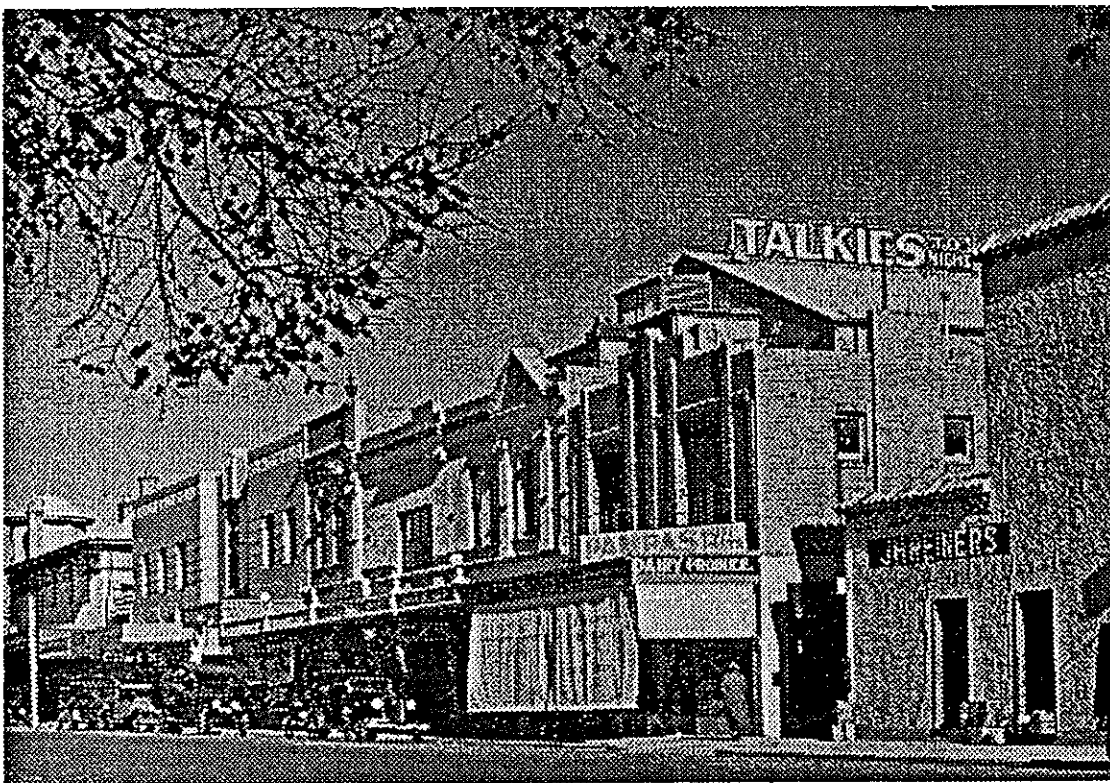


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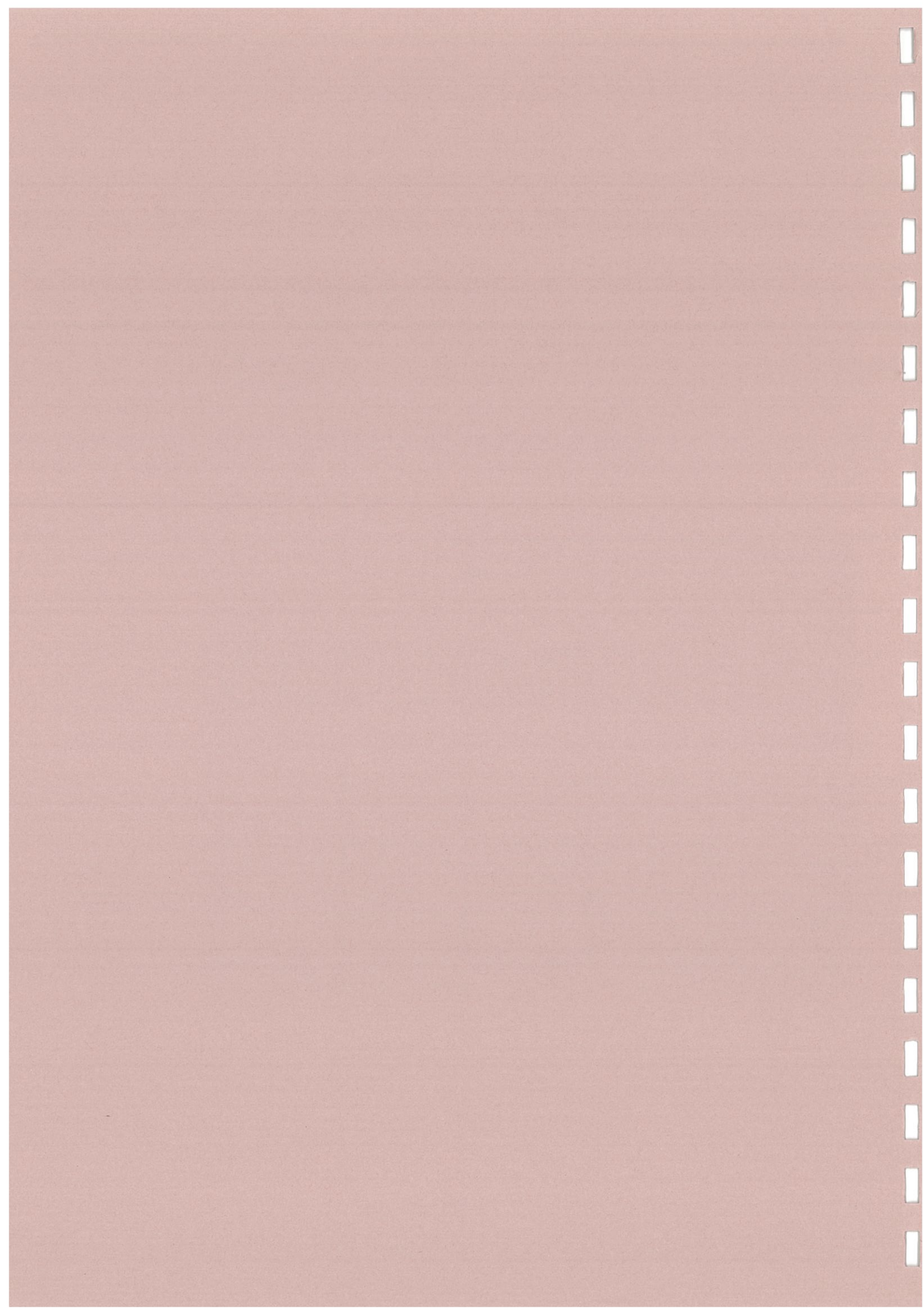
# HERITAGE AND CONSERVATION STUDY

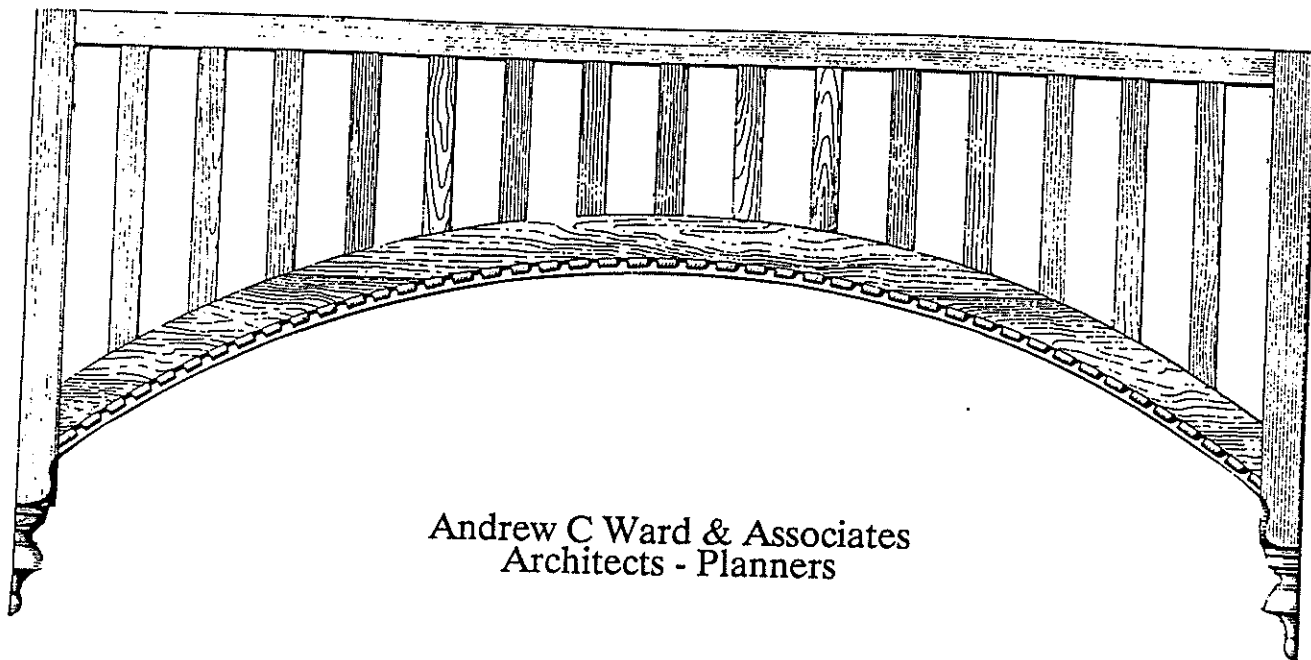


CITY OF BOX HILL

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VOLUME ONE



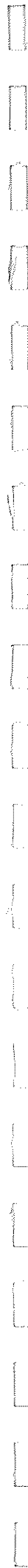


Andrew C Ward & Associates  
Architects - Planners

**City of Box Hill  
Heritage and Conservation Study**

Volume I

July 1990





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**Acknowledgements**

The support of the members of the Study Steering Committee in the preparation of this document is acknowledged with thanks.

The collection of the Box Hill City Historical Society held in the Local History Room at the Box Hill town hall was consulted extensively and acknowledgement is made.

## **1. INTRODUCTION AND HERITAGE MANAGEMENT PLAN**

### **1.1 Introduction**

Andrew C. Ward and Associates, architects and planners, were commissioned to undertake this study in May, 1989. Gerner and Sanderson Australia Pty Ltd, planners, architects and landscape architects, were simultaneously appointed in association, with the former being responsible for consideration of the built environment and the latter for the natural environment and for heritage management advice. Andrew Lemon, author of the history of Box Hill published in 1978, was invited and agreed to comment on Section 2 of this report: City of Box Hill - Environmental history.

The study objectives are outlined in Section 3.1 of the Consultant's Brief and are set down below:

"The purpose of the study is to identify, evaluate and document the built and environmental heritage of the City of Box Hill and to place it within the context of the history of Victoria. The study will identify the historical and architectural significance of buildings, streetscapes, precincts, gardens, trees, objects and sites and make recommendations on which buildings, gardens and streetscapes should be preserved. The study will also recommend a comprehensive program of statutory and non statutory measures for the conservation of the city's heritage."

The project was jointly funded by the Department of Planning and Urban Growth and the City of Box Hill and it was supervised by a steering committee which met regularly during the course of the study. Membership was as follows:

Cr. Marjorie Morgan (Chairperson)  
Mr. Ian Port (Town Clerk)  
Mr. Ian Pollock (City Engineer)  
Mr. Yuen Lim (Town Planner)  
Mrs. Bronwyn Brown (Strategic Planner 1989)  
Ms. Marisa Marasco (Strategic planner 1990)  
Mr. Bill Dempsey (Community Representative)  
Mr. Robin Friday (Community Representative)  
Mrs. Mary Irons (Community Representative)  
Mr. Geoff Austin (Heritage Branch: Department of Planning and Urban Growth)  
Mr. Peter Hannay (Eastern Region: Department of Planning and Urban Growth).

The study was conducted in two stages. The first stage embraced work preparatory to the commencement of the second and included a preliminary inventory of historic sites and areas within the municipality.



The inventory of historic sites consisted of an initial list with provisional rankings at the following levels:

- national significance
- state and regional significance and
- local significance

The inventory was based upon a field survey identifying the following number of sites according to each category in the table.

**TABLE 1.1  
PRELIMINARY INVENTORY OF SITES**

Ranking	No. Sites
National Significance	Nil
State or Regional Significance	19
Local Significance	259
<b>TOTAL</b>	<b>278</b>

The inventory forms Working Paper No. 1 to this report. It is expected that alterations will occur in the light of more detailed assessments yet to be made. The stage one field surveys identified two historic areas centred on Mont Albert and Surrey Hills. Later on, a third area surrounding the Combarton Street reserve was identified and studied.

Following presentation to the Study Steering Committee it was resolved that the following tasks be undertaken during Stage Two:

- (a) preparaton of an environmental history,
- (b) assessment of three historic areas,
- (c) assessment of B graded sites,
- (d) preparation of an illustrated schedule of sites of cultural significance situated within the immediate sphere of influence of the Box Hill district centre.
- (e) preparation of a paper canvassing heritage management options available to the Council,
- (f) assessment of eight public and private open spaces, and
- (g) preparation of Heritage Guidelines.

The work under item (c) has been completed and additional work has been authorised. When finished, the assessments of sites will form a second volume to this report. Items (a) and (e) form Working Papers Nos. 2 and 3 respectively. The latter has been taken into account in the preparation of the Heritage Management Plan which follows. Item (g) is in preparation.

## 1.2 Heritage Management Plan for the City of Box Hill

The object of the Management Plan is to establish a process having the conservation of the city's built and natural heritage as its primary objective. It is expected that the plan will have popular support and that Council's eventual adoption of the plan will be also supported by the community. To this end, preliminary consultation has already been undertaken and shows a general sympathy with the object of the plan and the means by which this will be achieved.

This plan is founded upon an understanding of the history of the physical environment of the Municipality (Section 2), and an assessment of the three historic areas identified within it (Section 3). It will eventually embrace a number of significant properties situated outside of these historic areas, when further information concerning their importance is to hand.

The plan draws on the existing experience of other Councils and State and Federal Government agencies in the development and implementation of conservation policy. Measures to be considered include both statutory and non-statutory means of heritage management and provide for Council to initiate action in both areas.

### 1.2.1 Statutory Controls

Statutory powers for heritage management available to Councils are provided in the Planning and Environment Act 1987. One of the Act's seven objectives for planning (S.4) in Victoria is "To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest or otherwise of special cultural value". In pursuit of its objectives, the Act empowers planning authorities (which include the City of Box Hill), to create planning schemes (S.6) which must "seek to further the objectives of planning in Victoria within the area covered by the Scheme" and "may make any provision which relates to the use, development, protection or conservation of any land in the area". There are at present no measures for the protection of the City's heritage contained within the Box Hill Planning Scheme.

Other legislation bearing on heritage conservation is complementary to the Planning and Environment Act and includes the Historic Buildings Act 1981 which establishes the Historic Buildings Council, a state government statutory authority within the Department of Planning and Urban Growth and which makes recommendations to the Minister concerning the listing and protection of buildings significant at the state or higher levels.

Alterations to listed buildings can only be undertaken following issue of a permit by the Historic Buildings Council. At present, the Standard Brickworks site is partially included on the register and is the only site within the municipality included on the register.

The Australian Heritage Commission Act 1975 establishes the Australian Heritage Commission which advises the Federal Government on Conservation Policy and is responsible for the identification and registration of places forming the National Estate. It maintains a register of sites of cultural significance for the nation's natural, aboriginal and built heritage. Registration imposes obligations on Commonwealth ministers and authorities to take no action which will have an adverse effect on a listed place unless there is no feasible or prudent alternative. It places no such limitations on property owned privately or by local and state government agencies. There are at present no sites within the Municipality included on the National Estate Register, although the Henry Willis Pipe Organ at 8 Oxford Street is listed as a reported place. As such, consideration for inclusion on the register will follow once adequate information concerning this site is to hand.

#### 1.2.2 Recommendations for Statutory Controls (Areas)

The following historic areas have been identified:

- . **The Surrey Hills Victorian and Edwardian historic area**, recalling the development activities of Sir Matthew Davies during the nineteenth century land boom and including a locally important collection of Victorian and Edwardian houses complemented by mature treed avenues.
- . **The Mont Albert Victorian, Edwardian and Inter War historic area**, containing a concentration of architecturally important houses from these periods, and
- . **The Combarton Street Reserve Inter War historic area**, containing a concentration of small Californian Bungalow styled houses of regional significance.

Given the potential for the protection of the historic character of these areas within the Planning and Environment Act provisions, it was considered useful to obtain an expression of views on the matter from effected ratepayers. The Consultants attended the monthly Contact ("Communication, organisation and order, neighbourhood and neighbour, teamwork, action, consultation, trust") meeting of the Mont Albert ward and a special meeting of the Houston ward.

Strong support was given at these meetings for the provision of a heritage advisory service supported by a revolving fund offering low interest loans and for a heritage amendment to the Box Hill Planning Scheme. This amendment would empower Council to prevent the demolition or defacement of heritage assets when and if required.

Given the clear advantages conferred by a planning scheme amendment over heritage management and the expression of support obtained through the Contact meetings, the following recommendations in principle are made:

1. All recommendations concerning sites situated within the proposed Urban Conservation Areas should be brought to the attention of effected property owners.
2. The historic areas noted above should be identified as Urban Conservation Areas within the City of Box Hill Planning Scheme.
3. Within these areas, the following controls should apply:
  - . demolition of scheduled buildings will require a planning permit.
  - . alterations and additions to scheduled buildings will require a planning permit
  - . the erection of new buildings and works on scheduled historic sites will require a planning permit.
  - . alterations, additions and the erection of new buildings on other sites within the proposed Urban Conservation Areas should be subject to the issue of a planning permit.

The locations of the proposed Urban Conservation Areas are shown on fig. 3.1 (p.94).

4. The recommendations outlined in Sections 3.2.5, 3.3.5 and 3.4.5 should be adopted as policy by Council and used as a basis for further action.
5. Planning decisions concerning heritage management should have their basis in the provisions of the Heritage Guidelines.

It is noted that where applicants and Council do not agree on the content of a specific development proposal, recourse to the Administrative Appeals Tribunal is available to the applicants.

#### 1.2.3 Recommendations for Statutory Controls (Individual Sites)

The preparation of assessments of significance of individual sites is in hand. Assessments which have been completed to date are summarised in Table 1.3. The following recommendations are made with a view to Council's action.

1. Demolition of buildings recommended for planning scheme protection should require a planning permit.
2. Alteration and additions to scheduled buildings should require a planning permit.
3. All recommendations concerning publicly and privately owned sites should be brought to the attention of responsible government agencies and private owners.
4. The erection of new buildings and works on sites requiring planning scheme protection should also require a planning permit.
5. Nomination forms for all buildings and sites recommended for inclusion on the Historic Buildings Register should be signed by Council and forwarded to the Historic Buildings Council for consideration for that register.
6. Nomination forms for all buildings and sites recommended for inclusion on the National Estate Register should be signed by Council and forwarded to the Australian Heritage Commission for consideration for the Register of the National Estate.

#### 1.2.4 Recommendations for non Statutory Controls

The Heritage Management Plan should be introduced as a positive, guidance oriented influence in the community, prepared in response to wider community expectations. The capacity of the plan to restrict individual property owners' rights through demolition control and to simultaneously protect them by controlling demolition of neighbouring properties must be clearly understood. It is essential that Councillors have a clear understanding of the plan since they are a first point of reference for ratepayers. Without this level of understanding, both Council and community may become frustrated in the face of inaccurate reporting and misinformation.



**TABLE 1.3**  
**SUMMARY OF RECOMMENDED CONSERVATION ACTIONS**  
**FOR INDIVIDUAL SITES**

Building	Location	Planning Scheme control proposed	Recommendations	
			National Estate registration proposed	Historic Buildings Register inclusion proposed
"Banff"	29 Albion Rd	*	*	
Surrey Hills State School	Beatrice Avenue	*	*	
Houses	15-17 Blenheim Ave			
"Bronte"	5 Bronte Ave	*		
"Heatherset"	141-69 Burwood Hwy	*	*	
Fmr Protestant Hall	166-172 Burwood Rd	*	*	
Fmr. Wesleyan Day School	166-172 Burwood Rd	*	*	*
Fmr pound house	988 Canterbury Rd	*		
Mt Albert rail station	Churchill St	*	*	
"Carbethon"	50 Churchill St	*	*	*
"Yarra Lea"	64 Churchill St	*	*	*
House	83-87 Dorking Rd	*	*	
Box Hill T.S	25 Dunloe Ave	*		
House	14 Edyvean St	*		
MMBW tower	Elgar Rd	*	*	*
"Tyneholm"	Elgar Rd	*	*	
Fmr "Estherville"	366 Elgar Rd	*	*	
Fmr. Standard Brickworks	14 Federation St	*	*	*
Fmr. Eley House	10 Houston Crt.	*		

House	47-9 Kitchener St	*		
"Bona Vista"	1B Marlborough St	*		
Myer Memorial	Box Hill Cemetery (Middleborough Rd)	*	*	*
St George's Church	370 Mt Albert Rd	*	*	
Fmr. Crossman House	27 Morley Cr. 12 Stanhope St	* *	*	
Fmr "Gwynton Park"	355 Station St	*		
Fmr Wesley Church	515 Station St	*	*	
Fmr Blood's Cottage	Rear 519 Station St	*		
Shops	566-572 Station St	*		
Fmr Ellingworth's Estate Agency	580 Station St	*	*	
House	13 Victoria Cr.	*		
House	17 Victoria Cr.	*	*	*
Chalet	Wattle Park	*	*	*
Curator's Cottage	Wattle Park	*	*	
Fmr. Stables	Wattle Park	*	*	
Fountains	Wattle Park	*	*	
Passenger Shelter	Wattle Park	*	*	
Passenger Shelter	Wattle Park	*	*	
House	30-2 Watts St	*	*	
"Terreglea"	79 Warrigal Rd	*	*	
St Andrew's Church	909-11 Whitehorse Rd	*	*	
State Savings Bank	953 Whitehorse Rd	*	*	

"Taits" Cnr	Whitehorse Rd	*	*	*
Shops	958-964 Whitehorse Rd	*	*	
Box Hill Town Hall	1022 Whitehorse Rd	*	*	*
"Glendale"	63 Woodhouse Gve	*		
Chapel	Fmr. Wesleyan 147 Woodhouse Gve	*	*	*
<hr/>				
<b>TOTALS</b>	<b>46</b>	<b>45</b>	<b>33</b>	<b>10</b>
<hr/>				

Council initiatives are seen as a precursor to the introduction of statutory controls. In this way the benefits of the plan should be readily perceived prior to the introduction of statutory measures. The following initiatives are recommended:

- . Council should introduce a heritage advisory service providing expert advice free of direct cost to the user.
- . Council should establish a low interest revolving fund to encourage specific heritage projects within the Municipality. These may include work to private houses, such as fences, verandah reinstatement, rising damp eradication and tuck pointing, or to commercial properties within the Box Hill Centre, such as depainting and verandah reinstatement. In many cases these funds should be used to achieve results which would not otherwise occur without the support jointly offered by the heritage advisor and the fund.
- . A heritage advisory committee should be established with objectives which include the following:
  - (a) To foster, support, encourage and promote an awareness of the conservation of Box Hill's heritage.
  - (b) To oversee the work of the heritage adviser and to approve expenditure of the revolving fund.
  - (c) To liaise with Council and government agencies on heritage matters.
  - (d) To oversee the completion of the present study.
- . Heritage enhancement projects foreshadowed in this document should be implemented by Council to encourage others to participate in the Heritage Management Plan.
- . Council should investigate potential for rate remissions and incentives for heritage conservation pursuant to the powers available under the Local Government Act 1989.

The following additional recommendations are made concerning natural landscape elements identified in the Study:

- . Council should consider the adequacy of current provisions for street tree pruning, particularly below power lines. Undergrounding of power supply is likely to cause problems of root severance and cannot be regarded as a general or cost effective solution because of this.
- . Council should ensure that key street avenues are not only identified but also supported by the necessary level of funding and protection from damage or encroachment by roadworks.
- . Further work is needed in assessing the sites in Section 4.1.4.

- . Further work on old native trees and follow-up preservation is recommended.
- . Council should consider encouraging the public awareness of the sites studied. An example of possible action would be the establishment of a "Heritage Trail" around the District Centre (Box Hill Gardens - Whitehorse Road - Cemetery - Combarton Street - Surrey Park/Drive) with signage and interpretation material.

Funding implications for these recommendations could be as follows:

- . provision of heritage advice, and on-going funding to cover implementation of the study recommendations \$10,000 in the first year.
- . provision of revolving fund: \$10,000 in the first year with \$5,000 p.a. increments for a period to be determined.



## **2.0 CITY OF BOX HILL - ENVIRONMENTAL HISTORY**

### Key to early road names:    Box Hill

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Initially, main roads within the Shire of Nunawading were known by the names of the settlers which they served. In January, 1883, the Shire Council resolved to give these main roads official names and the old road names passed into history. This key refers to the names used in the Environmental History.

Belmore Road:	Ewart's Road
Burwood Highway:	Bennett's or Ballyshanassy Road. Chapman Street in Ballyshanassy town area.
Canterbury Road:	Delany's Road
Elgar Road:	Crossman's Road
Highbury Road:	South Boundary Road
Middleborough Road:	Boardman's Road (part) Britnell's Road (part) Fulton's Road (part) Berry's Road (part)
Riversdale Road:	Moloney's Road
Station Street:	Sim's Road (part) Keogh's Road (part)
Warrigal Road:	West Boundary Road
Whitehorse Road:	White Horse Road or Gipps Land Road

## 2.1 Introduction

Memories of Box Hill left an indelible impression on the mind of the young artist, Tom Roberts, which can be interpreted not only in his paintings but in his written account of the Box Hill artists' camp days. "Happy Box Hill", he wrote, "the land sylvan as it ever was ... tea trees along the creek. The evening after work ... we forgot everything, but the peace of it." It is a far cry from the Box Hill a century on, which has been enveloped by the expanding metropolis during the intervening years. Yet the romantic story of the artists' camp is just one of a number of events which give the present city a unique inheritance, vestiges of which remain as sign posts to the apparently distant past. They include the story of the first electric tramway in the southern hemisphere, houses, a church and school of the district's earliest settlers, Wattle Park: the "Tramways Park" in Riversdale Road, Henry Elgar's Special Survey, and the theme of temperance, which deprived the City of its hotels but left it with a picturesque reminder of earlier days in the form of "Tait's" corner store. Much of the city's history is concealed by a thin veneer which belies its special story and value to the present community. This environmental history attempts to strip away the events of the recent past and to focus on the first hundred years of settlement, commencing in 1844 when the former Launceston post master, Arundel Wrighte, secured a foothold on the banks of the Bushy Creek. It is an account of events during this period which have expression in the physical environment and which need to be understood before attempting to describe and evaluate the present character of the City.

## 2.2 Pastoral Occupation (1837-1850)

In spite of early comments made by assistant surveyor, H. Permein, that the undulating lands of the future municipality of Box Hill were "not of much value for agricultural purposes" its visual appeal must have been disarming. The valley of the Main (Gardiners) Creek and its tributaries added topographic interest in the south, whilst to the north, Bushy Creek and Koonung Koonung Creek were the main water courses. They were invariably swampy with water holes at strategic intervals guaranteeing water throughout the summer months. 1. In 1885, the Gardiners and Koonung Koonung Creeks waterholes were described as not becoming dry "in ordinary summers". 2. The South Bourke Standard for 9th January, 1863 highlighted the importance of such waterholes in its report of a deputation to the Inspector-General of Public Works. On this occasion the sum of thirty pounds was sought to fence in the water hole on Gardiner's Creek at High Street. It was used for drinking purposes and was threatened by cattle being "constantly driven into it". 3. Permein noted that most of the future municipality was covered by "heavy forest throughout of stringybark, box gum etc." whilst the corners of the crown allotments on his plan were marked by other trees including honeysuckle, wattle, peppermint and by apple trees. The year was 1853 and by this time a number of orchards had been planted out adding further to the district's scenic qualities.

It was country typical of land further to the east described by N.M. Bickford, superintendant of Clement Hodgkinson's field party of 1857 as having "poor soil, thickly timbered with stringy bark".4. Box Hill South was described as being "sandy on the principle heights" with very good freestone to the north-east of the intersection of present Riversdale Road and Station Street. Today, the stringy bark lingers on, especially in Bennettswood, but the rows of apple trees have been replaced by suburban gardens. With the benefit of hindsight, considerable doubt must be cast on Permein's judgement concerning the fertility of the district's black soil which not only proved to be excellent orchard country but was also most suited to market gardening.

There is little doubt that Arundel Wrighte, (1806-1887) who is distinguished as Box Hill's first landholder, saw its potential on his exploratory visit early in 1837. Wrighte was the postmaster at Launceston, lured to the Port Phillip District of the Colony of New South Wales by the prospect of land grants and also through his close association with John Batman of the Port Phillip Association. Wrighte actually dined with Batman immediately prior to the latter's historic trip to the Port Phillip District in May, 1835. He followed in October 1836 on board John Pascoe Fawkner's "Enterprise"

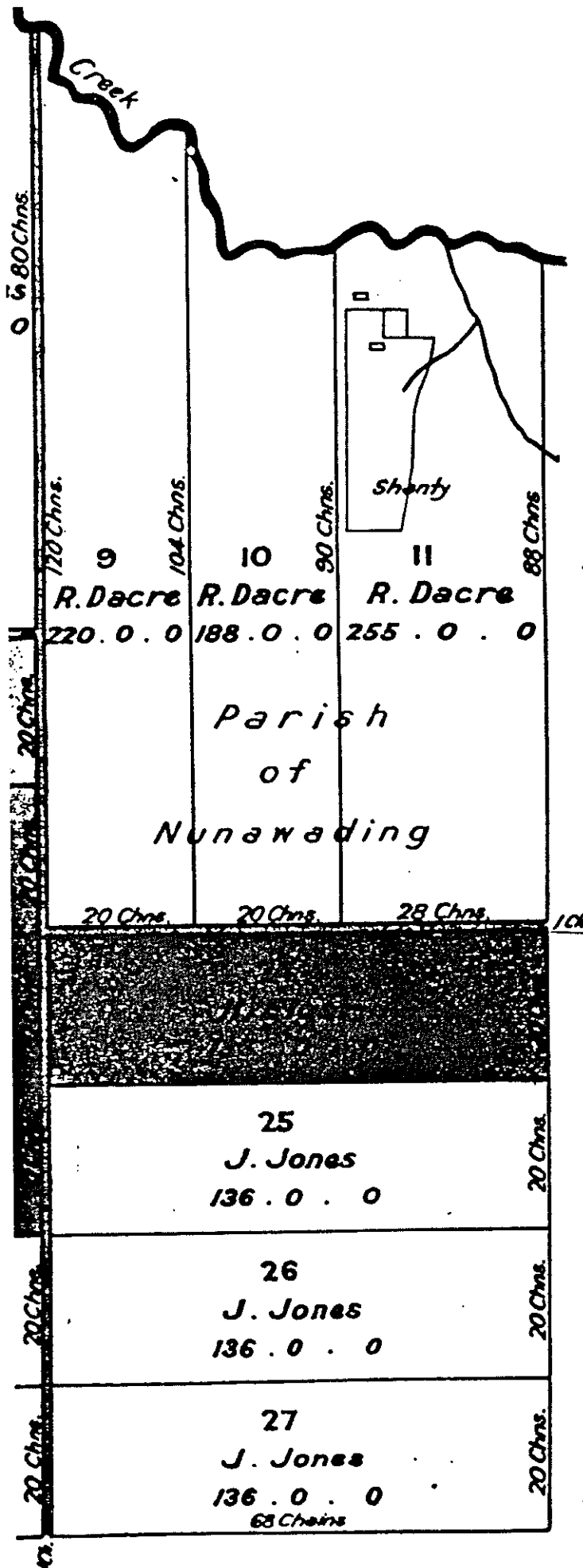


and returned to sell off his assets in readiness for his departure with his family on 5th January, 1837 on the "Lowestoft". Chartered especially for Wrighte's expedition, it was laden with the family possessions and upwards of 500 sheep. In March, 1838, William Lonsdale is believed to have prepared an "Estimate of the Inhabitants of Melbourne". It showed that the fledgling community's population had reached about 600 at this time with "Mr. (William?) Wright, Mrs Wright and one man servant (bond)" being counted amongst those earliest citizens of the township.

Wrighte built a weatherboard house in what became the Government Paddock at the eastern end of the town. The records of his battle with Lonsdale to remain in residence are published in Vol. 3 of the Historical Records of Victoria <sup>5</sup>. and show him to have been both tenacious and enterprising in his resistance of authority. He held on until January, 1839 by which time he had explored the valley of the Koonung Koonung Creek and erected stockyards for his sheep. A license to departure was issued to him in September, 1838, the Government's willingness to accede to this request no doubt being encouraged by Wrighte's illegal occupation of the Government Paddock. The stockyards noted as "Mr Wright's Cattle Station" on Elgar's Plan of Special Survey suggest that he was no longer only grazing sheep. They were located on Bushy Creek at its confluence with the Koonung Koonung Creek in the vicinity of present day "Elgar Park". <sup>6</sup>. Wrighte removed to "Maryanvale" near the present "Canterbury Gardens" and administered his run from this point. In 1844 he moved again to the banks of the Bushy Creek with his wife, Fanny, and three daughters. Their house, "Beau Desert", was of timber construction with a stone chimney and was situated near the present Shannon/Goulburn Street intersection. It remained as late as the 1930's but has since been demolished. The chimney stones were later collected and now form the Box Hill pioneers' memorial cairn in front of the town hall.

Wrighte's nearest neighbour within the limits of the Box Hill municipality was Thomas Toogood, (1803-1859), who is believed to have occupied land on the Koonung Koonung Creek to the north-west of Wrighte from as early as 1840. The 1841 census records that he was occupying a mud dwelling with his wife and children and running a dairy on land which he had cleared at this location. <sup>7</sup>. He is also known to have been engaged in wood carting, an occupation not uncommon at the time given Melbourne's need for firewood and building timbers and the district's abundance of woodland. Toogood purchased the adjoining run of a Mr. Lawrence c. 1845 and came into conflict with Wrighte over their common boundary and rights to departure.

Further south, along the valley of the Gardiners Creek, Charles Mullins, another wood cutter, occupied a run from at least 1841 just to the north of the present Burwood Highway near Stott Street <sup>8</sup>. Mullins subsequently sold to Patrick Cleary whose farmhouses appear on both sides of a waterhole in this vicinity in the 1853 Surveyor General's Office lithograph of the Parish of Nunawading. Ellen Cleary, Patrick's widow, and John Cleary claimed residence at their run from 1841 in correspondence with the Colonial Secretary concerning their pre-emptive right application. <sup>9</sup>.



## 2.2

Subdivisional plan of portion of Elgar's Special Survey showing Arundel Wrighte's cattle yards on Bushy Creek.

Source: Plan of the Boroondara Estate traced from plan of conveyance from Robert Campbell to Robert Brooks, 5.11.1845. Box Hill City Historical Society Collection.

A little further upstream, the partners, James Farmer and James McAlpine also occupied their run from 1841. It subsequently passed through several hands until Denis Leary (O'Leary?) took possession in 1846, his buildings also appearing on the 1853 lithograph. Elsewhere on Gardiners Creek, George and William Bennett had occupied their four square mile "Main Creek" run from 1846 10. and the Dempseys were located midway between the Cleary's "Green Mound" run and Leary's run. From 1845, Denis Delany's run was situated at the intersection of dray tracks immediately north of Wattle Park. His farm house, located in the vicinity of Pine Street, was burnt down in 1919. 11.

An event which influenced the early run holders' choice of land was the British Government's Special survey system of land release, introduced in December 1840. Under its provisions the sale of lands in the Port Phillip District were to be encouraged by the release of eight square mile (5120 acre) parcels at £1 per acre. The surveyed blocks had to be rectangular and at least five miles distant from the surveyed towns. Purchasers were entitled to a permanently watered frontage but were not limited in any other respects. This method of land release was ill-conceived to the extent that no special incentives for the sale of Crown lands were warranted at the time. The land auctions which had been held within the five mile limit were all well attended, whilst the Special Survey provisions had the effect of precluding local participation on account of the large purchase sums involved.

By February, 1841 the Special Survey system had been cancelled, but not before Henry Dendy had secured his coastal block at Brighton; Frederick Unwin, a Sydney solicitor, land in Doncaster having the Koonung Koonung Creek as its southern boundary; and Henry Elgar a block situated immediately to the south of Unwin in the parishes of Boroondara and Nunawading. Those were the only Crown Special Surveys undertaken within the metropolitan area. Elgar was an English merchant in the West Indies acting through his Sydney agent Randolph Dacre who had already made significant purchases in the 1839 land sales 12. Elgar's Special Survey ousted Wrighte and prompted his removal to Bushy Creek c. 1844 13. Although Elgar never visited his land, he followed Dendy's example by proceeding to subdivide in advance of the crown land sales in the district. The initial buyers were A. Dyce, R. Town, J. Campbell, R. Campbell, R. Dacre, W.G. McCarthy, R. Brooks and H. Sea. 14. In 1843, however, both Frederick Unwin and Randolph Dacre, acting on Elgar's behalf, applied to have their Surveys relocated closer to Melbourne on the grounds that the five mile limit had been incorrectly measured. Robert Hoddle confirmed the bounds of Elgar's survey on 23rd December, 1843. Its north-west corner coincided with the junction of the Yarra River and the Koonung Koonung Creek. Today the boundaries are marked by



*Plan of a Special Survey*  
*Selected by H. Elgar Esq.*  
*in the Parishes of Boroondara and*  
*Nunawading, County of Bourke*

Pz 1149

*Reference*  
 N.W. corner Stake 67° 31' 0" links  
 to Oak tree lettered E  
 N.E. corner Stake 67° 12' 31" links  
 to Oak tree lettered E  
 S.E. corner Stake 67° 13' 31" links  
 to Oak tree lettered E  
 S.W. corner Stake 67° 25' 39" links  
 to Oak tree lettered E

*Unions*  
*Selection*

*Running Running Creek*

See subsequent Survey  
 by HODDLE

CAT: P 6.1149

which cancels this

5120 acres

*Five mile Boundary Line*

*Unmeasured Road*

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*B*  
*E*

*Scale of Chains*

*Surveyed by H. Elgar Esq. May 1841*

6206

18

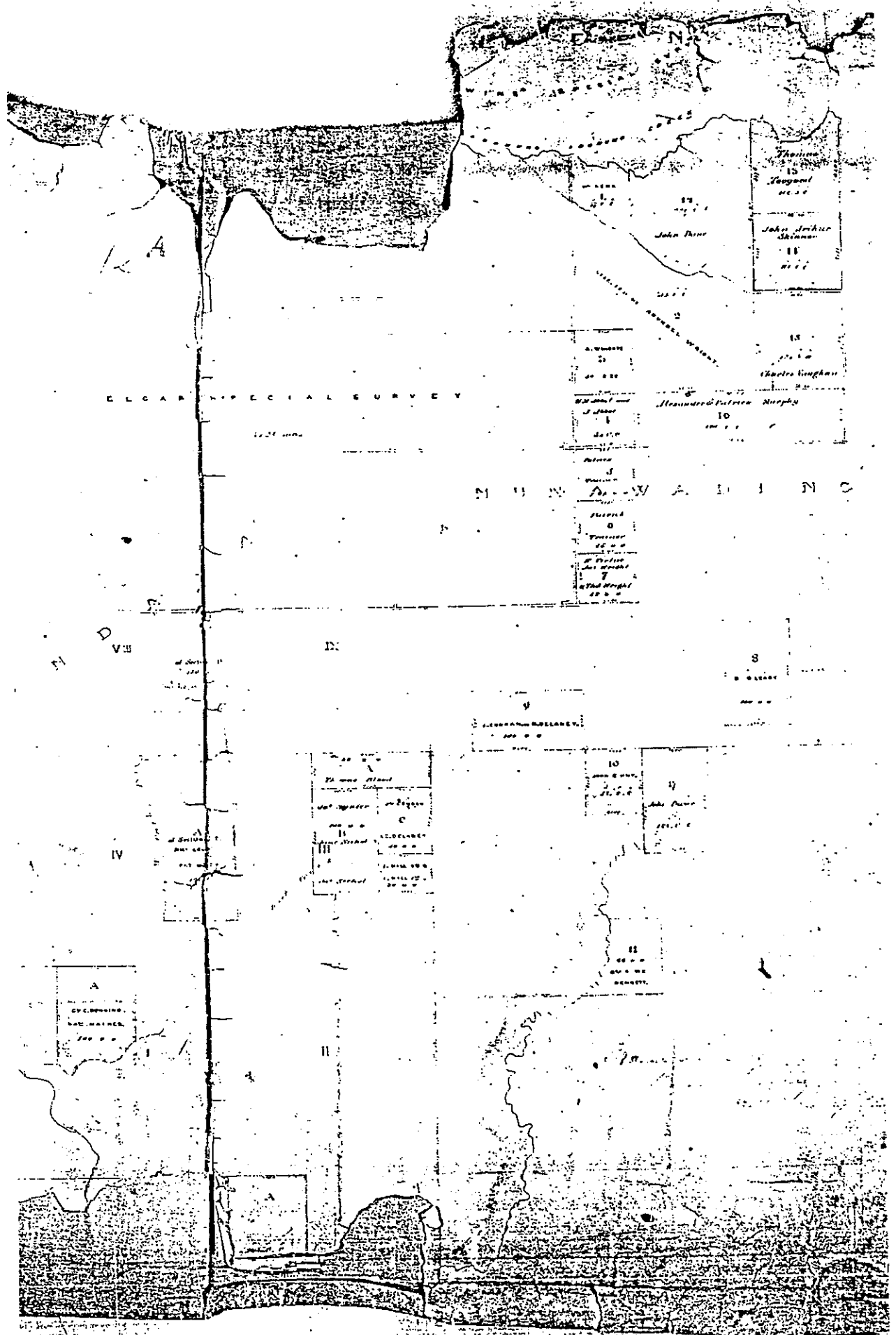


Union, Canterbury and Elgar Roads. The effects of the survey on the development of the municipality were profound. The boundaries became major roads providing access around the survey. Warrigal (West Boundary) Road terminated abruptly at the Survey's southern boundary along Canterbury Road. Although Whitehorse Road, Belmore Road and Doncaster Road were marked out within the survey from the 1840's, the Crown Land sales of 1850 and later provided for a much closer grid of road reserves, using Canterbury and Elgar Roads as starting points. A township reserve was foreshadowed at Ballyshanassy, between the Burwood Highway and Highbury Road at Gardiners Creek and when the Anderson's Creek gold discoveries of 1851 prompted the opening of Whitehorse Road as the most direct route from Melbourne, the famous "White Horse" hotel and the Box Hill centre itself grew up to the immediate east of the Survey on land keenly sought following the crown land sales of 1850. The land occupied by Henry Elgar's vendors was to lie substantially in its natural state for over two decades whilst the balance of the municipality rode on the crest of the wave borne by the 1850's land boom.

Thus the determinants of the grid of main roads shown on Permein's plan of 1853 were clear by the late 1840's and consisted not only of Elgar's survey but the small runs described above and enshrined in the runholders' applications for purchase under the pre-emptive right provisions of regulations dated 29 March, 1848. During this period also, a network of trails and dray tracks originating at the runholder's huts and having destinations beyond the present municipal boundaries, ran in all directions both skirting and appearing to penetrate Elgar's Survey at the Whitehorse Road alignment. They crossed the Main Creek at the Cleary's, Canterbury Road and Whitehorse Road, skirting the high country and keeping a respectful distance from the swampy watercourse of Gardiners Creek.

## 2.2 Pastoral Occupation (1837-1850)

1. "Plan of Part of the Parish of Nunawading", H. Permein, CPO litho no. N76 and N794 (October 1853) show the distribution of watercourses, waterholes and other features in meticulous detail.
2. Plan of "Country Lands in the Parish of Nunawading" 12.9.1855, SLV 820 Bie 1837.
3. The South Bourke Standard, 9.1.1863, p.2.
4. "Plan of Country Lands in the Parishes of Nunawading, Ringwood, Scoresby", 14.12.1857, CPO lith no. 79.
5. Cannon, M.: Historical Records of Victoria, Foundation Series, no. 13 - The Early Development of Melbourne, Victorian Government Printing Office, Melbourne, 1984, pp. 111-118.
6. "Plan of a Special Survey selected by H. Elgar, Esq. in the Parishes of Boroondara, Nunawading, County of Bourke", surveyed by T.H. Nutt, May, 1841, CPO litho B18. Information concerning the location of Wrighte's home was obtained from Mrs M. Wood, great great grand-daughter of Arundel Wrighte. The Eastern Times of 13.11.1963 refers to a visit to the site of "Beau Desert" when the well was in situ.
7. Webster, M., "Arundel Wrighte Box Hill's First Land-holder" in Vol. 2 (1971-73) of Papers Read before the Box Hill City Historical Society, p.15. The date of Toogood's first occupation of the Koonung Koonung Creek valley is questioned by Lemon in his history of Box Hill, p.11, where he notes that the earliest documentary evidence of Toogood's occupation is 1849. The earlier date (1840), however, remains a strong possibility.
8. "Mr Mullins Station" is marked on T.H. Nutt's plan of Elgar's Special Survey of May, 1841.
9. PRO Pastoral Run Files: "Holders of unnamed runs", letter dated 21.6.1853.
10. As above, letter dated 22.10.1852.
11. "Surrey Hills History Walkabout: South-East to Wattle Park and Broughton Park", November, 1981, p.6.
12. R. Dacre bought lot 78 on the Collingwood Flat on 13.2.1839.
13. Webster, M., op.cit, p.14
14. Refer MacLean, D., "The Elgar Survey from Balwyn, 1841/1941" in Vol. 1 (1964/68) of Papers Read before the Box Hill City Historical Society, pp. 5-6.



2.5 Map showing land alienated at the first Crown Land sale of September, 1850, in the present municipal area of Box Hill.  
Source: CPO

### 2.3 The Foundation Years (1850's, 1860's)

Towards the end of the 1840's increasing pressures on the Government to release land applied throughout the settled districts of Port Phillip. A total of 43 leaseholders were affected by the pre-emptive right provisions of the 1848 regulations. They were anxious to gain certainty of tenure in the face of competition from buyers at the Crown land sales and in Box Hill the following applications for purchase had been submitted to the Governor of the Colony of New South Wales <sup>1</sup>.

**Table 2.3.1 Applications by license holders to purchase land within Box Hill pursuant to 1848 regulations.**

Leaseholder	Land applied for	Comments by Surveyor in charge
G. & W. Bennett	45 acres on Kooy an Koot (Gardiners) Creek including hut and improvements.	66 acres recommended for sale
Patrick Cleary	42 acres	Protected until sale.
Denis Delany	40 acres, to include hut, etc.	Protected until sale.
Denis Leary	30 acres to secure homestead and 30 acres in adjoining section.	100 acres recommended for sale.
Arundel Wrighte	100 acres to include improvements and 30 acres from each section either side of homestead.	315 acres at homestead with seven other portions of about 45 acres recommended for sale Only protected in the home section until sale.

Subsequently (?), Denis Delaney applied for 160 acres, Arundel Wrighte for 640 acres and George and William Bennett for 160 acres respectively. In no case did the Government surveyor acknowledge that any improvements had been carried out on these runs. <sup>2</sup>.

Surveyor Lindesay Clark completed his survey of Box Hill in July, 1850 and on 5th September of that year the first Crown Land sales outside of Elgar's land order took place within the parish. The pattern of sales reflected the leaseholders' applications to purchase tabulated above. The Bennett brothers, George and William, acquired lot 11 on Gardiners Creek which contained their huts and consisted of 66 acres as recommended by the Surveyors department.

The Cleary's, in spite of their application to purchase, failed to take up their pre-emptive right option and their land remained unsold. Denis Delany and J. Conran obtained lot 9 which had an area of 100 acres although Delany had variously applied for 40 acres and 160 acres. Denis Leary purchased lot 8 which measured 100 acres as recommended by the Surveyor's department. Arundel Wrighte was the largest purchaser, acquiring lot 2 of 315 acres and including his homestead, fenced homestead paddock and pond and the lands falling to the Bushy Creek on its south back. He also acquired lot 3, measuring a little over 54 acres and facing present day Elgar Road. Again, Wrighte's acquisitions accurately reflected what the Surveyor's department had set aside for sale rather than his own applications noted above. The only other sales were lot 10 which passed to John Crimp and occupied 55 acres at the south east corner of present Elgar and Riversdale Roads and lot 1, purchased by William Kerr on Koonung Koonung Creek at its intersection with Elgar Road.

Clarke's survey marked out the boundaries of the future City of Box Hill to the extent that it showed the western boundary with Boroondara and the eastern boundary north of Riversdale Road. His road reserves, however, were limited to Elgar Road, alongside the Special survey, Canterbury Road along the southern alignment of the Survey as far as lot 7 and a continuation of Whitehorse Road between lots 4 and 5. There were no other Government road reserves, land holders in the south continuing to be served by the dray tracks which they had helped establish almost a decade earlier. In the north, the situation was not markedly different, the east-west track past Toogood's foreshadowing the Woodhouse Grove route of the mid 1850's.

Following the first land sales, Henry B. Foot, a surveyor previously responsible for the winning entry in the competition to lay out Henry Dendy's Special Survey in Brighton, surveyed the lots in North Box Hill sold subsequently at the next land sale of 18 September, 1851. Most of the land north of Whitehorse Road was alienated at this time, the most successful purchaser being John Dane who acquired lot 12 with frontages to the Koonung Koonung and Bush Creeks and an area of 229 acres, second only in size to Arundel Wrighte's neighbouring holding to the south. Dane also bought lot 17, one of the last of the large allotments, encompassing 100 acres of the Gardiners Creek valley on land previously occupied by the Dempsey's and Ellen Cleary. An astute purchase was also made by Alexander and Patrick Murphy who acquired all of the land along the north side of Whitehorse Road from Shipley Street to Middleborough Road. Shortly afterwards, Thomas Toogood, who had been presumably standing by whilst the leaseholders and newcomers consolidated their positions in Box Hill, gained title to lot 13 in the north-east corner of the municipality.

By this stage large sections of the municipality had been sold off and as pressure to release more land built up in the wake of the gold rush of 1851 the last planning decisions were made concerning the patterns of land ownership. With only half of the municipality unalienated, the surveyors divided the remaining land into smaller blocks varying in size from 26 to 55 acres. One exception, however, was Lot 26, which passed to Denis Leary and comprised 100 acres adjoining his northern boundary.

