

CITY OF GLEN EIRA THEMATIC ENVIRONMENTAL HISTORY [REFRESH] 2020



**Prepared for
The City of Glen Eira
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A EXECUTIVE SUMMARY

The suburbs that comprise the City of Glen Eira have a long and multi-layered history that encapsulates many different phases of human settlement and interactions. While the entire study area was subject to European settlement from as early as the 1840s, this has manifested itself in different ways in different locations: mansion estates in the north-western fringe (present-day Elsternwick, St Kilda East and Caulfield North), pastoral runs (present day Caulfield South, Carnegie and Murrumbeena) and agricultural activity, mostly market gardens, in the south (present-day Bentleigh and Bentleigh East).

Today, physical evidence of early settlement is represented by a handful of surviving grand residences of the 1850s and '60s scattered across Elsternwick, St Kilda East and Caulfield North, areas otherwise strongly characterised by a subsequent layer of Boom-era mansion and villa development. Further afield, in Carnegie, Glen Huntly, Murrumbeena, McKinnon, Ormond, Bentleigh and Bentleigh East, the earliest surviving buildings tend to date back only as far as the 1880s, spread among more dominant layers of twentieth century settlement. While Carnegie, Murrumbeena, McKinnon and Ormond remain strongly characterised by inter-war development, areas further to the south, such as Bentleigh (and parts of Bentleigh East), are still most potently evocative of post-WW2 settlement.

While consideration of the study area's chronological development can be an invaluable tool in understanding the physical environment of today, it can be just as useful to consider development in a thematic rather than chronological sense. In this way, one might consider the broader impact that, say, market gardening or post-WW2 migration has had across the entire municipality. Recurring themes, such as the influence of expanding railway and tramway networks, improved road infrastructure, or the pattern of the establishment of local schools and places of worship, can provide fresh insight into the development of a region.

Thus, the current project was conceived to update the City of Glen Eira's original environmental history, prepared by Andrew Ward as part of his multi-volume *Glen Eira Heritage Management Plan* (1996), by re-formatting its chronological layout into a standard thematic framework, and providing additional information as required, particularly in relation to post-WW2 development.



B INTRODUCTION

B.1 BACKGROUND & BRIEF

A high-level review of the Council's existing environmental history, prepared by Andrew Ward as part of his *Glen Eira Heritage Management Plan* (1996), was undertaken in 2019. The purpose of this review was to identify elements deemed to be outdated, absent, to be expanded upon or added to bring the study up to date and in line with current best practice.

Completed by Built Heritage Pty Ltd in June 2019, the high-level review took the form of a brief ten-page document. Its principal recommendation was that Ward's existing history, which had been laid out in a chronological order, should be re-formatted into the thematic framework as defined by *Victoria's Framework of Historic Themes*. This framework, which represents the current industry standard for a Thematic Environmental History (TEH), comprises ten themes, each with a number of more specific sub-themes that encapsulate virtually every sphere of human interaction that may have an impact on the physical environment. The high level review listed these standard themes and sub-themes, indicating which ones were considered to be adequately covered by Ward's existing history, which ones were considered to require expansion or updating, and which ones were not covered by ward and would require new material to be prepared. It was also noted which themes and/or sub-themes were not considered to be applicable, or particularly noteworthy, within the context of the development in City of Glen Eira.

In July 2019, Built Heritage Pty Ltd was instructed to proceed with reformatting, updating and rewriting the environmental history in accordance with the recommendations (and proposed methodology) outlined in the high-level review. A draft of the updated document, incorporating reformatting and additional text but excluding illustrations and lists of related places, was issued to Council on 22 September 2019. This, in turn, was updated in February 2020 to incorporate some minor revisions and additions, as well as insertion of illustrations and lists of related places for each sub-theme. Further revisions were made after a second round of review in May 2020.

B.2 METHODOLOGY

Reformatting of existing history

Relevant text from Ward's 1996 environmental history was placed under each relevant theme contained within *Victoria's Framework of Historic Themes*. In the reformatted document, Ward's text was indented, italicised and given an introductory subtitle ("From Andrew Ward's 1996 history") to make it clear to the reader that it is quoted material. Page numbers, giving the location of the text in Ward's original report, were also cited. It was resolved that, to provide as complete a picture as possible, all of Ward's original text would be quoted somewhere in the reformatted history. Ultimately, only his generic introduction to Melbourne settlement, and a few sentences pertaining to development outside the City of Glen Eira, were excised. In a few cases, where Ward's reference to a specific sub-theme consisted of a perfunctory sentence or two, the material was paraphrased (and footnoted) rather than quoted directly. Editing was otherwise kept to an absolute minimum. Errors in spelling and formatting were corrected, and, where necessary, additional comment was inserted in square brackets to clarify or update certain specific points.

The reformatted TEH adopts the standard numbering system established by *Victoria's Framework of Historic Themes*, where each of the ten principal themes is designated sequentially (1.0, 2.0, 3.0, etc), and each of the sub-themes following to one decimal place (1.1, 1.2, 1.3, etc). To further assist in taxonomy, discussions under each sub-theme were further broken down into even more specific "sub-sub-themes", which were indicated by underlined and unnumbered headings. Most of these headings relate to the non-exhaustive list of "prompts" contained in *Victoria's Framework of Historic Themes*, while others were coined by the consultants.

Expanding history in new format

With Ward's quoted text clearly identified, new text written by the present author was added in fully-blocked plain text, so that it remained apparent throughout the reformatted history which material was old and which was new. The process of adding additional text to supplement existing discussions, or provide new ones, was underpinned by a limited amount of historical research. In preparing a TEH from scratch, one is expected to draw basic historical information from sources that are readily available to the layperson. As such, the emphasis will be on published secondary sources (notably, the standard local history titles) and only primary sources that are available online, such as digitised archival newspapers, maps, plans and photographs.

In this particular case, it is anticipated that most supplementary historical detail would be gleaned from the two standard local history sources: Peter Murray and John Wells' *From Sand, Swamp and Heath: A History of Caulfield* (1980) and Dr Geulah Solomon's *Caulfield's Heritage* (1990). The latter publication, which was commissioned by the City of Caulfield as a follow-up to the former, comprises four separate volumes that provide thematic rather than chronological coverage. As such, they provided a particularly fruitful resource for filling gaps in Ward's text. In updating material pertaining to those suburbs within the former City of Moorabbin (ie Bentleigh, Bentleigh East, McKinnon and Ormond), reference was made to the two counterpart publications for that municipality: *City of Moorabbin: A Centenary History* (1962) and John Cribbin's *Moorabbin: A Pictorial History, 1862–1994* (1995). The accuracy of these published sources was taken at face value.

During the course of the project, it became necessary to consult a few more specific publications covering the history of individual suburbs within the municipality, namely D F Jowett and I G Weickhardt's *Return to Rosstown: Railways, Land Sales and Sugar Beet Ventures in Caulfield* (1978) and Colin G Smith's *Merric Boyd and Murrumbidgee: The Life of an Artist in a Time and a Place* (2013). Several other general books and thematic surveys were consulted when researching local manifestations of specific sub-themes, such as fire stations, Jewish migration, railway lines, motor garages and architectural awards.

For a select list of secondary sources consulted for the review, see Appendix.

In cases where a specific piece of information could not be located in the standard local history sources (eg, the date that electricity services were first connected to Moorabbin), reference was made to online primary sources such as digitised archival newspapers, maps and photographs. Reference was occasionally made to other archival sources that are now available online, including census records, theses, and annual reports of government bodies such as the Housing Commission of Victoria, State Electricity Commission, and Hospital & Charities Commission.

For time and budgetary reasons, and also to ensure that source material could be readily consulted and cross-referenced by the interested reader, it was not considered appropriate for the revised TEH to use offline primary sources, and particularly unique archival material such as manuscripts, letters, unpublished memoirs, etc. This approach reflects the standard methodology for the preparation of TEHs.

Illustrations

It was anticipated that the reformatted and expanded TEH would incorporate as many of Ward's original illustrations as possible, where the original image (be it a photograph, map, plan or diagram) can be readily sourced and rescanned for improved clarity. These images would be supplemented by additional images to illuminate some of the updated, expanded and newly-prepared thematic discussions.

Ultimately, only about one-third of Ward's illustrations (mostly maps and plans that have since been digitised by the State Library of Victoria) could be traced back to their original sources, and many (but not all) of these incorporated into the revised TEH. As Ward's history had a strong emphasis on maps and plans, rather than actual photographs or sketches, it was resolved to include more of the latter type of illustration in the revised report. The revised report ultimately included just over twice as many illustrations as had been in Ward's original history.

Related places

For each thematic discussion, it can be helpful to know of specific places or objects in the study area that are deemed to be demonstrative of that particular theme/sub-theme. While the thematic text may discuss a number of actual places, not all of these places will necessarily remain extant today. Many of these places may have been demolished, others unlocatable and some still standing having been much altered. The inclusion of a place in the thematic text does not imply that it is more important than any other example, or it necessarily warrants heritage protection.

At the end of each thematic discussion, a list of "related places" was included. It was resolved that these lists would be limited to places that are currently covered by a heritage overlay (either as an individual place or in a broader precinct) or have been recommended for such protection through subsequent heritage surveys or one-off assessments, including further work by Andrew Ward and more recent work by RBA Architects and Built Heritage Pty Ltd. A few additional places were included that, while not yet subject to assessment by Council, were gleaned from the register of places classified or recorded by the National Trust of Victoria. For each place included in a list of "related places", square brackets were used to cite its current HO number on the heritage overlay schedule, or the initials of the consultant or group who identified it (ie, AW, RBA, BH or NT).

A note on nomenclature

During the period of 150 years covered by the revised TEH, the names of suburbs (as well as their political boundaries) have been subject to change, as have the names of streets, parks, churches, schools and other places. Contemporary sources can often be inconsistent, with parts of St Kilda East sometimes described as Balaclava, and parts of Bentleigh East referred to as Oakleigh South. The portion of Bentleigh focused along Centre Road was originally known as Brighton East, while areas further south, abutting South Road, were sometimes referred to as South Brighton and later as Moorabbin. In primary sources, the name Glenhuntly (whether in reference to the road, the railway station or the suburb itself) is variously rendered as either one or two words. This report adopts Council's own convention, whereby Glenhuntly Road is spelt as one word, and the suburb itself as two (ie Glen Huntly).

Otherwise, the revised TEH uses original suburb names where they are considered chronologically appropriate, with the present-day counterpart in parentheses, if necessary for clarification. This same convention was adopted for other proper names that have changed over time. The Nepean Highway, for example, is referred to as Arthur's Seat Road when discussing its nineteenth century incarnation, and as Point Nepean Road in the first half of the twentieth century. In the same way, municipalities are referred to by the name that was in use at the time of the event or development under consideration. Hence, the Shire of Moorabbin will be identified as such if referring to something that took place between 1871 and 1934, and the City of Moorabbin for the period from 1934 until council amalgamation in the 1990s. The physical extent of the current municipality is referred to as either "what is now the City of Glen Eira", or, for brevity, as "the study area".

B.3 DISCLAIMER

By its very nature, a TEH is intended to provide a broad snapshot of patterns of settlement and other manifestations of themes/sub-themes within a given area, rather than exhaustive coverage. As such, the fact that a specific building, place, object, person, group or organisation is mentioned in the text (or included in a list of related places) should not be misconstrued that it is necessarily any more important, or more potently demonstrative of any particular theme/sub-theme, than another that has not have been mentioned.

B.5 AUTHORSHIP

The reformatted and updated TEH was completed by Simon Reeves, director and principal of Built Heritage Pty Ltd.

C THEMATIC ENVIRONMENTAL HISTORY

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- 1.2 Tracing the emergence of Victoria's plants and animals
- 1.3 Understanding scientifically diverse environments
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- 1.5 Living with natural processes
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- 9.5 Advancing knowledge

1.0 SHAPING VICTORIA'S ENVIRONMENT

1.1 Tracing climate and topographical change

This is not considered to be a major theme in the development of the City of Glen Eira.

1.2 Tracing the emergence of Victoria's plants and animals

Evolution of flora and fauna: remnant indigenous vegetation

From Andrew Ward's 1996 history:

The Brighton Estate [of Henry Dendy] was described on Robert Hoddle's Plan of 1841 as "open forest land, timbered with gum, oak, cherry and honeysuckle". The soil was "sandy" and the land "gently undulating", a fact attested to by the boundary survey shown as a line between several marked trees and traversing shallow hills and dales, with heath along the North Road boundary". (p13)

By 1846, John O'Shanassy [early grazier in what is now Bentleigh] was complaining of "this heath-cursed country". (p 13)

Joseph Hunt recalled in 1913 that [back in the 1850s] the district was "pretty well timbered, with a good deal of red gum, not large, but thick, peppermint and whitegum". His description bears out the accuracy of the 1857 plan. (p 19)

An evocative snapshot of remnant indigenous vegetation in the study area is provided by a rough sketch of the landscape at Elsternwick, made by architect Robert Russell in 1875 (Fig 1). As is the case with many other parts of the metropolitan area, much of this type of vegetation has long since disappeared to make way for new development. Today, samples of River Red Gum (*Eucalyptus camaldulensis*) and other indigenous trees can be found dotted across the study area, including the Outer Circle Railway Linear Park, the Yarra Yarra Golf Club, the grounds of Rippon Lea in Elsternwick, the Brighton Cemetery, Booran Reserve, Caulfield Racecourse and some railway reserves.¹ The Moorabbin Reservoir Reserve (Warrigal Road) is home to twelve species of flora not found elsewhere in the study area.

None of Glen Eira's habitat at the time of European colonisation has survived without major modification. Nevertheless, small patches retain remnants of the pre-colonisation flora and some artificial lakes have become occupied by some of Glen Eira's original wetland fauna and flora.

Related places

Carnegie Railway Station Reserve [proposed HO123] – remnant indigenous vegetation including "Rosie" the River Red Gum, estimated to be 350 years old.

House (Ripponlea), 192 Hotham Street, Elsternwick (1868) [HO36] – remnant indigenous vegetation, as well as indigenous waterbirds, migratory eels and wetland plants in and around the lake area.

1.3 Understanding scientifically diverse environments

This is not considered to be a major theme in the development of the City of Glen Eira.

1.4 Creation stories and defining country

While this theme is outside the scope of this post-contact study, as Kulin Nation Country, tradition holds that the land now comprising the City of Glen Eira has always been protected by the creator Bundjil, who travels as an eagle, and by Waarn who protects the waterways and travels as a crow.²

1 Biosphere Pty Ltd, "Biodiversity on Glen Eira", unpublished report, version 1.1.7, 7 February 2018.

2 The City of Glen Eira is currently working on a study about the Aboriginal presence in the study area and this will be made publicly available in mid-2021.

1.5 Living with natural processes

Experiencing and responding to flooding

From Andrew Ward's 1996 history:

The Kings' station [taken up by Richard and John King by 1846] was situated on the "mail track to Dandenong" which skirted a swamp at this point, the "reedy swamp" being described as "water permanent but difficult of access in dry weather". It was a good site for a head station, the Kings' paddocks degenerating rapidly into "barren sandy soil" in the vicinity of the present Yarra Yarra Golf course. The land remained waterlogged until recent decades, Warrigal Road being subject to regular flooding well into the 1950s. (p 12)

At its meeting of 3 August 1863 the [Moorabbin District Road] Board resolved to repair ... the damage throughout the District after "the late flood". (p 23)

Research by the Glen Eira Historical Society, primarily drawn from contemporary newspaper accounts, shows that local experiences of flooding were not confined to the nineteenth century. Such incidents varied from localised flooding of a former watercourse delineated by Long Street, Elsternwick (1904) to a major squall that caused widespread flooding and property damage from Brighton and St Kilda to Bentleigh, McKinnon and Glen Huntly (1918). While Bentleigh and environs experienced recurring floods during the 1930s, that decade brought reports of flooding elsewhere in the study area, including retail premises along Koornang Road, Carnegie (1934; associated with Melbourne's record-breaking flood that year) and the Caulfield Racecourse (1937).

In the early post-war era, many of the new residential subdivisions in Bentleigh East suffered from inadequate drainage, resulting in localised flooding and oft-reported quagmires. Flash flooding in other parts of the study area has continued to occur to the present day, with major instances reported in 1996 and into the early twentieth century. According to a map prepared in 2018, the areas within the City of Glen Eira that still most prone to flash flooding include parts of Caulfield South, Ormond, McKinnon, Glenhuntly and Carnegie.³

Experiencing and responding to fire

A Voluntary Fire Brigade appeared in the study area as early as 1885, occupying a shed next to the Caulfield Shire Hall that was provided by the Council.⁴ However, further expansion would not occur until the passing of the *Metropolitan Fire Brigade Act 1890*, which facilitated a coordinated fire-fighting service for Melbourne that combined a city-based headquarters with a network of suburban outposts. The metropolitan area was carved into a Central District (covering Melbourne proper, with its flagship fire station on Eastern Hill) and seven regional zones, designated A to G. The suburbs within the boundaries of the present-day City of Glen Eira fell within D District, extending south from Prahran and South Yarra as far as Mentone and Mordialloc.

The first two Metropolitan Fire Brigade (MFB) stations in the study area, both commencing operation in 1895, were Caulfield No 30 (Glen Eira Road; Fig 2) and Elsternwick No 31 (Selwyn Street).⁵ It was not until 1917 that a third MFB fire station appeared in the study, with the opening of Glen Huntly No 29 in Glenhuntly Road. This took over the numerical designation of an earlier station, East Prahran No 29 (in Williams Road, outside present-day City of Glen Eira), which had closed down the previous year. This was to become a recurring pattern: as the network of MFB fire stations expanded outward in the 1910s and '20s, several original or early outposts ceased operation. This is precisely what happened in the study area, with the two existing fire stations at Caulfield and Elsternwick closing in 1919 and 1925 respectively.

³ SES City of Glen Eira Local Flood Guide, 1pp brochure, reviewed September 2018.

⁴ Murray & Wells, *From Sand, Swamp & Heath*, p 183.

⁵ Sally Wilde, *Life under the Bells: A History of the Metropolitan Fire Brigade, Melbourne, 1891-1991*, p 110.



Figure 1: Early view of the landscape at Elsternwick, as sketched by architect Robert Russell in 1875.
Source: Picture Collection, State Library of Victoria



Figure 2: MFB Fire Station No 30 at Glen Eira Road, Caulfield (1895; demolished).
Source: Sally Wilde, *Life under the Bells: A History of the Metropolitan Fire Brigade, Melbourne*

Although Bentleigh residents repeatedly agitated for provision of a local fire station during the inter-war years, Glenhuntly No 29 was to remain the only active facility in the study area for much of the twentieth century. Certainly, support would have been provided by the expanding network of D-District stations in surrounding suburbs, which would include St Kilda No 37, Brighton Road (1927), Brighton No 32, Boxshall Street (1939), Windsor No 35, Albert Street (1941) and Moorabbin No 34, South Road (1958). In the late 1980s, several of these stations were closed or replaced as the MFB embarked upon a major program of consolidation and upgrading. It was during this phase that Glenhuntly No 26 also ceased operation, replaced by a new modern counterpart on North Road, designated as Caulfield South No 32.

Related places

Elsternwick Fire Station No 31 (former), 2-4 Selwyn Street, Elsternwick (1895) [HO81]
- the oldest surviving fire station in the study area

1.6 Appreciating and protecting Victoria's natural wonders

This is not considered to be a major theme in the development of the City of Glen Eira.

2.0 PEOPLEING VICTORIA'S PLACES AND LANDSCAPES

2.1 Living as Victoria's original inhabitants

Aboriginal presence in the study area

From Andrew Ward's 1996 history:

Governor Bourke sanctioned the opening of the Port Phillip district in September, 1836, almost two years after Edward Henty's arrival at Portland Bay in November, 1834. John Batman had arrived in Port Phillip Bay on behalf of the Port Phillip Association in 1835 and already negotiated with the local aboriginal population for the handover of the present site of Melbourne and additional lands extending along the western shore of Port Phillip and Corio Bays to Geelong and the Bellarine Peninsula. (p 12)

Dobson, in The Living Harvest, notes that natural springs were one of the main reasons for the early settlement of East Bentleigh and Cheltenham after Dendy's Special Survey. He states that one such spring, at the corner of Centre Road and Bignell Road, had been a camping site for Aborigines. (p 12)

The City of Glen Eira is currently working on a study about the Aboriginal presence in the study area and this will be made publicly available in mid-2021.

2.2 Exploring, surveying and mapping

Undertaking early surveys

From Andrew Ward's 1996 history:

The Warrein Road, also known as North Road, marking the limit of the "Melbourne Five Mile Reserve", was surveyed as early as 1842 by the surveyor of Henry Dendy's Brighton Estate, Henry B Foot [Fig 3]. This land, allocated under the short lived Special Survey system, ran east from the Bay between North and South Roads with Centre Road as its axis as far as East Boundary Road through present day Ormond, Bentleigh and McKinnon. (p 12)

2.3 Adapting to diverse environments

This is not considered to be a major theme in the development of the City of Glen Eira.

2.4 Arriving in a new land

This is not considered to be a major theme in the development of the City of Glen Eira.

2.5 Migrating and making a home

Migrating to seek opportunity

From Andrew Ward's 1996 history:

By this time [early 1860s], the eastern and outer eastern portions of the [Dendy] Special Survey had been occupied predominantly by Irish settlers who have been described as "most numerous" at East Brighton, now Bentleigh and McKinnon, and present day Heatherton. (p 22)

While most early residents of the study area were of Anglo-Celtic descent, others are known to have maintained a visible presence. Murray & Wells have identified Kee Poy, who settled in the area in the 1860s, as "Caulfield's first Chinese market gardener".⁶ Others followed suit, expanding market gardens into the south and south-eastern fringes of the study area in the 1870s and '80s.⁷

⁶ Murray & Wells, *From Sand, Swamp & Heath*, p 97.

⁷ Murray & Wells, *From Sand, Swamp & Heath*, pp 101-102.

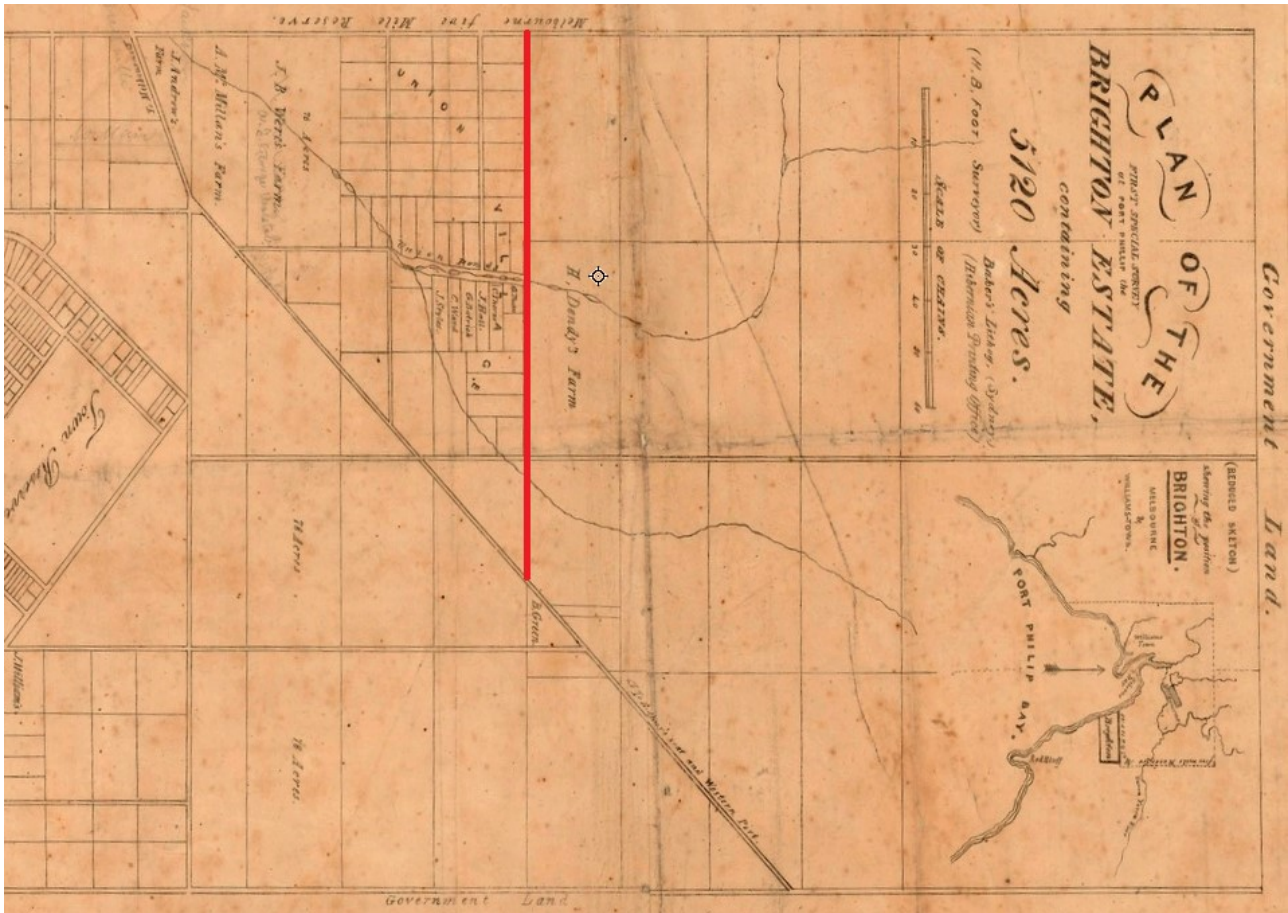


Figure 3: Detail of H B Foot's map showing Dendy's Special Survey (aka the Brighton Estate), Present day Thomas Street (west boundary of the City of Glen Eira) is indicated by red vertical line.
Source: Map Collection, State Library of Victoria

By the turn of the century, Chinese settlers had “moved from market gardening into hawking vegetables and then to selling tea and coffee”, later establishing commercial enterprises that included ubiquitous Chinese laundries, cabinet-makers and at least one herbalist, W H Gimm, who reportedly operated in Inkerman Road during the inter-war period.⁸

Outside the prevailing Anglo-Celtic demographic, Asian settlers remained the most represented ethnic group in the study area into the early twentieth century. According to the 1921 census, residents born in India and China constituted the third and fourth largest migrant groups in the City of Caulfield (after those from the British Isles and South Africa), with those from the United States coming in fifth.⁹ At that time, Continental Europeans were still a minority within a minority, representing only half of one percent of the municipality's population. Of this tiny proportion, German-born settlers comprised nearly one quarter, with the remainder made up of considerably smaller numbers from (in decreasing order) France, Denmark, Sweden, Italy, Russia, Norway and finally Greece, of which the local population numbered just two.

It was not until the middle third of the twentieth century that Continental European migration would have a more profound impact on what is now the City of Glen Eira (and especially the former City of Caulfield). While a significant proportion of such migration, during and just after WW2, is associated with the sub-theme of migrating to escape oppression (see following section), others still migrated simply to seek new opportunities.

⁸ Murray & Wells, *From Sand, Swamp & Heath*, pp 238-239.

⁹ *Census of the Commonwealth of Australia (1921)*, Volume 1, Part 11, pp 716-717, 722-723.

The 1961 census shows that, although Germans and Poles were then the most represented European migrant group in the City of Caulfield, there had been a significant increase in Italians, Greeks, Dutch and Austrians since the previous census in 1954.¹⁰ While Polish residents remained largest group in the 1966 census, the Greeks and Italians almost shared joint third place after the Germans. By 1971, the Greeks were in second place after the Poles, followed by the Germans and Italians.

Migrating to escape oppression

From Andrew Ward's 1996 history:

By 1991, the total population of the area occupied by the new City of Glen Eira was 110,865 and of these, 73.7% had been born in Australia and other English speaking countries. Of the remainder, 23.1% had been born in other countries, representing a shift in the nature of the area's population since the end of WW2. (p 77)

With a number of countries in Continental Europe experiencing political instability during the 1920s, a new wave of migration emerged as people of specific ethnicities and/or nationalities sought to escape oppression. Melbourne, distantly located on the opposite side of the globe, was perceived by many as the ideal destination to start a new life. Caulfield, with proximity to existing émigré communities in St Kilda and environs, was deemed especially attractive.

This new pattern of settlement is reflected in the 1933 census, which shows a shift in Continental European migration since the previous census of 1921.¹¹ While Germans still made up the largest group of non-English speaking residents in the City of Caulfield, those from Italy and Russia (two countries that underwent significant political unrest during the 1920s) had risen sharply to second and third place. Polish-born residents, which had not even been specifically recorded in the 1921 census, comprised nearly 4% of Caulfield's Continental European population by 1933.

Not surprisingly, the first post-war census reveals an even more decisive demographic shift. By 1947, the number of Continental European migrants in the City of Caulfield had trebled, increasing to 1.6% from the 0.6% recorded in 1933.¹² While Germans and Poles were by far the two largest migrant groups represented in the municipality, the former were now greatly outnumbered by the latter. Italians, meanwhile, had dropped down to sixth place, after the Russians and Austrians. By the time of the 1961 census, City of Caulfield residents born in Continental Europe comprised 10% of the municipality's total population.¹³ The Poles, still by far the largest group, almost doubled the Germans (in second place), followed by those from Italy, Hungary and Austria. Also represented in the mix by that time were smaller numbers (in decreasing order) from Czechoslovakia, Yugoslavia, Latvia and Lithuania. Caulfield's post-WW2 European émigré population, and especially the large number of Poles, would have a significant impact on the study area.

As Dr Geulah Solomon has pointed out, the fact that many of Caulfield's post-WW2 refugees were of the Jewish faith means that it can be more useful to consider them collectively as a group of European Jewish migrants, rather than to break them down into sub-groups according to the specific countries from which they fled (which in many cases, were not necessary the countries in which they were born).¹⁴

¹⁰ Census of the Commonwealth of Australia (1961), Volume 2, Part 1, pp 42-43.

¹¹ Census of the Commonwealth of Australia (1933), Volume 1, Part 2, pp 196-197, 202-203.

¹² Census of the Commonwealth of Australia (1947), Volume 1, Part 2, pp 154-155, 160-161.

¹³ Census of the Commonwealth of Australia (1961), Volume 2, Part 1, pp 42-43.

¹⁴ Dr Geulah Solomon, *Caulfield's Heritage: Volume 2, Caulfield's Cultural Heritage*, p 42.

2.6 Maintaining distinctive cultures

Maintaining and promoting Jewish culture

In his 1996 history, Andrew Ward quote a recent statistic that Jewish residents comprised 18.4% of the population of the City of Caulfield.¹⁵ Expanding on this point, historian Hilary Rubinstein observed that “Jewish residential patterns shifted decisively to the south-eastern suburbs” after the Second World War and, by the mid-1980s, “the current Jewish core area stretches from Toorak to Glen Iris and centres around St Kilda, Caulfield, Elsternwick and Brighton”.¹⁶ Elsewhere, she quotes statistics from the 1981 census which revealed Caulfield as the suburb with the highest percentage of Jewish residents (14.4%), followed by St Kilda (8.7%) and Brighton (5.6%).¹⁷

The study area’s significant Jewish population has not only brought about the establishment of several synagogues (refer 8.1) and Jewish schools (refer 8.2) since the late 1950s, but also countless other community and cultural facilities. In 1968, the Mizrahi Organisation (established by Jewish residents in 1943 and based in Balaclava Road, Caulfield North) initiated what became the *Mizrahi Kashrut* (now Kosher Australia), one of the country’s first Kosher certification agencies.

It was also in the late 1960s that the Kadimah Jewish Cultural Centre (based in Carlton since its inception in 1911) relocated to Elsternwick, initially occupying existing buildings in Gordon Street and Selwyn Street before erecting a new purpose-built centre on the latter site, which opened in 1972. Since then it has continued to promote Jewish drama, music, literature and the Yiddish language. The Jewish Holocaust Centre, also located on Selwyn Street, was established in 1984 in makeshift premises that were substantially enlarged in 1990 with a modernist extension by architects Synman Justin Bialek.

More recent developments include the Caulfield Mikvah, a purpose-built centre for ritual bathing in Furneaux Grove, St Kilda East, which began operation in 1993.¹⁸ Around the same time, the Beth Weizmann Jewish Community Centre, which operated for many years on St Kilda Road, relocated to new purpose-built premises on Hawthorn Road in Caulfield South. A major hub for the Jewish community, the building also accommodates the Lamm Jewish Library of Australia and more than twenty Jewish organisations, including B’nai B’rith Victoria, the Jewish Community Council of Victoria, the Australian Jewish Genealogy Society and Hadassah Australia.

Related places

Kadimah Jewish Cultural Centre, 7 Selwyn Street, Elsternwick (1971-72) [part HO72] [BH; NT]

Maintaining and promoting Asian culture

As early as 1890, a Chinese Christian church held services at premises in Lydia Street, Bentleigh, under the Reverend Lip Tip.¹⁹ The more characteristic early manifestation of Asian culture, in the form of Chinese restaurants that emerged along local retail strips, has been a considerably more recent (post-WW2) development in what is now the City of Glen Eira, as Dr Geulah Solomon has noted.²⁰ One of the first such venues was Lim’s Café in Gordon Street, Elsternwick, which commenced operation in the early 1950s.²¹

15 Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 77.

16 Hilary Rubinstein, *The Jews in Victoria*, p 185.

17 Hilary Rubinstein, *The Jews in Victoria*, p 225.

18 Meyer Eidelson, *Ripponlea: The Village* (2010), p 37.

19 *Moorabbin: A Centenary History, 1862-1962*, pp 22, 65.

20 Dr Geulah Solomon, *Caulfield’s Heritage: Volume 2, Caulfield’s Cultural Heritage*, p 40.

21 *Sands & McDougall Directory of Victoria*, 1953.

Such establishments, however, would not become more widespread until the later 1950s and early '60s. Examples include Sun Wong's Café in Glenhuntly Road, Elsternwick (c1959), Pagoda Café in Centre Road, Bentleigh (c1960), and the Kee Kong Café on the Nepean Highway, Bentleigh (c1961). By the end of the decade, there were at least ten Chinese restaurants in what is now the City of Glen Eira: most were located in Bentleigh, with a relative few in Elsternwick and Carnegie and just one in Caulfield proper. Little evidence of these venues remains today, although a neon blade sign can still be seen above a shopfront in South Road, Bentleigh, testifying to its former occupation by the Ho King Restaurant (c1971).

Restaurants specialising in other Asian cuisine have been an even more recent phenomenon. One early example was *Irama* in Glenhuntly Road, Elsternwick, which began operation in the late 1970s and served both Indian and Malaysian dishes. During the 1980s, several other Indian restaurants opened on Elsternwick's principal shopping strips, including *Amber* (c1984) and *Delhi Durbar* (c1988), which were both on Glen Eira Road, and *Taj Tandoori* (c1989) on Glenhuntly Road. Cementing Elsternwick's reputation as a local epicentre for more exotic fare, Glenhuntly Road was also the location of one of the first Japanese restaurants in the study area: *Sushiya*, which commenced business in the mid-1990s.

Promotion of Japanese culture is also demonstrated by an educational facility that is unique in broader metropolitan area: the Japanese School of Melbourne in Caulfield South. Established in 1968 to provide education for Japanese nationals living here on a short-term basis, the facility originally operated out of the Malvern Central State School. In 1982, the school obtained its own premises when it acquired the former Holy Cross Primary School in Ellington Street, Caulfield South. Since 1986, the school has operated on a full-time basis. It holds an annual Japanese School Festival, with displays of Japanese art, crafts, food, music and the like. Local links with Japan formalised after 1990, when the then City of Caulfield established a Friendly Cities relationship with the city of Ōkagi, in Gifu Prefecture on the island of Honshu. This connection was re-affirmed in January 1998 and culminated in the establishment of a Japanese garden (designed by John Patrick Pty Ltd in association with Koji Ninomya) in the grounds of the Caulfield Town Hall. Tender for construction were called in April 2000, and the completed garden was officially opened the following January.

Related places

Lim's Cafe (former), 1 Gordon Street, Elsternwick (c1952) [part HO72]

- *shopfront formerly occupied by one of the earliest Chinese restaurants in the study area*

Japanese Garden, Glen Eira Town Hall, 420 Glen Eira Road, Caulfield (2000) [part HO106]

Maintaining and promoting Continental European culture

As was the case with Asian culture, local restaurants and cafes initially provided the most visible presence of Continental European culture in the study area. According to a 1979 restaurant guide, there were already Hungarian and Austrian restaurants in Elsternwick by then, along with two French restaurants in Ormond and another in Caulfield North (all three operated by actual French-born chefs).²² In 1982, a Russian restaurant opened in Glen Eira Avenue, Ripponlea (just outside the current boundaries of the City of Glen Eira); towards the end of the decade, it relocated to larger premises on the Dandenong Road at Carnegie. Within a few more years, two more Russian restaurants had commenced operation in the study area, at Elsternwick and Caulfield North. From the early 1980s, the Wilhemina Cake shop in Glenhuntly Road, Elsternwick specialised in traditional Dutch breads and cakes. Promulgation of Dutch culture in the study area is otherwise demonstrated by the Abel Tasman Club, a social group for Dutch migrants that, since the late 1970s, has occupied the former Carnegie Memorial Hall in Rosstown Road.

22 Peter Smark and Anne Latreille, *Eating Out in Melbourne* (1979), pp 6, 82, 100, 110.

Local evidence of Greek settlement is illustrated by no fewer than three Greek Orthodox churches. Two of these, the Church of SS Raphael, Nicholas and Irene in Bentleigh, and the Church of the Old Calendarists in Carnegie, emerged in the early 1980s. The third, the Church of Saint George the Theologian, also in Bentleigh, followed in the 1990s.

Related places

Greek Orthodox Church of the Old Calendarists, 152 Grange Road, Carnegie (1983-) [HO84]
 - former Primitive Methodist church (1885) relocated to present site in 1909 for Congregationalists

2.7 Promoting settlement

Surveying and selling town land

From Andrew Ward's 1996 history:

Spurred on by the population influx associated with the gold rush commencing in 1851 and the return of disillusioned diggers following the exhaustion of alluvial gold, the Victorian Colonial Government proceeded to survey its lands for sale. (p 19)

Henry Foot surveyed Caulfield in 1853-1856 along with East St Kilda and East Elsternwick. The first sale of crown allotments in these areas was held on 25 February 1854, the last major release occurring just over a decade later on 16 June 1864. To the east of the Special Survey, land was alienated in September 1852. (p 19)

Amongst the earliest grantees were several pastoralists who secured the watering places which they had grown accustomed to treating as their own. William Lyall, stockbroker and importer acquired part of the lagoon at the Orrong Road/Alma Road intersection. He shared it with William Clarke who consistently acquired land including the low lying flat crossing Inkerman Road and wandering continuously west and south west towards Glenhuntly Road. John Helder Wedge, second assistant surveyor of lands in Tasmania, subsequently a member of the Port Phillip Association and run holder, acquired Portion 222. (p 19)

Other grantees with pastoral interests included Hugh Glass and J R Blois. James Gill purchased ten lots in the vicinity of the intersection of Alma and Kooyong Roads, subdividing them for sale by auction in November 1864. His house and garden were included in the sale and were once situated in the area [later] served by Cantala Avenue. Josiah Holloway, a noted land agent of the day with interests in Collingwood, Eltham and Sandringham bought Portions 46-48 representing a total of 81 acres in Elsternwick. Holloway had bought astutely up until this time and is remembered for his successful subdivision of Gypsy Village, later Sandringham, in 1853. (p 19)

To the east of the Special Survey, Hugh Glass and Peter O'Farrell, the Catholic Bishop Goold's solicitor, were the principal purchasers of Crown Land between East Boundary Road and Warrigal Road. Others included Jonathon B Were, Dendy's agent, Samuel Jackson (the well-known early Melbourne architect whose home Wattle House survives in St Kilda) and John Allee of Cosham in Brighton. (p 19)

Creating villages

From Andrew Ward's 1996 history:

The [Caulfield Road] District's first self-contained settlement was at Camden Town. Its origins are of interest since they go back to Josiah Holloway who owned the three allotments (Nos 46-48) upon which the settlement was established. Holloway's "formula" for generating profits at the Government's land sales was to buy up land at strategic locations and subdivide it at the earliest possible opportunity. Previous ventures of this nature included Separation Township in the Parish of Morang, Little Eltham, and Gypsy Village [Sandringham], actually subdivided prior to receipt of title in 1853. There were others. Camden Town, writes Murray and Wells, was known by that name as early as 1856. By late 1858, Holloway had sold off the whole of Allotment 47. (p 20)

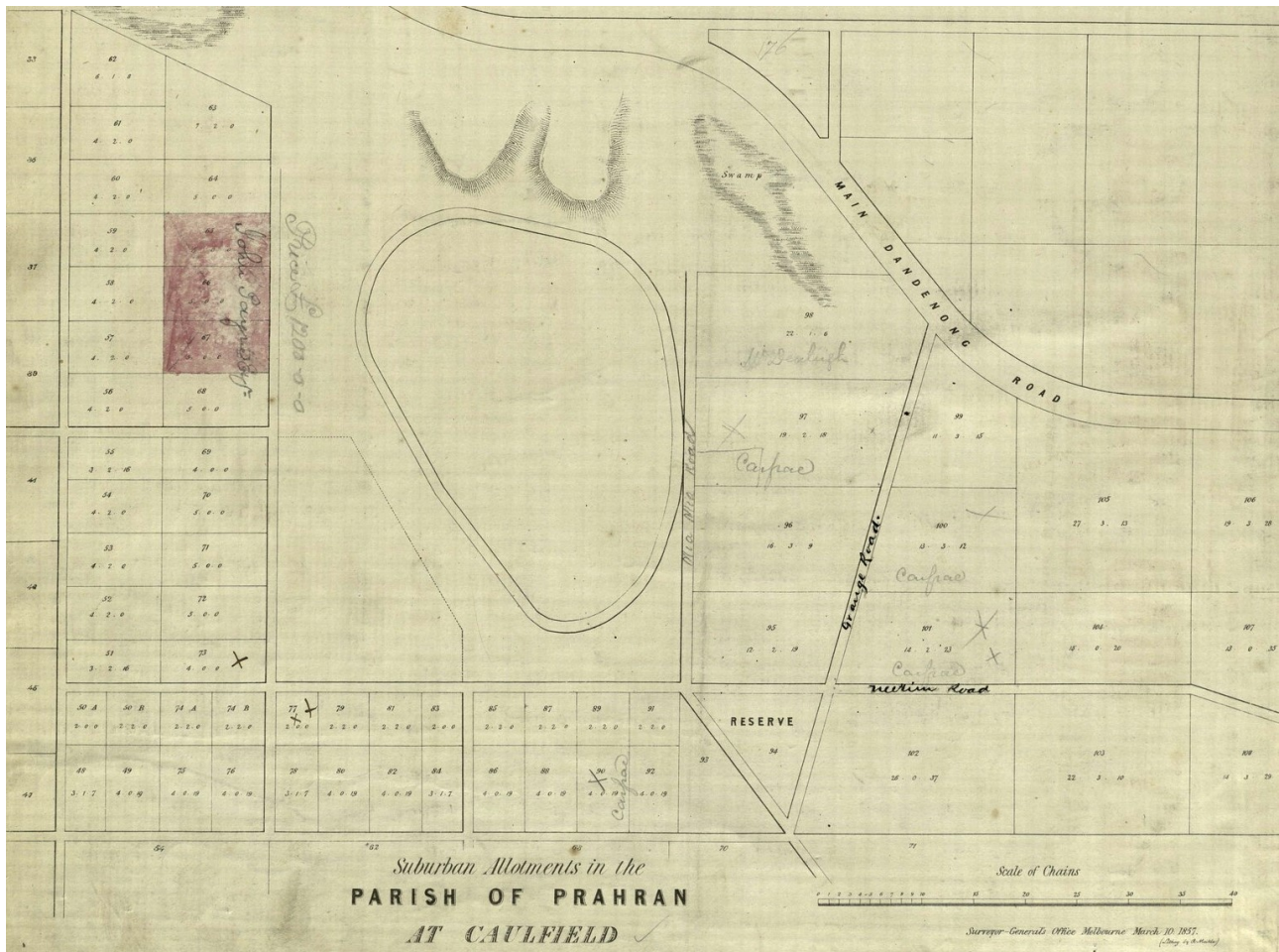


Figure 4: Map of newly-subdivided "suburban allotments" at Caulfield, as surveyed in March 1857.
Source: Map Collection, State Library of Victoria

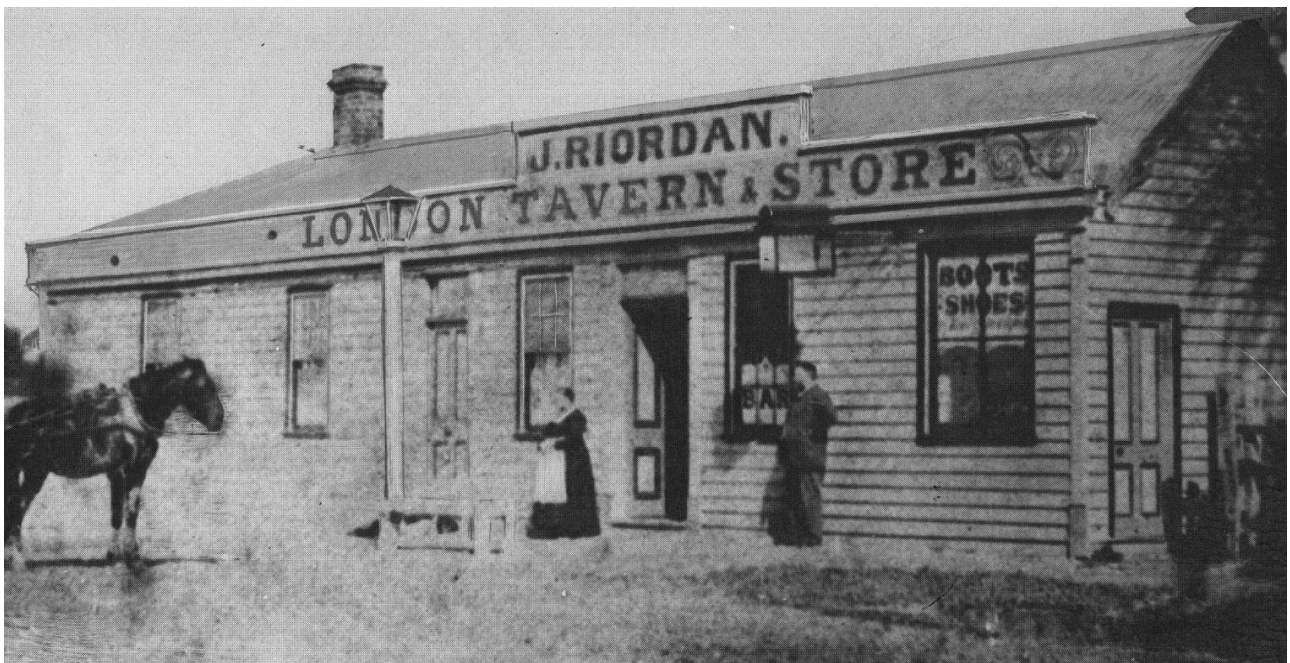


Figure 5: Riordan's (formerly Guss's) London Tavern and Store in Hawthorn Road, Caulfield, a lynchpin of early settlement in the district's original village, Camden Town.
Source: Murray & Wells, From Sand, Swamp and Heath: A History of Caulfield.

