AND IT HAD A SEA VIEW

Three historic places in this picture

The first white settler in Beaumaris is believed to have built a hut on the cliffs, 113 years ago — about 1845.

Travelling along Beach Road towards Cromer Road, the hut was a few yards past where the Beaumaris Hotel now stands, almost immediately above where the Beaumaris pier was later built.

Several Beaumaris people say they still remember seeing, as children, the remains of the fireplace and hearth.

The story is that the settler, a fisherman, had a lot of trouble with the aborigines, who stole his flour, sugar and drinking-water when he was out in his boat.

Times were tough in the early forties, but civilisation was creeping steadily south towards Beaumaris.

The first house in Brighton was in 1841.



The Government of Victoria was set up in 1851, and soon after many newcomers bought Crown land in the Beaumaris area, notably F. G. Dalgety.

Surveyor Foote, who died in 1857, surveyed the area for roads in square miles, thus giving us Bluff, Reserve, Charman ("Sharman") and Warrigal Roads, also Balcombe, Park and Centre Roads.

Then came the great land boom. The horse-tram (1888) stimulated settlement, and several substantial buildings were erected, notably the Beaumaris Hotel (1888), and Sir Matthew Lang's place, The Point (1889).

Further inland, there was a great development of market gardens and small dairy farms, each with its owner's cottage.

The closing decade of the last century, with its many financial crashes, however, were not good for Beaumaris.

Bodley Street, running down to the beach past the hotel, was the first street in Beaumaris to be metalled. There were also some small strips of "asphalt" at the time — put down for the Tramway Company.

Alongside the present front gate of No. 56 Tramway Parade is still one of these strips, which served as a platform for waiting tram passengers and their luggage.

Immediately across Bodley Street is a similar strip, the terminus for the Cheltenham section. (The house there, No. 58, was the site of a shop where travellers could get refreshments. It belonged to Mrs. Whelan, whose daughter, Mrs. Craddock, now resident, is an authority on the latter half of the history of Beaumaris.)

Many a time, Mr. Festy Coyne was glad of the "asphalt" strips. He arrived from Ireland in 1899, started driving



horse-trams in 1909, and later became a foreman.

Well-known earlier in Beaumaris, he is still active in a Mentone job. He will be 85 this January.

After 1900, the residential area to the north of Beaumaris developed considerably, and, in 1917, the municipality of Sandringham was formed by excision from that of Moorabbin.

The late Mr. Charles Christian Keefer, who came to Beaumaris from Tasmania in 1900, built the baths for the Moorabbin Council at the foot of Cromer Road.

Although the baths were the centre of gay beach fashion (neck to knee and elbow), the Council could not make them pay, and Mr. Keefer bought them to run as a business side-line.

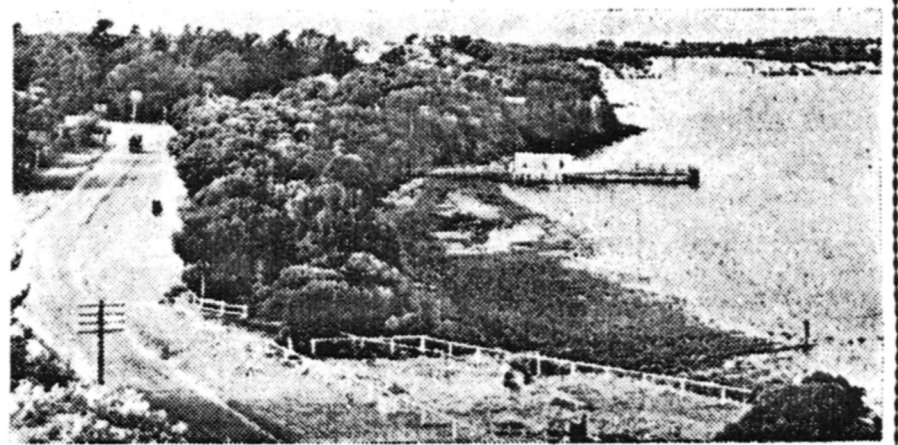
They were wrecked in the terrible storm of November 30, 1934, still remembered as the Centenary Storm. Only a few piles now mark the site.

For those who are geologically minded

The red beds of clayey sands and sandstone seen along the sea cliffs and in the water are of the Upper Miocene period, that is, about 23 million years old.

Fossils of sea-urchins, oysters, cowrie shells and sharks' teeth are frequently found in these sands.

The white and mottled overlying sands are Pleistocene — about one million years old — and experts say they determine the variations in the local native flora.



THREE points of historical interest are seen in this early photograph, taken from the roof of the Beaumaris Hotel:—

1 — Where the first local white settler's hut stood from about 1845.

(Near where the two women are standing in the picture. An electric power pole is now on the spot.)

2 — The sea-baths and tea-rooms which Moorabbin Council ran at the foot of Cromer Road.

(A storm wrecked them on November 30, 1934.)

3 — Where the Beaumaris pier stood.

(In the picture, a man is standing on a line of rocks which mark the spot.)



WHAT A DAY! — The first electric tram reaches Beaumaris 32 years ago — on September 1, 1926. The terminus was in Martin Street, near where the Tennis Club's Nos. 2 and 3 courts are now.

THE RAILWAYS AGREED TO RUN TRAMS HERE

"WE WANT BETTER TRANSPORT." That was the cry in Beaumaris fifty years ago, after the horse-trams had been running some years.

The people wanted the Victorian Railway electric-tram service, then running between Sandringham and Black Rock, extended to Beaumaris, thence either to Cheltenham or Mentone.

Extension to Beaumaris only, at a cost of £52,000, was agreed to, on condition that those interested indemnify the Railways against loss to the extent of £2000 a year for several years.

Lasted 5 Years

The route lay from the foot of Bluff Road, Black Rock, via Balcombe Road, Ebdon Avenue, Fourth Street, Hayden's Road, Pacific Boulevard, Reserve Road, and Holding Street, to the junction of Martin and Keys Streets, Beaumaris.

However, fares were high; the 1929 depression intervened, and the service continued for only five years, after which the line was dismantled.

The tarred double track of the Martin Street terminus can still be seen.

YACHT REGATTA NEXT MONTH

The Beaumaris Yacht Club's combined opening day and regatta will be on October 11 and 12.

The clubhouse's new kitchen is expected to be ready by then.

The season's sailing programme caters for races in Sabots, Moths, Gwens and individual members racing in regattas at Frankston, Elwood, Sorrento, and Albert Park.

A training course had been started on the theoretical side of sailing.

By-laws on control of club-house activities, the registering of boats and allocation of boat storage space, have been finalised.

142 Members

The Secretary (Miss Bev. Haysom) reports that the club now has 142 fully-paid financial members and 12 applications for membership.

The following officers were elected at the club's annual meeting:—

- Commodore: Mr. A. Reynolds.
- Vice-Commodore: Mr. J. Buzaglo.
- Rear-Commodore: Mr. H. Davey.
- Secretary: Mr. Noel Wright.
- Treasurer: Mr. Russel Hunter.
- Executive: Messrs. J. Adshead, J. Harvey, D. Haysom, P. Robinson, J. Scrivenor, R. Simpson.
- D. L. HAYSOM, Publicity Officer.

WHAT A TRAM RIDE — FOR 3d. . . .!

A Beaumaris Threepenny Tramway Ticket — as shown on Page 1 — was good from Sandringham, via Beach Road, to Black Rock, or from Black Rock, via Beach Road and Tramway Parade, to Bodley Street (where the horses were changed); or from Bodley Street, via Tramway Parade, Balcombe Road and Charman Road, to the railway gates at Cheltenham.

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