

The *Argus* of Sat 30 Nov 1889 reported on the second half yearly meeting of The Oakleigh and Ferntree Gully Steam Tramway Company and noted that some shares had been issued locally but that 25,000 shares as unsubscribed were to be offered locally.

It was resolved that the directors be empowered to arrange for a permanent survey to be made and working plans prepared.

The *Argus* of Sat 31 May 1890 reported on the half yearly meeting of the company where a report was presented wherein the directors had estimated that the 14 miles of line could be built with 50 pound rails in broad gauge (5' 3") at less than that of the original narrow gauge.

It was noted that the Chairman in adopting the report said the company had met with inconceivable opposition where they had no reason to expect it. The ratepayers were in favour of the scheme. The councils involved held no less than 50 meetings in favour of the company's proposals. Advertisements asking for objections had been published 18 times in the daily papers.

Six engineers had reported on the scheme. Yet in the face of this, the delay in the Government Office was something unexampled, and led him to think that the *circumlocution office* still existed. He could hardly help feeling that some influence was at work against them.

As it so happened the land boom of the 1880's was to lead to the financial bank crisis of 1893 and the abandonment of the proposed railway.

Moving now to 1911 The Parliamentary Standing Committee on Railways reported on: Connecting Glen Waverley by means of a steam or electric railway or tramway with the existing railway system.

The Committee made an inspection of the district and noted a population of 1765 occupying 397 dwellings in an area of 16,621 acres. About 2,420 acres are used for fruit growing and 1,300 acres for vegetable production. Some 1,150 dairy cows were being milked. In some orchards vegetables were grown between the fruit trees. The export trade in apples and pears was increasing with about half the fruit grown would be sent by rail to Melbourne for shipment. The orchardists could be more profitably employed supervising the picking and packing rather than carting fruit.

At Glen Waverley there were pigment deposits which could be worked into a profitable trade, while there was abundant supply of clay for making fire bricks.

A steam railway branching off from the Outer Circle at Burwood continuing eastward to Tally Ho and then south east towards Glen Waverley

school was proposed by local residents. It was further suggested that if this line of about 6 miles were extended about 2 miles to Wheelers Hill then it would not only convenience local residents but it would tap a large supply of stone suitable for road making. Witnesses also urged that the line could be further extended down to the Dandenong Creek valley and onto Dandenong.

An alternative proposal was placed before the Committee by Mr J B Brewer, a fruit grower. This was for an extension of the Glen Iris line at Waverley Rd station (East Malvern) and then east to Glen Waverley.

Having inspected the area and heard the evidence, the Committee was of the view that it was inexpedient to construct a railway to Glen Waverley in view of the capital expenditure and rolling stock required.

(The report of the Standing Committee in 1926 was to have a contrary view. To be continued ...)

Answer - Where and When?

The location is on High Street Rd near Alvie Road, looking SE from St Johns Wood Rd. Mt Waverley. The year is about 1958.

In the near foreground is a dam on Damper Creek which was used as a water supply for crops and grazing by adjacent farmer Russell Brand Hore. *(From which the nearby street name Brand arises.)*

In the mid distance is what is now known as the Council owned *Alvie Hall*. This building was originally constructed for use as a motor garage and petrol station. The flat roof was intended to allow the construction of another floor for a residence. This never eventuated and a simple hip roof was used. On the forecourt is a Caltex petrol advertising sign. To one side is a Volkswagen car which is consistent with the business operating as an agent of a Volkswagen dealer in Carnegie 6 miles to the west.

It is interesting to note the low ceiling of the building precluded the use of a hoist and apparently there was a pit below floor level for working under a vehicle. The size of the building would have restricted the length of vehicle that could be housed under cover.

In the background are cultivated paddocks on the hill rising up to Mt Waverley railway station, while possibly, only a few houses of this period remain in 2018.

The WHS welcomes old photographs to its collection for such useful reference.



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THE HOUSE

Standing at the top of the hill on a very large block, this unusual house with curved windows and walls stands out and catches the eye. It has frontages on both Princes Hwy and Roberts Avenue, and occupies three addresses in each. Interestingly, over the years it has varied which address it has used.