If Camden Town was the principal commercial focus for the District in 1857, it was to remain so in later years, incorporated today in the Glenhuntly Road centre which extends more or less continuously from Elsternwick to Bambra Road. The Caulfield State School of 1877, the horse tramway of 1889 and subsequently the electric trams were all events confirming the importance of Glenhuntly Road and the fledgling community of Camden Town wherein the City's commercial centre has its origins. (p 21)

An indicative map of early communities in the Caulfield district, included in Murray & Wells' book, shows only two villages: the aforementioned Camden Town at the junction of Glenhuntly Road and Hawthorn Road (Fig 5), and Caulfield proper, further north along Hawthorn Road, abutting Paddy's Swamp.²³ However, outlying parts of the district would also have been served by another five villages located just outside the municipal boundaries: Elsternwick Village to the south-west, Owensville (on Glen Eira Road), Alma Road Village, Gardiner Village (north of Dandenong Road), and the Oakleigh Government Township (east of Warrigal Road).

Related places

Caulfield Primary School, 724 Glenhuntly Road, Caulfield South (1877) [HO30]
- only surviving nineteenth century building associated with the Camden Town village

2.8 Fighting for identity

This is not considered to be a major theme in the development of the City of Glen Eira.

²³ Murray & Wells, *From Sand, Swamp & Heath*, p 105.

3.0 CONNECTING VICTORIANS BY TRANSPORT AND COMMUNICATIONS

3.1 Establishing pathways

Establishing early roadways

From Andrew Ward's 1996 history:

[In the 1840s,] Caulfield's importance rested more in its strategic location between Port Phillip's eastern runs and their Melbourne markets. The road west was designated the "Main Dandenong Road". It was 300 links wide and compared with the Brighton Road, of similar dimension though reducing to less than 100 links as the Arthur Seat Road beyond McMillan Street. Both were major highways, defining the northern and south western boundaries of the former Caulfield municipality several years prior to the formation of a local road board overseeing the affairs of Caulfield. (p 12)

Warrein Road, also known as North Road, marking the limit of the "Melbourne 5 Mile Reserve", was surveyed as early as 1842 by the surveyor of Henry Dendy's Brighton Estate, Henry B Foot (p 12)

A "Plan of Roads (now in use) running through the Brighton Special Survey proposed for proclamation" and prepared in 1851 by Henry Foot ... [indicates that] roads to be proclaimed included the "Coast Road to Arthur Seat" (Nepean Highway) and the roads defining the Special Survey now known as North, South and East Boundary Roads. (p 13; see Fig 6)

In 1853 the Victorian Parliament made provision for the establishment of District Road Boards to construct and maintain the roads surveyed by the Government in their areas. In Caulfield, St Kilda and Elsternwick, the present road grid had been established by Foot around this time to provide access to the lands to be sold during this decade. Their upkeep, by necessity, was a matter for consideration by the local community. (pp 19-20)

Not surprisingly, an early matter of concern [for the Moorabbin Road District Board] was the state of the roads. A surveyor by the name of R R Morgan was engaged to prepare plans and specifications for clearing roads and other works and the neighbouring Brighton Borough Council was approached about "the dangerous and impassable state of the road at the junction of Thomas Road and Brewer Road" ... Tenders were called for the clearing of timber and stumps from any roads in the District and for stumps removal from Brewer Road, Centre Road and South Road. In subsequent early meetings, tenders for draining and clearing roads were accepted and contracts let. (p 23)

Marking the west and north boundaries of the present-day City of Glen Eira, Point Nepean Road and Dandenong Road were two of Melbourne's oldest (and longest) thoroughfares, proving major links to and from the Mornington Peninsula and south-eastern Victoria. Both routes had toll-gates in existence by the 1860s and mile-posts (denoting the distance from Melbourne) by the 1870s. While the toll gates have long since disappeared, the mile posts would remain evident for decades. MMBW plans from the 1920s show a Five Mile Post on Dandenong Road, Caulfield North (on the railway reserve opposite Finlayson Street in Malvern East) and a Six Mile Post on Point Nepean Road, Elsternwick (south of Elm Street). The latter remains evident at the time of writing, in the form of a concrete plinth designated as M-6. One of the original timber mile posts, marking the five mile point just north of Thomas Street (outside the current boundary of the City of Glen Eira) was still *in situ* in the mid-1970s, but has since disappeared (Fig 7).

Establishing stock routes

From Andrew Ward's 1996 history:

Murray and Wells in From Sand, Swamp and Heath, note that Caulfield had become, by the 1850s, a stopover point for livestock. Given the prohibition of travelling livestock during daylight and evening hours, Caulfield with its wetlands, was a good spot for drovers to layover before embarking on the last leg of their journey to the stock markets. (p13)

Expanding and improving road networks in the nineteenth century

From Andrew Ward's 1996 history:

The [Caulfield] Road Board's tasks expanded with the growth of its district. Its earliest public works were focused on the cleaning and formation of the government's surveyed roads, with drains but minimal surface treatment. C Harrison's tender of 13 May 1858 was the Road Board's fifth contract covering works to Inkerman Road from Hawthorn Road to Hotham Street. The earthworks were minimal and involved the levelling and filling of surface irregularities, the cutting of drains and construction of a timber box culvert. It was typical of others, carried out under the superintendence of architects and engineers Thomas Watts and Sydney Smith. (p 22)

As the year [1863] wore on, tenders were called [by the Moorabbin District Road Board] for the formation and metalling of roads as well as clearing, filling up holes, draining and constructing culverts. Roads affected by these works included McKinnon, Manchester, Jasper and South Road. At its meeting of 3 August 1863, the Board resolved to repair "the chasm" on Centre Road, near Mr Thorne's property. During this period, revenue was raised in part by means of a toll imposed on traffic using the Point Nepean Road. (p 23)

In 1866, the [Moorabbin Road District] Board allocated ... in the area known as North Moorabbin, called East Brighton prior to 1862, £350 for works to North, Centre and South Roads, Thomas, Patterson, East Boundary, Tucker, Oakleigh, Boundary, Jasper, McKinnon and Brewer Roads. (p23)

[From 1871,] the newly formed [Moorabbin] Shire attempted to spread its limited funds over a vast area consisting of three ridings, the west including present day Sandringham and Beaumaris, the east Cheltenham and Mordialloc and the north corresponding with old East Brighton [now Bentleigh]. The West Riding's Beach Main Road constituted the [Moorabbin] Council's single most expensive public work. Bent's successes had been due in part to his advocacy for a coast road between Port Melbourne and Mordialloc and this work formed an important element of Council's debenture loan of £7,500 adopted in 1878. The schedule of works for the North Riding [ie, between North Road and South Road] involved excavating, forming, metalling and draining on the following roads: East Boundary Road, Mackie Road, Tucker Road, McKinnon Road, Jasper Road, Old Moorabbin Road (Warrigal Road), North Road, Wheatley Road, Patterson Road, Brewer Road, Bignell's Road, Brady Road and South Road East. (p 36)

A scarcity of funds for capital works continued, not surprisingly into the 1880s, with Bent leading a deputation to G D Langridge, minister for public works in the Berry government in March 1881. Bent explained how in the absence of toll revenue, Council's coffers were in a depleted state. Furthermore, he argued, "picnics on a large scale were of daily occurrence during the entire summer" making their way south through the Shire to Moorabbin and Mordialloc. On one occasion a picnic was composed of nearly 400 cabs." They placed an intolerable burden on the Shire's roads. (p 37)

On its roads, the [Caulfield] Council erected finger-posts and contracted with the Metropolitan Gas Company to illuminate its street lamps.²⁴ In 1899, street lamp pillars were being obtained from Dallimore & Sons. Beyond the gas company's grid, kerosene lamps included the "Rochester" style of lamp and the "Optimol Best Street Lamp". (p 35)

Providing river crossings: early bridges

From Andrew Ward's 1996 history:

In July 1862, an invitation [from the Moorabbin Road District Board] to share the cost of building a bridge at the junction of Thomas and Centre Roads was extended to the [adjacent municipality, the Brighton Borough] Council. (p 22)

24 A surviving example noted by Ward, still standing at the corner of Orrong and Hughenden Roads in St Kilda East, is located just outside the present-day boundary of the City of Glen Eira.

[In the early 1870s,] the sum of £50 was allocated [by the Moorabbin Shire] for constructing a bridge on Brewer Road. (p 36)

These two early “river crossings” noted by Ward appear to have been associated with a seemingly unnamed creek that formerly wove through the eastern edge of the study area, in present-day McKinnon. Branching south from the more well-known Elster Creek, this minor watercourse gradually disappeared during the twentieth century, downgraded to the status of a mere drainage easement. While no trace of the creek itself remains visible today, its diagonal alignment is still evident in the pattern of subdivision extending from the south-east corner of Centre Road and Thomas Street, all the way to Brewer Road, and beyond towards the railway line.

Until it was reconfigured in the late 1970s to create an enclosed drain, Elster Creek was the only other significant watercourse in the study area (see Section 4.7). The most substantial bridge across this creek was the one erected on Point Nepean Road in 1906, which was jointly funded by the municipalities of Brighton, Caulfield and Moorabbin. In the late 1950s, the MMBW replaced the existing road bridges at Thomas Street and Whitmuir Street with concrete culverts.²⁵ Today, these remain the only evidence of “river crossings” in the study area.

Providing plateways for market gardening

From Andrew Ward’s 1996 history:

Transport in its various forms remained the key to the further development of the [Moorabbin] Shire and the Council was to participate in two ventures during this [1880s] period which were to prove crucial to the municipality’s future growth. The first was the construction of plateways for the district’s market gardeners. The plateways enabled the market gardeners to transport their laden carts into the Melbourne markets and were specifically designed to guide the wheels of their wagons and carts. Whilst they rode along the darkened roads in the early hours of each morning, night soil carts would cross them on their journeys south to the sand belt where their contents would be offloaded at designated depots within the Shire. The plates were procured from different sources, consisting initially of flat metal strips with lips to guide the wheels of carts. Later, the firm of Lohmann & Company marketed a patented u-shaped design “as supplied to the Moorabbin Shire Council” [Fig 8].

The plateways became an indispensable link between the farms and their Melbourne markets and were built by the Shire Councils through which they passed. The trunk route ran from Chapel Street, Prahran, down the Point Nepean Road as far as Centre Dandenong Road and is understood to have been built between 1885 and 1900. Four branch-lines were built to the east of this route along Centre Road, South Road, Wickham/Keys Road and Centre Dandenong Road. The Centre Road branch was the subject of correspondence concerning its extension in 1894 and it is known that this line ultimately terminated at Mackie Road. The shorter Centre Road branch terminated at Chapel Road, just past the Tucker Road intersection.

By the 1920s, the plateways, though still in use, were hazardous to motor vehicles, not the least because they were available for travel in both directions inevitably meaning that the carts would be travelling on the wrong side of the road. As a consequence, the ground which they occupied tended to be less used by vehicles, thereby reducing the capacity of the roads which they traversed. They were accordingly progressively removed, the last of the Point Nepean Road tracks being lifted in December 1925. The branches followed in the late twenties and early thirties and today, the only remaining section is from the Centre Dandenong Road plateway and this has been recently re-positioned [to the nature-strip in front of the Capital Golf Course, in the City of Kingston]. (p 37)

3.2 Travelling by water

This is not considered to be a major theme in the development of the City of Glen Eira.

²⁵ Melbourne & Metropolitan Board of Works, *The Development of the Elster Creek Drainage System* (1979), passim.

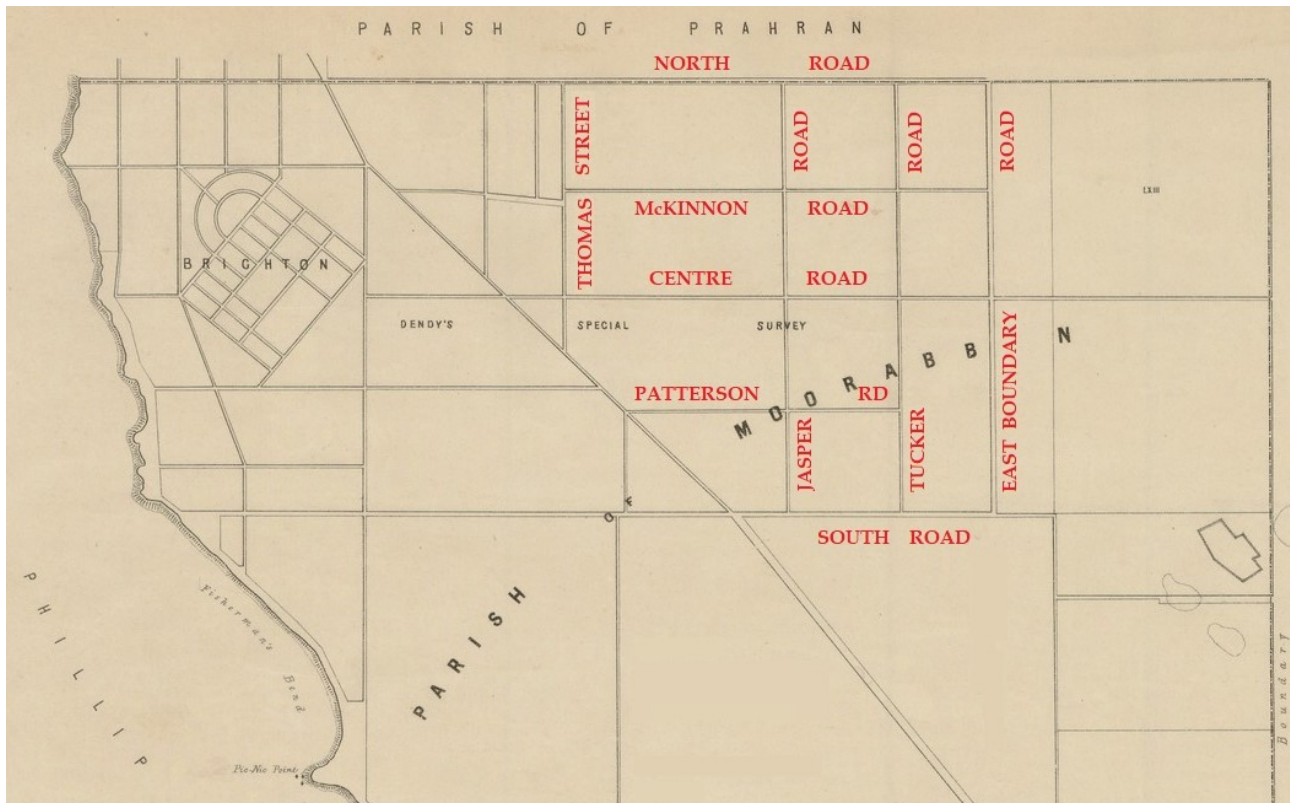


Figure 6: Early survey plan of the Parish of Moorabbin (1855), showing the major roadways in existence by that time (with present-day street names indicated in bold text)

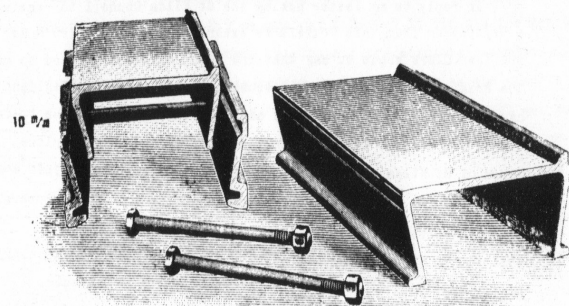
Source: Map Collection, State Library of Victoria



Figure 7: Five Mile Post on the Nepean Highway, Elsternwick, photographed in 1975
Source: Picture Collection, SLV

LOHMANN & Co.

493 Collins Street, Melbourne.



Patent Steel Road Rails

As Supplied to the Moorabbin Shire Council.

Figure 8: Contemporary advertisement for the proprietary steel rails used for Moorabbin's plateways
source: John Cribbin, Moorabbin: A Pictorial History

3.3 Linking Victorians by rail

Establishing the first railway lines (1850s-70s)

Although the Victorian government had established a Department of Railways as early as 1858, it was a private company that was responsible for developing the first railway route to pass through the study area. Commencing operation in December 1859, the new Sandringham line was the latest undertaking of the Melbourne & Hobson's Bay Railway Company (formed six years earlier) and included a bridge over St Kilda Road (Fig 9) and a station at Elsternwick. Located between others at Balaclava (now City of Port Phillip) and Brighton North (now Gardenvale, in the City of Bayside), this represented the first station in what is now the City of Glen Eira. It would also remain the only one until the 1870s, when all of Melbourne's private railway companies were taken over by Victorian Railways as the basis for a new state-run metropolitan railway network.

Related places

Road Overbridge, Hotham Street, Elsternwick (1881-82) [HO116] – bridge across railway line

Establishing the metropolitan railway network (1870s-80s)

From Andrew Ward's 1996 history:

The [Victorian] Railways considered a number of alternative routes linking the Gippsland railway with Caulfield and Spencer Street station. The contract for the construction of the line to Sale terminated at Oakleigh since a decision to obtain running rights over the Melbourne & Hobson's Bay United Railway Company's suburban system, or to avoid it altogether, had not yet been made. In July 1873, the Engineer-in-Chief of the Victorian Railways submitted to parliament a list of nine possible routes for the Oakleigh to Melbourne railway. Four of them ran through Caulfield: two linking Oakleigh with Elsternwick, one with Balaclava and the fourth with Prahran....

It was not until 26 August 1878 that the railway construction bill for the present Oakleigh to South Yarra line was finally given royal assent and only then after Thomas Bent, MLA for Brighton, had tried to move an amendment to have it pass through Elsternwick. This railway was opened on 2 April 1879, providing a most satisfactory service for the Victorian Amateur Turf Club's racecourse at Caulfield. Taken over by the highly influential VATC only three years earlier in August 1876, it occupied land reserved temporarily by Henry Foot and known as the Caulfield Racecourse as early as 1857. Caulfield railway station was opened with the line, these important events giving rise to a spate of land subdivisions in the immediate vicinity of the racecourse. (p 32)

Transport in its various forms remained the key to the further development of the [Moorabbin] Shire and the Council was to participate in two ventures during this [1880s] period which were to prove crucial to the municipality's future growth. The first was the construction of plateways for the district's market gardeners [see 3.1]. The second was the extension of the Government railway system through the Shire. (p 37)

The construction of the Frankston railway line, with its junction at Caulfield, further enhanced the importance of this railway centre. It was opened as far as Mordialloc on 19 December 1881. Later, a horse platform was constructed and a picturesque elevated rostrum for the station master on race days. A timber structure, built to assist in the movement of crowds on race days, it has only recently been demolished [by 1996]. The present brick station buildings were erected to the design of J W Hardy, Chief Architect of the Way & Works branch in 1913, and they stood in marked contrast to the standard timber station building at Glen Huntly, erected in 1882 and demolished in 1986. Today, the old portable building at Glen Huntly remains as Glen Eira's only nineteenth century station building. (pp 32-33)

In the north-west of the [Caulfield] Shire, the absence of a meaningful railway service was sorely felt, the stations at Elsternwick [opened 1859], Malvern [opened 1879], Caulfield [opened 1879] and Glenhuntly [opened 1881] merely surrounding the area rather than passing through it. (p 32)

The Mordialloc railway, subsequently extended to Frankston, was of more lasting benefit to the Shire and although Thomas Bent had little influence on its construction as a councillor, his role as Commissioner of Railways from 1881-83 in the O'Loughlen government gave him all the influence he needed. The *Argus* states that the deviation of the route south of the *Plough & Harrow* [Hotel] involved too many level crossings and passed unnecessarily through valuable land. It defended Bent, however, by saying he was not responsible for "this apparent blunder" as the line was nearly finished before he took office. Cribbin, however, argues that the alteration of the route from that of the engineer, J P Madden, was precisely the consequence of Bent's intervention and that the high standard of station accommodation was also his work. This latter point is borne out by the evidence, the Frankston line being distinguished by its highly decorative timber station buildings when other contemporary metropolitan lines such as the Hawthorn to Ringwood route suffered portables and less salubrious timber offices. Identical buildings were erected at Glenhuntly, Ormond, Moorabbin, Cheltenham, Mordialloc and Frankston in 1882. Highett followed early in 1883, original buildings surviving only at Highett, Cheltenham and Mordialloc. (pp 37-38)

McKinnon Station, which opened on the Frankston line in September 1884 (between Bentleigh and Ormond stations), was the last new station to appear in the study area for many years.

Related places

Glenhuntly Railway Station, Glenhuntly Road, Glen Huntly (1882) [HO112]

Proposing private railway routes (1870s-80s)

From Andrew Ward's 1996 history:

Caulfield probably has the distinction of having more railways planned to run through it than any other metropolitan municipality. Given this curious fact, it is surprisingly that so few actually penetrate its boundaries today. William Murray Ross, famous for his abortive Rosstown railway venture, was responsible for one such proposal. His railway was actually built along the alignment envisaged by the Government in one of Higinbotham's earlier schemes. Branching off the Gippsland railway at Oakleigh, it swung south of Kangaroo Road to travel directly west, south of the Leman Swamp reserve and joining the Brighton Beach railway a little to the south of Elsternwick station... Suburban railway stations were erected at Hawthorn Road, Booran Road and Gardenvale. Work was underway by 1876 authority for constructing the railway being granted in 1878. Liquidity problems resulted in the cessation of work on the mill in the following year and Ross pressed on with land sales to alleviate these difficulties. The Caulfield Land & Building Company was formed in September, 1883 and achieved success up to 1890 when the Municipal Director spoke in optimistic terms of the Rosstown venture. Ross actually claimed to have run a train on his line on 14 November 1888. (p 32)

Further railway works were then undertaken and a proposal for purchase entertained by the Railway's commissioner, Richard Speight. Procrastination, however, compounded by Ross' continuing cash flow problems ran the whole venture headlong into the 1892 Depression. The Railways lost interest and removed the points connecting the line with their system in 1897. (p32)

Carnegie station was originally known as Rosstown, for it was situated immediately east of Ross' land holdings running south between Grange Road and Koornang Road. They too were the subject of a railway proposal, described on the Rosstown land sale notice as the "Rosstown Junction loop line" [Fig 10]. It was to run from the present Carnegie station south to the Rosstown railway at the sugar works. Today, the curving alignments of Mimosa and Toolambool Roads, laid out by Thomas Watts as architect/surveyor for Ross, constitute the only significant physical evidence of this proposal. (p 32)

On 11 January 1919, the local press contained a public notice from the City of Caulfield advising that the bridge over the "old Rosstown Railway Line is unsafe for traffic exceeding one and a half tons in weight". Murray Ross' plans had been gathering dust now for some thirty years, but the citizens of Caulfield were still crossing his tracks by the now decrepit Booran Road bridge. (p 53)

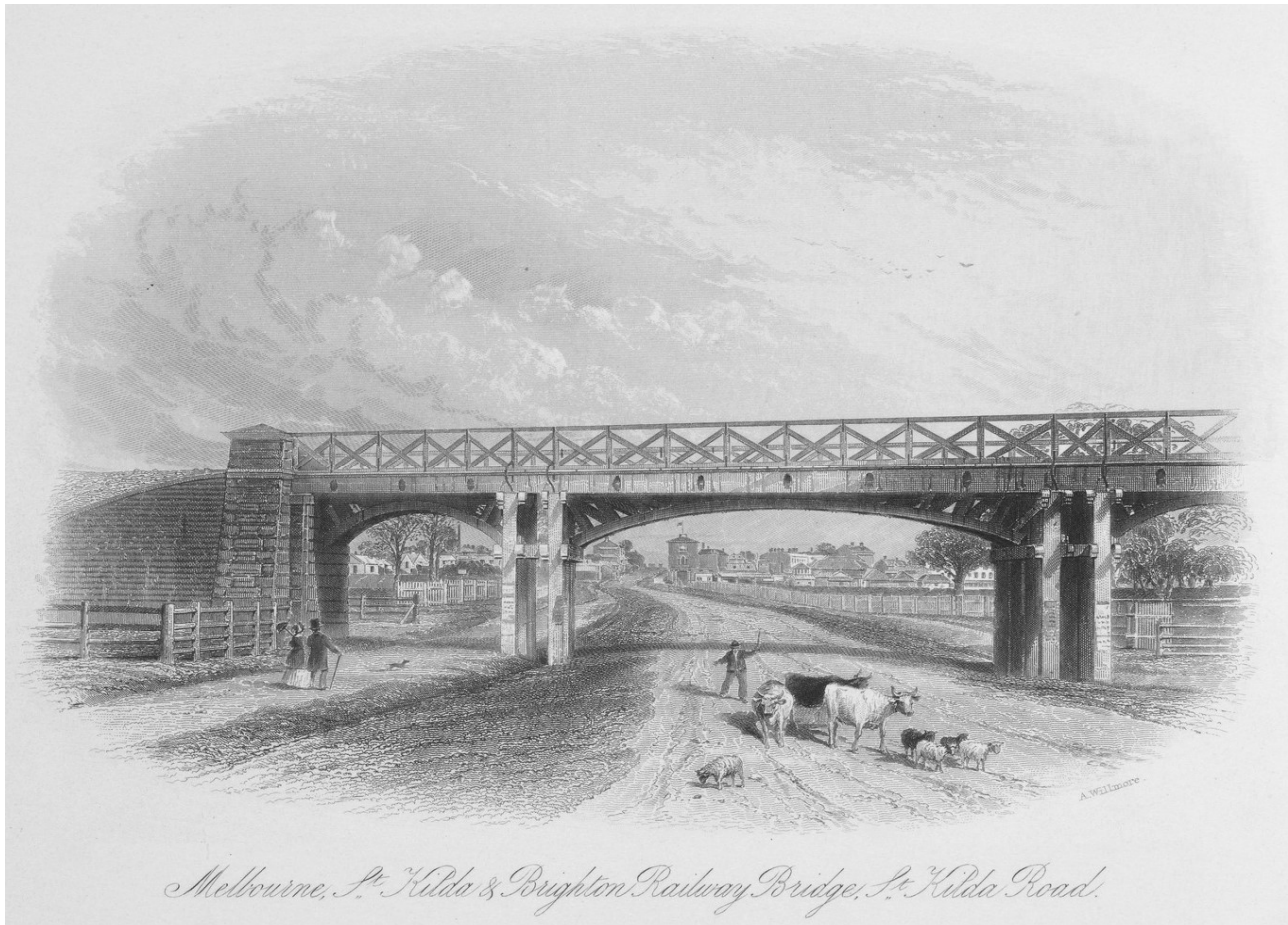


Figure 9: The original railway bridge over the Point Nepean Road, between Elsternwick and Gardenvale, as depicted in an 1862 engraving by Arthur Willmore; note wandering stock on the road.
Source: Picture Collection, State Library of Victoria

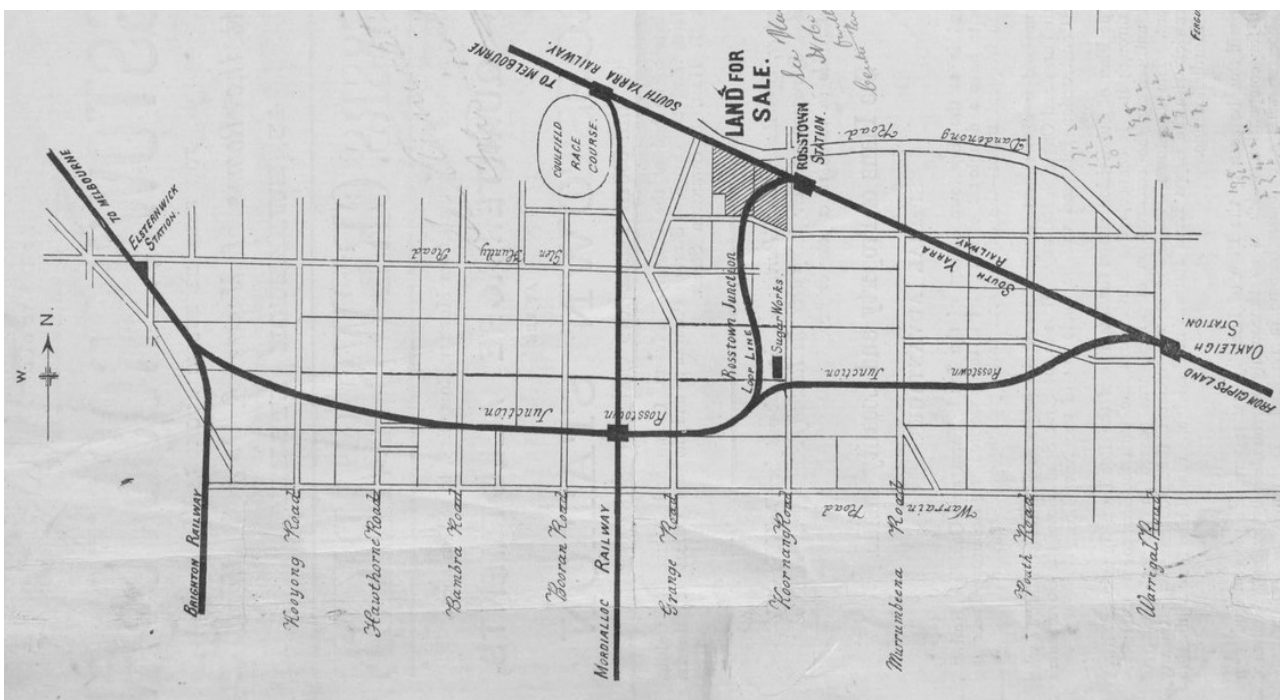


Figure 10: Excerpt of advertisement for land sale at Carnegie, showing “Rosstown Junction Loop Line”
Source: Map Collection, State Library of Victoria

Expanding and upgrading the metropolitan railway network (1890s onwards)

From Andrew Ward's 1996 history:

Further south [of Centre Road], neither Patterson railway station nor the shopping centre of today were in existence [in the pre-WW2 era]. The view in Cribbin looking under the railway bridge in Patterson Road during the 1920s shows how the place looked at that time. The railway crosses Patterson Road on a timber trestle bridge. (p 64)

Fewer people [in the post-WW2 era] were travelling by public transport, resulting in a steady decline in patronage from the high levels characteristic of the war years. (p 78)

While McKinnon station (1884) was the last one to open in the study area for many years, the next decade saw the rise and fall of the short-lived Outer Circle railway line. Laid out in 1890-91 to provide a north-south link between existing stations at Oakleigh and Fairfield (on the Hurstbridge line), this passed through Kew East, Camberwell, Burwood, Ashburton and Malvern East before skirting the north-eastern edge of what is now the City of Glen Eira. As Murray and Wells pointed out, the Outer Circle line was "only of marginal importance to Caulfield", as there were never any stations in the study area (the nearest, known as Waverley, was just north of Dandenong Road).²⁶ Nevertheless, the route's former alignment remained a visible presence in the suburban landscape for many decades, including the portion between Dandenong Road and Railway Avenue in Murrumbeena (parallel to Wilson Street/Riley Street). From 1991, to mark the centenary of the Outer Circle line, its entire alignment was re-purposed as a linear park and riding trail.

The first three decades of the twentieth century brought further upgrading of local railway infrastructure, including the replacement of older stations at Caulfield (1913), Carnegie (1922) and Murrumbeena (1922). In the last two cases, this overlapped with works associated with the electrification of the entire metropolitan railway line at that time. While this period also saw several new railway stations emerge on the periphery of the study area, such as Gardenvale (1906) and Ripponlea (1912) on the Sandringham line, and Hughesdale (1925) on the Pakenham line, it was not until the post-WW2 era that the next one appeared in what is now City of Glen Eira: Patterson station, on the Frankston line, which opened on 28 May 1961. Other stations on that line, such as McKinnon and Bentleigh, would retain much of their late-Victorian infrastructure well into the post-WW2 era. Many level crossings still used original hand-operated boom gates, while the one at McKinnon station became well-known for retractable lattice-style boom gates of an unusual type rarely seen in Victoria (Fig 12). These, however, were replaced when the line was upgraded in 1974. In the later 1980s, when the Frankston line was expanded by the construction of a third track, further works were undertaken including a new station building at Glen Huntly.

Related places

Caulfield Railway Station Complex, 1 Sir John Monash Drive, Caulfield East (1913-14) [HO78]

Carnegie Railway Station Reserve, Koornang Road, Carnegie [RBA; proposed HO123]
 - remnant trees associated with railway station complex that was demolished in 2017

3.4 Linking Victorians by road in the 20th century

The influence of the motor car on Victoria's way of life

From Andrew Ward's 1996 history:

[In the post-WW2 era,] fewer people were travelling by public transport, resulting in a steady decline in patronage from the high levels characteristic of the war years. As people turned to the motor car, Caulfield became more and more a suburb for commuters to drive through, placing unprecedented demands on the Point Nepean Highway and Dandenong Road.

²⁶ Murray & Wells, *From Sand, Swamp & Heath*, pp 145-46.



Figure 11: View of Elsternwick railway station as it appeared in the early twentieth century, looking north.
Source: Picture Collection, State Library of Victoria



Figure 12: The level crossing near McKinnon station photographed in the mid-1960s, showing remnant pre-war buildings and distinctive lattice-type boom gates (since removed).
Source: John Cribbin, Moorabbin: A Pictorial History.

Inevitably a program of widening arterial roads was commenced with the Point Nepean Highway between Glenhuntly Road and New Street being widened in 1977. Dandenong Road followed with catastrophic impact upon the integrity of old North Caulfield. The tramway loop serving the Caulfield Racecourse was removed followed by road improvements along Dandenong Road between Tooronga and Hawthorn Roads. Malvern Grove, Normanby Avenue and Mayfield Grove were all truncated at their northern ends and the early villas facing the old Dandenong Road demolished to make way for a widened carriage way. It was about this time, too, that the Derby Road shopping centre sustained irreversible change. The Crystal Palace Theatre ... was demolished in 1984 to make way for the widening of Dandenong Road. At the east end, widespread use of motor cars led to the establishment of regional shopping centres. (p 78)

The rising popularity of motor transport had an impact on the study area as early as 1906, when a purpose-built motor garage and cycle shop was erected in Elsternwick. Located at the corner of Glenhuntly and Orrong Roads, this was designed by architects Sydney Smith & Ogg for businessman A G Hampton (Fig 13). While another early example opened in Derby Road, Caulfield East in 1913, this new typology would not truly proliferate until the inter-war era. During that time, motor garages and service stations flourished along the major north-south and east-west roads that traversed the study area, notably Glen Eira Road, Hawthorn Road and North Road.²⁷ Typically providing kerbside fuel service with a drive-in bay for mechanical repairs, these were often located on the edges of existing retail strips. Early examples in historicist architectural styles, such as Spanish Mission or Tudor Revival, later gave way to more progressive counterparts in the Moderne style (eg, a now-demolished example at the corner of North and Bambra Roads).

From the mid-1920s, such facilities began to spread along the major thoroughfares that bordered the study area: the south side of Dandenong Road (west of Hawthorn Road and the east side of Point Nepean Road (south of Alexandra Avenue). This trend continued in the 1930s, as car-related businesses along both motorways became more varied, including a spare parts wholesaler in Elsternwick and a purpose-built caravan showroom at Carnegie. In the early post-WW2 era, these small-scale endeavors began to give way to automotive retailers. Amongst the first of these were the premises of Moorabbin Motors (c1950) and Nepean Auto Sales (c1951), both located on the east side of the then recently renamed Nepean Highway. The former business expanded considerably after it was taken over by established car dealer Alan Coffey in the mid-1950s. A few years later, Reg Hunt opened a modern showroom on the strip (Fig 14), expanding his local presence so that it covered over four hectares by the time he sold it in 1998. This prominent thoroughfare, and its counterpart along Dandenong Road at Carnegie, would soon become strongly characterised by car-yards and car showrooms. Fittingly, each of these two major roadways would be upgraded to highway status during the first half of the twentieth century. In 1920, Dandenong Road became part of the broader Princes Highway and, in 1948, Point Nepean Road was rebadged as the Point Nepean Highway (and, later, simply the Nepean Highway).

From the early 1950s, the old-style motor garages gradually gave way to more modern petrol stations, of a ubiquitous form with canopied drive-through pump areas and glass-fronted offices. Following pre-war models, these tended to develop on the edges of shopping strips, as seen at McKinnon, Carnegie and Murrumbeena. In the last case, where the shopping precinct occupied cross-roads that straddled the railway line, three modestly-scaled pre-war motor garages were supplemented by four new modern petrol stations that commenced operation by 1960.

Related places

Caulfield Motor Garage (former), 20-22 Derby Road, Caulfield East (c1913) [part HO71]

Tudor Service Station (later E K Motors), 258 Glen Eira Road, Elsternwick (1935) [HO24]

²⁷ Michele Summerton & Daniel Catrice, "The Motor Garage & Service Station in Victoria: A Survey". Unpublished report prepared for Heritage Victoria, 1997, pp 196, 204-05.



Figure 13: New premises of A G Hampton on Glenhuntly Road, Elsternwick (1906; demolished).
Source: Picture Collection, State Library of Victoria



Figure 14: New premises of Reg Hunt Motors at 77 Nepean Highway, Elsternwick (1959; demolished).
Source: Peter Wille Slide Collection, State Library of Victoria

3.5 Travelling by tram

Establishing early private tram systems

From Andrew Ward's 1996 history:

In the north-west of the [Caulfield] Shire, the absence of a meaningful railway service was sorely felt, the stations at Elsternwick, Malvern, Caulfield and Glenhuntly merely surrounding the area rather than passing through it. An attempt to solve this problem took the form of two horse powered tramways, operated by the Caulfield Tramway Company. Both routes were opened in 1889, one connecting Elsternwick station with Glenhuntly station via Glenhuntly Road and the other connecting Caulfield station with Glenhuntly Road west of Hawthorn Road [Fig 15]. Both lines proved to be unprofitable, comparing in this respect with the contemporary Beaumaris Tramway Company's line which was also horse powered. Melbourne gave birth to other short lived "land boom" tramways and those of the Caulfield company struggled on until October 1897. By this time they were in the hands of the Royal Bank as mortgagee. The Shire Council objected to their closure since their operation was the subject of a deed of delegation. Furthermore, closure had caused "large numbers of patrons to leave the neighbourhood and depreciated property to a very great extent".

The routes were eventually re-opened by the Caulfield Elsternwick & Malvern Tramway Company Limited in November 1901 but they were again closed in October of the following year. Eventually, on 15 September 1911, the company's assets were transferred to the Council for the Sum of £2,750. Consisting essentially of four trams and disused rails, the former were auctioned off by A E Lillie of Glenhuntly Road in April 1912 at £15 each. (p 32)

Transport in its various forms remained the key to the further development of the [Moorabbin] Shire and the Council was to participate in two ventures during this [1880s] period which were to prove crucial to the municipality's future growth. .. A third initiative, sponsored by promoters, was the construction of a horse tramway from Sandringham to Black Rock and Cheltenham but this venture struggled through the 1890s depression and was situated well to the southwest of the North Riding [ie, between North Road and South Road]. (p 37)

Creating a municipal tram network

From Andrew Ward's 1996 history:

The key to the closer development of Caulfield was an effective tramway service. Its importance had been recognised by the Shire of Malvern during the 1890s when it attempted to have a tramway service opened along High Street linking the Shire with Chapel Street, Prahran. In spite of some hard bargaining by the premier, Thomas Bent, the Prahran & Malvern Tramways Trust Constitution Bill was passed by both houses in December 1907. Work commenced with the construction of a network to the north of Caulfield soon afterwards and the first trams ran down Glenferrie Road in May 1910. These events, of course, did not go unnoticed by Malvern's neighbours to the south. Because of their common interests, Caulfield and St Kilda councils were admitted as constituent members of the Trust in September 1910, the opening of the Dandenong Road tramway following on 16 December 1911. The centre span poles, which survive, had ornamental brackets and were designed and built by Noyes Brothers. The rest-houses, one of which survives at the Hawthorn Road intersection, were designed in a picturesque style by architect Leonard J Flannagan, who undertook most of the Trust's work.

Shortly afterwards, the Caulfield and St Kilda Councils approached the Trust for the provision of a comprehensive network of tramways serving the suburbs of Caulfield, East Malvern, Balaclava, St Kilda, Elsternwick and Glen Huntly. The Trust, after much planning with the aforementioned Councils, approved of the routes and called for tenders in order to carry out the work. In so doing, it launched the greatest program of electric tramway construction in the history of the Melbourne suburban area.

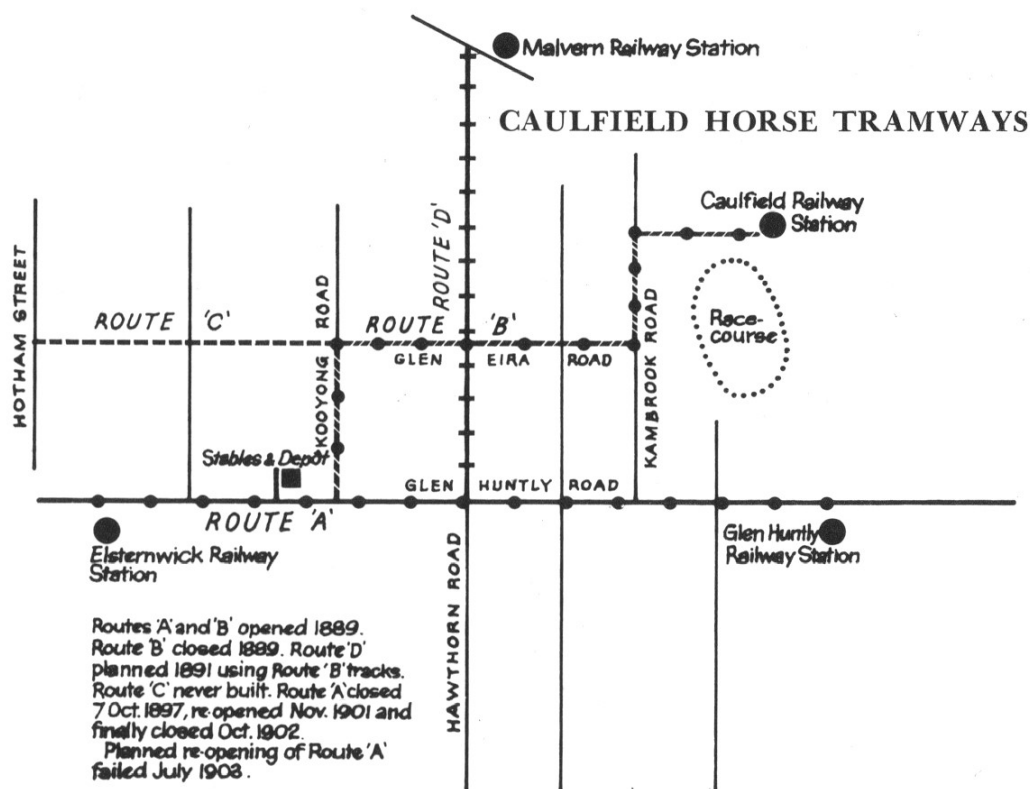


Figure 15: Indicative map of horse-drawn tram routes through the former City of Caulfield, 1889-1902.
Source: Murray & Wells, *From Sand, Swamp and Heath: A History of Caulfield*.



Figure 16: The maiden journey of the first electric tram along Glenhuntly Road, Elsternwick, April 1913.
Source: Murray & Wells, *From Sand, Swamp and Heath: A History of Caulfield*.

The new routes commenced in double track at the intersection of Hawthorn and Dandenong Roads traversing the former thoroughfare to Balaclava Road where a double track branched easterly along this road and via Normanby Road, Railway Avenue, Derby and Waverley Roads to Finch Street, at which point it converged into a single line to continue along Waverley Road to a terminus at Darling Road, East Malvern, with a passing loop at Tennyson Street in Waverley Road, and a crossover at Hawthorn Road in Balaclava Road. A second route was also constructed in double track swinging west from Hawthorn Road into Balaclava Road and running via the continuation of this road and Carlisle Street to a terminus at Acland Street St Kilda, crossing the St Kilda-Brighton tramway en route at Barkly Street.

At the same time work was well in hand on a single track route from the south side of Balaclava Road in Hawthorn Road running along the latter roadway to Glenhuntly Road, where it veered westerly into this road and crossed the Brighton Railway at Elsternwick to come to a terminus at Brighton Road, St Kilda. Passing loops were provided on this line at Glen Eira Road in Hawthorn Road and at Poplar Street and Orrong Road in Glenhuntly Road.

The fourth and final route to be built under the new agreement with the Trust was also single line and traversed Glenhuntly Road from Hawthorn Road running east to a terminus at Grange Road, Glenhuntly, crossing the Frankston railway on the level at Glenhuntly station, a passing loop being provided at Laura Street. (pp 51-52)

In 1913, all of the abovementioned routes were officially opened for traffic [Fig 16] with a string of special cars which toured the network of extensions loaded with tramway officials and representatives of both the Caulfield and St Kilda Councils, ribbon cutting and speech making taking place at each suburban boundary reached by the cars. The completed junction at the intersection of Hawthorn and Balaclava Roads as built by the Trust formed one of the largest tramway junctions of its type in Australia, having a double track star crossing in the centre of the intersection and double line curves around all four corners [Fig 17]. Rebuilt in 1947 it remains in use today as a reminder of the Trust's presence in the City of Caulfield. To the west, the Rusden Street substation is yet another reminder of P&MTT days.

The extension of the P&MTT's tramway system was critical to Caulfield's success as a suburb throughout the [interwar] period. The immediate post-Edwardian years had witnessed the continued operation of the world's most technically advanced system of cable tramways by the Melbourne Tramway & Omnibus Company, established by Act of Parliament in 1883. The system had been extended using electric traction to the north, east and southeast by a number of independent municipally controlled tramway trusts, and from as early as 1910 a committee of inner and outer municipalities had resolved that the metropolitan system be "on the lines of one general system, municipally owned and managed". By 1918 the details of a scheme of management were being discussed with the idea of a portion of the operating profits being distributed to offset municipal loan liabilities, that of Caulfield standing at £96,826. Further profits would be used to construct country roads and to subsidise railway losses. When the Melbourne & Metropolitan Tramways Board was established in 1919, it was hamstrung by these requirements which limited its ability to bring to fruition its General Tramway Scheme for tramway development to 1940. A scheme of this magnitude, the Board noted in its Annual Report of June 1923, had not been attempted by any other city in the world. In Caulfield, it made provision for the construction of a tramway for the full length of Glen Eira and Kambrook Roads and along Orrong Road from Glenhuntly Road north to Toorak Road. The Glenhuntly Road tram was to be extended to Koornang Road via Truganini Road and the Brighton Road tram was to run to Cummins Lane, turning south along Bluff Road to the Victorian Railways Black Rock tramway.

Finally, a tramway service was to run along Bay Street Brighton and North Road, running east to Warrigal Road. Sadly, these plans were never realised, the Carnegie route extension being the only works completed under the General Scheme's provisions. An exception, however, was the Hawthorn Road tramline, extended to the Nepean Highway but not shown in the General Scheme map.