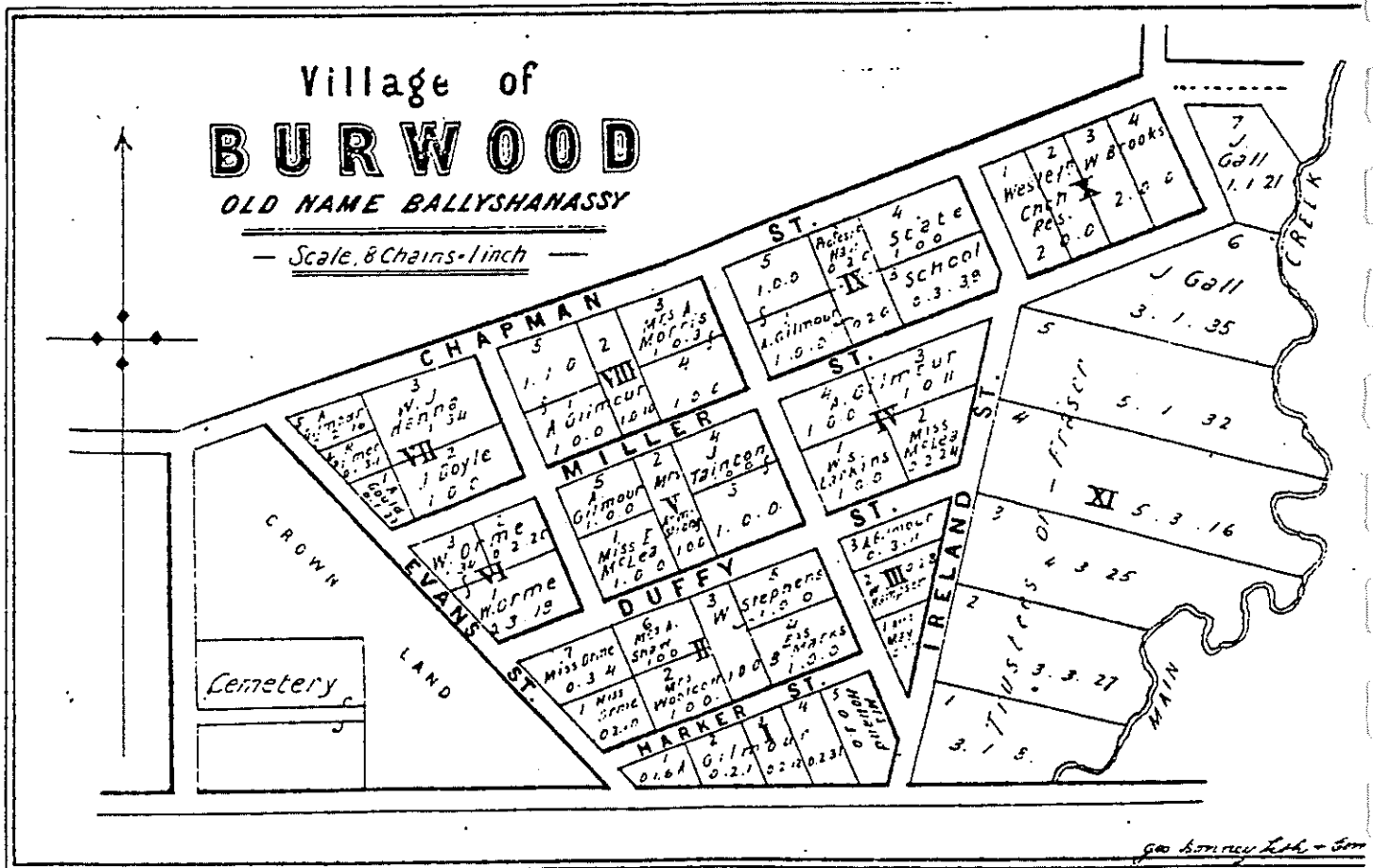
The new plan of survey also provided for the Ballyshanassy town reserve of 1858 on the west bank of Gardiners Creek facing the Bennetts' Lot 11. It was not surprisingly located on the dray track from Melbourne to the homesteads lining the Gardiners Creek with frontages to Government road reserves later known as Bennetts' Road (Burwood Highway) and South Boundary Road (Highbury Road). Further north, a second unnamed reserve was established in what appear to be similar circumstances. Bounded today by Warrigal Road, Riversdale Road, Elwood and Scottsdale Streets in an area soon to be known as "Chapel Hill" it contained 20 small allotments immediately north of a second dray track linking Melbourne with the Gardiners Creek homesteads. As a township reserve, it was possibly forseen as an alternative to Ballyshanassy. By providing for two centres, however, on the only two east-west routes south of the Special Survey, the Surveyor's department was wisely anticipating the need for new townships in an area rapidly becoming fully alienated. The "Chapel Hill" lots, however, were not sold until August, 1881.

At Ballyshanassy a cemetery reserve was established within the triangle bounded by Gilmour Street, Evans Street and Highbury Road. Andrew Gilmour was a councillor and the crown guarantee for 15 of the 53 blocks making up the Ballyshanassy town reserve. The cemetery was first proposed in December, 1857, when Richard Hurry, the school master at Damper Creek (of the Wesley School, Ballyshanassy), drew up a petition to the Surveyor General. Having attended a funeral "from here, to the cemetery Melbourne on an intensely wet day, the necessity for a burying place was strongly felt" <sup>3</sup>. by the petitioners who received a favourable reply in the same month. At a meeting held at the Damper Creek school room on 14th December, trustees were appointed as follows;

**Table 2.3.2**                      **Trustees and Denominational plots:      Nunawading Cemetery: 1857** <sup>4</sup>.

Trustee	Denomination	Number plots
John Lowry	Episcopalians	600
David Houston	Presbyterian	600
Richard Hurry	Independants	700
John Little	Wesleyans	1100
William Blanksby	Primitive Methodists	800
Wm. Ellingworth	Wesleyan Association	800
William Dempsey	Roman Catholic	1300
	TOTAL	<u>5900</u>





2.6 Map of the Burwood township area showing the site of the cemetery  
Source: Directory of Maps of the County of Bourke - Melbourne,  
Victorian Shire Map Company, 1892.



2.7

The Burwood Cemetery:  
 memorial to Margaret and  
 William Bennett and their  
 son Thomas. (ph. 1989).

Looking east from the  
 earliest portion of the  
 cemetery over the factories  
 which mark the former Bal-  
 lyshanassy township reserve.  
 (ph. 1989).



The numbers of plots are suggestive of the denominational allegiances within the Shire. In April, 1858, the sum of £200 was allocated for a lodge, since demolished and in 1862 trees and shrubs obtained from the director of the Botanical Gardens, Baron Sir Ferdinand von Mueller, were planted. The reserve was initially limited to five acres in the south-west corner of the street block but it subsequently expanded over all of the available land. Today, the process of evolution is clear enough with the earliest headstones being situated on the higher south western ground.

John Schneider 5. was the first to be buried on 27th October, 1858. Of the eight burials in 1859, Haidee Coakley's memorial survives in old compartment 293 at the south-west corner of the cemetery. Nearby, a memorial to John and Naomi Hill records that they arrived in the Burwood district in 1841. Several of Burwood's earliest pioneers are memorialised here and include William Bennett (d. 1923), John Collier (d. 1882) and Andrew Fulton (d. 1894).

Additional reserves were provided on the eastern boundary of the municipality in Whitehorse Road, 51 acres, Delany's Road, 24 acres and linking Riversdale Road with Middleborough Road, 17 acres. The latter two were well watered by Gardiners Creek and a number of waterholes but the larger Whitehorse Road reserve was distinguished solely by its size and elevated position.

The Whitehorse Road reserve was earmarked at various periods for police purposes, common school, cemetery and public gardens and is readily distinguishable today as the Box Hill Cemetery and High School site. The Delany's Road reserves, situated on both sides of the road, have seen use as a water reserve and Church of England reserve (north side) and Shire hall reserve and Botanical Gardens (south side). Today, the north reserve forms part of the R.H.L. Sparks reserve and the south south reserve includes the old pound house of 1902 and Wembley Park.

The curious reservation at the end of Riversdale Road was never used for any public purpose and passed to John Keogh, chairman of the Nunawading District Board, in 1869.

Yet another reserve was envisaged on lots 35A and 35B at the north-east corner of Elgar and Riversdale Roads. Here, surveyor H.J. Permein had noted that the freestone was "very good". Correspondence between the chairman of the Roads Board, Nathaniel Berry, and the president of the department of Lands and Survey in 1863 confirms that they were "reserved for stone", but it is not known to what extent they were actually used for this purpose. 6.

The crown land sales of November 1853 and January 1854 witnessed the alienation of the remaining blocks south of Whitehorse Road. Although purchased by some for investment purposes, probably the majority were acquired and very soon occupied by settlers, many of whom participated in the management of their district through the Local Road Board, established in 1857. In September 1862 the earliest surviving minutes of the Board record that a public meeting was held in Delany's "Royal" hotel on the 10th of the month to elect its new members. They were, in descending order of popularity, as follows:

John Keogh (99 votes)  
 Nathaniel Berry (97 votes)  
 William Yoemans (96 votes)  
 Samuel Corke (96 votes)  
 John White (94 votes)  
 John Collier (82 votes)  
 William Bennett (81 votes)  
 William Ellingworth (79 votes) and  
 Robert Sutton (76 votes).

Those defeated at the election included Alfred Padgham, Joseph Aspinall, Joseph Orr and John Crossman. The majority of board members owned land west of Middleborough Road and the rate that was struck at that meeting generated income as follows:

Whitehorse Road Division: £95.1.7  
 Bennetts Road Division: £65.10.11  
 Delany's Road Division: £62.10.10

Messrs. Ellingworth and Sutton moved and seconded in December that the "grant-in-aid" attracted by the Board be expended within the divisions in proportion to the sums locally raised. This was not surprising since they both owned property on Whitehorse Road, but the minutes show that the motion "was put and lost". Won or lost, the fact that the motion was put at all reflects on the divisional rivalries within the Road Board district which were closely aligned with the three east west Government road reserves through the parish and the interests of the property owners abutting them.

In January, 1863, it was agreed to survey a line of road from "Bolsters Hill" on Delany's Road north east to Whitehorse Road at "New Brunswick". The new road would connect Melbourne with the Upper Yarra via Delany's Road and avoid Whitehorse Road and the notorious "Bay of Biscay" section in the adjoining Road District of Boroondara. The Whitehorse Road "lobby" opposed the plan vigorously and it was eventually dropped.

In 1865-67 toll gates were established at the western end of the main east west roads passing through Nunawading. The Whitehorse Road tollgate was situated immediately west of Elgar Road, the Canterbury Road tollgate between Union and Warrigal Roads and the Bennetts Road gate at Ballyshanassy. The tollgate system provided a welcome boost to Road Board funds and provided a new "power base" within each division of the district.

During the 1860's the scarce funds available were mostly deployed in the formation and metalling of these roads, the north-south roads, often referred to as the "cross roads", attracting whatever monies were left over, which were usually very little. Typical contracts let were for the tasks noted as well as bridge and culvert construction and the filling of ground with wattle brush or tea tree. Contract No. 5 (1862) was for the construction of a log bridge at "Goyders Gully". Frederick Goyder owned a house and land facing Moloney's (Riversdale) Road opposite Delaney's and the gully would be the Back Creek crossing where the road reserve "dog legged" to avoid a waterhole. Contract No. 2 (1863) covered work on Delany's Road and included a cutting at "School Hill" which survives today in altered form along the old Delany's Road reserves. The largest contract during this period was funded by a grant of £600 secured by Michael O'Grady, the MLA for South Bourke. It covered works brought to the assistant commissioner for Roads and Bridge's attention by O'Grady on Whitehorse Road, Boundary (Highbury) Road, and at "Murray's sand hill" on Delaney's Road. It was a grant which reflected accurately on the divisional allegiances within the District Board.

In 1865, The Victorian Gazetteer described Box Hill, by name, as a postal village "situated 9 miles W.N.W. from Melbourne, with which place there is no public means of conveyance; on the great 3-chain road to Gipps Land...Ballyshanassy is S.S.W. with which place it is connected by main and dray roads. It is an elevated and undulating agricultural district, lightly grassed and timbered, chiefly with red gum; the population numbers about 300, and is employed on small farms and in wood cutting; the hotels are the White Horse, Travellers Rest and Harvest Home".

The Road Board's earliest Rate Book was made on 12.11.1863 and provides valuable detail as to the nature of settlement at that time. Ballyshanassy was a collection of 5 houses with gardens. There was Richard Hurry's wooden school building run by the Wesleyans and a stone church on their reserve facing Bennetts Road. Subsequently, the architect Samuel Clement prepared designs for a new school opened in 1865<sup>7</sup>. on the same site. It remains there today as the Burwood Primary School and incorporates distinctive Gothic detail and forms recalling its Wesleyan origins.

At "Norwood", where Bennett's Road met the West Boundary (Warrigal) Road, Thomas Heppell, the baker, ran a store opposite the "Thornecombe" hotel in Boroondara. The other main east-west roads also had their hotels. The "Royal" owned and operated by Denis Delany, was situated on the vacant block at Broughton Road. It was rebuilt in 1886 and demolished in 1932 and the site has presumably remained vacant since that time.





The "White Horse", which gave its name to the Gipps Land Road, was owned and operated by Patrick Trainor and demolished in 1934. It was situated on the south west corner of Whitehorse and Crossman's (Elgar) Road. Further east, at the intersection of Whitehorse and Sim's (Station Street) Roads, Robert Sutton's blacksmith's shop and Silas Padgham's store marked the beginnings of the Box Hill Centre. Further east again Sutton owned another shop, possibly the butchery mentioned by John James in his "South Bourke Standard" article in June, 1861.<sup>8</sup> In 1864, Sutton opened his Barkly hall, Box Hill's first meeting hall, also located near to his other enterprises on land subdivided and sold by the crown grantees Alexander and Patrick Murphy. With these exceptions, Box Hill was merely a cluster of houses, occupied by families including those with the names of Clisby, Blood and Ellingworth. William Ellingworth had settled on Lot 28A at the Sims Road/Whitehorse Road corner where he had an orchard also built a timber church and school for the United Methodist Free Church.

Robert Blood's cottage also remains in a much altered form to the rear of the former Wesleyan Church. At Rutland Road, Ellingworth's estate agency, built much later in 1911, recalls the very early occupation of this land by William Ellingworth, foundation member of the Nunawading District Road Board from 1857.

Scattered across the municipality in the early 1860's was a series of churches and church schools, built invariably on portions of land reserved from sale at the government auctions. On "Chapel Hill", the Catholics had built a brick church, (St Brigets), house and school on land reserved for this purpose. A similar though less imposing block in the same reservation was located a little to the east on Moloney's Road and earmarked for a Church of England. It was never built, the Anglican Church's presence in this area having to wait until 1947 when St Theodore's Church was opened in Broughton Road. The Catholics eventually removed their buildings with the result that the name "Chapel Hill" has passed into history along with the vision for a township on this reserve.

The Anglican's, however, did build a school in Box Hill, on Delany's Road in the reserve adjoining Charles Bedford's block. On the Whitehorse Road reserve, the "Sagoe" Common School was opened in 1866 just three years after the Chief Commissioner of Police had resolved to appoint a mounted constable and establish a police station on the same reserve.<sup>9</sup>

In Woodhouse Grove, Joseph Aspinall donated land for the purpose of erecting a stone chapel for the Wesleyan Methodists in 1857. It remains in use by the Uniting Church to the present day, encroaching beyond the northern street alignment and in visual contrast with the neighbouring post war villas. The Woodhouse Grove Chapel has the distinction of being Box Hill's confirmed oldest surviving intact building.



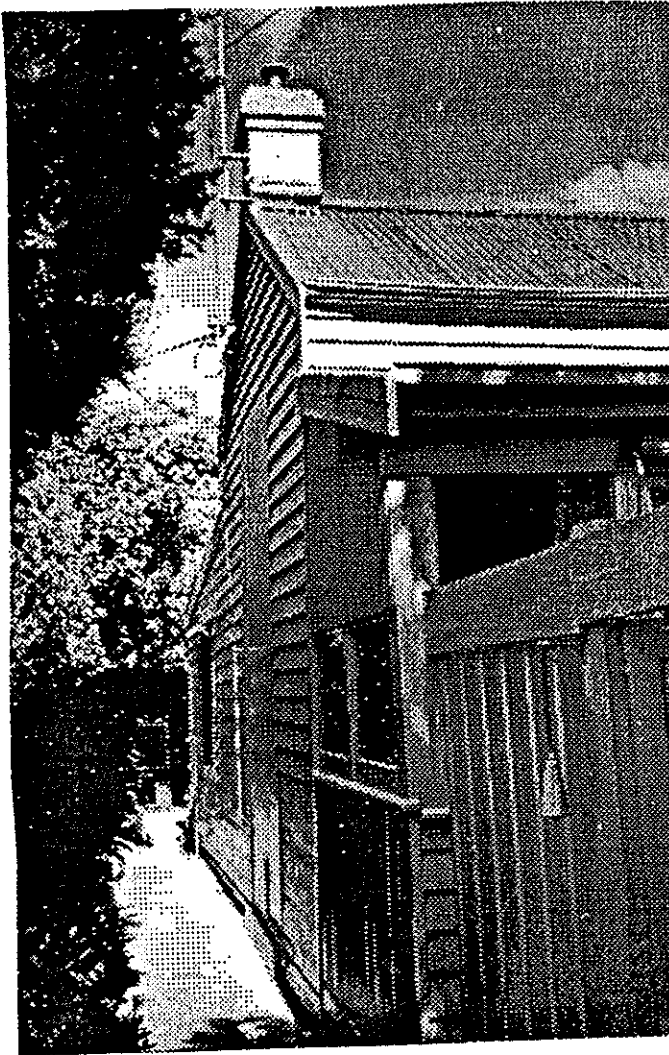
By 1863, most of the blocks constituting the present municipal area had been built on, and were worked as market gardens, orchards and vineyards. Elgar's survey, however, appears to have been an exception. Although subdivided at an early date, it remained in the hands of large landowners including Gideon Rutherford, Alexander Dyce and Robert Brooks. A small group of houses along Delany's Road formed the nucleus of "Irish Town" with houses owned by John Finlay, Getric Hanson and Rutherford's trustees, but they were outnumbered by large vacant holdings.

Elsewhere, the Woodhouse Grove community was dominated by orchardists including Thomas Beavis, on Crossman's Road, Joseph Aspinall, Benjamin Lawford, John Fithie, The Toogoods, and Arundel Wrighte.

Today, Edward Crossman's house on lot 1 is believed to predate the 1863 rate book and remains at 27 Morley Crescent. It is a small gable roofed timber cottage with a brick chimney at one end, built-in verandah facing north and a lean-to at the rear. On Maloney's Road, Jacob Schnider ran his vineyard and although other farmers were no doubt profitably engaged on their land, the 1863 Rate Book offers little detail as to their activities. Frederick Goyder's farmhouse, "Udimore Lodge" at Wattle Park was demolished many years ago but his stables are believed to survive in the service yard to the east of the curator's cottage. 10. The loft has been removed and replaced with a lower roof but the old brick walls and stone plinth point to the building's early origins.

In Burwood, Gad Eley's, weatherboard house, now in Houston Court, is an evocative reminder of Box Hill's initial closer settlement phase. Its simple gable roofed form with verandah facing south is the dwelling of a working man. Together with the old well this building is Box Hill's most intact early home. To the west, Andrew Goold's brick cottage recalls his occupation of George Bennett's block, 55B, from 1854. 11. Known as "Woodland Villa", it is situated at No. 213 Highbury Road.

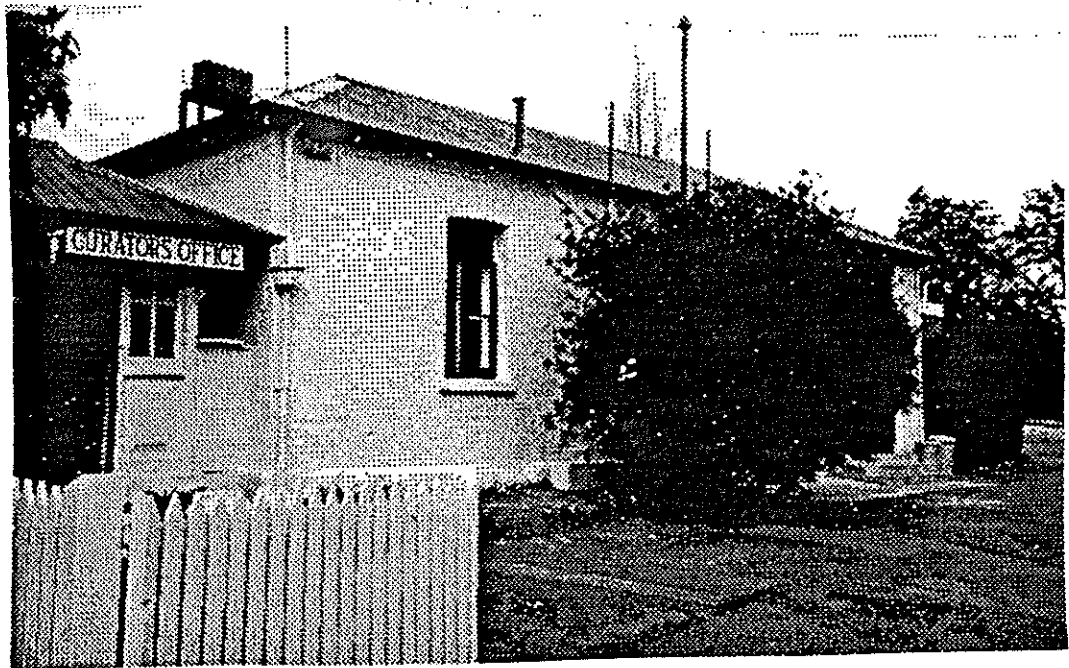
By the 1860's the die had been cast sufficient to reduce the balance of Box Hill's environmental history to a study of the patterns of closer settlement. The main road reserves were in place, and the public reservations and beginnings of commercial, religious and social life were holding the wilderness at bay. For the first time, the community was no longer pre-occupied with the uncertainties of land tenure but rather such refinements as the removal of trees overshadowing Delany's Road, postal services and the provision of mile posts at regular intervals on the main roads.



2.9

Survivors from Box Hill's earliest development phase: Edward Crossman's farmhouse, now in Morley Crescent, North Box Hill. (ph. 1989).

Frederick Goyder's former stables, now forming part of the curator's buildings at Wattle Park. (ph. 1989).



**2.3     The Foundation Years (1850's, 1860's)**

1.     PRO Pastoral Run Files, list of leaseholders (No. 2) in Settled Districts, 1848, showing quantity of land applied for purchase under the Notice of 21.11.1848.
2.     PRO Pastoral Run Files, Jacket 24, Applications to purchase land in Settled Districts (nd).
3.     Nunawading Cemetery Minute Book, entry for December, 1857
4.     Nunawading Cemetery Minute Book, meetings held on 14.12.1857, and 22.2.1858
5.     The Shire of Nunawading Rate Book of 1863 records that Jacob Schnider held land in Whitehorse Road and owned a house and vineyard in Maloneys Road. A link with John Schneider has not been established. Jacob Schneider (Schnider?) died in September, 1889 (The Reporter, 12.9.1889).
6.     Refer Minutes of the Nunawading District Roads Board for 3.7.1863. Although it is not definitely known if these allotments were quarried for stone, early buildings erected in freestone in the district included the Wesleyan Church at Ballyshanassy, built 1862.
7.     Lemon, A., op. cit., pp. 35, 37
8.     28.6.1861 in Lemon, A., op. cit., p.30
9.     Minutes of the Nunawading District Road Board, 5.11.1863, p.117.
10.    "Surrey Hills History Walkabout - South-East to Wattle Park and Broughton Park", November, 1981, p.4.
11.    Burwood Bulletin, February/March, 1898, p.9.

## 2.4 Interlude (1870's)

The decade which preceded the 1880's land boom may be viewed as a period of calm before the storm, as a period of consolidation during which the most effective means of local government were determined and the number of individually owned allotments increased substantially as a result of piecemeal subdivision. Not only was the old Road Board replaced by a Shire but the Shire hall itself was built on one of the Delany's Road reserves.

The movement towards the formation of the Shire of Nunawading was preceded by the Roads and Shires Act of 1863 which made provision for the conversion of road districts with over 100 square miles and an annual general rate over £1,000 to Shires. The Act broadened the responsibilities of the road boards to embrace functions including the operation of a pound, issue of slaughtering licenses, thistle control, loan raising, and land acquisition for permanent works. In 1869 it was repealed and replaced with an Act which enabled boroughs with an income greater than £10,000 to become towns and made the remaining road districts into Shires. Finally, the Local Government Act of 1874 abolished road districts altogether by a process of amalgamation and conversion into Shires. Under its provisions, the new Shires were empowered to borrow money. Nunawading was initially combined with the Templestowe Road District but, with the gazettal of the Shire of Bulleen, the status quo was restored. On 19.6.1875, the Shire received correspondence from the Assistant Commissioner of Roads and Bridges informing it that the Executive Council had agreed that "the Boundaries of the Ridings of this Shire are as they were before the Union with Templestowe". 1.

The new Shire was quick to take on its expanded responsibilities foreshadowed in the 1863 Act. As early as May, 1875, following proclamation as a Shire in 1872, it was resolved that the engineer, Henry Bride, "should prepare plans and specifications for a Shire Hall, to be built of brick, fit for the requirements of the District". 2. Suited it may well have been to the functional requirements of the District but the Shire's budget could not encompass the tender of £210 and Bride was soon instructed to prepare documents for a building of smaller dimensions: "30 feet long by 15 feet wide. Roof to be of corrugated iron lined with half inch boards on rafters underneath the iron. Walls to be of brick 12 feet high by 9 inches thick and to have buttresses. Foundations to be of local stone .....". 3. Eventually, G.J. Fairbanks tender of £187.10.0 was accepted and work proceeded on a project which was quite inadequate for its purposes within the decade and furthermore, built away from the centre of population at Box Hill over a kilometre to the north-west. Although built to last, it was replaced by the pound house and Box Hill thereby lost its earliest publicly funded municipal building. The pound itself was first mooted in May, 1876 4. by Councillor Keogh and established late in 1890.

In June, the Shire President, William Witt (1833-1910), MLA for the Murray District and President of the Pharmaceutical Society of Victoria, proposed that Council take "some steps in the matter of railway communication".

5. Witt, who lived at Ballyshanassy, 6. was an unusually distinguished citizen of a predominantly working class Shire and held the office of President from 1873-79 and 1883-84. The rate books list him as a "gentleman", although his profession was that of a chemist, and he formed an elite group of similarly described ratepayers including Arundel Wrighte, John Keogh, Hugh Peck and Patrick McCauley. Witt's foresight on the subject of a railway was well placed and over time, successful, for the railway brought with it prosperity for Box Hill and was, together with the Frankston line, also opened in 1882, the first of the Government built lines east of Spencer Street. In 1876, however, Councillor Ellingworth proposed to enlist the support of Lillydale where David Mitchell's lime kilns enticed the Railways Commissioners to offer railway connection. Nunawading's negotiations were to be initially frustrated, their importance resting more on the Shire Council's perception of their constituents' needs than their early successes or failures.

The Shire also commenced to negotiate for the acquisition of parklands during this period. On 5th August, 1876 Councillors Mayne and Keogh protested to the Commissioner of Lands against the sale of reserve no. 40 bounded today by Scottsdale, Boisdale and Elwood Streets and Riversdale Road and proposed that it be vested in Council as a public park. Their efforts, however, were to no avail and the land was alienated in August, 1881 with Robert Mills "Terreglea" of 1889 being built at present no. 79 Warrigal Road and remaining there today. On 13 January, 1877 Councillors Fisher and Keogh moved that Council apply for the temporary reservation of the reserve adjoining the new Shire Hall for recreation purposes.

In spite of the Council's broader responsibilities, however, the matter of communications and, more particularly, roads, continued to dominate its agenda. Maintenance of the east-west main roads attracted the major share of funds, but limited works were also undertaken on the "cross roads". The receipt of tenders for works to Finlay's Road, Sim's Road (Station Street) and Boardman's Road, (Middleborough, north of Whitehorse Road), early in 1876 was typical of others and demonstrated that Council's capacity to undertake essential works with the assistance of loans and overdrafts, was nevertheless showing some signs of meeting the community's needs. On occasions, however, minor works were undertaken by ratepayers with re-imbursement following at an agreed figure. In March, 1875, Mrs Emery of "Emery's" hotel on Whitehorse Road complained that stormwater run off had created a ditch in front of her house. She subsequently undertook the repair work herself for the sum of £5.00 and submitted an account for payment.

By 1879 Council's planned expenditure was well in excess of its receipts as the figures show. 7.

**Table 2.4.1 Shire of Nunawading:  
Revenue and Expenditure: 1879**

<b>Riding</b>	<b>Expenditure (£)</b>	<b>Rates Received (£)</b>
North	575.0.0	235.17.0
Centre	376.14.5	182.4.6
South	637.0.0*	194.14.0
total	1,588.14.5	612.15.6

\* Includes £300 for the Damper Creek bridge

The scarcity of funds was exacerbated by the Government's closure of the toll gates in 1876-78. The Ballyshanassy gate was the first to go with Walter Clarke, storekeeper on Bennetts Road, requesting its removal "as it obstructed his place of business".<sup>8</sup> It was agreed that tenders be called for the removal of the toll house and gate at Ballyshanassy and also for the purchase of the check gates at South Boundary and Moloney's Road in October, 1876. The Whitehorse Road and Delaney's Road toll bars remained in operation until 1878 with Patrick Ryan's tender of £91.14.0 per month being accepted for their operation in October, 1876.

Sources for the supply of road metal were well established within the parish and beyond, Council's minute books making frequent reference to greystone from Deep Creek, bluestone from Blackburn Creek as well as stone from "Old Man's Hill", Mr Holland's quarry, Crowes Paddock and Weideman's quarry. Not surprisingly, Richmond blue metal was also used on occasions. In October, 1875, Hugh Peck, who had been defeated in his bid to serve as a member for the South Riding at the August election, offered Council stone from his land free of charge and also donated £50 to metal Bennetts Road from the toll bar to Dandenong Creek. Peck owned an acre within the old Ballyshanassy township reserve and it may be that the stone was located on this block.

By the end of the decade, the number of rateable properties had increased from 349 in 1870 to 454 in 1880.<sup>9</sup> There was still very little commercial development, however, along the main east-west roads and none elsewhere. On Whitehorse Road, hotels were owned by Morton Moss ("White Horse"), George Miller, Anne McGhee and Margaret Emery. William Byrne, a shoemaker, ran a shop, as did George Miller and George Hancock, the wheelwright, and Silas Padgham continued as the postmaster at the Sims Road intersection. Robert Sutton's forge was a little further east with his "Barkly Hall" adjoining.

On Delany's Road Patrick Delany's "Royal" hotel was complemented by Thomas Brown's store, A.W. Cooper, the shoemaker's shop and Samuel Pope, the wheelwright's shop. On Bennetts Road Walter Clarke ran the only store, possibly replacing Thomas Heppell who ran the only store in the 1860's at the West Boundary Road intersection.

At Burwood township, previously known as Ballyshanassy after John O'Shanassy, premier in 1857, 1858-59 and 1861-63, Council recorded in its Minutes of the 19 June, 1875, that there was a number of allotments for which rates had not been paid. By 1879, the five houses within the township reserve recorded in the first Rate Book of 1863 remained on site and there had been no further construction. There were however, a total of 9 additional holdings up to eleven and a half acres in area, not built on and possibly subject to arrears in rates. They included land owned by Andrew Fulton, whose gravestone remains in the original section of the Burwood Cemetery, Mrs Bridget Frazer, Andrew Goold of South Boundary Road, Morton Moss of the "White Horse" hotel and Hugh Peck.

In 1879, 280 of the 376 rateable properties in the Rate Book of 1880 were owned by farmers. Andrew Lemon notes that during the first half of the decade only about ten per cent of the land was available for cultivation and half of this was for growing hay and grasses or was fallow. Market gardens and vineyards were comparatively few yet by the end of the decade there had been a significant increase in the number of acres in 1871 to 664 in 1881. <sup>10</sup>. In 1861 George Gatter had moved to a site at the corner of Whitehorse Road and Graham Place. His "London Nursery" supplied seeds to the district. He later moved to Burwood and continued his business specialising in rhubarb and cauliflower varieties. <sup>11</sup>.

The farmers of Nunawading outnumbered all others, consisting of a mere handful of storekeepers, teachers, shoemakers, hotelkeepers, butchers, labourers and wheelwrights. The rate books clearly show that by 1880, Box Hill was an agricultural community with few shops and hotels, a postmaster and commercial enterprises including wheelwrights, butchers and bakers providing the everyday essentials for living but little else. For most requirements, the farmers would head west to Camberwell, Hawthorn and Auburn where groups of shops had been established at the Melbourne and Suburban Railway Co. rail head and elsewhere.

**2.4     Interlude     (1870's)**

1.     Minute Book:    Shire of Nunawading (25.3.1875-26.1.1880), p.19.
2.     Minute Book, op. cit., Minutes of meeting held on 22.5.1875, p.17.
3.     Minute Book, op. cit., Minutes of meeting held on 17.7.1875, p.28.
4.     Minute Book, op. cit., Minutes of meeting held on 6.5.1876, p.79.
5.     Minute Book, op. cit., Minutes of meeting held on 3.6.1876, p.83.
6.     Lemon, A., op. cit., p.62, states that Witt appears for the first time in the Rate Books of Nunawading as the owner of a house and land at Ballyshanassy in 1869.
7.     1880 Rate Books.
8.     Minute Book, op. cit., Minutes of meeting held on 7.10.1876, p.99.
9.     Shire of Nunawading Rate Books, made 17.1.1870 and 31.12.1880.
10.    Lemon, A., op. cit., pp. 54-55, using Victorian Parliamentary papers, for 1871 Vol 3, no. 85, p.11 and 1883 (1st Session) vol. 2, no. 9, p.13.
11.    Refer    Pescott,    E.C.,    in    The Victorian Historical Magazine, February, 1940, p.10.



## 2.5 The Land Boom and its Aftermath (1880's, 1890's)

Whilst responding to the mayor of Kew's toast at the opening of the Nunawading Shire Hall in October, 1889, Cr. Morton observed "that if he had been told five years ago that the district would have made such strides he could not have believed it". <sup>1.</sup> In the same year The Reporter confirmed that Box Hill was "one of the aristocratic suburbs of the principal city of the southern hemisphere". <sup>2.</sup> It was a far cry from the struggling agricultural community of the 1870's and one which was well supported by events, not the least of which was the opening of the railway from Camberwell to Lilydale on 1 December, 1882.

This railway formed a part of the Hawthorn and Lilydale line, authorised by Act No. 682 of 28 December, 1880 embracing a total of 23 separate railways. It was the forerunner to the better known "Octopus Act" No. 821 of 1884 which authorised branch lines off the Lilydale route to Ferntree Gully, Oakleigh and Alphington (the Outer Circle railway) and Kew. The new line to Lilydale, however, was built to service Melbourne's expanding suburbs as far as Box Hill and to make connection with the popular day excursion destinations of Croydon and Lilydale. It would very soon after its opening convey lime from Lilydale and bricks from the new brickworks at Box Hill, Tunstall (Nunawading) and Mitcham. Its potential to open up the rural lands of Box Hill to suburban development was understood at the time the enabling act was passed but the breathtaking rapidity with which this would occur could not be foreseen.

By 1889 the portable platform buildings at Mitcham, Box Hill, Surrey Hills and Canterbury were hopelessly inadequate for their purpose and were described in the press as "wooden pigeon boxes" to be pulled down without further procrastination. By September the station master's residence at Surrey Hills was under construction <sup>3.</sup> as was the signal box at Box Hill. <sup>4.</sup> On 16 January, 1890, no lesser person than the Chairman of the Railways Commissioners, Richard Speight, paused at Box Hill on his way to Ferntree Gully and promised to have plans prepared for a brick station and goods shed. <sup>4.</sup> In the event, however, timber structures similar to the present Mooroolbark and Ringwood timber buildings replaced the "pigeon holes" with the contract being signed on 30 November, 1891 by W. Blackwood Jnr. A subway was called for by Cr. Rawlings in July, 1889 and it was completed by Messrs Hudson and Murray <sup>7.</sup> in 1893 but The Reporter, having called upon the Railways to improve station facilities had nothing but scorn for the Commissioners in its issue of 2 June, 1893:

"During the last five years the money that has been absolutely wasted on the Box Hill railway station amounts to some thousands of pounds, and at the present time the station is one of the most inconvenient that is to be found in the Colony".

It went on to liken the main approach to a sheep race with an inadequate booking enclosure and a "gate nuisance that is almost unbearable". Richard Speight had failed the citizens of Box Hill and matters would not be put right for another two decades.

Having made a start, however, it was clear that the Railways Department would have difficulty in keeping all parties happy. In 1889 there was agitation for a station midway between Surrey Hills and Box Hill. Mont Albert was opened with temporary buildings in 1890. In October, 1889, Cr. Pepperill, member for Nunawading's South riding, presumed that "when they got the railway to Burwood the people there would outstrip the residents of Box Hill in the race of progress".<sup>6</sup> When it came, however, the Outer Circle railway ran shy of his electorate's western boundary by one and a half kilometres. At Balwyn, there were enthusiastic meetings supporting the construction of a line to Doncaster and Templestowe from Canterbury via Balwyn. At Forest Hill and Dandenong, in June, 1889, meetings were held in favour of a line from Blackburn to Dandenong. Sunday trains were called for in response to the perceived demand by excursion traffic, but as was often the case, the Department remained silent.

In spite of public criticism, however, the railway through Box Hill underpinned the land boom which followed its opening. It was an integral part of the municipality's social and economic life throughout this period. Today, there is very little physical evidence of its presence during the nineteenth century. All original buildings have been removed and the Box Hill station ground with its old engine depot, goods shed and signal box, has been reconstructed as an underground interchange. Only the rail overbridge linking Churchill Street with Zetland Road retains its brick and bluestone fabric of 1882.

Even prior to the opening of the new railway, George Sim released 15 acres in allotments in March, 1882<sup>8</sup>. This release was typical of the very early land sales in that it was undertaken by local people and helped place Box Hill in the "limelight" to attract the attention of the larger investors and land development companies in the remainder of the decade. Sim, who had bought land in Sim's Road in 1856 after making money as a carter on the goldfields<sup>9</sup>, cashed in again by the timely release of these allotments. They were associated with the opening of Albion Road, the entire

— V.R. —

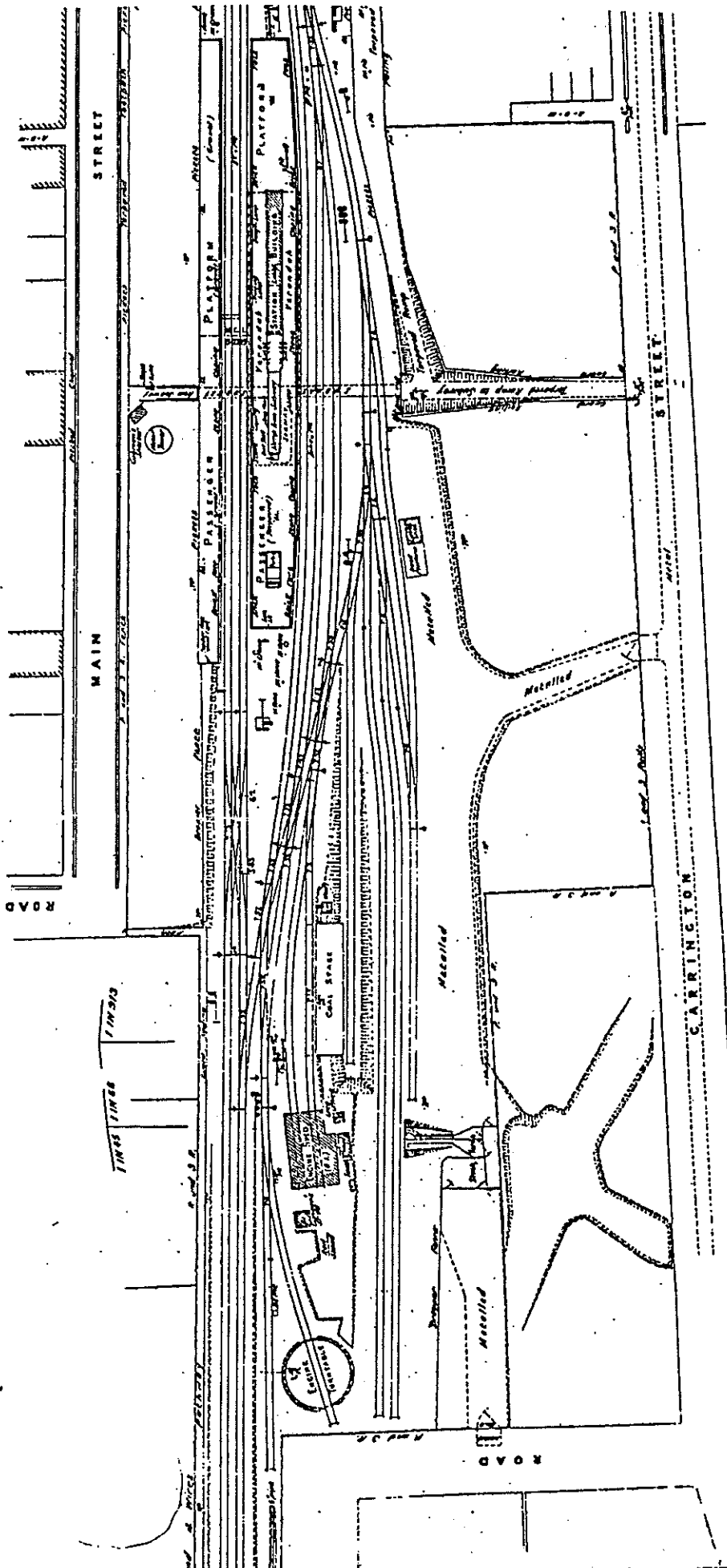
# Box Hill Station Ground

Scale of Feet

1/2 inch = 100 feet

G. A. Knipe.

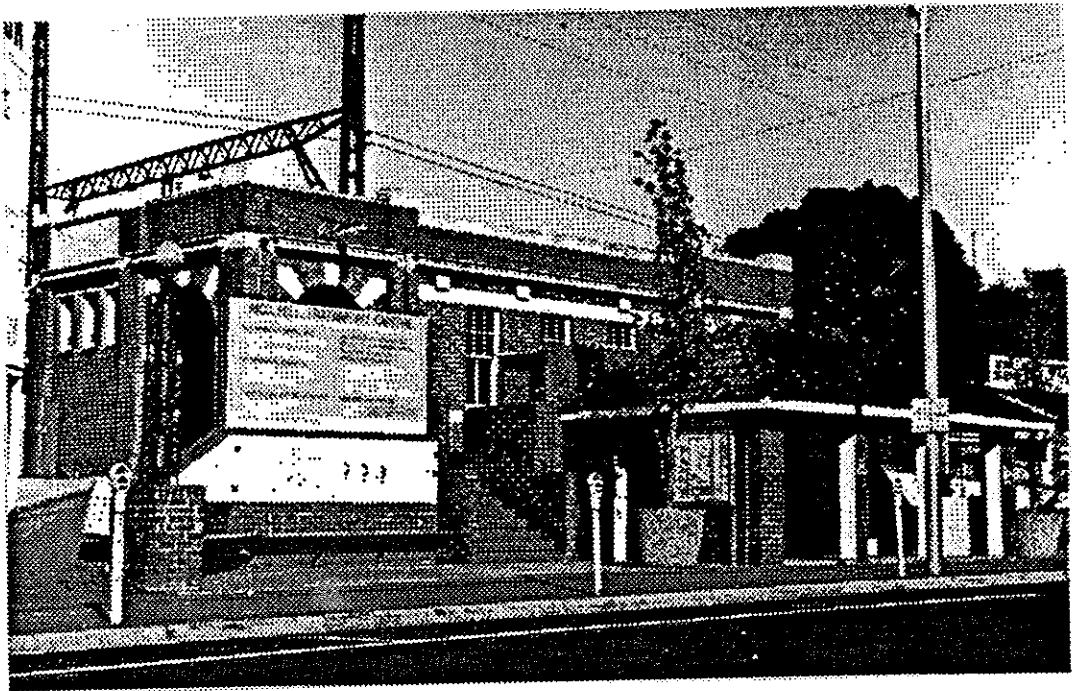
JAN. 1912



— Note —

Boundary of Railway Land shown thus —  
Interlocked Points shown thus —  
Non-interlocked Points shown thus —

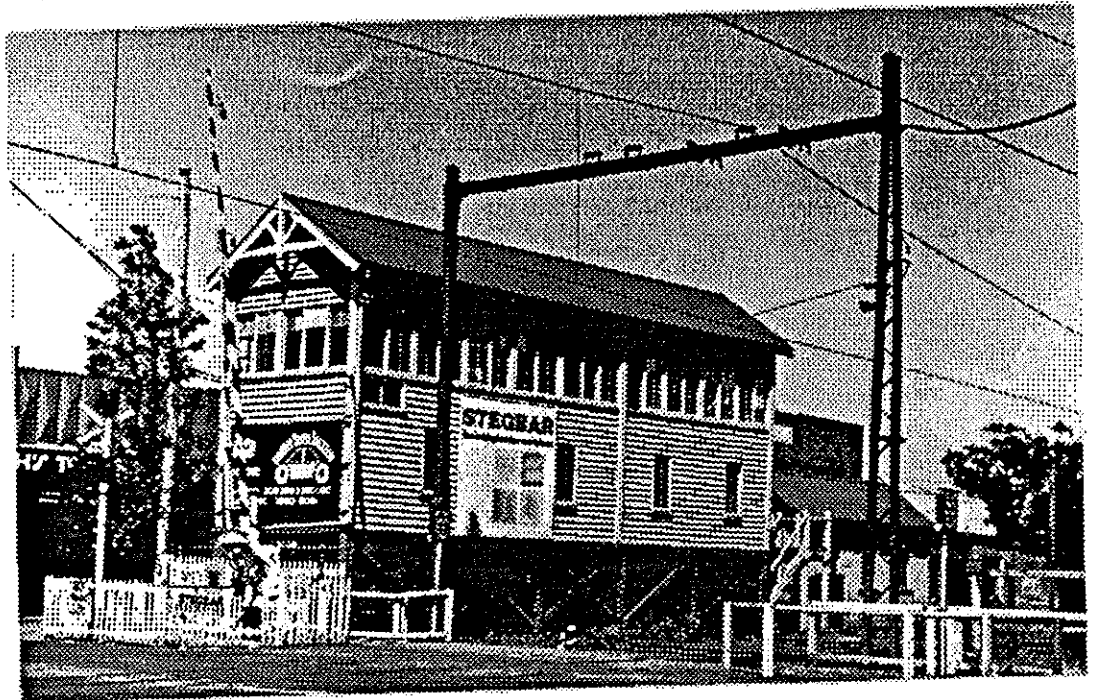
2.10 Plan of  
Box Hill station ground,  
January, 1912, showing  
engine depot, goods sidings  
and station buildings.



## 2.11

The no.1 platform station building at Box Hill and shelter, shortly before demolition to make way for the "Box Hill Central" development opened in 1984. (ph. 1981).

Source: A.Ward.



## 2.12

The former signal box at Station Street, Box Hill controlled points and signals throughout the goods and passenger sidings and locomotive sub depot. (ph. 1981).

Source: A.Ward.

release encompassing some 42 lots and being sufficiently profitable to enable Sim to build his Italianate villa, "Albion" with its encircling cast iron lace verandah and fashionable polychromatic brick walls. It was approached by a semi-circular driveway affording views of an artificial lake with orange trees, loquats and vines in the distance. <sup>10</sup>. Simultaneously, George Cockroft, who owned 60 acres in the "Survey Paddock" on the south west corner of Whitehorse Road and Crossman's Road, following purchase in 1869, <sup>11</sup>. sold part of his holdings in a fifty-five allotment subdivision. The agents were C.J. and T. Ham who in 1887 claimed the third highest land sales in Melbourne, valued at £1,555,654. <sup>12</sup>. This subdivision, which included "grand panoramic views" and "some fine old trees" was surrounded by "handsome villas now being erected" and faced the Box Hill Racecourse across Elgar Road. The Lilydale railway bi-sected it neatly in two. Little development followed, however, and there are no houses remaining in Zetland (Huddersfield) and Churchill (Halifax) Streets today which date from this period.

William Ellingworth's orchard was also subdivided in 1882 as the "Box Hill Homestead Estate" on the north-east corner of Whitehorse Road and Crossman's Road and diagonally opposite Cockroft's subdivision. Surprisingly little development followed this spectacular sale which realised a gross gain of £3,000 for the vendors. <sup>13</sup>. By 1890 there were only eight weatherboard houses and George Blood's brick house on the entire estate. <sup>14</sup>. Today, three altered Victorian styled villas at 460 and 476 Elgar Road and 14 Wellington Street recall this phase in the development of the "Box Hill Homestead Estate".

But Box Hill was too attractive as suburban land to remain dominated by local owners and investors for very long. It soon attracted the attentions of the speculator and politician, Sir Matthew Davies (1850-1912). Described as "perhaps the greatest land boomer", <sup>15</sup> Davies established a number of land finance companies as well as the Mercantile Bank of Australia. He was declared insolvent in 1894 following the receipt of his knighthood in 1890, tried criminally and acquitted, and return to his legal practice for the balance of his career.

In 1882, Davies formed the Freehold Investment and Banking Co. Ltd. specifically to invest in landed property, freehold and leasehold. It prospered as land prices rose erecting grandiose premises known as the "Victoria Buildings" facing the Melbourne town hall across Collins Street. The purchase and subdivision of the "Windsor Park Estate" in Box Hill is believed to have been its largest suburban transaction.

The "Windsor Park Estate" extended from the railway alignment in the Shire of Boroondara to Elgar Road, and from Canterbury Road to Mont Albert Road. In 1882 Joseph Davies, managing director of the "Freehold", owned 117 acres in the "Survey Paddock", (first rate book entry) transferring a large portion of his holdings to TRB Morton in 1883. These dealings appear to have been associated with the "Freehold's" initial presence in Surrey Hills.

As early as August, 1881, however, land was sold to the Government for railway purposes sufficient not only to provide for the right of way but also a railway station at the foot of what became known as the Surrey Hills bank. The Railways Department protested against the notion of a station at the foot of a rising grade but popular demand prevailed and Surrey Hills station was opened with portable buildings in August, 1883. The grade remained an operational difficulty throughout the steam locomotive era and especially for goods trains heading east out of the Surrey Hills sidings.

The Freehold Investment and Banking Company Ltd. released the first stage of "Windsor Park" consisting of 61 quarter acre lots on 1 December, 1883. The estate was planted out with oaks and elms and the auctioneers noted that "The Royal Name and the Charms of the Estate will make you a Royal Fortune".<sup>16</sup> Additional incentives took the form of a bonus of 10% of home building costs if purchasers built within twelve months and a 5% discount to purchasers committing £500 or more of their funds. All blocks were sold. By 1890, "Windsor Park" accommodated forty-six timber and seventeen brick houses. The locality of Surrey Hills, to the extent that it is situated within Box Hill, has its origins in this estate. Today, its gracious pattern of streets and early villas are a witness to the success of this early land venture.

Further east but still within the Nunawading Shire, the director of the Freehold Investment Co. Ltd. purchased the "Blackburn Park Estate" for £225,000 on £7,500 deposit. Only the deposit and first instalment was ever paid.

But Sir Matthew Davies' impact upon the Shire of Nunawading was not limited to his involvement in the Freehold. His Colonial Investment and Agency Co. Ltd. was another major venture, floated in 1879 and profitable until 1888. It was liquidated in 1892 but not before it had acquired William Orlebar's crown lot 47B facing Bennetts Road. Located around present Roslyn and Parer Streets, this land remained undeveloped following the bank crash of the early 1890's.

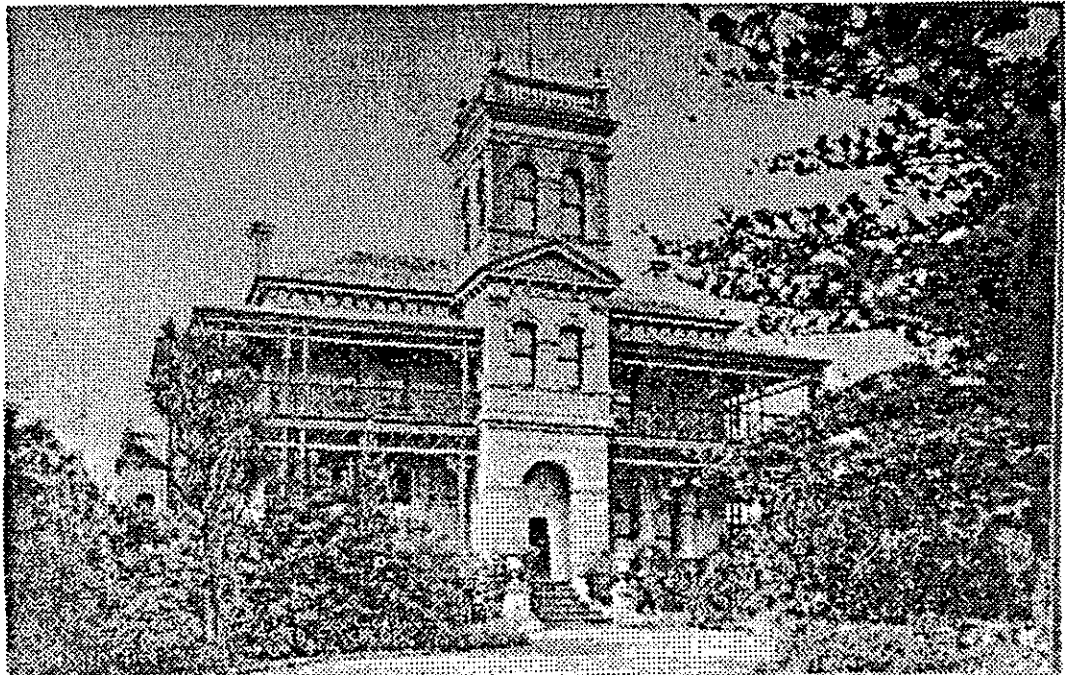
To the north, Matthew's oldest brother John Mark Davies (1840-1919), MLC, chairman of the General Land Co. Ltd. and occupant of the mansion now surviving within the grounds of Malvern Grammar School, acquired 150 acres facing Harp (Belmore) Road. It also remained unsubdivided throughout the land boom decade.