According to the 1864 Voters' Roll, the land was owned in the 1860s by Matthew Bergin, then comprising 171 acres, a hotel, store and out-buildings. (See HH222 for more on Young's Smithy, the Spring Vale Hotel, and this area in general.) This, says Susan Priestley in *Cattle-men to Commuters*, became the nucleus of Spring

Continued P.2

Please note that General Meetings are now held every two months and are usually afternoon meetings starting at 2.00 pm, (except where advised). Special activities will be held in most alternate months. We are located above the Mt Waverley Library 41 Miller Cres., Mt Waverley.

Coming Events

Wed 20 Jun 2pm Mick Woiwood :
The Indigenous History of Monash

Sun 15 July Centenary of High Street Rd. Avenue of Honour.

Sun 26 Aug 3pm WHS Birthday and AGM.

More Details P. 4

Avenue of Honour News.

In July 1918, to honour those who had gone to war, an Avenue of Honour was planted in High Street Road (near the reservoir site). Captain Stanley Bruce M.C. Member of the Federal House of Representatives for the district was the speaker.

As this year, 2018, marks the 100th anniversary of this event the Waverley Historical Society is planning to commemorate this with a ceremony to honour the men who one hundred years ago went to war to fight for peace. We are proposing to erect a steel honour board which lists the names of the 38 men whose names were put on the original 38 oak trees (now only 10 are left) and to have a small ceremony to mark the occasion.



We will inform you of more details as we continue our planning for the event. We have applied for a grant to assist us with the costs and are waiting to hear of our success.

We would welcome any offers of assistance on the day to cover the myriad of details that will inevitably arise. Please advise our

Secretary Norma Schultz on 9802 9332.

Kerrie Flynn

The House from P.1

Vale village. Of course, like many other town centres, the coming of the railway caused a shift of the nucleus to where it now sits on Springvale Rd south of the railway.

However this particular house was not built until the 1950s, and it had several owner/residents before being turned in 1969 into a reception centre: *Prince's Inn*, later *Princess Court*, and now *The Grand on Princes*.

Welcome to New Members

Elinor Lee

WHERE IS THE WHS?

Our rooms, which are located above the Mt Waverley library in Miller Crescent, are open each Wed (except over the Christmas break), from 1pm to 5pm, or by appointment, for individual research and working discussion groups. If the main library entrance door is locked during meetings, use the doorbell at the far left to gain entry. Members are asked to bring a plate of afternoon tea to general meetings which for 2018 are every second month.

ANZAC Day Commemoration

The WHS was represented at the ANZAC Day Ceremony on Sunday 22 April held at the Cenotaph near the Glen Waverley Library and a wreath was placed at the base of the memorial by WHS Secretary Norma Schultz.



L-R MarJo Angelico (President), Beverley Delaney, Norma Schultz (Secretary) with our Australian Native floral wreath

Research Enquiries

We have had several requests for the history of Wheelers Hill Primary School and Wheelers Hill Secondary College, but there is little in our files so far. Can anyone help? We have also had the descendants of James Jackson-Morris ask about his property called *Glen Iris Park*, later *Clarendon Eyre*, which they say was in Waverley. It was probably not in our area, but we are trying to find out more so we can re-direct the enquirer usefully.

Another enquirer is asking about the City of Waverley's Drama Festival, in which amateur companies from around Melbourne would put on productions for one night and one would be chosen as the winner. Apparently it ceased with the City of Waverley (early 1990s) but records of it are sought. Previous land use of the land now occupied by the Monash Freeway was the subject of still another researcher.

One more to mention - the owners of a house in Warrigal Rd were once told that Joshua Jordan built the house, following the sale of *Summerhill*, the old Jordan home which was on the Ashwood College site. They would like to have details of this previous ownership. If anyone has further light to shed on any of these questions, we will happily pass it on to the relevant researchers.

MarJo Angelico

In 1956 the hundred-year-old building was about to be replaced, but it had one final and stupendous role to play. The Olympic marathon was to reach that site before turning back to the stadium.

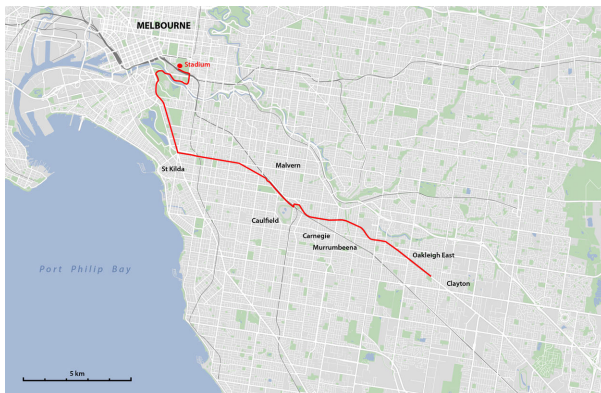
The marathon was won by Frenchman Alain Mimoun pictured below.