In August, 1923, the Glenhuntly car depot and traffic office was completed to the design of the Board's architect, G A Monsborough. Today, the presence of Melbourne's electric tramway system in Caulfield is an important character element in the urban environment of the City, recalling not only the role of the former M&MTB, but its predecessor, the P&MTT. (p 61)

The M&MTB's general scheme not only anticipated the tramway along North Road, heading north beyond Oakleigh, but a short spurline south along Warrigal Road. At Centre Road a line was to head east from the Point Nepean Road to East Boundary Road and at South Road Moorabbin railway station was to be linked with the station at Brighton Beach. (p 63)

The Depression of the early 1930s put paid to the vision of electric tramway extensions (p 64)

Related places

Ornamental Tramway Overhead Poles, Dandenong Road, Caulfield North (1910) [HO18]

Tram shelter, corner Dandenong Road and Alma Road, Caulfield North (1912) [HO19]

Grand Union Tramway Junction, Balaclava and Hawthorn Roads, Caulfield (1913) [HO148]

Former P&MTT Substation, 6-8 Rusden Street, Elsternwick (1914) [HO58]

Tram verandah shelter, corner Balaclava and Orrong Road, Caulfield (1916-17) [HO5]

Glen Huntly Tram Depot, Glenhuntly Road, Caulfield South (1924) [HO70]

3.6 Linking Victorians by air

Establishing early airfields

While the theme of aviation has not had a lasting influence in the study area, it is worth noting that one of Melbourne's first civil aerodromes was located off Grange Road in Carnegie.²⁸ Generally known as the Glen Huntly Aerodrome (and, in some contemporary reports, as the Melbourne Aerodrome), it dated back to 1919 and was one of four privately-run airfields (along with those at Coode Island, Glenroy and Fisherman's Bend) predating the formation of the Civil Aviation Branch of the Department of Defence in 1920. This authority proposed that all of Melbourne's civil aviation activities should be consolidated at a single site, and a new aerodrome was duly established in Essendon. While the existing airfields at Coode Island and Fisherman's Bend remained in use for some years, those at Glen Huntly and Glenroy ceased operation with the opening of the facility at Essendon.

Little is recorded of the short-lived Glen Huntly Aerodrome. One of its few known structures was a steel-framed and timber-clad double-bay hangar, erected by the Larkin-Sopwith Aircraft Supply Company (Fig 18). When the firm transferred its business to the Essendon Airfield in 1921, its hangar at Glen Huntly was dismantled and re-erected at the new site, where it remained for more than eight decades before it was demolished in the early 2000s.

In the *Sands & McDougal Directory*, the Glen Huntly Aerodrome is listed on the west side of Mimosa Avenue at the corner of Munro Avenue (then known as Loch Avenue). This was part of what was known as the Sugarworks Paddocks, north of the long-defunct sugar refinery. After closure of the aerodrome, its Grange Road frontage became the site of the new Glen Huntly State School (opened August 1921), other areas were set aside as public reserve (Koornang Park and Lord Reserve), and the remaining land to the south subdivided in 1930, creating Lyons, Morgan and Neville Streets.

²⁸ "Melbourne's first aerodrome", *Glen Eira Historical Society Newsletter*, No 8 (November 2015), p 7.



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BALACLAVA JUNCTION, CAULFIELD, VIC.
This Junction is Unique - as it is the Only Junction in AUSTRALIA
Where TRAMS Turn All Directions

Figure 17: Postcard from the 1950s, noting the superlative status of tramlines at Balaclava Junction.
Source: Picture Collection, State Library of Victoria



Figure 18: The Glenhuntly Aerodrome, showing the Larkin Company hangar later relocated to Essendon.
Source: Picture Collection, State Library of Victoria

3.7 Establishing and maintaining communications

Establishing postal services

Andrew Ward noted the presence of post offices in both South Brighton (ie Moorabbin) and East Brighton (ie Bentleigh) as early as 1857.²⁹ The latter operated from a small room in a house on Centre Road.³⁰ While Murray & Wells record that Richard Boxill acted as Caulfield's unofficial postmaster in the early 1860s, a more formalised service did not begin until the municipality's first post office opened on Hawthorn Road in 1865. Local resident Samuel Masters spent two decades agitating for improved services, which saw the commencement of postal deliveries for all residents from 1882. Post offices duly opened at Elsternwick (1883), the Shire Hall (1885), Caulfield East (1888) and Murrumbeena (1890).³¹ The Elsternwick facility was the first to secure purpose-built premises: a grand two-storey brick building incorporating a telegraph office, opened in 1891. Caulfield East followed suit, with a more modest single-storey building completed in 1911 (Fig 19).

The early twentieth century saw the local post office network expand rapidly, with outposts at Glen Huntly (1909), Carnegie (1911), Bentleigh North (1915; later renamed McKinnon), Caulfield North (1915) and Caulfield South (1923). While the established facilities at Bentleigh and Carnegie were each allotted new purpose-built premises in 1928, those at Murrumbeena and Glen Huntly remained housed in existing buildings for years. The former obtained modest new premises in 1955, while the latter relocated in 1965 to a converted Edwardian villa on Grange Road. The early post-WW2 era saw several new post offices in the study area, including those at 330 Hawthorn Road, Caulfield South (1946) and 148 East Boundary Road, Bentleigh East (1958). From the early 1970s, an intense phase of consolidation and upgrade saw many pre-war facilities superseded by modern counterparts. Some of these (as was the case at Bentleigh and Caulfield East) were constructed on the actual sites of the earlier buildings, while others (such as Elsternwick and Carnegie; see Fig 20) were developed nearby.

Related places

Elsternwick Post Office (former), 296-298 Glenhuntly Road, Elsternwick (1891) [HO29]

Making, printing and distributing newspapers

One of the first newspapers to provide noted coverage of the study area was the grandly-named *Elsternwick Leader and East Brighton, South Brighton, Cheltenham, Mentone, Mordialloc, Oakleigh, Sandringham, Balaclava & Caulfield Record*, which commenced publication in 1887. Many other newspapers emerged over the next decade or so, such as the *Caulfield & Elsternwick Star* (1887), *Caulfield & Elsternwick Leader* (1888), *Elsternwick & Caulfield Herald* (1891), *Caulfield & Elsternwick Times* (1893), *Malvern, Caulfield & Armadale Recorder* (1899) and the *Caulfield & Elsternwick Mercury* (1901). All of these, however, were published outside of Caulfield's actual boundaries (in St Kilda, Malvern or Brighton North). Most of them proved short-lived ventures, although the *Caulfield & Elsternwick Times* (renamed the *St Kilda & Caulfield Southern Cross* in 1906), continued until 1927.

The first local newspaper actually produced within the boundaries of the City of Caulfield appears to have been the *Buzz*, which was briefly published in the early 1930s out of a printer's premises at 411 Neerim Road, Murrumbeena. Two later newspapers, the *Caulfield Mercury* (1936) and *Caulfield Star* (1938), both emanated from that suburb (the former from premises at 411 Hawthorn Road), but neither enjoyed noted longevity. The late 1930s also saw the first newspapers to specifically focus on the northern fringes of the City of Moorabbin, in the form of the *Bentleigh News* and the *Ormond News* (1939), although both were published out of Cheltenham (by the same company).

29 Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 22.

30 ` *Moorabbin: A Centenary History, 1862-1962*, p 51.

31 Murray & Wells, *From Sand, Swamp & Heath*, p 97.



Figure 19: New post office in Derby Road, Caulfield East (1911); note adjacent State Savings Bank branch.
Source: National Archives of Australia



Figure 20: Carnegie's new post office at 319 Neerim Road (1975); note circular block of telephone booths.
Source: National Archives of Australia

In the early post-WW2 era, up-and-coming media magnate Peter Isaacson initiated a series of local newspapers covering suburbs south of the Yarra, including the *Caulfield Elsternwick Advertiser* and *Carnegie Courier* (both 1949) and the *Prahran News* (1952). These merged in 1959 to create the *Southern Advertiser*, which, three years later, was renamed the *Southern Cross*. Initially published out of Toorak (while “circulating in Caulfield, Elsternwick, Glenhuntly, Carnegie, East St Kilda, Balaclava and Ripponlea”), the *Southern Cross* remained in publication well into the 1990s.

Developing electronic means of communications

In the late nineteenth century, telephone subscribers in the study area were served by exchanges at Windsor, Malvern and Brighton. While an exchange at Elsternwick was mooted in the late 1890s, two decades passed before the Commonwealth acquired land at the corner of Selwyn and Sinclair Streets. Opened in 1925, the new air-conditioned automatic telephone exchange (Fig 21) initially provided 5,700 lines, but with space for 9,300.³² The next decade saw the emergence of two more exchanges that, while both located just outside present-day boundaries of the City of Glen Eira, were intended to serve areas within. The Oakleigh Exchange, which opened on Neerim Road (east of Poath Road) in 1927, served Murrumbeena and parts of Carnegie and Bentleigh. In 1935, the so-called Caulfield East Exchange, on Waverley Road at Malvern East, served parts of Caulfield, Carnegie, Glen Huntly and Ormond. Towards the end of the decade, Bentleigh was provided with its own exchange, located in Loranne Street (at the rear of the existing post office on Centre Road), which represented a branch of the existing exchange at Brighton. Post-WW2 residential expansion in the southern portion of the study area prompted the establishment of new telephone exchanges in North Road, Ormond (1949) and Mackie Road, Bentleigh East (c1955).

Related places

Elsternwick Telephone Exchange, 21 Selwyn Street, Elsternwick (1924) [part HO72]

Broadcasting

Television broadcasting occupies a special place in the history of the study area. While the establishment of television stations in Australia was facilitated by new legislation passed in 1948, the process was delayed by a sudden change of government and subsequent Royal Commission. Planning to commence television services to coincide with the 1956 Olympic Games, the country’s national broadcaster, the Australian Broadcasting Commission, sought an appropriate site for a studio facility in Melbourne and, in early 1956, acquired land in Elsternwick that had formed part of the grounds of the historic mansion *Rippon Lea*. Plans for a new building were hurriedly prepared and, although the transmission tower was operational by September, the complex was still far from complete when broadcasting commenced on 19 November, two days before the opening of the Olympic Games. With studios and other facilities completed afterwards, the complex (Fig 22) was not officially opened until May 1958. During the 1960s, two further phases of expansion took place. In 1993, the ABC acquired a complex of buildings in nearby Selwyn Street, to accommodate additional production facilities and storage for props and sets.

Radio broadcasting has a limited history in what is now the City of Glen Eira. The current radio station known as *Golden Days Radio* (GDR 95.7 FM), focusing on nostalgic music for older listeners, was initiated after a meeting at the Bentleigh RSL in 1990. Following the usual process of license applications and test broadcasts, the station made its first proper broadcast in March 1994 using a transmitter located at the Caulfield Racecourse. The broadcast continues to the present day.

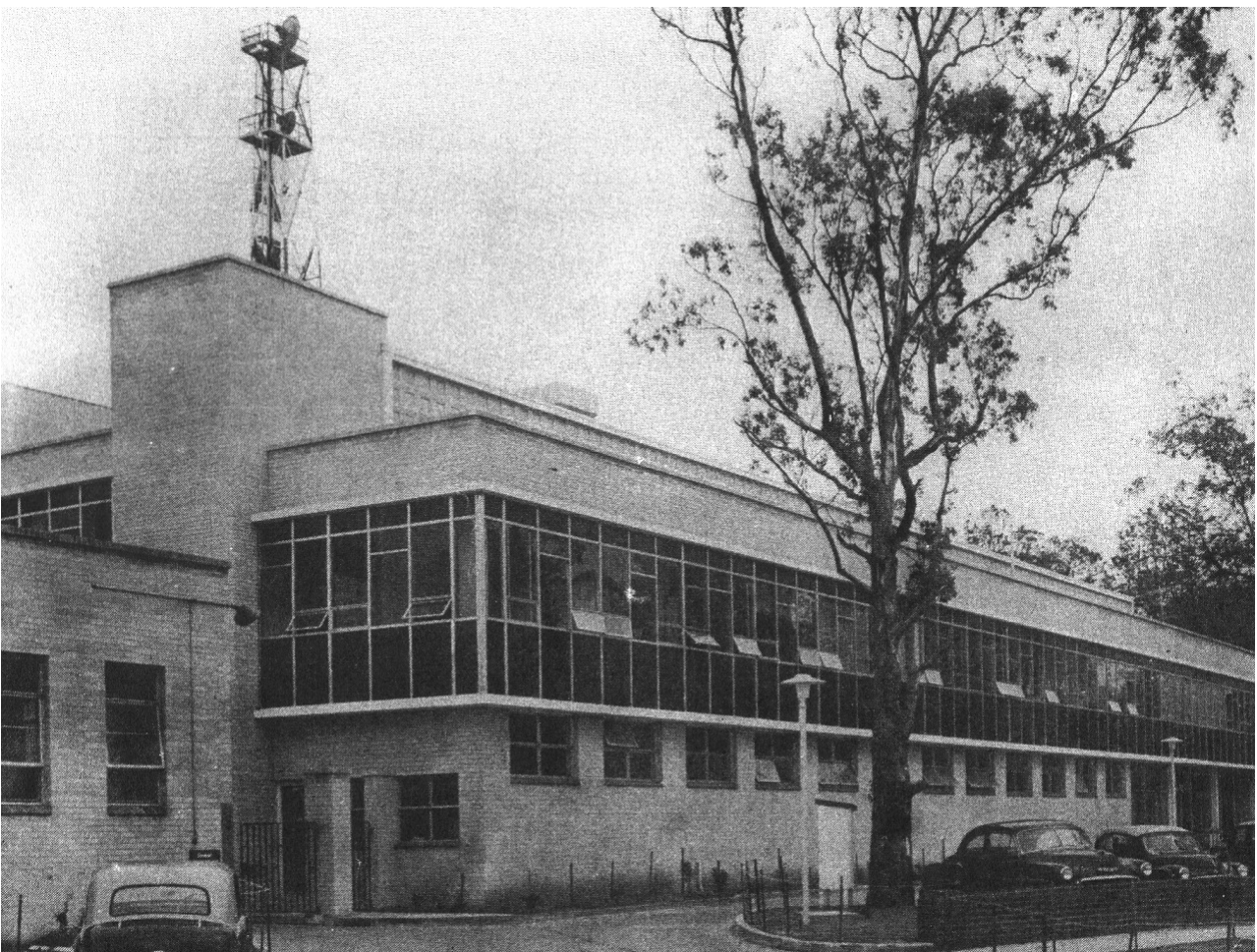
Related places

ABV2 Television Studios (former), 8 Gordon Street, Elsternwick (1956-58) [HO156]

³² “Telephone expansion”, *Age*, 20 August 1924, p 11.



*Figure 21: The new automatic telephone exchange in Selwyn Street, Elsternwick (1925).
Source: National Archives of Australia*



*Figure 22: The ABV2 TV studios in Gordon Street, Elsternwick, photographed soon after completion.
Source: Architecture Today, November 1958*

4.0 TRANSFORMING AND MANAGING THE LAND

4.1 Living off the land

This is not considered to be a major theme in the development of the City of Glen Eira.

4.2 Living from the sea

This is not considered to be a major theme in the development of the City of Glen Eira.

4.3 Grazing and raising livestock

Grazing and breeding cattle and horses

From Andrew Ward's 1996 history:

Immediately to Caulfield's north-east, I R Allan occupied his three square mile run known as Allan's Creek, actually situated in the Gardiner's Creek Valley, from February, 1838. Downing and Lawler were his immediate neighbours whilst John McMillan's Scotchman's Creek run, established in 1840 occupied five square miles immediately east of Huntingdale Road. Caulfield's importance, however, rested more in its strategic location between Port Phillip's eastern runs and their Melbourne markets. (p12)

John O'Shanassy, (1818-1883), later Sir John O'Shanassy, MLC and three times premier of Victoria during the 1850s and early 1860s, arrived in the Port Phillip District in 1839. He obtained a grazing lease immediately to the east of Dendy's Brighton Estate of 40,000 acres in 1841 and in the same year that Dendy had secured his Special Survey. Named Windert, his station occupied the land between East Boundary Road and Boundary (Warrigal) Road in the southeast corner of the present City of Glen Eira. It extended east as far as Springvale Road. (p 12)

By 1846, John O'Shanassy was complaining of "this heath-cursed country" and he allowed a portion of his leasehold to be taken up by Richard and John King. The Kings' station was situated on the "mail track to Dandenong" which skirted a swamp at this point, the "reedy swamp" being described as "water permanent but difficult of access in dry weather". It was a good site for a head station, the Kings' paddocks degenerating rapidly into "barren sandy soil" in the vicinity of the present Yarra Yarra Golf course... John King remained on a portion of his preemptive right, which he called Kingsland well into the late nineteenth century. He died there on 6 November 1896 and his gravestone can still be seen in the Old Cheltenham cemetery. (p 13)

It seems that the greater challenge [for resident of Moorabbin's Shire's North Riding, between North Road and South Road] was the matter of controlling wandering stock. Cr Burgess, on one occasion, said the nuisance was "very great, herds from Oakleigh grazed on the roads all day long". (p 54)

4.4 Farming

Growing fruit and vegetables

From Andrew Ward's 1996 history:

Henry Dendy ... was farming in the area now known as McKinnon and bounded by Thomas Street, Centre Road and Wheatley Road as early as 1843. Henry Moor, a Melbourne solicitor, ran a vineyard on 5 acres in South Road and Cribbin notes that the countryside from the Bay to East Boundary Road was soon "dotted with vineyards". The 1840s also witnessed the development of the first large and concentrated development of market gardens outside Melbourne in Brighton, Moorabbin, Bentleigh and Cheltenham. (p 14)

Closer subdivision paved the way for the formation and development of a farming community during the 1850s. (p 19)

The 1857 rate book [for the Caulfield Road District] indicates that the major portion of the District was under pasture, although a considerable portion was cultivated. (p 21)

There were upwards of two hundred landholders and householders present at the inaugural meeting of the [Moorabbin] District Road Board [in June 1862] where a rate was set for “wastelands”, “pasture”, “cultivation” and “all other saleable property”. (p 22)

By this time [early 1860s], the eastern and outer eastern portions of the [Dendy] Special Survey had been occupied predominantly by Irish settlers who have been described as “most numerous” at East Brighton, now Bentleigh and McKinnon, and present day Heatherton. They were engaged in viticulture and market gardening, the sandy soil producing greens, cabbages, cauliflowers, carrots, potatoes, rhubarb and fruit. (p 22)

To the south and east [of Caulfield proper], land was mostly given over to farming with a substantial tract immediately to the east of Grange Road extending from Dandenong Road to North Road owned by W. Murray Ross. His holdings were situated in the centre of established market gardens by the 1870s, worked by farmers obtaining their supply of water from Leman’s swamp. (p 31)

[In 1874,] the Southern Cross noted that the [water] reserve [at north end of Leman’s Swamp] was “of great value to our market gardeners, both as a water reserve and for the peat it contains”, which was mixed with manure for burning. (p 13)

By 1873 the Sands & McDougall Directory for that year included 137 entries under Brighton East [later, Bentleigh] and of these, 106 (77%) were gardeners. Other occupations included dairyman, wheelwright, carter, bootmaker and the usual purveyors of general merchandise and beverages. The nature of the entries suggests that generations of families were already established in the business of market gardening, there being more than one entry under the following names: Box (2), Brady (3, all in Brady Road), Burgess (3, all in Mackie Road), Carroll (3, all in Bignells Road), Cahill (2, Mackie Road), Garfield (2), Gahan (2), Hall (2), Hanrahan (3, all in Brady Road), Hansen (2, North Road), Howell (2, senior and junior, Jasper Road), Huntley (2, including junior, Centre Road), Jones (2), McCormick (2, Bignells Road), McGuinness (4, including junior; 3 in McGuinness Road), Norton (2, East Boundary Road, Queenscliff (2 Tucker Road), and Simmonds (2). (pp 35-36)

In the Moorabbin North Riding [ie, between North Road and South Road], its bucolic character, characterised by the well-tended market garden plots and toiling peasants, held sway throughout these years [from 1900 to 1919]. (p 53)

In spite of the activity on all sides, the North Riding remained essentially the locale of the market gardeners. The most important events were the gardeners’ picnics, the formation of the Market Gardeners’ & Fruit Growers’ Association, and the Moorabbin Horticultural, Poultry & Dog Society Spring Shows. (p 53)

The Market Gardeners’ & Fruit Growers’ Association was formed to improve its members’ lot, particularly by the expansion of their trading outlets. Cr Penny, speaking for the market gardeners in 1900 said, “it was absolutely necessary that something should be done to better their position, for starvation stared them in the face”. The prices for vegetables fluctuated dramatically and it was hoped that the Association could help ensure that its members’ produce found its way to the better markets, even if they were interstate. (p 54)

It was during the interwar period that the market gardeners [in Moorabbin’s North Riding] were driven out of the land to the west of the railway line north of Brewer Road. The evidence of this development is clear on MMBW lithograph No 165 (1936) and it is confirmed by the surviving bungalows and villas of the period today. (p 63)

By 1951, the railway corridors impinging on Caulfield/Moorabbin were fully built up, but the whole of the eastern end of the North Riding remained in use as market gardens almost as far west as Tucker Road. (p 77)



Figure 23: Chinese market garden in Caulfield, sketched in 1919 by architect/local resident Robert Haddon.
Source: *The Calendar Book of Robert Joseph Haddon*, Picture Collection, State Library of Victoria



Figure 24: The National Rose Nursery, corner Glenhuntly and Bamba Roads, Caulfield (c1913).
Source: *Sands & McDougall Directory of Victoria* (1914)

The transformation [of Moorabbin's northern fringe] from countryside to suburb, however, left vestiges of the past for some time. Cruikshank's nursery survived for a time off Wheatley Road on land now occupied by the Wattle Grove Reserve. In the far north-west of the Moorabbin [North] Riding, Hutchinsons' vast nursery complex, with extensive ferneries, was in existence at the corner of North Road and Thomas Street until the post-WW2 period. (p 64)

Although damaged by a fire in December 1945, Hutchinson's Nurseries in North Road remained in operation until the early 1950s. The Ormond Plant Farm in Lillimuir Road, also dating back to the early twentieth century, was still in business in 1965. The *Sands & McDougall Directory* for that year listed just four market gardeners in Bentleigh East, and only one in Bentleigh (on the east side of Tucker Road, near Centre Road).

Related places

House (*Cumbernauld*), 504 Hawthorn Road, Caulfield South (1872; 1886) [HO31]

– former market gardener's residence

House, 22 Brady Road, Bentleigh East (1889) [HO97] – former market gardener's residence

House (*St Elmo*), 133 Tucker Road, Bentleigh (1889) [BH] – former market gardener's residence

House (*Glen Eira*), 118 Jasper Road, Bentleigh (c1926) [HO119]

– bungalow associated with the Marriott family, long-established local market gardeners

4.5 Gold mining

This is not considered to be a major theme in the development of the City of Glen Eira.

4.6 Exploiting other mineral, forest and water resources

Exploiting natural resources for building materials

Andrew Ward noted that the Caulfield Road District's earliest Assessment Roll of 1857 includes an entry for John Fox's brickyard in Portion 46, at the northeast corner of Glenhuntly and Hawthorn Roads.³³ According to Murray & Wells, sand mining was a significant early industrial presence in the study area.³⁴ Facilitated by the granting of crown licenses, sand pits appeared in the north-eastern and south-eastern fringes of the municipality, although only a few of these (near Bambra Hill and the present-day Brighton Cemetery) achieved lasting success. As Caulfield's sand became increasingly popular for moulding, a number of local sand pits were acquired or established by foundries during the 1870s. While the activity spurred a degree of local controversy in later years, it continued into the early twentieth century; as late as 1912, an existing sand pit at the corner of Orrong and Inkerman Roads was re-opened by one hopeful individual.

Although timber cutting has been noted as another early industry, it would not become formalised until the 1870s, when the first two timber yards were established in Caulfield.³⁵ The first timber yard with its own saw mill, established by J W Douglas on Normanby Road, appeared in the mid-1880s. By 1914, there were five. In the last two decades of the nineteenth century, red marl (a type of mudstone, then widely used for road-construction) was extracted from pits in Caulfield's north, off Dandenong Road.³⁶ The material itself was also used locally, for the construction of roads that included Normanby Road and several streets west of the Glen Huntly railway station.

Related places

House (*Ardwick*), 14 Atkinson Street, Bentleigh (c1885?) – erected by brickmaker Thomas Ethell

³³ Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p CC.

³⁴ Murray & Wells, *From Sand, Swamp & Heath*, p 196.

³⁵ Murray & Wells, *From Sand, Swamp & Heath*, p203.

³⁶ Murray & Wells, *From Sand, Swamp & Heath*, p 197.

Developing other forest industries

Murray & Wells also note that charcoal burning and peat extraction were amongst the earliest industrial activities undertaken in what is now the City of Glen Eira.³⁷ Peat extraction focused on both Paddy's Swamp and Leman's Swamp, although use of the latter ceased when the site was acquired by W Murray Ross in 1874. While the Caulfield Roads Board imposed restrictions on peat extraction at Paddy's Swamp after it was gazetted as a reserve in 1866, the activity still continued into the early 1890s.

Using and managing water for irrigation

From Andrew Ward's 1996 history:

Dobson, in The Living Harvest, notes that the natural springs were one of the main reasons for the early settlement of East Bentleigh and Cheltenham after Dendy's Special Survey. He states that one such spring, at the corner of Centre Road and Bignell Road, had been a camping site for aborigines and later a watering place for O'Shanassy's cattle. This location is now marked by the St Peter's Catholic School. (p12)

4.7 Transforming the land and waterways

Draining swamps and diverting streams

From Andrew Ward's 1996 history:

A "Plan of Roads (now in use) running through the Brighton Special Survey proposed for proclamation" and prepared in 1851 by Henry Foot, shows the south east corner marked by a series of crosses, presumed to denote swampy ground. This area is now occupied by post-WW2 housing and the Moorabbin Primary School. (p 12)

The Crown Lands Office plan of "Part of the Parish of Prahran" of 1857 shows a lagoon immediately east of the Orrong Road/Alma Road intersection and a "wet flat" in the centre of the street block bounded by Inkerman, Kooyong, Balaclava and Hawthorn Roads. There is another to the north-east of the Kooyong/Glen Eira Road intersection along with extensive tracts of red gum flat. There were springs on the edge of a low escarpment meandering along the present route of Alma Road whilst the better known Paddy's and the Leman Swamp were situated further east. As late as 1878 the Victorian Railways "Plan and Section" book maps show a small swamp to the north of Paddy's, west of Mayfield Grove and another at the west end of the Caulfield station ground. The lagoon marking the site of the present East Caulfield Reserve was also in existence. Together with Paddy's swamp, it was to be retained by the Crown following the 1850s land sales as a water reserve. (p 12)

Today, the northern part of the Leman Swamp, purchased by William Murray Ross towards the end of his spate of land buying, has reverted to public use as Lord Reserve and Koornang Park. Henry Leman (Lemann) was for a time overseer of the Allan's Creek run and Murray Ross' move to acquire the reserve was bitterly opposed by the Southern Cross in October 1874. It eventually passed into the entrepreneur's hands in December of that year. The Southern Cross, however, noted in its argument that the reserve was "of great value to our market gardeners, both as a water reserve and for the peat it contains "which was mixed with manure for burning. In the 1840s and '50s, however, Caulfield's swamplands, in the absence of a local population, were the preserve of the runholders. (p 12)

To the north of North Road, a small pocket of poorly drained land in the vicinity of the Murrumbeena Road intersection remained under-utilised [into the post-WW2 era]. Government agencies seized on this last opportunity to provide much needed public facilities [including the Duncan McKinnon Reserve and the Murrumbeena High School]. (p 77)

37 Murray & Wells, *From Sand, Swamp & Heath*, pp 194-195

In the earliest days of post-contact settlement, the most prominent watercourse in the study area was Elster Creek in what is now McKinnon, which extended north-west from present-day Allnutt Park, passing through Gardenvale, Brighton North and Elwood and thence into Port Phillip Bay. In the late nineteenth and early twentieth century, the creek was reconfigured and to mitigate against flooding in swampier parts of Elwood. In the early 1930s, the portion in what is now the City of Glen Eira, east of the Nepean Highway, was deepened and straightened, and then, towards the end of that decade, entirely rebuilt as a pitched concrete channel.³⁸ In the mid-1970s, this, in turn, was reconstructed as a fully enclosed underground drain.

38 Melbourne & Metropolitan Board of Works, *The Development of the Elster Creek Drainage System* (1979), pp 40-43.

5.0 BUILDING VICTORIA'S INDUSTRY AND WORKFORCE

5.1 Processing raw materials

Processing primary produce for local and export markets

From Andrew Ward's 1996 history:

On Portion 71A [at present-day Carnegie], occupied by the swamp, [property speculator William] Murray Ross built his sugar works, drawing water from the swamp and using machinery obtained from the Victoria Beet Root Sugar Company's failed works at the Anakies. (p 32)

The sugar beet venture failed [during the 1890s]. (p 32)

Opened in 1875, Ross' sugar beet mill was a large multi-storey brick complex on the west side of Koornang Road, north of Oakleigh Road (Fig 25).³⁹ After the venture failed, Ross attempted to sell the vast building for compatible industrial use, including as a brewery, abattoir or rabbit processing plant, but nothing eventuated; the abandoned building was finally demolished in 1908. As an early local example of processing raw materials, Ross's ill-fated sugar works was predated by the marginally more successful (but still short-lived) abattoir on Kooyong Road, established by Richard Elsworth in 1869 but closed down only five years later due to public opposition.⁴⁰

From the early twentieth century, the processing of primary produce in the study area was chiefly dominated by the dairy industry. As Murray & Wells pointed out, technological improvements in the late nineteenth century fundamentally changed the way that milk products were processed and distributed in Australia, and the new era of suburban dairy depots was represented locally as early as 1919, when Victory Milk Products established premises in Derby Crescent.⁴¹ Many more dairy depots followed, including B L Coram & Sons, which began operation in the mid-1920s in Kangaroo Road, Murrumbena. In the later 1930s, several of these depots (including the early one initiated by Victory Milk Products) were acquired by E M Parton, whose process of consolidation would continue into the post-WW2 period. By that time, Parton's principal local rival was the Co-operative Farmers' Milk Company Ltd, which erected a large modern pasteurisation plant in Bentleigh East in the early 1950s (Fig 26). One of the last survivors of the local dairy industry was Coram's Hughesdale Dairy, which still operated in Kangaroo Road in the 1970s. Towards the end of that decade, it took over the former Co-operative Farmers' Milk Company factory in Bentleigh East, maintaining "a fleet of seventeen trucks over seven retail rounds, and ten semi-wholesale rounds which extend from St Kilda to Noble Park".⁴² The dairy subsequently ceased operation and its buildings were demolished in 1999.

5.2 Developing a manufacturing capacity

Making Victoria the "engine room" of the Australian economy

As stated by Murray & Wells, the first factories in the study area were the forges and blacksmiths active as early as 1856.⁴³ One example noted by Andrew Ward was blacksmith Lewis Brickman, whose business operated on Jasper Road, Bentleigh, from at least 1862.⁴⁴ However, such industrial activity maintained only a limited local presence in the later nineteenth century, typified by the bottle maker, die sinker, saddler and small number of bootmakers and blacksmiths listed amongst the residents of Caulfield and Elsternwick in the *Sands & McDougall Directory* for 1895.

39 City of Glen Eira, *Rosstown Rail Trail*, unpaginated. This source records the former site of the complex as the vicinity of present-day Miller Street and Neville Street.

40 Murray & Wells, *From Sand, Swamp & Heath*, p 199.

41 Murray & Wells, *From Sand, Swamp & Heath*, p 211.

42 Murray & Wells, *From Sand, Swamp & Heath*, p 211.

43 Murray & Wells, *From Sand, Swamp & Heath*, pp 197-98.

44 Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 22.

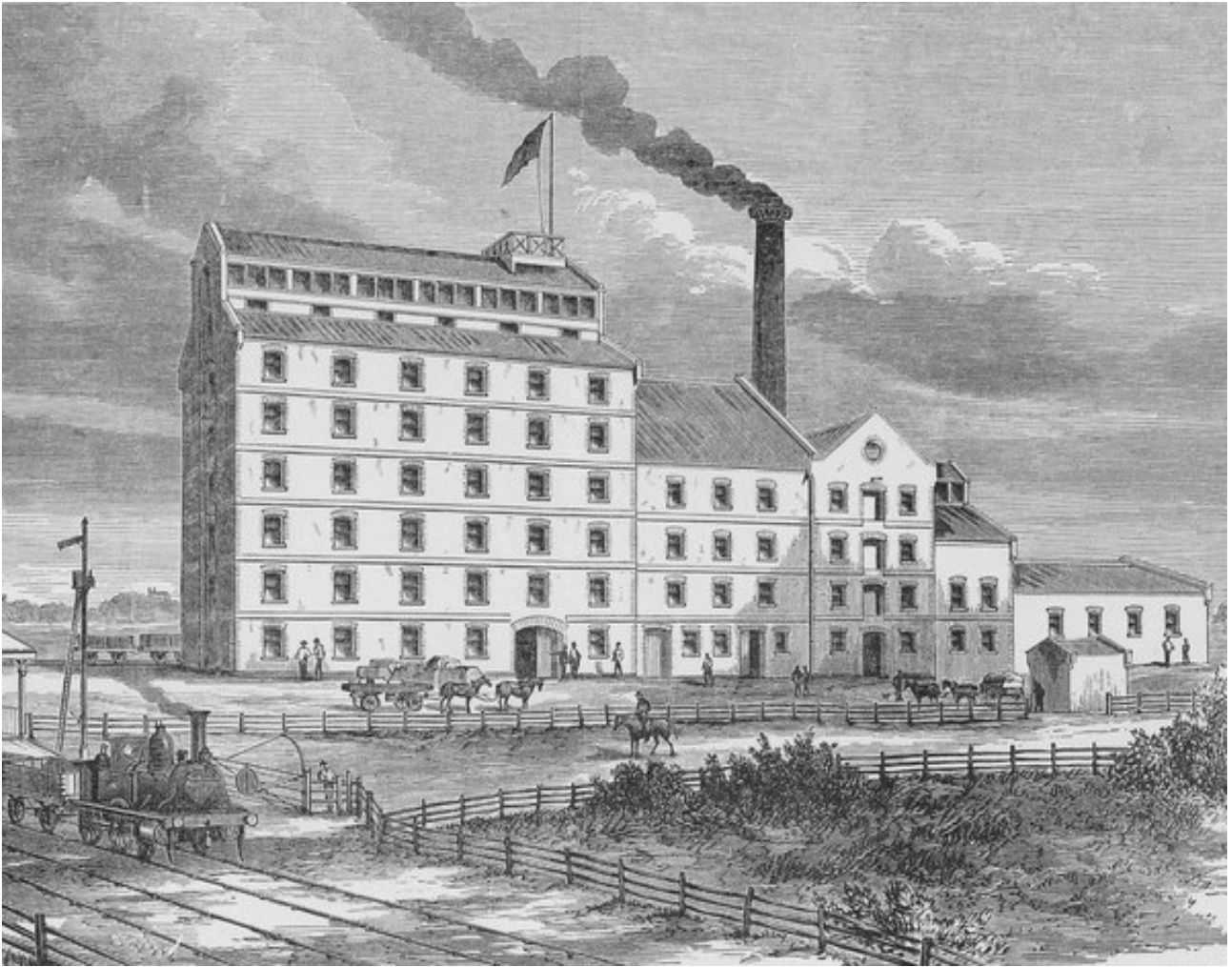


Figure 25: William Murray Ross' ambitious but unsuccessful sugar beet works at Carnegie (1875).
Source: Picture Collection, State Library of Victoria

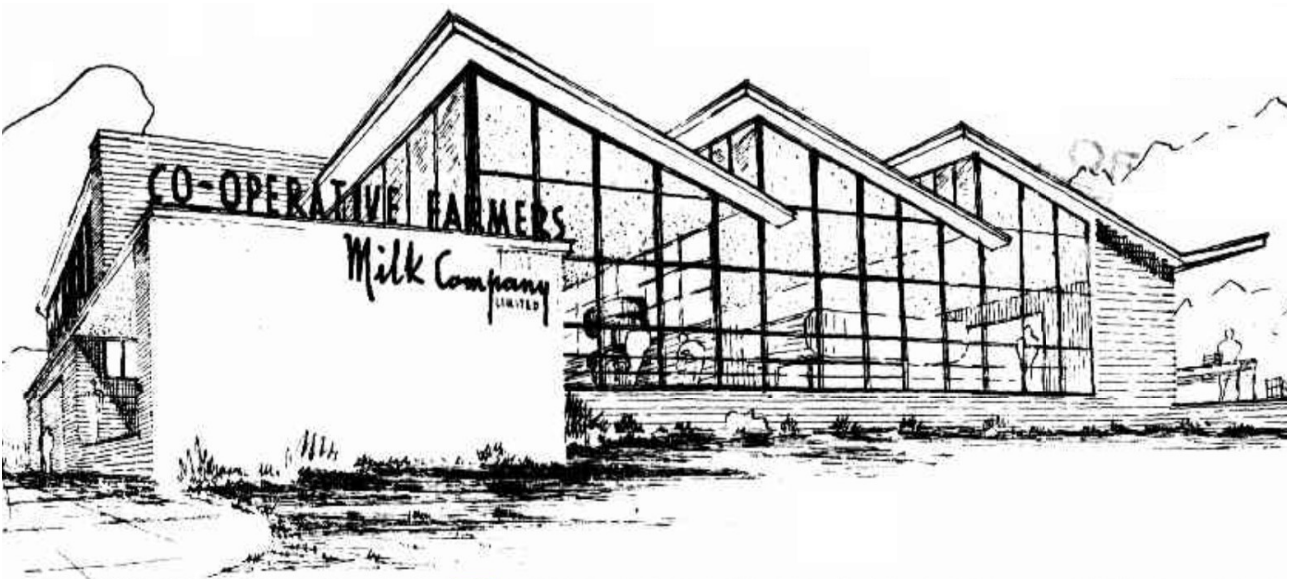


Figure 26: The Co-operative Farmers Milk Company Ltd's new dairy complex in Bentleigh East (1953).
Source: Dandenong Journal, 27 May 1953

By contrast, the early twentieth century saw a minor explosion of industrial development. Murray & Wells have alluded to the growing number of local manufacturers catering to the booming construction trade, including workshops for timber joinery, furniture and cabinetmaking, a fibro-plaster factory in Redan Street, and no fewer than ten cement tile factories. The latter were dominated by the Globe Tile Works at Murrumbeena, which began operation in humble premises in 1923, relocating several times before establishing itself in Murrumbeena Road, where the firm's distinctive roofing tiles can reportedly still be seen on a number of nearby residences.⁴⁵

During the interwar period, a number of textile factories were established in the western fringe of the study area, including the Vale Knitting Mills (1923) and the Winterford Spinning Mills (1926), both on Point Nepean Road, and the Acme Knitting Mills (1926) on Glen Eira Road, Ripponlea.⁴⁶ The Bucknit Woollen Mills (1933), developed on a large site at the corner of Thomas Street and Brewer Road in Bentleigh, rose to become one of Moorabbin's largest employers; later re-badged as the Centenary Cloth Mills, it was still in operation in the 1990s.⁴⁷ Industrial activity along the contiguous stretch of Point Nepean Road continued during the 1930s with modest premises of a fibrous plaster company, followed by the larger and grander architect-designed complex of plastic manufacturers British Xylonite (1932; Fig 27), deemed of sufficient architectural interest to be noted by Robin Boyd in his book, *Victorian Modern* (1947). By the end of the 1930s, a few more factories had appeared along this prominent thoroughfare, including one that made cement tiles.

When industrial expansion resumed in the study area in the immediate post-WW2 period, there was a strong emphasis on the manufacture and processing of foodstuffs. As Murray & Wells put it, "inspectors were very busy sampling and checking sausages of many types, drinks such as raspberry vinegar and cordials, ice cream and a host of edible products".⁴⁸ These factories tended to be relatively small in scale and located in existing retail or commercial strips, typified by the single-storey premises of Gamble's Aerated Waters in Neerim Road, Murrumbeena or the two-storey premises of the National Licorice Company in Hawthorn Road, Caulfield (both 1946).

Manufacturers seeking to develop larger factories in the study area were obliged to seek locations beyond these established retail hubs. The two major thoroughfares marking the north and west boundaries continued to attract such activity. By 1960, factories along Dandenong Road at Carnegie included manufacturers of window blinds, textiles, furniture and wrought iron (Fig 28). Nepean Highway burgeoned into an even more prominent industrial precinct, with its pre-war factories supplemented by others that made everything from plastics, tiles and textile machinery to corsets and canned food. Bentleigh East, where vast tracts of undeveloped land still remained in the post-WW2 era, became especially attractive to manufacturers. Amongst those to settle in that area were Marshall & Reeve, makers of water supply equipment, on Murrumbeena Road (1952) and the woven wire mesh division of the Cyclone Company of Australia Ltd, on East Boundary Road (1953). However, by far the largest and most ambitious such project was the factory (also on East Boundary Road) developed by the British Australian Tobacco Company on thirty acres that it had acquired back in 1945. Formally known as *Virginia Park*, the sprawling architect-designed complex was officially opened by Prime Minister Menzies in 1957.

Far from being deemed a blight on suburbia, such factories were often praised for their pleasing architectural form and landscaped settings. In Moorabbin's centenary history, published in 1962, attention was drawn to several recent factories where "the garden style is generally followed", such as Paton's Brakes Pty Ltd (East Boundary Road again), while the premises of Ardna Clothing Manufacturers, at 877 Nepean Highway, was noted for its "striking use of glass and concrete".⁴⁹

45 Geulah Solomon, *Caulfield's Heritage, Volume 1: Caulfield's Building Heritage*, p 10.

46 Murray & Wells, *From Sand, Swamp and Heath*, p 208.

47 John Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, pp 159, 160

48 Murray & Wells, *From Sand, Swamp & Heath*, p 210

49 *Moorabbin: A Centenary History, 1862-1962*, p 91.

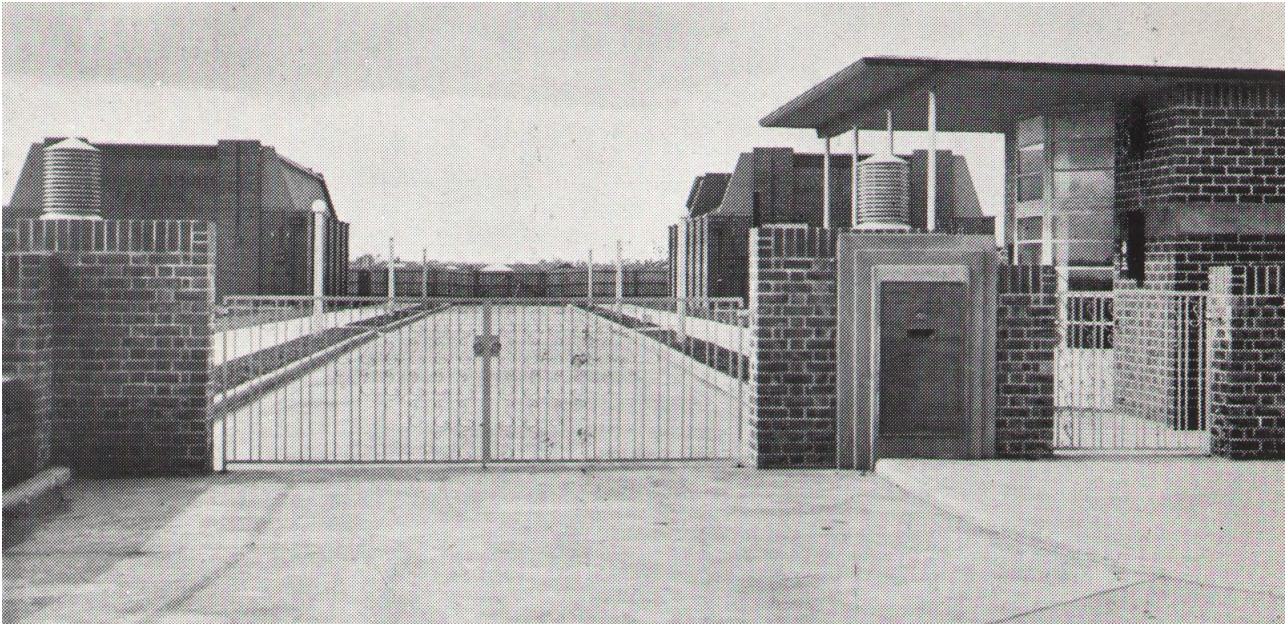


Figure 27: The new British Xylonite factory in Point Nepean Road, Bentleigh (1932).
Source: Robin Boyd, *Victorian Modern* (1947)



Figure 28: The new Westeel (Paul & Gray) window blind factory in Dandenong Road, Carnegie (1959).
Source: *Cross Section*, November 1959

Related places

Caulfield Motor Garage (former), 20-22 Derby Road, Caulfield East (c1913) [part HO71]

Mack Brothers engineering works, 1050-1058 Glenhuntly Road, Caulfield South (1949-1954) [RBA]

Glen Press printing factory (former), 711 Glenhuntly Road, Caulfield South (c1952) [part HO66]

5.3 Marketing and retailing

Serving local needs

From Andrew Ward's 1996 history:

With the exception of two shops at Owensville, in Hotham Street, Charles Davis' [two] shops [in the Camden Town village, recorded in the Caulfield Road District's Assessment Roll of November 1857] were the only stores throughout the road district. (p 21)

If Camden Town was the principal commercial focus for the District in 1857, it was to remain so in later years, incorporated today in the Glenhuntly Road centre which extends more or less continuously from Elsternwick to Bambra Road. (p 21)

The earliest retail businesses in the study area were the general stores that appeared in the late 1850s as part of original village settlements, such as Wade's Store on Glen Eira Road at Owensville, and Boxhill's Store on Hawthorn Road, which took over the so-called "Black Chapel" that had accommodated the district's first church services.⁵⁰ By the early 1860s, there were already four shops at Camden Village: three fronting Glenhuntly Road and one fronting Hawthorn Road.⁵¹ Others duly followed, included John Guess's Store on Hawthorn Road, which was converted into a public house, the London Tavern, in 1873. An early counterpart in Bentleigh East, albeit not established until the 1890s, was Clarence Judd's general store (Fig 29) at the prominent intersection of Centre Road and East Boundary Road.⁵²

From the early twentieth century, local retailing needs continued to be served by the traditional "corner shop" in residential areas (typified by several examples in the Edwardian-era subdivisions of Elsternwick), and then, during the inter-war period, by small stand-alone groups of shops that typically provided a general store, butcher, baker and greengrocer. The latter trend continued into the post-WW2 era, and particularly in the southern part of the study area where small retail strips emerged in Bentleigh (eg Tucker Road between Mortimore Street and Patterson Road) and Bentleigh East (eg Mackie Road between Parkmore Road and Deakin Street, and the south side of North Road, west of East Boundary Road) from the early 1950s.