2.13

George Sim's "Albion", which he built facing Station Street (formerly Sim's road) at Albion Road.

Source: Box Hill City Historical Society.



2.14

William Rodger's "Upton House", although not typical of Box Hill's late Victorian housing stock, was probably the City's grandest building of the era. Only the stained glass front door surround survives in the foyer of the Box Hill and District hospital which now occupies its site.

Source: Box Hill City Historical Society.

# **AUCTION SALE, ON THE GROUND, SATURDAY, 1st APRIL, at THREE O'CLOCK 55 CHOICE VILLA SITES.**

**TOWNSHIP OF BOX HILL, WHITE HORSE ROAD,  
Eight miles from Melbourne and two minutes' walk from Box Hill Railway Station, Hawthorn and Lilydale Railway.**

**C. J. & T. HAM**

*Have received instructions from George Cockcroft, Esq., to Sell by Public Auction, on the Ground, on Saturday, 1st April, at 3 o'clock, fronting Wide Meads,*

**55 MAGNIFICENT SITES, OPPOSITE THE VALLEY LEADING TO DONCASTER, NOT TO BE SURPASSED IN THE DISTRICT. VILLA & BUSINESS SITES.**

Having Grand Panoramic Views and situated on WHITE HORSE, ELGAR, HALIFAX & HUDDERSFIELD ROADS.

From the beautiful situations of the property on both sides of the railway, the splendid drainage and the suburban position, gentlemen can secure a really fine site unobscured by any other for the erection of a VILLA RESIDENCE. The handsome Villas now being erected all round is a sure index of the rising popularity of the neighbourhood. The ground is of excellent quality and is well adapted for Gardens and Orchards, and has some fine old trees.

**TITLE CERTIFICATE.**—For particulars of which apply to A. M. STURGEON, Esq., Solicitor, 56 Chancery Lane.

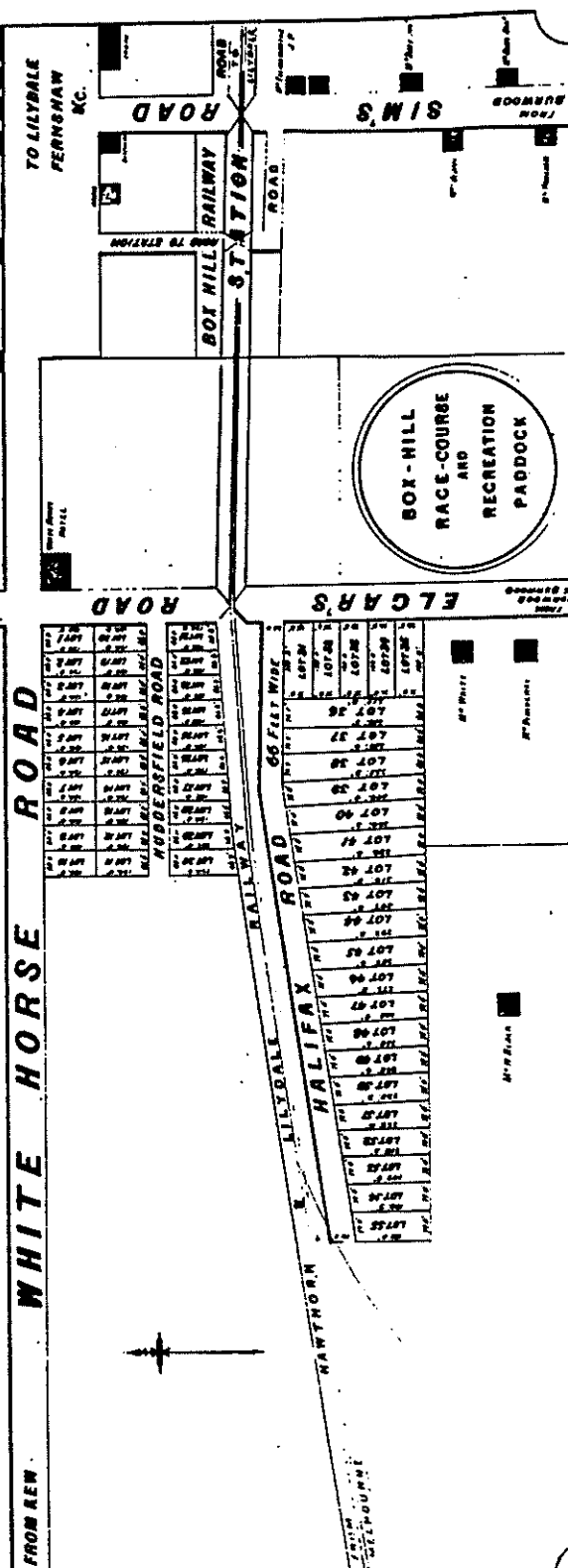
**TERMS.**—One-third cash, balance Six and Twelve Months, bearing interest at Five per cent.

Consignees will leave the offices of the Auctioneers at Two o'clock on the day of Sale, to convey intending purchasers to the Ground.  
LUNCHEON provided on the spot.

SCALE: 200 Feet to 1 inch.

W. E. BRYCE

LANDROU LONDON



2.15 Plan of subdivision of land situated on the south-west corner of Whitehorse Road and Elgar Road, 1882.

Source: Box Hill History Kit, pub. by BHCC and Box Hill City Historical Society.



In 1877, Matthew Davies took a leading part in floating the Australian Economic Bank which became the Mercantile Bank in 1885 with Davies as a director. The liquidators appointed to manage the bank's affairs in March, 1892 found that twenty six land companies and speculators had received advances by the bank totalling £440,000. Most of the advances had gone to Davies' group of companies. With the fall in land values during the 1890's, the bank had no choice but to close its doors and to carry with it £6,000 of the Shire of Nunawading's loan fund, "the major part of which", The Reporter observed in its editorial of 5 May, 1893, "is still in the coffers of that institution where it is likely to remain for some time".

In spite of his failures and the short term impact of Sir Matthew Davies' speculative endeavours, the principal legacy of his actions within the municipality lie in the environmental character of the "Windsor Park Estate". Its curving street alignments bear comparison with other important contemporary subdivisions within the municipality. They include the "Box Hill Park Estate" of 1882 which included Wolseley Parade (now Box Hill Crescent), "Elgar Park Estate", of 1882, with Victoria and Kingsley Crescents and "Broughton Park Estate" of 1883 with Broughton Road. Each subdivision was characterised by winding streets which complemented the undulating countryside of the Shire. The "Windsor Park Estate", however, was distinguished by the amount of development which followed, the table showing the extent of building development in 1890 and the number of Victorian styled houses within these subdivisional areas at the present time:

**Table 2.5.1 Selected Estates: extent of Nineteenth Century building development**

Estate	No houses weatherboard	1890 brick	No. Victorian Style houses 1989
"Windsor Park"	46	17	58
"Box Hill Park"	2	1	nil
"Elgar Park"	11	2	3
"Broughton Park"	6	8	8

**Source:**

Shire of Nunawading 1890 Rate Book

Box Hill Heritage and Conservation Study: field survey (1989)

Although "Windsor Park" remains as Box Hill's pre-eminent nineteenth century subdivision other land sales of the mid to late 1880's bear comparison with it. Today, thirteen Victorian styled houses remain at "Burley Park", corresponding with present William and Rose Streets. Seven remain within "Queen's Park" on the north-west corner of Canterbury Road and Station Street and six within the large "Box Hill Township Estate".

Box Hill was swept along by the momentum of the land boom throughout the 1880's. The market faltered, however, during 1889 and The Reporter which was itself first published as late as June, 1889, noted under the banner of "Good News" in its editorial of 8 August, 1889, that an English syndicate had been formed to invest "some hundreds of thousands of pounds in land in and around Melbourne". It would be reasonable to expect, said The Reporter "the same stir and animation in the land market which prevailed up to the end of last year. If this is not good news, then we do not know what is". Again, on 19 September, The Reporter correspondent observed that "land matters are beginning to look up in Surrey Hills... and that the knights of the hammer will be kept going". Most importantly, however, the newspaper also called upon the Council to follow the example of Boroondara by introducing a Building Act to ensure that "only buildings of certain size and design shall be erected.....If they allow sorts of rookeries to be erected here, there, and everywhere in the Shire, we shall soon see such rows of houses which instead of being an ornament, will be a disgrace to the place". The Reporter proposed that certain portions of Box Hill and Surrey Hills be brought under building regulations so as to maintain approved standards. 18. It was a timely comment for in spite of the development which had already occurred, it was clear that much more was still to come.

In January, 1890, the numbers of people and houses within the three ridings of the Shire were as follows:

**Table 2.5.2 Shire of Nunawading: Population and Housing: 1890**

Riding	Population	Houses	
		Wood	Brick
North	1783	360	76
Centre	1394	240	73
South	530	96	12
<b>Total</b>	<b>3707</b>	<b>696</b>	<b>161</b>

Source: The Reporter 10.1.1890, p.3

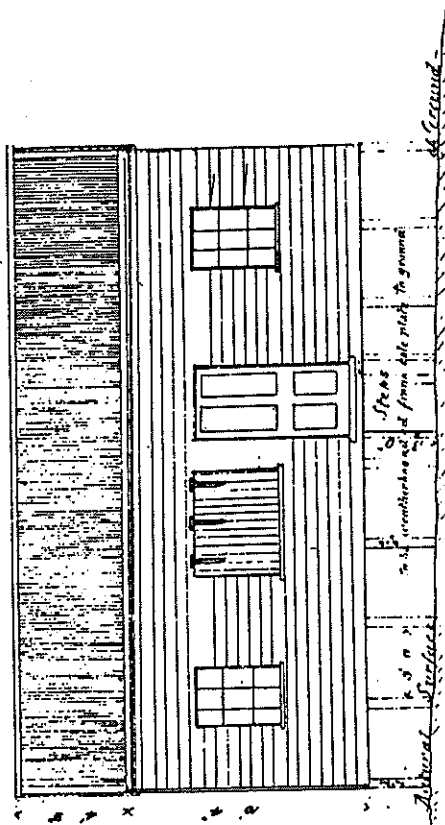
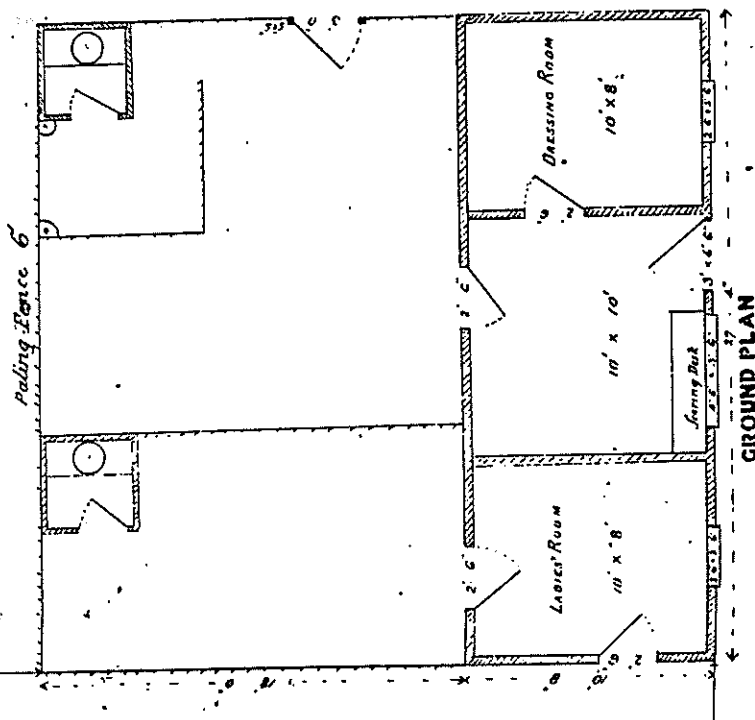
The potential for growth is clear, as is the diminished level of development in the South Riding which was furthest from railway communication. The figures also provide an indication of the nature of the new buildings, timber houses outnumbering brick by over 4 to 1. The pace of development placed increased burdens on Council resources and it was resolved towards the end of the decade not only to build new Shire offices but also to obtain a loan of £24,000 to undertake essential works. The two measures went hand in hand and Matthew Davies' Mercantile Bank provided the financial accommodation.

A site was chosen for the Shire Hall in the Box Hill centre on the north-west corner of Station and Cambridge Streets. Arthur E. Clark, a Blackburn architect practising in Swanston Street won the competition for its design, and the contract was let in April, 1889 to Richard Bate. He built Clarke's pompous French Renaissance edifice using Box Hill bricks and New Zealand, presumably Oamaru free stone, dressings to the windows and parapets. Inside, the Council chamber of 12 metres by 7.5 metres was "well lighted and ventilated with a lofty ceiling lined with kauri arranged in diagonal panelling, and a dado four feet high runs around the walls of the same material".<sup>19</sup> The top lights of the Station Street and Cambridge Street windows were "artistically glazed with art glass" and the full contract value was £1930. This building was subsequently stripped of its features and finally demolished in 1988. The foundation stone was placed in the portico of the present town hall complex, prior to its opening in 1935.

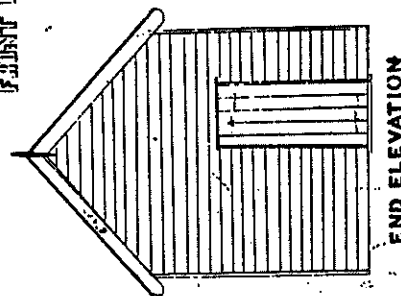
The loan funds were part spent in anticipation of their arrival and rapidly thereafter. Contemporary Council projects not only included roadworks, but street lamps, Surrey Hills being illuminated for the first time in September, 1889.<sup>20</sup> The cast iron standards remaining in Balmoral and Albany Crescents may date from this period. The Council also built new bridges, asphalted footpaths and in particular carried out sufficient works to ensure that all roads leading to the station at Box Hill were in a safe and passable condition. By the time of the Mercantile Bank's liquidation, the Council had spent some £18,000 of its loan fund.

Not only did the Council press forward with its own program of works, it represented the ratepayers' interests in obtaining other public facilities commensurate with the Shire's emerging status as a residential suburb. At its meeting of 7 May, 1894, it was agreed that John Keys, MLA for South Bourke, be requested to arrange for a deputation to the Government to urge the erection of public buildings at Box Hill "such as a court house, police quarters and post office".<sup>21</sup>

# PLAN PAVILION BOX HILL CRICKET- GROUND



FRONT ELEVATION



END ELEVATION

*J.H. McComb  
— Drawn Engineer  
— Box Hill 23/9/96*

*This is the plan prepared to  
be erected at Box Hill Cricket Ground  
Edmund Hill*

*Scale 1/4 inch = 1 foot*

2.16 Contract drawing of a pavilion erected at the Cricket Ground in 1896.

Source: City of Box Hill, Engineer's drawings, litho. no. 27, 1896.

As early as July, 1889, The Reporter alerted its readers to the poor state of the court house and after listing its many faults concluded that "without doubt the court house is the most unhealthy building in Box Hill, and the sooner it shares the fate of the Old Barkly Hall, the better".<sup>22</sup> Late in 1889 improvements were planned to the old building and it was not until 1911 that new facilities were provided. Today, the Box Hill court house is a recent building.

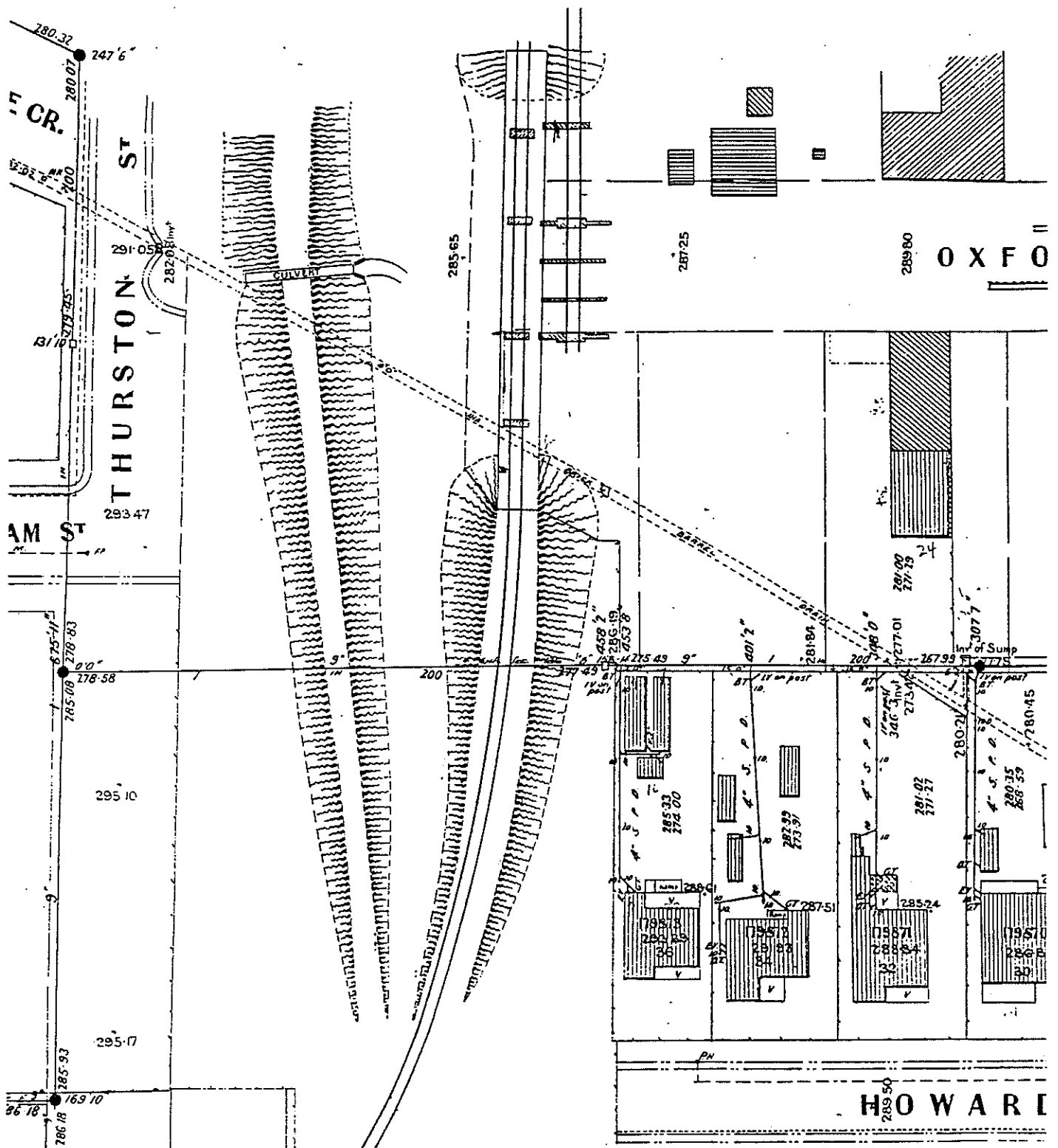
Senior Constable Lloyd, wrote The Reporter in October was "cribbed, cabined and confined" in his present quarters whilst prisoners standing trial at Box Hill were held over in the Melbourne gaol as there was no such facility in the district.<sup>23</sup> Simultaneously, the Surrey Hills Progress Association successfully agitated for a police constable to be stationed in their township.<sup>24</sup> The post and telegraph office scenario was similar to the extent that a deputation met with the Postmaster-General in October, 1889 agitating for an enlarged or new office. But it was not until 1911 that a new facility was provided, followed by the present telephone exchange during the late 1920's.<sup>25</sup>

The Council also worked to have the Shire included in part at least within the jurisdiction of the Melbourne and Metropolitan Board of Works which had itself been established in response to the pressures of the land boom, in 1891. The Council argued that the formation of a Water Trust, in 1894, was not economically feasible and that the only means of obtaining water supply to parts of Surrey Hills and Box Hill was by their inclusion within the area of the Metropolitan Board. It resolved to organise a postcard plebiscite of affected ratepayers, returnable on 14th August, 1894. At this stage, Surrey Hills and Box Hill centre residents were affected but the poll results indicated that only the most densely settled part of Surrey Hills should be annexed to the Board's reticulated area.<sup>26</sup> This result recalled earlier droughts, such as a hot spell over the summer of 1889/90 during which residents were forced to travel to Balwyn to cart water and faced the prospect of removing temporarily from the district. By 1902, a portion of the Old "Windsor Park Estate" bounded by Union Road, Canterbury Road and Windsor/Balmoral Crescents had a reticulated water supply. The Board's reservoir at the corner of Tower Street and Canterbury Road, however, had been built with a capacity of eight million gallons on the site of the "Freehold's" viewing tower as early as November 1891. Prior to this, the Water Supply Department had laid down a main as far as Surrey Hills station in December, 1890 but in neither case did the Shire of Nunawading receive direct benefits from these works.<sup>27</sup>

In some respects the methodical progress of the Shire Council towards the provision of essential community services was overshadowed during the land boom period by three important private ventures. These were the Box Hill Brick Company's Works commencing operations as the Haughton Park Brick Company in 1884,<sup>28</sup> the Box Hill and Doncaster electric tramway of 1889 and the Australian Gas Association's gasworks of 1890.

The hand made brick manufacturing companies located in Melbourne's inner eastern suburbs including Collingwood gave way to mechanised plants further to the north and east of Melbourne during the 1880's. Between 1883 and 1888 brick production in Melbourne increased tenfold and in Brunswick and Northcote production was facilitated by the provision of sidings to the Coburg railway opened in 1884. Similarly in Box Hill the proponents of the Box Hill Brick Company made connection with the Lilydale line at Box Hill via a siding running parallel with Thurston Street to the Works. It was opened in February, 1888 and is believed to have been horse powered, running along the Thurston Street alignment. It was closed following the collapse of the brick company and replaced by a new siding to the east in July, 1922 following the establishment of the Standard Brick and Tile Co. in 1911 (?). In February, 1925, a spur was run off this siding into the Nunawading Shire works yard.<sup>29</sup> The Brickworks owned a petrol fuelled locomotive built by the Cleis Co. of U.S.A. and known as "Cleis". Following the closure of the siding "Cleis" was transferred to the Brunswick Plaster Mills line in the north-west Mallee where it remained in a derelict state as late as 1987. The Haughton Park Brick Company was one of a number to establish in the vicinity of the Lilydale railway. Others were the Australian Brick and Tesselated Tile Co. in Mitcham of 1887, the Metropolitan Brick Co. of Mitcham and Blackburn (1888), the East Mitcham Brick Co. Ltd of 1888, and the Mont Albert Brickworks, Canterbury, of 1891. The Haughton Park Brick Company was established by Cr. William Haughton of the Nunawading Shire and reformed as the Box Hill Brick Company in 1886. By 1889 it circulated £400 in wages every week and in 1890 the company declared its first dividend. In 1891 the complex passed to the Mercantile Bank and by May of 1893 it was in liquidation. The flooded clay hole became the Surrey Dive and the buildings and plant were demolished and replaced in 1913 by the present complex. The manager's house, however, remains at 366 Elgar Road to the west of the later plant and employees' houses are located at Nos. 120-128 (?) Windsor Crescent. The alignment of Surrey Drive and the present Council depot recall the former brickwork rail siding whilst the latter includes a railbridge abutment within its structure. An important though unresearched reminder of the company are the bricks which it produced. Marked B.O.X., their use within and beyond the district is not well understood but provides grounds for further research.

Around 1880, Alfred Hummel, a long established settler in Doncaster, erected a sixty metre high timber tower near the present intersection of Doncaster Road and Hummel Way. It was built as a tourist attraction, the views from the tower being extensive in all directions. The structure itself was manufactured with timber from sailing ships and secured with cabled believed to have been salvaged from the



2.17 Extract from MMBW litho no. 3105 (c. 1929?) showing the closed horse operated siding on the left and the later locomotive operated siding on the right with Council siding at Oxford Street. Some of the abutments shown on the drawing have been incorporated in the present buildings and may be seen from Oxford Street.

Source: Box Hill City Council.

winding plant of defunct gold mines. Hummel's "Beaconsfield" tower and adjoining temperance hotel were linked with Kew by cabs running two to three times a day in the season and it is presumed that his venture was profitable at the charge in 1880, of one shilling per visitor. 30. No doubt a number of his patrons came via Box Hill station and walked via Elgar Road and across the valleys of the Bushy and Koonung Koonung Creeks.

Later in the decade, however, the Box Hill Township Estate company Ltd was formed to develop the holdings of Arundel Wrighte, who had died in 1887. Further to the north, the orchardist, Richard Clay and the South Doncaster Estate Company Ltd. owned land rising to Doncaster Road from Whitten's Lane. All parties stood to gain from improved communications with the railway at Box Hill, as did Alfred Hummel on the Doncaster hill. Their ambitions to develop may have continued to be frustrated as were those of land development companies in Nunawading's South riding if it had not been for the Melbourne Centennial Exhibition of 1888 and its electric tramway exhibit of the Thompson Houston Electric Company of U.S.A. This Company's electric railway system dated from 1883 and by May, 1889, it advertised responsibility for equipping forty one "roads" in operation and construction. The exhibit, managed by W.H. Masters and Company, importers, was a success and fired the imagination of Box Hill and Doncaster's land owners and others. Together they formed the Box Hill and Doncaster Tramway Company Ltd. on 24 October, 1888, the first annual company return showing 58 shareholders. Cr. William Ellingworth, of the Shire of Nunawading, was a shareholder in both the South Doncaster Estate Company and the tramway company and was later appointed director of the tramway.

The new company bought the exhibition tramway equipment for use on Australia's first electric tramway service to operate from Box Hill to the Doncaster tower serving the land wherein their main interests lay, en route. Signatories to the memorandum of association included Captain Charles Frederick Taylor, MLA and land speculator, bailed out of bankruptcy in 1892 by Sir Matthew Davie's Australian Deposit and Mortgage Bank. Taylor was a major shareholder on behalf of the Box Hill Township Estate Company Ltd. His holding of 1,000 shares was matched by Richard Serpell of Doncaster whilst William Sell, also of Doncaster, Percy Joseph Russell, a Melbourne solicitor and William Meader, the chairman of directors, each held 500 shares. Meader was a licensed victualler turned land agent whose operations were wound up at a creditors' meeting in June, 1892 with an excess of debts over assets of £8,040. 31.



Construction of the line was completed by July, 1889 and the company let tenders for the engine house and electrical installations, the latter being awarded to The Union Electric Company of Australia Ltd. Land for the engine house and depot was leased from the Box Hill Township Company Ltd. and situated on the south bank of Bushy Creek, just north of Wimmera Street. The steam engine was made by the Ball Engine Company of the USA but the boiler was locally manufactured by Messrs Wright and Edwards, <sup>31</sup> presumably at their Atlas Iron Works, Little Bourke Street.

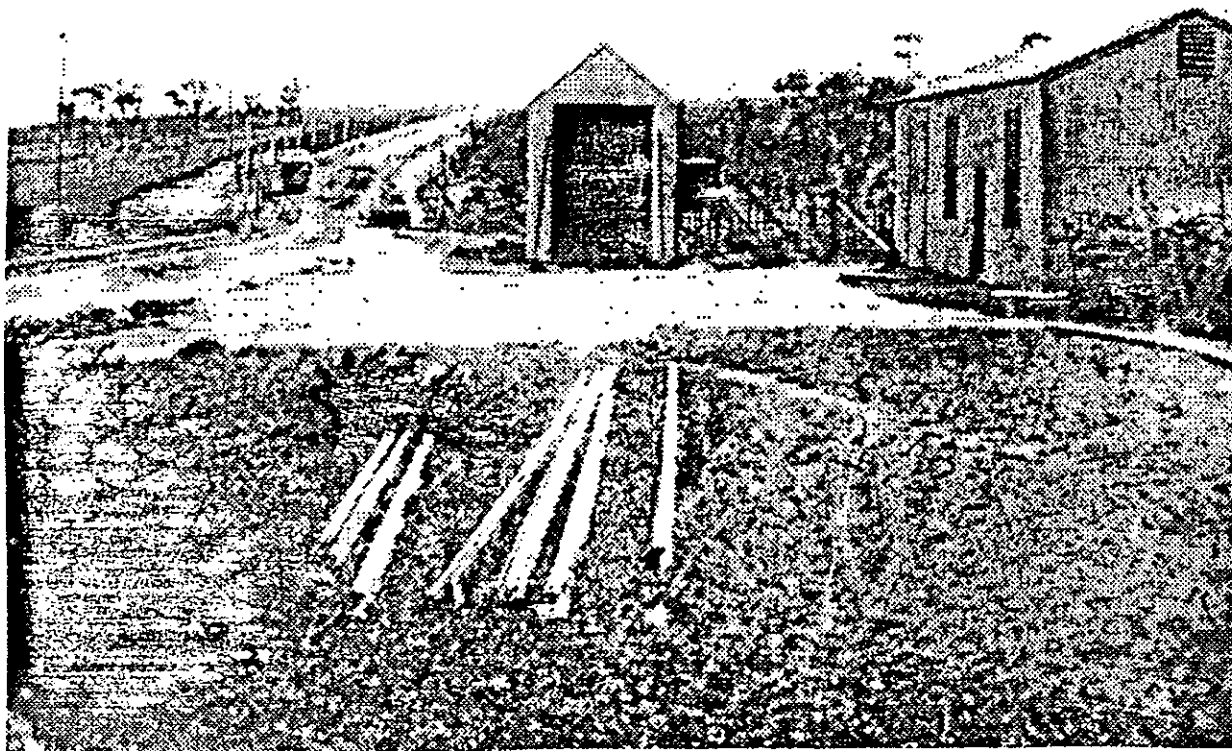
The Union Electric Company contracted to operate the line for the initial six months and from its opening on 14 October, 1889, realised a profit of fifty eight pounds. A second tram was ordered from the Thomson Houston Company and the Victorian Railways issued a combined rail and tram ticket from Melbourne to Doncaster via Box Hill. It followed the pattern of the rail tram tickets issued for the Beaumaris Tramway Company Ltd's line from Sandringham to Cheltenham stations. Opened in 1887-1888, this company shared the same secretary as the Doncaster tram, Richard Gow, but it was horse powered and well supported by the land development company's which stood to gain from its operations. This was not the generally the case on the Doncaster line, however, where the South Doncaster Estate Company Ltd. obstructed operations from November, 1890. Its land holdings extended north from Whittens Lane beyond the Koonung Koonung Creek and the Estate Company required a guarantee from the tramway company that its services would be continued on a regular basis. Faced with technical difficulties, however, no such guarantee could be made and the Company responded by renewing a section of the line. It was a severe blow to the tramway and was no doubt also opposed by the developers of the "Doncaster Heights Estate" which had released its land having a frontage to Doncaster Road just prior to the line's opening.

Other financial and operational difficulties followed and the tramway changed hands on three occasions, passing to George Thomson in May, 1891, who ran the line through his agent William Ellingworth. Later in the same year it passed to Richard Serpell who formed the Doncaster and Box Hill Electric Road Company Ltd. with Matthew Glassford in 1892. By April, 1894, the new operator was suffering from the prevailing depressed economic conditions and it leased the line and plant to Henry Hilton. Hilton together with his cousin William Hilton, held operations together until final closure on 6 January, 1896. Assets were sold and partly stolen whilst the tram depot and engine house lingered well into this century. Today, however, the site is occupied by the Wimmera Street reserve and the most significant reminder of Box Hill's pioneering venture in electric traction is the route of Station Street and Tram Road which follows the alignment of the rails laid through privately owned land a century ago. Although the passage of the tramway through the Township Estate was anticipated in the first land release of 1887 the gazettal of Tram Road as a public highway took place as late as November, 1901.

No sooner had The Reporter celebrated the opening of the tramway and provided its readers with the "technical particulars" warranted by such an innovation than it was doing the same for the opening of the Box Hill gas works. Throughout 1889 the matter of adequate street illumination figured prominently on the Council's agenda. It purchased twenty lamps for use throughout the Shire in June, <sup>33</sup>. and in September, The Reporter noted that Surrey Hills was lit up with municipal lamps for the first time on Tuesday, 17th. <sup>34</sup>. During that year, the Australian Gas Association retained John Coates and Company, builders of gas works throughout the colonies, to erect gas works on the north-west corner of Elgar and Whitehorse Roads. The new complex was described as both costly and formidable and consisted of the retort house, condensers, scrubbers, purifiers and a forty foot diameter holder. <sup>35</sup>. Gas was first laid on to illuminate the streets of Box Hill and Surrey Hills on Monday, 6 January, 1890. The first private house to be connected was that of the Shire President, Cr Haughton in The Reporter boasted that "in the course of a few weeks almost every house in Box Hill will be illuminated by gas." <sup>36</sup>. The gas works, however, was one of the last to be built prior to the depression. By the late 1890's electricity was competing successfully with gas as a lighting source and The Electric Lighting and Traction Company of Australia Ltd. of 1899 was foreshadowing a program of electric tramway construction as well as the provision of light and power. The Box Hill gas works was hiring out gas stoves by 1902 and on 23 October, 1936 the Colonial Gas Association opened its showrooms designed by R.M. and M.H. King, architects, at 944 Whitehorse Road. They have survived today with their Moderne styled facade overlooking the gardens west of the Market Street mall. The gas works themselves, however, ceased producing gas in November, 1960. The plant was completely demolished and is now the site of the Box Hill College of TAFE with the present Engineering Studies Department being located on the site of the old gas holders.

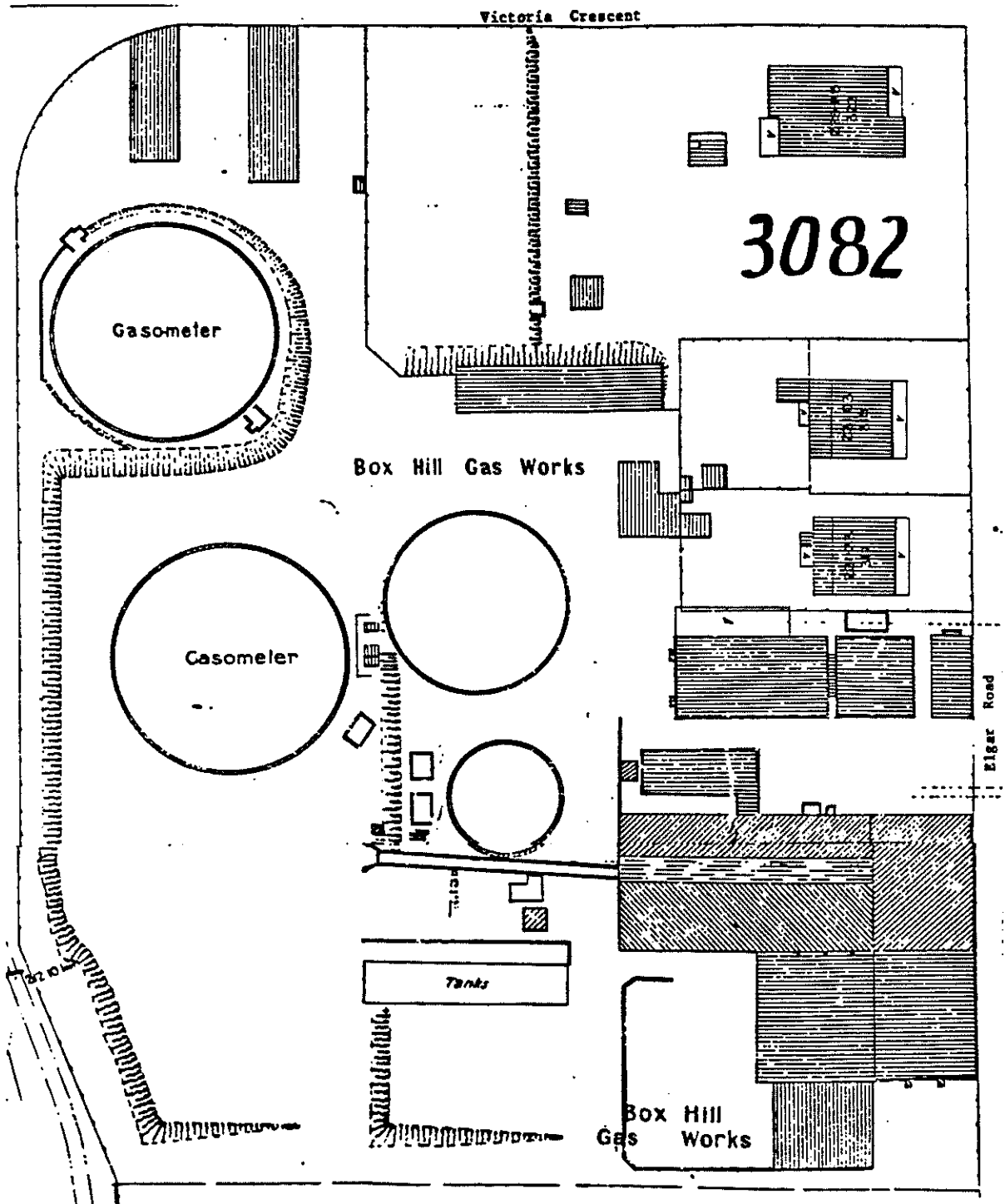
In Box Hill, the progress of the land boom had been checked at certain levels but at no time halted. Although house building was mostly frustrated following the land sales of the decade, the Shire's population had increased. The activities of the Council, the brickworks, the tramway promoters and the gas company, however, created an illusion of progress not borne out by events generally within the Shire.

In March, 1892, as the Depression took hold, Sir Matthew Davies Mercantile Bank failed and by April, 1893, the Box Hill Brick Company was in liquidation. Of greater local importance, however, was the E. S. and A. C. Bank's decision to suspend trading in the same month following its opening in Box Hill in 1883. It caused great excitement in Box Hill, The Reporter noted, "as the bank is the only one between Camberwell and Lilydale". <sup>37</sup>.and was



- 2.18 The electric tramway depot (centre) and power house (right) at the Bushy Creek crossing. John Inlis' land is one the left of the tram and is bordered by a hedgerow. The land behind the depot was owned at the time by George Wright who made his property available for the last race meeting in Box Hill on 6 December, 1890.

Source: Doncaster/Templestowe Historic Society.



2.19 The gasworks, c. 1934.

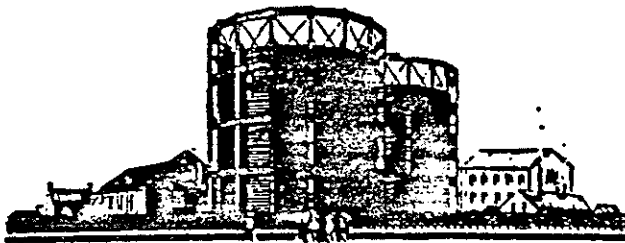
Source: MMBW Litho. nos. 3078 and 3079.

### BOX HILL IS A GOOD SUBURB IN WHICH TO LIVE

Growing yearly in size and importance, Box Hill develops, also a sense of civic pride.

Prosperous, progressive the residents of Box Hill show unmistakable signs of an appreciation of the inner meanings of "comfort" and "convenience." Box Hill homes are comfortable, livable places, for labour saving appliances are noticeable features of every house.

The growth of Box Hill is capably reflected in the growth of the BOX HILL GAS WORKS, and the comfort and convenience of Box Hill homes is apparent from the free use of gas as a cooking and heating medium.



THE COLONIAL GAS ASSOCIATION LTD.  
ELGAR ROAD, BOX HILL.  
Telephone: Box Hill 46.

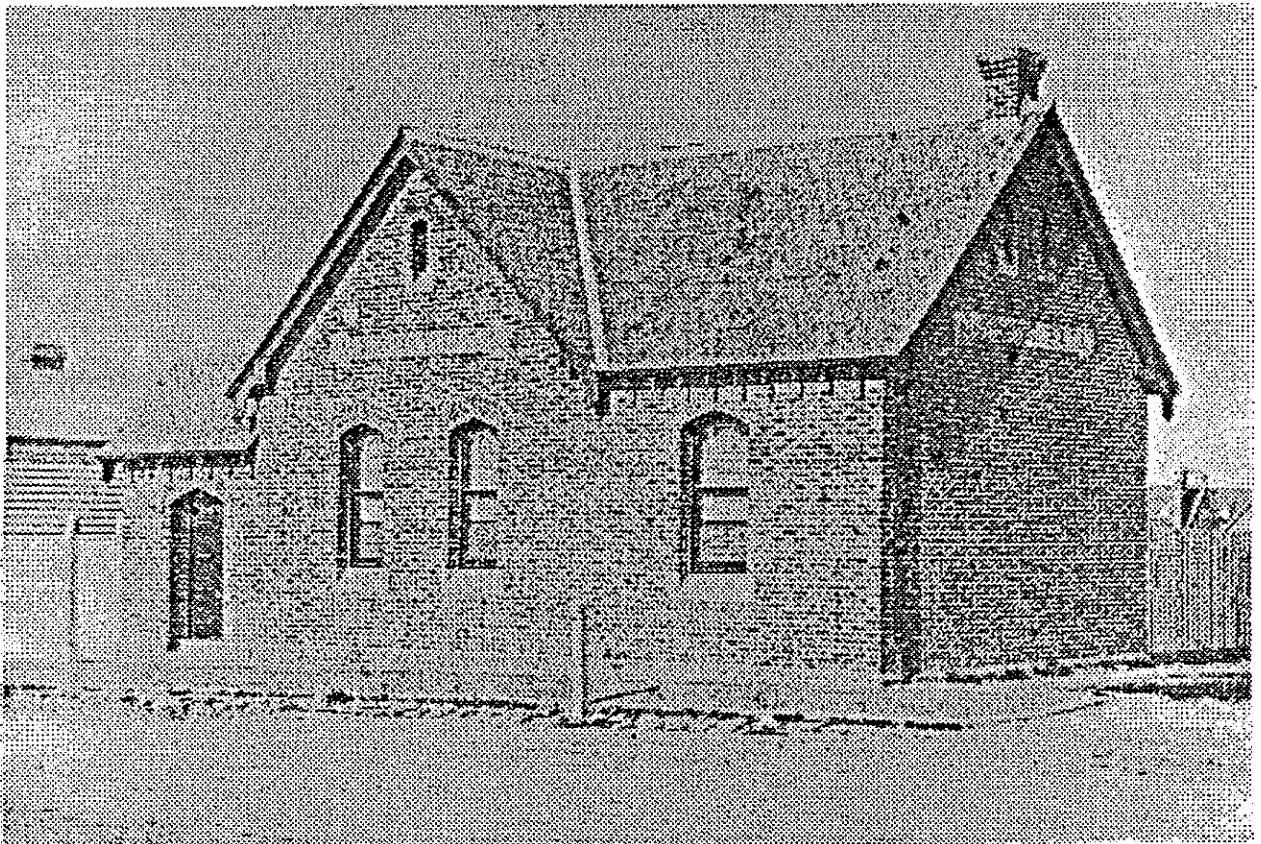
2.20

The Colonial Gas Association's advertisement in the souvenir issue of The Reporter of 1.7.1927.

2.21

The ES & AC Bank, Station Street, soon after construction in 1883.

Source: ANZ Banking Group Limited Archives.



situated in Station Street at the railway gates on the north-east corner of Bank Street. This bank was designed in the Gothic style common to other E. S. and A. C. buildings of the period. They were mostly erected during the first half of the 1880's and are best represented by William Wardell's Collins Street bank designed in 1883.

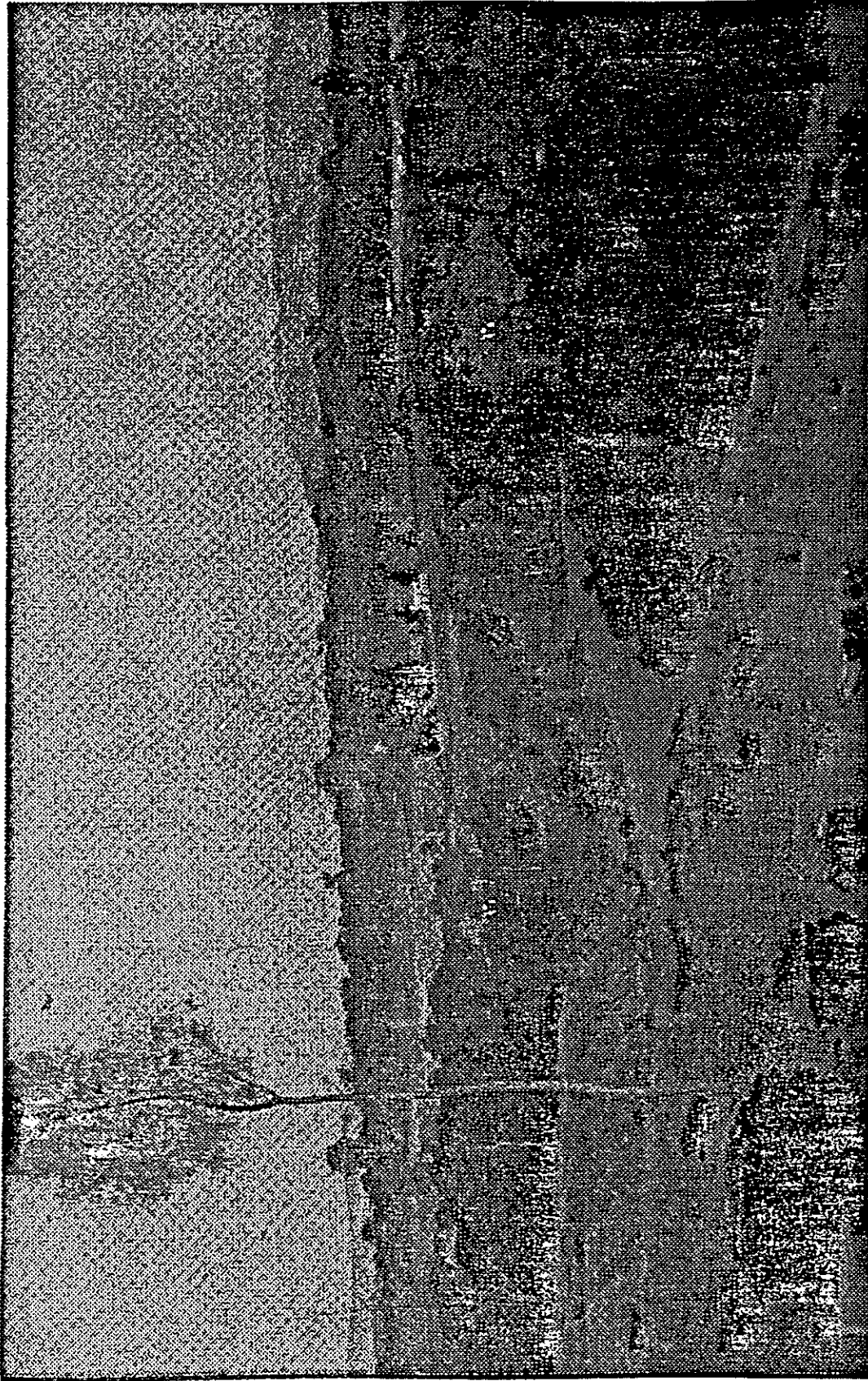
The Shire Council was caught, as has been noted, by the collapse of the Mercantile Bank but when the E.S. & A C. closed, its general account with that institution was overdrawn by some £2,500. It then opened an account with the National Bank of Australasia and was about to pay in a Government subsidy of £2,000 when that Bank also followed suit. Simultaneously, the Melbourne Savings Bank advertised for new accounts and outlined its financial strengths to readers of The Reporter.

The council pressed on with minor works including asphaltting parts of Broughton Road, St George's Avenue, High Street, Victoria Avenue and Howard Street. <sup>38</sup>. Its revenue dropped as ratepayers defaulted and in April, 1894, Cr. A. Serpell, whose drapery business was offering goods "at prices to meet the depressing time," moved successfully that Council Staff salaries be reduced. <sup>39</sup>.

On the brighter side, Mr. Morton, later of T.R.B. Morton and Coghill, auctioneers, established a livestock market in the Box Hill centre. It may have helped offset the slump in house and land sales also undertaken by the firm. At any rate, after a slow start during 1895, the Wednesday markets became widely supported with stock and buyers attending from throughout the Colony. <sup>40</sup>. It capitalised on Box Hill's strategic location being not only convenient to the metropolis but to the rural community beyond. The Box Hill centre became a market town with the market itself remaining popular until the 1930's when its livestock sales were curtailed. Today, its presence is recalled by the Market Street Mall and the buildings now substantially altered on the south-west corner of the Mall and Whitehorse Road.

An important counterpoint to the changing drama of boom and depression was provided by the "plein air" school of impressionist painters which was formed on David Houston's allotments at the end of Riversdale Road from 1885. Attracted by the natural beauty of the place rather than by its potential for exploitation, Tom Roberts and Frederick McCubbin were later joined by others including Charles Conder, Louis Abrahams and Arthur Streeton. Here they developed the art of landscape painting, in the field, and recorded the natural character of the Gardiner's Creek valley with heightened realism. Although removing to Heidelberg in 1888, their presence in Box Hill was testimony to the beauty of its remaining bushlands. Whereas works such as Tom Roberts "Dewy Eve" (1887) and "Evening, when the quiet east flushes faintly at the sun's last look" (1887-88) sharpen our perception of the Shire, a century ago, so too does a written account of the Burwood Hunt Club's inaugural chase of May, 1893. It demonstrates that the subdividers' plans presented a misleading view of the present municipality which was still made up predominantly of open spaces. The chase commenced at the "Royal" hotel:





2.22 Tom Roberts: "Evening, when the quiet east flushes faintly at the sun's last look", c. 1887-88. This scene depicts the valley of Gardiners Creek on the site of the present Box Hill Golf Club links. The artist's vantage point appears to be in the vicinity of the Box Hill South Primary School oval and the wood splitters' stacks on the site of Haig Street. The line of cottages in the middle distance mark the alignment of Middleborough, beyond which lies Nunawading and the blue Dandenongs.

"Punctual to time, the master.....made a move along the Canterbury Road into Mr. Morgan's paddock, where the throw off took place, when the hounds immediately gave tongue, crossing the Dampier Creek into McCracken's property, and making past the old Nunawading Shire Hall, over the Canterbury Road, then through Bedford's paddock and skirting the Box Hill Cemetery to the Middleborough Road, where the Lillydale line and Whitehorse Road were crossed, then through Simpson's and McGee's properties, into Wright's paddock, where, after re-crossing the tram line, a welcome check was ordered, which was gladly accepted by both horses and riders, the pace, owing to the freshness and condition of the hounds, having been a cracker. After a few minutes' breathing time and tightening of girths, away again along the Elgar road in the direction of Doncaster Tower, which was left on the right, past Messrs. Cox and Massey's residence to the Middle road into the Warrington Heights Estate, when the pack made a line westerly through Wiedeman's property over the Whitehorn road into Towt's....." 41.



## 2.5 The Land Boom and its Aftermath (1880's, 1890's)

1. The Reporter, 31.10.1889, p.3
2. The Reporter, 25.7.1889, p.2
3. The Reporter, 19.9.1889, p.3
4. The Reporter, 17.1.1890, p.3
5. The contract for the signal box was signed on 7.8.1889 (No. 4092) by E.W. Stanes and a 60 lever interlocking machine was opened on 20.12.1891, (V/Line Interlocking Register). It was closed in 1981 as a part of the grade separation project at Station Street.
6. The Reporter, 31.10.1889, p.3.
7. State Transport Authority: Contract Books
8. Lemon, A., op. cit., p.71
9. Lemon, A., op. cit., p.24
10. Box Hill City Historical Society Collection: plan of subdivision (nd).
11. The rate books refer to Elgar's Special Survey as "The Survey Paddock". The first rate book entry for George Cockroft is in the 1869 book.
12. Cannon, M., The Land Boomers - The Complete Illustrated History, Lloyd O'Neil, S. Yarra, (1986 ed), p.253.
13. Refer Lemon, A., op cit using the Express for 31.3.1882 and 7.4.1882.
14. Refer 1890 Shire of Nunawading rate book for 31.12.1890 entries as follows:  
"Homestead Estate - 7 weatherboard houses, 1 brick house, Homestead Estate - no houses, Sherwood Street - 1 weatherboard house".
15. Thomson, K., and Serle, G.: A Biographical Register of the Victorian Parliament 1859-1900, ANUP, Canberra, (1972), p.51.
16. Refer advertising brochure, referred to in "Surrey Hills Walkabout No.2: The Crescents and Beyond", p.2.
17. Cannon, M., op. cit., pp. 328-343
18. The Reporter, 21.10.1889, p.2
19. The Reporter, 31.10.1889, p.3
20. The Reporter, 19.9.1889, p.3 and 25.7.1889, the latter article confirming that Nunawading Shire Councillors fixed sites for the Surrey Hills lamps by inspecting the various roads.
21. Shire of Nunawading Council Minute Book (1893/94), p.100.
22. The Reporter, 11.7.1889, p.2
23. The Reporter, 3.10.1889, p.2
24. The Reporter, 11.7.1889, p.224
25. The Reporter, 24.10.1889, p.3. 13.1.1911, p.2 and Commonwealth Parliamentary Papers, General, Vol IV, 1926-1928.
26. Evans, L.R., "An Historical Geography of Surrey Hills 1882-1913", unpub. B.A. thesis, Department of Geography, University of Melbourne, (1978), p. 28.
27. The Reporter, 10.1.1890, p.3
28. Shire President, Cr. Haughton, recalled in The Reporter for 31.10.1889, p.3, that "it was only about five years ago that the Box Hill Brick Company commenced operations in Box Hill".
29. According to J. McLean.