GettyImages



Mimoun was born in 1921 and died in 2013, having won 32 championships in France and 86 international competitions, the most famous being the Melbourne Olympic marathon.



NordNordWest - Own work

Route of the 1956 Melbourne Olympic marathon from the MCG to Clayton and return.

Do You Know : Where and When ?

We recently received an interesting picture from a local resident.

Hint - If you travelled along High Street Rd in the 1950s then this should be easy.

See answer p. 8.



Amazingly soon after the Games, the Mulgrave Arms was replaced by one of the first motels in Australia, (probably the first in Victoria). The owner, C J Lewis, had travelled extensively in America to study the new motel concept. He personally supervised the construction of the 43 rooms, at the time dubbed "luxury" with air conditioning, sound-proofing and ensuites. Sloping walls and wing wells were to deflect noise and provide privacy.



Waverley Gazette

In 1999 a plaque was laid to commemorate the Olympic marathon, and unveiled by Alain Mimoun himself.



Jason Brack

The *Mulgrave Arms* Hotel

MarJo Angelico

Thomas Irwin, JP, opened the *Mulgrave Arms* hotel on Dandenong Rd, East Oakleigh in about 1854, and his family kept the licence for 41 years. Around it they farmed 86 acres, bought at the first land sales in the area, and further out he owned other acreage in several blocks, well over 300 acres in all.

He was also a member of the first Oakleigh & Mulgrave Roads District Board (the fore-runner of our local council). This Board, and later the Shire of Oakleigh, as it became in 1871, used the *Mulgrave Arms* hotel dining room for its meetings until the purpose-built shire office was completed in 1888. Thus this was, in effect, our first shire office.

Because the roads were so bad, the Irwins built 'corduroy road' (split logs laid cut-side down) over the worst section near the hotel, where hoof traffic was heaviest. Later a toll point was set up a short distance away to raise funds for further road improvements. The Irwins also ran a quarry on the property, but its product was considered inferior and was not used for road surfacing.

Thomas Irwin died in 1893 and was highly commended for his contribution to the local community, having seldom missed a Council meeting and always been ready to pitch in and help with community service.



The earliest picture we have of the *Mulgrave Arms* hotel, is approximately 1888. The building with its eye-catching roof trim seems to be in excellent condition. The young pines were probably planted to provide shade in the hot summer months.

Malvern Star bikes were created by Tom Finnigan at 58 Glenferrie Rd, Malvern in 1903 and became famous when the first ever Australian team rode in the Tour de France in 1928, led by

Hubert Opperman on his Malvern Star. Oppy later won the Paris-Brest-Paris race in 1931, setting a new record for the event. But Malvern Star did not only build specialised racing bikes. The company's goal was to deliver a high quality range of bikes for all Australians.



In this photo above we see 1909's bike road race where it finished at the *Mulgrave Arms* hotel. In 9 years the pines have grown a lot!



Also in the early 1900s this photograph above was taken of an unknown man with his unknown load (leeks? fodder?) on a sled. No wheels. Let us hope they were mainly travelling on slippery grass, and that the horse as well as his master had a break and a drink at the hotel.



Now a gravelled road with telephone? pole out front

Historical Walk - 18th March 2018

On a pleasant Sunday afternoon, thirty eager walkers assembled in the car park at the High Street Road end of Park Road.

Crossing the road to the bushy Damper Creek Reserve, we stopped while MarJo, our guide, pointed out what looked like just another post, but it was, in fact, an old boundary marker harking back to the land subdivisions of the 1920's.

Then, up an incline to Waverley's oldest building, St. Stephen's Church, of the early English Gothic style. Member, Norma, was able to conduct this part of the outing. It was once the general practice for each denomination to apply to the Government for two acres of land in each newly settled district for the purpose of setting up a school. Interestingly, unlike the English system whereby the church preceded the school, it was precisely the opposite (as a rule) for Victoria. So, in Mt Waverley's case we have an anomaly because here, the church came first.

The early congregation was made up of hard-working pioneers, basically eking out an existence in hard times. It was a well-to-do man who had a horse to take him to church on Sundays.