Related places

Shops, NE corner Hawthorn and Inkerman Roads, Caulfield North (1880s) [part HO14]

House with remnants of corner shop, 20 Kambrook Road, Caulfield North (1880s) [HO153]

Corner shop (former), 52 St Georges Road, Elsternwick (c1903) [part HO72]

Corner shop, 12 Hartington Street, Elsternwick (1909, 1913) [RBA]

Caulfield South Shopping Centre, Glenhuntly Road, Caulfield South (1920s/30s) [HO66]

Row of shops, 158-166 Hawthorn Road, Caulfield North (1936-37) [BH]

Row of shops, 229-233 Murrumbeena Road, Murrumbeena (c1937) [part HO12]

– associated with A V Jennings Beauville Estate

⁵⁰ Murray & Wells, *From Sand, Swamp & Heath*, pp 105, 108

⁵¹ Murray & Wells, *From Sand, Swamp & Heath*, pp 111-112.

⁵² John Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, p 76.

The rise of shopping centres along train/tram routes

From Andrew Ward's 1996 history:

The development of the Derby Road shops followed these events [ie, land subdivision] as early as 1881 and possibly at the time of the first Caulfield Cup run on 5 April 1879. (p 32)

An aerial photo provided with the Moorabbin Heights Estate brochure of 24 November 1928 confirmed that the "Wonder Suburb of the South" (ie, Bentleigh) was indeed, a fait accompli. It showed a continuous row of shops on both sides of Centre Road from Loranne Street in the west running out of the picture past Daley Street in the east. (p 64)

Between Ormond and Bentleigh, the McKinnon Progress League was given credit for much of the shop building in McKinnon Road. Whereas post-WW2 redevelopment has resulted in the transformation of Bentleigh and Ormond, large sections of the McKinnon shopping centre remain intact today. Further south, neither Patterson railway station nor the shopping centre of today were in existence [in the 1920s and '30s]. (p 64)

As was the case elsewhere in the metropolitan area, the expansion of Melbourne's railway network through the study area prompted a boom of commercial expansion in the late nineteenth century as retailers clamored for sites along roads abutting the new railway stations. This pattern became notably evident in Derby Road, Caulfield East, and Glenhuntly Road, Elsternwick (where, according to Murray & Wells, there were no fewer than sixty shops by 1892).⁵³ Further afield, retail strips emerged near the new stations at Glen Huntly (Glenhuntly Road), Carnegie (Koornang Road) and Murrumbeena (Neerim Road/Murrumbeena Road).

While railway stations opened at Ormond, McKinnon and Bentleigh in the early 1880s, such was the limited degree of residential settlement that scant retail expansion followed. It was not until the early twentieth century (and particularly the inter-war era, after the railway line was electrified in 1924) that shopping strips expanded near these three stations, respectively along North Road, Centre Road and McKinnon Road. As local historian John Cribbin had noted, early retail activity along Centre Road was characterised by scattered shops amongst "many vacant blocks", while McKinnon Road exhibited "noticeable commercial development" (Fig 30) that marked "the beginning of the emerging suburb of McKinnon".⁵⁴ In the post-WW2 era, this pattern would re-emerge when the opening of Patterson station in 1961 prompted retail development along the contiguous stretches of Patterson Road.

Related places

Derby Road and Environs, Caulfield East (1879) [HO71] – *developed next to Caulfield Station*

Row of shops, 323-329 Glenhuntly Road, Elsternwick (1889) [part HO72]

Row of shops (Moore's Buildings), 303-313 Glenhuntly Road, Elsternwick (1891) [part HO72]

Row of shops (Buckeridge's Buildings), 357-371 Glenhuntly Road, Elsternwick (1911) [part HO72]

Creating car-based centres in the post-WW2 era

From Andrew Ward's 1996 history:

Widespread use of motor cars [in the post-WW2 era] also led to the establishment of regional shopping centres. Foreshadowed by the MMBW in its 1954 Planning Scheme analysis, the Chadstone centre was established on Caulfield's northern boundary in the early 1960s. It was followed by Southland on the Nepean Highway at Cheltenham in 1968. Both centres have affected the viability of the strip centres such as Glen Huntly Road and Centre Road which have struggled to provide comparable off street parking in areas developed prior to the widespread use of the automobile. (p 78)

⁵³ Murray & Wells, *From Sand, Swamp & Heath*, p 226.

⁵⁴ John Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, pp 98-99, 106.



Figure 29: Judd's Store at the corner of Centre and East Boundary Roads, Bentleigh East (c1890s).
Source: John Cribbin, *Moorabbin: A Pictorial History*.



Figure 30: Strip shopping along McKinnon Road at McKinnon, photographed in the early 1930s.
Source: John Cribbin, *Moorabbin: A Pictorial History*.

In the post-WW2 era, as the shopping experience became increasingly reliant on the use of the motor car, existing commercial strips were transformed. In Glenhuntly Road, Centre Road and elsewhere, groups of adjacent pre-war housing would be acquired and cleared to keep up with the demand for parking space behind established shopping strips.

This period also saw the emergence of new or reimagined retail typologies, geared towards the busy car-based consumer, such as the Centre Arcade in Bentleigh (1959). Four years later, the opening of a Safeway Supermarket in Bentleigh, at the corner of Centre Road and Jasper Road, was a milestone on a broader metropolitan scale, as it represented the first outlet of this enduring retailer to be wholly purpose-built, as opposed to premises formerly occupied by grocery chains that Safeway had taken over.⁵⁵ Almost two decades passed before the study area obtained its first (albeit relatively small-scaled) regional shopping complex. This was the Caulfield Plaza Shopping Centre, which opened on Dandenong Road, near the corner of Derby Road, in 1981.

Related places

Centre Arcade, 325 Centre Road, Bentleigh (1959) [RBA] – *new-style shopping centre*

5.4 Exhibiting Victoria's innovation and products

This is not considered to be a major theme in the development of the City of Glen Eira.

5.5 Banking and finance

Establishing local bank branches

It appears that there were no banks operating within the study area prior to January 1888, when the English, Scottish & Australian (ES&A) Chartered Bank opened a branch at 2-6 Derby Road, Caulfield. The Shire of Caulfield's accounts were immediately transferred there, following the suggestion of a councillor who "had promised, some time ago, that as soon as any bank opened a branch in the shire, he would vote for the shire account being transferred".⁵⁶ By 1890, the same bank had opened a branch at Elsternwick, near the railway station. Rival banks, however, were evidently slow to follow suit. Even in the mid-1890s, the nearest banking facility (aside from these two outposts of the ES&A Bank) was a branch of the National Bank of Australasia at Balaclava. Otherwise, residents of the study area were obliged to travel even further afield, to St Kilda, Brighton or Prahran, for their banking needs.

Further expansion of local banking infrastructure unfolded in the early twentieth century. Fittingly, this began with new purpose-built premises for the ES&A Bank in Derby Road, for which architect John Little called tenders in 1901. The State Savings Bank of Victoria (SSB) opened branches at Elsternwick (1907) and Caulfield East (1913), while the next few years saw a branch of the National Bank open at Elsternwick, and sundry other branches at Carnegie and Murrumbeena.

The early 1920s witnessed a boom of new bank branches across the study area, virtually all located on established retail strips. As each bank tended to have its preferred architects, many of these buildings were the work of the same practitioners. In 1923, the SSB commissioned Stephenson & Turner to design its new branches at Glen Huntly and Caulfield West, and engaged another firm, Sydney Smith, Ogg & Serpell, for those at Caulfield South and Murrumbeena. By the end of the decade, the SSB was the most represented bank in the study area, with no fewer than eight branches. The ES&A Bank had six, and the Commercial Bank of Australia had two, while the Bank of NSW, the Bank of Australasia and Union Bank of Australia were represented by only a single branch each, at Caulfield East, Elsternwick and Bentleigh respectively. Elsternwick remained the epicentre for pre-war banking, with at least four different branch banks by 1930.

55 John Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, p 165.

56 "Caulfield Shire Council", *St Kilda, Prahran & South Yarra Guardian*, 14 January 1888, p 3.

During the 1950s and '60s, many of the earlier branch banks in the study area were demolished and replaced by smarter modernist counterparts. The merging of the ES&A Bank with the ANZ Bank in 1970 ushered in a new era of consolidation that saw branches demolished or re-purposed; a second such wave would follow in the early 1990s following the closure of the SSB and the emergence of the Bank of Melbourne.

Related places:

State Savings Bank (former), 26 Derby Road, Caulfield East (1913) [part HO71]

State Savings Bank (former), 704 Glenhuntly Road, Caulfield South (1923) [part HO66]

ES&A Bank (former), 385 Centre Road, Bentleigh (1926) [RBA]

State Savings Bank (former), 438-438B Centre Road, Bentleigh (1928) [HO98]

State Savings Bank (former), 75a Koornang Road, Carnegie (1939) [RBA]

5.6 Entertaining and socialising

Establishing licensed premises in Victoria

From Andrew Ward's 1996 history:

There were two hotels [recorded in the Caulfield Road District's first Assessment Roll of November 1857], the Farmers' Arms on the main Dandenong Road in East Elsternwick (Portion 94) and the Grange owned by Hugh Glass on Portion 73, North Road. (p 21)

The London Tavern in Hawthorn Road, established by John Guess in 1873. (p 21)

At present day McKinnon, Thomas Bent's father, James, ran a hotel from at least the 1860s. It was situated on the site of the present McKinnon Hotel at the north-west corner of McKinnon and Jasper Roads and was very appropriately named The Gardeners' Arms. (p22)

Jessie Morley's Plough & Harrow Hotel was situated on the north-east corner of Point Nepean Road and South Road [Fig 31]. This site, now occupied by a recent [1990s] office development, marked the nucleus of a small settlement referred to as South. The Sands & McDougall Directory of 1885 confirms the location of the hotel, by which time it was functioning as a resort with a zoo and aviary at the rear. William Tibbitts' painting of the hotel of 1881 shows swings in the front garden and stylish visitors arriving in their buggies, drawn by teams of white horses. A later illustration shows a fountain in the garden, additional buildings and stabling, a plantation in the front and the Frankston train passing in the distance. (p 22)

The Sands & McDougall Directory for 1890 lists 311 entries under Brighton East, including Greggs Hotel... the Boundary Hotel, at the corner of Centre Road and East Boundary Road... and the Gardeners' Arms [Hotel] at the corner of McKinnon and Jasper Roads. (p 39)

An indicative map of Caulfield's settlement circa 1863, reproduced as an endpaper to Murray & Wells' book, shows that there were six hotels along Dandenong Road by that time: the Wattletree Hotel, Gardiner Hotel and Racecourse Hotel on the north side (ie, outside the present-day boundaries of the City of Glen Eira), and the Royal Hotel, Tam O'Shanter Hotel and Melbourne Hunt Hotel on the south side.⁵⁷ The same map further reveals that the only other hotel between Dandenong Road and North Road (then known as Warrein Road) was the Vine Hotel, on the south side of Balaclava Road, east of Hawthorn Road. If this map had extended south beyond North Road, it would have included the Plough & Harrow Hotel in what is now Bentleigh. Recorded on the corner of "Arthur's Seat Road" (ie, Nepean Highway) as early as 1855, this early hotel not only predated the creation of the Moorabbin Road District by seven years, but also virtually all of the aforementioned early hotels in what became the City of Caulfield.

⁵⁷ Murray & Wells, *From Sand, Swamp and Heath*, endpaper.



Figure 31: William Tibbits' coloured sketch of Gregg's Plough & Harrow Hotel on South Road.
Source: John Cribbin, *Moorabbin: A Pictorial History*, front cover.



Figure 32: The venerable London Tavern in Caulfield South, as tastefully modernised in the mid-1930s.
Source: *Decoration & Glass*, August 1937, p 24.

By the early 1870s, there were two rival hotels on opposite corners of Centre Road and Jasper Road in Bentleigh, memorably known as the Hit & Miss Hotel and the Live & Let Live Hotel.⁵⁸ Both, however, were destroyed by fire after a relatively brief existence. Aside from the London Tavern Hotel on Hawthorn Road (1873), later nineteenth century hotels in the study area included the Rosstown Hotel in what is now Carnegie (c1877), the Caulfield Club Hotel on Dandenong Road, north of the Caulfield Racecourse (c1884) and the Boundary Hotel at the corner of Centre Road and East Boundary Road, Bentleigh East (c1884). All four of these hotels underwent subsequent phases of alteration and expansion (with the Rosstown Hotel almost destroyed by fire in 1906) before being virtually rebuilt from scratch during the inter-war era. That period also saw the remodelling of the Gardener's Arms Hotel (which changed name and ownership in the mid-1920s to re-emerge as the Hotel McKinnon) and the London Tavern, updated circa 1936 (Fig 32).

The venerable Plough & Harrow Hotel on South Road (latterly known as Stevenson's Hotel) was damaged by fire in 1934 (at which time it was reported to be one of the oldest surviving hotels in Victoria).⁵⁹ Subsequently rebuilt, it changed its name yet again to become the Moorabbin Hotel. It was replaced in the early 1990s by a vast multi-storey counterpart, dubbed the Moorabbin Junction Hotel. When this ceased operation after only a few years (and was subsequently converted into offices), it marked the end of the site's continuous occupation by hotels for over 150 years.

Related places

Rosstown Hotel, 1084 Dandenong Road, Carnegie (1878; 1926-27) [RBA]

Caulfield Club Hotel (former), 25 Derby Road, Caulfield East (c1884; 1935) [part HO71]

Creating picture palaces

From Andrew Ward's 1996 history:

An aerial photo provided with the Moorabbin Heights Estate brochure of 24 November 1928 confirmed that the "Wonder Suburb of the South" (ie, Bentleigh) was indeed, a fait accompli.... The old timber station building is clearly visible with the roof of the Hoyts Picture Theatre (1926) to the west. A "barn" on the outside, the proprietors had spent their money on the inside which was resplendent with cast plaster ornamentation, sweeping staircases and curvaceous bulkheads in the Hollywood style. The Ormond Theatre in North Road was subsequently refurbished in the Moderne idiom but both were demolished in the post-WW2 period. (p 64)

The Crystal Palace Theatre [in Derby Road, Caulfield North] closed with many others following the introduction of television in 1956. It was sold in 1960 and demolished in 1984 to make way for the widening of Dandenong Road. (p 78)

The first cinema in what is now the City of Glen Eira was the Elsternwick Theatre in Gordon Street, which was retro-fitted into the former Elsternwick Public Hall in 1911.⁶⁰ However, it was not until the 1920s that the study area saw a minor boom of such facilities, with the openings of the Carnegie Theatre in Woorayl Street (1920; Fig 33), the aforementioned Crystal Palace Theatre in Caulfield North (1921), the Hoyts Theatre in Centre Road, Bentleigh (1926) and the Plaza Theatre in North Road, Ormond (1928). It was perhaps this spate of new cinemas that prompted the closure of the Elsternwick Theatre in 1929, whereupon the building was converted into a dance hall. The year 1935 saw the opening of two brand new cinemas in the study area: the Camden at 350 Hawthorn Road, Caulfield South, and the Renown at 378 Glenhuntly Road, Elsternwick. Both conceived as lavish Hollywood-style picture-palaces, these two modern facilities compelled the proprietors of earlier theatres at Caulfield North, Carnegie and Ormond (Fig 34) to upgrade and promptly refurbish their own venues in the fashionable Streamlined Moderne style.

58 *Moorabbin: A Centenary History, 1862-1962*, pp 12, 62.

59 "Hotel at Moroabbin damaged by fire", *Argus*, 23 March 1934, p 7.

60 "History of the Classic Theatre", *Glen Eira Historical Society Newsletter*, No 1 (March 2013), p 4.



Figure 33: The Carnegie Theatre in Woorayl Street, Carnegie (1920; demolished).
Source: Glen Eira Historical Society, *Along the Line: Caulfield to Oakleigh Rail Stories*



Figure 34: The Plaza Cinema in North Ormond (1928; demolished), as refurbished in the late 1930s.
Source: John Cribbin, *Moorabbin: A Pictorial History*.

The early post-WW2 era saw the old Elsternwick Theatre in Gordon Street re-open as a cinema, commencing operation in 1946 as the Esquire Theatre. The introduction of television, ten years later, was to hasten the end of many suburban picture theatres; the study area was no exception. This trend began with the closure of cinemas at Carnegie and Ormond (both 1958), followed by the Crystal Palace in Caulfield North (1959), the Camden in Caulfield South (1962), and the Renown in Elsternwick (1970). Initially retained, the defunct buildings were pressed into service for other uses, with the former Camden converted into a tenpin bowling alley. The last of these inter-war cinemas to remain in operation, the Hoyts Theatre at Bentleigh, closed in 1984. The building has since been demolished. Meanwhile, the venerable Classic Theatre in Elsternwick, which re-opened under that name in 1971 and was extensively refurbished and enlarged in 1999 to create a modern triple-cinema complex, still remains in operation at the time of writing.

Related places

Esquire (later Sharon, now Classic) Theatre, 9 Gordon Street, Elsternwick [part HO72]
- former public hall converted into one of Melbourne's first picture theatres in 1911

5.7 Catering for tourists

This is not considered to be a major theme in the development of the City of Glen Eira.

5.8 Working

Working in an office

While there were retailers in the study area as early as the 1850s, some time passed before the advent of business premises that might be considered as offices in a modern sense. Such was the low local demand for professional services that, even in the late 1870s, there were few resident professionals in what is now the City of Glen Eira, including three barristers (in Hawthorn Road, Glenhuntly Road and Dandenong Road), an architect in Glenhuntly Road, and an accountant in Balaclava Road. None of these, however, appear to have occupied purpose-built offices.

It was only after the opening of the railway lines from 1879, and the consequent commercial boom along adjacent thoroughfares, that purpose-built office premises became more ubiquitous in the study area. With the Land Boom bringing a proliferation of estate agents, auctioneers and the like, such businesses were amongst the first to stake their claim with office buildings. A typical early example was the "two storey business premises" of estate agents Lillie & Davies at Elsternwick, for which architect A E Duguid called tenders in August 1887. The next few years saw estate agents open premises along Glenhuntly Road at Elsternwick, as well as the burgeoning retail strips near railway stations at Caulfield and Murrumbeena. By the turn of the century, the articulation of commercial premises as a two-storey building, with retail outlets at street level and professional chambers above, had become well-established in the study area.

The modern post-WW2 office block typology, characterised by stark rectilinear massing, slick curtain walled facades and an ever-increasing number of storeys, began to transform central Melbourne from the early 1950s. As the decade wore on, skyrocketing rents for CBD office space ushered in a phase of decentralisation that saw many city-based professionals relocating to St Kilda Road or the innermost suburbs of East Melbourne, North Melbourne and Jolimont. This trend reached the study area in the early 1960s, when the first of these new-generation office buildings appeared in existing commercial precincts. Two architect-designed examples, both dating from 1960-61, demonstrate contrasting approaches. *Lido Chambers*, at Balaclava Junction, was a two-storey curtain-walled office block in a typical Collins Street mode, while *David Court* in Murrumbeena Road, Murrumbeena, designed for an awkward triangular site along the railway line, was a single-storey complex with integrated courtyards and covered walkway linking the various tenancies.

During the 1960s, a number of low-rise office buildings emerged along (or near) several established commercial strips in the study area, and particularly Glenhuntly Road. However, it was not until the commercial boom of the 1980s that such buildings would start to proliferate. Almost always double storeyed in scale, these local office blocks were sometimes conceived in a Late Modern style, with slick curtain walled facades of tinted or mirrored glass, and sometimes in the fashionable Post-Modernist mode, with lattices, columns, shaped parapets and bold colour schemes. During the 1980s and '90s, entire streetscapes would be reshaped by such development, typified by stretches of Dandenong Road in Carnegie (formerly characterised by factories and car yards), Balaclava Road at Caulfield North (west of Hawthorn Road) and Glenhuntly Road in Caulfield South (east of Bamba Road).

Related places

Office building, 271 Glenhuntly Road/1 Gordon Street, Elsternwick (1887) [part HO72]

– *erected by estate agents Lillie & Davis, and still occupied by an estate agent today*

Shop/office building (*Wardrop's Building*), 77-79 Murrumbeena Road, Murrumbeena (1921) [BH]

– *two-storey commercial building with shops at street level and office space above*

Office building (*Lido Chambers*), 219-229 Balaclava Road, Caulfield (1960-61; 1970) [BH]

6.0 BUILDING TOWNS, CITIES AND THE GARDEN STATE

6.1 Establishing Melbourne Town, Port Phillip District

This is not considered to be a major theme in the development of the City of Glen Eira.

6.2 Creating Melbourne

This is not considered to be a major theme in the development of the City of Glen Eira.

6.3 Shaping the suburbs

Creating early residential subdivisions (1840s-1870s)

From Andrew Ward's 1996 history:

[Of the Caulfield Road Board District, gazetted in October 1857:] The new board prepared its first Assessment Roll for the year commencing on 21 November 1857. It contained 354 individual property entries, broadly subdividing the municipality into St Kilda, sometimes called East St Kilda to the north of Glenhuntly Road and west of Kooyong Road; Caulfield, east of Kooyong Road and north of Glenhuntly Road, and Elsternwick, sometimes called East Elsternwick, occupying the land south of Glenhuntly Road and the eastern end of the district as far as Warrigal Road. (p 20)

To the west [of Caulfield], the impetus of earlier suburban development in St Kilda and Brighton was to impact upon the Caulfield Road Board District's Hotham Street boundary... The consequence of the formation of settlements consolidated by the railway openings in St Kilda, North Brighton and Elsternwick township were that Caulfield was effectively "hemmed in" on its western boundary by a relatively intensively built up suburban band following Brighton Road and spreading out on land sold off as a part of Dendy's Special Survey in the south. Caulfield's St Kilda (East St Kilda) blocks were sold off first [Fig 36] in the smallest parcels and the Alma Road Village and Owensville [subdivisions] were directly related to the pre-eminence of the suburban development immediately to Caulfield's west. (p 21)

[Samuel Masters, chair of the Caulfield Road District Board from 1864 to 1868] pursued the matter of local control of the reserved swamp lands, eventually conniving for the declaration of the land now defined by Kambrook Road, Glen Eira Road, Bond Street and Station Street as a Township Reserve and for the future Caulfield racecourse site as a Town Commons... The Township Reserve, however, was not developed for this purpose, the land being sold in 1879, as suburban allotments from Neerim Road to the railway line. Although the old Township Reserve became open land, this subdivision led to the construction of surviving Victorian villas at Nos 30 and 32 Booran Road. (pp 21-22)

[An 1880s illustration of the Plough & Harrow Hotel at Bentleigh]... looks across the eastern portion of the Special Survey towards Mount Dandenong and shows the countryside divided into paddocks with small houses, garden plots and public works in the form of cleared roads boarded by avenues of immature trees. (p 22)

Suburban development along railway lines (1870s-1920s)

From Andrew Ward's 1996 history:

Caulfield railway station was opened with the line [in 1879], these important events giving rise to a spate of land subdivisions in the immediate vicinity of the racecourse. The entire western boundary of the course was subdivided, as has already been noted, into suburban allotments in 1879. In February, 1881, Messrs Byrne, Vale & Company auctioned off Dr L L Smith's land immediately north of the grandstand with frontages to the Main Dandenong Road and Derby Road. To the east, the Freehold Investment & Banking Company sold the land bounded by Queens Avenue, Derby Crescent and Moodie Street on its "well known easy terms". (p 32)

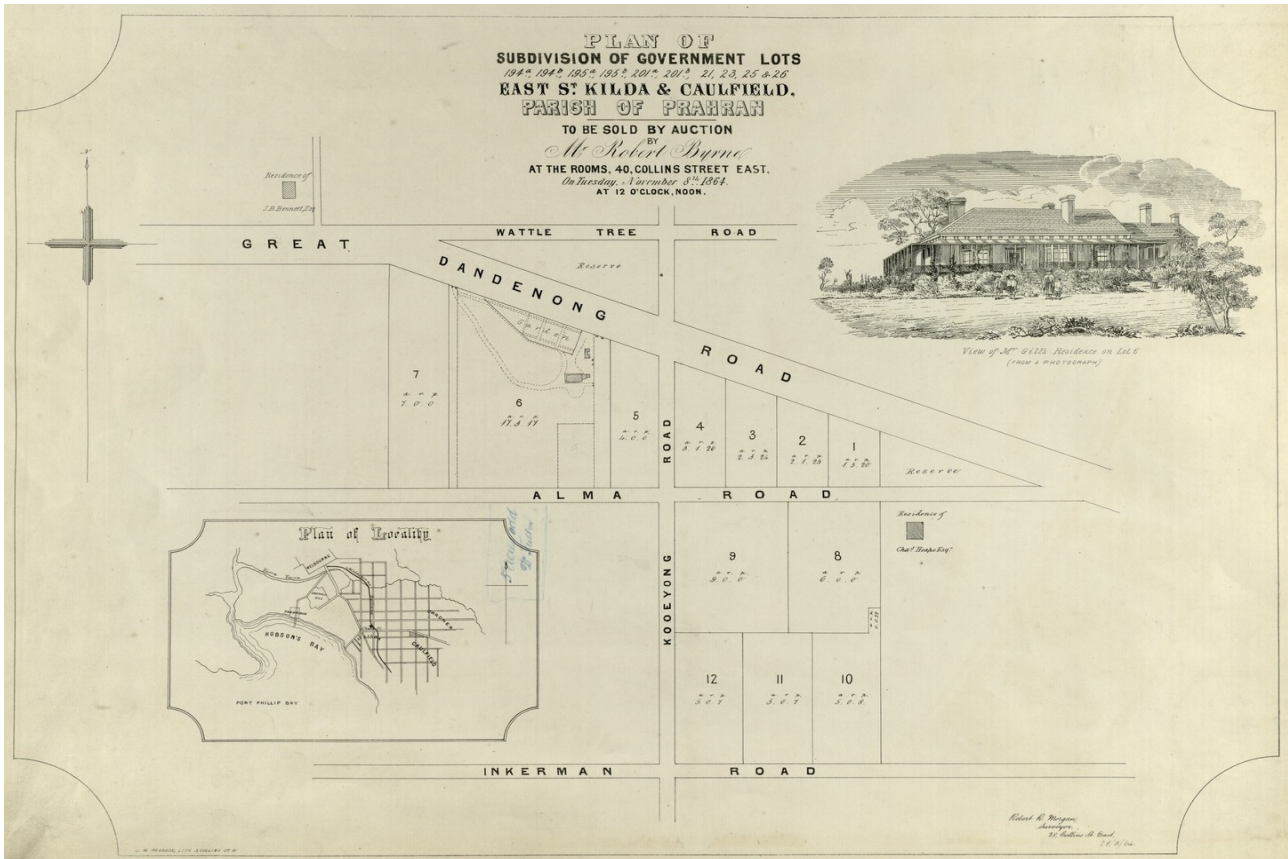


Figure 35: Plan of government land subdivision in East St Kilda and Caulfield North (1864).
Source: Map Collection, State Library of Victoria.

LANDS UNLOCKED FOR THE PEOPLE! MONOPOLY AND HIGH PRICES NO LONGER SUPREME!!

SATURDAY, AUGUST 1.

EAST BRIGHTON PARK.

UPSET PRICE 9s. PER FOOT. Between Centre, Tucker, and Manchester (McKinnon) Roads, and extending up to East Brighton Village.

55 Splendid Villa Sites

WITH LARGE DEPTHS.

UPSET PRICE, 9s. PER FOOT.

SATURDAY, AUGUST 1.

THE PEOPLE'S HOME SYNDICATE are again to the front with their usual LIBERAL TERMS and LOW UPSET PRICE, and the undersigned guarantee that, WET or FINE, every Lot offered will be SOLD if the UPSET PRICE of 9s. per foot be offered for them. Inspect before the day of sale this VALUABLE LAND, now offered at the extremely LOW UPSET of 9s. per foot. Adjoining owners are asking from £5 to £20 per foot for their Main Frontages. Securely Allotment AT ONCE, as no other Estate near it can be sold at the price. Why pay Large Prices for land remote from train service? when you can get land superior to it at this low figure. In such a LOVELY and HEALTHY SUBURB, and can live literally under your OWN VINES and FIG TREES.

DEPOSIT, £5. Balance by Quarterly Instalments. TITLE CROWN CERTIFICATE. Luncheon provided in Marquee. Railway Passes supplied.

For Plans and Further Particulars apply to

Figure 36: Advertisement for sale of the East Brighton Park Estate in Bentleigh (1885).
Source: Map Collection, State Library of Victoria.

[William Murray Ross' 1875 railway line proposal at Carnegie] formed part of a greater scheme... His land holdings were extensive, generally occupying the centre of the Shire immediately east of Grange Road and extending west along the alignment of his railway to Elsternwick. On this land he envisaged the formation of the suburb of Rosstown, made up of building allotments to the west of Grange Road and residential lots and market gardens to the east. Procrastination, however, compounded by Ross' continuing cash flow problems ran the whole venture headlong into the 1892 depression... Land sales led only to minimal development. Today, the most obvious signposts for the Rosstown venture are the street alignments, especially noticeable at Murrumbeena Crescent and Riddell Parade. Of the houses built as a result of Ross' land sales, only No 55 Rosstown Road [demolished 2018] and possibly No 234 Neerim Road remain as built evidence. (p 32)

Although the process of closer subdivision, commencing with Holloway's Camden Town of c1858, continued during the following decades, it was not until the 1880s that they reached a crescendo, spurred on by the construction of railways and promises of more. Activities were concentrated at the rail stations where highest land values could be achieved. By November 1886, Fraser & Company's Garden Vale Estate was described as "the gem of the whole country, and the only large estate unsold close to the (Elsternwick) railway station". The subdividers laid it out "with every consideration for the mansions in the immediate neighbourhood", which generally faced Glenhuntly Road and McMillan Street. It was an interesting point, for the large houses were seen as attractions to the owners of small villas who were happy to live in their shadow. Such genteel considerations, however, were not taken into account in later decades when land was scarce and Caulfield's mansions were to be hemmed in by suburban villas and in many cases, demolished. (p32)

Malvern station also acted as a catalyst for development, the Beaconsfield Park and Salisbury Park estates at the intersection of Hawthorn and Inkerman Roads being auctioned off as the "very pick of this most popular district, the sanatorium of the Colony .. immediately opposite to the Malvern Railway Station". Further down the line, the Rosstown estate and Strathnaver estate of 1880 saw to the subdivision of land within walking distance of Rosstown station. Similarly, the Murrumbeena and Murrumbeena Reserve estates of 1888 cut up the land north and south of the station of that name. The auctioneers, Munro & Baillieu, bragged that Murrumbeena was "but an expansion of aristocratic Toorak, Armadale, Malvern and Caulfield" and that land was available here for "mansion villa and shop sites". (p 32)

Stations on the Frankston line also shared in the boom, the Caulfield estate, bounded by Bealiba, Bambra, Booran and Eumeralla Roads being considered but "a few minutes" from the Glenhuntly and Ormond stations. Sadly, Murray Ross' stillborn Rosstown line bisected the estate and would have proven to be an invaluable asset. (p 32)

The opening of the [Frankston] railway [in 1882] acted as a trigger for sporadic speculative subdivisions along its length in a manner occurring elsewhere at similar distances from the City. As the Land Boom gained momentum, property was subdivided and auctioned on at least fourteen sites in Moorabbin's North Riding [ie, between North Road and South Road]. Although the majority could be justified through their proximity (at times tenuous) with the railway, three were strung out along Centre Road, described by one auctioneer as "the great artery of traffic for the district". One large tract, released in 1889 and extending from Mackie Road to Warrigal Road was remote by any definition and it remains, today, occupied in part by the Mackie Road reserve and the rooms of the Coatesville Bowling Club. To their east, rows of cream brick veneer villas offer ample testimony to the ill-founded optimism of the land boomers over a century ago. (p 38)

Further to the west, however, subdivisions clustered around the railway stations which in turn, were served by the principal east-west roads and located invariably in existing small town centres. At South Brighton (Moorabbin) the South Brighton Township Estate was centred on Wolsley and Gordon Streets with a frontage to the "main tram road to Mordialloc and Point Nepean". The agents, Brock Brothers, pointed out that "many of the influential millionaires of this great though youthful City owe their success in life to the systematic purchase of small allotments in suburbs before the rise in

property had set in". The year was 1888 and the bank crash just 3-4 years away. The street layout envisaged at the time, including Brodribb Street (more of a lane than a street) has survived but there are no buildings today erected as a direct consequence of this land sale. The South Brighton Railway Estate was released to the immediate south in the same year with no better results. (p 38)

Three large estates extending from McKinnon to Bentleigh stations fared slightly better. Railway Park included Hawthorn Grove which followed the irregular path of the Elster Creek. There are three surviving Victorian villas in this street alone and another three in Glen Orme Avenue. Houses at 140 McKinnon Road [demolished c2003] and 9 Vickery Street are tangible evidence of the land sales of 1889 and 1885 respectively [Fig 36]. (p 38)

Many subdivisions [in the early twentieth century] did not lead to building, in spite of incentives offered by the Railways in the form of "free building tickets". The Railways Commissioners, with a view to developing traffic in "sparsely populated localities" offered inducements for the erection of new houses within prescribed areas prior to 30 June 1906. They took the form of free first and second class tickets, and the benefits were extended beyond that date. Nevertheless, William Lyall's Frogmore Estate, extending from Koornang Road to Murrumbeena Road and from the Rosstown railway reservation north to McLaurin Road, was auctioned in 1911-12 and precipitated very little building development. Today only six houses in this area remain from the Edwardian years. (p 50)

Francis Garlick shows that suburban development in 1920 had extended east almost to Hawthorn Road with extensions along Balaclava and Glenhuntly Roads. In the east, land in the vicinity of Carnegie and Murrumbeena stations and the present Truganini Road tram terminus was also closely settled with a smaller pocket of development to the east of Ormond station. Large tracts of land to the north of North Road, however, lay generally undeveloped and extended to the alignment of the Rosstown railway. Throughout the 1920s the balance of the land to the north of Glenhuntly Road was subdivided whilst the Rosstown railway, which effectively marked the southern alignment of the Glenhuntly Road tramway catchment, was crossed between Bambra and Grange Roads as far as North Road. At the extreme east end of the City, the subdivision of land south of Kangaroo Road [Murrumbeena] was commenced during the 1920s, with commuters walking to Hughesdale station for their travel needs. By the end of the thirties most of the municipality had been developed although the finalisation of the subdivision process along North Road was to wait until the Post-WW2 period. (pp 60-61)

Yet Moorabbin was still in the country. Open fields stretched away to the east amongst the hedgerows. The suburbs were still some distance away, at Bentleigh in the north and Mentone in the south (p 65)

Related places

Gladstone Parade, Elsternwick (1888) [HO22] – part of the Kooyong Park Estate

House, 9 Vickery Street, Bentleigh (c1889) [HO142] – part of the East Brighton Estate

Normanby Road/Kambrook Road Precinct, Caulfield North (1890-91) [HO152]

Subdividing mansion estates for closer settlement

From Andrew Ward's 1996 history:

Many of the larger mansion estates were re-subdivided [in the early twentieth century]. Burreel survived although its fountain was removed when its grounds were sold in 1911. Falkenstein, just to the east of Glenfern, was demolished after the estate of that name was sold off in 1912. The auctioneer's poster for the Glenholme Estate demonstrates dramatically how Caulfield, the domain of the privileged, was gradually becoming a middle class suburb. It shows Joseph Hart's family home amongst quarter-acre blocks with a view of this aristocratic mansion through the trees and a horse grazing in the foreground. Sadly, both Glenholme and its grounds were razed, the site being now occupied by Post-WW1 detached houses within a stone's throw of the Glenhuntly tram depot. (pp 50-51)

Related places

Elizabeth Street, Elsternwick (1904) [part HO72] – *part of the first stage of the Rippon Lea Estate*

Vadlure Avenue and Balaclava Road, St Kilda East (1927) [HO76] – *part of the Melby Estate*

Grimwade Court Precinct, Caulfield North (1936-40) [BH] – *developed on site of St Aubins mansion*

Findon Avenue Precinct, Caulfield North (1939-41) [BH] – *part of the huge Cantala Estate*

Expanding into previously underdeveloped areas

From Andrew Ward's 1996 history:

In January 1900, at a special meeting of the [Moorabbin] Council, the Shire Valuer noted that the North Riding's population [ie, between North Road and South Road] had dwindled from 1,754 in 1898 to 1,641 in 1900. The number of buildings had remained constant at 373. Only in the East Riding [present day Clarinda, in the City of Kingston] had there been a marginal increase. [Thomas] Bent, in an election speech later in the year, bemoaned the high cost of rail fares, claiming amidst applause that it was only the "absolutely wealthy (who) can live in Mordialloc, Mentone and beautiful Beaumaris". These places, he said, should be brought within the reach of the "pent-up toil-worn workers of the City". (p 54)

After two quiet decades during which the North Riding had seen no land sales or auction boards at all, the years leading up to the Great War saw a resumption of activity. Eight land releases between 1913 and 1917 were scattered at random between Thomas Street and East Boundary Road. Further east, the south-east corner of the riding attracted two sales involving land now partially occupied by the Yarra Yarra Golf Course. They appear to have enjoyed only limited success, the Sands & McDougall Directory for 1920 recording only 5 families living in the streets formed by these subdivisions. (p 54)

Pegged out well in advance of the home builders, however, were the estates [in Moorabbin's North Riding]. They occupied almost the whole of the [Dendy] Special Survey area, cutting out abruptly at East Boundary Road. Beyond this point, North Road and Warrigal Road attracted only seven estates. Land owners' expectations were underpinned by the prospect of electric tramways being opened throughout the North Riding... Coghill and Haughton auctioned 116 villa sites at the North Road/Warrigal Road intersection in February 1920. They made big of the tramway proposal and its link not only with Oakleigh but the seaside. But this was unfortunately not to be, there being only ten houses erected on the estate by 1948. Box's Estate was another. This estate followed the death of John Box, who had been running his market garden there from at least 1881... The Electric Tramway Estate of 1923 [Fig 37] was situated on North Road to the west of Ormond station. To the prospect of an electric tramway, the auctioneers added the reality of electric light, gas and water being available to each allotment. These were the halcyon years for Bentleigh. (p 63)

In 1923, H C Costello & Company advertised that building allotments in Ormond had doubled in value in three years and Bentleigh "must do likewise". Further, they claimed, 150 new villas and 20 modern shops had been built in Bentleigh during the last year. An aerial photo provided with the Moorabbin Heights Estate brochure of 24 November 1928 confirmed that the "Wonder Suburb of the South" (ie, Bentleigh) was indeed, a fait accompli. The same view of Bentleigh shows the nearby residential streets almost completely built up with rows of bungalows, privies at the rear and gardens too new to boast of trees or pathways. The garden suburb dream would take more than a decade to reach any semblance of maturity. (pp 63-64)

Not surprisingly, Caulfield's suburban expansion [in the 1920s and '30s] spilt over into Moorabbin's North Riding. It was during the interwar period that the market gardeners were driven out of the land to the west of the railway line north of Brewer Road. The evidence of this development is clear on MMBW lithograph No 165 (1936) and it is confirmed by the surviving bungalows and villas of the period today. East of the railway line, building development spread across Jasper Road, north of Brewer Road and petered out before Tucker Road. Elsewhere, linear development followed Centre Road further east, confirming its status as the district's principal thoroughfare. (p 63)

Electric Tramway Estate

145 Magnificent Allotments. (Lots colored Pink For Sale.)

ORMOND

Subdivisional Auction—
SATURDAY, APRIL 7, 1923
At 8 o'clock

CENTRALLY SITUATED
Within 6 Minutes of ORMOND STATION
Within 15 Minutes of GARDENVALE, GLENHUNTLY and BENTLEIGH STATIONS (Electric Service)

SOME OF THE MANY ADVANTAGES CLAIMED FOR THIS PROPERTY
ELECTRIC LIGHT AND GAS can be made available to EVERY ALLOTMENT.
Within 7 miles radius of G.P.O. WATER is actually laid on to the Estate.
Good Up-to-date School and Churches close to Estate.
Good Drainage and Ideal Surroundings.
North Road Electric Trams will pass the Estate and run direct to Beach at North Brighton.

Easy Terms £10 Deposit BALANCE IN TWENTY EQUAL QUARTERLY INSTALLMENTS.
WITH INTEREST AT 6 PER CENT., PAYABLE HALF-YEARLY.

Figure 37: Advertisement for sale of the Electric Tramway Estate in Ormond (1923).
Source: Map Collection, State Library of Victoria.

SUBDIVISIONAL AUCTION SALE
SATURDAY, FEBRUARY 5, 1927
At 3 o'clock, on the Ground

URANDALINE ESTATE, CAULFIELD

12 MAGNIFICENT HOME SITES **12**
Also SPLENDID BRICK VILLA
Containing 11 Rooms and All Conveniences

Villas Adjoining Estate.

TERMS FOR THE LAND **£25 DEPOSIT** Balance in 20 equal quarterly payments, with interest at 6 per cent.
Every lot perfectly drained.

The growth of Caulfield is well known to be phenomenal, and the opportunity to secure good building blocks is rapidly becoming more difficult.
The magnificent villa "Urandaline" contains 11 rooms, 2 bathrooms, pantries, larder, scullery, laundry, garage, etc., and lends itself to conversion into two villas.

TERMS FOR URANDALINE: £500 DEPOSIT. Balance 20 equal quarterly payments with interest at 6 per cent.

Note.—Fast motor-bus service connects this estate with Ripponlea railway service, Journey 7 minutes

ARTHUR TUCKETT & SON
AUCTIONEER & ESTATE AGENTS, 58 QUEEN STREET, MELBOURNE — C. 8008 and 11476
H. L. W. CADE, Estate Agent, 230 Toorak Road, South Yarra — W. 3429
Auctioneer: G. J. MACKAY

SUBDIVISIONAL AUCTION SALE
SATURDAY, FEBRUARY 5, 1927
At 3 o'clock, on the Ground

URANDALINE ESTATE, CAULFIELD

12 MAGNIFICENT HOME SITES **12**
Also SPLENDID BRICK VILLA
Containing 11 Rooms and All Conveniences

Plans and Particulars from
ARTHUR TUCKETT & SON
Auctioneer and Estate Agents 58 Queen Street, Melbourne, — C 8008 and 11476
— or —
H. L. W. CADE, Estate Agent, 230 Toorak Road, South Yarra — W. 3429
Auctioneer: G. J. MACKAY

Figure 38: Advertisement for sale of the Urandaline Estate in Caulfield (1927).
Source: Map Collection, State Library of Victoria.

The post-WW2 period has witnessed an overall decline in the population of the former municipal area of Caulfield from 79,913 in 1947 to 67,776 in 1991. In Moorabbin, the corresponding figures are 28,820 and 94,161. (p 77)

Although the figures for [post-WW2] population growth apply to the whole of the former City of Moorabbin, the pattern of urban development shows that the old North Riding was a major contributor and that its further development to the east was rapid in the two decades following the conclusion of WW2. Caulfield, on the other hand, had dominated Melbourne as a preferred residential location during the inter war years, leaving little room for growth after 1945. By 1951, the railway corridors impinging on Caulfield/Moorabbin were fully built up but the whole of the eastern end of the North Riding remained in use as market gardens almost as far west as Tucker Road. (p 77)

East of Tucker Road, the premature land releases dating back to the late Victorian Land Boom were settled along with new subdivisions mostly east of East Boundary Road. Development was rapid as a consequence of the constraints placed on new home construction during the war years and the scarcity of labour and materials immediately afterwards. When the bans were finally lifted, Moorabbin became the mecca for new homeowners, issuing more building permits in 1949 than any other metropolitan municipality. Much of this activity took place in the North Riding, bringing with it demands for improved roads, education, shops, transport and other services. The suburb of East Bentleigh was born during this period, reaching maturity in the 1960s after which the post-WW2 land boom moved on to newer pastures. (p 77)

West of Jasper Road, the new estates were unsewered. Councillor Stevens, representative for Moorabbin's north ward, stated that all of the eastern end of his ward was served by unmade streets. The Council moved following the Local Government Act of 1958 to require developers to install made streets, footpaths and drainage prior to the construction of houses, thereby adding considerably to housing costs though resolving the problems of inadequate services. (p 78)

Creating public reserves

From Andrew Ward's 1996 history:

Paddy's Swamp, now Caulfield Park, was reserved as a public park in 1866 and has remained so to the present time. (p 21)

Whilst pressing ahead with its program of roadworks... the Caulfield Shire Council also made positive steps towards the beautification of the municipality. In the late 1890s, it ordered Huntingdon elms, oaks and planes as street trees and planted pines in the Dandenong Road reserve. Flowering shrubs were planted in Caulfield Park and an eleven acre sports ground provided with a frontage to Inkerman Road. A pavilion and curator's cottage were built, the latter being [presumably] occupied by the ranger, whose tasks included the supervision of cattle in the park and apprehension of strays. (p 35)

In East Caulfield Reserve, a cricket pavilion was provided and trees planted, the grass kept in order by club members' sheep. Further afield, the present Duncan Mackinnon Reserve was leased to Mr Stone in 1895 "to clear the scrub and rushes and to cultivate such parts of it as he may think fit" (p 35)

The [Caulfield] Council undertook further beautification works throughout the municipality. In March 1907, a £2,000 loan was raised to enable purchase of the site of the Hopetoun Gardens. Rockeries were established at the intersection of the Brighton and Glenhuntly Roads and an ornamental garden at the approach to Murrumbeena station in 1916. In 1901, twenty seats were ordered to be placed throughout the Shire on the basis of the precedent already established in Brighton, Malvern and Boroondara. (p 53)

The report of the Metropolitan Town Planning Commission of 1929... strongly advocated the expansion of the [Caulfield] City's parklands which were subsequently augmented with the development of the Lord and Packer Reserves. (p 62)

The Duncan Mackinnon Reserve was opened in 1976 on the site of Crosbie's Swamp, following initial works by the [Caulfield] Council commencing in 1962. (p 77)

In 1936, it was reported that there were ten major public reserves in the then City of Caulfield.⁶¹ Three of these, namely Caulfield Park (62 acres), East Caulfield Reserve (14 acres) and Mackinnon Reserve (13 acres), were all noted to be Crown land, albeit overseen by Council as a Committee of Management. The remaining seven reserves, owned as well as managed by Council, were Princes Park in Caulfield South (18 acres), Koornang Reserve in Carnegie (14 acres), Lord Reserve in Carnegie (12 acres), Murrumbeena Reserve (11 acres), Ormond Reserve (8 acres), Hopetoun Gardens in Elsternwick (5 acres) and Greenmeadows Gardens in St Kilda East (3 acres; Fig 39).

South of North Road, in what was still part of the Shire of Moorabbin, the pre-eminent pre-war public park was the Bentleigh Recreation Reserve, which was acquired by Council in 1914. Many smaller local reserves already existed by that time; as noted in the municipality's centenary history in 1962, "the area has always had always had ample parks and gardens and there are records of public-spirited citizens turning out in working bees last century to establish some of the restful areas of lawn and trees which serve us so well today".⁶² Three examples, noted to be "deserving mention", were all located off Jasper Road in what is now the City of Glen Eira: Joyce Park, Halley Park and Bentleigh Memorial Gardens.

With the notable exception of the aforementioned Duncan McKinnon Reserve in Murrumbeena, few major new reserves were established in the City of Caulfield in the second half of the twentieth century. However, the reverse was true in the City of Moorabbin, where expanding suburban development made public open space a high priority. By the mid-1960s, these included the King George VI Memorial Reserve, Patterson Road Reserve (now Victory Park), Wheatley Road Reserve (now Allnutt Park, named after a former mayor) and Coatesville Reserve (now Mackie Road Reserve).⁶³ In 1971, the City of Moorabbin marked its 100th anniversary with the opening of Centenary Park, Bentleigh East.