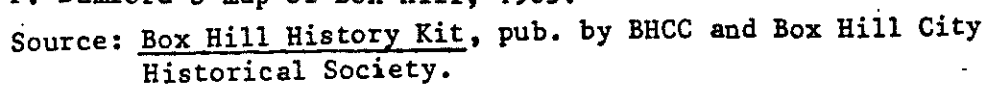
30. The Australian Sketcher, 14.8.1880, p.129.
31. Cannon, M., op. cit., p. 392
32. The Reporter, 17.10.1889, p.3
33. The Reporter, 26.6.1889.
34. The Reporter, 19.9.1889, p.3
35. The Reporter, 10.1.1890
36. The Reporter, loc. cit.
37. The Reporter, 14.4.1893
38. The Reporter, 12.5.1893
39. Council Minutes, 1893/94, p.97, meeting of 23.4.1894.
40. Victorian Municipal and Business Handbook, 1902, p.78.
41. The Reporter, 26.5.1893.

## 2.6 Reconstruction (1900's, 1910's)

The formation of the Box Hill Progress Association in 1900 was in a way symbolic of the forthcoming prosperous years emerging from the preceding depression and consumed by the First World War. Don Garden in Victoria - A History writes of Melbourne during this period that "home building again picked up and Queen Anne villas spread rapidly across remaining vacant areas around the stations of the eastern and south-eastern suburban rail lines. The section from Camberwell to Box Hill was most popular....."<sup>1</sup>. The impact of this important phase in the development of Box Hill was dramatic and is borne out by the increase in the number of rate book entries during the period. In 1900 there were 2,898 entries throughout the Shire with 1,814 in the Box Hill and Surrey Hills ridings. By 1920, these figures had more than doubled with 6,429 entries in the Shire and 3,899 in the Box Hill and Surrey Hills ridings. 2. The nineteenth century estates sustained further development establishing a band of closer development having the railway as its axis. In the north, the southern end of the "Box Hill Township Estate" sustained significant development accommodating 150 timber and 20 brick houses by 1920. 3. To the west, "Elgar Park" was also intensely developed. The Box Hill riding, which contained 323 more property entries than Surrey Hills, was occupied by 40 separate estates of which the "Box Hill Township Estate" was by far the largest.

South of the railway, Canterbury Road marked the general limit of Edwardian development with less intensive construction spilling over into the "Mt. Beury", "Broughton Park" and "Chicken Farm" estates extending almost to Riversdale Road. The South riding continued throughout the first two decades of this century to be the "poor cousin". Whereas Surrey Hills, Box Hill, Mitcham and Blackburn were formed into separate ridings from 1891, the South riding continued to occupy the whole of the southern portion of the Shire. By 1920 there were only 11 subdivisional estates here with the two busiest being "Fulton Grange" with 21 houses and Mitcham South with 23 houses, both in present day Nunawading. At Burwood, the "Tramway Terminus", "Burwood Post Office", "Ensign Park", "Burwood Township", and "Tramway Heights" estates were the major developments accommodating 21 timber houses and 12 brick houses. 4.

Box Hill's Edwardian housing stock was predominantly of timber construction and is typical of the period. Asymmetrical villas with turned timber posted verandahs often returning down the side elevation were complemented by steeply pitched corrugated iron or terra cotta tile clad roofs with ridge cresting and a prominent diagonal axis. More substantial brick dwellings were erected west of Elgar Road and mostly in the vicinity of Mont Albert station. Today, the houses in Zetland Road, Victoria Crescent south of Whitehorse Road and Trafalgar Street include some fine examples of Edwardian domestic architecture.



Elsewhere in Box Hill scattered timber villas were built as the homes of orchardists and market gardeners and often survive today in the midst of later brick and timber houses of the post second World War period. Distinguished not only by their architectural style but also orientation and mature tree plantings, they are important references to the City's agricultural heritage which remains today mostly in the memories of its older citizens. Good examples are at Milne Road, Box Hill North and in Duncan and Asquith Streets, Box Hill South. By 1920, Box Hill was the home of some 31 carpenters and 18 builders, members of the Garrett family being well represented. Their names are likely to have been associated with the homes of the period. Timber supplies and builders hardware were available through Bamford Brothers' timber yard in Station Street immediately south of the Railway's signal box and Philip Birds' yard in Whitehorse Road immediately west of the market. It was Bamford's which supplied the Shire with tree guards in recently constructed streets throughout the Surrey Hills riding in 1911. 5.

The Box Hill centre was characterised during the period by consistent growth and emerging civic pride. In July 1911, amidst a remarkable spate of building, the Box Hill Progress Association noted in its annual report that "it is well to be able to congratulate this township on the building and other progress so palpably evident, and to cherish the hope of its long continuance." 6. As early as 1901, the conclusion of the Boer War was dramatically celebrated by the erection of a pink granite drinking fountain illuminated by gas lamps and located in the middle of the Station Street/Whitehorse Road intersection. It was a bold civic move to the extent that its prominent situation established an enhanced sense of identity for Box Hill. It built on the notion of the Whitehorse Road "ovals" which had already elevated Box Hill above most of Melbourne's suburban centres from the urban design viewpoint. Comparable with Ballarat's Sturt Street plantations, the ovals became the venue for a number of civic projects. The band rotunda, situated immediately east of Station Street, was one of the earliest. It was received by the Shire president on Coronation Day, 1911, following its erection on 3rd June at a citizen's working bee. The rotunda was the brainchild of the council, the Progress Association, the Box Hill branch of the ANA and the "Reporter" district brass band. The design was prepared by J. Mawson of Garrett and Mawson, builders. It was an octagonal structure with corrugated iron roof and, in keeping with contemporary architectural trends, was totally lacking in cast iron lace. 7.

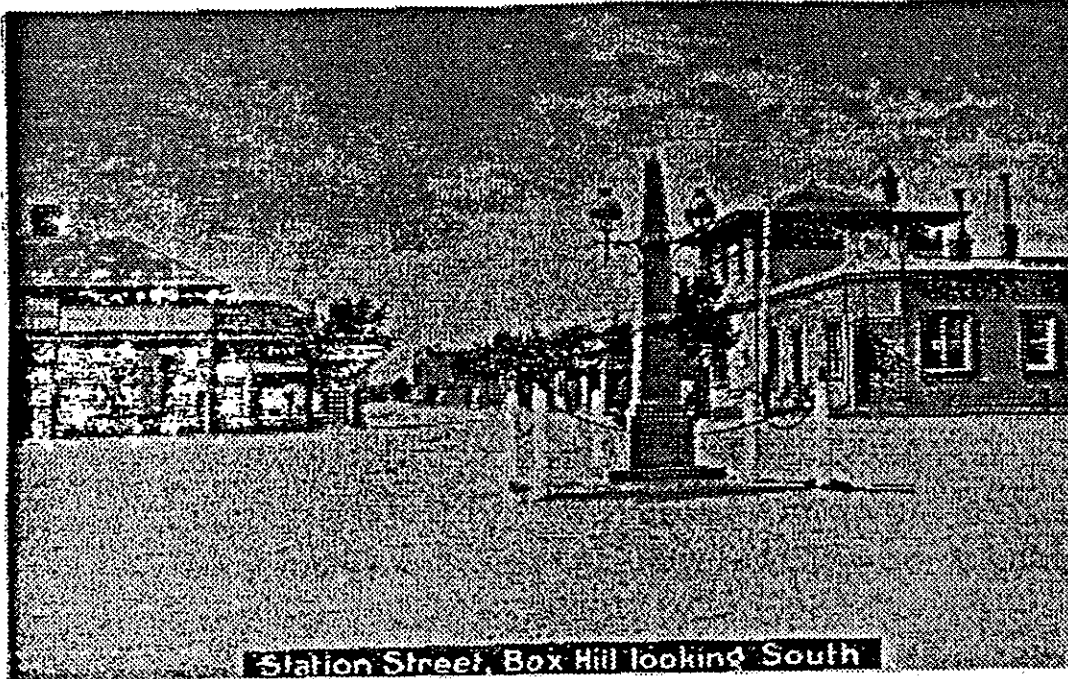
By June, Cr. J.R. Ellingworth's building on the corner of Station Street and Rutland Road was well in hand. Described as "a handsome structure after the Gothic Style", its oriel corner tower with "candle snuffer" roof remains a distinctive building in the centre today. 8. Additions to Stutt's "Railway" hotel showing strong influence of the popular Arts and Crafts Movement were also completed in the same year whilst the public sector was also active. Its efforts, however, were generally subject to criticism. The railway station buildings, erected by T. Coate on the island platform were criticised for their slow

2.24

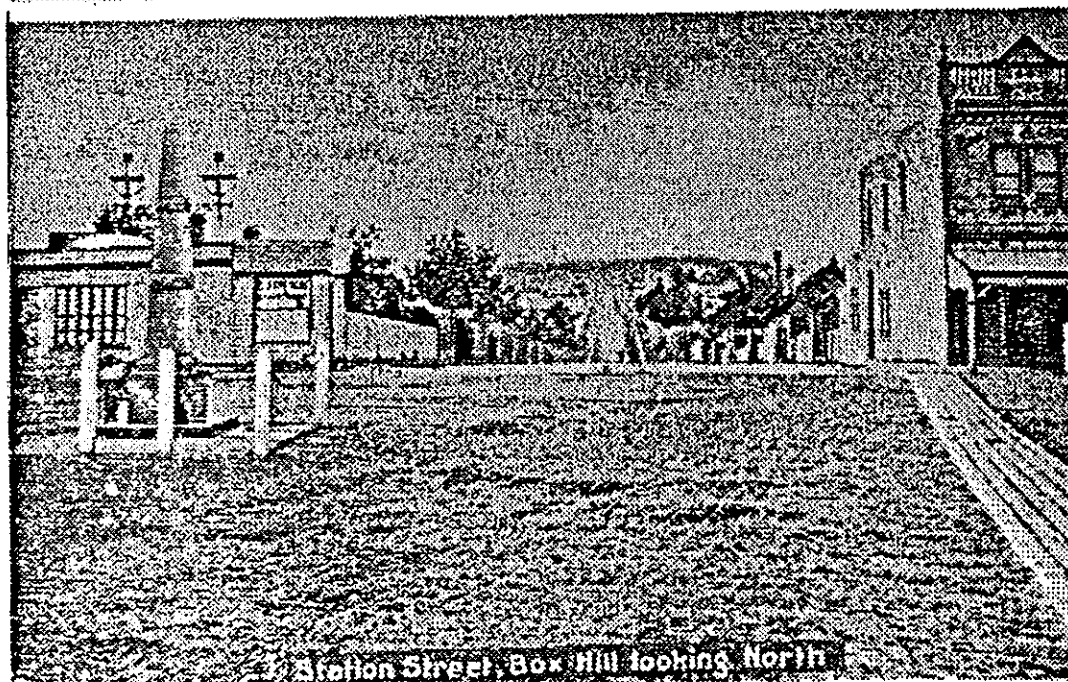
The Box Hill  
centre c. 1905.

Source: Box Hill  
Historical  
Society.

In this view,  
Stutt's "Railway"  
hotel has a two  
storeyed addition  
at its southern  
end.

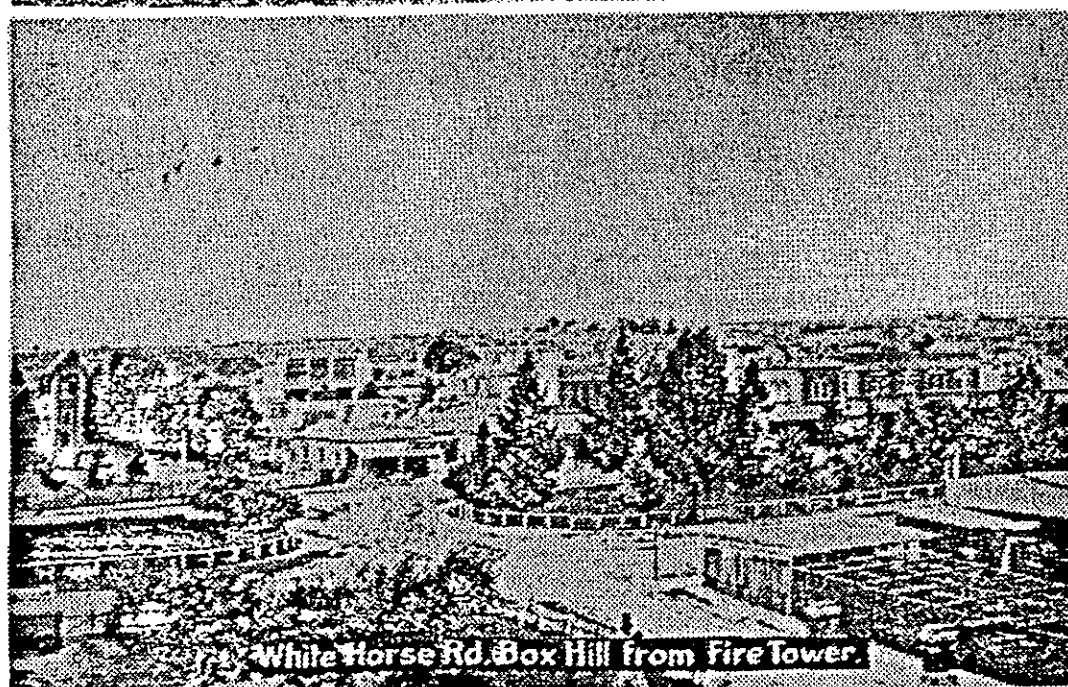


Station Street, Box Hill looking South



Station Street, Box Hill looking North

Notice the blue-  
stone footpath on  
the right.




White Horse Rd. Box Hill from Fire Tower

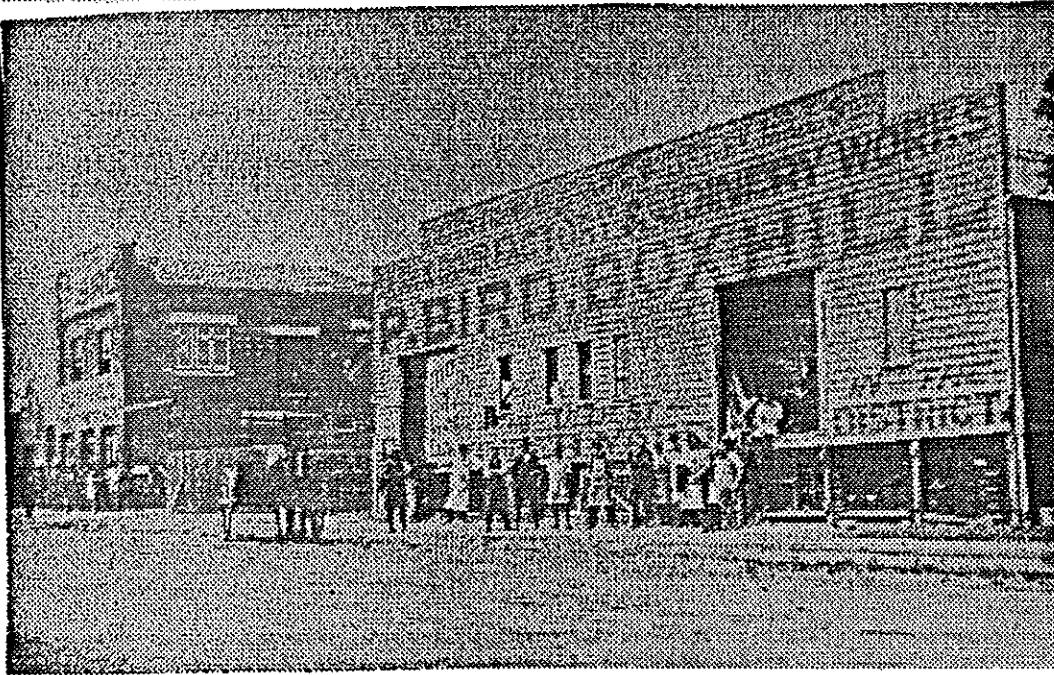
Looking south-west  
across the  
Whitehorse road  
"ovals" with the  
United Methodist  
church on the left.



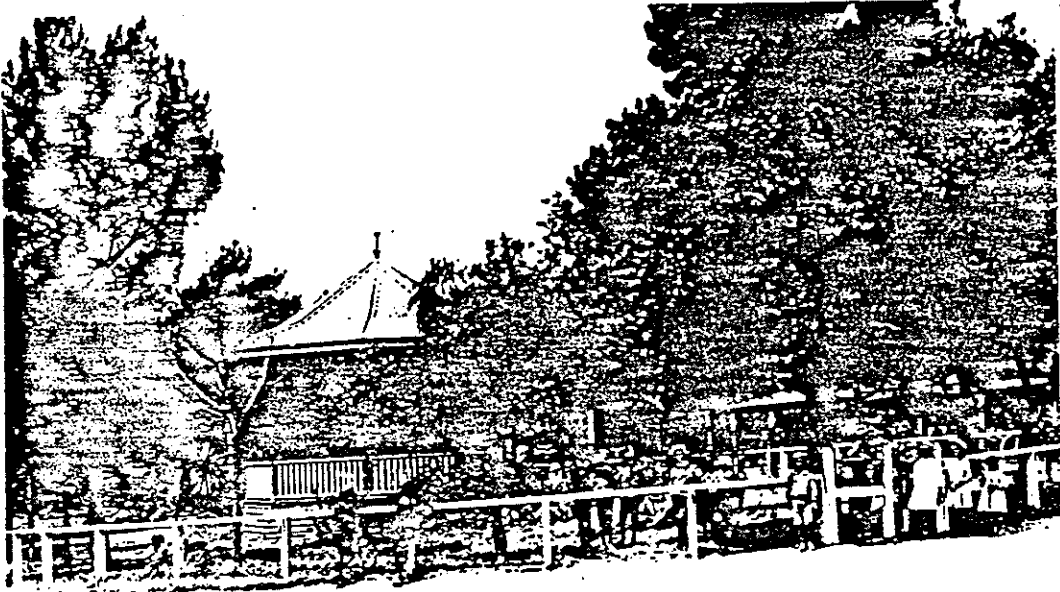
2.25

Edwardian  
Box Hill:Source: Box Hill  
City Historical  
Society.


Whitehorse road  
looking east from  
Station street  
showing a terrace  
of shops which  
formed a subst-  
antial row in its  
day and remains  
prominent today.



Phillip Bird's  
timber yard,  
now demolished,  
faced north across  
Whitehorse road  
immediately west  
of the market.



The "Reporter"  
district brass  
band, erected in  
"a day" in 1911.

rate of progress. New buildings, provided in 1912, were sought for the northernmost platform. A crane for the lifting of heavy goods was required along with a subway for pedestrian traffic at Station Street. The busy citizens of Box Hill wanted a stand-by engine to avoid shunting delays at Station Street and a beautification program for the station grounds. Indeed, the question was asked - and not for the first time - why had the station not been provided in a cutting so as to avoid the level crossing altogether?<sup>9</sup>.

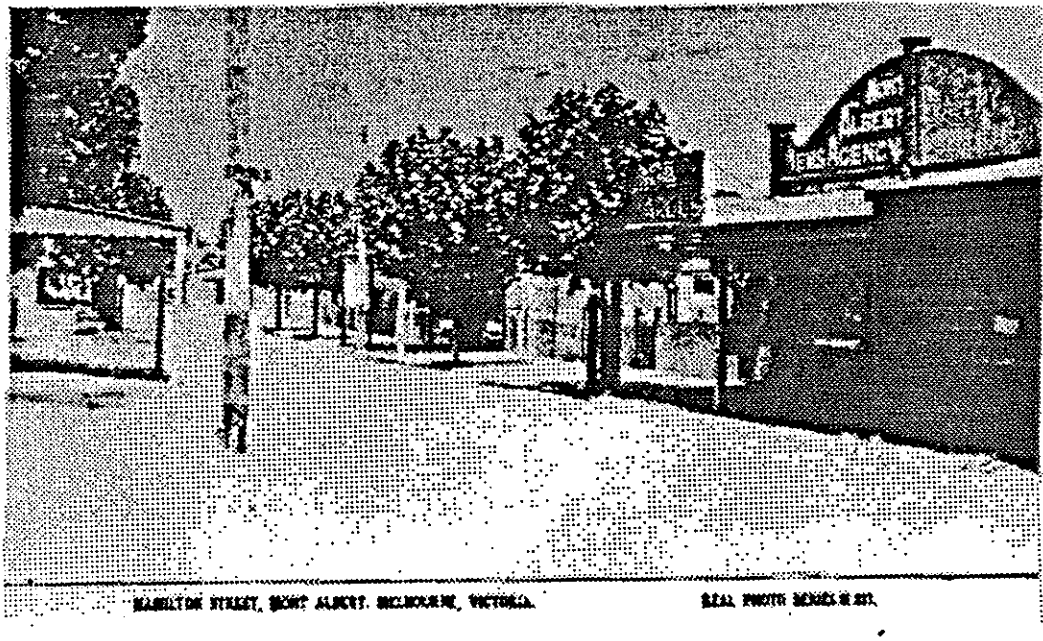
The Commonwealth Government's post office, also opened in 1911, was seen as a 'break with faith' to the extent that a telephone exchange, eventually provided by John Smith Murdoch's Department of Works and Railways, in the late 1920's <sup>10</sup>. had been omitted. Furthermore the provision of only one hitching post outside the new office gave rise to criticism by Cr. Garret that the Commonwealth saw Box Hill as a "one horse show". <sup>11</sup>. The new courthouse, alone, was well received. Designed "after the Queen Anne style" with a terra cotta tiled roof, it was built in 1911 by Messrs. Frogley and Smith of Mt Albert at the corner of Whitehorse Road and Station Street. <sup>12</sup>. It has since been demolished.

In Burwood, commercial development east of Warrigal Road was by contrast, minimal and of a different nature. The "Thorncombe" hotel at the corner of Warrigal and Burwood Roads continued as a social venue for market gardeners <sup>13</sup>. and there were tea rooms for day excursionists on the Hawthorn Tramway Trust's Burwood tramway service. By 1920 there was a total of .... commercial enterprises east of Warrigal Road. <sup>14</sup>.

With the exception of the Lilydale railway, the Shire was without public transport throughout the Edwardian years. A cab stand was located in Station Street near the railway station and relocated to Main Street following completion of the new railway buildings. By January, 1912 a small cabmen's shelter had been built in front of the water tower at the entrance to the pedestrian subway and was later followed by a taxi rank which remained in Main Street until its closure in 1981. But horsecabs were scarcely a substitute for public transport and it was clear enough that the closer settlement of the northern and southern areas of the municipality would have to wait until reliable tramway or rail services had been provided. The latter was unlikely given the location of the East Malvern and Outer Circle lines whilst tramways were increasingly favoured following the establishment of the Council based tramway trusts in the City's suburban areas. Electrification of the railway took place towards the end of the first major phase of the electrification of the suburban railways in 1922. <sup>15</sup>

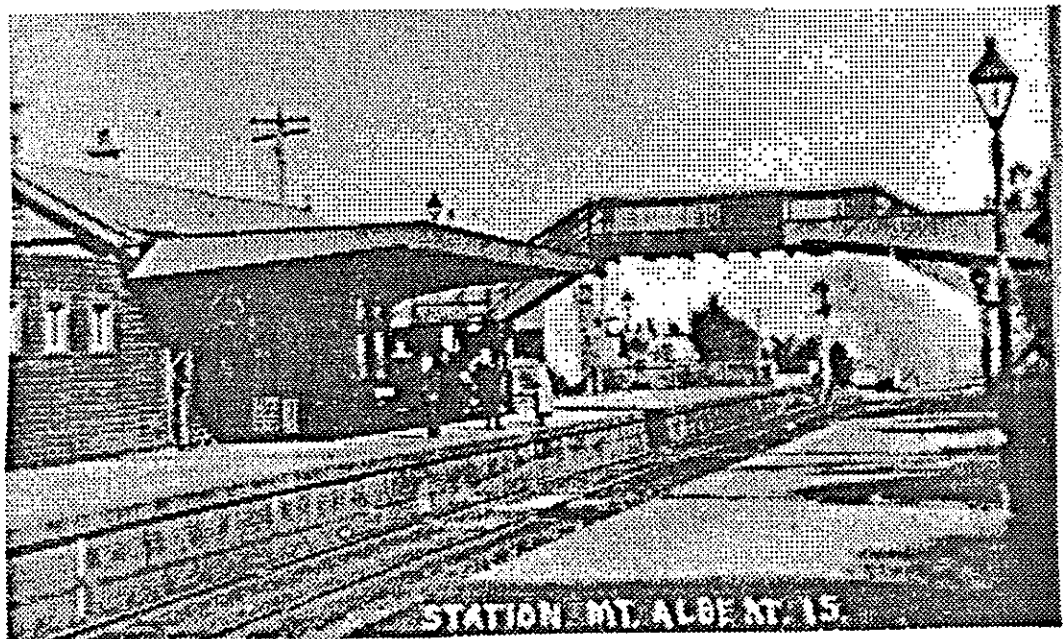
In 1911 the ratepayers of Doncaster met to discuss the construction of an electric tramway either directly from Kew or from Box Hill station via the route of the earlier land boom venture. Although well supported, the idea failed.





2.26

Hamilton Street, Mont Albert during the immediate post WWI period.  
Source: Box Hill City Historical Society.



2.27

Mont Albert station, some time after the construction of the surviving timber building on the left in 1910 and prior to electrification in 1922.

Source: Box Hill City Historical Society.

In June, 1915 the Hawthorn Tramways Trust opened its electric service to Warrigal Road, Burwood and in March of the following year it opened a line along Riversdale Road terminating on the hill top at Warrigal Road. The Trust's decision in both instances to terminate its services at the Shire of Nunawading boundary reflected upon the lack of suburban development east of Warrigal Road. To the land developers of Nunawading, however, the lack of a service was the very reason for the failure of land development schemes in the South riding. In June, 1916, at the instigation of W. Ellingworth, a Box Hill Tramway and General Improvement League was formed to lobby for the extension of the tram lines into Nunawading territory. 16. Its efforts, however, were frustrated, partly through the re-organisation of tramway services under the Melbourne and Metropolitan Tramways Board banner in 1919 and subsequently through competition from the private car. By 1923 the Board's plans for the extension of its tramways through Box Hill had been curtailed almost completely with the only concession to progress consisting of the future extension of the Riversdale Road tramway from Warrigal Road to Elgar Road. 17. Whereas Camberwell benefitted from its direct tramway connections with the City, the Shire of Nunawading remained beyond their reach and developed a network of bus services in the post War period heading north and south from the railway.

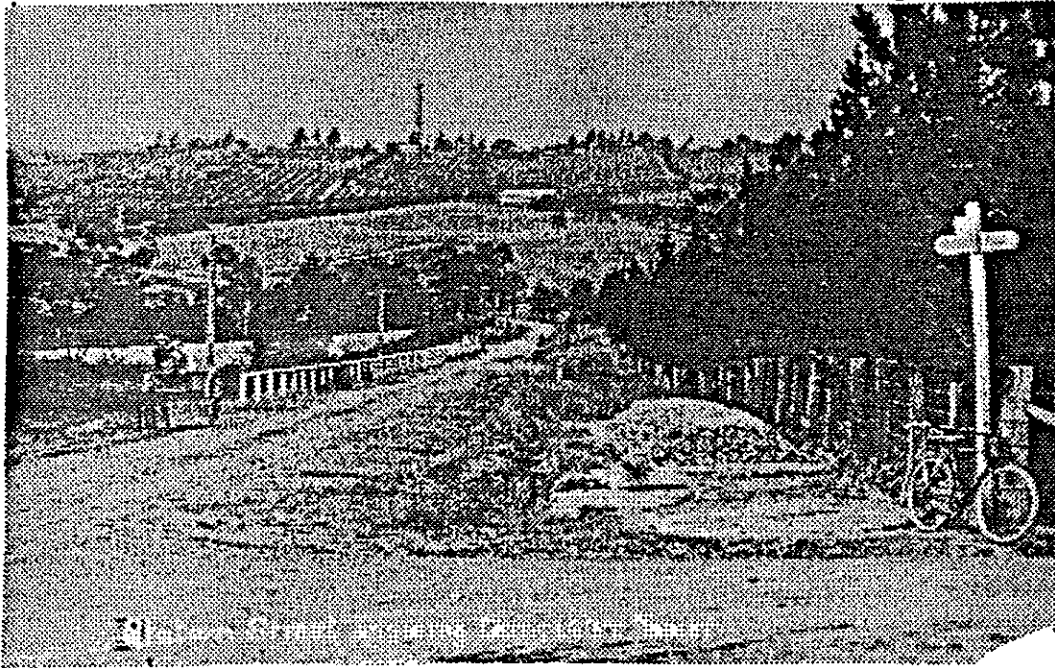
The Council's pre-occupation with road and bridge works and drainage schemes dominated its budget as it inherited the legacy of unmade tracks left by the land speculators a decade previously. The Shire engineer, W.A. Gay, supervised the reforming and metalling of roads throughout the settled areas. A central 12 foot wide carriageway was generally finished with six inches of metal. On either side, earth shoulders fell to 4 pitcher drains laid on 2" of sand. Laneways were either fully pitched on a two inch sand bed or metalled with a 5 pitcher central drain. Bridges were typically of timber construction with timber sheeted abutments, decks, kerbs and hand rails and required constant maintenance. In March, 1917, Gay reported to Council on the damage sustained by the Shire's bridges following heavy rains. The Dampier (Gardiner's) Creek bridge on Highbury Road and its western approach had partially collapsed. McCormack's bridge in Station Road and several others suffered similar damage. 18. The problems pointed both to inadequate funds for bridge renewals but also to a need for more effective drainage. The meandering path of Gardiners Creek was being straightened from as early as 1895 19 but land owners were constructing undersized drains throughout the Edwardian years leading to a constant stream of reports to Council by its engineer concerning the nature of damage sustained and the question of Council liability. The Shire embarked on a program of constructing open pitched drains, barrel drains and pipe culverts. In May, 1911 it let a contract to William Brothers to construct the Box Hill main drain from Hopetoun Parade running north underneath the railway embankment and to the east of the "White Horse" hotel, thence across Elgar Road to Lloyd's Abattoirs and Victoria Crescent.

2.28

Box Hill's roads  
c. 1900.

Source: Box Hill  
City Historical  
Society.

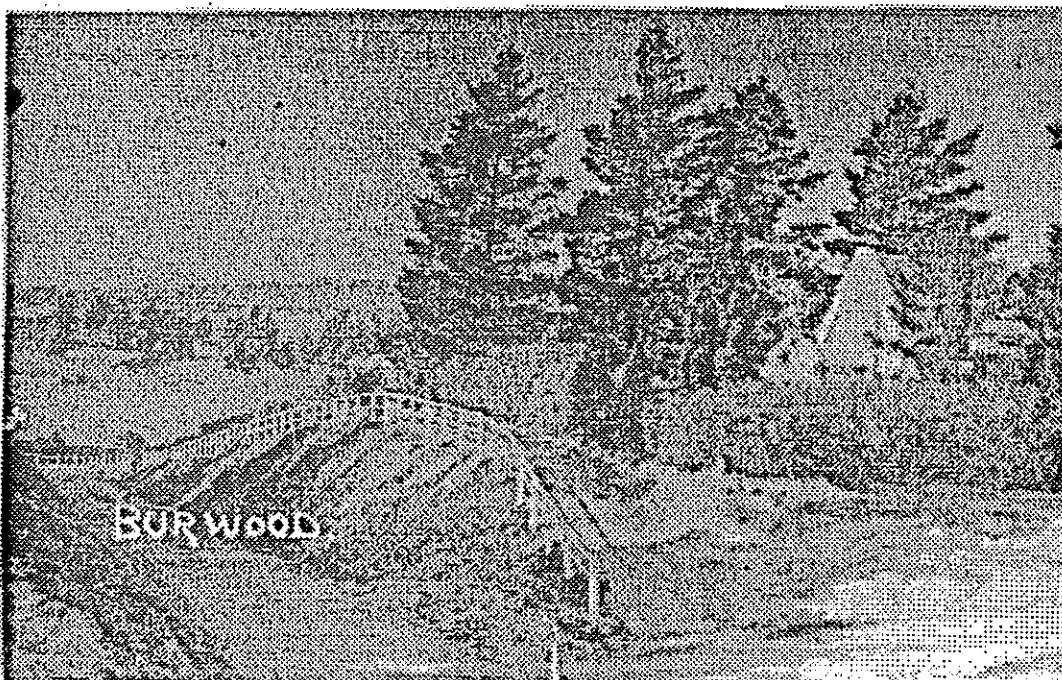
Station Street,  
looking north from  
Woodhouse Grove  
with the Doncaster  
tower in the  
distance.

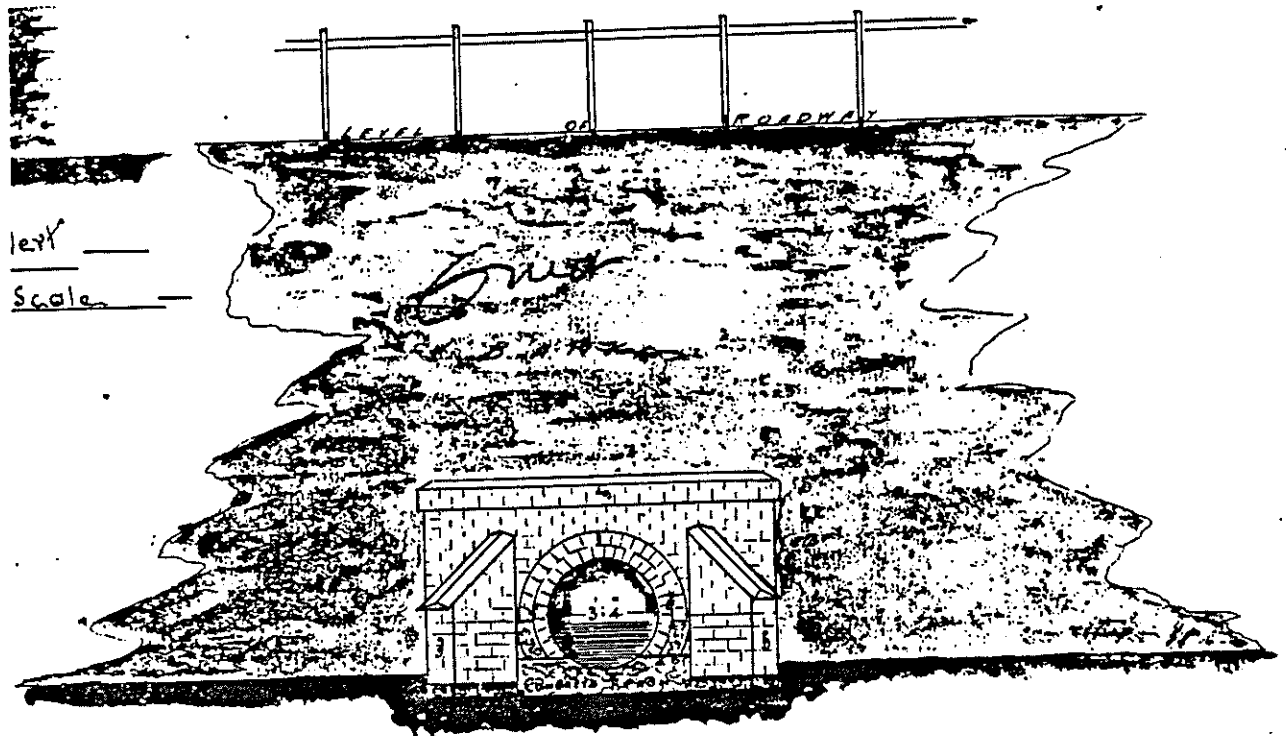


Canterbury Road,  
looking east  
to the brickworks  
with "Windsor Park"  
on the left.



Burwood road  
cutting alongside  
the former Wesleyan  
Church, looking  
east to the  
Gardiners Creek  
valley.

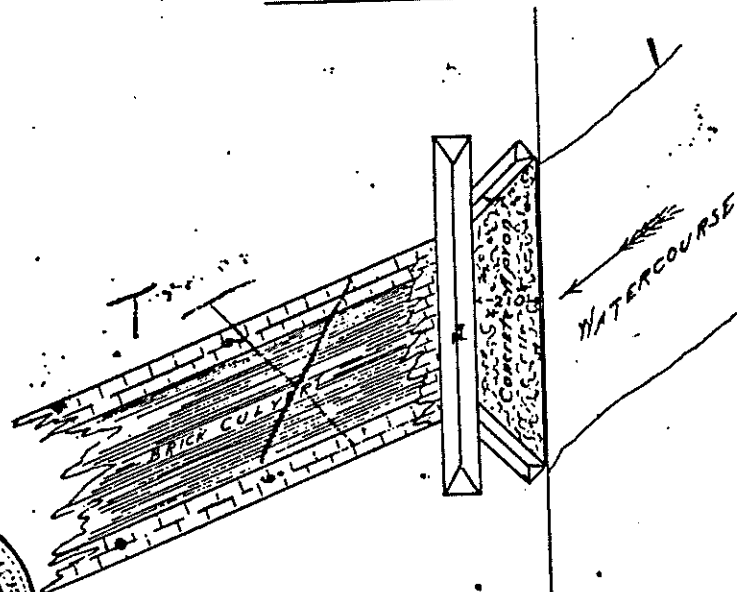




— End Elevation —

— 4 feet to 1 inch —

— PRIVATE ROAD —



— Plan and Section —

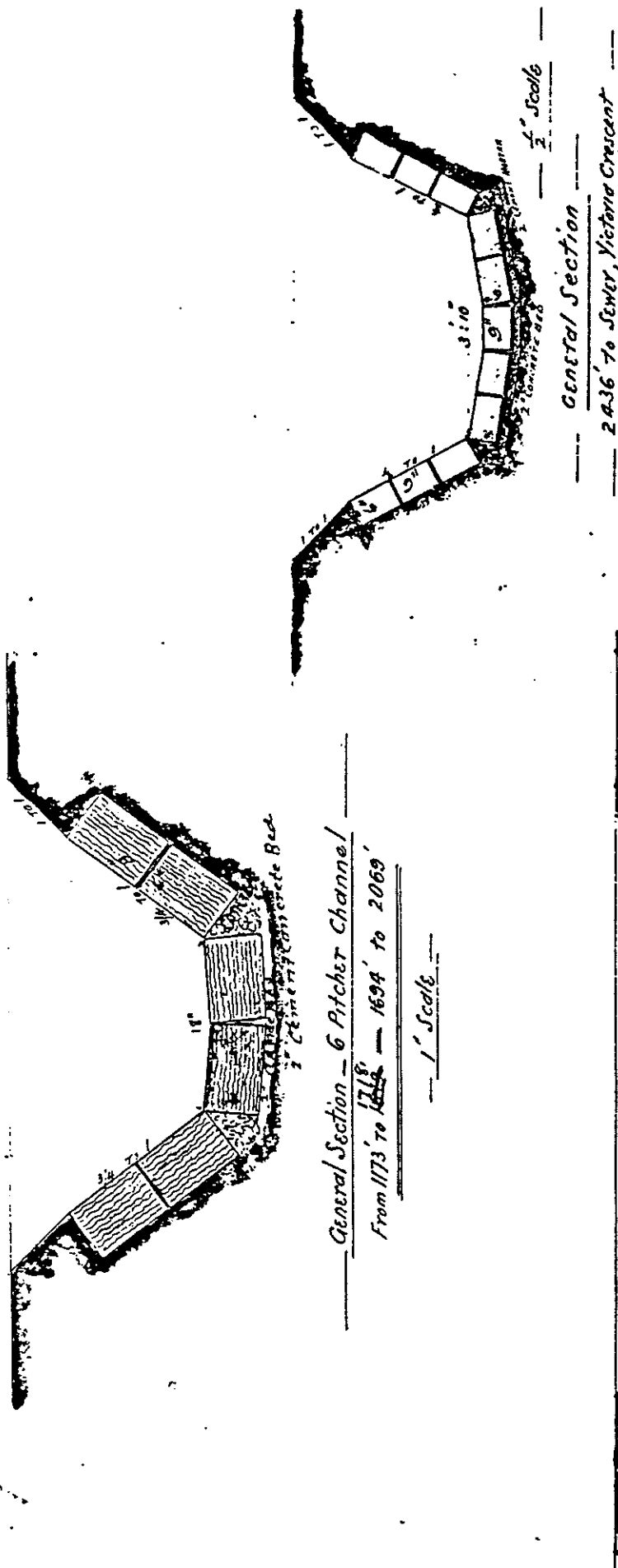
— 4 feet to 1 inch —

THE REINFORCED CONCRETE & MONIER PIPE  
CONSTRUCTION CO. PTY. LTD.

*H. John Monash*  
Director

27/2/11

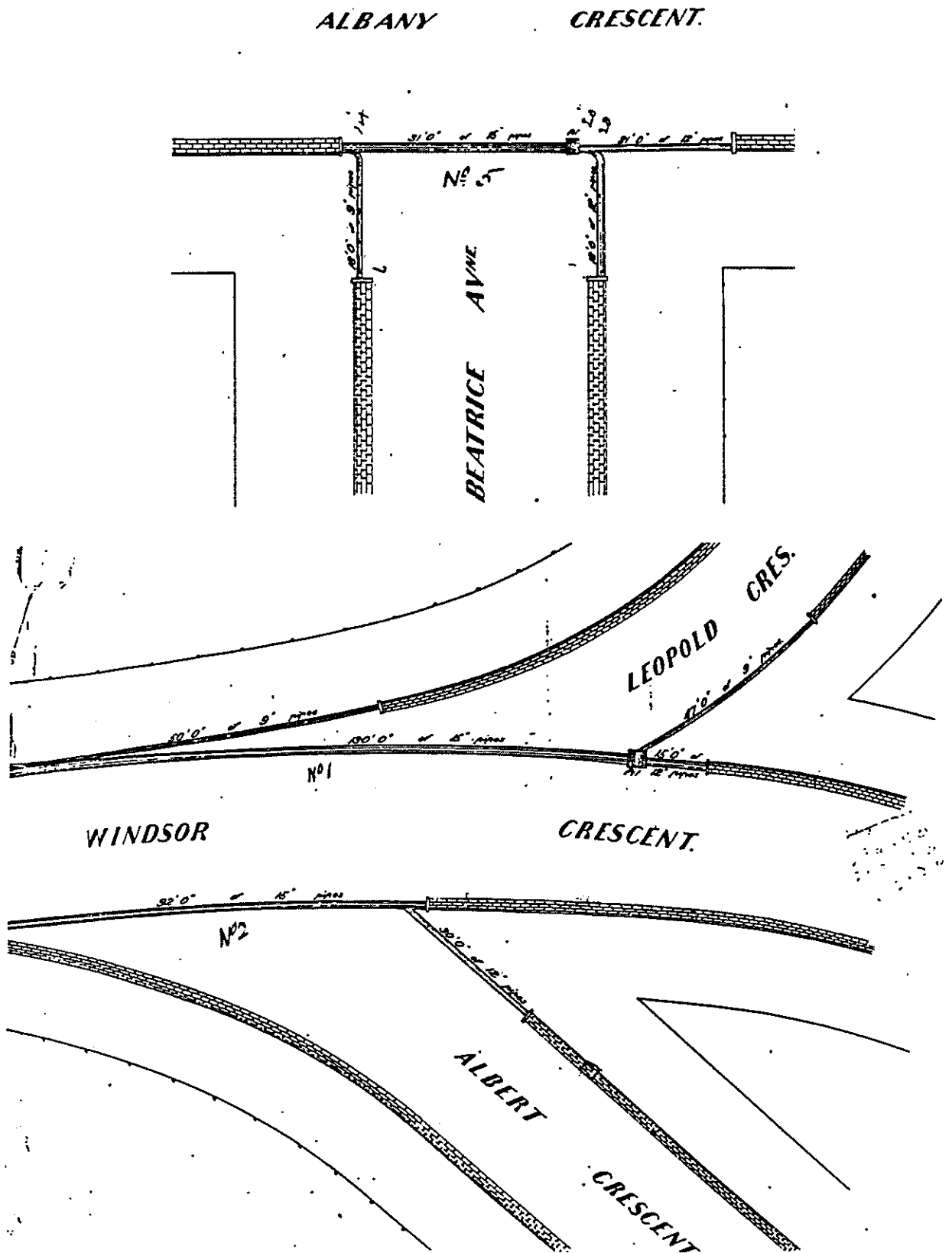
- 2.29 Detail of typical culvert portal used by the Shire of Nunawading in 1911. Construction was by the Reinforced Concrete and Monier Pipe Construction Co. Pty. Ltd., under the directorship of John (later Sir John) Monash. Source: City of Box Hill, litho. no. 57.



2.30

Contract drawings showing  
constructional details for  
the Box Hill main drain,  
signed by W. Williams Bros.,  
13-5-1911.

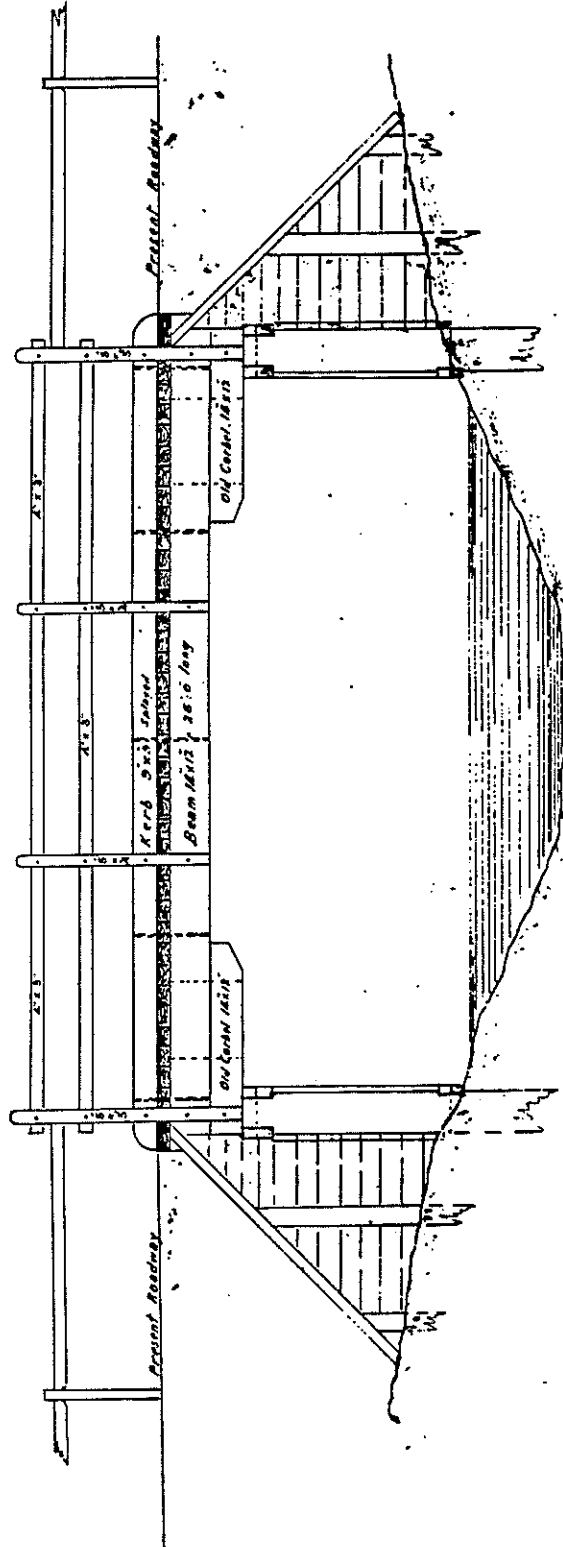
Source: City of Box Hill,  
Engineers drawings, litho no. 146.



2.31

Typical road drainage construction during the Edwardian era, showing three pitch drains with kerbs, pipe culverts at crossings and inspection pits.

Source: City of Box Hill, Engineers drawings, 1915.



— *Elevation* —

2.32

Working drawing prepared to document repairs to the road bridge over the Koonung Koonung Creek, Elgar Road North, for the Shires of Nunawading and Doncaster. The form of construction was typical of bridges within the Shire.

City of Box Hill, Engineers drawings, litho. no. 69, 1915.



Following the exhaustion of the local sources of road metal, the Council obtained its supplies from the Footscray Quarry Co. until that firm was unable to satisfy the demand in the face of large orders from the Railway Department. Greater success, however, was enjoyed in the supply of pitchers, which were obtained for a period from Willis Brothers and the Albion Quarrying Co. <sup>20</sup>

In 1905 the Council purchased a paddock from the defunct Box Hill Brick Company as the site for a public reserve. It built an oval there soon afterwards and a small pavilion with three tiers, club rooms and baths. It was extended in 1910 and on 17th December, 1912, the contractor, Joseph Bennett, signed a contract to construct a cutting on the south side of the oval. Thomas O'Leary leased the grazing rights to the park at this time and occupied a cottage within the reserve. <sup>21</sup> The park's great claim to fame, however, was the "Dive" which occupied the Box Hill Brick Company's closed clay hole. It was the home of the Surrey Park Swimmers Club and became an institution in the life of Box Hill's youth until the opening of the present centre in 1981.

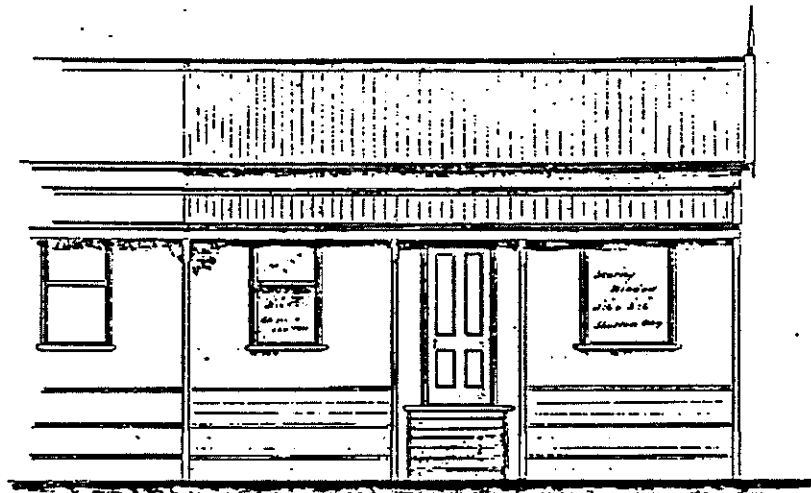
The Electric Light and Power Act of 1896 provided for the formation of power distribution companies under the control of local councils. Electricity supply could only be made under the authority of an "order" made pursuant to the Act. The Melbourne Electricity Supply Company had its origins in this act and was eventually to supply power to the Shire of Nunawading which took out its order in 1912, together with Brunswick, Northcote, Port Melbourne and Preston. Box Hill's involvement in power supply had its origins in a proposal submitted by Cr. Hunter in June, 1911, followed by a report prepared by consulting engineers G.B. Lincolne and J.K. McDougall. An electricity supply depot was established in Oxford Street, where it still stands, and the first single phase high voltage cable was carried along Mt Albert Road, terminating in the Whitehorse Road ovals at Station Street. Here, the existing fountain and clock mark the site of the former red brick substation, replaced in 1978. Early substations which remain, however, are in Elgar Road, erected to supply the gasworks, Victoria Avenue, Victoria Crescent and Lorne Parade. Today, the Box Hill Electricity Supply purchases electricity from the State Electricity Commission of Victoria and is responsible for its distribution throughout Box Hill and Nunawading.