The bricks had been made from local clay by brickmaker, William Stevenson, (after whom Stephenson's Road was named), and the cost of cartage was spared by the builders who lugged the bricks up the hill to the church under construction.

Inside the church, a very beautiful leadlight window adorns the eastern wall containing a list depicting the names of our young men who went to war and another list records the names of those who did not return. The western wall houses a neat, circular rose window, donated by its makers, the firm of Ferguson and Urie.

The remains of an old well lie near the entrance to the old church.

Then, via a secluded pathway (MarJo generally has a couple of these up her sleeve), we wandered through part of Damper Creek Reserve, at least as far as the bridge leading to Bengal Cres. Two months ago, the *Bursaria spinosa* would have been at its best in this precious remnant bushland. Waverley is justifiably proud of this Reserve, which has received decades of care due to custodianship of an environmentally-aware community. Importantly, the Reserve has helped considerably with land stabilisation and permeation.

St Luke's Uniting Church is not far from the Reserve and is a relative newcomer, starting in 1960. There is a plaque in the front garden placed there by the congregation acknowledging that the land on which the church stands was part of the traditional land of the Wurrundjeri people.

Federal Reserve was once part of farmer Frank Carmody's land. What was left, after subdivision, was donated to the public in Frank Carmody's will. A picture of the old home at the Reserve board looks serene and cosy perched on the hill which, apparently, was also a landmark for local pilots.

Wholesale plant nurseries were prominent due largely to the burgeoning population. By the eighties, most had been sold and subdivided, but several of our walkers could recall the flourishing gardens. The Baxter family is remembered by a court in their name and their gracious old home still stands. We have covered Paramount Nurseries in a previous edition of our Newsletter and we also have an aerial reproduction of the entire nursery.

Mount Waverley suburb is rightly proud of the fact that the Melway Street Directory had its origins here, in Hillside Street. Merv Godfrey was the designer and cartographer, and Melway is synonymous with Melbourne; it is regarded as the most comprehensive street directory in the world. We stood at the eastern end of Hillside Street as MarJo related the Melway story.

A sprinkling of family names – Brand, Allister, Alice and Quaintance – and in the distance was the Brewer's old home site, now Riversdale Golf Course. The Hore family owned substantial blocks and eventually the streets, named for the above families, evolved.

Edward Hore arrived in Waverley in the 1850's, with his growing family. His market garden and orchard were given the English-sounding name of *Chudleigh* and, in the absence of an Anglican Church, Edward Hore held church meetings in his home, which later formed the congregation of the church he helped to build.

Mount Waverley Cricket Club, in 1905, was helped along by many Hore family members.

These snippets, and many more, were conveyed by our knowledgeable leader, MarJo, and we thank her for providing thirty friends and members with a most interesting and enjoyable afternoon.

Virginia Barnett

St Philip's Church Celebrates 50 years

This year *St Philip's* church in Mt Waverley, where we have held several events especially when our building was being refurbished, will be celebrating fifty years in its current location on the corner of Stephensons Rd and Catherine Avenue.

The church secured land for a sanctuary, hall, vicarage and memorial garden when Amstel Golf Club moved to Cranbourne 50-odd years ago. Services were already being held at nearby Amstel Primary School on the SW corner of Stephensons and Ferntree Gully Rds, as it was too far for families in that area to walk to *All Saints*, Clayton. Stephensons Rd did not then join with Clayton Rd. A deep Scotchmans Creek valley, doubling as future freeway reserve, separated north from south. Every day new houses were being completed on the old golf course, and the need for a local church and community centre was plain. The new complex was opened on 24th November 1968, and this event will be celebrated on the 24th November 2018.

However, did you know that *St Philip's* had actually existed before that time? In the 1950's when Mount Waverley was growing explosively, cars were much rarer than now, and prams dominated every footpath and building, a need was felt for an Anglican church between *St Stephen's* on High St Rd and *All Saints'* on Clayton Rd. A double block was selected on the south side of Waverley Rd near Stephensons Rd, and fundraising, and then building, began in earnest. The building was designed to allow for both future expansion and week-day use as a children's play centre.



The first *St Philip's* Church in Waverley Rd

Expansion was rapid. The building was extended and additional land was purchased to the south where a separate Sunday School hall (kindergarten during the week) was to be built. A house in Talbot Rd was also bought for

church use. A harmonium was obtained to provide music. Incidentally *St James'* on Blackburn Rd opposite Waverley Private Hospital became established at the same time, giving *St Stephens*, only recently a daughter church itself, two thriving daughter churches to care for.