Related places

Caulfield Park (west of cricket pavilion), Balaclava Road, Caulfield North (1866) [HO4]

Elsternwick Railway Reserve, off Glenhuntly Road, Elsternwick (1906) [part HO72]

Hopetoun Gardens, 520 Glenhuntly Road, Elsternwick (1909) [RBA]

Greenmeadows Gardens, off Lempriere Avenue, St Kilda East (1916) [part HO74]

Providing water reticulation

While the completion of a pipeline from the Yan Yean Reservoir in 1857 provided fresh water reticulation to many parts of Melbourne, this service did not reach Caulfield until 1874. Prior to that, early residents were obliged to purchase water by the carload or obtained their own from the various local swamps and springs.

In 1871, a pipeline was laid along the Point Nepean Road, with a standpipe opposite the Elsternwick Hotel that, three years later, was relocated in front of a general store near the corner of Hawthorn and Glenhuntly Roads. A second pipeline along Balaclava Road serviced the north-west of the municipality, supplemented by the new Caulfield Reservoir (1883) at the corner of Booran and Glenhuntly Roads. Further expansion saw town water successively connected to Camden Town (1889), Rosstown (1891), Murrumbeena (1896) and Ormond (1904).⁶⁴ In the Shire of Moorabbin, water mains initially extended only as far east as Tucker Road, prompting the council to provide a stand-pipe for those market gardeners further afield.⁶⁵

61 "Caulfield's great expansion", *Age*, 29 July 1936, p 15.

62 *Moorabbin: A Centenary History*, 1862-1962, pp 62-63.

63 *Melway Street Directory* (1966), Maps 68, 69, 78 and 79.

64 Murray & Wells, *From Sand, Swamp and Heath*, pp 20-21.

65 *Moorabbin: A Centenary History*, 1862-1962, pp 19-20.

The Moorabbin Reservoir, the second such facility in the study area, was established by the MMBW in 1932-33. Intended to serve the rising population of Bentleigh East and environs, it was located near the north-west corner of Warrigal and Centre Roads, and had a capacity of twelve million gallons (54 megalitres).⁶⁶

Providing sewerage disposal

The disposal of raw sewage (euphemistically referred to in the nineteenth century as “nightsoil”) was unregulated in the study area until 1871, when the Caulfield Shire Council introduced controls as part of its new Health By-Laws. Notwithstanding, nightsoil disposal remained a perennial problem and it was not until the later 1880s, following outbreaks of typhoid fever and cholera traced to contaminated water sources, that new local legislation was enacted. Various disposal schemes were mooted, including dumping nightsoil at sea and the construction of a sewage desiccator, but the problem was only fully resolved from the early 1890s when a new network of sewers was initiated under the auspices of the recently-formed Melbourne & Metropolitan Board of Works (MMBW).⁶⁷

As Dr Geulah Solomon has noted, Elsternwick and Caulfield North were the first suburbs in the study area to be connected to the new sewerage system.⁶⁸ A cursory review of MMBW detail plans confirms that services began in Elsternwick (c1902-05) and Caulfield North (c1902-1908), spreading further afield to Ripponlea (c1908-09) and parts of Caulfield South (c1905-14), eastwards to Glen Huntly and Carnegie (c1915-18), then on to Murrumbeena (c1918-28) and the fringes of Caulfield South along North Road (c1924-26). One of the last parts of the City of Caulfield to be sewered was the south-eastern corner of the municipality, east of Crosbie Road in Murrumbeena, for which the MMBW detail plan is dated as late as 1944.

With the metropolitan sewerage network extended as far as Murrumbeena and Caulfield South by the mid-1920s, the next phase was to cross North Road into what was then the Shire of Moorabbin. Reticulation duly spread eastward from Thomas Street (c1926-28), over Jasper Road (c1929-30) and then south across Centre Road (c1930-32), only to terminate abruptly thence. With the scheme postponed indefinitely due to the onset of WW2, it was not until 1947 that sewerage lines finally expanded south of Patterson Road and east of Tucker Road. Most of the outer reaches of Bentleigh East remained unsewered a decade later. In early 1959, a tender was accepted to sewer almost 500 dwellings (and vacant allotments) between East Boundary Road and Mackie Road; this was subsequently amended to include the new Coatesville Primary School.⁶⁹

Providing a gas supply

From Andrew Ward’s 1996 history:

[In the 1890s, the Caulfield Council] contracted with the Metropolitan Gas Company to illuminate its street lamps... In 1899, its street lamp pillars were being obtained from Dallimore & Sons. (p 35)

The [Moorabbin] Shire had agonised over the matter of acquiring the Mentone Gasworks [established in 1883 in Brindisi Street, Mentone] and made its final payment in April 1900. (p 53)

Gas supplies reached Caulfield as early as 1871, when the Metropolitan Gas Company (established a decade before) began to lay out a gas main along Glen Eira Road.⁷⁰ Two gas lamps, located near St Mary’s Church, were illuminated in June 1874. Over the next decade, gas street lighting became increasingly popular as it gradually supplanted the older-style kerosene lamps.

66 “Metropolitan water supply”, *Age*, 29 April 1933, p 10.

67 Murray & Wells, *From Sand, Swamp and Heath*, pp 17-18.

68 Dr Geulah Solomon, *Caulfield’s Heritage: Volume 4, Caulfield’s Recent Municipal Heritage*, p 88.

69 “Sewerage for Moorabbin homes”, *Age*, 25 March 1959, p 16; 9 February 1960, p 3.

70 Murray & Wells, *From Sand, Swamp and Heath*, pp 47-48.



Figure 39: Early view of the Greenmeadows Gardens in St Kilda East.
Source: Murray & Wells, *From Sand, Swamp and Heath: A History of Caulfield*.



Figure 40: The Metropolitan Gas Company's new showroom and depot in Caulfield South (1930).
Source: *Building*, 12 October 1932, p 48.

In the mid-1880s, the Caulfield Shire Council arranged for the Southern Suburban Gas Company to provide street lighting to the South Riding, but a similar request to the Metropolitan Gas Company to provide street lighting east of Bambra Road was rejected. Ultimately, it was local firm, the Oakleigh Gas Company, which would extend this service into the East Riding (ie, Carnegie and Murrumbeena). This company, which began operation in the mid-1880s with gasworks in Downing Street, Oakleigh, was taken over by the Colonial Gas Association in 1914, and the new proprietors continued to provide gas to Caulfield's East Riding for many years. In the mid-1930s, the firm acquired one of the houses on A V Jennings' *Beauville Estate* at Murrumbeena, which was fitted out with the latest gas appliances and opened to the public as the Colonial Gas Association "display house and home service centre".⁷¹ The Metropolitan Gas Company, which absorbed the Southern Suburban Gas Company, served the greater Caulfield area well into the twentieth century. In 1930, the company opened a new showroom and depot at 819 Glenhuntly Road, Caulfield South (Fig 40).

It was also from the mid-1880s that gas became available in the Shire of Moorabbin, following the emergence of two new local suppliers: the Mentone, Cheltenham & Mordialloc Gas Company (1883), which established the aforementioned gasworks in Brindisi Street, and the Central Brighton & Moorabbin Gas Company (1885), based in New Street, Brighton. In 1887, the latter was acquired by a rival firm, the Brighton Gas Company, which became one of Melbourne's pre-eminent gas suppliers. The inter-war period saw intensive expansion for that company, including erection of a gas holder (1927) on a site at Highett that was subsequently developed into a full-fledged gas production facility, and the opening of a branch office in Centre Road, Bentleigh (1937). In the early 1930s, the company also attempted to expand into the City of Caulfield, but its negotiations to supply gas to parts of Ormond were stymied by the efforts of the Oakleigh Gas Company.⁷²

In 1950, all of the gas companies that served the study area (and their respective facilities and premises therein) were absorbed as part of the newly-formed Gas & Fuel Corporation of Victoria. The subsequent process of consolidation saw the closure of the gasworks at both Oakleigh and Mentone, with residents of the study area subsequently obtaining their supplies from the larger and more modern facility at Highett.

The Gas & Fuel Corporation made a memorable foray into the study area when, in 1957, it acquired the prize-winning *Herald Ideal Home* (displayed at that year's Ideal Home Show at the Exhibition Building) and relocated it to a site in Centre Road, Bentleigh East, as a display home for the latest in modern gas appliances. Opened to the public for three months towards the end of that year, the display house reportedly attracted 20,000 visitors.

Related places

Colonial Gas Association Display House (former), 10 Beauville Avenue, Murrumbeena (1936) [part HO12] – *originally one of the dwellings on A V Jennings' Beauville Estate*

Brighton Gas Company Showrooms (former), 411 Centre Road, Bentleigh (1937) [RBA]

All-Gas Display House (former *Herald Ideal Home*), 780 Centre Road, Bentleigh East (1957) [BH]

Providing an electricity supply

From Andrew Ward's 1996 history:

Following the installation of electricity mains in 1905 and 1911 the Melbourne Electricity Supply Company was able to distribute power in Caulfield, the ballroom of the Town Hall being illuminated by electric light in time for the proclamation of the City celebrations [in July 1913]. (p 53)

⁷¹ See typical advert in *Dandenong Journal*, 16 January 1936, p 3.

⁷² "Rival gas supplies", *Argus*, 30 November 1932, p 10.

The Caulfield Town Council had investigated the possibility of electric street lighting as early as 1888, prompted by aforementioned delays in extending gas lamps into the East Riding.⁷³ The scheme was keenly supported by Frederick Sargood, owner of *Rippon Lea* and an early champion of electrical technology, who had already installed a basic generator to provide a private power supply to his own property.

In early 1891, the Council signed a contract with the New Australian Electric Supply Company, and, the following year, the first electric poles appeared along Balaclava Road.⁷⁴ Sargood's *Rippon Lea* and Frederick Grimwade's *Harleston* were amongst the first private residences in the area to be connected. However it was not until the early twentieth century, following expansion of the grid as noted above, that electricity became more readily available to residents of Caulfield. In 1917, a house erected on Orrong Road to the design of leading architect Harold Desbrowe-Anneer was reportedly promoted as the first "all electric" house in Melbourne.⁷⁵

In the late 1910s, after much local agitation, the Melbourne Electric Supply Company announced its intention to construct a high-tension cable along Jasper Road, Bentleigh, to extend the electricity supply from its sub-station at Caulfield into the Moorabbin district. The creation of the new State Electricity Commission (SEC) in 1921 ushered in a new era of consolidation and upgrading of local electricity supply infrastructure. This saw various new substations erected in the study area, including those at Jasper Road, Bentleigh (c1929) and Staniland Grove, Elsternwick (c1935). In the late 1950s, a new SEC substation erected at 50 Neerim Road, Caulfield was so deftly designed to integrate with its suburban context that architect Neil Clerehan was moved to comment that it was "better looking than most of the neighbouring houses".⁷⁶ Around the same time, a new substation was built near the south-eastern corner of North Road and East Boundary Road, Bentleigh East, as one of three new facilities to serve outlying parts of the City of Moorabbin.⁷⁷ By that time, local supplies were coordinated from a regional terminal station located near the south-west corner of South Road and Warrigal Road, just outside the boundaries of the study area.

Related places

House (*Harleston*), 67 Balaclava Road, Caulfield North (1875) [HO54]

- one of the first local houses to be connected to the new electricity supply in the 1890s

House (*Ripponlea*), 192 Hotham Street, Elsternwick (1868) [HO36]

- one of the first local houses to be connected to the new electricity supply in the 1890s

House, 284 Orrong Road, Caulfield (1917) [NT] – said to be Melbourne's first "all electric" house

Electricity substation, Staniland Grove (near Glenhuntly Road), Elsternwick (c1935) [part HO72]

6.4 Making regional centres

This is not considered to be a major theme in the development of the City of Glen Eira.

6.5 Living in country towns

This is not considered to be a major theme in the development of the City of Glen Eira.

6.6 Marking significant phases in development of Victoria's settlements/towns/cities

This is not considered to be a major theme in the development of the City of Glen Eira.

⁷³ Murray & Wells, *From Sand, Swamp and Heath*, pp 48-49.

⁷⁴ Murray & Wells, *From Sand, Swamp and Heath*, p 48.

⁷⁵ National Trust of Australia (Victoria), File No B3315.

⁷⁶ Neil Clerehan, "Small Homes Service", *Age*, 1 February 1960, p 10.

⁷⁷ *Moorabbin: A Centenary History, 1862-1962*, p 91. The other two substations were at Brighton East and Cheltenham.

6.7 Making homes for Victorians

Building early dwellings (1850s-1860s)

From Andrew Ward's 1996 history:

This rate book [for Moorabbin Road District Board, 1862] provides insights into the character of the northern portion of the Road District previously designated East Brighton. It describes the types of dwellings within the district in terms of their forms of construction. In East Brighton there were approximately 130 weatherboard houses, 31 of brick, 28 of palings, five slab, four of iron – presumably prefabricated, two of “pisa” [ie, pisé, or rammed earth], one wattle and daub, one stone, two tents and one of lath and plaster. (p 23)

Steady growth under the Caulfield District Road Board had resulted in the formation of an area populated with town houses in the St Kilda portion to the west and with less intensive but similar development in Caulfield itself. (p 31)

In Dandenong Road, Oakleigh Hall was occupied by a Mr Degraives in the same year and in 1864, Thomas Manifold, pastoralist and MLA for Warrnambool built Waioara. Craigellachie, built c1864 for William Pearson, pastoralist and MLC for the Gippsland Province, survives at Lynedoch Avenue whilst Halstead, James Dickson's residence, remains as the City's oldest surviving villa, erected pre-1857 at 23 Bambra Road. It compares with Rose Craddock at 1 Craddock Avenue. Built for G W Harris of the District Road Board in 1857, Rose Craddock was named by Henry Joseph Langdon, whose family remained there from 1870 until 1984 [when it was acquired by millionaire Peter Shellard, who initially planned to demolish the house but ultimately resided there for two decades].

With the Moorabbin rate book for 1862 revealing a proliferation of modest dwellings, mostly of timber, the corresponding records for Caulfield shows a very similar picture. Of just under two hundred properties included in the municipal assessment roll for 1861-62, almost half (90 houses) were recorded as “wooden” and about a quarter (40 houses) as “brick”. There were much smaller numbers indicated as “paling” (9 houses), “weatherboard” (6 houses) or “stone” (3 houses), a few slab huts and tents, and other single dwellings of clay, iron, lath-and-plaster or “brick nogged” (ie, half-timbered) construction. Irrespective of material, the houses tended to be modest in scale. Two-roomed dwellings made up the largest number, closely followed by four-roomed and then three roomed, with only six properties were rated as single-roomed. Larger houses were rare. Fewer than thirty were listed with between five or eight rooms (including James Gill's villa on Dandenong Road; Fig 41), and only five houses with nine or more rooms. By far the largest single dwelling was *Caulfield Park*, the fifteen-roomed residence of Charles Heap, which once occupied a large site on the corner of Dandenong and Alma Road.

An oft-cited but long-vanished example of early housing in the Caulfield area was the one-time residence of the Falconbridge family in Almond Street, Caulfield South (Fig 42). Although famously reported in the early 1930s to have been “the first house built in Caulfield”, research by Murray & Wells suggests that it dated back only as far as the early 1860s.⁷⁸ In a much-reproduced photograph, taken just before the death of the widowed Mrs Falconbridge in 1908, the house appears as a ramshackle timber-clad structure with irregular roofline and tapered chimney. Early rate books, however, indicate that it was originally a three-roomed house of clay construction, evidently much altered since. A more evocative (if less authentic) counterpart in the former City of Moorabbin is Box Cottage in Jasper Road, Ormond. A hip-roofed weatherboard cottage with timber-posted return verandah, it was built on its present site in 1985, based on (or incorporating salvaged fabric from) a derelict early settler's cottage that formerly stood nearby. It currently operates as a small museum, managed by the City of Moorabbin Historical Society.

⁷⁸ Murray & Wells, *From Sand, Swamp and Heath*, pp 115-116.



Figure 41: Illustration from early subdivision plan, showing James Gill's villa on Dandenong Road.
Source: Map Collection, State Library of Victoria.

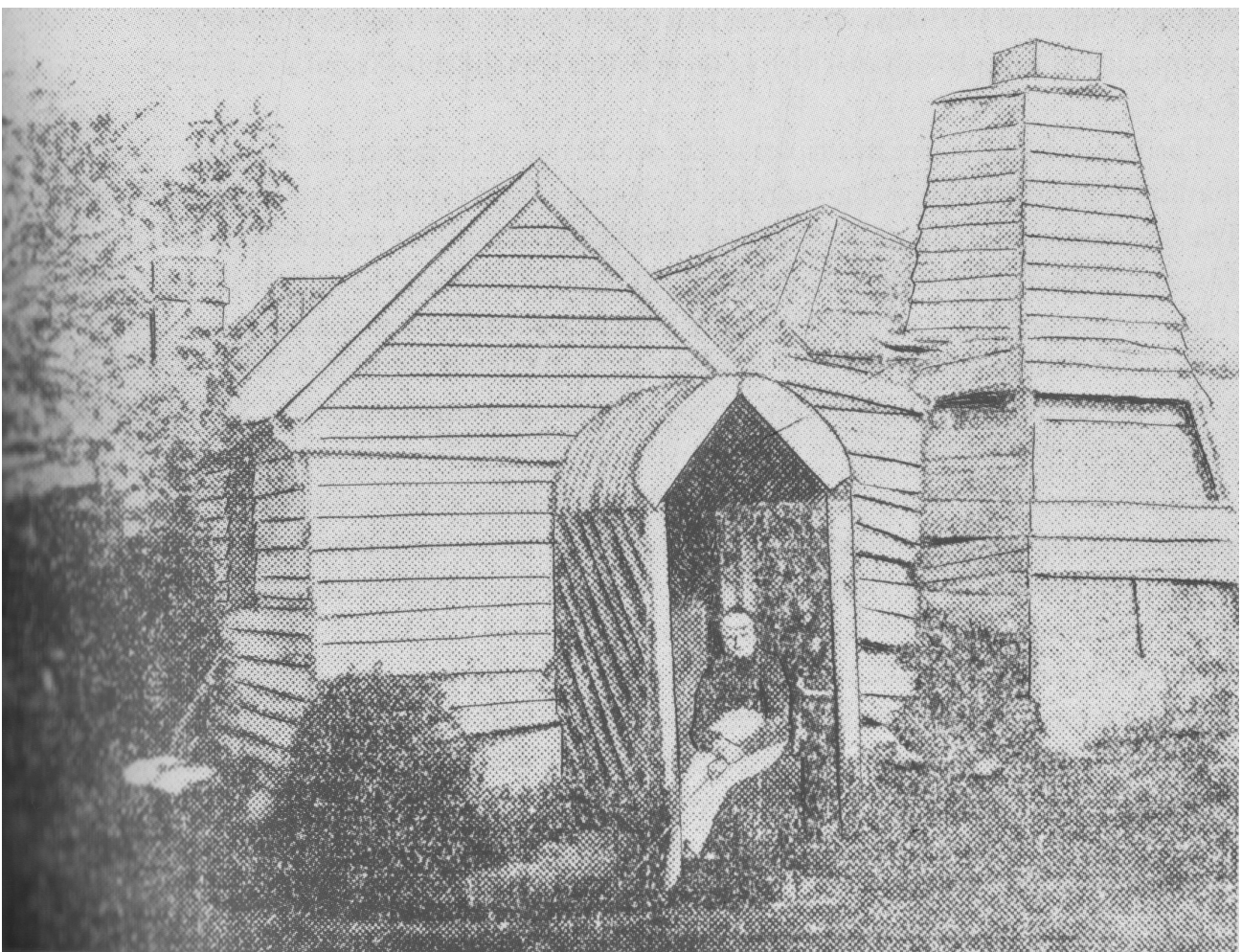


Figure 42: Early house in Caulfield South (c1860s), later reputed to be the first one built in the district.
Source: Murray & Wells, *From Sand, Swamp and Heath: A History of Caulfield*.

Related places

- House (*Halstead*), 23 Bambra Road, Caulfield North (pre-1857) [HO10]
 – predating the first rate book, this is often cited as the oldest surviving house in the study area
- House (*Craigellachie*), 2b Lyndoch Avenue, Balaclava (1864) [HO40]
- House (*Rosecraddock*), 4-10 Craddock Avenue, Caulfield North (c1857) [HO16]
- House (*Nithsdale*), 133 Kambrook Road, Caulfield North (1858) [part HO73]
- House (*Nettelie*), 73 Balaclava Road, Caulfield North (1860s) [HO7]

Building homes for the wealthy (1860s-1890s)

From Andrew Ward's 1996 history:

To the west, Caulfield's attraction not only to market gardeners but also to Melbourne's landed gentry was becoming increasingly evident. Francis McDonnell's Glenfern, which survives at the corner of Inkerman Road and Hotham Street, had been built in the "cottage orne" style of Melbourne's gentry as early as 1857. McDonnell was a member of the Melbourne & Hobson's Bay Railway Company.

The construction of villa residences of magnificent proportions continued throughout the decades up to the 1892 Depression. In spite of widespread demolition associated with the post First World War suburbanisation of Caulfield, the remaining examples constitute the highpoint of the City's Victorian architectural heritage. Although predominantly in the north-west, they continue across the municipality and include Heatherbrae at the corner of Neerim and Booran Roads, and Balranald at its eastern extremity at 13 Poath Road. The two villa residences of greatest renown, however, are Sir Frederick Sargood's Rippon Lea erected in 1868 and completed in 1887 to the design of Reed & Barnes, and Labassa, formerly Ontario designed by JA B Koch and built in 1890 for the pastoralist and investor William Alexander Robertson [Fig 43]. Both represent architectural milestones, the first being a supremely innovative polychromatic brick mansion and the second being incomparable for its use of the European Baroque at a point immediately prior to the bank crash. (p 31)

Related places

- House (*Glenfern*), 417 Inkerman Road, St Kilda East (1857, 1876) [HO37]
- House (*Ripponlea*), 192 Hotham Street, Elsternwick (1868) [HO36]
- House (*Heatherbrae*), 73 Neerim Road, Caulfield (1876; 1890) [HO46]
- House (*Glenmoore*), 1 St Georges Road, Elsternwick (1869) [HO59]
- House (*Roseneath*), 31 Nepean Highway, Elsternwick (1874) [HO48]
- House (*Labassa*), 2 Manor Grove, Caulfield North (1873; 1890) [HO42]
- House (*Balranald/Croft Head*), 13 Poath Road, Murrumbeena (1887) [HO136]
- House (former *Labassa* stables), 5-9 Manor Grove, Caulfield North (1890) [HO43]
- House (former *Labassa* conservatory), 21 Manor Grove, Caulfield North (1890) [HO44]

Building homes for the Middle Classes (1900s-1930s)

From Andrew Ward's 1996 history:

The Town [of Caulfield]'s growth during this decade [from 1900 to 1909] was generally felt within the metropolis, the Argus reporting on 1 February 1909 that the level of construction activity was "indicative of general prosperity", even though "we are not in the midst of a building boom". Its assertions were supported by figures for the numbers of houses built in 1908, Caulfield's 222 houses for that year [Fig 44] comparing with Malvern, 125, St Kilda, 134, and Brighton, 85. At the metropolitan level, the leading municipalities were Brunswick (308), Northcote (246), and Caulfield. (p 50)



Figure 43: *Labassa* (formerly known as *Ontario*) in Caulfield North (c1890).
Source: Picture Collection, State Library of Victoria

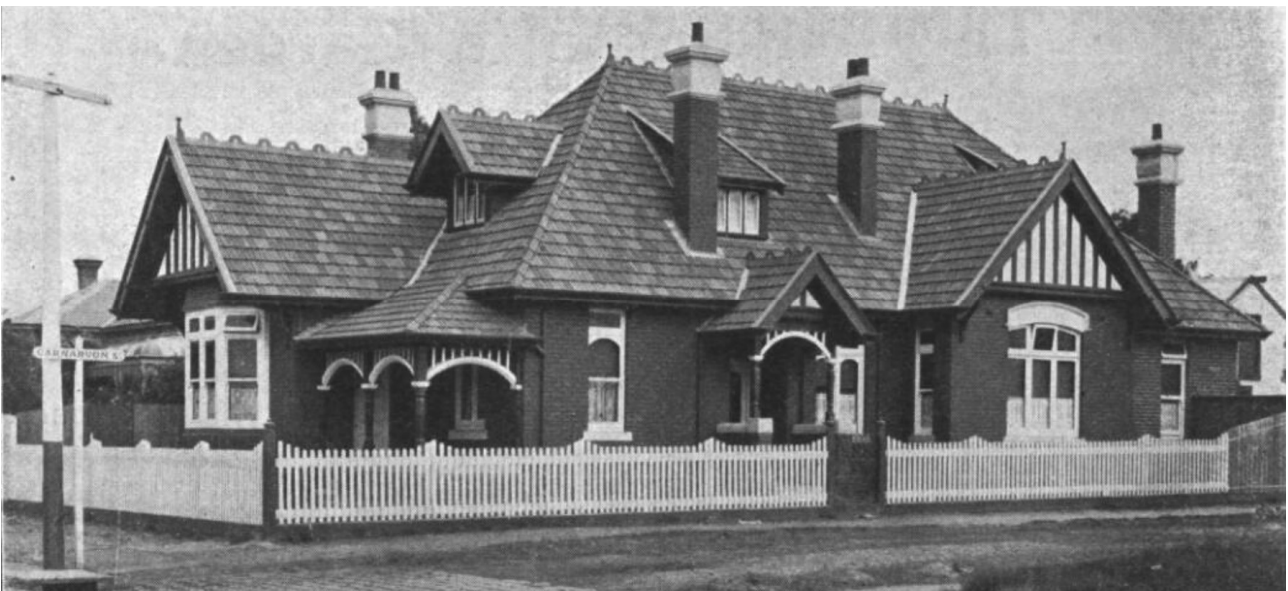


Figure 44: Typical Edwardian-era brick villa, in Carnarvon Road, Caulfield North (c1909).
Source: *Building*, 12 May 1910, p 81.



Figure 45: Group of late 1920s dwellings, in various styles, in Fosbery Avenue, Caulfield North.
Source: *Australian Home Beautiful*, 1 March 1930, p 22.

Like a patchwork quilt, closer subdivisions during these decades spread across the entire municipality and those streets which had been formed prior to the 1890s Depression filled up with red brick and timber villas, drawing on the English Domestic Revival movement as a resource but rendered sufficiently Australian to be termed “Federation” architecture. Their distinguishing characteristics included the use of red bricks, usually tuckpointed, tall chimney stacks, turned timber posted verandahs, dormer windows and steeply pitched hipped and gabled roofs. Today, the residential land to the north of Caulfield Park and east of Hawthorn Road contains the greatest concentration of middle class suburban villas of this type in Caulfield. In Elsternwick, a concentration of large Edwardian villas in Elizabeth Street and St Georges Road recalls the increased land values generated at the west end of the municipality, where these grandiose residences have Rippon Lea as their close neighbour. Elsewhere in the city, the houses of the first two decades of this century are swamped by Post-WWI houses and their general impact is less obvious. (p 50)

The annual reports of the Melbourne & Metropolitan Board of Works show that Caulfield attracted more new residential development than any other municipality from 1920/21 to 1922/23, during which a total of 2,990 houses were erected. The nearest rival was Camberwell, with 2,051. This municipality took over from Caulfield in 1923/24, dominating the metropolis with a total of 5,344 houses built up to 1929/30. Caulfield, however, was not far behind, with 4,111 new houses built during these years [Fig 45] and exceeded only by Preston with 4,446. In Carnegie, the Caulfield News in 1922 stated that at least 80% of residents either owned or were buying their own homes. (p 60)

The Depression of the early 1930s ... saw a cessation in homebuilding. Significant development was postponed until after the Second World War although Bentleigh had, by this time, firmly established its position as the busiest centre within the Moorabbin Shire. (p 64)

Whereas the Californian Bungalow predominated during the 1920s, the 1930s was a period of recovery during which there was a diversification of architectural styles. Morrissey & O’Hanlon in the National Trust’s Interwar Housing Survey show that the suburban expansion of the 1920s “simply did not occur in the thirties”. The houses that were built often displayed a simple Georgian or stereotyped Spanish Mission character. The most popular house style of the thirties, however, was the rather trivialised English Domestic Revival house, very much in evidence throughout Glen Eira and seen to dominate Kambea Grove subdivided as the Kambea Estate in 1933. An unusually fine pair of English Domestic Revival Houses occupied a conspicuous site at the corner of Glen Eira and Booran Roads. Other styles included French Provincial, with its readily recognizable conical tower, Arts & Crafts houses and an increasing number of Modernist houses and flats, all of which may be seen in the municipality which derives much of its present environmental character from this diversity of styles characteristic of the 1930s. (p 60)

Related places

House (Bambra House), 5 Bambra Road, Caulfield North (1911-12) [HO9]

House (Yaralla), 162 McKinnon Road, McKinnon (1917) [HO129]

House (Avalon), 8 Sidwell Avenue, Elsternwick (1926-28) [HO82] – local builder’s own home

House, 4 Urandaline Grove, Caulfield South (1927) [HO151]

House (Linlithgow), 4 Linlithgow Avenue, Caulfield North (1937) [HO41]

Providing affordable housing through Credit Foncier (1920s)

From Andrew Ward’s 1996 history:

In Victoria, the Housing Reclamation Act of 1920/21 allowed for the local development of cheap workers’ housing. The State Savings Bank [SSB] from the early 1920s used the provisions of Victoria’s 1920 Housing Act to establish its Credit Foncier Department, making loans on houses and shops based on the security of the land title. By 1922, the Bank was calling tenders for the erection of 60 houses every three weeks.

By 1927, its Building Department was offering over 50 house designs and it had actually completed 3,800 houses. There were many in Glen Eira. From that year, however, the number of permits diminished to 1090 in 1931 at the low point of the Depression. (p 60)

While it is unconfirmed how many SSB houses were built in what is now the City of Glen Eira, it was reported in the late 1920s that 372 dwellings had been completed in the City of Caulfield by then, making it the fourth most favoured municipality for such development (after Preston, Camberwell and Essendon).⁷⁹ Research by the Glen Eira Historical Society (Fig 46), based on tender notices, shows that Caulfield South was the initial hotspot for SSB houses in the first half of the 1920s, followed by Carnegie, Ormond, Caulfield North and Murrumbeena, and more scattered examples in Elsternwick, Gardenvale, Bentleigh and McKinnon.⁸⁰ In the second half of the decade, Ormond rose to become the local epicentre, followed by Murrumbeena, Bentleigh, McKinnon and then Caulfield South. Amongst the streets known to contain multiple examples of SSB houses were Amelia Street in McKinnon, Leila Road in Carnegie, Remuera and Takapuna Streets in Caulfield South, and Bethell, Bewdley, Draper and Stewart Streets in Ormond.

Providing homes for returned servicemen (1920s-40s)

From Andrew Ward's 1996 history:

By 1920, Melbourne was in the grips of a housing crisis fueled by demand for residential accommodation following the Great War. The Commonwealth War Service Homes Commission laid down a building program providing for the erection of 2,000 brick houses and 750 wooden houses per annum throughout Victoria. Land purchases were undertaken on an impressive scale after the War Service Homes Act came into operation on 6 March 1919. (p 60)

Although Ward went on to describe an ambitious scheme for a "garden suburb" of War Service Homes on a 33½ acre site at Carnegie, this was situated on the north side of Dandenong Road, and thus outside the present-day boundaries of the City of Glen Eira.⁸¹ Nevertheless, there was related activity further south, with Caulfield being the location of the first War Service Home ever built in Victoria. In July 1919, the Lord Mayor of Melbourne laid the foundation stone for a simple brick bungalow at 44 Eskdale Road. This was erected for Lieutenant T T Ward, whose application was given priority because he had already secured a site.⁸² The house has since been demolished.

In these early years, War Service Homes tended to emerge in the study area as scattered single examples rather than part of larger formalised estates (Fig 48). A typical tender notice from January 1920, listing War Service Homes proposed across the broader metropolitan area, included three in Caulfield, two in Murrumbeena and one each in Elsternwick, Ormond and Carnegie.⁸³ As there was no restriction as to when a returned serviceman could apply for a War Service Home, the program continued through the 1920s and '30s and, after WW2, into the 1950s and beyond. In 1949-50, an entire estate of War Service Homes was developed off Mackie Road, Bentleigh East.

Creating privately developed housing estates (1920s-1930s)

From Andrew Ward's 1996 history:

Although average housing conditions in the newer suburbs were considered to be "entirely satisfactory from a health standpoint" the construction of "whole streets of houses of a superior type, (giving) very careful thought to the architecture and street amenities" was encouraged.

79 "5,384 homes erected by State Savings Bank", *Herald*, 1 January 1929, p 7.

80 "State Bank houses", *Glen Eira Historical Society Newsletter*, No 6 (March 2015), p 6.

81 The scheme was only partially realised, with about thirty dwellings completed by 1922, centred on Serrell Street, Berrima Avenue and the cul-de-sacs of Villiers Square and Bretonneux Square. While this area was often referred to as Carnegie in the 1920s, it was part of the City of Malvern and is now properly known as Malvern East.

82 "War Homes begun: foundation stone laid", *Herald*, 25 July 1919, p 1.

83 "Government", *Argus*, 7 January 1920, p 15.

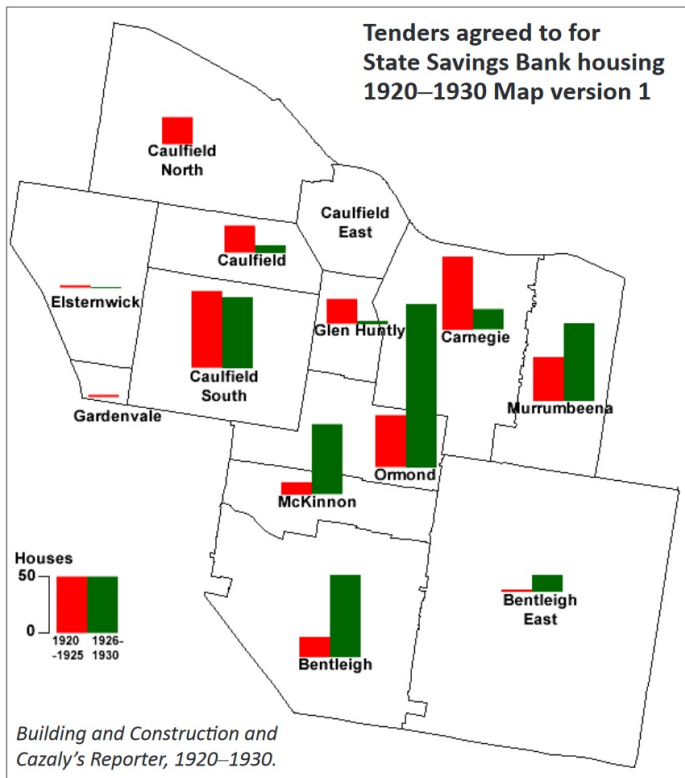


Figure 46: Map showing the extent of State Savings Bank (credit foncier) housing in the study area.
Source: Glen Eira Historical Society

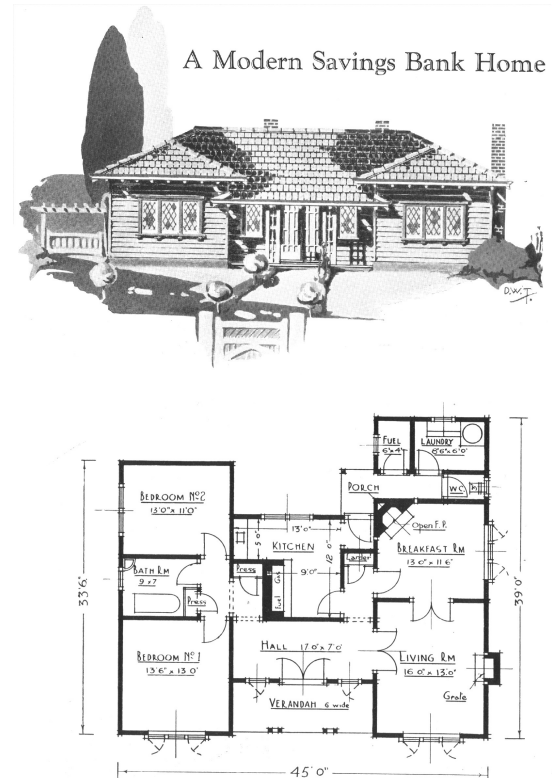


Figure 47: A typical standard design for a State Savings Bank house.
Source: *Australian Home Beautiful*, 1927



Figure 48: A typical War Service Home in Elsternwick, photographed in 1968 with its original occupants.
Source: National Archives of Australia

One of Melbourne's earliest examples of this practice ... was the work of builders Dickson & Yorston Pty Ltd who carried out the Lempriere Estate [St Kilda East] over a period from 1927 to the early thirties. Here, planted lawn ships, low front and dividing fences, underground power and ornamental precast concrete street lamps provided an unusually well considered public environment complemented by villas in the Spanish Mission, Modernist and Californian Bungalow styles. It was further enhanced by the location of the Greenmeadows Gardens at the south end of Lempriere Avenue. The Australian Home Beautiful magazine, which has its genesis in this period, spoke highly of the Lempriere Estate as an example of the best of housing standards.

Messrs Dickson & Yorston also undertook the similar Fosbery Avenue estate in 1929-30 where there were no "disfiguring fences" but rather small brick walls "only a foot or so above the ground and along the coping is set a trough which will be filled with soil and planted with flowering plants and trailers". Their Sidwell Court Estate, also in Caulfield, was completed in 1932 with houses in the "southern European style" [Fig 49] and was valued especially for its innovative court approach sited on "the gardens of three old mansions". (p 62)

But Caulfield was to play host to another innovation in the construction of small estates in the years immediately following the Great Depression. In 1933, Albert Jennings commenced to build his Hillcrest Estate in Hillcrest Avenue, Caulfield South. It was unique to the extent that it drew on the established precedence of the Dickson & Yorston estates by achieving a level of harmony in house style and public environment but added to this formula the idea of pre-selling the houses. This approach both reduced the high capital costs required by Jennings to carry the project through and at the same time provided for a degree of owner participation in the design process. His estates differed also from Dickson & Yorston's in that they were pitched at the lower end of the middle class housing market. Whereas the Lempriere Estate houses were in the £3,500-£4,200 range, Hillcrest sold at £1,095. By August 1934, the estate had been fully built out and in hand to construct the road. (pp 62-63)

By 1936, Albert Jennings had completed his second estate developed along similar lines. Known as Beauville and situated in Beauville Avenue, Murrumbeena, it represents another stage in the history of A V Jennings. The inclusion of shops in Murrumbeena Road and common parkland [with tennis courts] developed at the rear of the properties were complemented by the construction of a gas display home at No 10 Beauville Avenue. This estate, more so than Hillcrest, was the precursor of the planned community developments of subsequent decades in that it included retail and community facilities and was, importantly, directed at the less opulent end of the housing market. Later, the A V Jennings Construction Company moved its activities to Melbourne's north-east before the wartime ban on home building redirected its activities and also marked the end of Caulfield's expansion during the inter war years. (p 63)

Related places

Lempriere Avenue, St Kilda East (1926-27) [part HO74] – developed by Dickson & Yorston

Bruce Court, Elsternwick (1928-29) [HO86] – cul-de-sac estate developed by William White & Sons

Hillcrest Estate, Hillcrest Avenue, Caulfield South (1933-34) [HO32] – developed by A V Jennings

Beauville Estate, Beauville Avenue, Murrumbeena (1934-36) [HO12] – developed by A V Jennings

Providing public housing (1940s-1960s)

From Andrew Ward's 1996 history:

The Housing Act of 1943 had expanded the Victorian Housing Commission's powers and included the ability to build houses for eligible persons, the capital cost not to exceed £1,500 for each brick home. By 1962, the Commission was building houses throughout Melbourne's newer suburbs, including Sandringham/Moorabbin and a very small subdivision in East Bentleigh centred on Joy Street. Here, standard red and cream brick designs were distinguished by their shallow pitched corrugated asbestos cement lined roofs and steel framed windows.

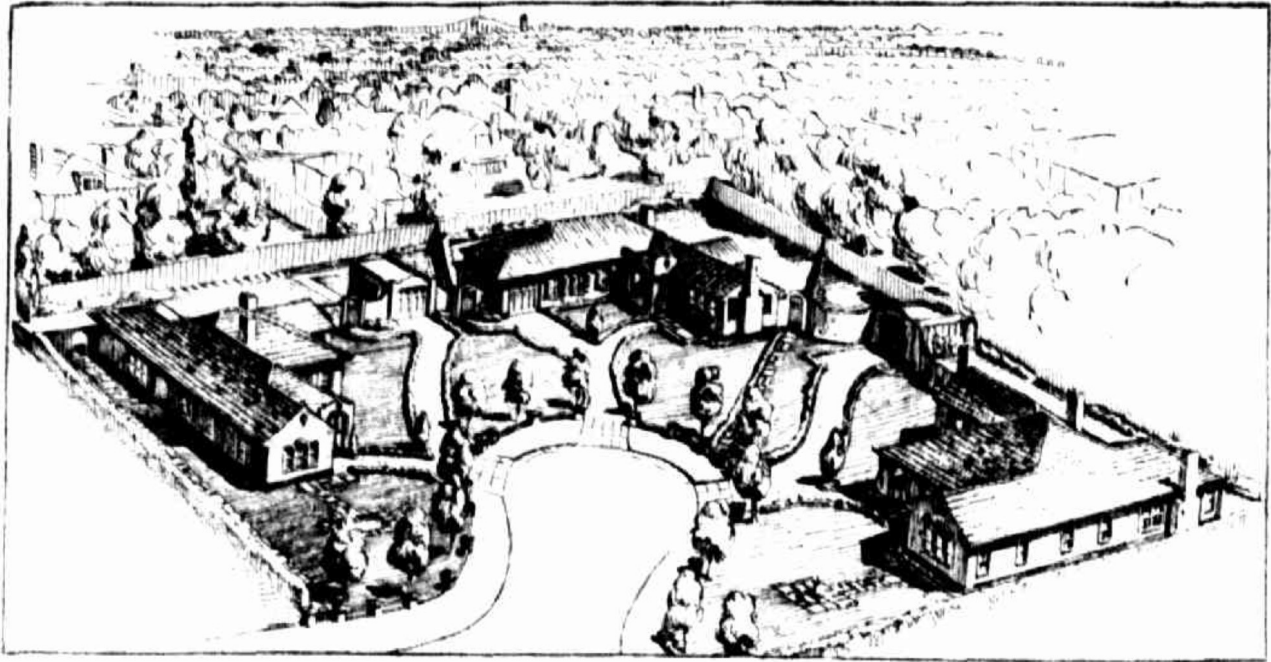


Figure 49: Artist's impression of proposed cul-de-sac estate in Sidwell Court, St Kilda East (1932).
Source: *Herald*, 18 May 1932, p 4

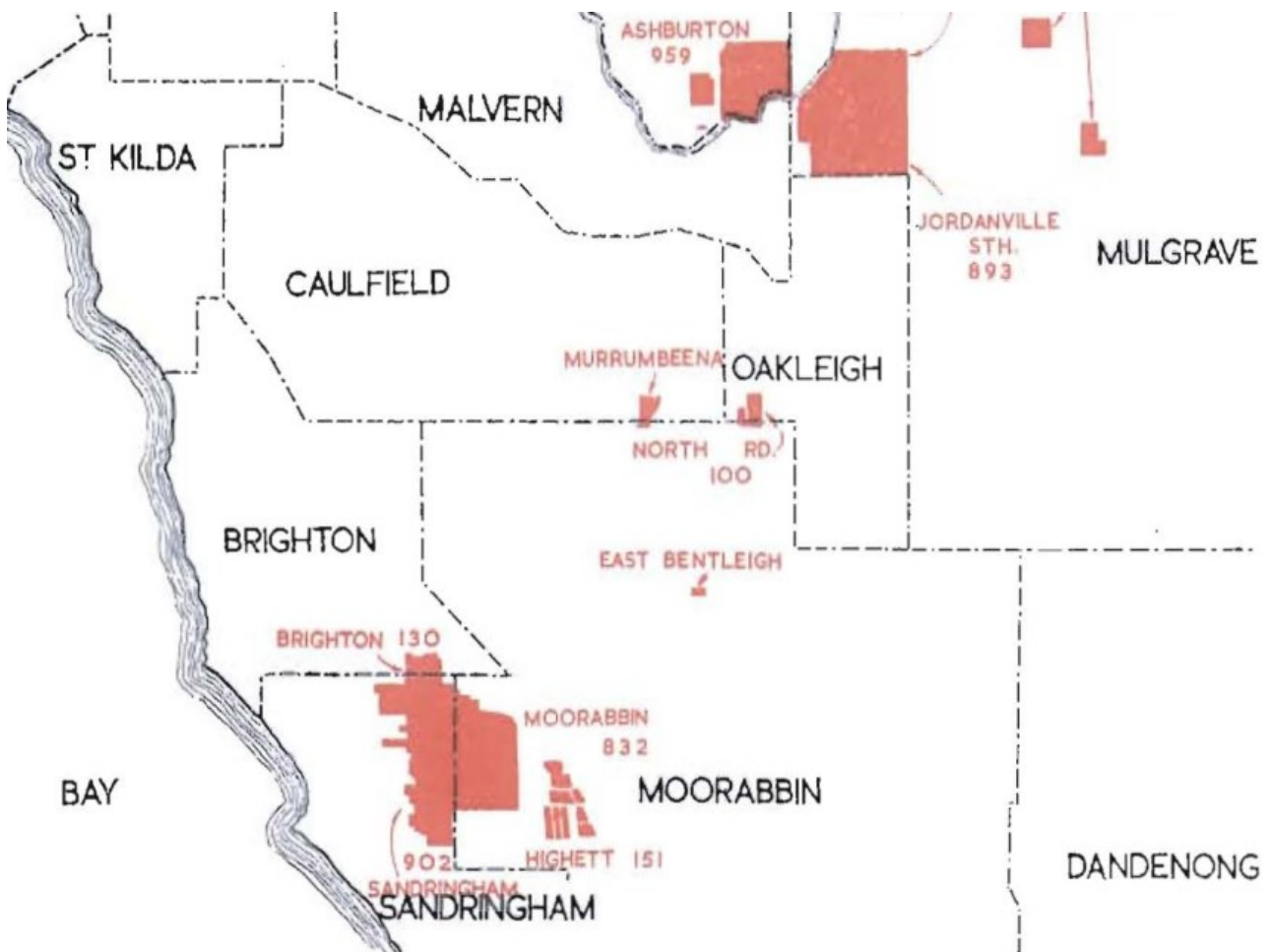


Figure 50: Map showing extent of Housing Commission of Victoria activity in study area by the mid-1950s.
Source: *Annual Report of the Housing Commission of Victoria* (1954-55)

Elsewhere, the houses were commonly interspersed amongst privately built homes and can be distinguished by their common features including precast concrete construction with pressed metal gable ends having the cast pattern of shingles. The Housing Commission, however, played only a minor role in the development of East Bentleigh. (pp 77-78)

Annual reports of the Housing Commission of Victoria (HCV) include maps of the metropolitan area showing the extent of the commission's activities each year. The aforementioned estate at Joy Street, East Bentleigh (aka "Valkstone") is first recorded on the map appended to annual report for 1954-55 (Fig 50).⁸⁴ This also shows the commission's first estate in the City of Caulfield, located at North Road, Murrumbeena, west of a slightly earlier development of one hundred dwellings on North Road, Oakleigh, just outside the boundary of the present-day City of Glen Eira.