It was also during the Edwardian period that the Shire established abattoirs on Joseph Aspinall's land running north from Woodhouse Grove to the Koonung Koonung Creek. Prior to their opening in 1910, Edward Lloyd had operated his abattoirs immediately west of the gas works. His bullock paddock was situated on the south side of Whitehorse Road and ran from the side of the "White Horse" to the shops facing West Station Street. Together with the cattle, pig and poultry market situated midway between West Station and Station Streets, they added considerably to the Box Hill centre's rural character. It takes little imagination to contemplate the confusion on market days formed by the arrival and departure of stock, transfer to the bullock paddock and thence over Whitehorse and Elgar Roads to the slaughter yards.

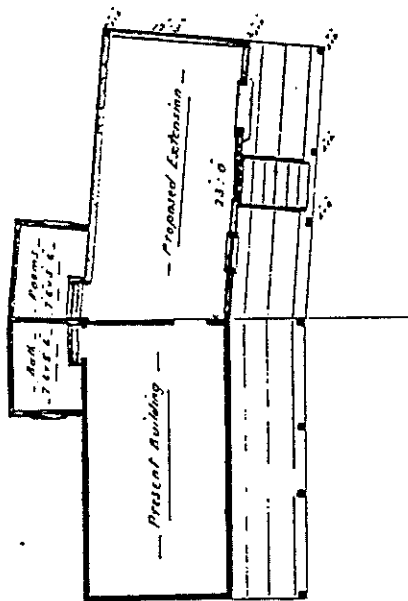


With the exception of the Council's abattoirs, however, industry within the present area of Box Hill was concentrated in the town centre where the railway station was well placed to service its needs. Messrs. Russell and Co. established their horticultural implement factory opposite Birds, in Whitehorse Road, "in order to be nearer to the centre of the industry for which they principally cater". 22

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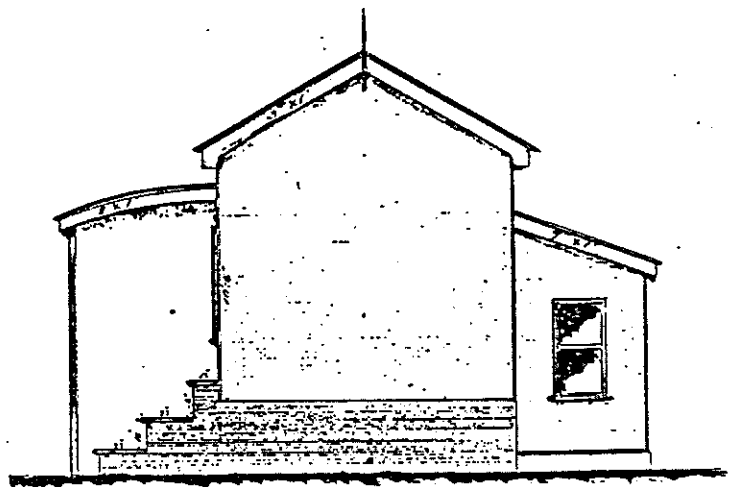


— FRONT ELEVATION —



— GROUND PLAN —

Scale 8 ft to 1 inch



— END ELEVATION —

Scale

2.33

Working drawing showing extensions to the pavilion, Surrey Park.

Source: City of Box Hill, Engineers drawings, litho. no. 62, 1910.

**2.6 Reconstruction (1900's, 1910's)**

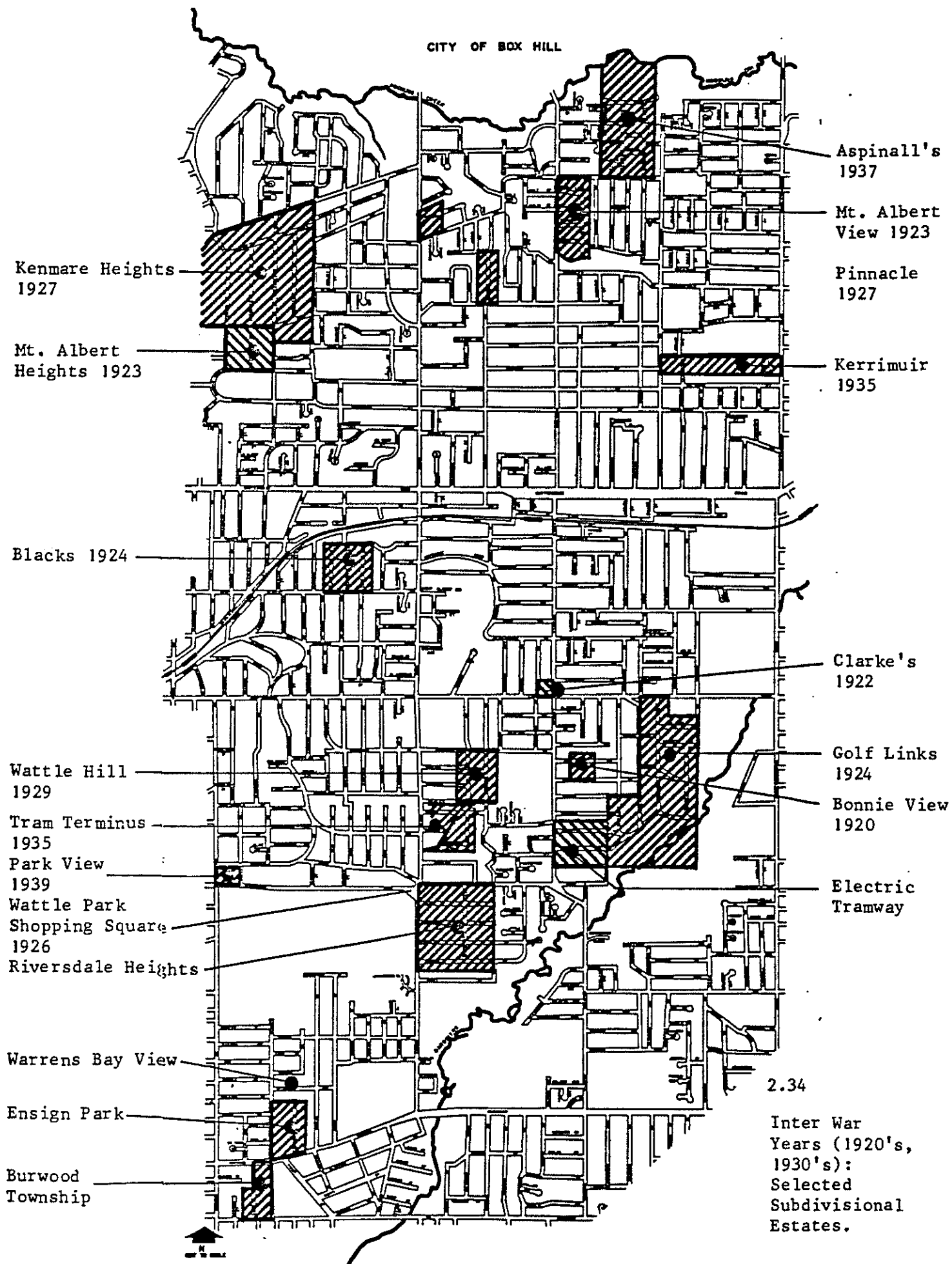
1. Garden, D., Victoria A History, Nelson, Melbourne, (1984), p.290.
2. Shire of Nunawading Rate Books, 1900 (5.2.1900) and 1919/20 (20.1.1920).
3. Shire of Nunawading Rate Books, 1919/20.
4. Idem.
5. The Reporter, 21.7.1911, p.5.
6. The Reporter, 14.7.1911, p.2.
7. The Reporter, 24.3.1911, 12.5.1911, 2.6.1911, 9.6.1911, 7.7.1911.
8. The Reporter, 24.2.1911, p.7., 2.6.1911, p.7.
9. The Reporter, 28 7.1911, p.2., report on "Box Hill Railway Needs".
10. Refer Commonwealth Parliamentary Papers 1926/27/28, General, Vol. IV which states that Murdoch's department prepared plans for this building.
11. The Reporter, 21.7.1911, p.5.
12. The Reporter, 19.5.1911, p.7.
13. Conversation with former resident, D.C. Ward.
14. Shire of Nunawading Rate Book, 1919/1920.
15. Dorman, S.E., Henderson, R.G., The Electric Railways of Victoria, AETA, (Sydney), 1979, p.76
16. Lemon, A., op. cit., p.139
17. Refer M & MTB "Proposal for General Scheme" (27.8.23) in Annual Report (June, 1923).
18. The Reporter, 17.3.1911, p.5.
19. City of Box Hill Engineers drawings: Litho no. 18, signed and dated J. McCoomb, Shire engineer, 29/7/1895, shows two new cuts proposed in the course of the creek immediately south of Canterbury Road.
20. The Reporter, 26.5.1911, p.2.
21. The Reporter, 21.7.1911, p.5.
22. The Reporter, 24.2.1911, p.7.

## 2.7 Interwar Years (1920's, 1930's)

The Council struggled to meet its commitments during these years in the face of demands imposed by further settlement and a nation wide depression. Following a brief hiatus during the First World War, the building boom regained momentum and was spurred on by pressures from the districts' land developers. In 1920, there were 4,519 individual rate book entries within the Box Hill, Surrey Hills and South ridings. By 1936, the West, East and South ward entries numbered 10,098 with 4,278 in the hitherto bucolic South ward. During 1934, a total of 102 houses was built<sup>1</sup> mostly in the older areas of the municipality and at the opening of the new town hall in 1935, Cr. Archer (South ward) observed that "more population was needed, and this could be brought about by the co-operation of railway and tramway authorities".<sup>2</sup> In spite of the subdivisinal activity in his ward, homes remained few and far between and the co-operation so eagerly sought from the transport agencies was not to be forthcoming.

In the years following the 1892 bank crash, Robert Campbell Edwards of Edwards and Co., tea merchants, had invested heavily in suburban lands available at rock bottom prices. He bought land and lived on the present site of Kingswood College at "Gwynton Park", built in 1907 and remaining as the College offices today. His holdings at the Burwood tram terminus bounded by Somers Street, Warren Street, Edwards Street and the Burwood Highway were released as the "Ensign Park" Estate (Edwards and Co. sold "Ensign" tea), some time after the opening of the new line. The estate brochure depicted an electric tram leaving the city at 5.00 p.m. and arriving "on the hill at Burwood" only 37 minutes later. It achieved reasonable success, marked today by five Californian Bungalows and one Edwardian styled residence in Edwards Street, named after the owner who had also founded the Burwood Boys Home as early as 1895. Other promoters also capitalised on the tramway with "Warren's Bay view" and the "Tramway Heights" estates adjoining Edward's holdings.

Further subdivisions in the South ward included the "Riversdale Height's" Estate released prior to the extension of the Wattle Park tramway and adjoining the park's eastern boundary. Most of the land east of Elgar Road and north of Riversdale Road was released during the 1920's, the largest transaction being known as the "Golf Links" estate, sold off in stages from 1924. It generally occupied land running south from Canterbury Road to Gardiners Creek between Birdwood Street and Wembley Park which had been previously occupied by the Box Hill Golf Club. Today, the Club's links are situated immediately to the south along Gardiners Creek. The estate itself has a number of homes built immediately following the first land sales including the early modernist neighbourhood house at 47-49 Kitchener Street. In 1978 the site of the former "plein-air" artist camp was celebrated by the opening of "Artist's Park" on a tributary to Gardiner's Creek within the "Golf Links" estate.



Estates were opened up on the sites of earlier land subdivisions throughout the East and West wards. The "Elgar Hill" and "Pinnacle" estates of 1924 and 1927 respectively formed part of the earlier "Box Hill Township" estate. North of Bushy Creek, the abattoirs site was subdivided in 1937 and "Mont Albert View" in 1923. Alongside "Box Hill Park", "Kenmare Heights" was released in 1927 and formed the largest land sale of the period. It embraced 283 lots extending into Camberwell and the auctioneers pointed out that the Mont Albert tram route was only a seven minutes walk away with the prospect of an extension passing through the estate.

Although, new house blocks were opened up throughout most of the municipality, but excluding the land lying to the south-east of the Gardiners Creek, the majority of the houses were built in the older subdivisions released prior to the First World War. Today there are large areas of Californian bungalows and later stuccoed villas in Mont Albert on the old "Elgar Park" estate and throughout Surrey Hills in the "Windsor Park" and "Mount Buery" estates. Further west, Box Hill's "Hopetoun" and "Box Hill Township" estates are typical of the areas sustaining intensive development during this period. In Box Hill South, the "Queen's Park", "Maiden Erleigh" and "Clydesdale" estates were also popular.

Again, the subdivisions had enticed purchaser's not only with the inevitable tramway proposal including the Box Hill extension of the Wattle Park tramway running via Riversdale Road and Station Street, but also with the prospect of new State Schools within walking distance. When Neil Black's land running south from Churchill Street to Mont Albert Road was released in 1924, the reality of gas, water, electric light and sewerage services and a short walk to Mont Albert Station demonstrated strongly that at least the older areas of the municipality were becoming fully serviced.

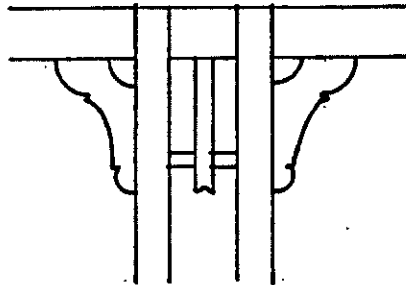
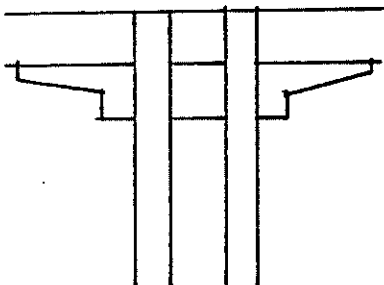
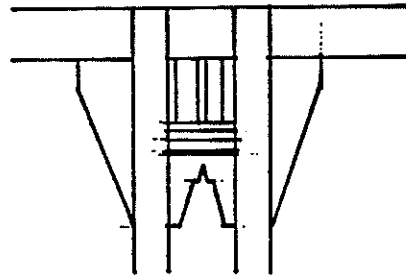
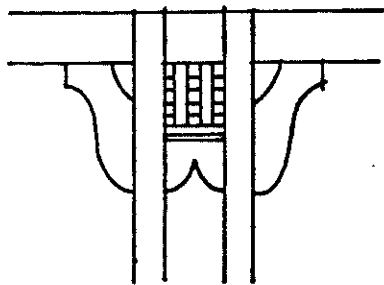
Although many of the bungalow styled houses were common throughout Melbourne's expanding suburban fringe areas, a better quality bungalow characteristic of Box Hill was developed during the late 1920's and early 1930's. Whereas the simpler version had coupled timber posted porches without enrichment, or rough cast piers extending to the porch gable and were generally of timber construction, the more Box Hill alternative incorporated features which, in their absence elsewhere, may be looked upon as constituting a sub-style of the bungalow form. Typically, the gabled porch is carried on coupled timber posts having richly decorated connections with the main verandah beam. Curved timber brackets and latticed panels display obvious Japanese influence. The posts are supported by small clinker brick pilasters in tuckpointed work with decorative panels or niches highlighted with red bricks. Other less distinctive elements include orange roof tiles, multi-paired upper sashes and spreading half timbered or shingled gables. One example at No. 16 Collins Street was built by Clive B. Sanders, a member of the Box Hill Light Horse Troop and Blackburn resident.

The continuing endeavours of property owners to obtain electric tramway services bore some fruit with the opening of the Wattle Park extension east alongside the northern boundary of Wattle Park to Elgar Road. The first trams ran on 30th. June, 1928 and the mayor entertained invited guests to mark the occasion at the Tramways Board's chalet in the park.



2.35

California Bungalows in Box Hill. A typical bungalow (upper) and typical verandah post/ beam connections to be found in the Municipality, (lower).





Thenceforth, cars departed the new terminus at twenty minute intervals on weekdays and Saturdays with improved frequencies during peaks.<sup>3</sup> The line itself was of single track with one passing loop and was to have the dubious distinction of being Melbourne's longest single line until duplication in 1970. Another economy took the form of timber overhead power line poles instead of the more imposing silver painted metal poles in general use throughout the system. Many are still in use and can be distinguished by their pointed metal caps which protect the poles and are a curious concession to appearance. At the terminus, land owners were quick to capitalise on the tramway service and commenced to market shop sites under the banner of the "Wattle Park's Shopping Square" from March 1926.<sup>4</sup> Many sites, however, remained undeveloped by the late 1940's and the shopping centre itself although officially designated "Wattle Park" became better known as "Five-Ways" to its patrons, most of whom were to arrive after the Second World War. During the late 1920's, however, Elgar Road marked the limits of any pretence to suburban development and the Council for good reason deferred the work of constructing Riversdale Road east of Elgar Road "for consideration with the next loan" late in 1929.<sup>5</sup>

Wattle Park itself consisted of 137 acres and was formerly the home of Cr Orlando Fenwick of the City of Melbourne. It was purchased by Mrs Welch, proprietress of Ball and Welsh Pty Ltd who in 1917 sold it to the Hawthorn Tramways Trust which had plans to develop the land as a destination for picnickers on their tramway opened in that year. The Shire of Nunawading contributed £1,800 to the purchase price of £9,000. It was left, however, to the Melbourne and Metropolitan Tramways Board to develop a plan for the undeveloped though well timbered acreage.

From 1920 to 1925 only maintenance works were carried out, but in 1927 the sports oval was constructed. The chalet was built in 1928 to the design of the Board's architect, A. Monsborough, in the English Domestic Revival style and followed by his curator's cottage in 1932. The tennis courts were completed in 1933 by which time the 6,000 wattles introduced by the Board had established the park's reputation throughout Melbourne. Today, the architecture of the park which includes the waiting shelters and ornamental pool alongside the main drive, contains fragments of the municipality's earliest history and is unique at the State level.

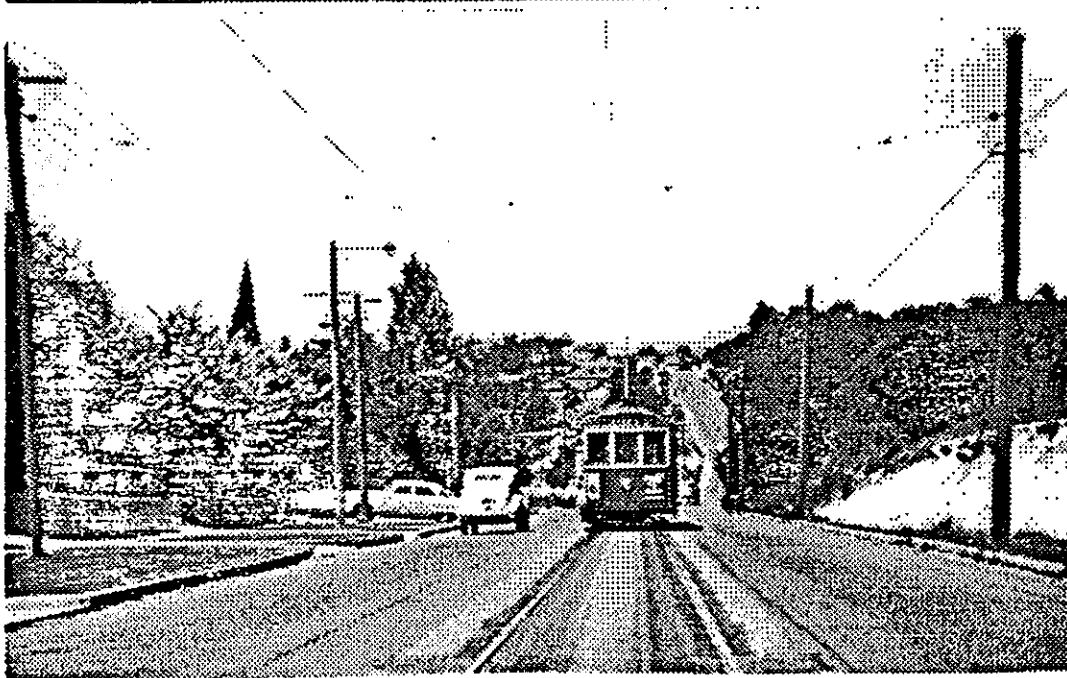
Following the extension of the tramway to Elgar Road, attention was focused on the Mont Albert line, which fell short of the Box Hill centre by some two kilometres. When Cr. Young noted on the occasion of the opening of the town hall that "just as Cr. Baker had seen his pet scheme - the ovals - carried to completion, so they must keep fighting until the trams were running along White Horse Road", his remarks were met with applause. The trams, however, never came, and Cr. Baker was spared the anguish of seeing his ovals bi-sected by an electric tramway.<sup>7</sup> Instead, Box Hill made do with a bus service running to Hawthorn bridge and when a Mr A. J. Cowan applied to run larger buses along this route, permission was withheld by the Public Works Department under the provisions of the Motor Omnibus Act.<sup>8</sup>

2.36

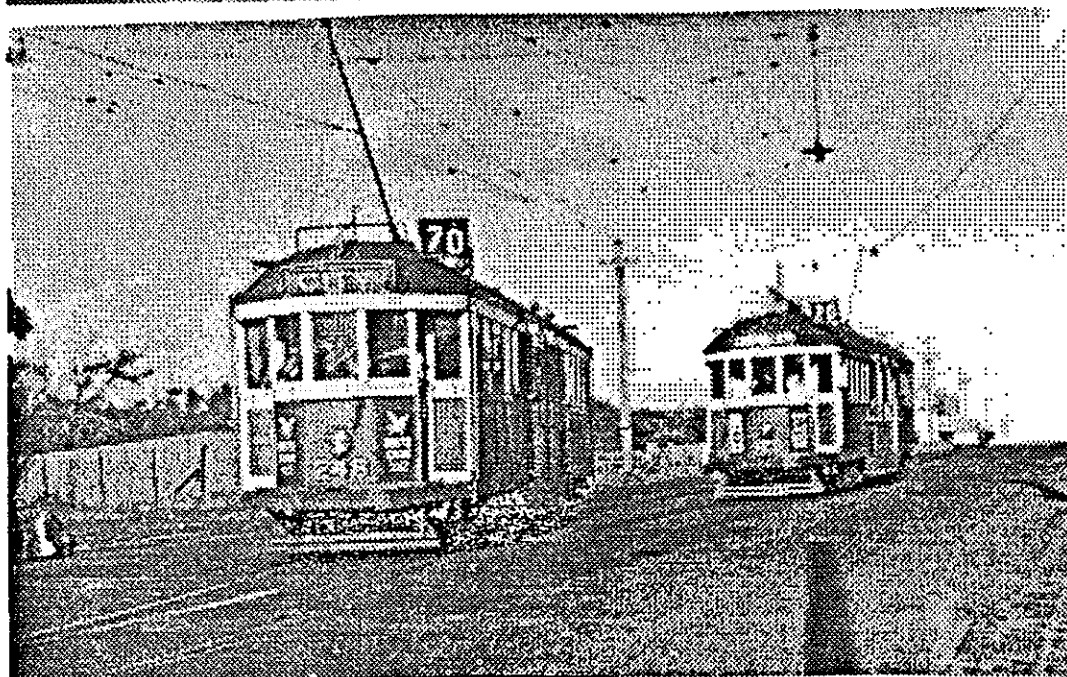
The Wattle  
Park tramway  
extension:



The Warrigal road  
hill where the  
extension com-  
menced with the  
former Wattle  
Park kiosk  
(demolished 1961)  
at the left.  
(ph. 1960).



The single track  
tramway, Riversdale  
road. (ph. 1960).



The passing loop,  
which was located  
outside the stone  
shelter which  
survives near  
Ferndale street.  
(ph. 1960).

Source: A.Ward.

Frustration on the one hand, however, went hand in hand with success on the other. In 1925, Mitcham, Tunstall and East Burwood seceded from the Shire of Nunawading to form the Shire of Mitcham and Blackburn. The remainder became the Borough of Box Hill in December of that year and, as rate revenue increased, the Council successfully petitioned to be raised to the status of a city on 28th April 1927. An important reminder of the past, however, takes the form of a stained glass window in the present town hall. It may well be the only remaining "art glass" window from the 1889 Shire Hall and consists of the Shire of Nunawading seal with two shields containing pictures of a cow, sheaf of wheat with plough, grapevine and a fruit(?) tree. An inscription, "Labor Omnia Vincit", subsequently perpetuated in the seal of the City, appears on a scroll entwined with the overlapping shields.

By late 1926 the new Borough had a population of 11,278 and a total of 3,109 houses. The Council had developed a policy of purchasing parklands in advance of emerging needs and developing them as funds became available. Cr J.S. Gawler, an architect well known as a partner in the long established architectural firm of Gawler and Drummond, represented the West ward and was a "strong advocate of the acquirements of Park Lands and areas for childrens' playgrounds". He was, wrote the "Box Hill Reporter" in its souvenir issue of 1-7-1927, "an enthusiastic townplanner". As a Councillor, Gawler witnessed the development of the Box Hill Gardens and Whitehorse Road ovals. Under curator E. Herbert's direction, the gardens were, by November 1929, "a picture of delight" with spacious lawns, paths, flower and rose beds, palms and shrubberies. They had been laid out to a competition winning design prepared by a Mr Linakre, landscape gardener as early as May 1921.

The ovals had been improved with "neat kerbing and artistic lamp standards ... to impress travellers with the progressive spirit of the city".<sup>9</sup> Plans were in hand to extend the ovals in an easterly direction and two additional reserves had been purchased in Combarton Street and Box Hill South. Beautification works were in hand late in 1929.

In Carrington Road a small reserve with two tennis courts was situated on railway land. This reserve was, until the construction of "Box Hill Central", located on the site of the carpark immediately south of the Ventura and Rennies bus terminal. In May 1921, Council proceeded to purchase the reserve then known as "Lloyd's paddock", previously his slaughter yards, for the people of Mont Albert. They were subsequently landscaped to form the Kingsley Gardens.

Late in 1929, the national economy took a downturn in response to the Wall Street crash in October of that year. Although the signs of a depression had been in the air from 1927-28, the economy worsened until a levelling out in 1932 and gradual recovery during the mid 1930's. In Box Hill, the problem of unemployment was acted on in 1929 when the City Engineer, F.W. Kerr, proposed the establishment of a Box Hill Civic Improvement

Fund, contributed to by members of the community and administered by a popularly elected committee of management. Money raised would be used for improving the various reserves and plantations and work commenced in the same year "cleaning up" Surrey Park. By January, 1931 Box Hill, with a population of 12,972, had 306 men registered as unemployed. It was approximately half that of the numbers unemployed in Oakleigh which had a population of 11,200.<sup>10</sup> In the face of reduced State Government support and the imminent depletion of the Civic Improvement Fund, the Box Hill Ladies' Relief Society offered continuing support. The Council provided the unemployed with a room at the back of the town hall for meetings and as a headquarters for a local employment bureau. Subsidised municipal projects included the regrading of Riversdale Road east of Elgar Road, and work in Surrey Park, Box Hill Gardens and Kingsley Gardens.

Throughout the 1920's the Engineer's road making policy provided for the "re-sheeting" of as many road surfaces as possible each winter and for treatment during the following summer with tar or bitumen. In 1922 there were less than four miles of tar surfaced roads in the Shire but by 1927 this figure had risen to more than eighteen miles. At the same time and in common with other municipalities, residential streets and street channels were being concrete paved whilst a number of rear lanes were brick paved and remain in this condition today.

The Council established a depot on land acquired in 1923 with frontages to Cambridge and Oxford Streets to facilitate its road construction program. Equipment included a tar distillery, garages and an elevated railway siding off the brickworks line with metal storage bins alongside. Tar was brought to the depot by road from the gasworks and the railway was used to bring in screenings, pipes, sand and bitumen. The track was elevated several metres above Oxford Street and although the siding has been closed the bridge abutments have been incorporated in the present buildings on this site. By 1927 the Council's destructor was "almost complete" and had been erected on the sloping ground below the pound in Canterbury Road.

The City's most public achievement, however, during the interwar years, was the opening of its new town hall on 15th April, 1935. "Possessing a chaste beauty of appearance reminiscent of old Grecian architecture" it was designed by Cr Gawler acting in an honorary capacity and J.C. Aisbett and built by Rispin Brothers. The lighting, which is most distinctive, was designed by the manager of the electricity supply, Mr G.F. Wright, and the furniture was the work of a Mr Cole. Although recently altered at the rear, Gawler's town hall remains an imposing structure with most effective "art deco" enrichment and compares with the Richmond town hall additions of 1934-36 and Caulfield of 1930.

As early as 1906 legislative provision for individual districts to exercise a local option on the closure of hotels had been in place. The option could be exercised through the conduct of a poll and in Box Hill the Victorian and Box Hill Anti-Liquor Leagues held meetings in the local churches to present their point of view. The member for Boroondara, E.W. Greenwood, lent his support and the protagonists for temperance highlighted the

health risks, of drink, its impact on public health and relationship with the problem of destitute children. "Empty liquor bars meant full churches" they said <sup>12</sup> and in Box Hill, the effects of this assertion were to become clear enough. In 1921, the "Whitehorse", "Royal" and "Railway" hotels were closed.<sup>13</sup> The first two were subsequently demolished and the "Railway", which had survived in its final form as a hotel for a mere decade, was to see almost another 70 years as "Tait's" corner store, a prominent building and an institution within the district.

The churches prospered, the foundation stone ceremonies for the Station Street Baptist Church and Catholic Church in Whitehorse Road being laid in 1924 and 1926 respectively. The Presbyterians followed with the foundation stone of their bluestone church, transferred block by block from West Melbourne, being laid on 27th April, 1935.

If the temperance cause had an impact on the face of the Box Hill Centre, so too did its commercial expansion during the 1920's. In 1923, eight shop sites adjoining the Shire hall on its northern side were released in what the promoters described as the "hub of the Box Hill Centre". Three new shops were being built in Main street and in the same year seven "good business sites" were released on the north-west corner of Whitehorse and Nelson Roads. At the rear, the villa "Okarita" was excluded from the site but eventually succumbed to "Holeproof" who built their factory and offices on these sites. By August 1927, there was a continuous line of shops in Station Street (west side) from Whitehorse Road to the old Shire hall at Cambridge Street. On the east side, it ran south to the Baptist Church and four shop sites were released in that month running north from Harrow Street with a view to "catching the trade" passing from the residential areas of Box Hill South to the Station.

The "key" to the Box Hill Centre, however, was the market and timber yard sites, which were unlocked "by order of Mrs L.M. Morton and Philip Bird" on 30th November 1929. Mrs Morton was the wife of T.R.B. Morton, councillor and proprietor of the market. He had died in 1923 and the livestock sales were concluded in the late 1920's. Bird's timber yard had built a new mill and store in Main Street as late as 1928 but a timber strike in the following year<sup>15</sup> may have combined with the onset of the depression to encourage this important sale. The City Engineer, F.W. Kerr, devised a scheme in conjunction with the owners, to build a 65 foot wide concrete road (Market Street) linking Main Street with Whitehorse Road. Coupled with the sale of 39 shop sites, Market Street became the pivotal point of the centre overnight. The old market was rebuilt at the Market Street/Whitehorse Road corner where it remains in a much altered state, today. The scale of this development was unprecedented, and not to be exceeded until the opening of the "Whitehorse Plaza" centre in 1974.

The further development of smaller prominent sites continued after the depression.

In 1936 the Colonial Gas Association's Moderne offices contrasted dramatically with the picturesque shop and office development facing "Taits" across Station Street. Opened in the same year, its interpretation of English cottage architecture looked backwards to an idealized past. The Box Hill Town Hall, on the other hand, drew upon the classical period to attain dignity through monumentalism but was in other respects up to the minute in its decor. In contrast again, the Gas Association rooms were in keeping with the company's modern image and uncompromisingly "avant garde".

Beyond Box Hill itself, however, commercial enterprise was limited to the Mont Albert shops and the Clarke's estate development at the north-west corner of Canterbury Road and Station Street. Industry, too, had not yet strayed from the Box Hill centre, the Highbury Road, Middleborough and Lexton Roads developments of today having their genesis in the post Second World War period.

**2.7 Inter War Years (1920's, 1930's)**

1. The Box Hill Reporter, 19.4.1935 p.1
2. The Box Hill Reporter, 19.4.1935, loc. cit.
3. The Reporter, 29-6-1928
4. Auctioneers Brochure, Box Hill City Historical Society Collection.
5. The Reporter, 1-11-1929
6. The Box Hill Reporter, 19-4-1935, loc. cit.
7. The Reporter, 23-1-1931
8. The Box Hill Reporter, Souvenir Issue, 1-7-1927, p.1.
9. The Reporter, 1-11-1929. The souvenir issue of 1-7-1927 reported that the Box Hill Gardens were only three years old. The 27-5-1921 issue noted that the park in Station Street had been "recently purchased".
10. The Reporter, 23-1-1931
11. The Box Hill Reporter, 19-4-1935, p.1
12. The Reporter, 10-4-1925
13. Lemon, A., op.cit., p.148
14. Lemon, A., op. cit. p.161

### **3. HISTORIC AREAS**

#### **3.1 Introduction**

These areas contain concentrations of buildings representative of important phases in the historical development of the City. They constitute the best collections of Victorian, Edwardian and Inter War houses to be found and generally do not take account of post Second World War houses. Although the areas contain strong representation from this latter period, their general character is contributed to largely by the historic houses situated within them.

The following areas have been identified:

- The Surrey Hills Victorian and Edwardian historic area,
- The Mont Albert Victorian, Edwardian and Inter War historic area, and
- The Combarton Street Reserve Inter War historic area.

#### **3.2 The Surrey Hills Victorian and Edwardian historic area**

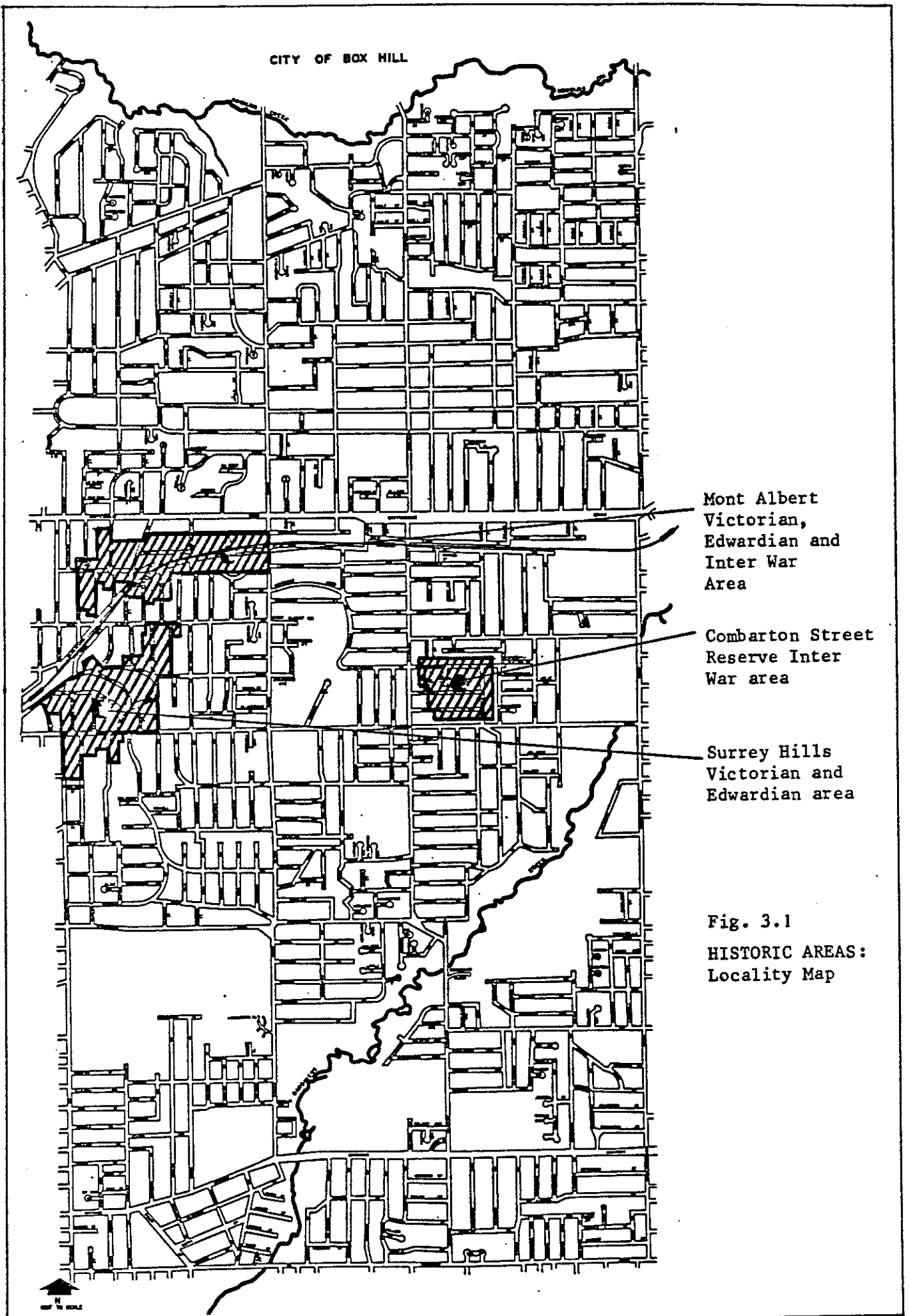
##### **3.2.1 Description**

This area is shown on fig. 3.1 and in detail in fig. 3.2. It commences immediately to the east of the Surrey Hills centre at the municipal boundary and has Albany, Albert and Windsor Crescents as its focus with extensions south across Canterbury Road in the vicinity of Russell Street and Florence Road and north to Mont Albert Road along St Georges and St Johns Avenues.

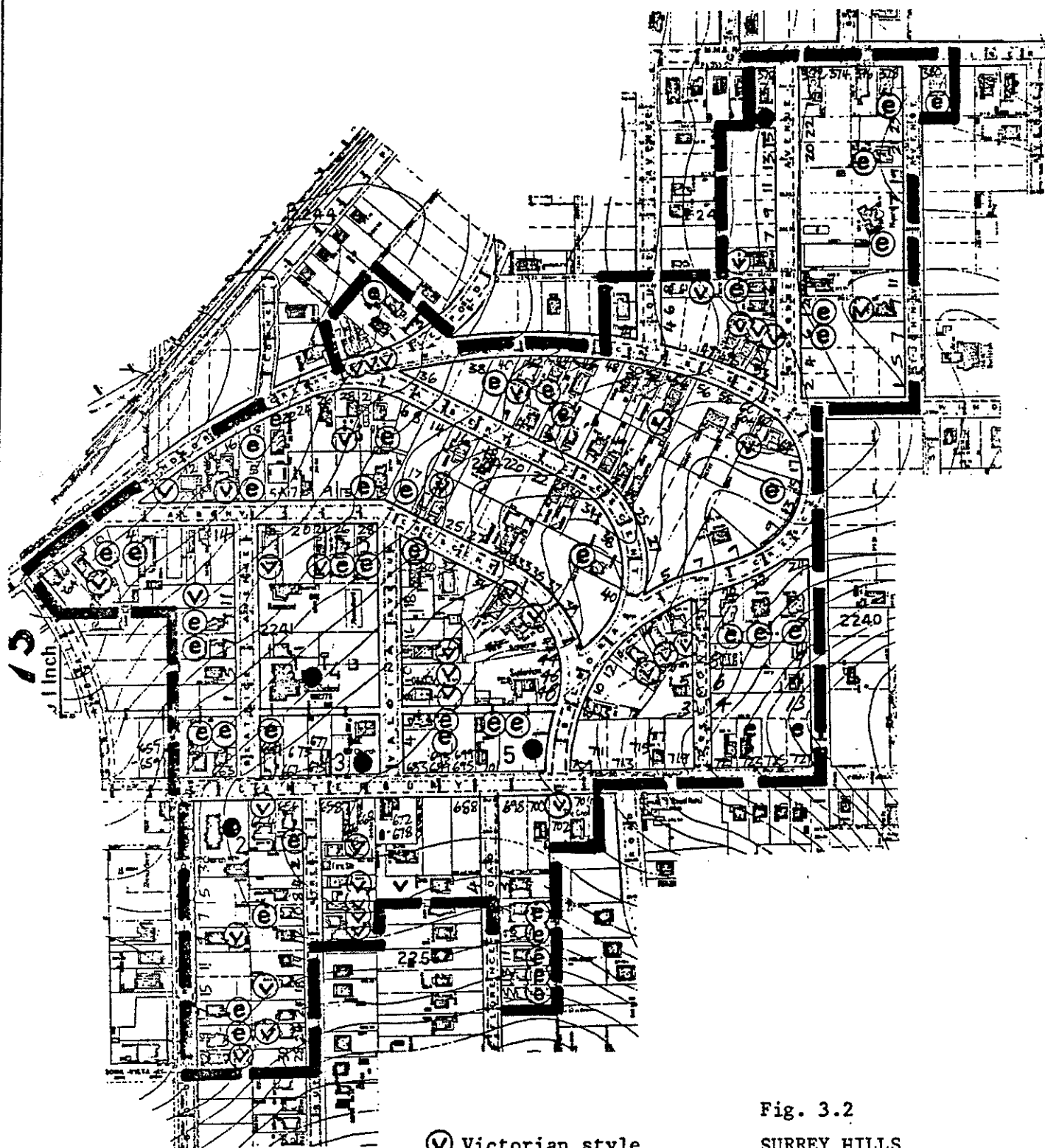
The area contains a cross section of working class and middle class houses from the late Victorian (1883-1901) and Edwardian (1901 to First World War) 1. periods.

Larger homes take advantage of the prominent sites on ground slopping north-west from the higher land marked by the present MMBW reservoir. A continuous street frontage of Victorian and Edwardian houses at nos. 14-24 Balmoral Crescent is most representative and is further enhanced by the curve of Balmoral Crescent, the prominence of the villas at nos. 20 and 24, and by the cast iron street lamps at the crescent intersections.





1. St. Georges (Anglican)
2. St. Stephens (Presbyterian)
3. former Centenary Methodist (Uniting)
4. Surrey Hills State School no. 2778
5. Fire Brigade



- Ⓥ Victorian style house
- ⓔ Edwardian style house
- public building

Fig. 3.2  
SURREY HILLS  
Victorian and  
Edwardian  
HISTORIC AREA

**SURREY HILLS VICTORIAN AND EDWARDIAN**  
**HISTORIC AREA**  
**PROPERTY LIST**

**ALBANY CRESCENT**

4-10, 5, 5A, 7, 9, 13, 14, 15, 17, 18, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 44, 46, 48

**ALBERT CRESCENT**

2, 4, 6, 8, 9, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21-23, 22, 25, 27, 28, 30, 34, 38, 40

**BALMORAL CRESCENT**

1, 3, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 24

**BEATRICE AVENUE**

1, 1A, 2, 5, 7, 9, 11

**BENWERRIN ROAD**

7, 9, 11, 13

**CANTERBURY ROAD**

650, 654, 656, 658, 661, 663, 665, 666, 668, 669-673, 670-678, 675, 677, 679, 680, 681, 683, 688, 689-693, 695-699, 696, 698, 700, 701, 702, 704, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727

**FLORENCE ROAD**

4, 5, 6, 7, 9, 11, 13, 15

**LEOPOLD CRESCENT**

1, 3

**LOUISE AVENUE**

4, 6, 8

**MONT ALBERT ROAD**

370, 372, 376, 378, 380

**ROSEMONT STREET**

3, 4, 5, 6, 6A, 8

**RUSSELL STREET**

1, 2, 3, 4, 7, 8, 10, 11, 12, 13, 14, 15, 18, 20, 24, 26, 28, 30

95b

**ST. GEORGE'S AVENUE**

1, 2, 3, 4, 5, 6, 6A, 7, 9, 11, 12, 13, 14, 15, 20, 22

**ST. JOHN'S AVENUE**

1, 5, 7, 9, 11, 17, 19, 21, 23

**VALONIA AVENUE**

4, 6, 8, 10, 14, 16, 18

**WARRIGAL ROAD**

5, 7, 9, 11, 15, 17, 19, 21

**WINDSOR CRESCENT**

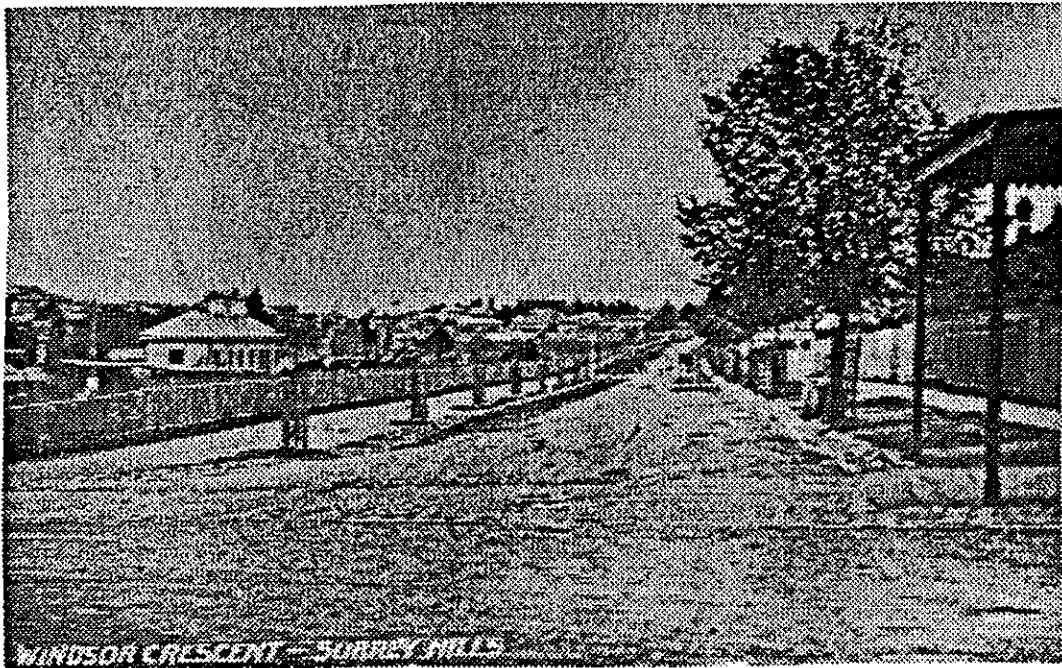
6, 6A, 8, 10, 12, 14, 16, 17, 18, 18A, 19, 21, 22, 24, 26, 28, 36, 38, 40, 41, 42, 44, 46, 47, 48, 49, 50,  
51, 52, 53, 54, 56, 58, 60, 60A, 62, 64

The balance of the housing stock is representative of its period with typical single fronted and asymmetrical timber villas (e.g. 51 and 49-53 Windsor Crescent respectively), polychrome and tuckpointed red brick villas, mostly concealed by the leafy nature of the streets and private gardens. An important counterpoint to the uniform character of the domestic architecture is provided by the prominent non residential buildings in the area. Churches predominate and consist of St Georges Anglican (1886), the former Centenary Methodist (1915), and St Stephens Presbyterian (1910). The Surrey Hills Primary School (1890) has a key site, enhanced by the sloping hillside and is an unusual Queen Anne styled single and double storeyed complex with additions. The fire brigade building in Balmoral Crescent, though of a later date (1925) than the significant housing stock, is a picturesque element in the streetscape. In Russell Street, the distant view of "Terreglea" (1889) is an enhancing feature which should be protected on this account.

The public environment is dominated by the mature oak and pinoak avenues of the crescents. It is, however, let down by the unsympathetic and fragmented planting of smaller ornamental exotic and native species in the straight streets running off the crescents. The crescents, by and large, retain their bluestone kerbs and channels as do the majority of straight streets. Recent works, however, use concrete kerbs and channels which are particularly evident at the traffic islands where the crescents intersect with each other, (fig. 3.7). Directional signs and unsympathetic pavement treatments are intrusive whilst the necessity for such traffic control devices is questionable. Pine log furniture facing along the Lorne Parade reserve is discrete but in conflict with the historic character of the area.

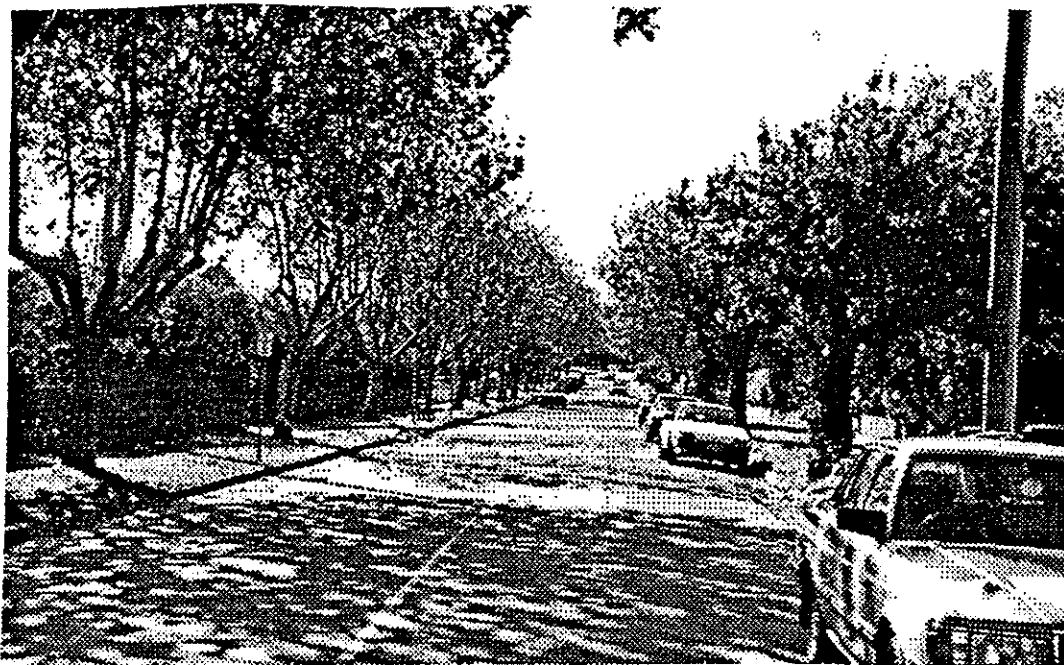
The public domain is defined by garden fences which lack the uniformity of earlier years (figs. 3.3 and 3.5). Fences are occasionally high and completely conceal houses from public view. "Ranch style" fences, extruded aluminium, and "mock" Victorian palisade iron fences infer that there is a general need for heritage advice. A prefabricated wire panel fence at "Ormiston" represents a lost opportunity whilst an elaborate corner post remains as an indicator of what has gone before.

Street crossings in several instances are unpaved and in poor condition. The ornamental street lamps have unsympathetic spherical fittings, (fig. 3.7).

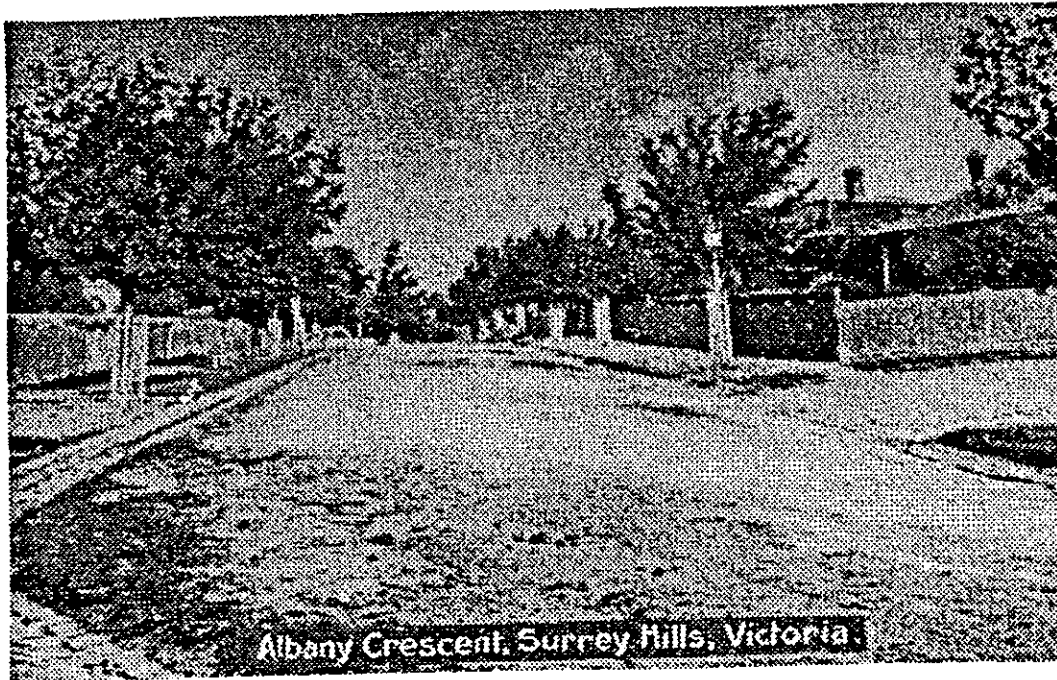


3.3 C.1905 view of Windsor Cr. from the Union Rd. intersection, showing Surrey Hills station building (1899) on the left and the site of the footbridge (1913). Only the distant part of Windsor Cr. is in the City of Box Hill.