St Philip's Church in Stephensons Rd, 2018

There was some talk in the early 1960s of creating a super-church opposite *Holy Family* and re-combining *St Stephen's*, *St James'* and *St Philip's*, but the *St Stephen's* congregation had no desire to leave its roots and the idea was eventually quashed. *St Philip's*, which had been told to stay its hand on any development, was free to move independently again. The land in Waverley Rd was sold to the Christadelphian church (which is still there) and with the proceeds the congregation was quickly able to establish the current parish centre in 1968.

The church will be holding special *St Philip's* Day (3 May) celebrations, as well as jubilee celebrations in November this year.

MarJo Angelico

Coming Events

(Note Day, Time & Venue)

Wed 20 Jun 2pm Mick Woiwood : *The Indigenous History of Monash*. WHS Rooms.

Sun 15 Jul 2pm Centenary of High Street Rd Avenue of Honour. On site.

Sun 26 Aug 3pm WHS Birthday and AGM.

Sat 15 Sep Afternoon visit to *Bishopcourt*. Each registrant will be advised separately of the meeting point and access details.

Sun 28 Oct Open Day in our rooms and a Historical Walk in MW Central area.

Visit to *Bishopcourt*

Sat 15 September

Hidden behind a 7 foot high blue stone fence in East Melbourne is *Bishopscourt*. Built in 1853, for Bishop Charles Perry, the first Anglican Bishop of Melbourne, it is the largest intact urban estate left in Melbourne. The estate and blue stone residence (included with tour), are the oldest property still being used for the purpose it was built. Bishop Perry's wife, Frances Perry, was an influential woman in her own right who worked tirelessly to care for and support the ill, and impoverished women of Melbourne, and whose efforts began the Women's Hospital among many other institutions in Melbourne.



The building is home to Melbourne's Archbishop, the Most Reverend Dr Philip Freier who has been kind enough to allow our group a tour of the main house and extensive gardens.



The cost for the afternoon tour is \$20 and will include light refreshments. To secure your spot, please deposit the money into the WHS bank account at your earliest convenience.

Please Email us for the Bank account details. Please mark your deposit with your name and *Bishopscourt*.

This tour is open to members of WHS, friends and family.

Proposed new Tram Link to Chadstone and Monash University

Tram or rail links to Monash University have been proposed for many years and usually as part of electioneering programme. The construction of the VFL Park in the 1960s was founded on an extension of the Dandenong railway at Huntingdale Station along North and Wellington Roads to allow patrons easy access to the ground. Alas, all of the proposals lapsed due to insufficient funds based on the predicted patronage.

Going back some 130 years A rail link had been proposed for Ferntree Gully Rd (a mere 1 mile to the north).

From the *Age* Newspaper of 2 Oct 1882 (p.5) there is a report on a visit to Ringwood by the Commissioner for Railways, Thomas Bent, viewing some possible routes for a railway to Ferntree Gully. One of these routes appeared to be essentially along Ferntree Gully Rd from Oakleigh railway station to FTG, *passing within a mile and a half of the late Redmond Barry's farm*. We are not sure as to whether this was in reference to *St Johns Wood* on the SE corner of Huntingdale Rd and High Street Rd (actually owned by Louisa Barrow), or *Syndal* on the NW corner of High Street Rd and Lawrence Rd. (*The 1½ mile would suggest St Johns Wood.*)

Some years later the *Oakleigh Leader and District Record* of Sat 3 Dec 1887 reported:

That a meeting of the provisional committee of the Oakleigh and Ferntree Gully and Steam Tramway Company was held with about 20 members present. A representative of the Oakleigh Brick and Tile Company at Notting Hill advised that the company was to be expanded with increased capital and a tramway would be an absolute necessity, and if the project were carried out the brick company would throw all their traffic upon the line and if the tramway scheme fell through, the brick company would construct a tramway themselves. (*The Brick company would greatly benefit by the direct connection to the Gippsland line at Oakleigh!*)

Many at the meeting strongly urged the energetic pushing on of the company, referring to the vastly improved prospects of the scheme, owing to the abundance of money, the great rise in value of landed property, and the change into new hands of many properties in the district, besides an awakening interest amongst some who had hitherto been rather apathetic.

(*The current land boom of the 1880s.*)

Cont P.8