The HCV would not expand its activities in the City of Caulfield until the mid-1970s, when a development of ten houses was erected in Lloyds Avenue, Carnegie.⁸⁵ While further dwellings were built in Carnegie and Elsternwick in the early 1980s, as the commission was re-configured to become the new Ministry of Housing, its building stock in the entire City of Caulfield (which by then formed part of the broader district known as *Region 17: Southern*) still numbered only 25 units in 1984.⁸⁶ By then, there were almost 600 units in the adjacent City of Moorabbin, although only a handful of those were located in Bentleigh and Bentleigh East.

Building houses in the post-WW2 era

From Andrew Ward's 1996 history:

It was during these [post-WW2] years that streets of cream brick veneer villas were erected for young families [in the Bentleigh area]. Although commonplace, whole streets may be seen to the immediate south of the Yarra Yarra Golf Club and in the vicinity of Norville Street and Noora Avenue. Occasionally, one house is more ostentatious than the others, displaying curved windows across its triple fronted facade and having manganese bricks to relieve the cream. (p 77)

The post-WW2 residential boom that shaped the southern fringes of the study encapsulated other forms of housing. The Small Homes Service (SHS), initiated in 1947 by the Royal Victorian Institute of Architects in conjunction with the *Age* newspaper (with Robin Boyd as its first director) offered a range of standard plans for architect-designed houses, which could be purchased cheaply by prospective homebuilders. An instant success, the SHS proved a popular option for those who purchased land in developing outer suburbs. Bentleigh and Bentleigh East were no exception, where SHS dwellings are known to have been built both as scattered individual specimens and in larger groups, notably the small housing estate on the north-west corner of South and Tucker Road, developed from the late 1940s by a private firm, New Ideal Constructions.⁸⁷

Higher-end project housing had a limited presence in these parts of the study area. While A V Jennings made its reputation with two successful pre-war estates in Murrumbeena and Caulfield South, the firm seems to have made no further forays into the study area during its post-WW2 heyday as Victoria's pre-eminent project housing company. Scattered individual specimens of project houses are known to exist, mostly in the southern fringes of the study area, by such leading firms as Merchant Builders, Fasham Johnson and Consolidated Home Industries. The limited local appeal of project housing is perhaps best shown by the fate of a Caulfield-based company, R D Executive Homes, which emerged in the early 1970s but soon ceased operation after apparently erecting only a single display home in Oakleigh Crescent, Ormond.⁸⁸

84 18th Annual Report of the Housing Commission Victoria (1954-55), Appendix I.

85 39th Annual Report of the Housing Commission Victoria (1976-77), p 35.

86 Report of the Ministry of Housing for the Year Ending 30 June 1984, p 94.

87 Information courtesy of Steven Coverdale and Tony Lee.

88 "A new concept in living", *Australian Home Beautiful*, October 1973, pp 74-75 (supplement).



Figure 51: Newly-completed houses in Thomasina Street, Bentleigh East, photographed in 1960.
Source: John Cribbin, *Moorabbin: A Pictorial History*.



Figure 52: Modernist house on Glen Eira Road, Caulfield North, designed by Anatol Kagan (1958).
Source: Simon Reeves, *Gentle Modernist: The Nine Lives of Anatol Kagan* (2014)

While large expanses of Bentleigh and Bentleigh East filled out in the 1950s and '60s with project houses builder's specials and ubiquitous triple-fronted brick veneer dwellings (Fig 51), that same period witnessed a proliferation of high-end architect-designed houses in the more established parts of the study area, and particularly in Caulfield North. As original residents of pre-war estates died or downsized, a new and younger generation snapped up their properties as prime sites for new and grander residences. Others managed to acquire highly sought-after vacant allotments in the few new subdivisions that emerged in the post-WW2 era, such as Bickhams Court in St Kilda East (1960) and Matlock Court in Caulfield North (1963). The result was a minor boom in elegant and stylish residences that involved some of Melbourne's leading architects and builders. In some cases, notably in the enclave that included Aroona Road, Howitt Road and Lumeah Road, entire residential streetscapes would be reshaped from the mid-1950s to the early 1970s. With a high proportion of homebuilders being wealthy European émigré families, many of these new houses were commissioned from compatriot architects such as Ernest Fooks, Kurt Popper, Bernard Slawik (all of whom were local residents themselves) and Anatol Kagan (Fig 52), as well as Holgar & Holgar, the Polish-born husband-and-wife partnership responsible for dozens of houses in the study area (mostly Caulfield North) over a quarter-century in practice.

Although admittedly less common, fine architect-designed houses of this ilk were not entirely unknown in other parts of the study area, with such leading practitioners as Roy Grounds, Neil Clerehan, Brine Wierzbowski, Holgar & Holgar, Oscar Gimesy and Harry Ernest all represented in Bentleigh and/or Bentleigh East.

Related places

Barton House (former), 56 Thomas Street, Bentleigh (1950) [RBA] – *early design by Neil Clerehan*
 Shillabeer House, 23 Edinburgh Avenue, Caulfield (1958) [BH] – *by Montgomery, King & Trengove*
 Abrahamovits House (former), 6 Labassa Grove, Caulfield North (1964) [BH] – *by Bernard Slawik*
 Kurtz House (former), 82 Lumeah Road, Caulfield North (1972-74) [BH] – *by Holgar & Holgar*
 Aroona Road Modernist Precinct, 43-49 Aroona Road, Caulfield North (1960s/70s) [BH]

Developing higher density living

The phenomenon of modern purpose-built apartment blocks, which emerged in Melbourne in the early 1910s, was evident in the study area by 1920, when architects E J & C J Ruck called tenders "for the erection of two-storey residential flats, Caulfield".⁸⁹ Similarly-scaled developments, which proliferated in nearby St Kilda and Elwood during the 1920s, inevitably spread further inland into the western edge of what is now the City of Glen Eira (Fig 54). From the mid-1930s, numerous blocks of flats appeared along Caulfield's major east-west and north-south thoroughfares, and particularly those that were conveniently serviced by a tram lines (Fig 55).

During the inter-war era, the City of Caulfield rose to become one of Melbourne's major epicentres for flat development. Statistics quoted by historian Seamus O'Hanlon show that the number of flats and tenements in the City of Caulfield virtually doubled every decade or so, increasing from 300 in 1921, to 772 in 1933 and 1,298 by 1947.⁹⁰ By that last year, Caulfield appeared in seventh place on a list of municipalities with the highest number flats and tenements in the metropolitan area, after the Cities of St Kilda, Melbourne, Prahran, South Melbourne, Hawthorn and Malvern.

89 "Tenders", *Herald*, 14 April 1920, p 2. As no street address was cited, these flats cannot be easily located.

90 Seamus O'Hanlon, "Home Together, Home Apart: Boarding House, Hostel and Flat Life in Melbourne, c1900-1940", PhD thesis, History Departments, Monash University, March 1999, p 183.

The appropriateness of higher-density living in Caulfield was underscored in the immediate post-WW2 era, when Melbourne's first development of co-operative flats, known as *Greyfriars*, was proposed for a large site on Balaclava Road. From the early 1950s onwards, two-storey blocks of walk-up flats would proliferate across the study area. Unlike the adjacent municipalities of St Kilda and Prahran, however, where high-rise tower blocks were already common by the early 1960s, counterparts in the City of Caulfield remained relatively modest in scale (Fig 55). The earliest three-storey blocks of flats emerged locally in the mid-1960s, of a standard form (ie, two levels of dwellings elevated above an open undercroft carparking area) that would become ubiquitous over the following decade. It was also in the mid-1960s that the first examples of single-storey villa units appeared in Caulfield, spreading rapidly thence to Carnegie, Murrumbeena, Glen Huntly, Bentleigh and elsewhere. While villa units and walk-up flats proliferated across many parts of the study area in the 1960s, Geulah Solomon has pointed out that both typologies became particularly widespread in the City of Caulfield's East Ward, between Grange, Glenhuntly and North Roads, where block frontages were slightly wider than the they were in the more established areas of the municipality.⁹¹

Community concerns about the boom of higher-density residential living in the study area were addressed as early as 1967, when the City of Caulfield passed a by-law to restrict the construction of flats in certain areas.⁹² This was followed, five years later, by the introduction of a new Residential Planning Code that placed further restrictions on multi-unit residential developments. In 1975, the code was revised to introduce even stricter controls.

Related places

Flats (*Maysbury Mansions*), 1 Maysbury Avenue, Elsternwick (c1918) [part HO72]
– a converted Victorian mansion

Flats (*Repton Court*), 10 Elm Avenue, Elsternwick (c1925) [HO103] – converted Victorian mansion

Flats (*Rothsay Court*), 6 Sidwell Avenue, Elsternwick (1928-31) [HO64]
– a converted Victorian mansion, expanded with purpose-built wings to either side

Flats, 466 Hawthorn Road, Caulfield South (1936) [HO114]

Block of co-operative flats (*Greyfriars*), 53 Balaclava Road, St Kilda East (1949-51) [BH]

Block of three home units, 38 Prahran Grove, Elsternwick (1966) [RBA] – designed by David Godsell

Block of flats (*Fountain Court*), 70 Orrong Crescent, Caulfield North (1967-68) [BH]
– designed by Holgar & Holgar

Block of flats, 23 Seymour Road, Elsternwick (1973) [RBA] – designed by Harold Shafer

6.8 Living on the fringes

This is not considered to be a major theme in the development of the City of Glen Eira.

91 Dr Geluah Solomon, *Caulfield's Heritage, Volume 4: Caulfield's Recent Municipal Heritage*, p 66.

92 Dr Geluah Solomon, *Caulfield's Heritage, Volume 4: Caulfield's Recent Municipal Heritage*, p 67.

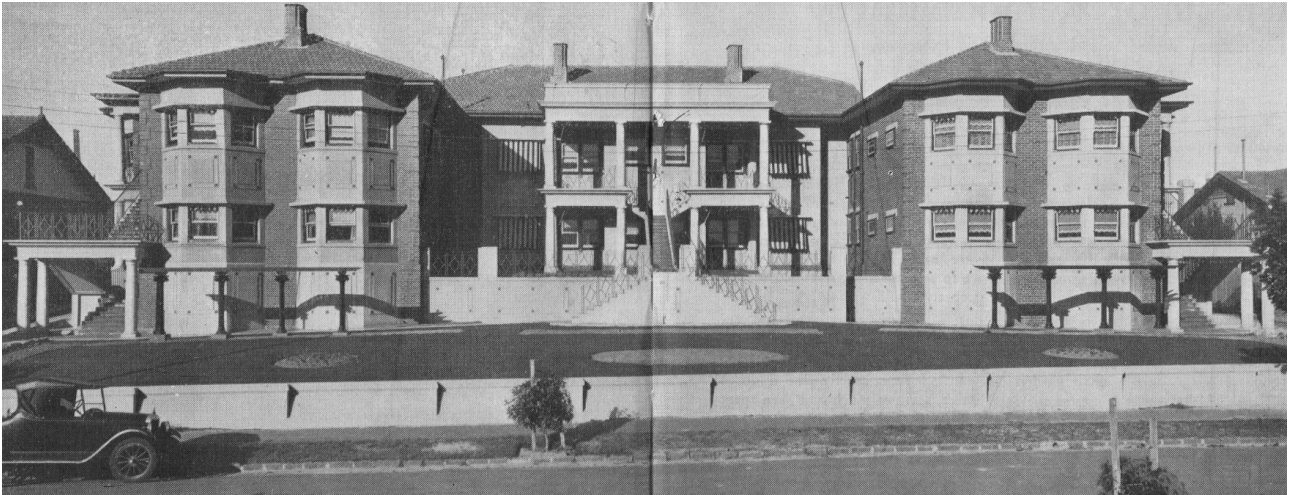


Figure 53: *Rothesay Court flats, St Kilda East (1928-30), combining a converted mansion with new wings.*
Source: *Australian Home Beautiful*, 2 June 1930, pp 34-35



Figure 54: *Craigellachie flats, St Kilda East (1934-37), one of the largest blocks built before WW2.*
Source: *Herald*, 13 June 1934, pp 23

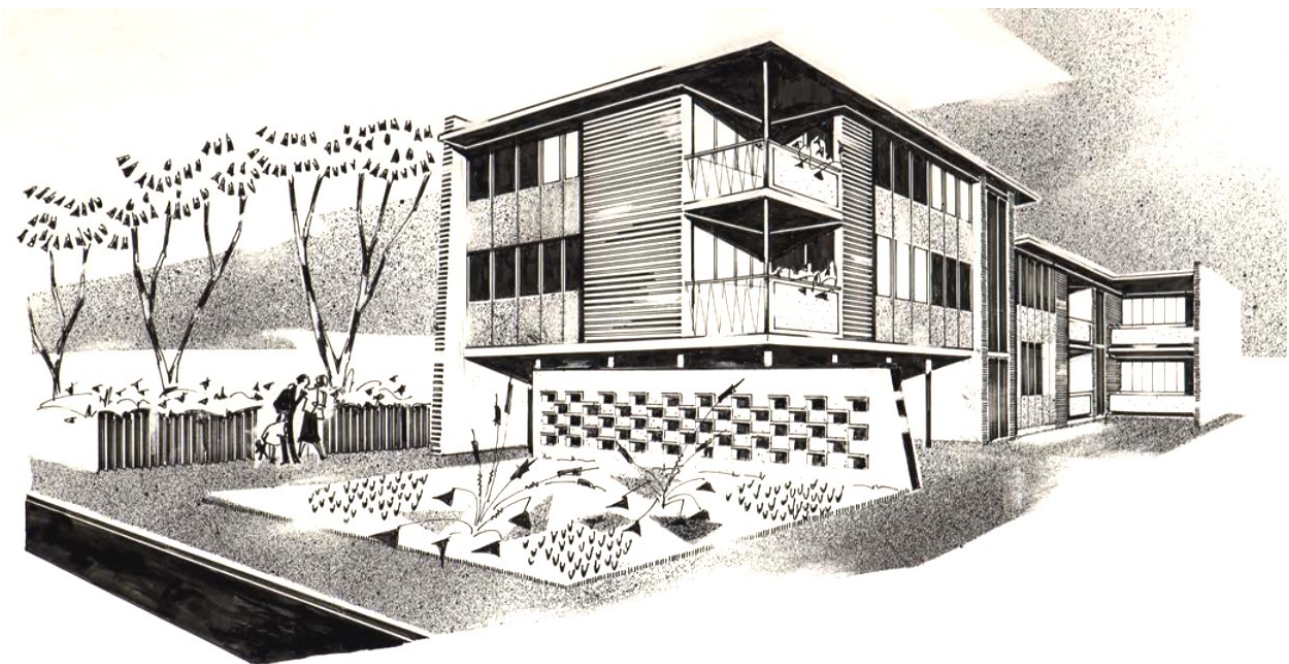


Figure 55: *Scheme for a speculative block of flats in Melby Avenue, Caulfield, by Ernest Fooks (1960).*
Source: *RMIT Design Archives Journal*, Vol 9, No 4 (2019), pp 52-53

7.0 GOVERNING VICTORIANS

7.1 Developing institutions of self-government and democracy

Developing local government authorities

From Andrew Ward's 1996 history:

The present [ie 1996] municipality of Caulfield had already been defined, geographically, as has been noted. The Gardiner Road Board was established to the north of the Main Dandenong Road on 7 October 1856, postdating that of St Kilda, formed on 24 April 1855. Even Mulgrave, to the west, had been established as a Road Board District in January 1857. Caulfield's administrative boundaries appear to have been created, by default, by others. Finally on 16 October 1857, the Caulfield Road Board District was gazetted with board members including G W Harris, later of Glenholme, William Lyall and G Handasyde as chairman. (p 20)

South of North Road, local government has its origins in the proclamation of the municipality of Brighton on 18 January 1859. The designation of Moorabbin as a Roads Board District followed on 16 May 1862. (p 22)

Mr W Murray Ross was appointed to the [Caulfield] Road Board chair in 1860 followed by Samuel Masters from 1864 to 1868. (p 21)

Moorabbin Road District's first general meeting was held exactly one month after the creation of the District on 16 June 1862. The favoured venue was Morley's Plough & Harrow [Hotel] and it was at this meeting that Colonel William Mair was appointed president over another nine members. Colonel William Mair had been commissioner in charge of the Ballarat goldfields and subsequently a driving force in the formation of the Victoria Police. He was to stay on as president until 1867 when his place was to be assumed by the son of a local market gardener, the then youthful Thomas Bent. (p 22)

Joseph Ostler was appointed secretary [of the Moorabbin Road District] at a later meeting on 30 June 1862. The first rate book indicated that Ostler was a blacksmith and that he owned houses in Manchester, later McKinnon and Jasper Roads. (p 22)

Thomas Bent was appointed rate collector at the [Moorabbin Road District] Board's seventh meeting on 20 August 1862. By this time, R Morgan had been appointed engineer... The board members were re-elected in June [1863], Solomon West and Thomas Bent being amongst the successful candidates. John King, however, presumably of Kingsland, polled poorly with only eighteen votes, his failure symbolising the passing of the pioneering days in the area. (p 23)

The proclamation of the Moorabbin Shire was to follow on 27 January 1871. (p 23)

Given the [Caulfield] community's continued status by the late 1860s and Parliament's provision by virtue of Act No 176 passed in September 1863, to establish not only Road Districts but Shires, it was not surprising that Caulfield became a Shire on 28 April 1871. In their new roles, councillors shared additional privileges to those of earlier road board members. Most importantly, they were empowered to raise loan funds on the security of special rates to undertake necessary works. They could establish pounds, issue licenses and appoint inspectors for slaughter houses and have control of commons. (p 31)

The newly formed [Moorabbin] Shire attempted to spread its limited funds over a vast area consisting of three ridings, the west including present day Sandringham and Beaumaris, the east Cheltenham and Mordialloc and the north corresponding with old East Brighton [now Bentleigh]. (p 36)

When Cr C D Lloyd, Mayor of Caulfield, addressed the guests at a smoke-concert in August 1901, he was pleased to say that "times are improving quietly but steadily, and having safely rounded the corner, the Council are improving the maintenance of the district as funds are available". He was referring to his Council's recovery from the 1890s Depression, which, in common with other municipalities, was not complete. In 1901, the rates paid on property were less than 1891 by £2,500.

Nevertheless, Caulfield had been gazetted a borough on 4 May 1901 and was declared a town on 23 September 1901. It had a population of 9,541 in that year and 15,919 in 1911 with 3,393 occupied dwellings. (p 50)

Spurred on by its unprecedented growth, and by the opening of its tramway system [in 1913], which had virtually been established overnight, Caulfield attained the status of a City on 28 July 1913. (p 53)

On 10 October 1934, Moorabbin Shire, with a population of some 19,000 citizens, was proclaimed a City. Yet Moorabbin itself was still in the country. (p 65)

Related places

House, 22 Brady Road, Bentleigh East (1889) [HO97]

- former residence of William George Leary, councillor and president of Moorabbin Shire

House (Edenkillie), 37 Neerim Road, Caulfield (1889-90) [HO45]

- former residence of Frederick Jowett, town clerk/municipal secretary to Shire of Caulfield

Proposing severance and amalgamation

From Andrew Ward's 1996 history:

[In the first two decades of the twentieth century,] the Moorabbin Shire was busy, indeed, but its focus was in the West Riding [later City of Sandringham] where the beach attracted both permanent settlement and intense tourist traffic. Ultimately, Sandringham was to secede from the Shire as a new borough in 1917. To the south, Mentone and Mordialloc were also attractive seaside destinations, obtaining severance from Moorabbin as a borough in 1920. (p 53)

[In the 1920s,] the Bentleigh Severance League advocated the formation of a separate municipality in the [Moorabbin Shire's] North Riding [ie, between North Road and South Road], anticipating a separation which was eventually to occur some sixty years later. (p 64)

When local government areas in Victoria were radically restructured in the early 1990s under the premiership of Jeff Kennett, the new City of Glen Eira was created by the amalgamation of the City of Caulfield with the contiguous part of the City of Moorabbin extending between North Road and South Road, incorporating the suburbs of Bentleigh, Bentleigh East, Ormond and McKinnon. The remainder of the City of Moorabbin merged with the City of Chelsea, City of Mordialloc and parts of the Cities of Oakleigh and Springvale to form the new City of Kingston.

Providing town halls and other municipal infrastructure

From Andrew Ward's 1996 history:

In 1866, the [Moorabbin Road District] Board allocated the sum £400 for the construction of a "District Board Room"... The construction of the new Board Room proceeded rapidly "at the corner of South and Arthurs Seat Roads". The Plough & Harrow [Hotel] was subsequently abandoned in favour of these new premises, a short walk to the south, with the first meeting being held on 28 July 1866. (p 23)

The [Caulfield] Shire's first loan was for the sum of £7,000 for the erection of the town hall in 1884. Given his business partnership with Thomas Watts, architect and first Shire President, it is not surprising that Sydney Smith was appointed architect for this important project. Smith had been in partnership with Watts from 1864 to 1870 and also acted as engineer for the Road Board and Shire. Watt's office had been responsible for such celebrated projects as Bontharambo near Wangaratta and, closer to home, Valentines, now Malvern House at Caulfield Grammar School. Smith's design for the Shire Hall showed that he was every bit equal to the task, his design [Fig 56] comparing quite adequately with the work of Gall & Beswicke, noted for their suburban town halls. His design, however, was never fully implemented, the building being subject to continual development and change until the present day. (pp 31-32)

The location of the [Caulfield] Shire Hall was curious to the extent that it has always been situated away from the commercial centres of the municipality, which were determined to a large extent indirectly by the Department of Railways and later by the operating authorities of various tramways. (p 32)

[The Moorabbin Shire's] original offices, extended in 1907, were transformed in 1929 by the construction of the surviving Georgian Revival premises on the Point Nepean Road. They were, and continue to be, a most appropriate architectural symbol for the northern portion of the Shire, which sustained such rapid growth during the 1920s. The councillors' choice of architectural style had been echoed by many of their ratepayers whose Georgian (Colonial) Revival villas stood side by side with the Californian bungalows, English cottages and Spanish villas of their contemporaries. (p 64)

The City of Caulfield's Council Depot, established at 107 Neerim Road in the mid-1920s, occupied a large piece of land alongside the railway line. The site was still used as such at the end of the twentieth century, but has since been redeveloped with townhouses. The City of Moorabbin's Council Depot was located just outside the boundaries of the present-day City of Glen Eira, on the south-east corner of South Road and Bignell Road.

Related places

Glen Eira (former City of Caulfield) Town Hall, 420 Glen Eira Road, Caulfield (1885) [HO106]

7.2 Struggling for political rights

This is not considered to be a major theme in the development of the City of Glen Eira.

7.3 Maintaining law and order

Creating a judicial system in Victoria

In 1871, the Caulfield Council approached the Attorney-General to establish a Court of Petty Sessions in the district. A Police Magistrate's Court was duly provided, which sat in the old Shire Hall on the first Monday of each month.⁹³ When a new Shire Hall was mooted in the early 1880s, the provision of a dedicated Court of Petty Sessions, with offices for clerks and magistrates, was enabled by a government grant of £2,400.⁹⁴ These facilities, which were constructed as part of the first stage of the project, had been completed by August 1885, when leases were finalised. The new Caulfield Police Court (as it was initially known) was in operation by early 1886.

The court facilities at the Caulfield Shire Hall (later Town Hall) remained well patronised into the twentieth century, with a Children's Court also sitting there from the 1910s until at least 1950. However, use of the courtroom appears to have ceased towards the end of that decade, coinciding with the completion of a new police complex in Gordon Street, Elsternwick, which included a court house at the rear. The Elsternwick Courthouse (and adjacent police station) remained in operation for the rest of the twentieth century, but the entire complex has since been demolished.

Policing Victoria

Police presence in the study area can be traced back to 1865, when the *Police Offences Statute* was extended to cover the municipality then known as the Caulfield Road District.⁹⁵ By the end of the decade, an Inspector of Nuisances for the district had been appointed in the person of Constable O'Brien.⁹⁶ During the 1870s, this position was held by Constable John Eagleson, who occupied a police station on the south side of Glen Eira Road, near Kooyong Road.

⁹³ Murray & Wells, *From Sand, Swamp and Heath*, p 15.

⁹⁴ Murray & Wells, *From Sand, Swamp and Heath*, pp 164-165.

⁹⁵ *Victoria Government Gazette*, No 98 (4 August 1865), p 1739.

⁹⁶ Murray & Wells, *From Sand, Swamp and Heath*, p 133.

Andrew Ward noted the presence of an early counterpart in what is now Bentleigh, which existed at the corner of Jasper Road and Centre Road, apparently from the early 1880s.⁹⁷ The following decade saw police presence appear on Hotham Street, Elsternwick (c1889), while Caulfield's existing facility on Glen Eira Road moved to premises on the north side of Glenhuntly Road (c1891). During the early twentieth century, the latter police station changed address several more times. Prompted by community concerns for a more centralised facility, it was finally re-established on the southeast corner of Hawthorn Road and Glen Eira Road, opposite the Caulfield Town Hall, in the late 1920s.

The inter-war era otherwise saw limited expansion of local constabulary. This was characterised by makeshift premises rather than purpose-built ones, typified by the police station established in an existing house in Jersey Parade, Murrumbeena, in 1920. The ensuing decade saw residents of Ormond agitate repeatedly for their own police station, but they would not receive one until 1930, similarly accommodated in an existing house (in Dalmor Avenue). This trend was still evident in Elsternwick as late as 1940, where six constables and two detectives operated from two rooms at the rear of a Victorian villa house in Carre Street.⁹⁸ Not long afterwards, Murrumbeena's police force moved into a leased dwelling at the corner of Railway Parade and Dunoon Street.

It was not until the post-WW2 period that the first purpose-built police stations appeared in the study area. Not surprisingly, the long-established constabularies at Caulfield and Elsternwick were amongst the first to obtain new facilities, respectively erected at 291 Hawthorn Road (1949) and 2 Gordon Street (1955). The early 1950s saw new police stations erected in both Glenhuntly and Murrumbeena, the latter on the site of the former residence in Railway Parade. Elsewhere in the study area, local police forces continued to occupy recycled dwellings well into the 1950s and beyond, typified by those at Ormond (18 Katandra Street) and Bentleigh (15 Nicholson Street). In 1961, a new police station on East Boundary Road, Bentleigh East, appears to have been the last purpose-built facility in the study area for almost four decades, until tenders were called in August 1999 for a new state-of-the-art 24-hour police complex at 285-291 Hawthorn Road, Caulfield.

7.4 Defending Victoria and Australia

Training people to serve in the military

Following the introduction of compulsory military service in 1909, the Commonwealth Department of Home Affairs set aside funding for purpose-built training facilities referred to as Drill Halls. Many were erected in the Melbourne metropolitan area (and regional Victoria) in the first half of the 1910s, invariably to a standard departmental design, and at least three examples are known to have existed within what is now the City of Glen Eira. By 1913, sites for drill halls had been reserved in St Kilda East (McWhae Avenue), Caulfield (corner Kooyong Road and Dorgan Street), and Caulfield East (corner Dandenong Road and Railway Avenue), with all three buildings completed the following year. Subsequently, they shared a common history, being taken over for formalised military training during both WW1 and WW2, and, in the years between, for various official or semi-official purposes such as polling places and recreational use by returned servicemen. In 1940, the drill hall in McWhae Avenue served as a district recruiting office. All three halls have since been demolished.

During WW2, military presence in the study area was perhaps most prominently manifested by the temporary army encampment established at the Caulfield Racecourse in 1940.⁹⁹ Reportedly accommodating more than 600 recruits, the camp inevitably placed pressure on local resources, prompting the City of Caulfield to establish a canteen at the racecourse and offer public reserves for additional drilling and training, as well as for the recruits' off-duty recreational use.

⁹⁷ Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 39.

⁹⁸ "Police station needed", *Argus*, 27 February 1941, p 4.

⁹⁹ Murray & Wells, *From Sand, Swamp and Heath*, p 69.



Figure 56: The ambitious (but only partially-realised) proposal for the new Caulfield Shire Hall (1884).
Source: Picture Collection, State Library of Victoria



Figure 57: ARP headquarters, occupying an old council-owned house on Hawthorn Road, Caulfield.
Source: Murray & Wells, *From Sand, Swamp and Heath: A History of Caulfield*.

Protecting civilians during WW2

As WW2 became imminent, concerns about civil defence in the City of Caulfield were swiftly addressed when Cr T W Morris was appointed as District ARP Warden in August 1939, barely a week after he was elected as Mayor of Caulfield.¹⁰⁰ The Shire of Moorabbin followed suit, with the Town Clerk, W B Thomas, taking up the counterpart position there by the end of September. Both councils embarked upon wartime initiatives: those in Caulfield included the establishment of a Municipal Evacuation Committee (with the Town Clerk, James Briggs, as Municipal Evacuations Officer), the Mayor's Patriotic Fund (co-ordinated by Building Inspector, P C Herbert) and a War Savings Campaign. In Bentleigh, a prototype fire-fighting pump was developed by local plumber (and deputy ARP Warden) Reginald Bickford, which was demonstrated at the Bentleigh Recreation reserve in early 1942 and attracted considerable publicity nationwide.

These and other civil defence initiatives left their mark on the physical environment. In Caulfield, a council-owned dwelling at 281 Hawthorn Road (Fig 57), opposite the Town Hall, became the District ARP Headquarters (with a control centre later established beneath the stage of the Town Hall).¹⁰¹ Following the Japanese attacks on Pearl Harbour in late 1941, the municipalities of Caulfield and Moorabbin were amongst many to embark upon a programme to excavate public air raid shelters. In Caulfield, more than thirty slit-trenches (with a total capacity for 4,000 people) were provided in key locations across the municipality including Caulfield Park and the grounds of the Shelford Girls' Grammar School, and others reported to have been excavated at Bentleigh.

7.5 Protecting Victoria's heritage

Creating the National Trust

The National Trust of Australia (Victoria) was established in 1956, but it was not until March 1963 that it classified its first building in what is now the City of Glen Eira: the celebrated *Rippon Lea* mansion in Elsternwick, former home of Frederick Sargood. The eponymous *Glen Eira* on Kooyong Road, a Boom-era mansion latterly used as a repatriation hospital, was classified by the Trust in December that same year, only to be demolished shortly afterwards. Several other grand Victorian residences were classified over the next few years, notably *Harleston* at the corner of Balaclava and Orrong Roads, St Kilda East (February 1964), and *Glenmoore* in St Georges Road, Elsternwick (April 1968). From the early 1970s, this trend increased with the classification of such examples as *Tarquā* in Lirrewa Grove (March 1973), *Halstead* in Bambra Road (July 1973), *Myoora* in Alma Road (January 1974), *Lisbon House* in Orrong Road (March 1974), *Labassa* in Manor Grove (June 1974) and *Athole* in Poplar Grove, Carnegie (April 1975).

Given that *Rippon Lea* was first building in the study area to be classified by the National Trust, it seems fitting that it also became the first property that the organisation acquired there, when it was bequeathed to them after the death of its last resident owner, Mrs Louisa Jones. During the 1980s, the National Trust would acquire two further properties in what is now the City of Glen Eira: *Labassa* in Manor Grove, Caulfield North (1980) and *Glenfern* in Inkerman Road, St Kilda East (1984). All three properties remain owned by the Trust and open for public inspection.

From the mid-1970s, the Trust's Buildings Committee turned its attention to important twentieth century buildings in the study area, classifying two buildings by Robert Haddon (including his own home in Glenferrie Street), a 1917 house by Harold Desbrowe-Annear, and a 1920s house by Edward Billson, a former associate of Walter Burley Griffin.

¹⁰⁰ Murray & Wells, *From Sand, Swamp and Heath*, p 68.

¹⁰¹ Murray & Wells, *From Sand, Swamp and Heath*, pp 69, 70, 72.

As specialist sub-committees emerged in the later 1980s and '90s, the Trust began to classify other types of places deemed to be of cultural significance, including pipe organs, public art, street furniture and trees. Examples within the City of Glen Eira include pipe organs at churches in Murrumbeena and Elsternwick, tram shelters and ornamental tram poles, several ceramic murals by European émigré artist Karl Duldig, and a selection of mature tree specimens in Caulfield Park, Princes Park and Greenmeadows Gardens.

Related places

House (*Glenfern*), 417 Inkerman Road, St Kilda East (1857; 1876) [HO37] – owned by National Trust

House (*Ripponlea*), 192 Hotham Street, Elsternwick (1868) [HO36] – owned by National Trust

House (*Labassa*), 2 Manor Grove, Caulfield North (1873; 1890) [HO42] – owned by National Trust

House (*Anslem*), 4 Glenferrie Street, Caulfield North (1906) [HO27]

Designating and protecting historic sites

From Andrew Ward's 1996 history:

William Box [patriarch of a pioneer Bentleigh family that included market gardeners] is now memorialised through the relocation of his timber house in Jasper Road to Joyce Park where it forms the nucleus of an historical display. (p 63)

In the wake of [post-WW2] changes has come an awareness of the value of the community's heritage. Pioneered, in a sense by the National Trust's acquisition of the stately nineteenth century mansions of Rippon Lea [in 1972] and Labassa [in 1980], there is now widespread support for the conservation of the City's finest buildings and places and for the enhancement of the identity of individual areas within the newly expanded municipality. There are opportunities, here, to conserve the existing environment and to interpret the past in innovative ways making Glen Eira a more attractive residential location for future generations. (p 79)

The designation and protection of culturally significant places at the local council level is a more recent phenomenon. A report entitled *Urban Conservation in Caulfield. A Pilot Study* was prepared by Margaret Blackney as early as 1987, although this focused only on the West Ward. A more extensive survey, spanning the entire municipality, was Andrew Ward's *City of Caulfield Conservation Study* (1990). Following council amalgamations four years later, Ward prepared a revised and updated report, the three-volume *Glen Eira Heritage Management Plan* (1996). The former City of Moorabbin, which included areas incorporated into the new City of Glen Eira, does not appear to have prepared a municipality-wide heritage study prior to council amalgamation.

During the 1990s, several buildings in the study area were added to the *Victorian Heritage Register* as places of cultural significance at a statewide level. These include *Labassa* in Caulfield North (H135), *Halstead* in Caulfield North (H450), *Rosecraddock* in Caulfield North (H589) and *Rippon Lea* in Elsternwick (H614). Numerous other local places have since been added to the register.



8.0 BUILDING COMMUNITY LIFE

8.1 Maintaining spiritual life

Places of worship that illustrate early development of a community (1850s-1920s)

As Andrew Ward has noted, formalised religious activity was apparent in the study area as early as 1857, when the Caulfield Road District's first assessment roll recorded a "chapel" in Portion 32, on the south-east corner of Hawthorn and Balaclava Roads.¹⁰² This appears to correspond to what Murray & Wells have referred to as the "Black Chapel", a leased one-room structure that was briefly occupied by a fledgling multi-denominational congregation in the late 1850s.¹⁰³ It was rendered defunct by the erection of two modest timber buildings along Glen Eira Road: one in Caulfield for the Church of England (Fig 58) and the other in Elsternwick for the Caulfield Union Church, made up of Baptists and Congregationalists. Indicative of the growing population, the former church would be enlarged in 1863 and then replaced six years later by an even grander bluestone edifice, St Mary's Church of England, which now represents the oldest surviving church in the study area. By the early 1860s, comparable religious activity was also evident in the Moorabbin Road District, with the rate book for 1862 recording a brick building occupied by the Church of England, and a weatherboard chapel for the Wesleyan Methodists.¹⁰⁴

More than two decades passed, however, before the first Roman Catholic parish was established in the study area: St Joseph's at Elsternwick, with a brick church on Orrong Road.¹⁰⁵ The Boom years of the late 1880s and early '90s also saw the emergence of buildings for more remote congregations such as St Giles' Presbyterian in Murrumbeena and the Rosstown Methodist Church in Carnegie, as well as the Methodists and the Anglicans of Bentleigh (then known as East Brighton). In 1889, the well-established Caulfield Union Church was obliged to erect a new place of worship after its original one was razed by fire. Soon after, in 1894, it became a wholly Congregationalist church following the departure of the Baptists, who went on to build a new church for themselves in St Georges Road, Caulfield (1903) and, later, another in Glenhuntly Road, Elsternwick (1913).

The first three decades of the twentieth century otherwise saw a major boom of churches in what is now the City of Glen Eira. Amongst the newcomers were the Trinity Congregational Church in Glen Huntly (1909), the Carnegie Methodist Church (1914), St Anthony's Roman Catholic Church in Carnegie (1914), St Clement's Church of England in Elsternwick (1915), the Church of Christ in Caulfield North (1918), the Thomson Memorial Presbyterian Church in Ormond (1920), and St Aloysius' Roman Catholic Church in Caulfield North (1924). Reflecting a familiar pattern of the day, not all of these churches were purpose built: in a few cases (eg, Trinity Congregational in Glen Huntly), existing timber churches were relocated from elsewhere. During the 1920s, there was a notable spike of church construction in Murrumbeena, where the suburb's original place of worship, St Giles' Presbyterian Church (1892) was supplemented by new buildings for the Church of England (1924), Methodists (1928), and Roman Catholics (1929-30).

Related places

St Mary's Anglican Church, 281 Glen Eira Road, Caulfield North (1870-71) [HO25]

Methodist (later Uniting) Church (former), 252-254 Neerim Road, Carnegie (1886; 1914) [HO47]

Wesleyan Methodist Church (former), 66 Orrong Road, Elsternwick (1887-88, 1923) [part HO72]

Union (later Congregational) Church, 84-86 Orrong Road, Elsternwick (1889-90) [HO53]

¹⁰² Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 21.

¹⁰³ Murray & Wells, *From Sand, Swamp and Heath*, p 215.

¹⁰⁴ Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 23.

¹⁰⁵ Murray & Wells, *From Sand, Swamp and Heath*, p 220.

Congregational (ex-Primitive Methodist) Church, 152 Grange Road, Carnegie (1909) [HO84]
- originally erected in South Melbourne in 1885 and relocated to present site in 1909

Church of Christ, 514 Dandenong Road, Caulfield North (1918) [HO20]

St Aloysius' RC Church, 233 Balaclava Road, Caulfield North (1923-24) [HO77]

St Agnes' Anglican Church and Vicarage, 114-116 Booran Road, Glen Huntly (1924) [HO96]

St Stephen's Presbyterian (now Uniting) Church, 158 Balaclava Road, Caulfield North (1926) [HO8]

Places of worship that reflect mid-twentieth century population growth (1930s-1970s)

While some of the older congregations in the study area had already outgrown and replaced their original premises by the 1920s, this trend was to become even more pronounced from the 1930s. The aforementioned boom of new church construction in Murrumbeena continued as the suburb's oldest congregation, St Giles' Presbyterian, replaced its original 1890s building with a new and larger counterpart in 1933. Numerous others would follow suit during that decade. While some of these new churches, such as St Paul's Church of England in Caulfield North (1938), superseded buildings that dated back to the turn of the century, others, such as the Church of Christ in North Road, Ormond (1937) and Holy Cross Roman Catholic Church in Caulfield South (1937), replaced considerably more recent buildings from the 1920s.

By this time, there had been relatively little comparable expansion of churches in the Bentleigh and Bentleigh East area, where a fledgling Presbyterian congregation still held fortnightly services in a local state school before a site for a new building was secured in 1934. Bolstered by post-WW2 residential expansion, many church buildings would be enlarged or replaced in this part of the study area from the late 1940s. One of the first was the Bentleigh Church of Christ, which extended its modest pre-war timber hall with a substantial and imposing new front wing of brick construction, effectively creating a new building. This was duly followed by new churches for St Kevin's in Glen Orme Avenue (1953) and the Ormond Church of Christ in North Road (1955).

The late 1950s and early '60s saw the venerable Presbyterian and Anglican congregations on Centre Road replace their existing building with larger modern counterpart, as did the South Oakleigh Methodist Church (now Coatesville Uniting Church) at the corner of Mackie and North Roads. From the mid-1960s, congregations of more recent origin also began to erect new buildings for themselves, including the East Bentleigh Methodist Church on the corner of East Boundary Road and Abbin Avenue (1964; demolished), St Christopher's Anglican Church on Mackie Road (1969) and St Peter's Roman Catholic Church on Centre Road (1974).

In more established parts of the study area, several pre-war churches (including some dating back to the late nineteenth century) were similarly replaced in the post-WW2 period. Amongst these were new places of worship in St Kilda East for the Presbyterians (1953), and in Murrumbeena for the Baptists (1961-62; Fig 59) and St Patrick's RC (1963).

Related places

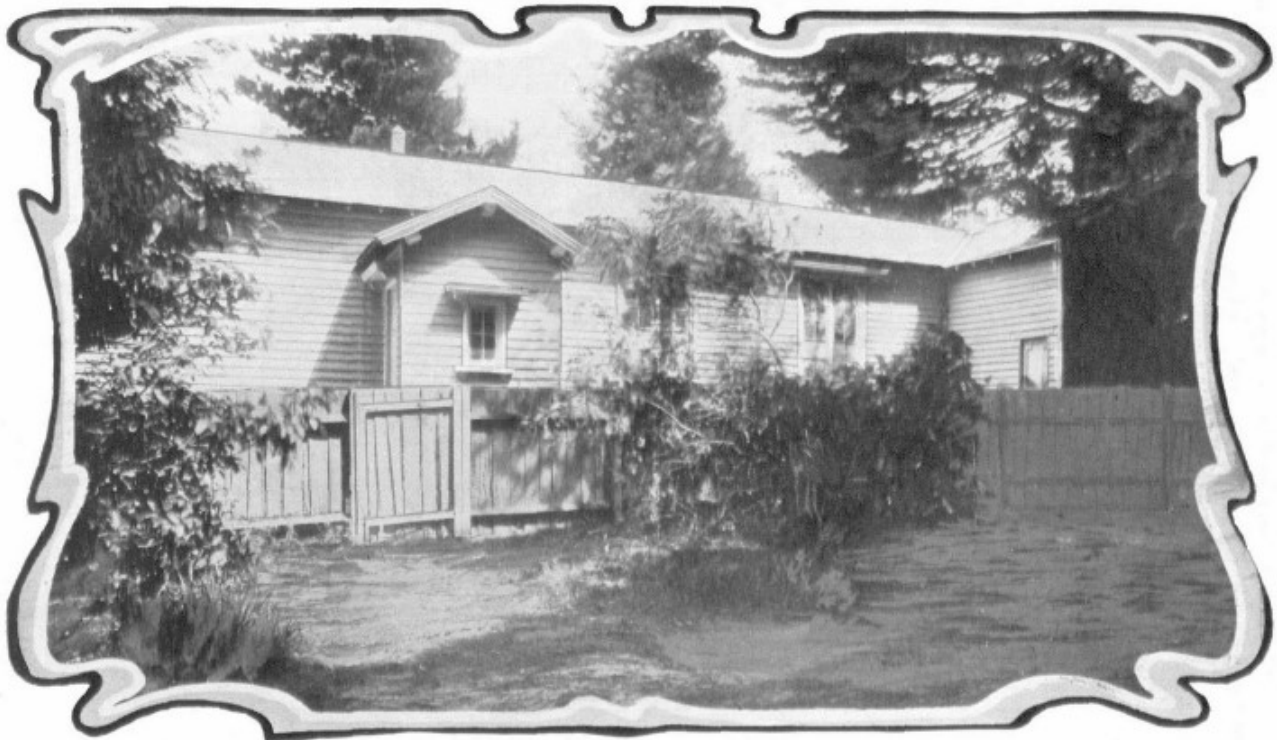
Holy Cross Roman Catholic Church, 707 Glenhuntly Road, Caulfield South (1937) [part HO66]

Bentleigh Church of Christ (former), 4 Gilbert Grove, Bentleigh (1949) [RBA]

St Margaret's Presbyterian Church, 106 Hotham Street, St Kilda East (1953-54) [BH]

Murrumbeena Baptist Church, 44 Murrumbeena Road, Murrumbeena (1961-62) [BH]

St John's Anglican Church, 624 Centre Road, Bentleigh East (1960-62) [BH]



S. MARY'S OLD CHURCH.

Figure 58: Caulfield's original Church of England building, erected on Glen Eira Road in 1859.
Source: *St Mary's Church, Caulfield, Jubilee 1858-1908: Souvenir Record of 50 years* (1908)

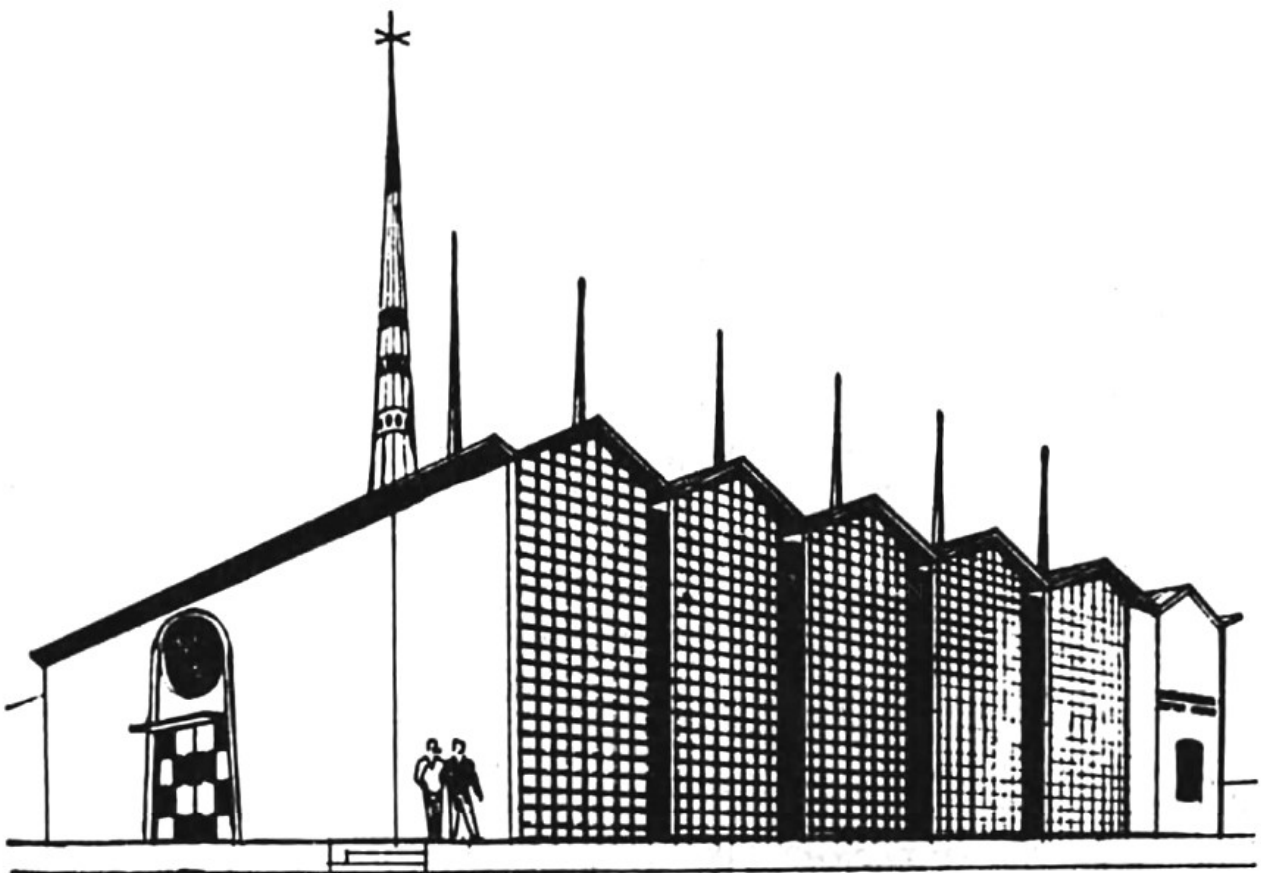


Figure 59: Architect's perspective drawing of new Murrumbeena Baptist Church (1961-62).
Source: *Age*, 14 July 1961, p 12

Places of worship established by newer denominations

Newer Christian denominations, broadly defined as those that emerged from Great Britain or the USA in the latter half of the nineteenth century, began to appear in the study area in the inter-war period. One of the first of these was the Salvation Army, which erected a hall in Neerim Road, Carnegie (c1920) that, eight years later, was relocated to Robert Street Bentleigh.¹⁰⁶ Not long after, the denomination began to hold meetings in an existing building in Selwyn Street, Elsternwick, but a 1937 scheme to erect a new citadel there was thwarted by opposition from local residents.¹⁰⁷ The Church of Christ, Scientist, had more success when it built a grand Romanesque-style edifice in nearby Ripon Grove (1931), which was only the denomination's second purpose-built church in Melbourne.¹⁰⁸ Only a few more of these newer denominations would establish themselves in the study area before the end of WW2, including a Seventh Day Adventist Church in Grange Road, Glenhuntly (c1939) and a Gospel Hall in Bent Street, Bentleigh (c1943).