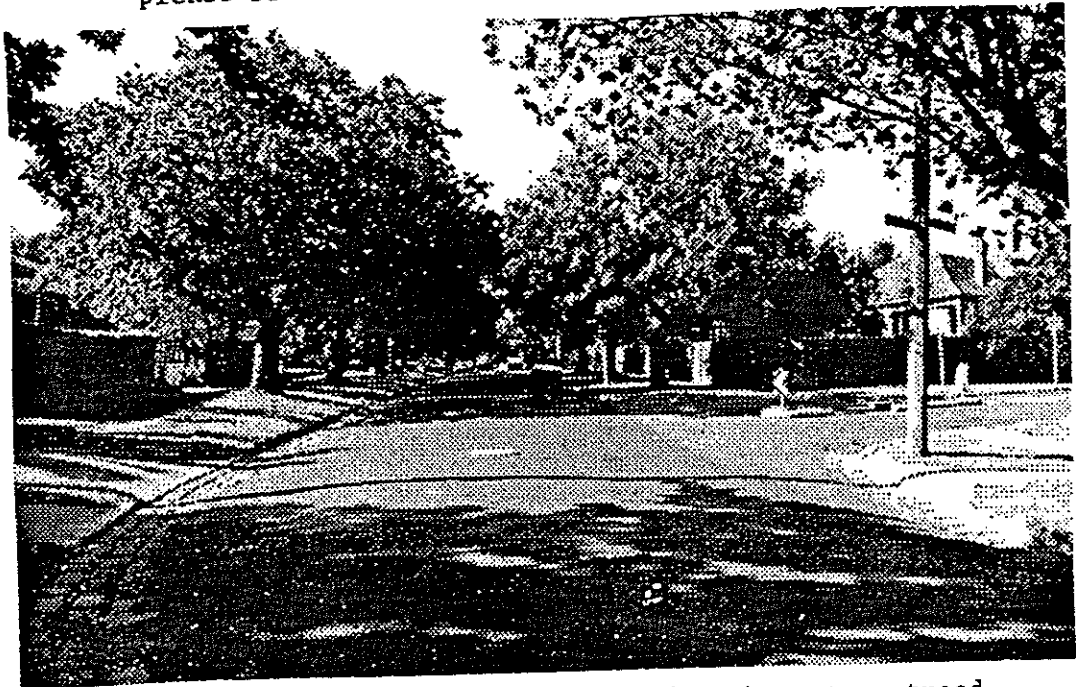
Source: Postcard view, Box Hill City Historical Society.



3.4 The same view, May, 1990.

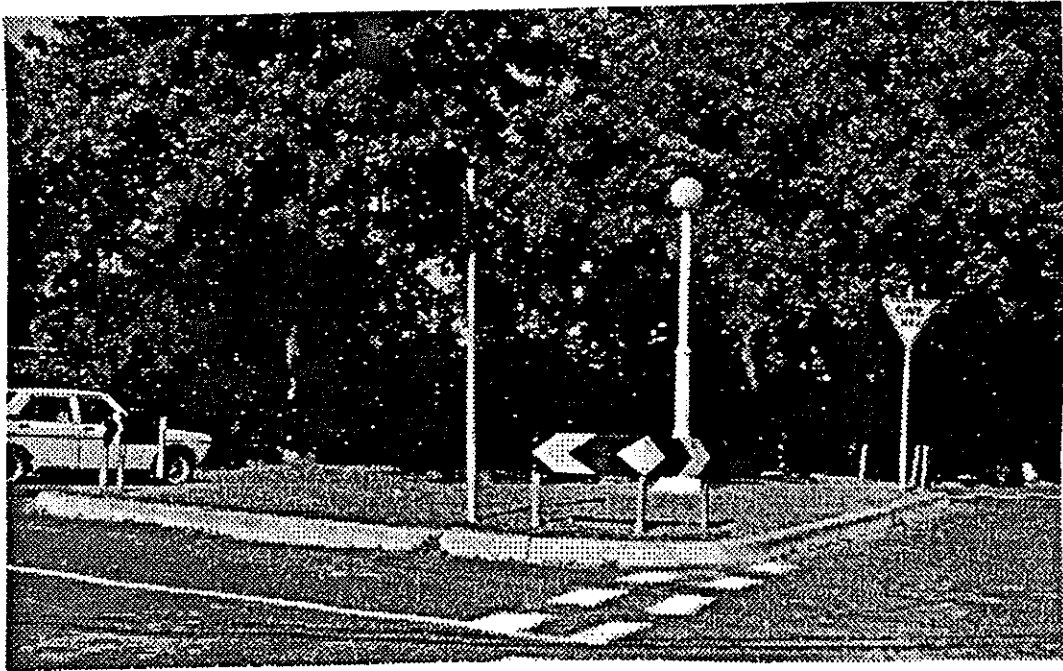


- 3.5 Albany Cr. looking south-east from Valonia Avenue on the right, c. 1905, and showing "Ben Cairn" (no. 30) also on the right. Notice the uniform lines of picket fences, minor changes in the pitched crossings when compared with fig. 3.6, and the oak tree avenue with picket surrounds.

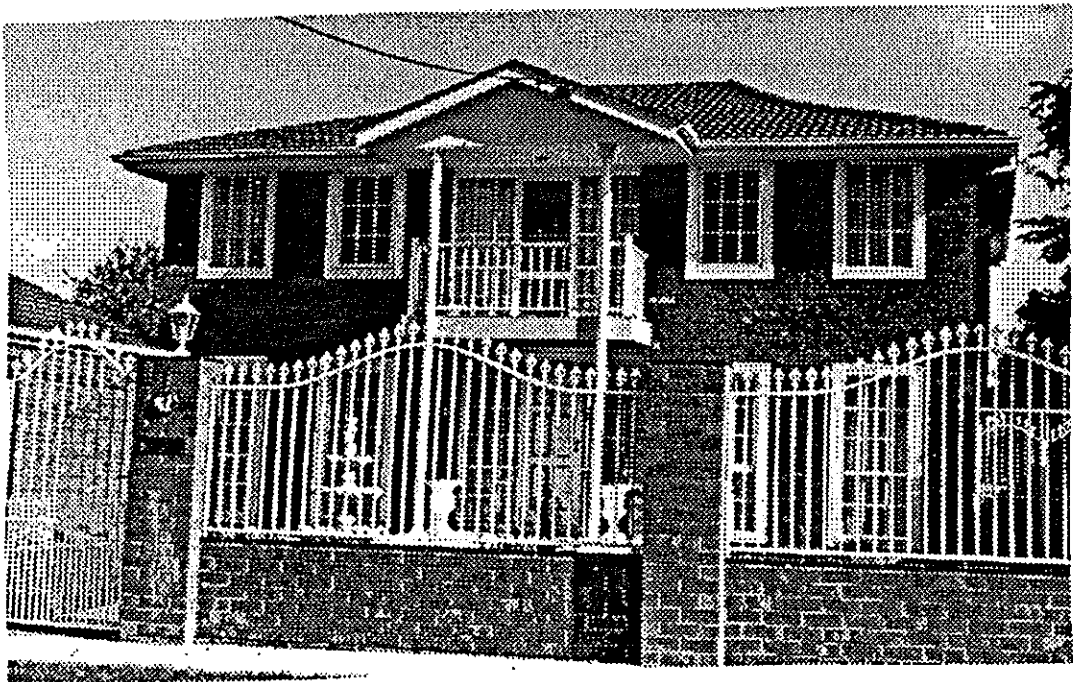


- 3.6 The same view in May, 1990, showing the mature treed avenue and a small traffic island in Valonia Ave.
- 3.6 The same view in May, 1990, showing the mature treed avenue, and a small traffic island in Valonia Ave. as the most obvious changes.





3.7 Traffic island and nineteenth century (?) street lamp in Balmoral Cr., May, 1990. Notice how the dignity of the street lamp is destroyed by the traffic signs.



3.8 Recent house in the Regency Style incompatible with historic and architectural character of the area.



The need for heritage advice is further suggested by the amount of building renovations in hand and by new buildings which purport to be old but are in fact conflicting with the architecture of the area's important houses, (fig. 3.8). In some cases, there is a confusion of styles, with bungalows being "dressed up" as Edwardian villas, (fig. 3.9).

Generally, however, it would seem that real estate agents and residents are appreciative of the area's special attributes and that the forces of change are unlikely to lead to a profound transformation in its present character. Rising land values, however, may place pressure on the older houses in the years ahead.

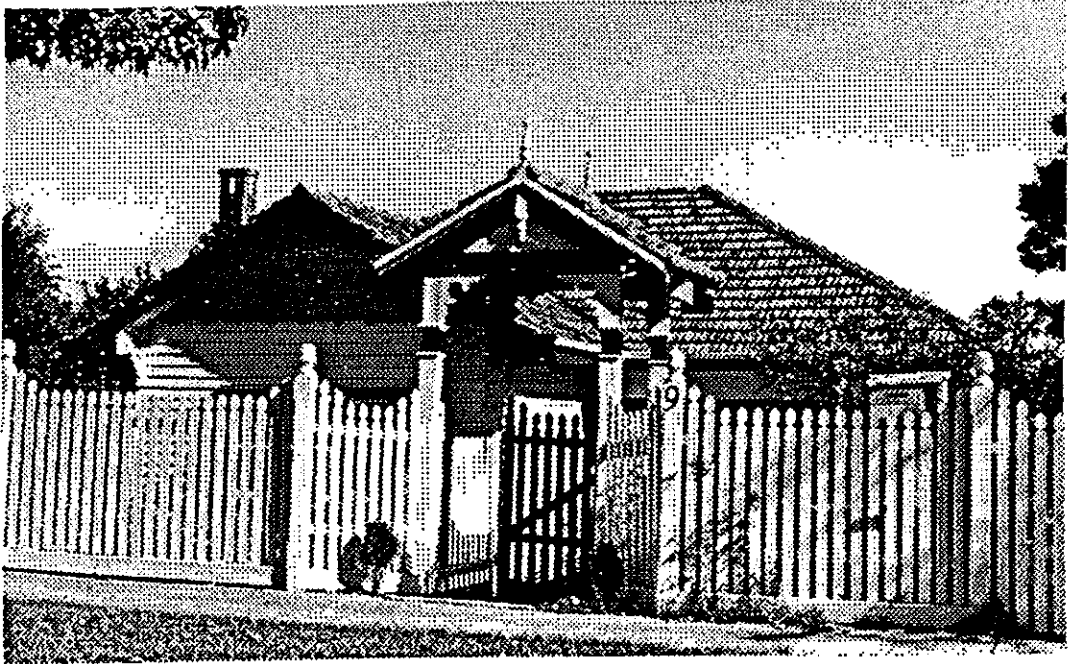
### 3.2.2 History

The land to the north of Canterbury Road forms part of the Freehold Investment and Banking Co. Ltd's "Windsor Park" estate of 1883. Formed in 1882 by Sir Matthew Davies, a politician and land developer, the company undertook this subdivision as its largest venture prior to failure in the 1890's depression. By this time, however, "Windsor Park" was occupied by 46 timber and 17 brick houses. 2. The railway station at Surrey Hills had been opened in August, 1883, and the school had followed in 1890.

The subdivision appealed to a cross section of the population with tradesmen, unskilled labourers, professionals and business men living close by each other in a range of house types which are suggestive of their diverse backgrounds even today.

When the first stage of "Windsor Park" was released on 1st December, 1883, all lots were sold. Inducements to buy included discounts to those building within twelve months, railway passes, and the reality of scenic views with avenues planted with English oaks and elms. Today, the surviving elms are in the City of Camberwell, but the mature oak avenues are a striking feature of the curving crescents which, in conjunction with the front gardens, generally obscure the houses and views which were so eagerly sought. In 1889, the "final touch" is believed to have been added when the cast iron street lamps were provided at the crescent intersections. 3.

By 1927 (MMBW litho no. 73), over half the available blocks had been built on and development was to continue until the present time although houses erected during the post war years have supplanted earlier timber homes (e.g. 32 and 44-48, Albany Crescent).



3.9 A house with front gable in the Californian Bungalow style with and Edwardian style picket fence and lych gate.

### 3.2.3 Significance

The Surrey Hills Victorian and Edwardian historic area is significant at the State level to the extent that it is associated with the land development activities of Sir Matthew Davies which helped underpin the land boom associated with the image of "Marvellous Melbourne". Its architectural character is of local significance to the extent that it represents the municipality's best collection of middle class Victorian and Edwardian houses in a unique historic landscape setting formed by the oak tree avenues of Albany and Albert Crescents. It is Box Hill's pre-eminent late Victorian subdivisional estate. The curvilinear streets are characteristic of other nineteenth century subdivisions within the municipality. Their alignments at "Windsor Park", however, are especially distinctive and recall in conjunction with the street trees and villas, the entrepreneurial vision of Sir Matthew Davie's Freehold Investment and Banking Co. Ltd.

### 3.2.4 Schedule of Significant Items

Albany Cr.	4, 15, 18, 21-23, 26, 30, 38, 40
Albert Cr.	?
Balmoral Cr.	14, 16, 18, 20, 22, 24
Beatrice Ave.	11, State School
Canterbury Rd.	654, 656, 663, 665, 683, 695-699, fire station, 704, 723, 727, Fmr Centenary Methodist Church
Florence Road.	6, 7
Louise Ave.	8
Mont Albert Rd.	378, 380, St George's Church
Russell St.	1, 7, 15
St Georges Ave.	5
St Johns Ave.	17, 19
Valonia Ave.	8, 14
Warrigal Rd.	9, 19, 21, St Stephen's Church
Windsor Cr.	8, 10, 12, 16, 17, 19, 21, 28, 41, 49, 53, 54, 62 (?)
Street Lamps	

### 3.2.5 Recommendations

The following recommendations arise from consideration of the historic significance of this area. It is recommended that:

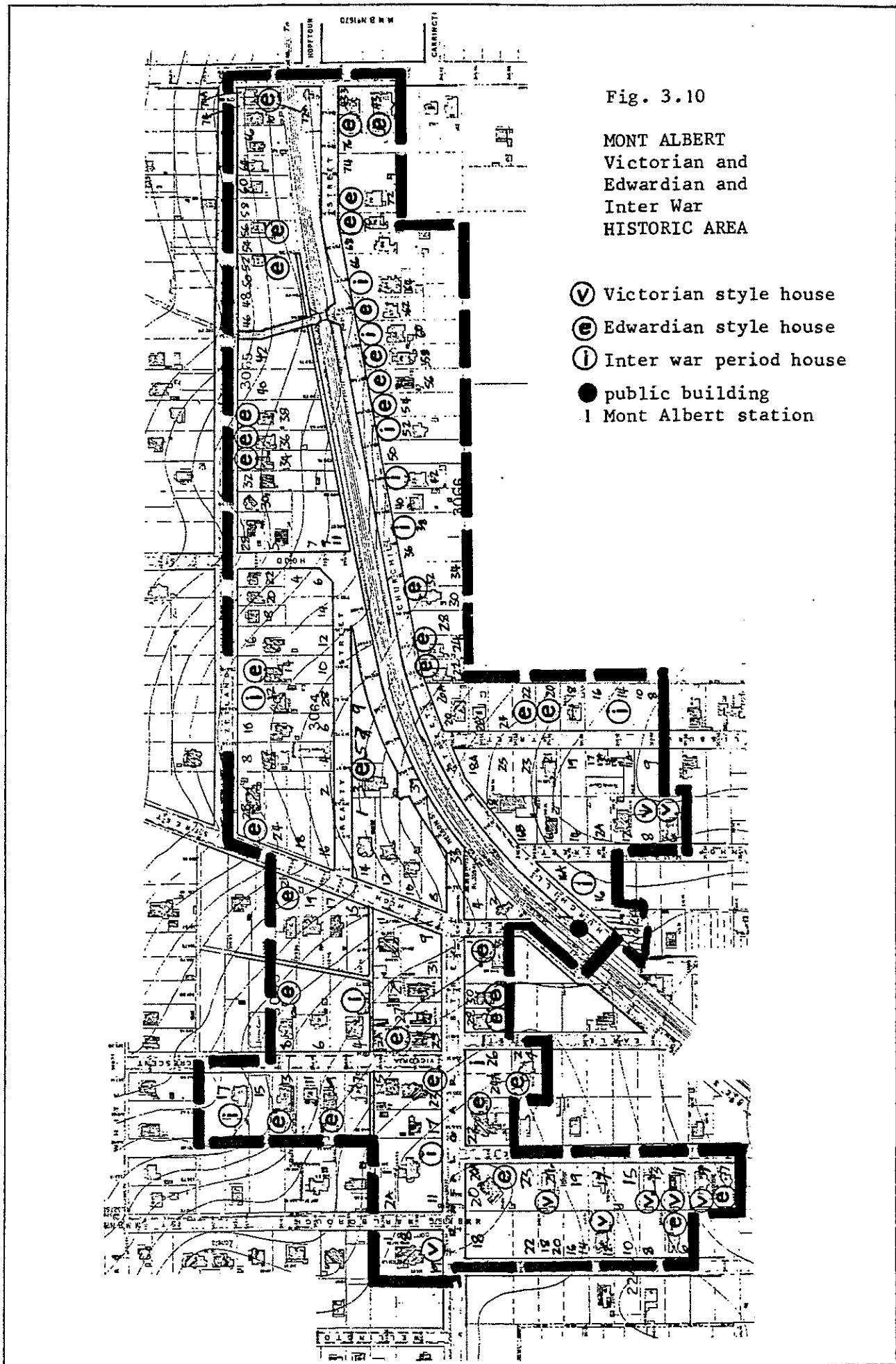
- planning scheme protection be provided in the City of Box Hill planning scheme with the principal object of retaining the historic fabric of the area.
- Council develop policies to retain and extend the existing bluestone kerbs and channels and improve the unsightly traffic islands.
- Council develop a landscape policy to retain and enhance the Victorian/Edwardian character of the street tree plantings and to further enhance the Lorne Parade reserve.

### 3.3 The Mont Albert Victorian, Edwardian and Inter War historic area.

#### 3.3.1 Description

This area is shown on figs. 3.1 and 3.10. It is bisected from west to east by the railway and characterised by steeply sloping land on the north side of the line and a local pre-eminence at the intersection of Trafalgar and Marlborough Streets.

The housing stock is varied although the number of upper middle class villas is a characteristic and bears witness to the land values and attraction of what various land agents described as "magnificent villa sites" (1906, 07) and "pretty slopes" (1922). The most striking feature, however, is the stylistic diversity of large villas, carrying with it many insights into the development not only of the Victorian and Edwardian home but of houses of the second, third and fourth decades of this century. The latter group includes sophisticated interpretations of the English Domestic Revival movement of those years, showing influence of the contemporary Arts and Crafts movement. They merge with large Californian Bungalows and Free Style interpretations of the various influences on domestic architecture of the day. They are also expressive of the desire on the part of land owners to take advantage of the views no longer apparent at street level by designing houses with attic rooms, balconies and towers, especially evident in Churchill Street and Zetland Road. In several cases, the houses are complemented by cypress hedges, picturesque gardens with serpentine paths and remnant fencing and lych gates of the period.



**MONT ALBERT VICTORIAN AND EDWARDIAN**  
**INTER WAR HISTORIC AREA**  
**PROPERTY LIST**

**BEATTY STREET**

1, 2, 3, 4, 6, 7, 8, 9, 10, 12, 14

**CHURCHILL STREET**

2, 2A, 4, 4A, 6, 8, 10, 12, 14A, 16, 16A, 16B, 18, 18A, 20, 20A, 22, 24, 28, 30, 32, 34, 36, 38, 40, 42, 50, 52, 54, 56, 58, 62, 64-66, 68-70, 72, 74, 76

**EARLE STREET**

2, 4

**ELGAR ROAD**

431, 433

**GORDON STREET**

6, 8, 10, 12, 14, 16, 18, 20, 22

**HIGH STREET**

2, 3, 3A, 4, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 21, 24, 28

**HOOD STREET**

4, 5, 6, 7, 9, 11

**MARLBOROUGH STREET**

1, 1A, 1B, 2A

**SALISBURY AVENUE**

8, 9, 10, 11, 11A, 13, 14, 15, 16, 17, 17A, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27'

**STANHOPE STREET**

6, 6A, 8, 12, 12A, 14, 16

**TRAFALGAR STREET**

11, 15, 17, 18, 20, 20A, 22, 23, 24A, 25, 26, 27, 28, 29, 30, 31, 33, 39

**VICTORIA CRESCENT**

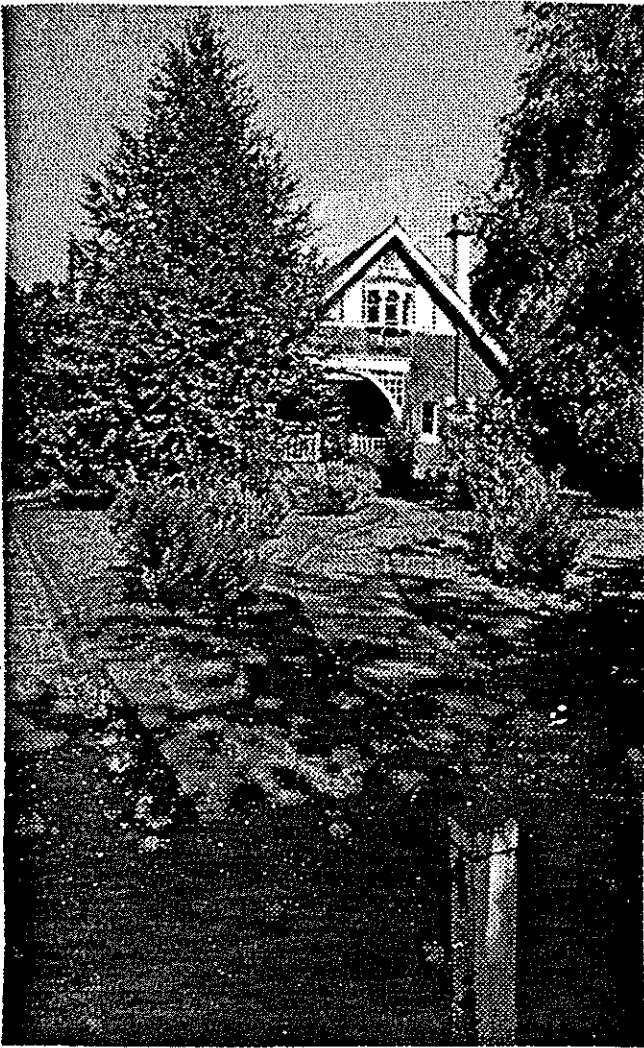
2A, 4, 5, 6, 7, 8, 9, 11, 13, 15, 17,

**WOLSELEY STREET**

7, 9, 11, 13, 15, 17, 19, 21, 23

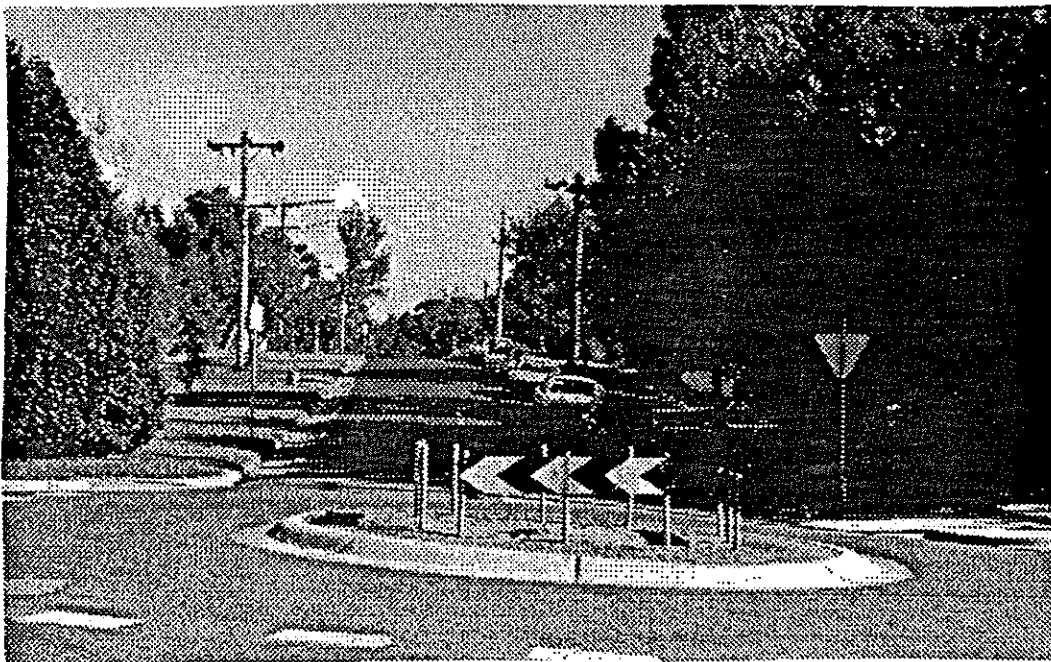
**ZETLAND ROAD**

8, 10, 12, 14, 16, 18, 20, 22, 28, 30, 32, 34, 36, 38, 40, 42, 46, 48, 50, 52, 54, 56, 58, 60, 64, 66-68, 70, 72, 72A, 74, 74A



3.11 House and garden in the English Domestic Revival style, Zetland Rd., May, 1990.

3.12 Traffic island at the intersection of Zetland Rd. with Hood St.



Intrusive flat developments form prominent streetscape elements in Zetland Road. At High Street, the Mont Albert station building of 1910 is comparable with the architectural character of the area but poorly presented to the extent that maintenance is inadequate and the island platform building and fencing are inappropriate. Similarly the railway reserve presents a landscape opportunity and is currently defined by pine log railings and a muddy verge along Churchill Street. The bluestone kerbs and channels are intact with the exception of Beatty and Hood Streets and an unsightly traffic island at the Hood Street/Zetland Road intersection is visually intrusive, (fig. 3.12).

Mature plane trees along Churchill Street offer the only relief from rows of diminutive ornamental species in the other streets of the area.

The public environment is impoverished by the comparatively large number of high front fences (fig. 3.13) occasionally relieved by original picket and crimped wire fences and also by later picket fences.

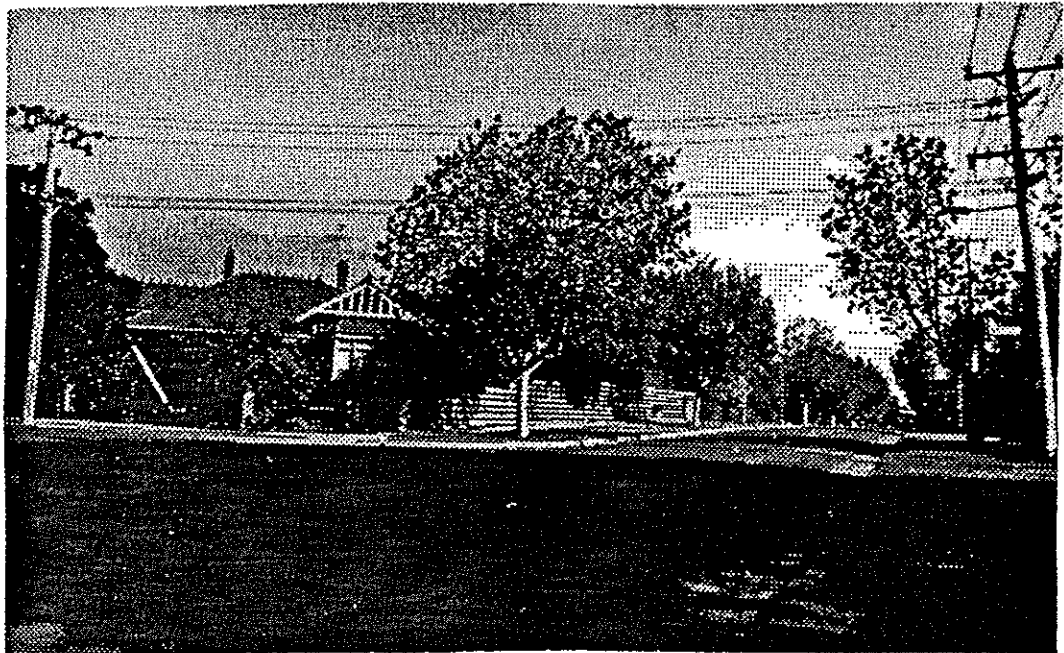
Both the community and estate agents appear to be well aware of the area's considerable architectural and natural heritage (fig. 3.14) and there is ample evidence of recent sympathetic alterations.

### 3.3.2 History

The earliest land subdivision, involved George Cockroft's on holdings and the south-west corner of Whitehorse and Elgar Roads. C.J. and T. Ham provided "luncheon on the ground" at their 1882 auction of 55 lots facing Elgar's Road, Halifax Road (Churchill Street) and Huddersfield Road (Zetland Road). The railway already bi-sected the estate and the land agent's sales pitch was directed at the upper income groups in Victorian society:

"55 magnificent sites, opposite the valley leading to Doncaster, not to be surpassed in the District.... From the beautiful undulations of the property on both sides of the railway, the splendid drainage and the salubrious position, gentlemen can secure a really fine site unsurpassed by any other for the erection of a villa residence".<sup>4</sup> The auction notice drew attention also to handsome villas "now being erected all round" but it is difficult on the basis of the present evidence to know where they were situated.





3.13 Trafalgar Street, looking west from Wolseley Street, May, 1990, showing an unsympathetic "ranch" style fence.



3.14 A substantial villa residence with corner "tower", being advertised for sale on the basis of its heritage value, May, 1990.

desirable portion of the new City

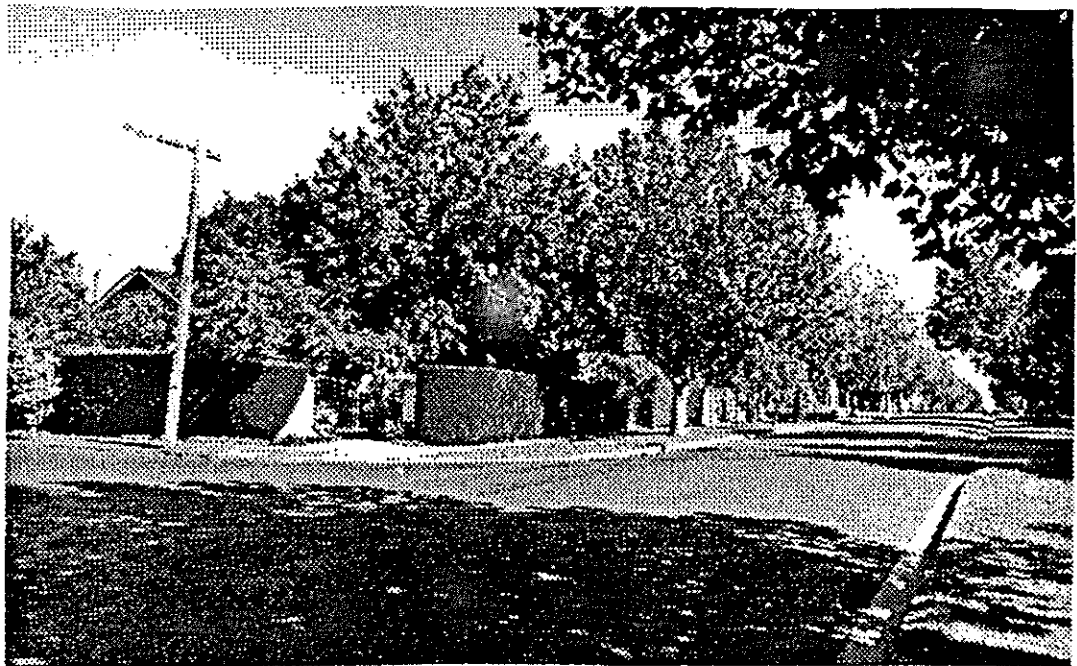


BABY HEALTH CENTRE.  
17, Colindale Avenue

Every Day a Gala Day

3.15 Trafalgar Street at the Earle Street intersection, 1928, showing the extant bungalow at no.26 and "Myola" ( fig.3.14 ), in the distance.

Source: Subdivisional poster for the "Golf Links" estate,



3.16 The same view in May, 1990, showing the transformation in street character brought about by the established private gardens and street trees.

Today, the earliest houses are located in Wolseley, Gordon and Marlborough Streets to the west of Mont Albert station and in Stanhope Street to the immediate south where the "Phoenix Park" subdivision of 1886 is recalled today by the magnificent "Lydswood" and no. 18 Churchill Street. Mont Albert station was opened in 1890 (fig. 3.17) to meet the needs of this small community, but it was not until the Mont Albert subdivisions of November, 1906 and November, 1907 that all of the land east of Marlborough Street and north of the railway but excluding Cockroft's subdivision was auctioned off, (fig. 3.18 and 3.19). At this time there were three houses already in existence in the area. The first, in Beatty Road, is a polychrome brick villa remaining at no. 3. The other two were on Cockroft's subdivisions and today, only one remains on the south-west corner of Elgar Road and Zetland Road. There was also a "golf house" at no. 30 Trafalgar Street, a forlorn reminder of the Surrey Hills Golf Club, opened in 1892 on the site of the subdivision and closed in November, 1907 to coincide with the land sales of that year.

Today, the success of the auctions can be readily measured in the number of Edwardian villas in Victoria, Marlborough and High Streets and especially in Zetland Road. The lower blocks running down to Whitehorse Road appear not to have been so favoured for some of this land was further subdivided in 1922 and there is only one Edwardian villa at 766 Whitehorse Road.

Of great interest, however, was the momentum established by these land sales to induce professional and business people to continue to build fine homes in the English Domestic Revival and Bungalow Styles throughout the interwar years. In 1920 Council constructed Churchill Street with a four pitcher bluestone kerb and channel (surviving) and twelve foot wide metal carriageway with earth shoulders, (fig. 3.20). Trees were envisaged along the railway reserve but they represent a disappointing group when compared with the fine plane trees along the south alignment.

During the post war period development has been concentrated in the vicinity of the High Street/Trafalgar Street intersection and along Zetland Road. In some instances intrusive flat developments have compromised the integrity of the area.

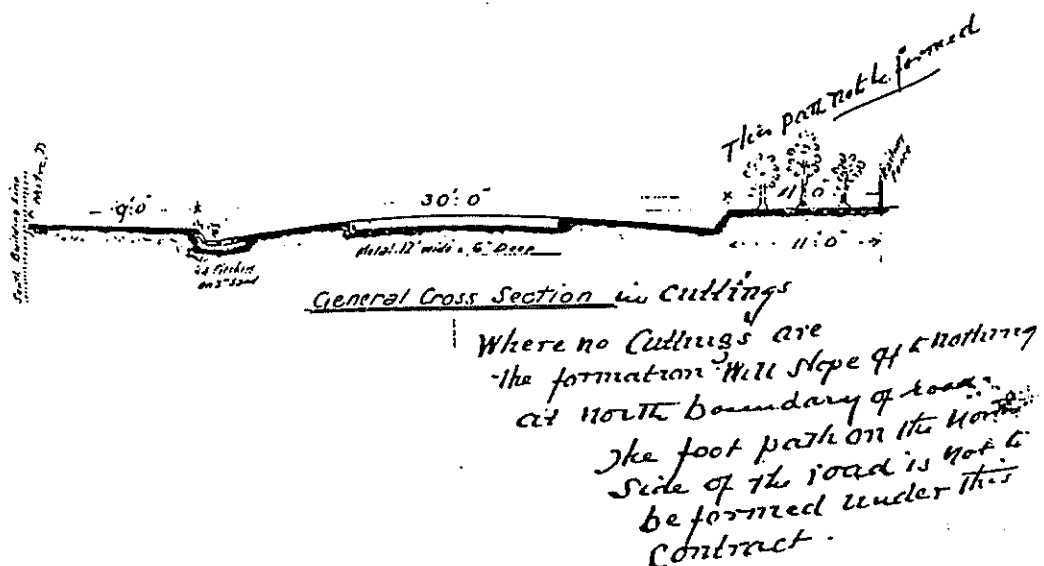
### 3.3.3 Significance

The Mont Albert Victorian, Edwardian and Inter War historic area is of regional significance to the extent that it contains a concentration of architecturally important houses from these periods. Although its stock of Victorian and Edwardian homes may be compared readily with that of other middle class suburbs, the range of houses exhibiting characteristics of the English Domestic Revival and Arts and Crafts traditions of the Inter War period is exceptional at the regional level.



3.17 Mont Albert Station, following construction of the building on the left hand side in 1910 and prior to electrification in 1922.

Source: Box Hill City Historical Society Collection.



3.20 Cross section of proposed reconstruction of Churchill Street, 1920.

Source: City of Box Hill, litho. no. 109, 1920.

# MONT ALBERT

**Saturday, 24th November, 1906**

Haughton's  
Collection  
Volume 2 page 21

## MAGNIFICENT VILLA SITES

Adjoining Railway Station

**WHITE HORSE ROAD**

**HIGH ROAD**

**NELSON STREET**

**EARLE STREET**

**VICTORIA STREET**

**MONT ALBERT RAILWAY STATION**

**RAILWAY LINES**

**ROAD**

**TO BE OFFERED BY**

**PUBLIC AUCTION**

**On the Ground**

**at 3 o'clock,**

**Saturday, Nov. 24**

**J. C. ADAMS, Auctioneer, CAMBERWELL**

**FREE RAILWAY BUILDING TICKETS**

will be issued by the  
**Railway Department**  
to the occupiers of  
Houses erected on  
Allotments fronting  
White Horse Road.

**TERMS.**

One-tenth Cash.

Balance by Quarterly Instalments up  
to 5 years. Interest, 5 per cent.

Or under Building Society Tables, £100-5/- per week.

3.18 Mont Albert subdivisional poster, November, 1906.

Source: Haughton Collection, State Library of Victoria.

# MONT ALBERT

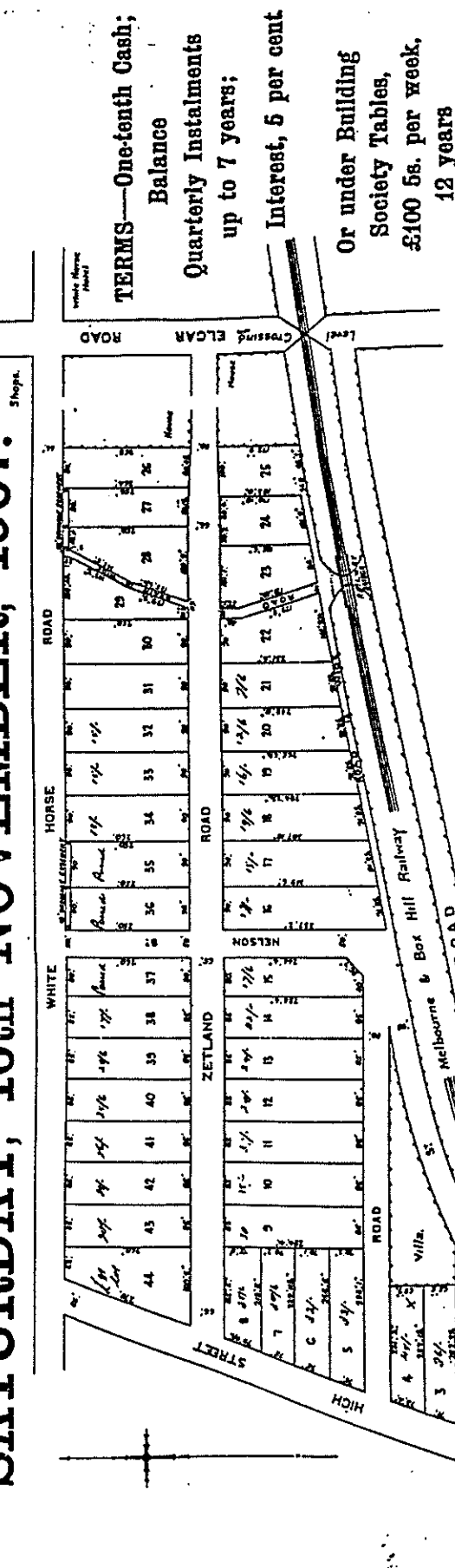
ADJOINING RAILWAY STATION.

## 44 Magnificent VILLA SITES

DEPTHS,  
260 to 330ft.

By PUBLIC AUCTION on the ground at 3 o'clock

SATURDAY, 16th NOVEMBER, 1907.



### FREE RAILWAY BUILDING TICKETS

will be issued by the RAILWAY DEPARTMENT to the occupiers  
of Houses facing Zetland Road, erected on the Allotments Nos. 28 to 44

Surveyed by J. S. JENKINS,  
317 Collins St., Melbourne.

J. C. ADAMS, AUCTIONEER, CAMBERWELL.

### 3.3.4 Schedule of Significant Items

Beatty St	3
Churchill St	16, 18, 22, 36, 40, 46, 52, 54, 58, 62, 64, 70, 72
High St	3, 21, 28
Marlborough St	1B
Salisbury St	14, 20
Stanhope St	8, 12, 14
Trafalgar St	11, 20-20A, 22, 25, 26, 28
Victoria St	4, 8, 9, 13, 17
Zetland Rd	12, 14, 34, 36, 38, 56, 72-74
Rail Bridge	

### 3.3.5 Recommendations

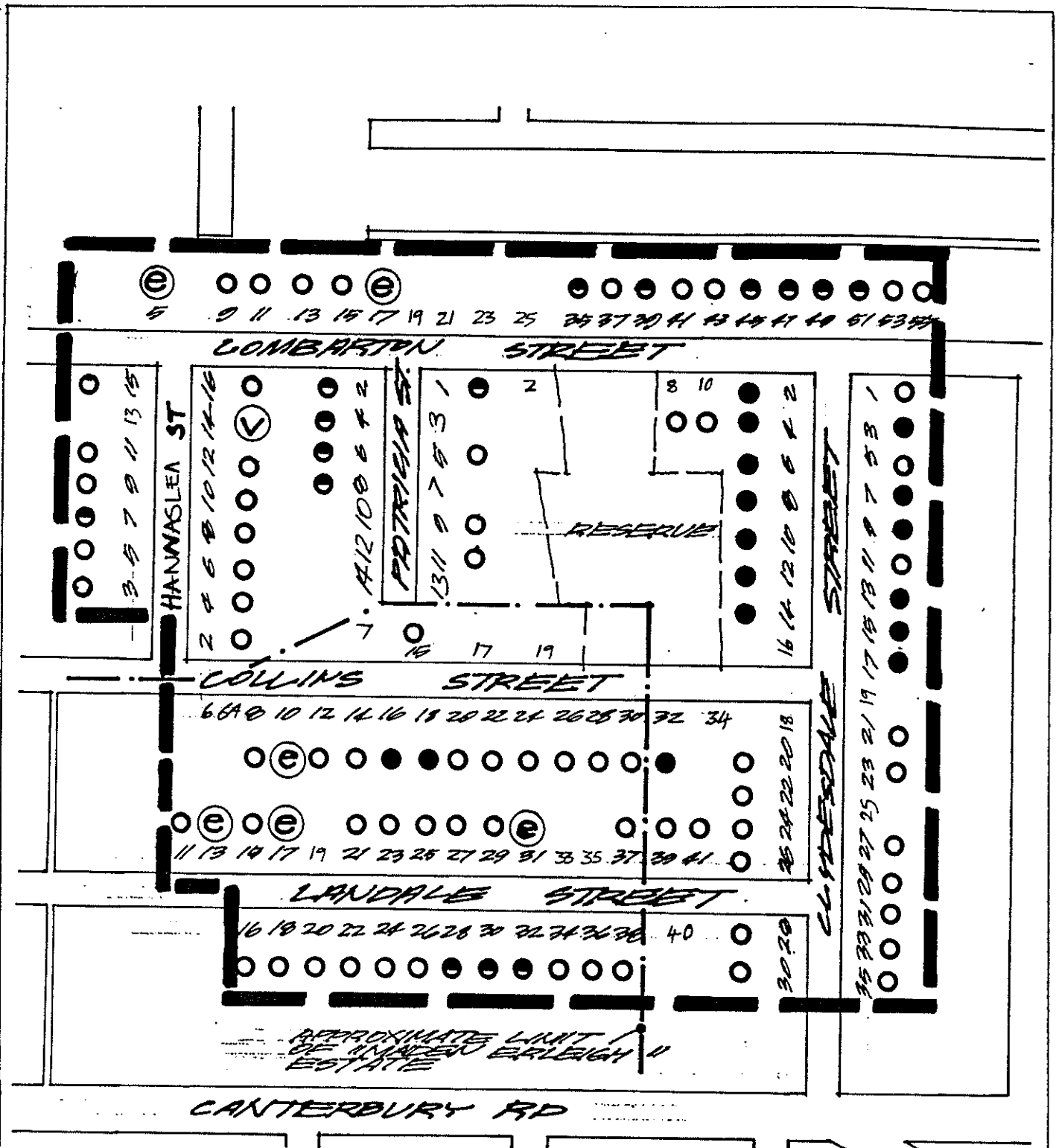
The following recommendations arise from consideration of the historic significance of this area. It is recommended that:

- planning scheme protection be provided in the City of Box Hill planning scheme with the principal object of retaining the historic fabric of the area.
- Council develop policies to retain and extend the existing bluestone kerbs and channels and undertake improvements to the Hood Street/Zetland Road traffic islands.
- Council develop a landscape policy to enhance the tree plantings in the streets of the area and to further enhance the railway reservation.
- Council liaise with the Public Transport Corporation with a view to retaining and enhancing the Edwardian station building and grounds at Mont Albert.

## 3.4 The Combarton Street Reserve Inter War historic area

### 3.4.1 Description

This comparatively small historic area is shown on fig. 3.1 and 3.21. It consists of the residential streets bordering the municipal reserve which occupied the low lying land following the alignment of a tributary to Gardiners Creek between Combarton Street and Collins Street. With the occasional of the Edwardian villas in the area of the old "Maiden Erleigh" estate, the houses were erected during the 1920's and 1930's and to a very limited extent in the post war period. They contrast dramatically with later development on all sides and consist of richly decorated villas in the Californian Bungalow style. They were built typically as five and six roomed timber houses for middle and lower income groups with decorative brickwork associated with their front verandahs. These houses show unusual sophistication at the regional level and have the following characteristics, (fig. 3.22):



- Californian Bungalow (Japanese influence)
- Californian Bungalow
- Californian Bungalow or Inter war period house
- ⓔ Edwardian style villa
- Ⓥ Victorian style villa

Fig. 3.21  
COMBARTON STREET  
RESERVE INTER WAR  
HISTORIC AREA



114a

**COMBARTON STREET RESERVE**  
**INTER WAR HISTORIC AREA**  
**PROPERTY LIST**

**CLYDESDALE STREET**

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 35

**COLLINS STREET**

6, 6A, 8, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 24, 26, 28, 30, 32, 34

**COMBARTON STREET**

2, 5, 8, 9, 10, 11, 13, 15, 17, 19, 21, 23, 25, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55

**HANNASLEA STREET**

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16

**LANDALE STREET**

11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41

**PATRICIA STREET**

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14

-TP54- nb

- roofs are low pitched in the Californian Bungalow tradition.
- front gable ends are shingled with exposed beam ends or partly shingled and partly "half timbered".
- brickwork is of clinkers and reds and complemented by fair face and roughcast stucco work. Ornamental bricks are tuck pointed and formed into niches in the verandah piers, crosses, squares and diamond shapes with ledges and soldier course trims.
- verandah piers are truncated and buttressed and the verandah balustrades are slatted, shingled, brick and roughcast conforming at times to extraordinary curved shapes.
- upper window sashes have timber glazing bars.

The houses fall into two sub-groups identified by the treatment of the verandah piers. The first group has piers extending to the roof line timbers whilst the second are half height and usually capped by a concrete ledge. Above them, coupled timber posts have enriched junctions with the verandah beams showing marked Japanese influence imported from California where the original bungalows were the product of a society having a substantial Japanese component. Examples of the former are at nos. 2-14 and 3-17 Clydesdale Street. They were built during the early 1930's and post date examples of the second group at nos. 26-38 Landale Street and 45-51 Combarton Street.

The public domain is characterised by roads bordered by concrete kerbs and channels and by mature tree plantings in Clydesdale Street only and the reserve itself. Fences are varied but include surviving crimped wire and wire mesh types on timber frames.

The architectural value of these small houses appears not to be appreciated by many residents who have overpainted the variegated brick, shingle and stuccoed surfaces in a single colour and who are building new fences with pickets which although pretty in their own right, are at odds with the character of the bungalows themselves. There is little evidence of demolition of housing stock at the present but it is considered that this is more by good fortune in conjunction with prevailing property values than by appreciative management.

SATURDAY, 17th DECEMBER, at 3.30 p.m.

# BOX HILL MAIDEN - ERLEIGH E S T A T E

A FAMOUS ORCHARD THE CREAM OF THE LAND  
CHOICE BUSINESS AND VILLA SITES

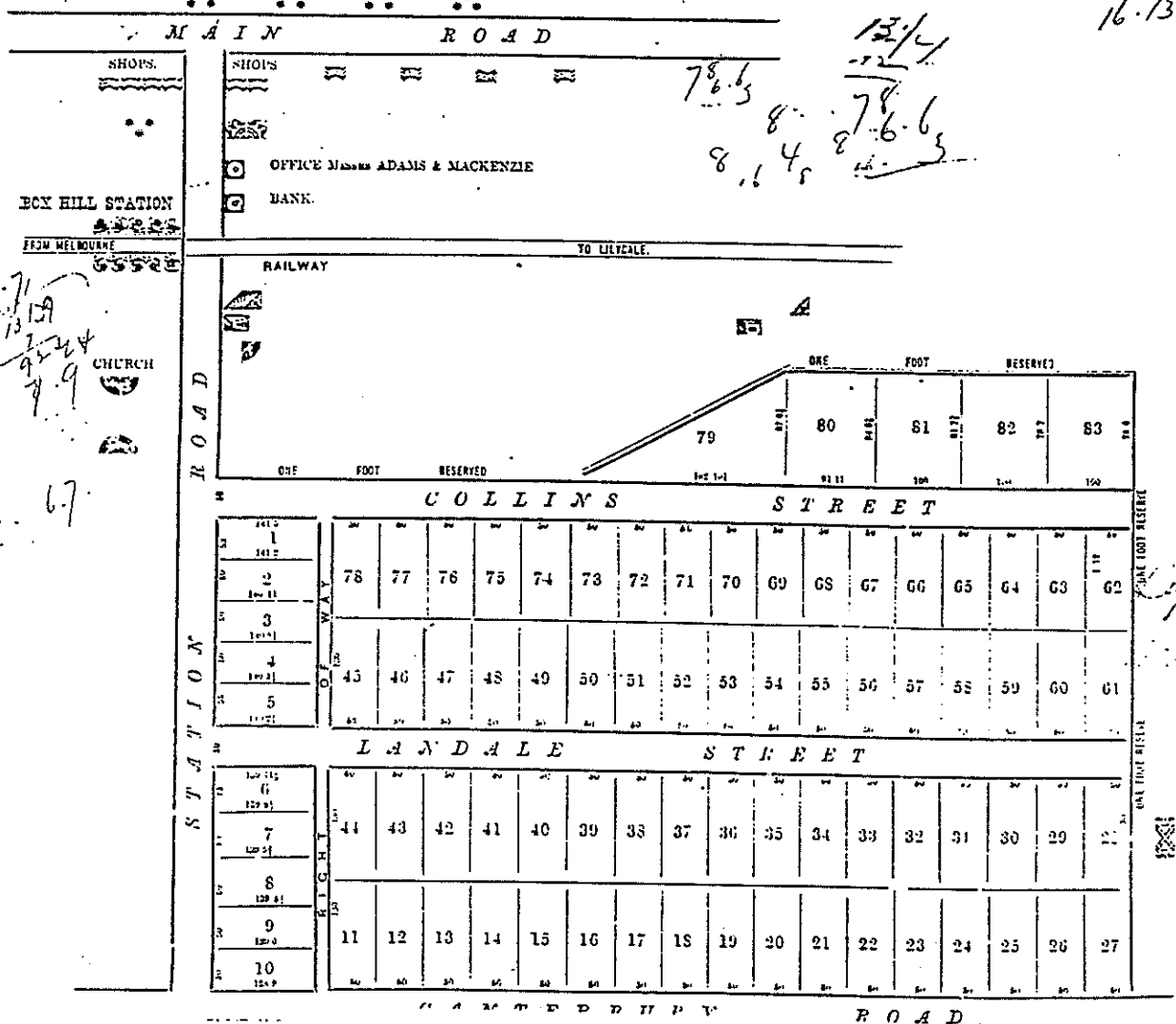
Each allotment is upon well cultivated land, and most of them contain valuable Fruit Trees in full bearing.