Spurred by post-WW2 suburban expansion, the 1960s saw a minor boom in purpose-built places of worship for hitherto unrepresented denominations. These included a Gospel Chapel (for the Open Brethren) on Boundary Road, Bentleigh East (c1963), and new buildings for the Temple Society on Tucker Road, Bentleigh (c1964) and the Church of Jesus Christ of Latter Day Saints on Hawthorn Road, Caulfield North (c1966). The last of these groups had already established a new church in Barbara Street, Moorabbin (c1958), just outside the present boundaries of the City of Glen Eira.

In the late 1960s, the old Gospel Hall in Bent Street, Bentleigh, was taken over by the Unitarians, and then by the Jehovah's Witnesses in the mid-1970s. The latter went on to erect a large new building in Anarth Street, Bentleigh East, in the 1980s. In the 1970s, Christadelphian congregations had emerged in both Caulfield North and McKinnon, although these met in existing buildings (respectively, the 15th Caulfield Scout Hall and the McKinnon Progress Hall) rather than purpose-built venues. This trend has also been demonstrated by the Melbourne Rosicrucians, who have occupied a former RSL Hall in North Road, Ormond, since the mid-1970s, and the Society for Maitreya Theosophy, which acquired the old Methodist Youth Centre in Centre Road, Bentleigh, in the early 1990s, re-opening it as the Church of the Resurrected Life.

Related places

Third Church of Christ, Scientist (former), 12 Ripon Grove, Elsternwick (1931) [HO138]

Places of worship as a marker of ethnic origin

As mentioned elsewhere (see 2.6), Andrew Ward's 1996 history quote a recent statistic that Jewish residents comprised 18.4% of the population of the City of Caulfield.¹⁰⁹ As such, the emergence and expansion of local synagogues is an important part of the broader theme of religious activity in what is now the City of Glen Eira. Around the time that Melbourne's first synagogue was built in 1860 (on the corner of Exhibition and Little Lonsdale Streets), Jewish presence was already recorded in the study area, where "the unwitting pioneer of Jewish settlement in Caulfield" was a horse-dealer who left the district in 1864.¹¹⁰ However, an identifiable community would not become apparent for nearly three decades, when the 1891 census first noted a Jewish population in Caulfield, numbering twenty. By then, Melbourne had two purpose-built synagogues: one in St Kilda (1872) and another in East Melbourne (1877) that superseded the original small building on Exhibition Street. In 1925, the replacement of St Kilda's original Synagogue with a new and larger counterpart in Charnwood Grove was indicative of the expansion of a local Jewish community.

106 *Moorabbin: A Centenary History, 1862-1962*, p 17.

107 "Salvation Army Hall", *Age*, 7 July 1937, p 7.

108 Murray & Wells, *From Sand, Swamp and Heath*, p 222.

109 Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 77.

110 Hilary Rubinstein, *The Jews in Victoria*, p 42.

Although a Hebrew congregation emerged in Caulfield area in the late 1930s, with services held in a private house in Orrong Road, there would be little further expansion until after WW2, when, as Jewish historian Hilary Rubinstein noted, “Jewish residential patterns now shifted decisively to the south-eastern suburbs”.¹¹¹ This was reflected in the established of congregations in nearby Elwood and Brighton East, with the latter erecting premises in 1950 (on Marriage Road, just beyond the western edge of the study area) that represented one of Melbourne’s first purpose-built post-WW2 synagogues. In 1948, the fledgling congregation in Caulfield acquired a former residence on Inkerman Road that, repurposed for worship and teaching, became known as the Caulfield Jewish School and Cultural Centre. In the mid-1950s, the building was extended with a new synagogue wing. This, in turn, was soon superseded by a substantial new purpose-built counterpart on the adjacent site, which was officially opened in September 1961.

The 1960s and early ‘70s saw a minor boom of new synagogues across the study area, radiating outwards from Caulfield proper across Caulfield South to Bentleigh and Moorabbin. These congregations represented a diversity of movements within the broader Jewish faith, from Progressive Judaism to the Religious-Zionist *Mizrachi* and the Orthodox *Chad-Lubavitcher*. Their respective facilities, which include the *Etz Chayim* Progressive Synagogue in Centre Road, Bentleigh (1965), the South Caulfield Hebrew Congregation Synagogue in Leopold Street (1968) and the *Mizrachi* Centre in Balaclava Road, Caulfield North (1973), typically include not only places of worship but also associated schools, kindergartens and other community facilities.

While places of worship associated with other ethnicities are not as well represented in what is now the City of Glen Eira, it is worth noting that three Greek Orthodox congregations have emerged therein in the 1980s and ‘90s. With two in Bentleigh and one in Carnegie, this reflects patterns of Greek migrant settlement in more recent times. It is indicative of such shifting demographics that none of these three congregations occupies a purpose-built place of worship; rather, they have all taken over defunct pre-war church buildings no longer required by their original Protestant denominations.

Related places

Caulfield Synagogue, 572 Inkerman Road, Caulfield North (1958-61) [BH]

Greek Orthodox Church of SS Raphael, Nicholas and Irene, 531 Centre, Road, Bentleigh (1981-)
 - former Methodist (then Uniting) Church; in current use since 1981

Greek Orthodox Church of the Old Calendarists, 152 Grange Road, Carnegie (1983-) [HO84]
 - former Primitive Methodist church relocated to present site in 1909 for Congregationalists

Greek Orthodox Church of S George the Theologian, 4 Gilbert Grove, Bentleigh (1990s) [RBA]
 - former Church of Christ, built in 1932 and enlarged in 1949

Founding Australian spiritual institutions

The first religious order to establish its presence in the study area was the Presentation Sisters, who settled in Elsternwick in 1908. Of Irish origin, the order had been invited to Melbourne in 1872 to run parish schools in the bayside suburbs. After establishing two such schools in Windsor and Brighton, they moved on to Elsternwick, taking up residence in new purpose-built premises in Nagle Avenue. Designed by architect Robert Schreiber, the building was originally conceived as a seminary (officially known as the Richard O’Neill Ecclesiastical College; Fig 60) but, pending the availability of funds for teaching staff, was occupied by the Presentation Sisters as a novitiate (ie, convent for novices). With the intended use never implemented, the building continued to serve as the Presentation Central Novitiate (as well as an associated girls’ school) until the 1980s.

¹¹¹ Hilary Rubinstein, *The Jews in Victoria*, p 185.

As the Presentation Sisters proceeded to establish parish schools across the study area (see 8.2), further accommodation became necessary. Coinciding with the opening of St Patrick's School in Murrumbena (1930), the order acquired *Crosbie House*, a large single-storey timber dwelling in nearby Crosbie Road.¹¹² By the end of the decade, the nuns had sold the property (which later become a private hospital, and has since been demolished) and re-established St Joseph's Convent in *Cambria*, a grander two-storey residence at the Glen Huntly end of Neerim Road (demolished in 1976). In the early 1940s, some of the Presentation Sisters took up residence in another former Victorian mansion, in Sandham Street, Elsternwick, which had accommodated a succession of private schools from the turn of the century. Acquired by the Roman Catholic Church in the mid-1930s, it formed part of St Joseph's Primary School before it became a convent, variously referred to as St Joseph's Convent or simply the Presentation Convent. In 1999, it was remodelled to serve as the school's administrative centre.

As noted elsewhere (refer 8.2), the Presentation Order was responsible for establishing virtually all of the pre-war Catholic parish schools in the study area. One of these, St Paul's School at Bentleigh (1928) was subsequently taken over, five years later, by another order, the Daughters of Our Lady of the Sacred Heart. This prompted the erection of a new convent alongside the school, which was opened in early 1934. The building still stands but is now longer used as a convent.

Related places

Presentation Novitiate/O'Neill College (former), 2 Nagle Avenue, Elsternwick (1908) [HO22]

Convent of Our Lady of the Sacred Heart (former), 113 Jasper Road, Bentleigh (1934) [HO118]

Presentation Convent (now St Joseph's School), 28 Sandham Street, Elsternwick [HO61]

- formerly a grand mansion; occupied by private schools and then as a convent from 1942

8.2 Educating people

Making education universal: free, secular state schools

From Andrew Ward's 1996 history

The Caulfield State School of 1877... [was one of the several facilities] confirming the importance of Glenhuntly Road and the fledgling community of Camden Town wherein the City's commercial centre has its origins [Fig 61]. (p 21)

The Sands & McDougall Directory for 1890 lists 311 entries under Brighton East, including ... State School No 2083 (Centre Road). (p 39)

Rapid growth [in the post-WW2 era] had created an urgent demand for public services. Existing primary schools were overcrowded, the Moorabbin High School being opened, as had been noted, in 1958. There were others. The Valkstone Primary School was opened on 7 February 1957 following the subdivision of land jointly owned by D Vandervalk, the husband of Miss Stone, hence the name: Valkstone. They also had owned the site for the McKinnon High School, sold and eventually opened on 2 February 1954 as one of the first standard light timber construction (LTC) complexes in Victoria. These buildings, developed by Samuel Merrifield, commissioner of public works, and Percy Everett, Chief Architect, had been developed to meet an unprecedented expansion in the numbers of secondary school enrolments throughout the state. (p 77)

Secular education in the City of Glen Eira can be traced back to 1860, when Caulfield Combined School No 162 held classes in the Union Church in Glen Eira Road. After this ceased operation with the passing of the *Common Schools Act 1862*, the district's first Common School opened the following year in a small purpose-built schoolhouse on Glenhuntly Road.

¹¹² Murray & Wells, *From Sand, Swamp and Heath*, pp 259-60.

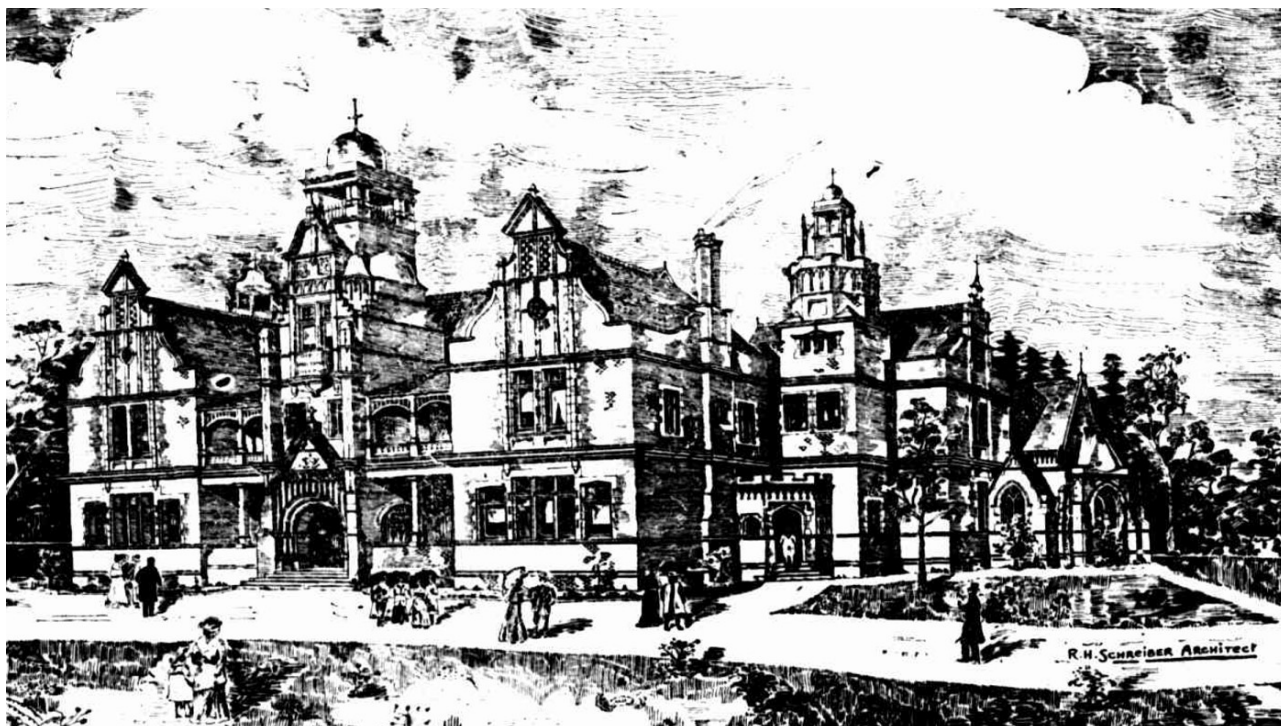


Figure 60: Perspective drawing of the Richard O'Neill Ecclesiastical College in Elsternwick (1908).
Source: *Table Talk*, 30 April 1908, p 10.



Figure 61: Caulfield State School No 733 (1877), the first state school in what is now the City of Glen Eira.
Source: Laurie Burchell, *Victorian Schools*.

Further legislation, namely the *Education Act 1872*, ushered in the new era of free, secular state schools. The existing Common School was re-badged as Caulfield State School No 773, relocating to new premises in 1877. It was duly followed by East Brighton (later East Bentleigh) State School No 2083 (1878), Rosstown (later Carnegie) State School No 2987 (1887), Ormond State School No 3074 (1891) and Murrumbeena State School No 3499 (1903).¹¹³ Of these, only Brighton East and Ormond occupied purpose-built premises from the outset; at Carnegie and Murrumbeena, classes were temporarily held in local churches until new schoolrooms were erected, respectively in 1889 and 1914.

The early twentieth century saw a spate of new state schools including Glenhuntly No 3703 and Balaclava No 3820 (both 1914), Ripponlea No 4087 (1922), West Bentleigh No 4318 (1927), Caulfield South No 4315 (1928) and Ormond East No 4366 (1930). As quoted above, the post-WW2 era saw a string of new state schools established in the rapidly expanding suburbs in the south of the study, including Moorabbin State School No 4687 (1952), and no fewer than three in Bentleigh East: Coatesville No 4172 (1953), Valkstone No 4778 (1954) and Eastmoor No 4790 (1957).

Related places

Caulfield Primary School, 724 Glenhuntly Road, Caulfield South (1877) [HO30]

Carnegie Primary School, 51 Truganini Road, Carnegie (1889) [HO67]

Ormond Primary School, Wheatley Road, Ormond (1891) [part HO75]

Murrumbeena Primary School, 20 Hobart Road, Murrumbeena (1916) [HO33]

Establishing private schools

Andrew Ward notes that one of the first denominational schools in the study area was St Stephen's Common School, which was established by the Church of England in the early 1850s on the west side of Tucker Road in present-day Bentleigh.¹¹⁴ A comparable school opened on Glen Eira Road in 1863, but it was short-lived, merging the next year with the existing (secular) Caulfield Common School. In a long list of early private schools compiled by Murray & Wells, only one dated back to the 1860s: Miss Rose's School in Inkerman Road, in operation by 1866.¹¹⁵ Caulfield Grammar School did not emerge until 1881, initially occupying modest premises near Elsternwick railway station. Later examples listed by Murray & Wells, such as St Kilda Grammar School in Orrong Road (1893), Cumloden Boys' Grammar School in Alma Road (1895), Mrs White's Ladies School in Hawthorn Road (by 1897) and Miss Mair's Glenfern College, tended to be short-lived, although one, the Cromarty School for Girls in Orrong Road (1897), remained in operation until as late as 1923. Of the private schools that were established in the study area in the late nineteenth century, only two remain in operation today: the Shelford Church of England Grammar School (1898) and the aforementioned Caulfield Grammar, although neither still occupy their original site (the latter has been at Glen Eira Road since 1909, and the former in Hood Crescent since 1922).

The inter-war period brought the establishment of some private schools that were new campuses of well-established schools located outside the study area.¹¹⁶ In 1917, the Grimwade family donated their Balaclava Road mansion, *Harleston*, to the Melbourne Church of England Grammar School, and the property opened the following year as a preparatory day and boarding school, *Grimwade House*. In 1931, the Kew-based Methodist Ladies' College acquired the *Kooyong* mansion on Gladstone Road and established what became known as Cato Methodist Ladies College.

¹¹³ Murray & Wells, *From Sand, Swamp and Heath*, pp 247-250.

¹¹⁴ Andrew Ward, *City of Glen Eira Heritage Management Plan* (1996), Volume 1, p 22.

¹¹⁵ Murray & Wells, *From Sand, Swamp and Heath*, pp 253-254.

¹¹⁶ Murray & Wells, *From Sand, Swamp and Heath*, pp 254-255.

One of the few non-denominational counterparts to emerge during this period was the Ormond Girls' School, which began operation in 1923 and occupied a succession of temporary premises until new buildings were erected on Katandra Street towards the end of the decade. However, its non-denominational status lasted only until the late 1940s, when it was taken over by the Baptist Union of Victoria and re-badged as Kilvington Baptist Girls' Grammar School.

Related places

St Mary's Jubilee School, 281 Glen Eira Road, Caulfield North (1887) [HO34]

Cromarty School for Girls (former), 28 Sandham Street, Elsternwick (1909) [HO61]

- originally a private house, Chiselhurst (1885); occupied as Cromarty School for Girls from 1909 to 1923, then by other denominational schools until 1942.

Grimwade House (Melbourne Grammar School), 67 Balaclava Road, Caulfield North [HO54]

- originally a private house, Harleston; occupied as a school since 1918

Lovell House (Melbourne Church of England Girls' Grammar School) (former),
389-393 Alma Road (1918) [HO2]

- originally a private house, Adamstown (1888), occupied as a school from 1918 to 1927

Providing a parallel Catholic system

The earliest Roman Catholic schools in the study area were established by an Irish religious order, the Presentation Sisters, which had been brought to Melbourne specifically for that purpose in 1872 (see 8.1). While the order subsequently established Presentation College in Windsor (1873) and Star of the Sea College in Brighton (1883), it was not until 1908, when the order relocated to Elsternwick, that they founded the first Roman Catholic school in what is now the City of Glen Eira.¹¹⁷ This was accommodated in the Presentation Novitiate in Nagle Avenue, Elsternwick, a palatial new building that had actually been erected as a seminary but was ultimately never used as such, remaining occupied by the order (and their school) for eight decades.

For a quarter-century following the opening of this first Roman Catholic school in 1908, the Presentation Sisters of Elsternwick established a steady stream of counterparts that stretched across the entire study area. These included St Anthony's in Neerim Road, Carnegie (1912; in a combined church/school building), Holy Redeemer in Glen Eira Road, St Kilda East (1915), St Aloysius in Cromwell Street, Caulfield North (1920), Holy Cross in Ellington Street, Caulfield South (1924), St Kevin's in Glen Orme Avenue, Ormond (1924), St Patrick's in Dalny Road, Murrumbeena (1930) and St Joseph's in Orrong Road, Elsternwick (1933).¹¹⁸ The Presentation Sisters were also responsible for the establishment of St Paul's School at Bentleigh (1928), although it was taken over by another order, the Daughters of Our Lady of the Sacred Heart, six years later. In the late 1930s, Holy Redeemer School in St Kilda Road ceased operation following the opening of St Colman's School in Balaclava Road (outside the present-day boundaries of City of Glen Eira) but subsequently re-opened as the Catholic Central School, providing higher level education in preparation for Matriculation.

The post-WW2 era saw the opening of St James' College in Bentleigh East (1970), a secondary school for boys administered by the De La Salle Brothers. In the early 1980s, the Catholic Central School in St Kilda East ceased operation, while the Holy Cross School in Caulfield South relocated from its original site in Ellington Street to a new building on Glenhuntly Road, alongside the Holy Cross Church. It, too, has since ceased operation. All of the other pre-war Roman Catholic parish schools in the study area remain in operation at the time of writing, based at their original sites.

117 Murray & Wells, *From Sand, Swamp and Heath*, pp 253-254.

118 Murray & Wells, *From Sand, Swamp and Heath*, pp 258-260.

Related places

St Kevin's Primary School, 76 Glen Orme Avenue, Ormond (1924) [part HO75]

St Paul's Primary School, 122 Jasper Road, Bentleigh (1928) [HO120]

Providing education for the Jewish community

Jewish education has been an entirely post-war phenomenon in the study area. It can be traced back to the early 1950s, when the South Caulfield Hebrew Congregation opened a kindergarten that ran successfully for many years and, in 1967, was taken over by the Burwood-based Mount Scopus Memorial College, Melbourne's pre-eminent Jewish day school.¹¹⁹ The *Chabad Lubavich*, a Hasidic movement that established a presence in the study area in the 1950s, went on to establish separate private schools for female and male students: Beth Rivkah Ladies' College (1956) on Balaclava Road, and Yeshivah College (1958; Fig 62), around the corner on Hotham Street. A few years later, the Mizrahi Organization opened a kindergarten on Balaclava Road that expanded into a primary school initially known as Yavneh College. In 1979, a secondary school was established on another site at Armadale (outside present-day City of Glen Eira), although this ceased operation a decade later when the former O'Neill College was acquired at Nagle Avenue, Elsternwick. Primary and secondary classes were consolidated at this new campus, while the kindergarten took over the Balaclava Road site.

Related places

Leibler Yavneh College, 2 Nagle Avenue, Elsternwick (1988 to date) [part of HO22]

- *former convent, taken over as senior campus of school previously based in Balaclava Road*

Providing secondary and technical education

Technical education in the study area dates back as far as 1915, when the establishment of a trade school at Caulfield was first mooted.¹²⁰ A triangular-shaped site, bounded by Dandenong Road, Queens Avenue and Railway Avenue was selected because of its central location and proximity to public transport routes, including Caulfield railway station. The new Caulfield Technical School began operation in June 1922, and, while enrolments dropped during the lean Depression years, they boomed dramatically after WW2, necessitating the addition of a large multi-storey wing on Dandenong Road in 1949-50 (Fig 63). With the subsequent introduction of tertiary diploma courses, the school was re-badged in 1958 as Caulfield Technical College (see following section), and its secondary classes were relocated to a new building on the south-east corner of Queens and Railway Avenues. This officially became a separate entity, the Caulfield Technical School, after the Caulfield Technical College was reconfigured as the Caulfield Institute of Technology in 1967.

State secondary education has been a wholly post-WW2 phenomenon in what is now the City of Glen Eira. The first such facility, McKinnon High School, developed from 1953 on a fourteen-acre site on McKinnon Road. Opened the following year, it was one of the first schools in Melbourne to use a new type of standardised classroom, known as the LTC (Light Timber Construction), newly developed by PWD Chief Architect Percy Everett. Three more local high schools appeared over the next decade. Reflecting a typical pattern, all of these initially occupied makeshift premises before purpose-built facilities were provided. Bentleigh High School began operation in early 1956 and had already relocated to a new site by the end of that year. Murrumbeena High School, which started in 1958, held classes in the Methodist church hall before its new campus, at the corner of Murrumbeena Road and North Road, became available the following year.¹²¹

119 Murray & Wells, *From Sand, Swamp and Heath*, p 258.

120 Murray & Wells, *From Sand, Swamp and Heath*, pp 251-252.

121 Murray & Wells, *From Sand, Swamp and Heath*, p 253.

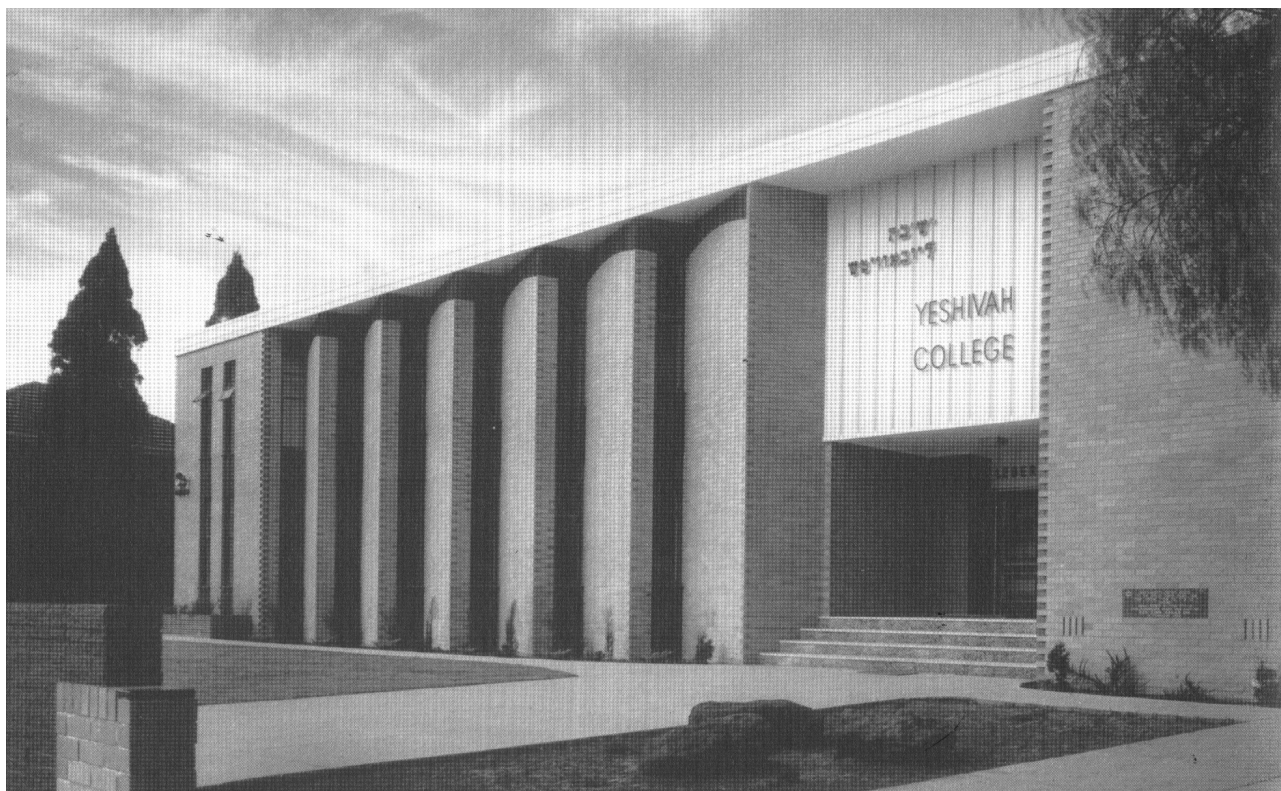


Figure 62: Yeshivah College, Hotham Street, St Kilda East, designed by local architect Kurt Popper (1973).
Source: Harriet Edquist, *Kurt Popper: From Vienna to Melbourne*.

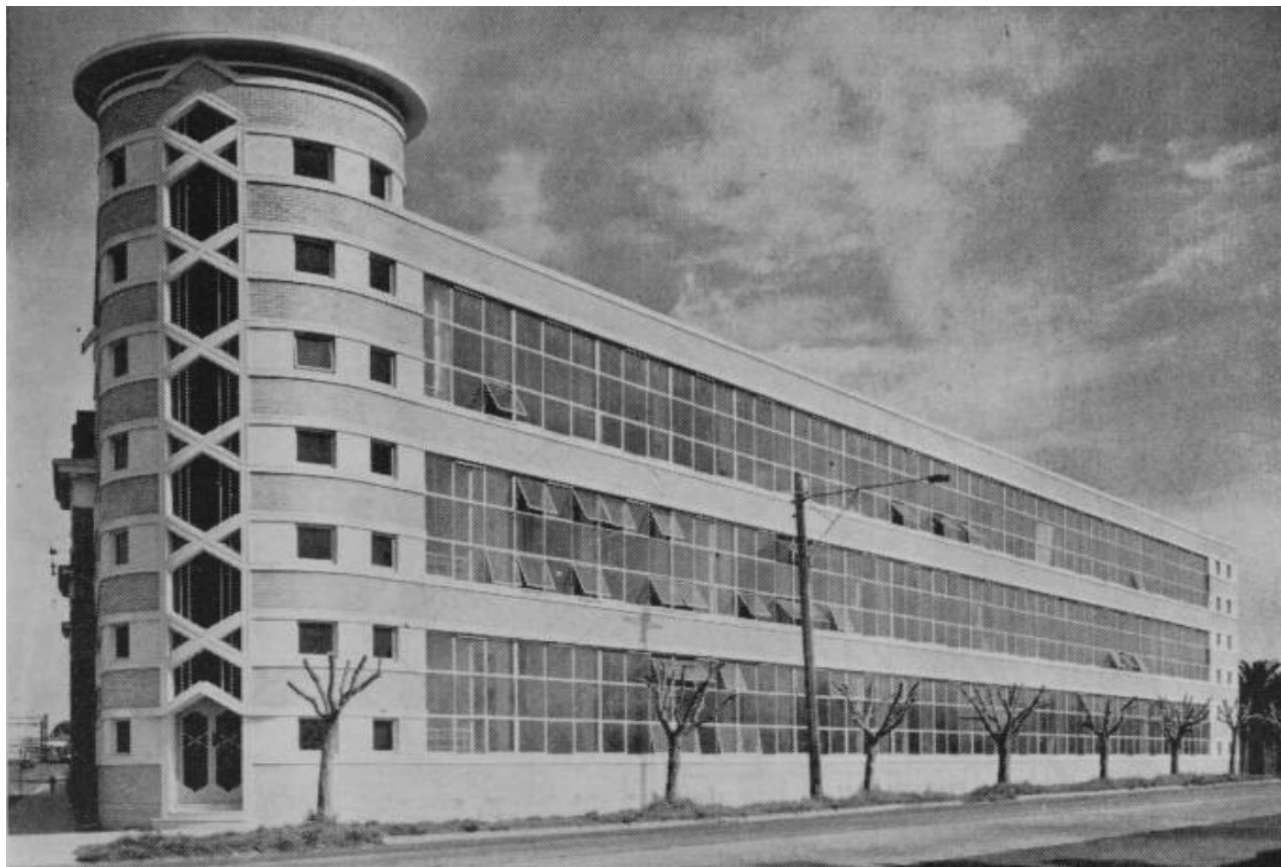


Figure 63: New wing of the Caulfield Technical School on Dandenong Road, Caulfield East (1949-50).
Source: *Building*, 24 April 1950, p 21.

Caulfield High School opened for the 1960 school year, sharing premises with the existing state school until new buildings, at the corner of Neerim Road and Booran Road, were completed in 1963. The last state secondary school to appear in the study area was Moorleigh High School in Bentleigh East, which commenced operation in February 1966 in a group of portable classrooms located in the grounds of the existing Moorabbin Heights State School on Bignell Road. Late the following year, the high school relocated to a new building erected on the adjacent site.

Caulfield Technical School remained in operation until the early 1980s, when its campus was absorbed by the adjacent Caulfield Institute of Technology. Towards the end of that decade, state secondary schools in the study area (and elsewhere in the Melbourne metropolitan area) began to undergo a major phase of consolidation and re-branding. This period saw the high schools at Caulfield, McKinnon and Murrumbeena re-badged as secondary colleges, while Bentleigh High School became Moorabbin City Secondary College. Moorleigh High School in Bentleigh East was closed in 1992, and its counterpart at Murrumbeena followed four years later; both sites were subsequently redeveloped, respectively for community facilities and private housing.

Related places

Caulfield Technical School (former), Sir John Monash Drive, Caulfield East (1922) [HO65]

Art & Applied Science Wing (former), Caulfield Technical School (now Monash University), corner Sir John Monash and Dandenong Roads, Caulfield East (1950) [HO101]

Establishing universities and colleges of advanced education

As mentioned above, post-secondary education in the study area dates back to the late 1950s, when the pre-war Caulfield Technical School introduced diploma courses and was consequently rebranded as Caulfield Technical College.¹²² In 1967, it became the Caulfield Institute of Technology after management of the facility was transferred from the Education Department to the newly-formed Victorian Institute of Colleges. In 1982, it merged with the State College of Victoria (then based in Frankston) to become Chisholm Institute of Technology. Eight years later, Chisholm was taken over by Monash University to become the university's Caulfield campus.

8.3 Providing health and welfare services

Providing doctor's rooms and medical clinics

There was a resident doctor in the study area from 1869, when Dr Godfrey Howitt, a founding physician of the Royal Melbourne Hospital, built a new house in Caulfield.¹²³ Dr Howitt, however, seems to have been semi (or fully) retired by then, and died there in 1873, aged 76 years. In 1888, London-trained Dr Christopher Griffiths settled in Elsternwick and was appointed Health Officer and Public Vaccinator to the City of Caulfield.¹²⁴ In the early 1890s, the corresponding position at the Shire of Moorabbin had been filled by Dr A F Joyce. Often cited as Moorabbin's first resident doctor, Joyce initially lived in Vickery Street, Bentleigh, and later moved to Point Nepean Road.¹²⁵ Resident doctors increased from the turn of the century, and included Dr Reginald Weigall in Elsternwick (from 1900) and the eminent Dr John Springthorpe in Murrumbeena (from 1909), whose expansive property included the front gates from the original Royal Melbourne Hospital.

¹²² Murray & Wells, *From Sand, Swamp and Heath*, p 252.

¹²³ "Tenders", *Argus* 29 April 1969, p 3.

¹²⁴ Murray & Wells, *From Sand, Swamp and Heath*, p 236.

¹²⁵ *Moorabbin: A Centenary History, 1862-1962*, plate VIII.

In 1916, leading Melbourne architect Arthur Plaisted was commissioned to design a house for a doctor in Caulfield (Fig 65) that included an integrated consulting room with a separate public entrance.¹²⁶ This set a precedent for others during the inter-war period, typified by the respective house/clinics built by Dr George Foreman on Glen Eira Road, Caulfield North (1928), Dr W J Allen at the corner of Jasper Road and Hayes Avenue, Bentleigh (1937) and Dr J McFarlane Fone on Koornang Road, Carnegie (1938). An early counterpart for a local dentist was the house/clinic of Dr Robin Holyman at the corner of Glenhuntly Road and Roseberry Grove, Glen Huntly (1934). This quaint (but effective) typology was still represented locally in the immediate post-WW2 period, when Dr A G Bignell engaged the architectural firm of Mockridge, Stahle & Mitchell to design a two-storey dwelling on Booran Road, Glen Huntly (1949), with a single-storey wing that provided self-contained medical suites, accessed from the side street.

Stand-alone medical centres, without a residential component for the doctor, seem to have emerged in the study area from the early 1960s. Typically located on the fringes of existing commercial strips, early examples include Dr Harry Klein's clinic on Centre Road, Bentleigh East (1960), Dr B G Costello's clinic on Orrong Road, Elsternwick (1961), and a compact double-storey block of medical suites built at the rear of an existing chemist's shop on Koornang Road, Carnegie (c1963). As a distinct building type, this would become more commonplace in the study area in the 1970s and beyond. In 1985, the flamboyant Dr Geoffrey Edelstein, who pioneered the 24-hour "superclinic" in Melbourne, acquired a site on Dandenong Road, Caulfield East, for one of his new centres. Although he erected a stylish two-storey glass-walled building thereon, it was ultimately never occupied by his proposed clinic, and was later on-sold as office space.¹²⁷

Related places

House (*Dacre*), 8 St Georges Road, Elsternwick (1900-01) [part HO72]

- former residence of father-and-son surgeons Dr Reginald Weigall and Dr Albert Weigall

Springthorpe Reserve Gates, Neerim Road, Murrumbeena (1860; relocated 1910) [HO133]

- relocated from Royal Melbourne Hospital to entrance of Dr J W Springthorpe's residence

Dentist's house and clinic (*Robins Court*), 1091-1091A Glenhuntly Road, Glen Huntly (1934) [RBA]

Doctor's house and clinic (former), 181 Koornang Road, Carnegie (1938) [RBA]

Elsternwick Clinic, 74a Orrong Road, Elsternwick (1961) [part HO72] – designed by Albert Ross

Medical clinic, rear 61 Koornang Road, Carnegie (c1963) [RBA]

Providing private and hospitals

According to Murray & Wells, Caulfield's first private hospital was a convalescent home that commenced operation in 1887 opposite the eponymous *Glen Eira* mansion on Kooyong Road.¹²⁸ A decade later, only one other comparable facility had been established in the area: the Lennoxville Convalescent Home, which presumably operated out of the large villa of that name in Inkerman Road. The early twentieth century saw several other private hospitals similarly established in former grand residences.¹²⁹ By 1915, there were already nineteen of these private hospitals in the City of Caulfield alone, and that number was to increase during and just after the First World War. One example to achieve longevity commenced operation in the late 1920s in a two-storey house on Kooyong Road that had been built by the pioneering Sheridan family. Originally known as Mrs Ireland's Private Hospital, it later became the Berkley Private Hospital and then the Bethlehem Private Hospital, expanding in the post-WW2 era with a four-storey ward block completed in the mid-1960s to a design by architect Joseph McCarthy.

¹²⁶ "Doctor's residence at Caulfield", *Building*, 12 February 1916, pp 114-115. The house has not yet been located.

¹²⁷ "For those who want high visibility", *Age*, 10 October 1998, p D9.

¹²⁸ Murray & Wells, *From Sand, Swamp and Heath*, p 41.

¹²⁹ Dr Geulah Solomon, *Caulfield's Heritage: Volume 1, Caulfield's Building Heritage*, pp 57-60.

By far the largest, most ambitious and most enduring example of a local medical facility set up in a former grand residence was the Caulfield Military Hospital, established by the Department of Defence in 1916 in *Glen Eira* on Kooyong Road.¹³⁰ The largest of three such military hospitals in Melbourne, it expanded swiftly with the erection of a separate Red Cross Rest Home (1916; Fig 66), an artificial limb factory (1917) and, later, a nurses' home (1936). In the mid-1950s, the site was earmarked for a new regional public health facility, the Southern Memorial Hospital, which had been originally mooted for a site opposite Elsternwick Park. Construction of the Southern Memorial Hospital finally began in 1965, necessitating the demolition of *Glen Eira*. The Kooyong Road site was subsequently shared by both hospitals (the Caulfield Hospital, for military veterans, and the Southern Memorial Hospital, for civilians) until they eventually merged in the 1980s to form the Caulfield General Medical Centre.

In the post-WW2 era, residents of the Bentleigh area were served by the Moorabbin Community Hospital, which opened in 1954 in a former residence in Anne Street. Local agitations for a new purpose-built counterpart led to a 16-acre site on Centre Road being reserved for the purpose. Intensive fundraising followed but, while erection of the 100-bed community hospital was slated to begin in 1961, the Hospital & Charities Commission withdrew support after it was announced that a 600-bed teaching hospital was to be built at the new Monash University campus in nearby Clayton. Towards the end of the decade, it was proposed to develop a much smaller facility on the Centre Road site, which opened in 1975 as the Moorabbin Hospital and prompted the closure of the like-named facility in Anne Street. In 1987, it became a campus of the Monash Medical Centre (latterly known as Monash Health).

Related places

Burreel Private Hospital (former), 10 Burreel Avenue, Elsternwick (c1914) [HO13]
 - originally a grand residence, *Burreel* (1866) occupied as a hospital from 1910s to 1948

Red Cross Rest House (former), 294 Kooyong Road, Caulfield (1916) [HO15]

Kynaston (later Kahlyn) Private Hospital (former), 70 Bambra Road, Caulfield (c1918) [HO11]
 - originally a grand residence, *Kynaston* (1888), occupied as a hospital from late 1910s to 1980s

Hopetoun Private Hospital (former), 2-6 Hopetoun Street, Elsternwick (c1921) [HO35]
 - originally a grand residence, *Melrose* (1889), occupied as a hospital from 1920s onwards

8.4 Forming community organisations

Forming associations for mutual aid and self-help

From Andrew Ward's 1996 history

An emerging concern with the environment and town planning affairs became a characteristic of the 1920s. At the local level, the formation of residents' associations, such as the Carnegie & District Ratepayers Association [founded by 1917] and the Murrumbeena Progress Association [founded by 1913], was expressive of this preoccupation. (p 61)

One of the first community associations to emerge in the study area was the Elsternwick Club, which was founded in 1899 and initially occupied rooms above a shop in Glenhuntly Road but relocated in 1920 to a former dwelling in nearby Sandham Street, where it still remains. The first progress associations also appeared in the early twentieth century, starting with those at Elsternwick (1906), East Malvern/East Caulfield (1907), Bentleigh (1908) and Carnegie (by 1909). Over the following decade, these were joined by others at Murrumbeena, Ormond and McKinnon. Of these, only the last appears to have erected purpose-built premises for itself: the Progress Hall in McKinnon Road, which was completed in the 1920s.

¹³⁰ Murray & Wells, *From Sand, Swamp and Heath*, pp 40-41.



Figure 64: Doctor's residence and consulting rooms in Caulfield, by architect Arthur Plaisted (1916).
Source: *Building*, 12 February 1916, p 115.



Figure 65: The Red Cross Rest Home (1916) at the Caulfield Military Hospital, Kooyong Road.
Source: Picture Collection, State Library of Victoria

Masonic Lodges emerged in parallel. The first purpose-built temple appears to have been the one in St George's Road, Elsternwick (c1912). A decade later, architect Leslie J W Reed called tenders for the so-called Caulfield Masonic Temple on Dandenong Road. This, however, was on the north side of the street and is thus located just outside the present-day boundaries of the City of Glen Eira. A third masonic temple was subsequently built on the Point Nepean Road at Gardenvale (1926-27; demolished). It is indicative of shifting demographics in the post-WW2 era that none of these three local masonic halls remain in use for their original purpose.

In the mid-twentieth century, the study area's oldest local association, the Elsternwick Club, was joined by two counterparts in the expanding suburbs further south. The Bentleigh Club, founded in the late 1930s, initially met in rooms above a draper's shop in Centre Road before relocating thirty years later to a purpose-built facility in Yawla Street. The early 1950s saw the establishment of the South Oakleigh Club, with premises in Victor Road, Bentleigh East. Both clubs still remain in operation as the time of writing.

Related places

Freemasons' Hall (former), 15 St Georges Road, Elsternwick (c1912) [part HO72]

United Friendly Society Hall (former), 13 Selwyn Street, Elsternwick (c1918) [part HO72]

Elsternwick Club, 19 Sandham Street, Elsternwick (1920) [HO60] - *formerly a private house*

McKinnon Progress Hall, 118-122 McKinnon Road, McKinnon (1926) [NT]

Providing local meeting halls

The first purpose-built public meeting hall in the study area seems have been the Elsternwick Public Hall on Gordon Street, opposite the railway station, which opened in 1888. This is not to be confused with the Elsternwick Recreation Hall, of similar date but located in Murphy Street, Brighton North (ie, outside the present-day City of Glen Eira). The Caulfield Public Hall, also near the railway station, existed in the late 1880s, but the building was sold and removed as early as 1892. During the 1890s, public halls were also erected at Murrumbeena (Dunoon Road) and Bentleigh East (Centre Road). The local network of public meeting-places expanded in the early twentieth century with the completion of the Glen Huntly Hall on Glenhuntly Road (1913), the Carnegie Memorial Hall on Rosstown Road (1922; Fig 66) and the McKinnon Public Hall (aka Progress Hall) on McKinnon Road (1928). In Murrumbeena, a new public hall was erected in 1931 only to be enlarged the following year (as was its counterpart at Carnegie). During this period, the venerable late-Victorian hall at Bentleigh East was subjected to a Moderne-style makeover.

With other forms of recreation emerging in the post-WW2 era, regular use of these early public halls began to decline. In the late 1970s, the Carnegie Memorial Hall was adapted to become the premises of the Abel Tasman Club, a social group for Dutch migrants. The Murrumbeena Public Hall, a popular local venue for film screenings from the 1930s to the early 1970s, was demolished in 1988. The public halls at McKinnon and Bentleigh East both remain in use as such today.

Related places

Elsternwick Public Hall (former), 9 Gordon Street, Elsternwick (1888) [part HO72]

- *public meeting place converted into a picture theatre in 1911 and still in use as such*

East Bentleigh (former East Brighton) Public Hall, 675 Centre Road, Bentleigh East (1895) [HO99]

Southern Cross Hall (former), 717 Glenhuntly Road, Caulfield South (c1937) [part HO66]

Providing places for young people to meet and socialise

With the Boy Scout movement introduced into Victoria around 1908, only a few years passed before the first troops appeared in what is now the City of Glen Eira. The 1st Elsternwick and 1st Glenhuntly troops were both formed by 1911, followed by 2nd Elsternwick (1915), 3rd Elsternwick (1916) and 1st Caulfield (1916). While the three Elsternwick troops shared unspecified premises in Allison Road by 1917, the first purpose-built scout halls would not appear in the study area for over a decade. In 1930, 2nd Caulfield had built one at the rear of St Margaret's Church of England in Ripley Grove, Caulfield North, and, the next year, erected a group flagpole in the Hopetoun Gardens. In 1932, an existing timber building was relocated to Birch Street for the 4th Caulfield troop, and a new purpose-built hall erected in Glenhuntly Road for the 5th Caulfield troop.