LIBERAL TERMS: £5 DEPOSIT, Balance 3, 6, 9, and 12 Months at 6 per cent. Interest.

SALE AND LUNCHEON IN MARQUEE.

Free Passes for 1.15 and 2.15 p.m. Trains on application to ADAMS & MACKENZIE, 29a Flinders Lane West.

G. M. ADAMS, AUCTIONEER, BOX HILL

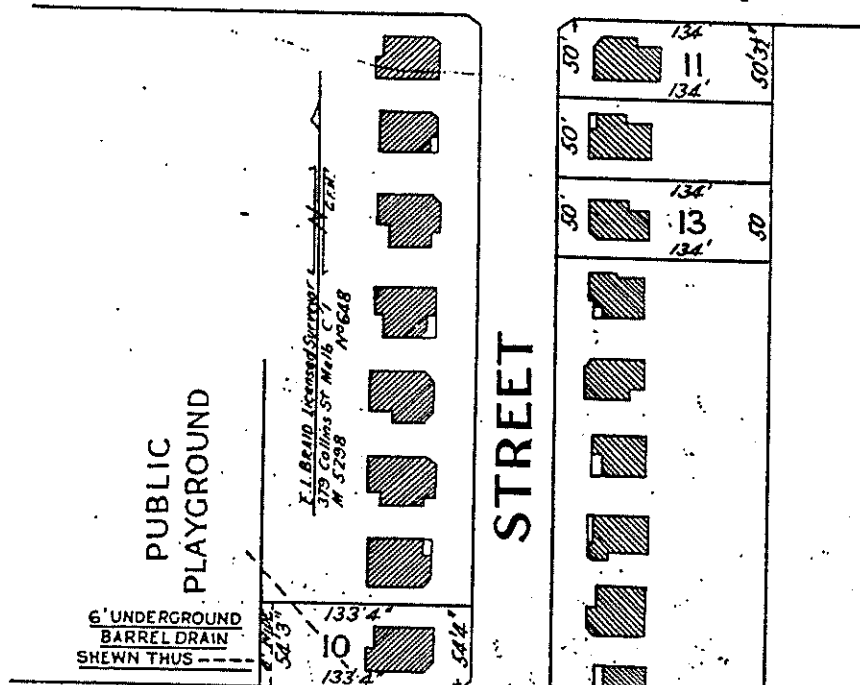


# Auction 4th April, 1936

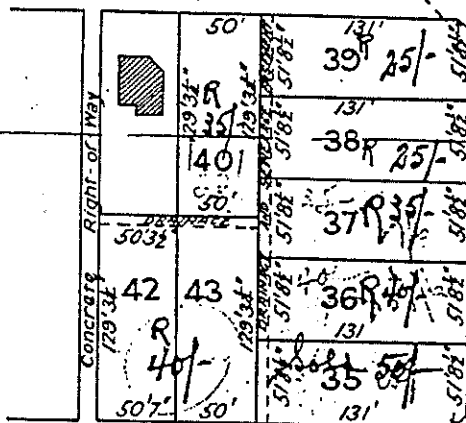
## CLYDESDALE ESTATE—17 VILLA SITES

BUILD YOUR OWN HOME IN A GOOD RESIDENTIAL SUBURB.

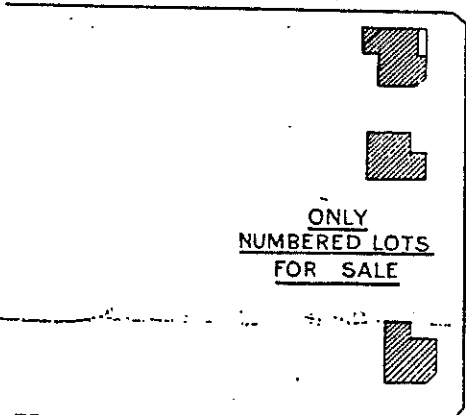
### COMBARTON STREET



### COLLINS STREET



### LANDALE STREET



### CANTERBURY ROAD

3.24 "Clydesdale" estate, 1936, showing the Californian bungalows which are a feature of this area already in existence.

Source: Box Hill City Historical Society Collection.

VACANT ALLOTMENTS: £20 deposit; balance quarterly over 3 years, interest at 5 per cent. per annum.

FOR SALE BY TITLE: CERTIFICATE

#### 3.4.5 Recommendations

The following recommendations arise from consideration of the historic significance of this area. It is recommended that:

- planning scheme protection be provided in the City of Box Hill planning scheme with the principal object of retaining the historic fabric of the area.
- Council prepare a landscape plan for the Combarton Street reserve with a view to enhancing its level of compatability with the prevailing architectural character of the area.

3.     Historic Areas

1.     Although King Edward reigned from 1901-1909 and was succeeded by George V, the architectural style associated with the first decade of this century carried over into the second decade.
2.     Shire of Nunawading Rate book (31.12.1890).
3.     The Reporter,     25.7.1889, p.2.
4.     Auction notice for George Cockroft's subdivision (1882), Box Hill City Historical Society Collection.
5.     Shire of Nunawading Rate book (31.12.1890).
6.     Refer Valuation cards of the City of Box Hill, Box Hill City Historical Society collection.
7.     As above.

**4.0 OPEN SPACES****4.1 INTRODUCTION****4.1.1 Stage 1**

A brief review of streets, parks, gardens and other open spaces was conducted by Gerner and Sanderson in Stage 1 of the Study. Working Paper No. 2 (appended to this report) records not only open spaces but also streetscape features and details relevant to their conservation, i.e.

- a) roadside tree planting,
- b) bluestone kerbs and channels (see Table 1 below),
- c) prominent trees adjacent to streets,
- d) presence of overhead cables, and
- e) traffic management works.

**4.1.2 Streetscapes**

No further work was commissioned on streetscape features but a short discussion is required here. There is virtually no street in Box Hill without planting (the District Centre has the poorest street tree cover); no study was made of the appropriateness of the species planted. The future health and survival of street trees, however, appears threatened by :-

- increased pollution from vehicles, lowering life expectancy,
- the sealing of road and pedestrian pavements, lowering water and air penetration,
- the compaction of verges by parking,
- improper pruning to clear power cables, and
- traffic engineering works.

**4.1.3 Street Trees**

Albion Road provides an example of the stresses placed on street trees, (photo 4.1). This is one of the few avenues of mature Plane in Box Hill. The trees have suffered considerably due to poor pruning beneath powerlines whilst the requirements of road widening, replacement of bluestone kerb and channel, formation of kerbside parking bays and speed control islands have both physically and visually reduced the integrity of the streetscape.



Photo 4.1 Albion Road, Box Hill. Plane avenue disrupted by power lines, traffic and parking management.



During the course of the Study it was discovered that *Prunus "Elvins"*, a variety of flowering plum tree, was first introduced into the horticultural world by ex Box Hill Councillor Reginald Sparks who ran the Sparks and McAlpine nursery in Shannon Street, Box Hill. He first "discovered" the tree whilst delivering plants to Mrs Myrtle Elvins house in Hawthorn. The tree has prolific blush-pink blooms in September. Councils Street Tree record compiled by Superintendent of Parks, W. Halligan, in the 1970's lists the following streets in Box Hill where the tree could be seen :-

Fletcher Parade

Barwon Street  
Grace Field Drive  
Kay Court  
Mitta Street  
Paisley Street  
Cronley Street  
Simmons Street  
Trainor Street  
Wattle Street

Grace Court  
Kefford Court  
Plumly Street  
Streeton Court

#### 4.1.4 Open Spaces

The list of open spaces identified in Stage 1 included a number of sites where no further work was commissioned. These are :-

- a) Kingsley Gardens,
- b) Wattle Park
- c) Box Hill City Oval,
- d) Yarra Theological Union Grounds,
- e) MMBW Reservoir, Elgar Road,
- f) MMBW Reservoir, Canterbury Road, and
- g) Koonung Creek Valley.

Wattle Park and Koonung Creek were not studied further due to contemporary work by other groups.

#### 4.1.5 Native Trees

The Stage 1 report recommended the study of the area to identify key native trees that could reasonably be held to pre-date or originate from the time of European settlement of Box Hill. Work was not commissioned on this topic.

#### 4.1.6 Gardens

Only limited time was given over to investigating gardens. Number 19 Hill Street is discussed below; gardens of passing interest are those at 60 Watts Street, once home of Cliff Nowell, well known horticulturist from Burnley College, and at 50 Dorking Road, an extensive area of mature planting. Both gardens if researched and recorded in greater detail than warranted by the scope of this study could probably furnish useful insights into the creation of large and small gardens in Box Hill at the turn of the century.

#### 4.1.7 General Recommendations

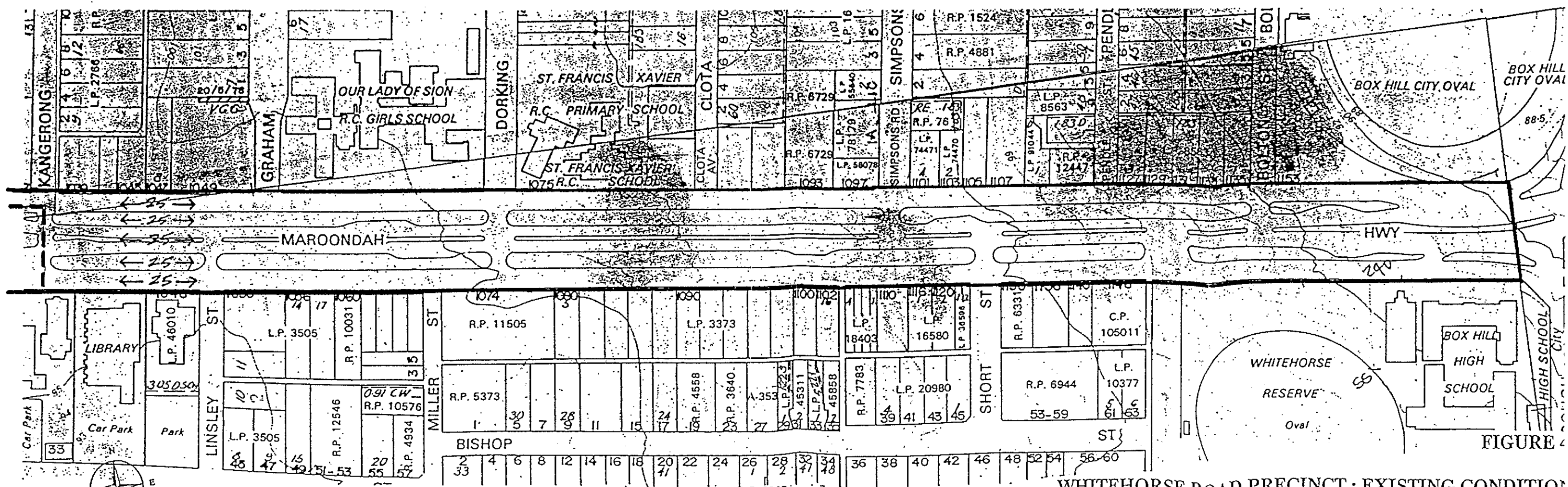
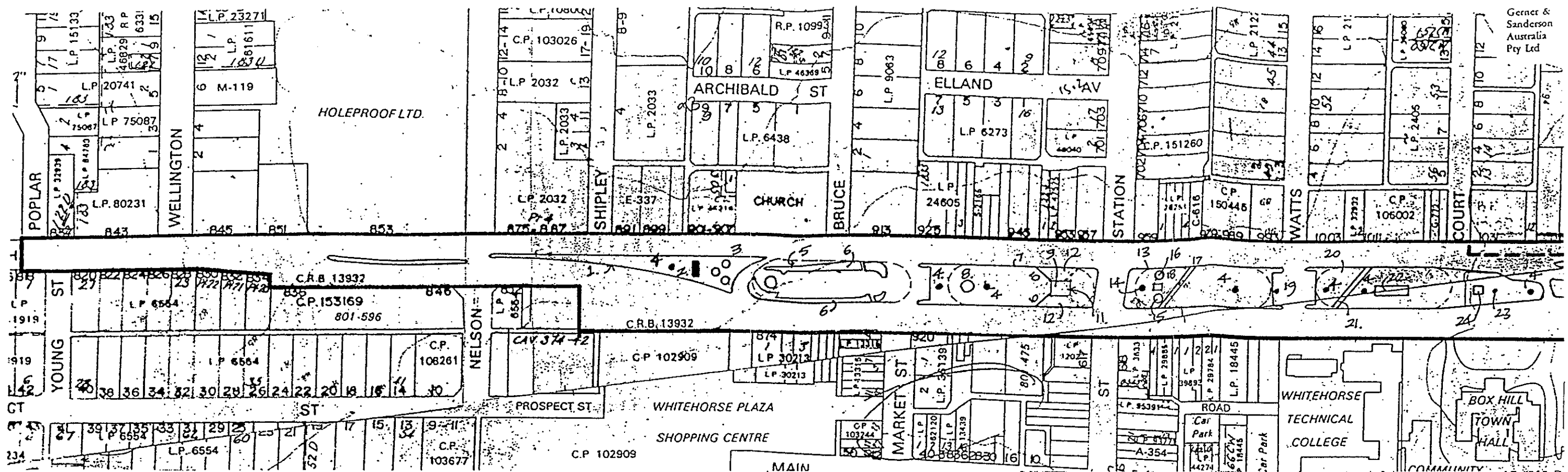
- a) Council should consider the adequacy of current provisions for street tree pruning, particularly below power lines. Undergrounding of power supply is likely to cause problems of root severance and cannot be regarded as a general or cost effective solution because of this.
- b) Council should ensure that key street tree avenues are not only identified but also supported by the necessary level of funding and protection from damage or encroachment by roadworks.
- c) Further work is needed in assessing the sites in 4.1.4 above.
- d) Further work on old native trees (4.1.5) and follow-up preservation is recommended.
- e) Council should consider encouraging public awareness of the sites studied. An example of possible action would be the establishment of a "Heritage Trail" around the District Centre (Box Hill Gardens - Whitehorse Road - Cemetery - Combarton Street - Surrey Park/Drive) with signage and interpretation material.

## 4.2 WHITEHORSE ROAD PRECINCT - RANKING : "C"

### 4.2.1 Description

The Whitehorse Road Precinct consists of the following significant features as located in Figure 4.1 and illustrated in photos 4.2 to 4.7.

- . Road reserve width change one chain to three chains (1).
- . White Horse Statue portico and setting (2); removed from nearby Whitehorse Hotel and placed in reserve in 1933. Setting designed by Cr. J. S. Gawler and includes three mature elm trees as backdrop (3).
- . Lamp posts (4) probably those referred to in 1929 (*Reporter 01/11/29*) as "artistic lamp standards", occur in all "ovals".
- . Far western "oval" (5) heavily modified to a car park (original (?) lines taken from 1945 air photo, shown dashed on Figure 4.1) with fringing tree planting (6).
- . Western "oval" (7) modified to provide car parking (original lines from 1909 plan shown dashed on Figure 4.1) containing :- public toilets (8) (closed); drinking fountain (9) dedicated to Cr. J. R. Ellingworth in 1926; crossing paths (10) (1920 ?) truncated by recent "Fountain Plaza" (11) (1978) with water feature and log retaining wall; surrounding mature trees (12).
- . Eastern "oval" (13) (original lines from 1909 plan shown dashed on Figure 4.1) - containing :- War Memorial (14) with flanking mature single oak (15) and single elm (16); single crossing path (17) (1920's ?); recent paved sitting area (18); Boer War Memorial and drinking fountain (19) (1902) polished granite and bluestone, originally located at Whitehorse Road - Station Street cross roads and provided with flanking lights, (lights now removed); end of "oval" modified (see Figure 4.1).
- . Easternmost "oval" (20) (original (?) lines taken from 1945 air photo dashed on Figure 4.1) now extended eastwards to join adjacent median. Containing :- crossing paths (21); Box Hill Band/Ballet Group building (22); flag pole (23); cairn in tribute to Box Hill's early pioneers (24) (constructed from stone which formed the chimney of the house off Station Street near Shannon Street owned by Arundel Wright who first settled near Box Hill in the 1840's. Formerly the site of the bowling green and the first RSL hall.
- . Approximately ninety metres length of median and verge planting (25), (1932 - 1945) chiefly plane and *Tristania* (*Lophostemon confertus*) in avenues at regular spacing along both sides of the service lanes and in the main carriageway central reserve.



WHITEHORSE ROAD PRECINCT: EXISTING CONDITION

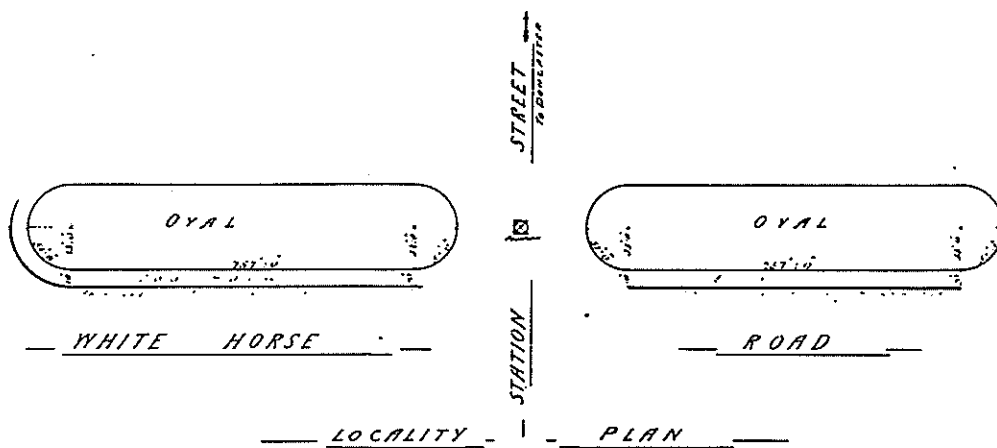
SCALE 1:2500



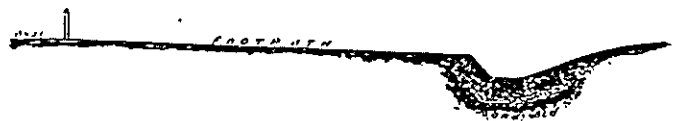
SHIRE OF NUNAWADING

CHANNELLING ROUND OVALS

BOX HILL



*W. C. Day*  
*This Diagram*  
*Aug 1909*



Section of Channel

Scale 2 ft to 1 inch

No 91

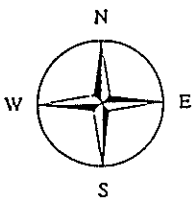


FIGURE 4.2

WHITEHORSE ROAD :  
SURVEYOR'S PLAN OF THE "OVALS" 1909



Photo 4.2 Whitehorse Road looking west from the White Horse.



Photo 4.3 Whitehorse Road looking east from the White Horse.

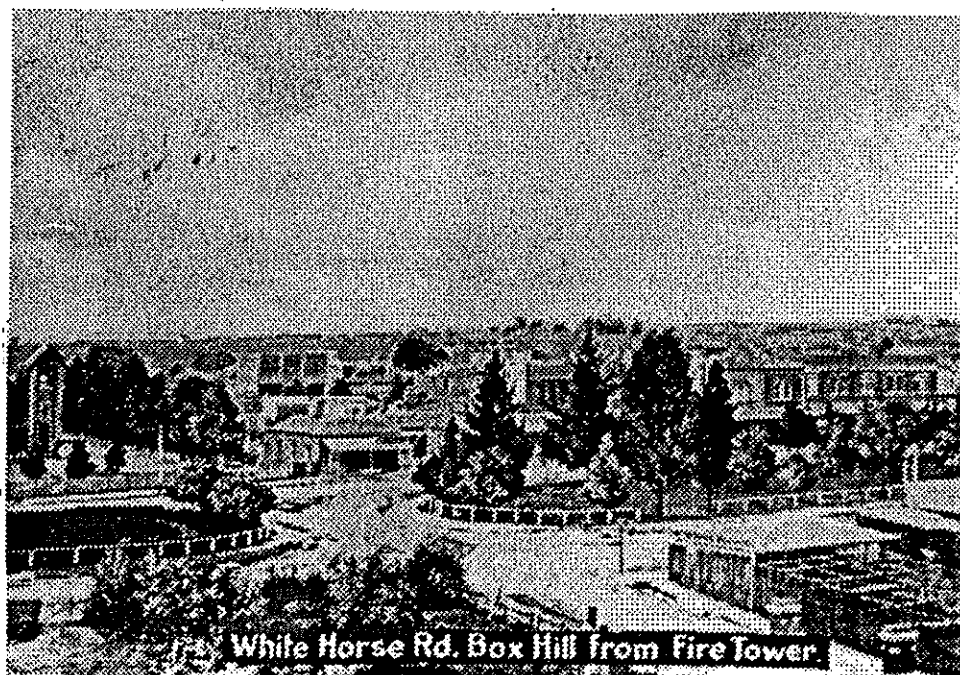


Photo 4.4 Whitehorse Road: The "Ovals" showing young and mature planting early this century.



Photo 4.5 Whitehorse Road: The western most "oval" today.





Photo 4.6 Whitehorse Road: Tree avenues looking west from near Middleborough Road.

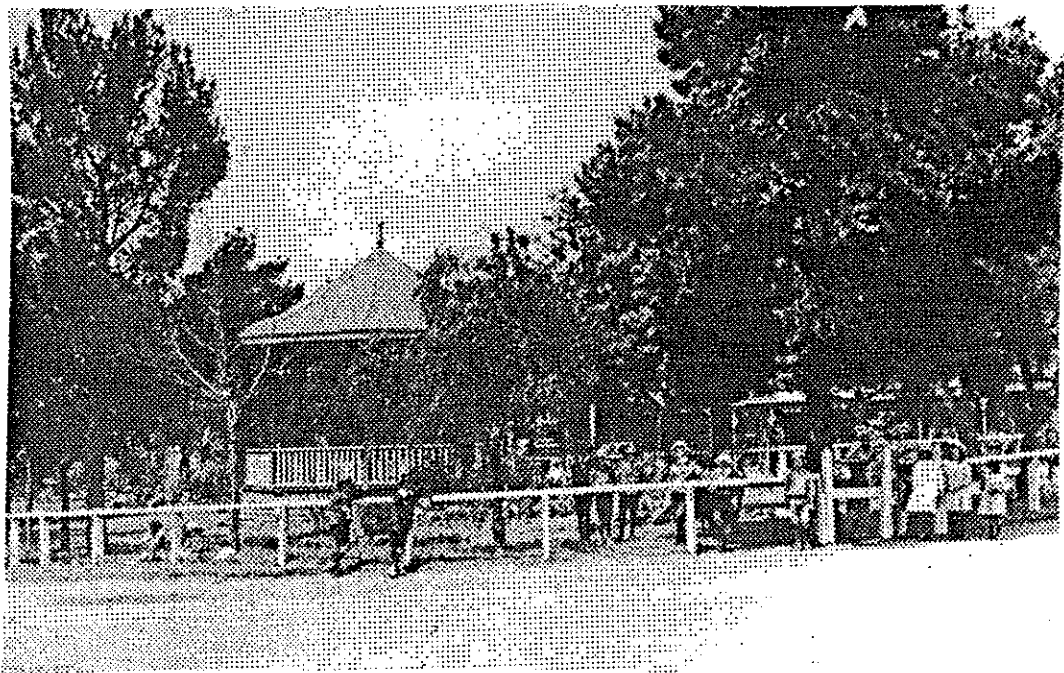


Photo 4.7 Whitehorse Road: Detail of "oval" and former rotunda early this century.

**Recorded features now missing :-**

White painted post and rail fences, small rockeries and bluestone channelling peripheral to the "ovals", all recorded on photographs have ceased to exist. So too has the water trough (referred to in *Reporter 21/07/11*).

The distinctive post and rail fences were criticised in 1922 (*Reporter 13/10/22*) as unsightly and may have been removed around this time and partially replaced by "rockeries" or by the "neat kerbing" referred to in 1929 (*Reporter 01/1/29*). The bluestone channelling (Figure 4.2) would at some point have needed removal to allow road surface and widening.

**4.2.2 Significance**

The Whitehorse Road Precinct's overall significance is derived from :-

- a) Its minor Metropolitan significance in demonstrating Colonial road surveying policy.
- b) Local significance as an open space resulting from its historical role as a focus for social and civic activity as reflected in written and photographic records and embodied in the surviving fabric of the precinct.

**a) Colonial Road Policy**

The line of the western portion (see Figure 4.1) of Whitehorse Road originates from Elgars survey of 1841, being surveyed at one chain (20.117m) width. An 1851 Commission of Inquiry recommended that roads should be of generous dimensions. Consequently the 1852 survey of Nunawading, which surveyed the remainder of Whitehorse Road, provided for a threefold increase in width to three chains (60.350m).

**b) Local Social Significance**

The existence of this space within the nucleus of the settlement is likely, in its own right, to have been a historical distinguishing feature of Box Hill (e.g. the 1864, *Victorian Gazette* described Box Hill by name as being situated "on the great three chain road to Gipps Land").

Since 1884 there has been successful popular resistance to building in the reserve. The documented activities (and even arguments) concerning the open spaces of Whitehorse Road as a civic focus are a record of the local communities civic policies and social habits concerning :-

**Tree planting.**

**Ceremonies and commemorations.**

**Recreation.**

**Unemployment.**

### 4.2.3 History

#### a) Tree Planting

Petitions of 1915 (unsuccessful) and 1919 (successful) demanding tree removal indicate that mature trees of the time in Whitehorse Road were eucalypts and pines, probably dating from an 1892 council planting. Photographs support this view and also suggest that trees selected for later documented plantings (e.g. "Arbour Day" 1900) were of exotic species probably oak and plane (elm ?). By the 1920's these turn of the century trees would have been substantial enough to alter the appearance of the "ovals" (trees planted in Station Street in 1900 were removed in 1923 due to their size). Subsequent planting has been of confused theme with some recent native tree planting.

#### b) Ceremonies and Commemorations

Records indicate and monuments confirm that the "ovals" in Whitehorse Road were considered as the proper and fitting venue for the communities major ceremonies or commemorations. For example, celebrations marking the end of the Boer War (1900) and World War 1 were held in the "ovals". The 1978 history of Box Hill in recording a 1926 Trader's Association sponsored carnival in the reserves comments that they "became, for the purpose, the "village green", (Note 1).

#### c) Recreation

The importance of the "ovals" as active and passive recreation areas is recorded in Council decisions to fund improvements and generally maintain a high standard of appearance. A 1909 plan (Figure 4.2) indicates early treatment of bluestone channelling whilst in 1921 Council requested submission of plans for "laying out" the ovals; the details of Linakre's winning scheme are not known.

The eastern most "oval" (see Figure 4.1) contained from 1902 - 1908 the fenced and hedged bowling green of the Box Hill Bowling Club.

In 1911 the Rotunda, a raised and octagonal bandstand was constructed "in a day" in the location now occupied by the War Memorial.

#### d) Unemployment

From 1929 the City assisted local unemployed by providing work on parks and gardens.

A 1932 loan of thirty-two thousand pounds allowed the Council to lay out and plant the portion of Whitehorse Road east of the "ovals", forming the avenues which substantially remain. These avenues were supplemented in around 1970 by parallel rows of *Tristania* in anticipation of possible future road widening and loss of existing trees.

#### 4.2.4 Recommendations

These areas have traditionally mirrored and recorded the civic, social and recreational development of the City and it is therefore legitimate that they should be permitted to continue to adapt to changing circumstances. Council should, however, devise and apply conservation policies which will ensure that :-

- a) there is no further encroachment of road pavement and car parking into the "ovals", medians and verges;
- b) all future changes are compatible in nature and quality with this statement;
- c) the continuity of the mature exotic trees is assured;
- d) whenever the opportunity arises, restoration of historic features is carried out, as long as this is judged not to be at the cost of more recent features.

Note:

Lemon, A. (1978) Box Hill

### 4.3 BOX HILL GARDENS - RANKING : "C"

#### 4.3.1 Description

##### a) The Original Design

Figure 4.3A shows the Gardens as they were depicted by the 1945 air photograph. Refer also to photographs 4.8 and 4.9. No older plans are available. The detailed contents are difficult to discern and would presumably have been adversely affected by wartime labour shortages and economics. The main features are :-

- (1) Remnants of boundary planting pre-dating the Councils land acquisition and, in some cases supplemented with (1920's ?) planting;
- (2) Generally straight paths along obvious desire lines (e.g. school to Irving Avenue with an indication of the "winding paths" of the original design (see 4.3.3 below) except at (3);
- (4) Staggered avenue planting (1920's) and also later (5) (1930's) along major routes;
- (6) Nursery; (7) tennis courts; and (8) club building;
- (9) Lawns with apparently random tree planting (1920's - 1930's);
- (10) Small group of closely spaced trees; (11) area of bedding plants/shrubs; (12) pond or recent grass seeding; (13) possible focal point of crossing, paths (similar to design for Whitehorse Road "Ovals" ?) and trees;

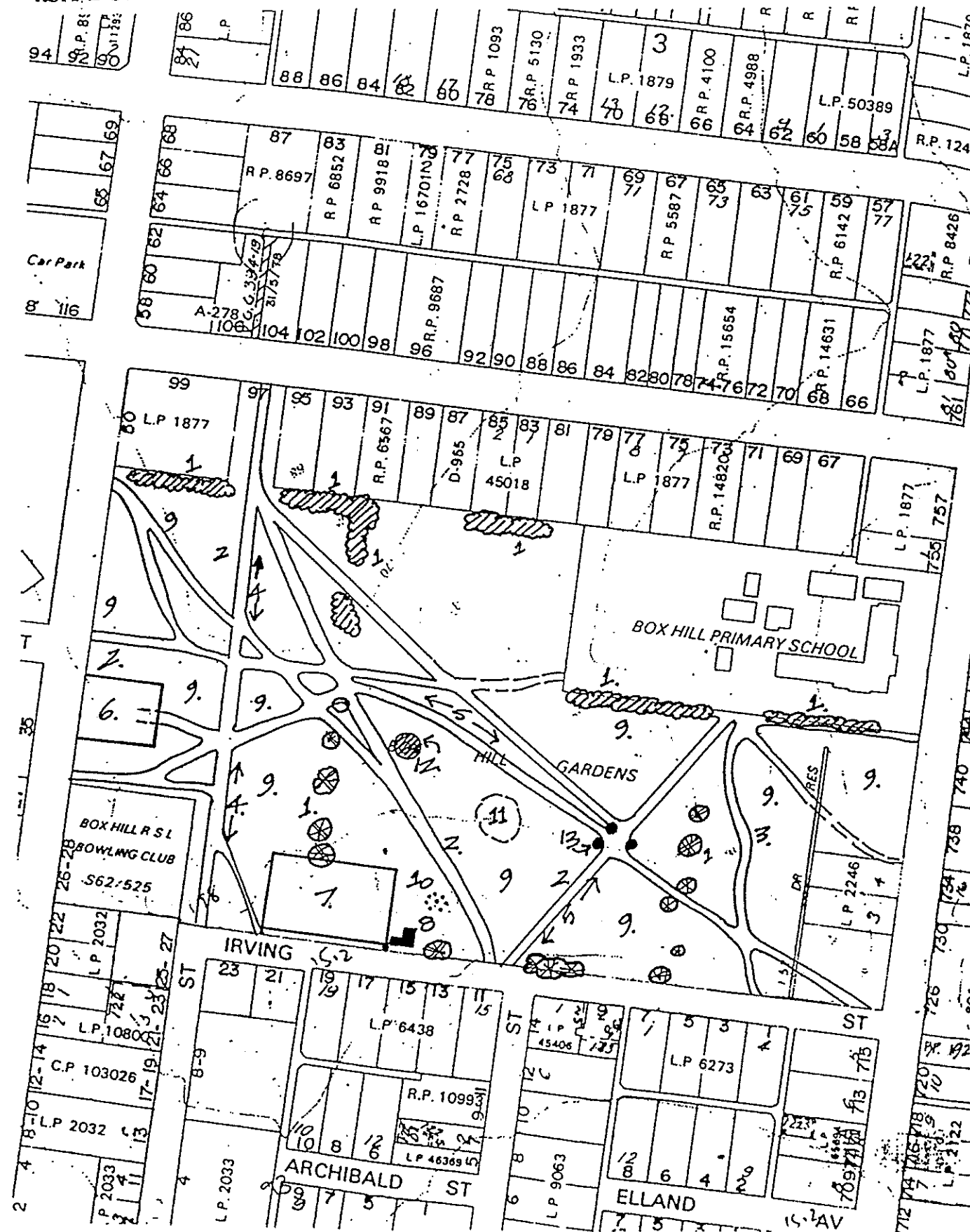
##### b) Existing Features

Figure 4.3B shows the existing Gardens and the following significant features :-

- (1) Present extent of Council nursery yard and (recent) buildings; (2) St. Peters Tennis Club courts and (3) club building;
- (4) Public toilet building; (5) paths appearing on 1945 air photograph, now no longer evident; (6) main areas of closely spaced mature trees chiefly oak, cedar and cypress with ash, liquidamber and poplar, including (7) continuous avenue of generally alternating species of oak (Algerian oak - *Quercus canariensis* and Pin oak - *Q. palustris*, about 80 years old and pre-dating the garden design, with some younger Pin Oak - 50 years - at the northern end. Some oaks dating from before the 1920's and possibly a feature of the original plan); (8) group of six oaks (mixed species) aligned along previous path route; (9) group of three trees aligned along previous path route; (10) lawns containing mature trees of various ages; (11) bedding plant display; (12) herbaceous borders (recent); (13) cricket wicket and grass area of the E. P. Herbert Oval; (14) play area (recent); (15) BBQ area (recent); (16) paperbark surviving from initial grouped 1920's planting (see 13 on Figure 4.3A).

Note: some views across the site are "framed" by alignments of trees, probably an inevitable result of the style of random planting rather than a survival of an original design. Photographs 4.8 and 4.9 compare the new park with that of today.

## 43A BOX HILL GARDENS FROM 1945 AERIAL PHOTOGRAPH



## 4.3B | EXISTING

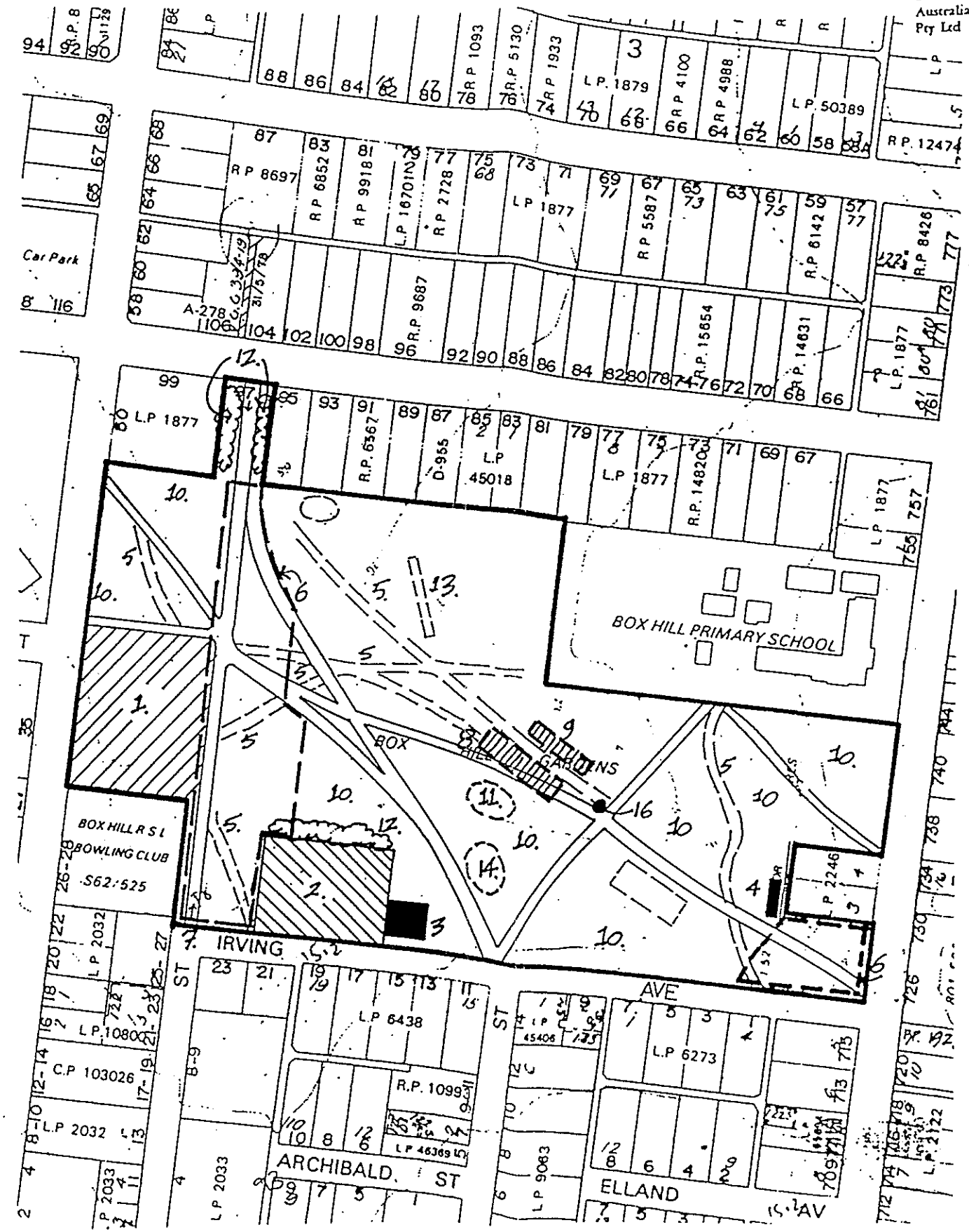
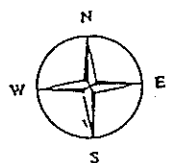
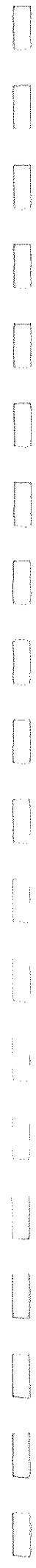


FIG. 4.3A AND 4

- BOX HILL GARDENS FROM 1945 AERIAL PHOTOGR
- EXISTING

SCALE 1:2500 (Features approximately to scale)





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A black and white photograph of a park area. In the foreground, there is a grassy field with a few small trees and a paved path on the left. In the background, there are more trees and a building visible through the foliage. The image has a grainy, halftone texture.



**Recorded features now missing :-**

"Rosebeds, palms and shrubberies" referred to in 4.3.3. below.

Stone memorial seat dedicated to Edward Herbert, Curator of Parks and Gardens 1922-42; vandalised and removed.

**4.3.2 Significance**

Box Hill Gardens' overall local social significance stems from its origins as part of early civic open space policy, and its recognised and recorded local significance as an important recreational area.

**4.3.3 History****a) Open Space Policy**

The land which now forms Box Hill Gardens was purchased by Council in November 1920. The purchase was cause for considerable self-congratulation amongst the Council as it was the result of several months of search for a suitable site for a major open space and because the purchase was made by negotiation with the owners (the Rodgerson family) in the face of potential opposition from the rival residential and industrial interests.

The civic concern for open space exemplified by the forward looking spirit of the purchase was reflected in Councils call for submission of designs for both the, as then unnamed park, and for the Whitehorse Road "ovals" (refer to Section 4.2). The winning plan for the park provided for (*Reporter 27/05/21*) "shrubberies, flower plots, winding paths, water fountain, and tennis courts, which if carried into effect will transform the site into a beauty spot or botanical gardens and will be very picturesque".

**b) The Designer**

Little is known of the designer, a Mr Linakre, landscape gardener of Mont Park (as reported in the *Reporter 27/05/21*; Linakre has also been, probably erroneously, described as a Mont Albert resident). A Hugh Linaker, "Horticulturalist" was responsible for a plan for the Domain and Government House, submitted to the Premier, Sir Stanley Argyle, 3rd May, 1933 (Note 1). There is also a Hugh Linaker Reserve in the centre of the Princes Highway, seven kilometres west of the Westgate Bridge. However, no connection is proven.

**c) Recorded References**

By 1929 the name "Box Hill Gardens" was in use and under the Council curator Mr E. Herbert the land had achieved the image of a park as opposed to a paddock (*Reporter* 01/11/29) :-

"the spacious lawns are an expanse of verdant green with tidy paths, and relieved with flower and rose beds, palms and shrubberies at correct intervals; at present the pansies are in full bloom and worth going a long way to see."

In the 1930's further works were undertaken by unemployed labour. As such labour was not meant to be used for the work normally carried out by permanent employees it is likely that some additions or amendments to the fabric of the park were carried out.

**4.3.4 Recommendations**

The following is recommended :-

- a) Council conserve existing features of the Gardens which reflect the original layout and restores the missing detailed planting of shrubs and other elements evoking the period of the Gardens origin.
- b) A number of senile exotic trees have recently been removed and it is therefore recommended that a policy of replacement tree planting be undertaken for these missing trees and for others nearing the end of their lives.
- c) As the Gardens have always played a focal role in the City it is recommended that, as long as the basic 1920's structure is safeguarded by a) and b), further additions should be permitted.
- d) The Gardens are the appropriate place to re-establish a memorial to Edward Herbert, (4.4.4 c) above) who directed much of the setting out of the Gardens.

Note:

(1) Department C.F.L. file RS 4272.

#### 4.4 BOX HILL CEMETERY - RANKING : "C"

##### 4.4.1 Description (see Figure 4.4)

- a) The following are shown in Figure 4.4 and photos 4.10 to 4.12; (1) 19th century avenue and gateway containing Canary Island Palms (*Phoenix canariensis*), Pines (chiefly Canary Island Pine - *P. Canariensis* and Monterey Pine - *P. radiata* with some other species) and Arizona Cypress - *Cypressus galbra*; (2) 19th century Arizona Cypress boundary; (3) 19th century Monterey Pine boundary; (4) trees in vicinity of the office notably Canary Island Palm, Bunya Pine (*Araucaria bidwillii*) and Norfolk Island Pine (*Araucaria heterophylla*); (5) diagonal Golden Monterey cypress avenue (*Cypressus macrocarpa*); (6) 1930's (?) boundary planting including (east-west) Bhutan Cypress (*C. toralosa*) and (north-south) Monterey Cypress (7) significant trees in northern reserve at eastern end of Reserve Road (1930's planting of Algerian oak (*Q. canariensis*)); (8) 1930's (?) planting around columbarium of *Tristania* (*Lophostemon confertus*); (9) Canary Island Palms at entry.
- b) The Norfolk Island Pine is declining in health. Some of the oak trees on Reserve Road appear to be dying back at the very top of the canopy. Other trees are generally in good health.

##### 4.4.2 Significance

This assessment excludes the Cemetery buildings. The species used in the earliest tree planting are typical of (a) late 19th century early 20th century formal tree planting (in Box Hill and the Metropolitan area generally) and of cemetery planting in general. The planting is visually significant to this area of the City especially in views from Middleborough and Canterbury Roads.

As components of the Cemetery certain tree groups are vital in defining :-

- (a) its character,
- (b) the setting of its buildings,
- (c) the (intended ?) overall layout.

##### 4.4.3 History

The cemetery was first gazetted in 1873. In the context of this study the history of the development of planting is most relevant, dividing into an initial 19th century planting phase of the entrance, diagonal axis, north western and south western boundaries, followed by 1930's expansion of the cemetery eastwards with subsequent north west, east and south east boundary planting.

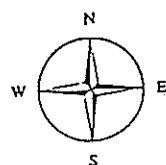


FIGURE 4.4  
BOX HILL CEMETERY  
SCALE 1:2500



Photo 4.10 Box Hill Cemetery: View from north west to office.



Photo 4.11 Box Hill Cemetery: Adjacent Algerian oak planting, Reserve Road.



Photo 4.12 Box Hill Cemetery: original entrance, Whitehorse Road.

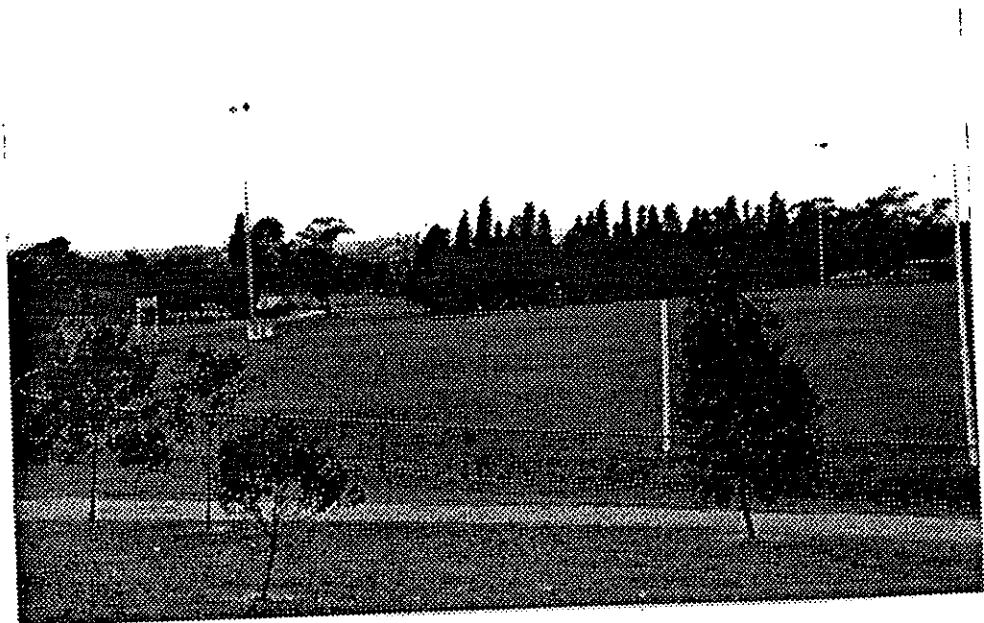


Photo 4.13 Surrey Park: Looking north east across the oval to the "Dive".

Figure 1: Schematic representation of the experimental design. The figure is divided into two main sections: 'Pretest' and 'Main Experiment'. The 'Pretest' section includes a 'Pretest' box with a 'Pretest' label and a 'Pretest' box with a 'Pretest' label. The 'Main Experiment' section includes a 'Main Experiment' box with a 'Main Experiment' label and a 'Main Experiment' box with a 'Main Experiment' label. The 'Pretest' section also includes a 'Pretest' box with a 'Pretest' label and a 'Pretest' box with a 'Pretest' label. The 'Main Experiment' section also includes a 'Main Experiment' box with a 'Main Experiment' label and a 'Main Experiment' box with a 'Main Experiment' label.

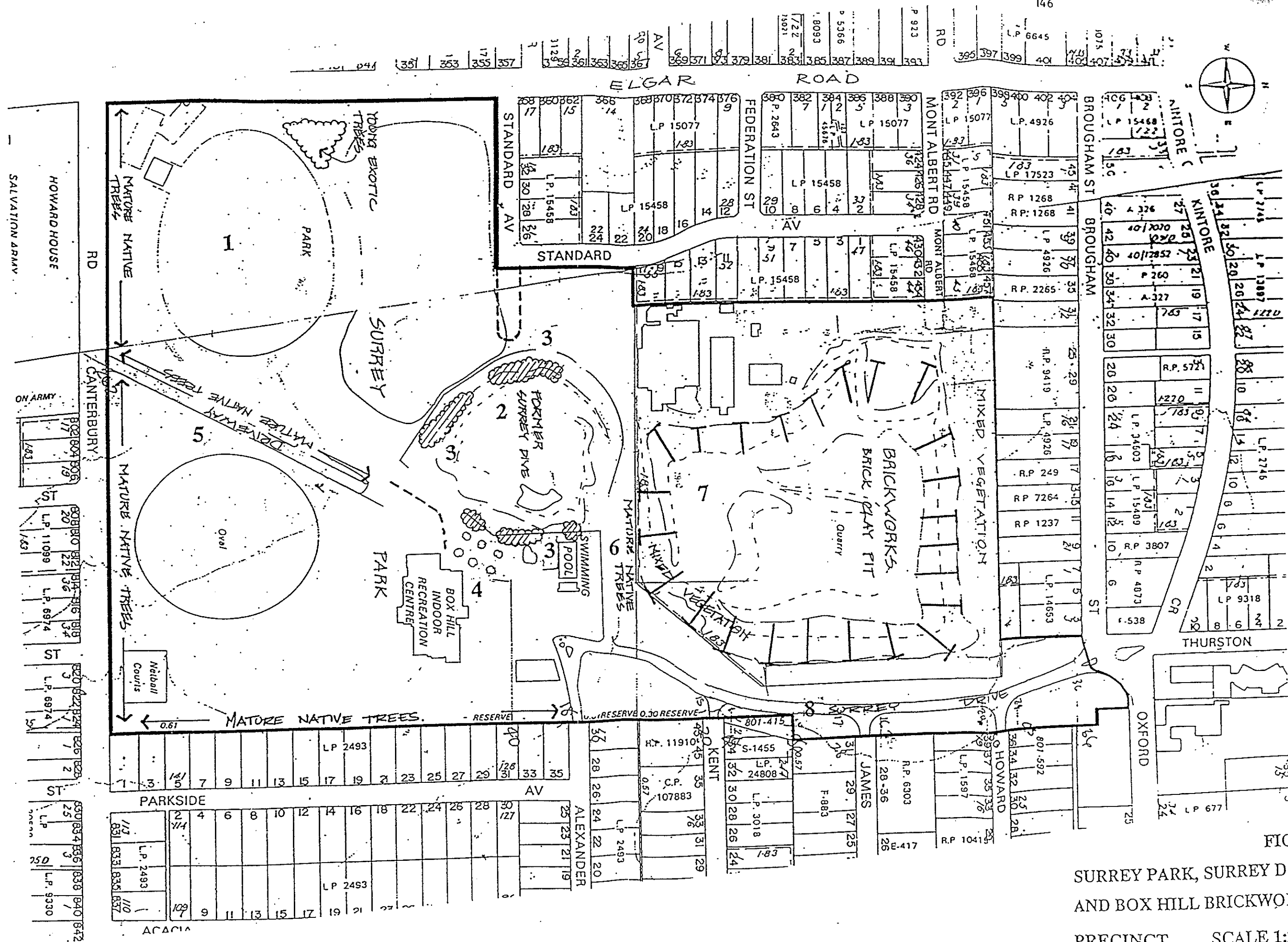
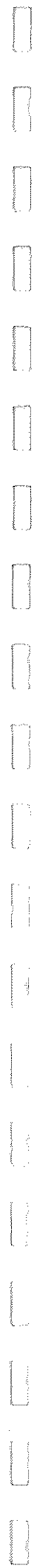


FIG.  
SURREY PARK, SURREY DR  
AND BOX HILL BRICKWOR  
PRECINCT SCALE 1:2





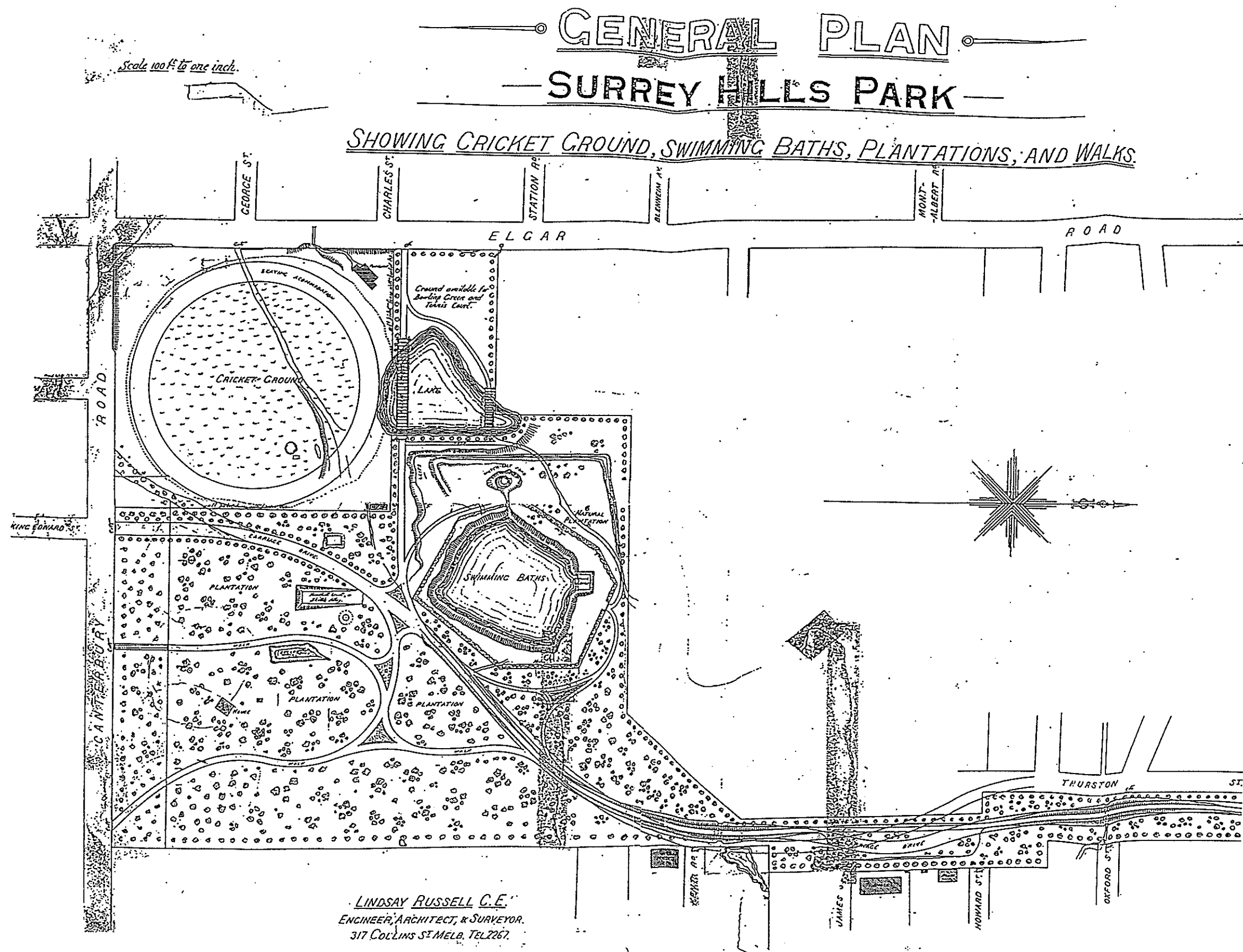


FIG. 4.

SURREY PARK : ORIGINAL DESIGN  
(Source : City of Box Hill)

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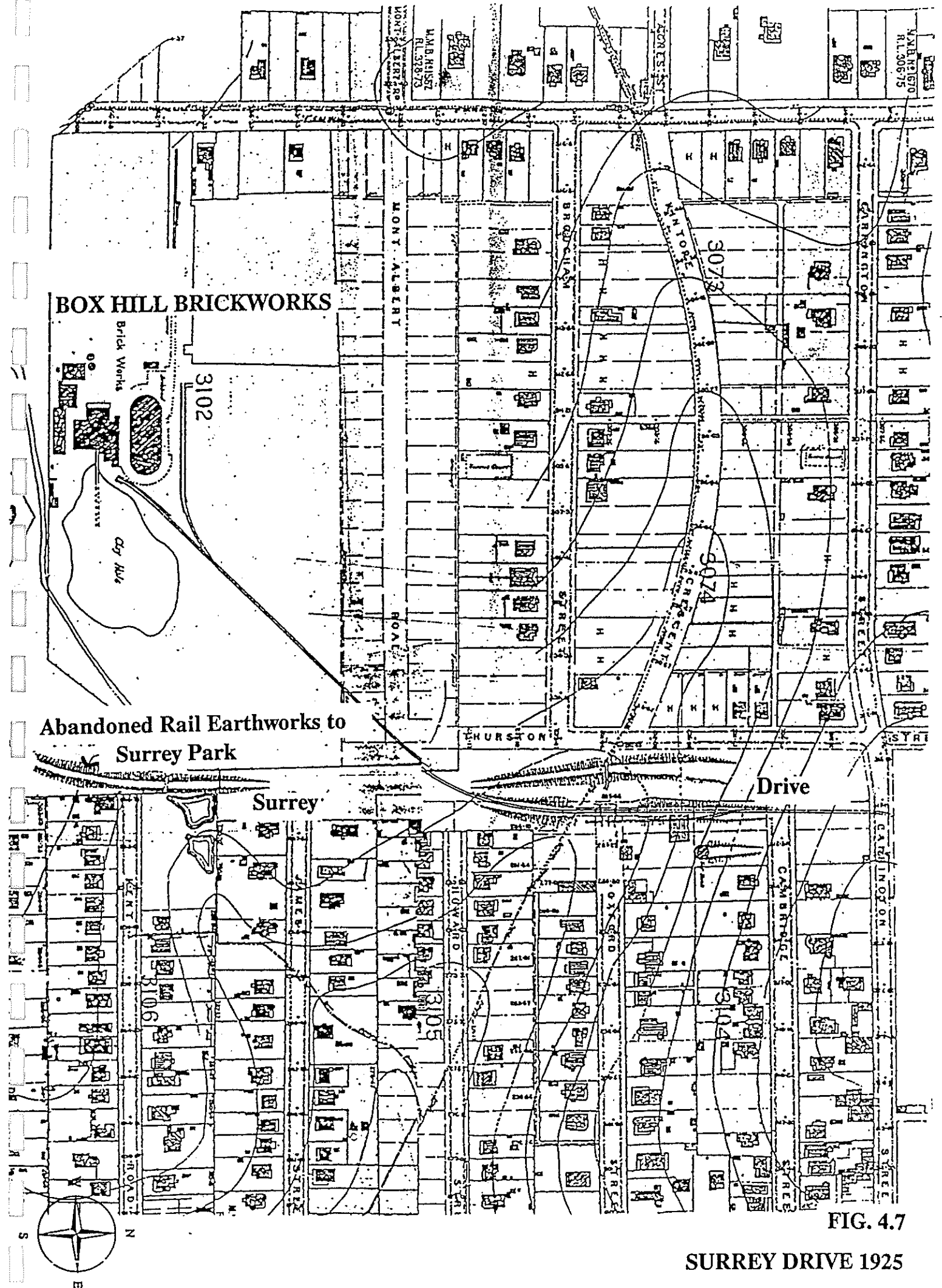


FIG. 4.7

SURREY DRIVE 1925

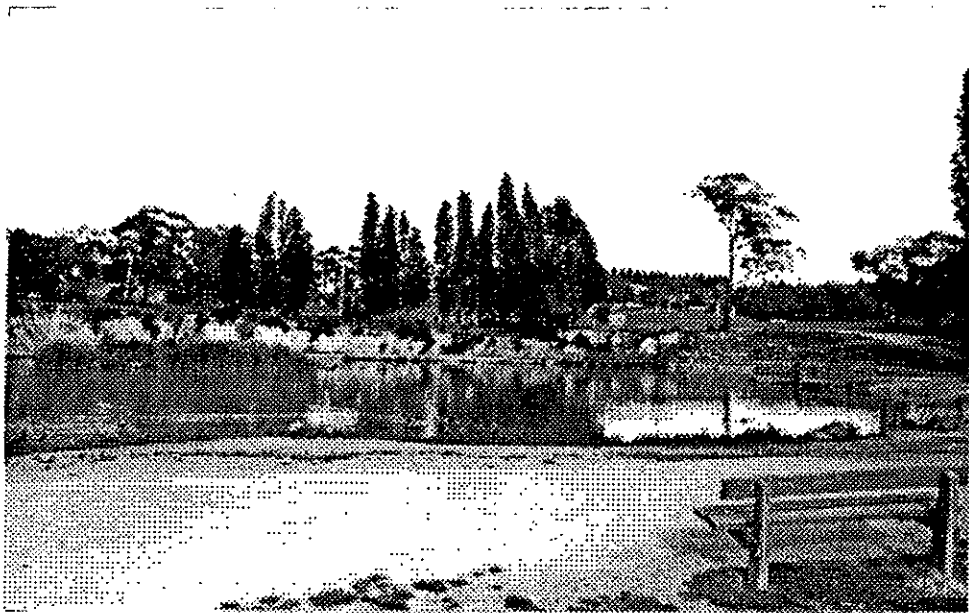


Photo 4.14 Surrey Park: Looking south west across the "Dive" to the oval.



Photo 4.15 Box Hill Brickworks from Surrey Park.

### 4.5.3 History

#### a) Surrey Park

- The area was initially purchased in February 1884 by the Haughton Park Brick Company, later (1886) the Box Hill Brick Company. The production of bricks was therefore the first local industry of significance. In 1892 the excavations were abandoned.
- In May 1905 the forty-four acre site was purchased by the Council using money borrowed specifically to purchase land for reserves.
- The land contained a clay pit 40 - 80 feet (12.12 - 24.38 m.) deep with up to 60 feet (18.28 m.) of cliffs above water level which the Council envisaged turning into a swimming pool. In the context of the times (as Andrew Lemon notes in his History of Box Hill) this was both a novel opportunity and a novel piece of civic planning; inland swimming pools were almost unknown and at most Melbourne beaches swimming was not permitted in daylight except in municipal sea baths.
- The Surrey Dive, as the hole became known was the base of the Surrey Park Swimmers Club (formed in 1906), later shared with the Surrey Park Ladies Swimming Club (formed 1925). By 1933 the Dive contained a ten lane 100 m. course. Cliff face falls attributed to rises in water level were a problem. On January 28th, 1939 the adjacent Box Hill swimming pool was opened. The Dive was used as a source of emergency water during the droughts of 1967-8 and 1971-2 and in this period became a "health-hazard".
- One of the clay holes, probably to the west of the Dive was filled for recreational use by Council tipping into the 1920's.
- Records of the development of the park are sketchy although a master plan exists in Council records (Figure 4.6). The existing conifers around the Dive appear to have grown from the "hedge" shown on this master plan. As late as July 1911 at least part of the park at least was leased (to O'Leary) for use of a cottage and, for grazing (*Reporter July 21, 1911*). On December 17th, 1912 Joseph Bennett was contracted to form a cutting on the south side of the oval. In view of the clay holes shown on the 1905 plans it seems likely that this cutting is the one falling away from the Elgar - Canterbury Roads junction.
- The *Reporter of 09/06/22* recorded the handover of the Park to the management of an Associated Sports Committee whose initial tasks were seen as fencing the park, top dressing the oval, forming a driveway to the "baths" and "beautifying the enclose in other ways.
- The above report also referred to there being "no finer outlook", probably referring to the panoramic view of the Dandenongs from the centre of the park, a striking feature which may or may not have influenced Councils decision to purchase the land.

**b) Box Hill Brickworks**

The Standard Brick and Tile Co. commenced operations on this site in 1911. the 1945 aerial photograph indicates a relating small excavation at that time. There are no Council records of Planning conditions requiring screen planting; the history of the surrounding vegetation is, therefore, difficult to discern but appears to consist of self sown native trees, colonising exotics (e.g. Gorse) and garden escapes.

**4.5.3 Surrey Drive**

In February 1888 the Box Hill Brickworks opened a railway spur from the main Lilydale line, requiring embankments along the lines of what is now Surrey Drive (Figure 4.7; 1925 plan) and presumably abandoned in 1892 with the rest of the B.H.B. site. By 1911 the abandoned and un-maintained embankments were a source of complaint (*Reporter 17/03/11*) due to their impeding drainage.

The development of the Standard Brick and Tile Company site from 1910 required a shorter spur line of different geometry. Figure 4.7 shows the additional embankments required and their effect of widening the reserve along the later Surrey Drive.

**4.5.4 Recommendations**

- a) It is recommended that Council adopts a policy of replanting a coniferous "hedge" around the Dive in Surrey Park in order to preserve one of the oldest features of the development of the site.
- b) Council should retain physical evidence of brick clay extraction and brick making and provide Interpretative material to link the common origins of Surrey Park, Surrey Drive and the Brickworks (see 4.1.7 e) above) and explain histories.

#### **4.6 COMBARTON STREET RESERVE - RANKING : "C"**

##### **4.6.1 Description**

As shown in Figure 4.8 and photograph 4.17 the site remains similar in appearance to that portrayed on the 1945 air photograph with an additional plot of land (1) acquired since that date. A simple path (2), now in concrete, crosses the site and is flanked by two cast iron lamp posts (3) with recent electric fittings of contrasting style. The 1945 air photograph suggests a phase of (1930's ?) tree planting along the path; only a few of these trees survive. A number of mature oak (4) shown as large trees on the 1945 air photo suggest the theme of pre existing planting at the time of acquisition by Council. (5) large Box Elders (*Acer negundo*) planted around 1930 probably represent an early phase of Council planting. More recent planting has been of Box Elders and Swamp Mahogany (6) recent play area.

##### **4.6.2 Significance**

Combarton Street Reserve was acquired in the 1920's by Council as a result of the same civic open space policy which led to the acquisition of the area Box Hill Gardens in 1920. It is an essential component of the Historic Area described in 3.4.

##### **4.6.3 History**

The Reporter of 01/011/29 refers to the Reserve as being in Council ownership but with beautification still to proceed. It is likely that a phase of clearance and planting in the 1930's saw the first addition to much older tree planting (oaks) inherited from previous landowners activities.

##### **4.6.4 Recommendations**

It is considered that some additional features, in the spirit of the surrounding Californian Bungalow style, although never actually present in the Reserve, would enhance its present role as a central open space in a historic precinct. Planting of "Maples" or the erection of a simple timber structure in the style of adjacent bungalow timber work, would be appropriate.



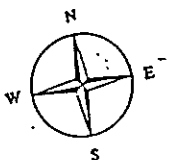
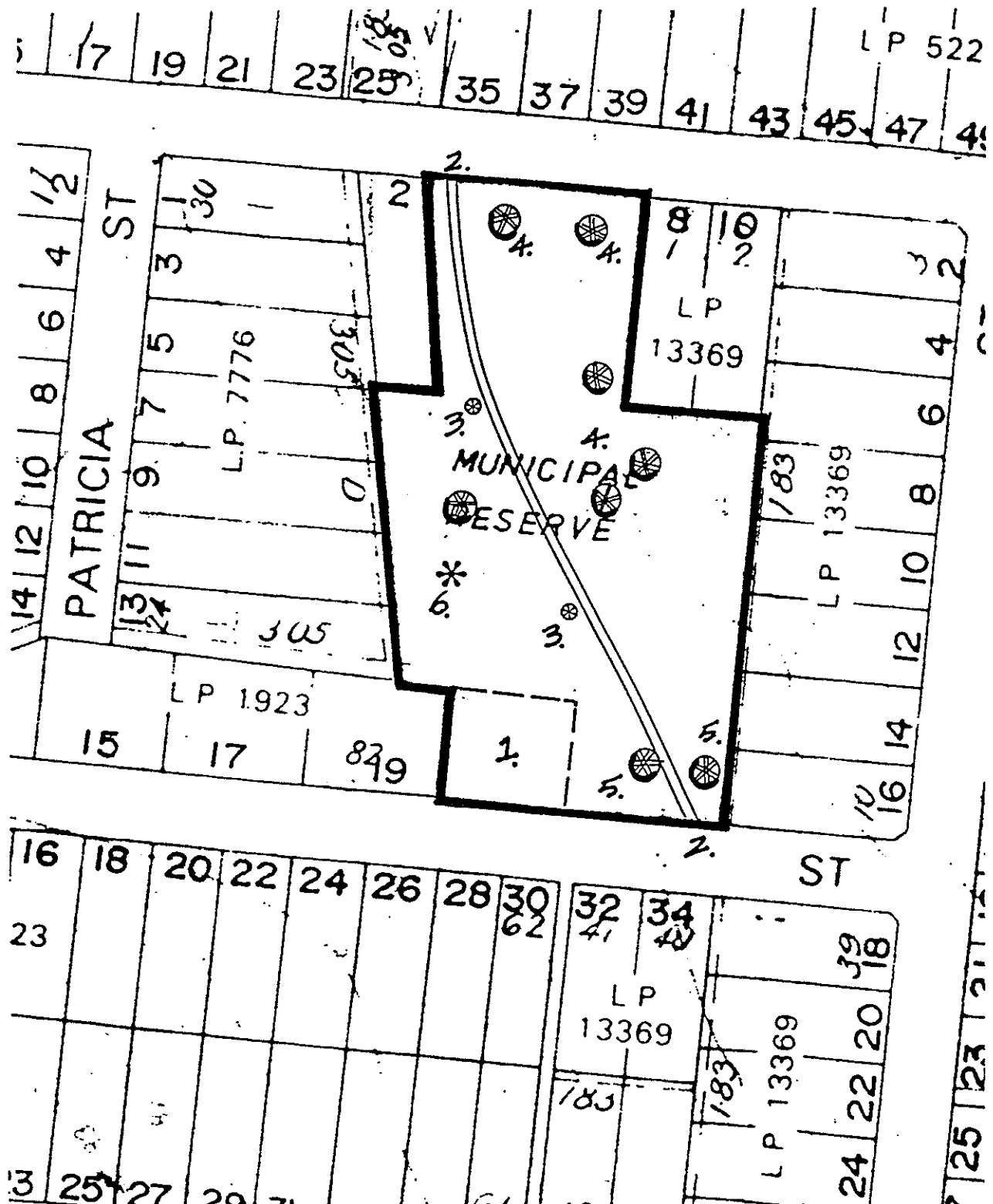


FIGURE 4.8  
COMBARTON ST. RESERVE  
SCALE 1:1250



Photo 4.16 Surrey Drive looking south at Kent Road.



Photo 4.17 Combarton Street Reserve looking south.

#### 4.7 THE ARTISTS CAMP - RANKING : "C"

##### 4.7.1 Description

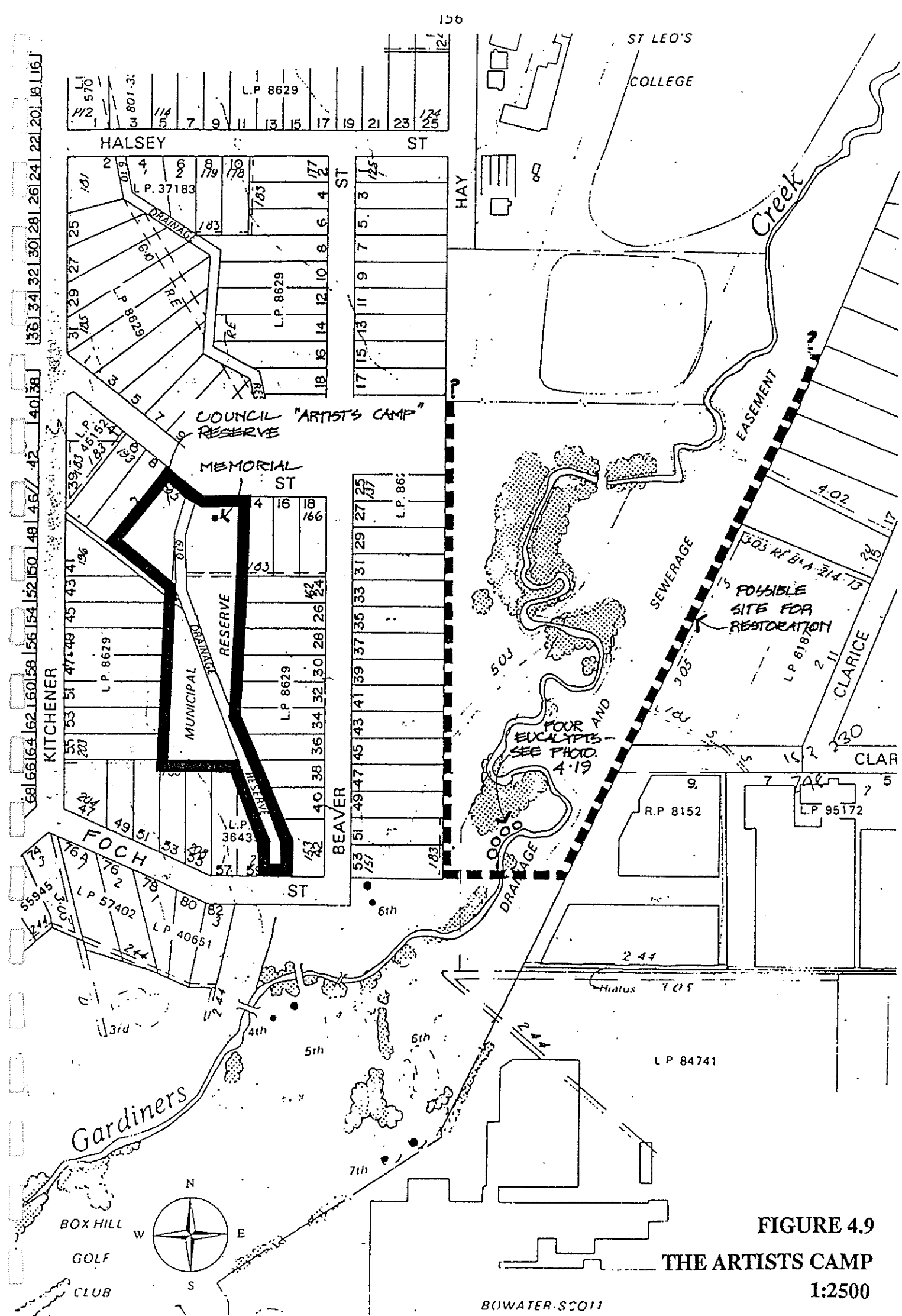
- a) Gardiners Creek typifies the changes which urbanisation have brought to the natural landscape of the City of Box Hill. The Gardiners Creek system is now confined to an area running south west from the junction of Canterbury and Middleborough Roads, although the R.H.L. Sparks Reserve retarding basin immediately to the north and the Blacks Link creek in Blackburn are part of the same system. Tributary valleys remain in topography only, surface water having long since been directed underground.
- b) A Council Reserve named "The Artists Park" is located close to the Creek between Foch Street and Prince Street (see Figure 4.9), and includes play equipment and a rough hewn stone memorial to the "Artists" with a plaque dated 28th April, 1978.
- c) The Creek itself has over the years been regularised and the vegetation along it has been extensively cleared and replaced with exotic tree and grass species (see photograph 4.18). The extent and date of this clearance is evident from the 1945 aerial photograph although some areas of vegetation can be recognised as supporting continual regeneration.
- d) For example, a number of creekside trees to the east of the Foch/Beaver Street junction (see Figure 4.9 and photograph 4.19) appear to be of the order of 70-80 years old, most probably descended from parents growing in that locality. A large River Red Gum (*Eucalyptus camaldulensis*) grows in the rear of 55 Kitchener Street and has a canopy of about 60 years growth, the stump being older. Trees of a similar age can be found along Bedford Street north of Canterbury Road (including Manna Gum - *E. viminalis*, Yellow Box - *E. melliodora* and Stringy Bark).

##### 4.7.2 Significance

The Gardiners Creek area is of local significance because of its association with the "Artists Camp" on land farmed by David Houston, the site of the activities which nurtured the development of the "Heidelberg School" a movement of National if not international significance: the boundary of the land owned by Houston is shown on Figure 4.10.

However, the disappearance of Houstons farm and the present inability of the existing land to demonstrate the qualities of tranquility, light, shade, water and native woodland which first drew the artists to the area and then encouraged their work, severely reduces physical significance to one of local level only.

The site identified as having the highest level of significance within Gardiners Creek is that shown on Figure 4.10, being close to Houstons former land holding, adjacent to the Creek and containing a number of mature trees indigenous to the locality.





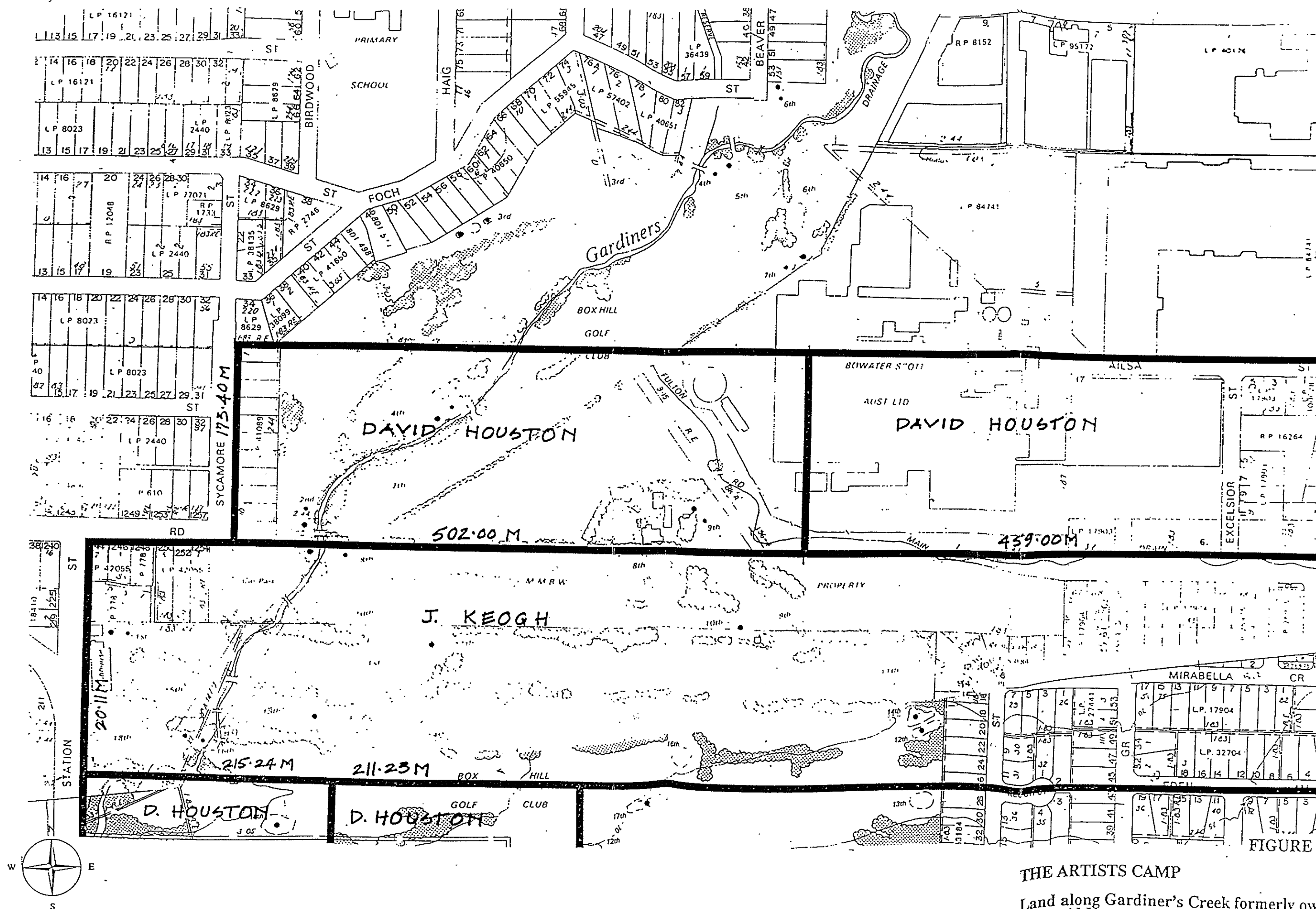






Photo 4.18 Gardiners Creek at Foch Street. Artificial watercourse and exotic trees and grasses.



Photo 4.19 The Artists Camp ? Old native trees on Gardiners Creek east of Beaver Street.



#### 4.7.3 History

In 1885 a number of artists set up tents on Gardiners Creek in a paddock belonging to David Houston. Tom Roberts, then aged 29 and just returned from Europe, tried the new ideas of the impressionists he had met in Spain. Together with his friends Frederick McCubbin, Louis Abrahams and Arthur Streeton he experimented with the novelty of conceiving, working and completing paintings in the open air in and around this location. "The Bush Burial" and "The Artists Camp" are two works originating here, evoking images of an early, pastoral Box Hill.

These artists later moved their "studio" to the house at Eaglemont which led to the term "the Heidelberg school".

#### 4.7.4 Recommendations

- a) Considerable design and restoration work is required to realise the potential national significance of the site indicated in Figure 4.9; although local voluntary interest has been conveyed to Council (Note 1) the tasks of securing funding, land acquisition, commissioning of designs and execution are probably best co-ordinated by Council itself. The obligation of initiating action lies, at the moment, with Council.
- b) Development of the site should include access, parking, interpretative facilities and the recreation of the natural vegetation shown in paintings conceived and executed at the "Artists Camp".
- c) Suitable plant material should be propagated locally from local vegetation to produce an authentic restoration of the Creekside.

Note:

(1) Letter to Council from John Jack, 05/12/89.

**4.8 PRESBYTERIAN LADIES COLLEGE GROUNDS - RANKING : "D"****4.8.1 Description**

- a) The grounds of the Presbyterian Ladies College are situated at the north west corner of the Elgar Road, Burwood Highway junction (Figure 4.11). The grounds are now extensively developed and contain buildings, car parking and sports fields. the northern and eastern boundaries (Photograph 4.20) are marked by continuous mature mixed coniferous tree belts (1). There are a number of mature exotic trees around the core of older buildings and their original driveway (2). Mixed planting of native species of varying age occur elsewhere, notably the western and southern boundaries (3).
- b) The coniferous tree belts date from the last century and appear on the 1945 aerial photograph as more extensive shelter belts surrounding paddocks and gardens (Figure 4.12). Much of this planting has disappeared due to the development of school buildings and the widening of Burwood Highway. Former tree belts are shown on Figure 4.11 (4). A number of mature exotic trees depicted in Figure 4.12 remain.

**4.8.2 Significance**

The significant tree planting is (a) the coniferous belt along the northern and eastern boundaries and (b) the exotic planting around the central area.

The significance of (a) derives from its current visual contribution to this area of the City (Elgar and Burwood Roads being main roads), its age and its ability to demonstrate the appearance of form of an agricultural landscape now disappeared from the City.

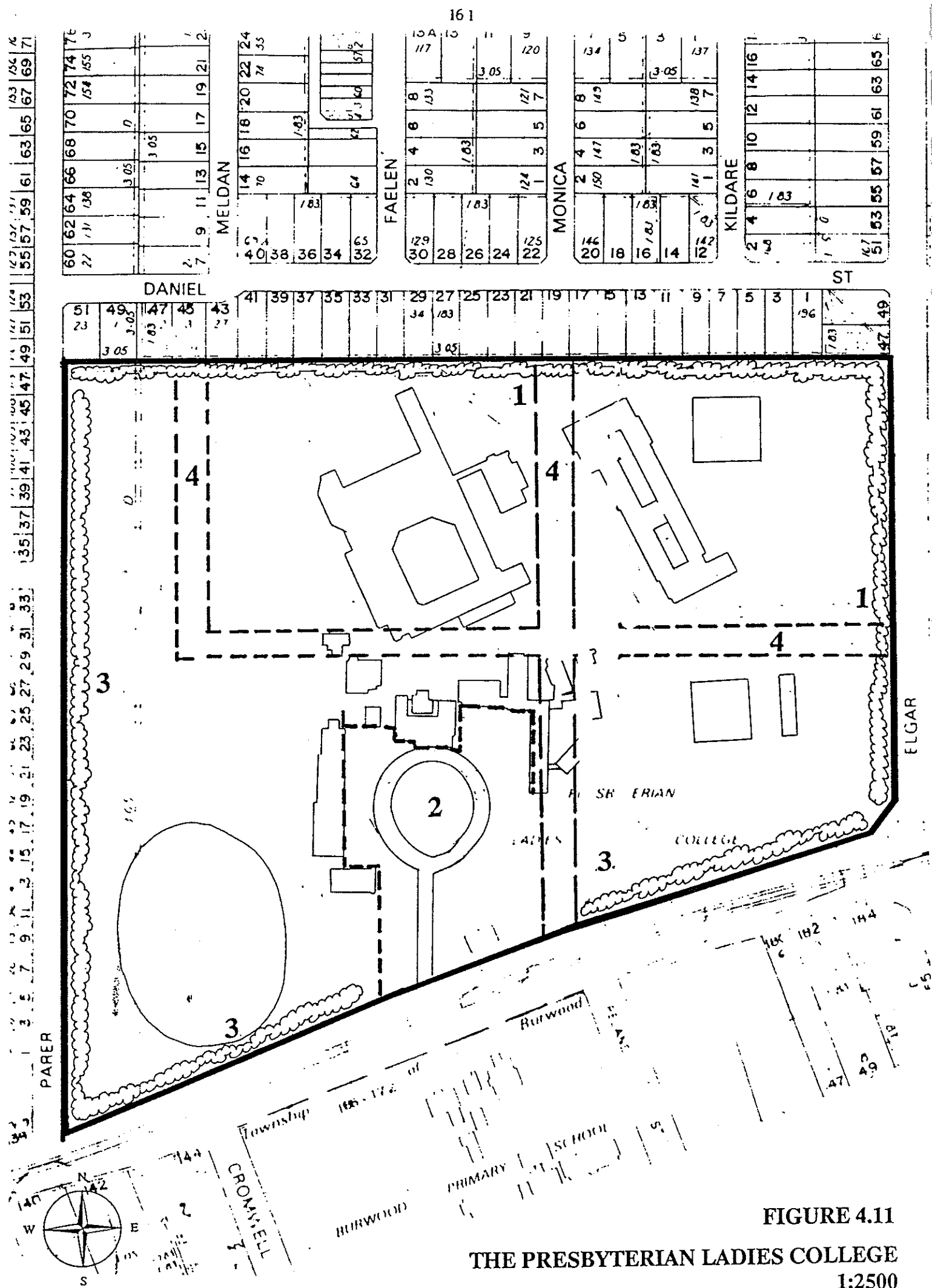
The significance of (b) in association with (a) derives from the age and style of the planting which compliment the sites built history.

**4.8.3 History**

In 1938 The East Melbourne School Presbyterian Ladies College purchased the house and grounds of "Heathersett" owned by Mr Percy Lemon and containing the vegetation referred to in 4.8.2. Preparatory school began in February 1939 and the remainder of the school moved to the site by February 1958.

**4.8.4 Recommendations**

- a) The preservation of the coniferous tree belts by immediate under planting is recommended. Their health is currently good but life expectancy is limited.
- b) A comprehensive survey of mature exotic trees around the older core of the site would be desirable, especially in conjunction with a study of buildings.



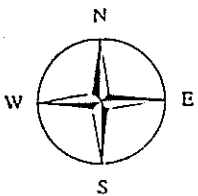


FIGURE 4.12  
THE PRESBYTERIAN LADIES COLLEGE  
Aerial View 1945 (Source: City of Box Hill)

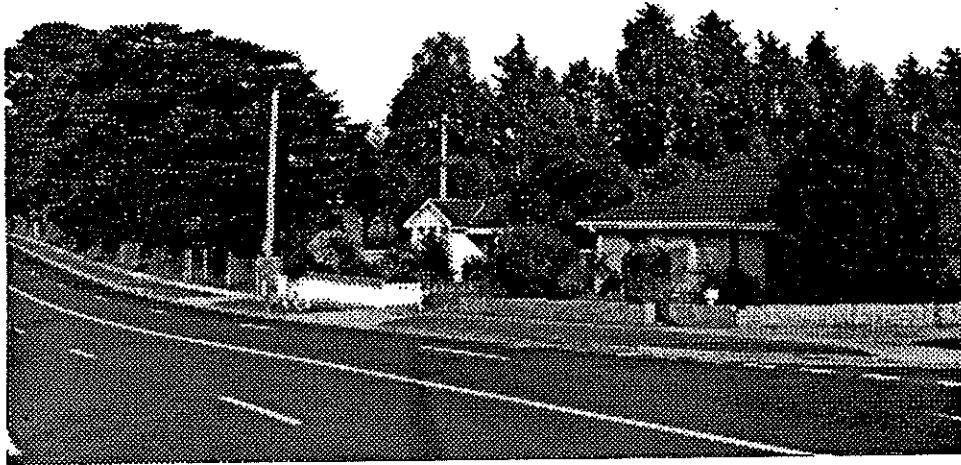


Photo 4.20 Presbyterian Ladies College, north eastern corner (Elgar Road).

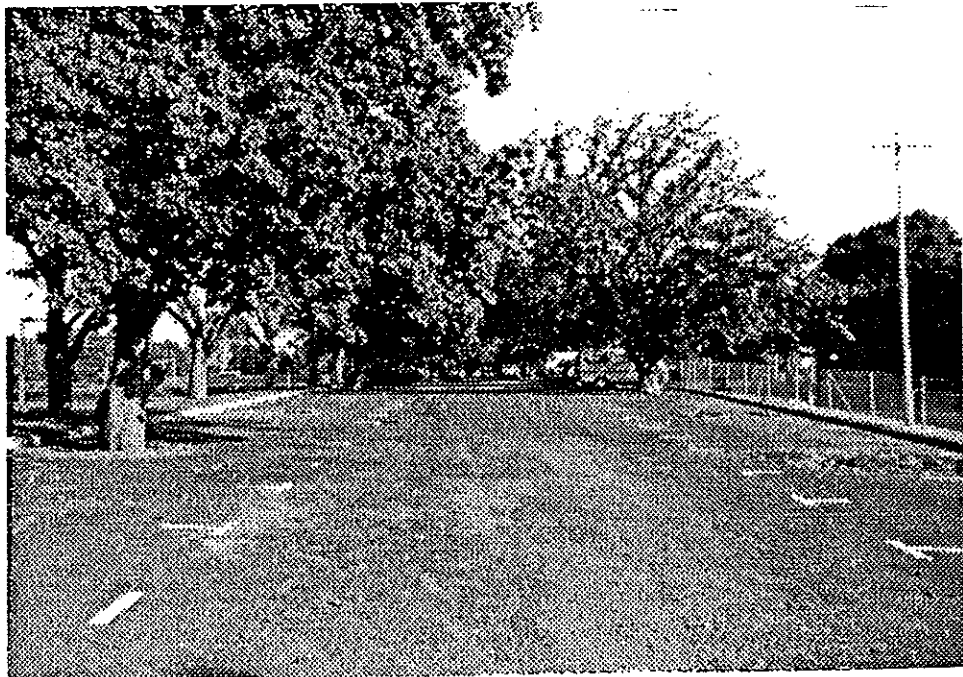


Photo 4.21 Kingswood College: Avenue looking west from Station Street.

#### **4.9      KINGSWOOD COLLEGE GROUNDS - RANKING : "D"**

##### **4.9.1    Description**

The grounds of Kingswood College are adjacent to Station Street and contain a number of mature exotic trees, chiefly oak and elms (Figure 4.13). Oak trees occur in a continuous line along the eastern, Station Street, boundary (1), in a depleted line along the western boundary (2) and in a double row avenue along the sites northern edge (3). The remnants of this avenue appear to be suffering from the combined effects of old age and the sealed car park surface. Holes mark the former positions of mature trees.

The 1945 aerial photograph shows a more extensive arrangement of formal avenues (probably oak and elm) and boundary planting (Figure 4.14).

##### **4.9.2    Significance**

The significance of the mature exotic tree planting is derived from its visual contribution to this part of the City (oak trees formerly planted in the Station Street nature strips north to the District Centre are now severely depleted) and from the age of the oak and elm trees contained in the avenue. These trees are typical of the ornamental planting of the time and are of comparable age to the oldest in the Combarton Street Reserve (4.6) and Box Hill Gardens (4.3).

##### **4.9.3    History**

The land now occupied by the College was formerly the 25 acre grounds of "Gwynton Park" owned by R. Campbell Edward. The land was purchased in 1930 by Box Hill Grammar School (previously known as New College) which moved from its previous site on Rose Street in 1930. The school was renamed Kingswood College in the 1960's.

##### **4.9.4    Recommendations**

- a)    The preservation of the continuity of exotic tree planting is desirable and could be achieved by underplanting, especially in the avenue area.

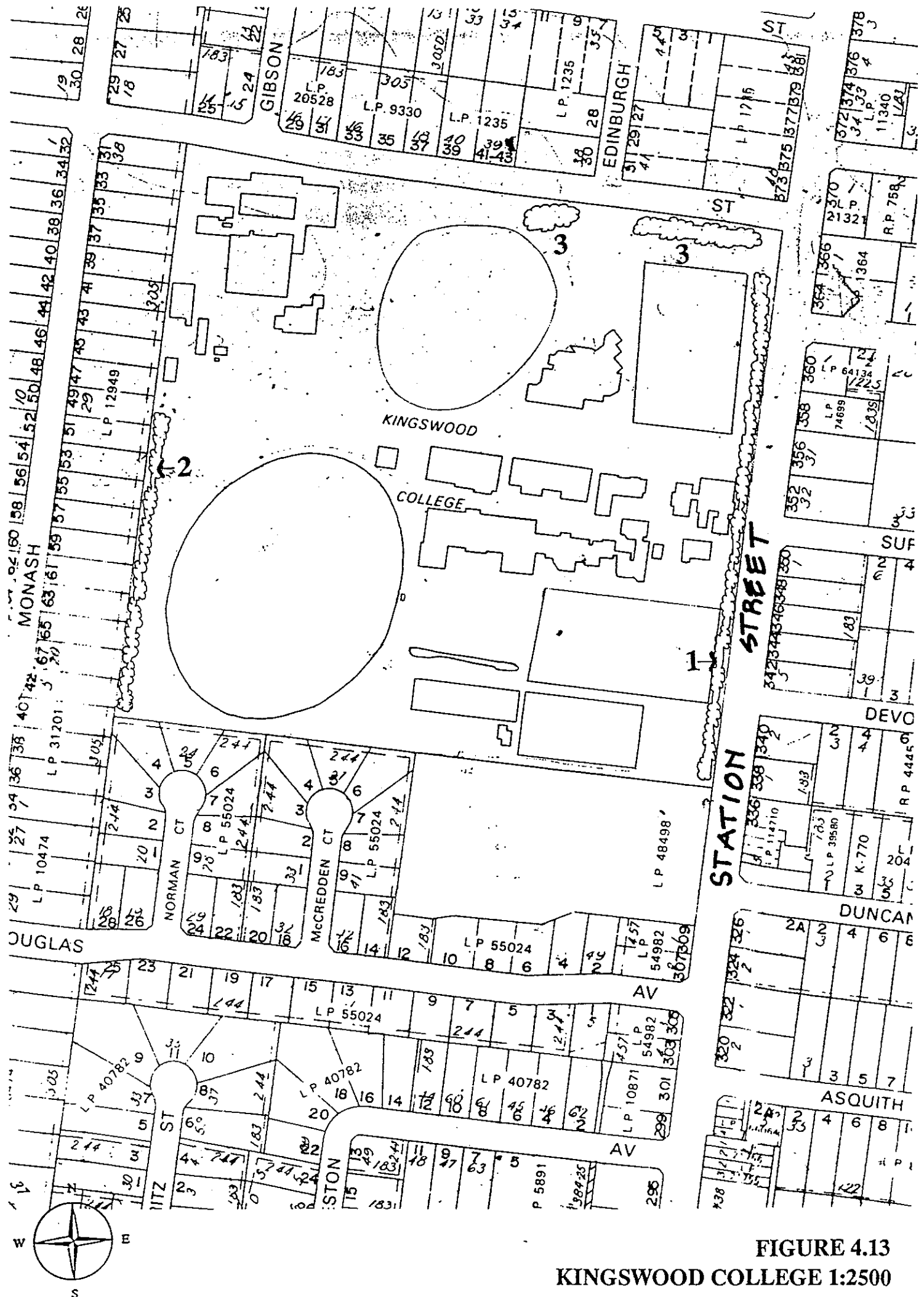


FIGURE 4.13  
KINGSWOOD COLLEGE 1:2500



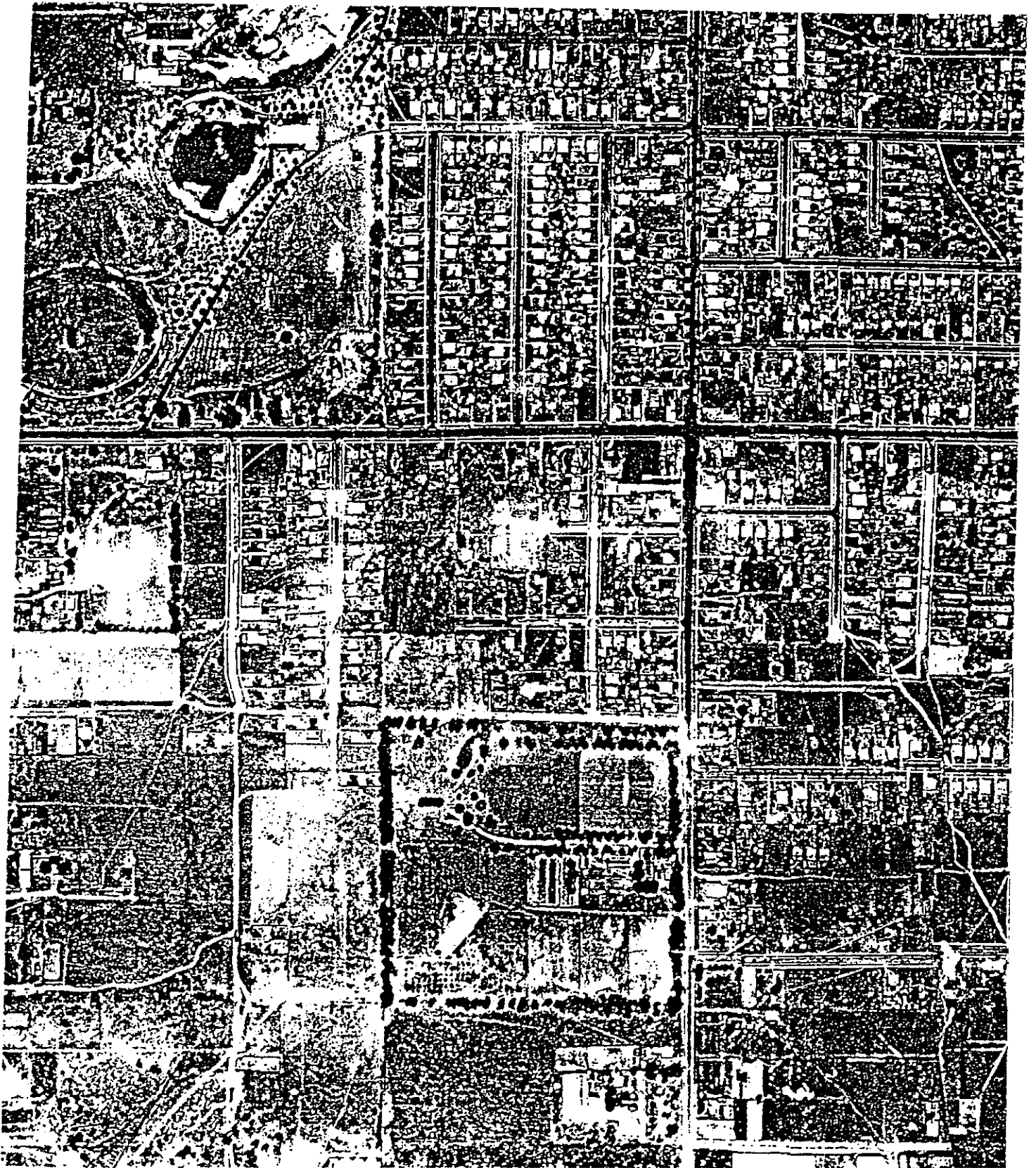
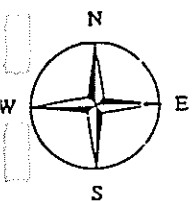


FIGURE 4.14

KINGSWOOD COLLEGE

Aerial View 1945 (Source: City of Box Hill)





**4.10 GARDEN, 19 HILL STREET, BOX HILL - RANKING : TO BE ASSESSED****4.10.1 Description**

- a) The small garden at the front and rear of 19 Hill Street (Figure 4.15) contains reasonably intact stone paving, ornamental birdbaths, stone edged pool (now drained of water) and dwarf stone retaining walls. The planting, although in a very poor state of maintenance, contains a variety of mature trees and shrubs with lawn areas.
- b) The style of the garden in its present state is largely influenced by the stonework which has survived neglect better than the plants. The style is typical of gardens modelled on the 1920's and 1930's "cottage" garden.
- c) The adjacent property (21 Hill Street) has been demolished and the boundary fence with No. 19 has been removed.
- d) Photographs 4.22 to 4.29 are located on Figure 4.15.

**4.10.2 History**

19 Hill Street was owned by Eric H. Hammond who from around 1926 until the 1960's worked as garden construction contractor to Edna Walling (1896-1973) the renowned domestic garden designer. This long association made Hammond familiar with Wallings style of garden design and construction. As Peter Watts relates (Note 1); Edna Walling wrote to Hammond in 1959;

*"I feel sure that you will not misunderstand me when I ask you not to give too much away in your association with other landscape designers.*

*Having been practically the sole contractor of my jobs during almost a lifetime of work, you have been in a unique position and I would not like our happy association to be marred by any feeling of resentment on my part for the sake of a mere work of appeal.*

*As you know, any designing ability I may have is not the result of any university course or any other tuition but is purely a gift from above and, apart from being my bread and butter, I am eternally grateful for it and feel that I must guard it against any duplication.*

*It must always be remembered that ideas are one thing and their right application is another. You will I know realise that discrimination in the matter of the recipients of these ideas and experiences is rather important to me.'*

Eric Hammond's career has been summarised by "Landscape Australia" magazine (Note 2).

It is understood that a copy of the original plan of the garden is held by the La Trobe Library.

**4.10.3 Significance**

The National Trust is not aware of the garden and has not classified it.

The assessment of significance of the garden is subject to the recommended further work below.

**4.10.4 Recommendations**

Further work is required to enable a detailed record to be made of the garden layout and contents. This should include the preparation of a plan, planting layout, schedule of hard materials and photographs.

This will be dependent on obtaining owner's permission.

Note:

1. Watts, P. 1981 "The Gardens of Edna Walling", National Trust Victoria.
2. "Landscape Australia" No. 1/88 p. 95.

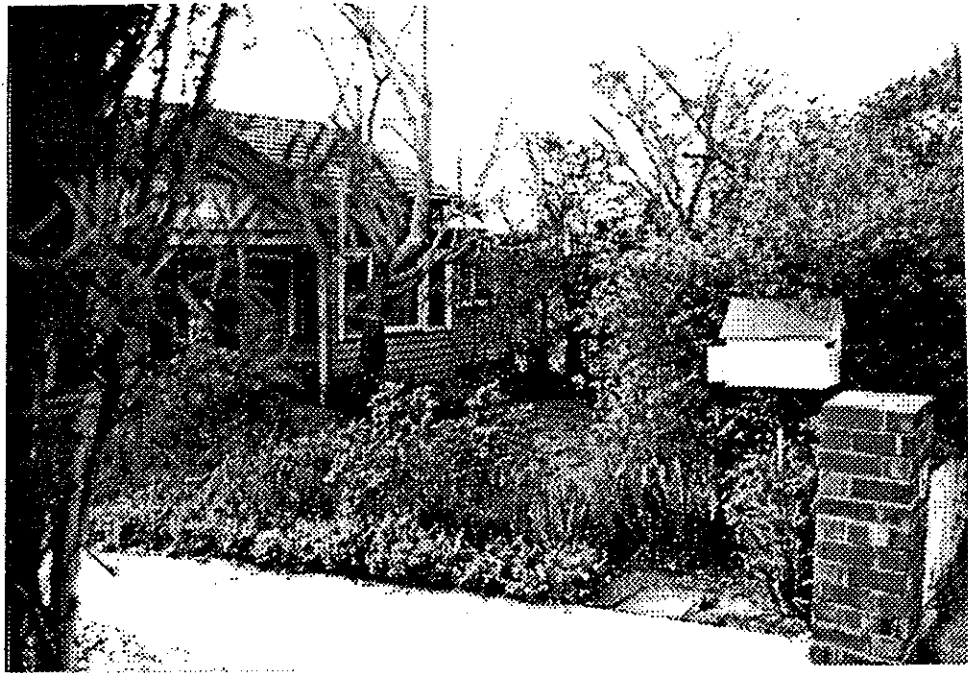


Photo 4.22 19 Hill Street (views located on figure 4.15).



Photo 4.23 19 Hill Street.



Photo 4.24 19 Hill Street.



Photo 4.25 19 Hill Street.



Photo 4.26 19 Hill Street.



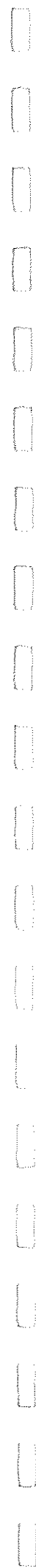
Photo 4.27 19 Hill Street.



Photo 4.28 19 Hill Street.



Photo 4.29 19 Hill Street.



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