During the 1930s, the network of local scout troops (which was linked to Protestant church parishes) expanded to include 11th Caulfield, 12th Caulfield, 14th Caulfield, 15th Caulfield, 18th Caulfield, 1st Bentleigh and 2nd Murrumbeena. The year 1937 marked the emergence of 16th Caulfield, the first local troop affiliated with a Roman Catholic parish. The early post-WW2 period saw the emergence of further groups, including 9th Caulfield (1951), which was based at Murrumbeena, and 10th Caulfield (1952), notable as the first local troop intended for Jewish boys. With limited resources, few of these troops were in a position to erect halls immediately, and, typically, prolonged periods of fundraising ensued. In 1954, the 10th Caulfield troop erected a timber hall in Miller Street, Elsternwick, which was destroyed by fire four years later and promptly replaced by a brick counterpart. Around the same time, the 15th Caulfield troop erected a new brick building in Inkerman Road, overlooking Caulfield Park, to a simple design by architects Seabrook, Hunt & Dale. By the early 1960s, new scout halls had also been erected in Ricourt Avenue, Murrumbeena, and Jasper Road, Moorabbin.

Purpose-built youth centres were still a new and uncommon typology in the late 1950s, when the City of Caulfield's progressive new Mayor, Mrs Gladys Wallace, proposed to establish them within the municipality. Two were ultimately built during her tenure. The first of these, styled as the Caulfield Memorial Youth Centre, opened in 1958 in Maple Street, Caulfield South. Fundraising then commenced for a second facility, to be located in Bentleigh Park, which officially opened in early 1962 as the Bentleigh-McKinnon Youth Centre (Fig 67).

Related places

10th Caulfield Scout Hall, 2 Miller Street, Elsternwick (1959) [RBA]

8.5 Preserving traditions and commemorating

Remembering the impact of war upon Victorian communities

From Andrew Ward's 1996 history

Although they often agitated for improvements to roads and other essential services, the Caulfield community was increasingly concerned with the refinements of civilisation. In 1919, the Parks & Gardens Committee of Council reported that the flag pole and flag erected in the Green Meadow's Gardens by Council and residents "conjointly as a memorial to the fallen soldiers of the district: was unfurled on 10 May. Here, and elsewhere, the municipality's strengthening identity coincided with the cessation of hostilities to create opportunities for urban improvements".

On 3 August 1919 the first trees of the proposed avenues of honour for the fallen soldiers of Caulfield and Brighton were ceremoniously and simultaneously planted in Point Nepean Road from McMillan Street to Glenhuntly Road. The avenues were subsequently extended to McMillan Street and North Road from the Point Nepean Road to Hawthorn Road. Today, however, the avenues have been removed in consequence of road widening programs and the only reminders of the project are a commemorative booklet and some pressed zinc name plates of fallen soldiers now held in Council archives. (pp 61-62)



Figure 66: Barry Humphries posing in front of Carnegie Memorial Hall in the early 1970s.
Source: *Barry Humphries at Carnegie Hall* (1971); author's collection (photograph by Brian Savron).



Figure 67: The new Bentleigh-McKinnon Youth Centre (1962), photographed soon after completion.
source: City of Moorabbin, *Moorabbin: A Centenary History, 1862-1962*.

Aside from this flagpole and Avenue of Honour, one of the earliest WW1 memorials in the study area was a memorial drinking fountain at Hodgson Reserve in Bentleigh, which was initiated by the Shire of Moorabbin and unveiled in July 1920. However, seven more years passed before the City of Caulfield proceeded with plans for a major memorial of its own. A design competition was launched in 1928 and, two years later, the winner announced as Geelong architect (and returned serviceman) Norman Schefferle (Fig 68). The completed memorial, built to Schefferle's prize-winning design, was unveiled on Anzac Day, 1931.

A parallel development has been the emergence and expansion of local branches of RSL, or Returned & Services League, which was founded in 1916 as the Returned Sailors', Soldiers' and Airmen's Imperial League (RSSAILA). The first outpost in the study area appears to have been the one at Caulfield, which was formed in 1919 and occupied a former residence in St Georges Road that had recently been vacated by the Elsternwick Club. The first purpose-built venue for returned servicemen appears to have been the Soldiers' Memorial Hall on the corner of McKinnon Road and Wattle Grove in Bentleigh (c1922). By the end of the decade, RSL sub-branches had been established in both Carnegie and Bentleigh. The latter occupied a pair of dwellings on Centre Road, while the former erected purpose-built premises on Rosstown Road in the early 1940s. Not surprisingly, the end of WW2 prompted further expansion. A Caulfield Central Sub-branch of the RSL was formed in 1945 and, two years later, moved into new clubrooms at 169 Hawthorn Road. In the early 1950s, a modest RSL hall was erected on the corner of North Road and Anthony Street in Ormond, while the two houses on Centre Road occupied by the Bentleigh sub-branch were linked with a new hall erected between them. The flanking dwellings would later be demolished to facilitate further expansion of the club premises.

In the second half of the twentieth century, the original war memorials in the study area were updated to record the names of residents who died in WW2 as well as more recent conflicts in Malaya, Korea, Vietnam, Borneo and elsewhere. Several new war memorials were also established during this time, including a stone column unveiled at Koornong Park, Carnegie, in 1952, and an Aleppo Pine (seeded from the original Lone Pine at Gallipoli) that was planted in Caulfield Park in 1965. Several local schools, churches and even sporting facilities (including the Caulfield Racecourse and the Yarra Yarra Golf Club) have memorials or honour boards to commemorate students, parishioners or club members who served in wars. In the mid-1950s, Caulfield Grammar School finally began to realise a long-held ambition to build a War Memorial Hall to commemorate Old Boys who had died in both wars. Designed by architect Reg Appleford, with windows by leading stained glass artist Alan Sumner, the new hall was officially opened in 1958.

More recent examples of war memorials include the "Australia Remembers" sundial in Halley Park, Bentleigh, which was unveiled in 1995 commemorate the fiftieth anniversary of the end of WW2. Two years later, a war memorial was created in Memorial Park, Kooyong Road, that incorporated the metal name-plates formerly affixed to the trees of the district's original Avenue of Honour along North Road, McMillan Street and the Nepean Highway.

Related places

McKinnon War Memorial, Wattle Grove Reserve, McKinnon (c1920) [part HO75]

Memorial Drinking Fountain, Hodgson Reserve, Bentleigh (1920) [RBA]

Caulfield War Memorial, Caulfield Park, Caulfield North (1930-31) [part HO4]

Caulfield RSL Club, 4 St Georges Road, Elsternwick (1938) [part HO72] – *formerly a private house*

Remembering significant events and people

Local memorials to significant events and people are many and varied. Frederick Jowett, who served as Caulfield's Town Clerk from 1887 until his death in 1921, is commemorated by a plaque on the bandstand in Caulfield Park and by the Jowett Memorial Drinking Fountain, which was erected near the Town Hall in early 1922.¹³¹ In October 1957, a memorial rostrum and plaque was unveiled at the Valkstone Primary School in memory of founding head-teacher Walter Trudinger, who died suddenly just before the school was officially opened earlier that year.¹³² More recent memorials to specific individuals include a tree at Caulfield Park that was planted in 1988 in memory of Raoul Wallenberg, the Swedish diplomatic who is held in high esteem by the worldwide Jewish community for his role in rescuing people from certain death in the Holocaust.

In 1999, a bronze statue of much-loved racing commentator Bill Collins (1928-1997), created by sculptor Mitch Miller, was unveiled at Caulfield Racecourse. The racecourse grounds incorporate a number of other memorials to people and events, most commonly in the form of bronze plaques that commemorate such varied historical milestones as the 125th anniversary of the VATC, the wartime presence of the AIF barracks, and the 75th anniversary of the formation of Legacy. The plaques tend to be of relatively recent origin, dating from the 1990s onward.

A monument to the Australian Bicentenary, in the form of an abstract metal sculpture entitled *Xanthe*, by artist Dan Wollmerring, was unveiled in November 1988 in the Town Hall grounds.

Related places

Jowett Memorial Drinking Fountain, Glen Eira Town Hall, 420 Glen Eira Road, Caulfield (1922)
 [part HO106]

Raoul Wallenberg Memorial, Caulfield Park, Caulfield North (1988) [part HO4]

8.6 Marking the phases of life

Growing old and retiring

The study area, and especially that portion encapsulating the former City of Caulfield, has had a long and significant history of providing accommodation for the elderly. This can be traced back as far as 1925, when local builder Robert Spurway established the Spurway Homes Trust to provide "residences for people unable to maintain themselves".¹³³ To that effect, Spurway erected a development of reinforced-concrete semi-detached dwellings in Anderson Street, Caulfield, which remained in operation well into 1980s. This early example of purpose-built accommodation for the elderly was exceptional in the study area (if not the broader metropolitan area). More typically, such facilities were established in the increasing number of vacated Victorian mansions that were being adapted for other purposes such as flats and private hospitals. Examples include *Adamstown* on Alma Road, Caulfield North, which, having already been converted into a private girls' school known as *Lovell House* (see 8.2), was re-purposed in 1927 as the *Lovell House Hostel*, providing accommodation for "elderly gentlewoman". It was to retain this use, and indeed the name, into the 1990s and beyond.

131 Murray & Wells, *From Sand, Swamp and Heath*, p 46.

132 L J Blake (ed), *Vision and Realisation*, Vol 3, p 499

133 Dr Geulah Solomon, *Caulfield's Heritage: Volume 4, Caulfield's Recent Municipal Heritage*, p 151.

Council initiatives date back to 1946, when the City of Caulfield Patriotic & Charity Dance Committee was founded “to assist in public and philanthropic appeals approved of by Council”, including residential services for the elderly.¹³⁴ Only a few years later, the first dedicated aged residential facility commenced operation in five wards of the Caulfield Military Hospital on Kooyong Road. Further development was facilitated after the City of Caulfield formed an Old People’s Welfare Sub-Committee in 1952. Two years later, a site on Bambra Road, Caulfield South, was set aside for the Council’s first purpose-built homes for the elderly. However, due to delays in securing approvals and permits, construction did not commence until 1959. Designed by architect James Wardrop, the completed facility was officially opened in August 1960 as the *Curraweena Homes*.

Later developments initiated by the City of Caulfield included *Belsize Court*, a block of flats for elderly persons in Carnegie (1971) and *Camden Court* in Caulfield South (1973), a “hostel for the frail elderly” that was the first municipal facility of its type in Victoria”.¹³⁵ Two similar hostels were subsequently provided to extend the service across the municipality: the *Heathlands Hostel* in Caulfield (1976) and *Rosstown Court* in Murrumbeena (1981). In 1987, the Council announced plans for a new residential care home for dependent elderly people, to be known as the Spurway Nursing Home. Its name was homage to the municipality’s original pre-war care facility, which, by that time, was in dire need of upgrading. The Spurway Homes Trust sold the property and donated the proceeds the City of Caulfield to assist in establishing a new and modern counterpart on Murrumbeena Road, which still remains in operation as the Spurway Community.

In parallel with these council-backed initiatives, a number of residential facilities for elderly persons have been developed by religious denominations. Early examples, more or less contemporaneous with the City of Caulfield’s *Curraweena Homes*, include the Church of Christ Retirement Village in Murrumbeena Road, Murrumbeena (1960; Fig 69), the Valkstone Methodist Home for the Aged on Centre Road, Bentleigh (1962) and the Presbyterian Church’s Kirkside Housing on Booran Road, Ormond (1965). Several examples were also established for the Jewish community, namely the Emmy Monash Home for the Aged on Dandenong Road (1963) and the B’nai B’rith Flats for Aged Persons on Inkerman Road (1965), both designed by leading Jewish architect (and Elsternwick resident) Kurt Popper.

Elderly citizens’ clubs emerged locally from mid-1950s. The first of these appears to have been a purpose-built centre in Arthur Street, Bentleigh, erected by the City of Moorabbin in 1956. By the following year, the City of Caulfield had established two elderly citizens clubs, located in Caulfield South and Murrumbeena.¹³⁶ Neither, however, initially occupied purpose-built premises. The former operated from a row of shops at 682-686 Glenhuntly Road, and the latter from a modified pre-war timber bungalow at 314 Neerim Road. Purpose-built centres would not be provided until the later 1960s, when the City of Caulfield opened one in Newham Grove, Ormond (c1964), and another in Cedar Street, Caulfield South (c1967).

Related places

Lovell House Aged Care (formerly *Lovell House Hostel*), 389-393 Alma Road (1927-) [HO2]
 - former mansion, acquired by the Church of England as a hostel for “elderly gentlewomen”.

134 Dr Geulah Solomon, *Caulfield’s Heritage: Volume 4, Caulfield’s Recent Municipal Heritage*, p 149.

135 Dr Geulah Solomon, *Caulfield’s Heritage: Volume 4, Caulfield’s Recent Municipal Heritage*, p 150.

136 *City of Caulfield Centenary, 1857-1957* (1957), unpaginated.

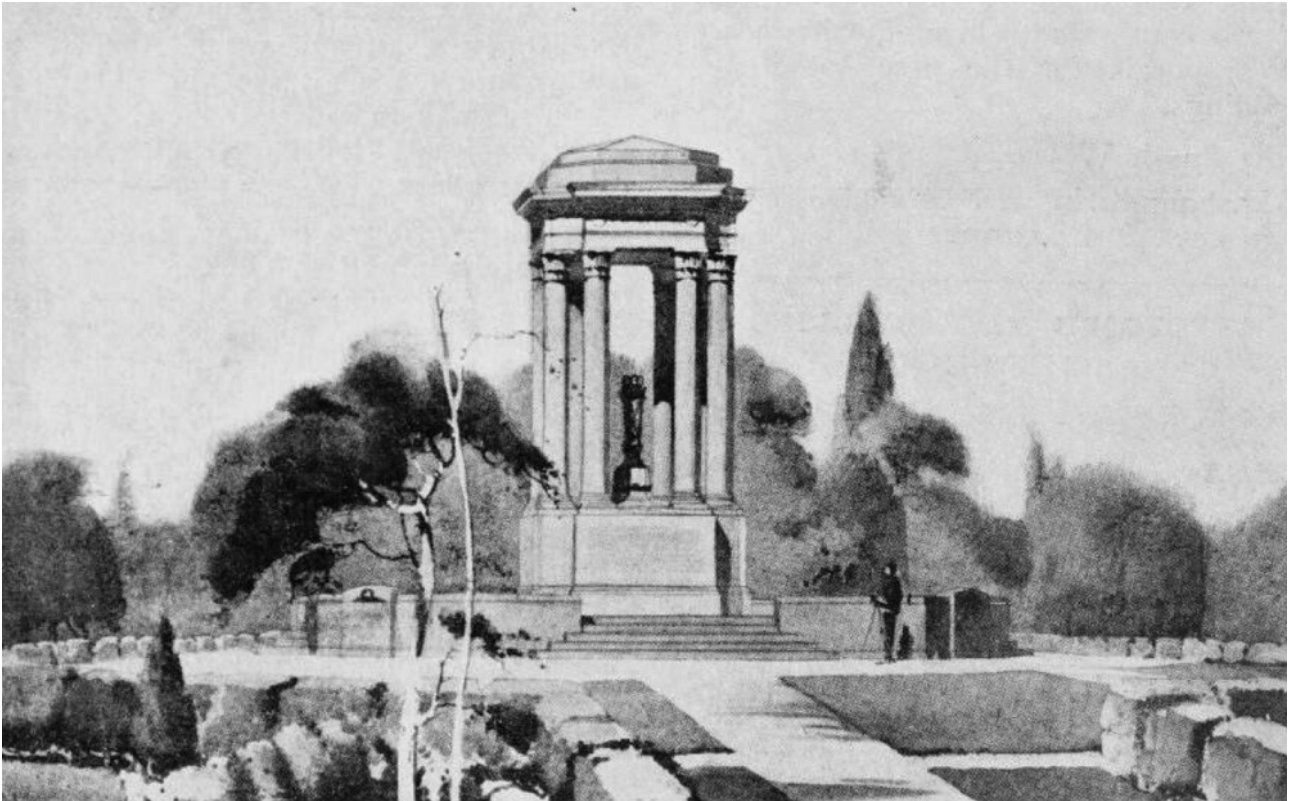


Figure 68: Perspective drawing of prize-winning scheme for the War Memorial in Caulfield Park (1930).
Source: *Building*, 12 February 1930, p 52.



Figure 69: Church of Christ Retirement Village, Murrumbidgee (1960), photographed by Wolfgang Sievers.
Source: Picture Collection, State Library of Victoria

Burying the dead

The study area is bounded by two well-established burial places that date back to the earliest days of European settlement in Melbourne. The St Kilda Cemetery at the corner of Dandenong Road and Hotham Street, established in 1851, is located just outside the boundaries of the present-day City of Glen Eira. The Brighton General Cemetery, at the corner of Hawthorn Road and North Road in Caulfield South, was established three years later and currently remains the only cemetery within the City of Glen Eira. Amongst its more noteworthy individual memorials are a Gothic-style mausoleum for the family of local resident Septimus Miller, a broken column that marks the grave of poet Adam Lindsay Gordon, and the Ballantyne family tomb, a rare example of funerary architecture by renowned architect Walter Burley Griffin.

Related places

Brighton General Cemetery, North Road, Caulfield South (1854 onwards) [HO79]
Sexton's quarters and office (former) (c1900) [AW]
Septimus Miller Memorial Chapel/ Mausoleum (c1902) [NT]



9.0 SHAPING CULTURAL AND CREATIVE LIFE

9.1 Participating in sport and recreation

Pursuing individual sports

From Andrew Ward's 1996 history:

[In the 1890s] flowering shrubs were planted in Caulfield Park and an eleven acre sports ground provided with a frontage to Inkerman Road... In the [later] East Caulfield Reserve, a cricket pavilion was provided and trees planted, the grass being kept in order by club members' sheep. (p 35)

The Sands & McDougall Directory for 1890 lists 311 entries under Brighton East, including ... the Melbourne Gun Club at the corner of Brewer Road and the Point Nepean Road. (p 39)

To the north of North Road, a small pocket of poorly drained land in the vicinity of the Murrumbeena Road intersection remained underutilized [into the post-WW2 era]. Government agencies seized on this last opportunity to provide much needed public facilities [including the Duncan Mackinnon Reserve and Murrumbeena High School]... The balance of this land is occupied, today, by the J V Coghlan Oval. (p 77)

Although sporting activities would have taken place in the study area from the earliest years of European settlement, formalised groups did not emerge for some time. One of the first was the Caulfield Cricket Club (1883), which based itself in Caulfield Park and was duly followed by the Caulfield Football Club and Caulfield Lacrosse Club (both 1891). The final decade of the nineteenth century saw a few more groups pop up elsewhere in the study area, such as the East Brighton (ie Bentleigh) Athletics Club (1895). However, it was not until the early 1900s that new clubs and facilities proliferated. The Kooyong Polo Ground, on Kooyong Road at Caulfield North, opened in late 1901 and was popular with the Melbourne Polo Club for some years. By 1905, as Murray & Wells noted, seven cricket clubs shared three pitches at Caulfield Park.¹³⁷ That decade saw football clubs formed at Bentleigh and Moorabbin and cricket clubs at Bentleigh, Carnegie and Murrumbeena. Both Bentleigh clubs were originally known by the name Ellindale, after Ellin's Paddock opposite the Gardeners' Arms Hotel, where early matches were played.

Early sporting activity may have focused on Caulfield Park, but development of East Caulfield Reserve began in 1910, when the former water reserve between the railway line and Dandenong Road was re-gazetted for permanent recreational use and earmarked for a bowling green, croquet lawn, tennis courts and cricket pitch.¹³⁸ These more genteel sports would become increasingly popular over the next few years, with establishment of the Elsternwick Croquet Club (1911) at the Hopetoun Gardens, new clubs for tennis (1912) and croquet (1912) at Caulfield Park, and the Alma Bowling, Tennis & Croquet Club in Caulfield North (1913). Rather less genteel, but no less popular, were the shooting clubs that emerged around the same time, including the Glen Huntly Gun Club and the Caulfield Rifle Club, which established branches across the municipality.

During WW1, the Camden Town Football Club and Ellindale Football Club suspended activities, but promptly reformed afterwards (respectively, as the South Caulfield Football Club and the Bentleigh Football Club). The rising popularity of the Australian Rules code was otherwise reflected in the study area by the formation of the Carnegie Football Club (1915), Murrumbeena Football Club (1918), and the Caulfield Grammarians Football Club (1920). These early local teams were affiliated with the numerous competing leagues that existed at the time, such as the Victorian Amateur Football Association and Federal Football Association, and it was not until 1932 that a local league, the Caulfield-Oakleigh District Football League, was formed. That decade also saw the emergence of teams at Ormond (1931) and McKinnon (1936).

¹³⁷ Murray & Wells, *From Sand, Swamp and Heath*, p 34.

¹³⁸ Murray & Wells, *From Sand, Swamp and Heath*, p 35.

During this time, lawn bowling became more popular. New clubs emerged at Glen Huntly (1915), Murrumbeena (1923) and Bentleigh (1928); there was even one formed especially for returned servicemen, next to the Caulfield Military Hospital on Kooyong Road. The new pavilion at Bentleigh Recreation Reserve, opened in 1917, attracted several new sporting groups including an Equestrian Club (1918) and a Clay Target Club (1933). Other local groups to emerge in the 1920s included baseball clubs at both Caulfield and Ormond, a hockey club at Caulfield and two cycle clubs: the Carnegie Amateur Cycling Club (1924) and its professional counterpart, the Brighton & South Caulfield Cycling Club (1928). This period was also the heyday for privately-run tennis courts, typified by Charles Bickham's Wimbledon Public Courts, off Alexandra Road, St Kilda East (1923) and the Austral Tennis Courts in Truganini Road, Carnegie (1925). When A V Jennings laid out the *Beauville Estate* at Murrumbeena (1934-36), a set of public tennis courts was included as part of the development. By far the most expansive sporting facility to be established in the study area during this time was that of the Yarra Yarra Golf Club. Dating back to 1898, the club was originally based in Eaglemont, and then Rosanna, before purchasing land at Bentleigh East in 1927. The course was laid out by eminent designer Arthur Russell, with a clubhouse in the Spanish Mission style by architects Plottel, Bunnett & Alsop (Fig 70).

The post-WW2 era brought a local resurgence of lawn bowling clubs. The Bentleigh Bowling Club, which had ceased operation due to the Depression and WW2, was reformed in 1945, with a new green in Higgins Road and a clubhouse added in 1954. These years saw the formation of many new clubs, including the Caulfield South Bowling Club at Princes Park (1948), the McKinnon Bowling Club in Joyce Park (1950), the Carnegie Bowling Club in Leila Road (1953), the Camden Park Bowling Club in Glenhuntly Road (1954), the Murrumbeena Bowling Club in Murrumbeena Park (1958) and the Coatesville Bowling Club in Coatesville Reserve (1959).

By the late 1950s, Caulfield Park was well established as the district's premier centre for outdoor sports, with facilities shared by eleven cricket teams, three football teams, and clubs for tennis, bowls, croquet, baseball, lacrosse and hockey.¹³⁹ Several other parks provided home grounds for multiple cricket and football clubs, including East Caulfield Reserve, Princes Park, Lord Reserve, Koornang Reserve, McKinnon Reserve and Murrumbeena Reserve. Baseball was still played in Ormond Park (now E E Gunn Reserve), and croquet in the Hopetoun Gardens. Packer Reserve, in Carnegie, was home to a professional-standard cycling track shared by three clubs. Opened in 1952, and used for Olympic Games practice four years later, this local velodrome was rare on a broader metropolitan scale.

From the early 1960s, the diversity of recreational facilities in the study area was demonstrated by the opening of a tenpin bowling alley in a converted cinema at Caulfield South (1962), indoor squash court centres in Centre Road, Bentleigh (c1961), Hawthorn Road, Caulfield North (c1963) and Dandenong Road, Carnegie (1967), and municipal swimming pools at East Boundary Road, Bentleigh East (1964) and Moira Avenue, Carnegie (1966), respectively for the Cities of Moorabbin and Caulfield. Towards the end of the decade, the wide network of public sporting grounds was supplemented by a new football oval on North Road, Carnegie, which was established specifically for the CBC Old Collegians Football Club (the school itself being located at St Kilda East, just outside the boundaries of the study area).

Related places

Caulfield City Rifle Clubroom (former), 294 Glenhuntly Road, Elsternwick (1915) [part HO72]

Yarra Yarra Golf Clubhouse, 567 Warrigal Road, Bentleigh East (1928) [HO145]

St Patrick's Tennis Club (formerly Beauville Tennis Courts), rear 5-17 Dalny Road, Murrumbeena (c1935) [part HO12] – *established as part of A V Jennings Beauville Estate*

¹³⁹ *City of Caulfield Centenary, 1857-1957* (1957), unpaginated (table of sporting facilities, on last page)

Establishing and expanding the Caulfield Racecourse

From Andrew Ward's 1996 history:

The railway opened on 2 April 1879, providing a most satisfactory service for the Victorian Amateur Turf Club's racecourse at Caulfield. Taken over by the highly influential VATC only three years earlier in August 1876, it occupied land reserved temporarily by Henry Foot and known as the Caulfield Racecourse as early as 1857. (p 32)

Later [after 1881], a horse platform was constructed [at Caulfield Railway Station] and a picturesque elevated rostrum for the station master on race days. A timber structure, built to assist in the movement of crowds on race days, it has ... been demolished [in the early 1980s]. (p 32)

While the Caulfield Racecourse site was used for horseracing from the 1850s, its development did not become formalised until it was taken over by the new VATC in 1876. Infrastructure expanded in the late nineteenth and early twentieth century (Fig 71), but the major phase of expansion took place in the inter-war era, when the two original grandstands were destroyed in separate fires and duly rebuilt to the design of A H Walkley, official VATC architect. This association continued into the post-WW2 era, when Walkley (in association with Mussen, Mackay & Potter) completed a new concrete grandstand in the late 1950s. There had been much redevelopment since then.

The presence of the Caulfield Racecourse created something of a ripple effect, as related activities and businesses radiated into the environs. This was evident as early as 1863, when the *Argus* noted that "the training quarters for the greater part of the Melbourne horses will now be found in the neighbourhood of Caulfield Racecourse".¹⁴⁰ Nearby houses, and particularly those along the eastern side of Booran Road with direct rear access to the racecourse, were acquired by trainers, bookmakers and jockeys. By the early 1890s, as Murray and Wells noted, there were 28 horse trainers, six jockeys and four bookmakers in Caulfield, mostly focused around Booran Road and Kambrook Road.¹⁴¹ Further afield were facilities such as James Redfearn's *Beverley Lodge*, south of Rothschild Street, which opened in the 1890s and became one of the most famous racing stables in Australia. When the property was partly subdivided in the early twentieth century, new streets were named after champion racehorses that Redfearn had trained: Beverley, Culma and Malvolio.

By the early 1920s, directories listed horse trainers, stables, two veterinary surgeons and a shoeing forge in the vicinity of Booran Road and Kambrook Road, along with the new VATC sheds at the corner of Bond and Station streets. The famous *Beverley Lodge*, off Rothschild Street, was still in operation at that time, and would become famous again when Phar Lap was stabled there at the end of the decade. On 1 November 1930, whilst being led from the racecourse to the stables, Phar Lap was subject to a brazen (if unsuccessful) assassination attempt, made by two masked gunmen in an unmarked car. A panoramic photograph of the crime scene, printed on the front page of the *Herald* newspaper on the afternoon of the incident (Fig 72), pinpoints the location as the north-west corner of James and Etna Streets, in front of a timber bungalow that still stands there today.

From the late 1930s, grand residences along the east side of Booran Road gradually gave way to further equestrian facilities that included another veterinary surgeon and more training stables. While *Beverley Lodge* was demolished in 1941, related businesses would continue to be drawn to the area well into the post-WW2 era. In the mid-1940s, George Mulder relocated his thriving saddlery business from Richmond to premises at 825 Dandenong Road (just outside the study area). This became one of the country's leading saddle suppliers and remained in operation until the early 2000s. More recent local manifestations of equestrian-related commercial activity include a clothing shop on Glenhuntly Road, founded by Gerard Hyland in 1976 to specialise in racing colours and related apparel, and the Melbourne Equine Veterinary Group on Kambrook Road, which opened in 1990 and is now one of Melbourne's largest horse-only practices.

¹⁴⁰ "The Victorian Turf in the Spring", *Argus*, 22 July 1863, p 5.

¹⁴¹ Murray & Wells, *From Sand, Swamp and Heath*, p 228.



Figure 70: The new Yarra Yarra Golf Clubhouse in Bentleigh East, photographed soon after completion.
Source: *Building*, 12 February 1929, p 155

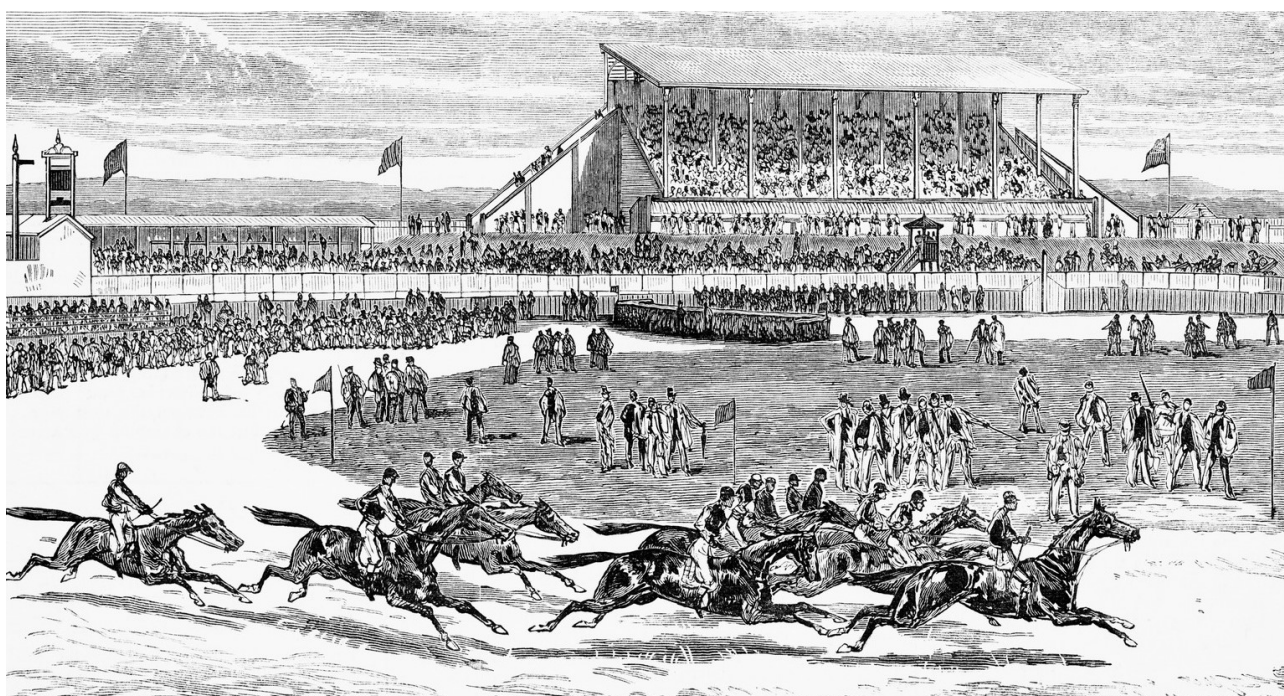


Figure 71: The race for the Caulfield Cup on 8 May 1880, showing early structures at racecourse site.
Source: Picture Collection, State Library of Victoria



Figure 72: The site of Phar Lap's attempted assassination in Etna Street Caulfield, in November 1930.
Source: *Herald*, 1 November 1930, p 1.

Related places

House (*Grace Darling*), 1 Bond Street, Caulfield North (1887) [HO93]

– former residence and stables of jockey John Williams, and named after a racehorse

House (*Lord Lodge*), 30 Booran Road, Caulfield East (1890) [HO94]

– former residence of horse trainer John Leek, with expansive stables abutting racecourse site

House (*Tecoma*), 32 Booran Road, Caulfield East (1892) [HO95]

– former residence of bookmaker Walter Murray; later acquired by VATC for manager's residence

Stables (former), 8 Park Crescent, Caulfield North (1915) [HO135]

9.2 Nurturing a vibrant arts scene

The experience of local artists and writers

Local historian Dr Geulah Solomon has noted that “Caulfield’s population has included many internationally, nationally, regionally and locally respected artists in all areas of the arts: painters, sculptors, potters, ceramicists, musicians, singers, poets, novelists and personalities professionally connected with theatre, film and the media”.¹⁴² Amongst the early residents of literary fame were novelists Frank Dalby Davison (1893-1970), who attended Caulfield State School at the turn of the century, and George Johnson (1912-1970), whose most famous book, the semi-autobiographical *My Brother Jack* (1964) contains veiled references his own upbringing in inter-war Elsternwick.¹⁴³

The Boyd family, well known as an artistic dynasty of painters, sculptors, writers and architects over several generations, has a long association with the study area. This dates back to 1876, when Captain John Boyd and his wife Lucy took up residence at *Glenfern* in Inkerman Street, St Kilda East. Their son Arthur Merric Boyd (1862-1940) grew up to become a leading painter and, in 1886, married fellow artist Emma (Minnie) a’Beckett, who is known to have painted several depictions of her husband’s family home. Four of their five children achieved fame in creative pursuits. Eldest son William Merric Boyd (1888-1959), a painter and ceramicist, moved to Murrumbidgee in 1913 and built a house of his own design in Wahroonga Crescent, named *Open Country*, to which he later added a pottery studio and a kiln.¹⁴⁴ His marriage in 1915, to fellow artist Doris Gough, produced five children (Lucy, Arthur, Guy, David and Mary), all of whom not only became noted artists themselves, but also married other artists. In the late 1930s, eldest son Arthur (1920-1999) built a painting studio at *Open Country* to a design by his teenaged cousin, future architect Robin Boyd (Fig 73). In 1944, Arthur established a commercial pottery business in a shopfront on nearby Neerim Road, and his brother Guy followed suit in the early 1950s, opening a pottery works in North Road, Bentleigh East. However, by the early 1960s, both brothers had closed their businesses and moved elsewhere. This period also saw the deaths of Merric and Doris Boyd; their eldest daughter Lucy and her husband, artist Hatton Beck, briefly ran a pottery school from *Open Country* before the house was sold and demolished in 1964.

Other longtime resident artists include no fewer than three painters who served as official War Artists during WW2: Ralph Warner (1902-1966) from Elsternwick, Harold Freedman (1915-1999) from Caulfield North and Miss Sybil Craig (1901-1989), also of Caulfield North.¹⁴⁵ The last of these, one of few females to hold the position, spent her entire adult life (and maintained her studio) in a large house on Dandenong Road that her architect father designed in 1914. Freedman, whose home studio was in Ontario Street, is best known for large-scale mosaics and murals, but doesn’t appear to have undertaken any of these within the boundaries of his own municipality.

¹⁴² Dr Geulah Solomon, *Caulfield’s Heritage: Volume 2, Caulfield’s Cultural Heritage*, p 111.

¹⁴³ Dr Geulah Solomon, *Caulfield’s Heritage: Volume 2, Caulfield’s Cultural Heritage*, p 111.

¹⁴⁴ Dr Geulah Solomon, *Caulfield’s Heritage: Volume 2, Caulfield’s Cultural Heritage*, pp 119-121.

¹⁴⁵ Dr Geulah Solomon, *Caulfield’s Heritage: Volume 2, Caulfield’s Cultural Heritage*, p 116-117.

Erica McGilchrist (1926-2014), a leading modernist painter of the post WW2 era, moved to Caulfield in 1970 and resided there for over four decades, during which time she held art classes from her home in Daniell Crescent. R A (Ronald Albert) Simpson (1929-2002), an artist and poet who lived in Murrumbeena for most of his adult life, was a lecturer in the Fine Arts Department at the Caulfield Institute of Technology and poetry editor to the *Age* newspaper for a decade.¹⁴⁶ From 1960 until his death (during which time he and wife Shirley resided in a pre-war bungalow in Omama Road), he published a dozen volumes of poetry, some illustrated by his own drawings, and one with a title that referenced his own suburb: *Poems from Murrumbeena* (1976).

Related places

House (*Hurlock*), 380 Dandenong Road, Caulfield North (1914) [HO200]

– family home of noted artist Sybil Craig, where she maintained her studio from the 1930s

House (*Tralee*), 4 Wahroonga Crescent, Murrumbeena (1916?) [HO143]

– former residence of artists Arthur & Emma Boyd

Establishing local artists groups

While the study area has a long history of resident artists, the emergence of formalised groups for creative pursuits has been a relatively recent phenomenon. Although local artists' societies were formed in many Melbourne suburbs from the 1950s to the '80s, the City of Caulfield was a glaring exception. The Hughesdale Art Group, established in 1956 in what was then the City of Oakleigh, included several Caulfield residents as foundation members and, in later years, almost half of its members hailed from suburbs west of the municipal boundary.¹⁴⁷ One of the first such groups to emerge within the City of Caulfield itself was the Carnegie & District Camera Club, founded in 1960.¹⁴⁸ Towards the end of that decade, a group of women involved in weaving and spinning activities banded together to form what became known as the *Murrumbeena Spinners*. More recent groups of this nature have included the Caulfield Amateur Photographic Society (1981).

9.3 Achieving distinction in the arts

Creating visual arts

Some local schools, churches, synagogues and even private residences are known to have had integrated artwork by notable Australian artists. In 1938, prize-winning portraitist William Dargie (1912-2003) completed two historical-themed murals for the new infants' wing of the Caulfield Central State School in Balaclava Road (now Caulfield Junior College). Alan Sumner (1911-1994), Melbourne's leading post-WW2 stained glass artist, is represented in the study area by windows at Caulfield Grammar School's War Memorial Hall (1957) and various local churches including St Paul's Roman Catholic Church in Bentleigh (1962).¹⁴⁹ This church also incorporates a sculpture entitled *St Paul and the Holy Family*, by Austrian-born artist Leopoldine Mimovich (born 1920).¹⁵⁰

Polish-born sculptor Karl Duldig (1902-1986), who resided in Caulfield South in the late 1940s and early 1950s before moving to Glen Iris and later to Malvern East, undertook several public art commissions in the study area. A large sculpted piece entitled *Adam & Eve*, originally created for the Stanmark Reception Centre on Balaclava Road (designed in 1957 by architect and local resident Bernard Slawik), was acquired by the City of Caulfield after it converted the building into an arts centre; the piece has since been relocated to the Glen Eira Town Hall.

¹⁴⁶ Stuart Sayers, "The poems began in Rome", *Age*, 28 January 1978, p 25.

¹⁴⁷ Dr Geulah Solomon, *Caulfield's Heritage: Volume 2, Caulfield's Cultural Heritage*, p 105.

¹⁴⁸ Dr Geulah Solomon, *Caulfield's Heritage: Volume 2, Caulfield's Cultural Heritage*, pp 105-106

¹⁴⁹ The artist's sketches for both projects can be found in the "Collection of Stained Glass Windows by Alan Sumner", held by the Picture Collection, State Library of Victoria

¹⁵⁰ Ken Scarlett, *Australian Sculptors* (1980), p 447.



*Figure 73: Arthur Boyd's backyard art studio in Murrumbreena, designed by his teenaged cousin Robin.
Source: Picture Collection, State Library of Victoria*



*Figure 74: Interior of George Smorgon's house in St Kilda East, showing mural by Karl Duldig (1957).
Source: Picture Collection, State Library of Victoria*

Duldig also created artwork for the Kadimah Cultural Centre in Elsternwick (1971-72), comprising two bronze plaques, six stained glass windows and a large ceramic bas-relief sculpture, entitled *The Great Awakening*, on the street façade. He is known to have created similar ceramic murals for several private houses in the study area, including the family doctor's home in Mackie Road, Bentleigh East, a living room addition to George Smorgon's Art Deco house in Lempriere Avenue, St Kilda East (Fig 74), and the foyer of a new house in Bickham Court, St Kilda East.¹⁵¹

The former Caulfield Institute of Technology (now Monash University's Caulfield Campus), which includes a visual arts school, has established itself as a local epicentre for public artwork. An early and still-extant example is the colourful abstract tile mural on the exterior wall of the Phillip Law Building (aka Building B), which dates from the mid-1970s. Other local examples of public art include a set of seven bronze statues in Caulfield Park by sculptor Phillip Canizzo, commissioned by the City of Caulfield in 1975 and completed in 1980. The Council later commissioned artist Dan Wollmerring to create a sculpture to celebrate the Australian Bicentenary. Entitled *Xanthe*, this was unveiled in November 1988 within the grounds of the then Caulfield Town Hall.

In 1990, artist Rolf Harris painted a mural on a wall of Penhalluriack's hardware shop in Hawthorn Road, Caulfield, as a promotion for British Paints. Following Harris's fall from grace in the early twentieth century, the mural was controversially obliterated by overpainting.¹⁵²

Related places

Mural by William Dargie, Caulfield Junior College (former Caulfield Central State School), 186 Balaclava Road, Caulfield North (1938) [NT]

Mural by Karl Duldig, Glen Eira Town Hall, 420 Glen Eira Road, Caulfield (1957) [part HO106] – originally located at Stanmark Reception Centre at 441 Inkerman Road, Caulfield

Mural by Karl Duldig, Kadimah Cultural Centre, 7 Selwyn Street, Elsternwick (1971-72) [NT; BH]

Community Life statues by Philip Canizzo, Caulfield Park, Caulfield North (1975-80) [part HO4]

Designing fine buildings

Countless leading architects are represented across what is now the City of Glen Eira. These include such major Victorian-era practitioners as Charles Webb, Lloyd Tayler, Joseph Reed, Thomas Watts, George Johnson, John Beswicke, Thomas Benjamin Jackson (later to become famous in Western Australia), Charles D'Ebro, Crouch & Wilson and Ellerker & Kilburn, and such eminent early twentieth century counterparts as Robert Haddon (who designed his own house in Caulfield), Walter Butler, Harold Desbrowe-Annear, Alec Eggleston, Walter Burley Griffin, Louis Williams and Edward Billson (both as a sole practitioner and his celebrated partnership of Mewton & Grounds; Fig 75).¹⁵³

The list of modernist architects known to have undertaken work in the study area from the late 1940s to the 1980s reads as a who's who of Melbourne's post-WW2 architectural scene. It includes such celebrated partnerships as Grounds Romberg & Boyd, Bogle & Banfield, Godfrey Spowers, Montgomery King & Trengove, John & Phyllis Murphy, Brine Wierzbowski and Mockridge, Stahle & Mitchell, and such noted individual practitioners as Bernard Evans, Neil Clerehan, David Godsell, Winston Hall, Eric Lyon, Peter Hooks, Bernard Joyce, Andre Reed, Albert Ross and Geoffrey Woodfall. While much of the local output of these architects and firms was residential in nature, it has also encapsulated churches, schools, factories and other building types. Much of the work attracted contemporary press attention, appearing in journal and magazine articles.

151 Eva De Jong-Duldig, *Driftwood: Escape and survival through art* (2017), pp 334-335.

152 Caroline Zielinski, "Rolf Harris mural in Caulfield to be painted over", *Age*, 6 July 2014.

153 Miles Lewis (ed), *Australian Architectural Index*, s v Caulfield.

Over several decades, from the late 1930s to the 1980s, European-trained émigré architects made a important contribution to the local built environment. Those known to have designed buildings in what is now the City of Glen Eira include well-known practitioners Ernest Fooks and Kurt Popper (both designing their own houses, respectively in Caulfield North and Elsternwick), as well as Aron Aloni, Mordechai Benshemesh, Robert Cutts, Kurt Elsner, Michael R E Feldhagen, Anthony Oscar Gimesy, Hayden (*ne* Hershman), Harry Hershberg, Anatol Kagan, Tadeusz Karasinski, Robert Rosh, Bernard Slawik (another Caulfield resident), Ermin Smrekar, and the husband-and-wife partnership of Holgar & Holgar. While their local output is chiefly represented by single dwellings and blocks of flats (invariably designed for compatriot clients), it includes synagogues, private schools and other projects for the region's thriving post-WW2 Jewish community.

The local work of European-trained migrant architects is complemented by that of second-generation counterparts: architects whose parents migrated in the 1920s, '30s and '40s, and who completed their studies here before commencing practice in the 1950s, '60s and '70s. Members of this group who were professionally active in the study area include Ben Alexander, Theodore Berman, Ken Edelstein, Harry Ernest (who designed his own house in Caulfield North in 1971), Clive Fredman (still practising in Hawthorn Road at the time of writing), Leon Fink, Robert Grodski, Tom Jacobi, David Pincus, Sol Sapir, Harold Shafer, Samuel Sokolski and the husband-and-wife partnership of Joshua and Mary Pila.

The office of Synman Justin Bialek, founded in 1976 by Charles Justin, Alan Synman and Michael Bialek (all of whom are of European émigré descent), has made a notable contribution to the study area over a period of more than four decades. In the first ten years of its existence, the firm undertook at least thirty projects in what is now the City of Gen Eira, including not only Caulfield but also Elsternwick, Ormond and Bentleigh.¹⁵⁴ All three of the founding partners resided in Caulfield North at various times, with Synman and Justin occupying houses of their own design in Northcote Avenue (1970) and Otira Road (1987).¹⁵⁵

Aside from these and other aforementioned examples, those architects known to have designed their own houses in the study area include J T Kelleher in Poplar Grove, Carnegie (1889), Alex Finlay in Kooyong Road, Caulfield North (1913; demolished), Matthew Craig on Dandenong Road, Caulfield North (1913-14), William Meldrum in Labassa Grove, Caulfield North (1917), J Douglas Overend in Orrong Road, Elsternwick (1928), Arthur Richardson in Jasper Road, Bentleigh (c1952; demolished), Avi Milder in Keeron Street, Caulfield South (1983) and Jack Kaspi in Newlyn Street, Caulfield South (1992).

Related places

House (*Athole*), 18 Poplar Grove, Carnegie (1889) [HO80] – J T Kelleher's own house

House (*Anselm*), 4 Glenferrie Street, Caulfield North (1906) [HO27] – Robert Haddon's own house

House (*Hurlock*), 380 Dandenong Road, Caulfield North (1913-14) [BH] – Matthew Craig's own house

House, 12 Findon Avenue, Caulfield North (1939) [BH] – by Edward Billson (Billson & Newton)

Lind House (former), 450 Dandenong Road, Caulfield North (1955) [HO155] – by Anatol Kagan

Fooks House (former), 32 Howitt Road, Caulfield North (1965) [HO150] – Ernest Fooks' own house

Edelstein House (former), 13 Seymour Road, Elsternwick (1974) [RBA] – by Kenneth Edelstein

Aroona Road Modernist Precinct, Caulfield North (1961-71) [BH]

154 Synman Justin Bialek: *The First Decade* (1986; catalogue from exhibition at Realities Gallery), pp 46-47.

155 Michael Bialek designed a house for himself in Bethune Street, Hawthorn (1978).



Figure 75: Contemporary view of house at 14 Findon Avenue, Caulfield North, by Edward Billson (1939).
Source: *Building*, 25 November 1940, p 23.



Figure 76: The award-winning Gottlieb House in Caulfield North, by Wood Marsh (1990-94).
Source: *Monument*, No 4 (1994); photographer uncredited

Winning architectural awards

A number of architect-designed buildings in the study area have received (or been nominated for) architectural awards. St Christopher's Anglican Church in Bentleigh East, designed by Rosenfeldt Gherardin in 1969, was included on the ballot paper for the following year's Victorian Architecture Awards, although it did not win.¹⁵⁶ Another twenty-five years would pass before any building in the study area received such a plaudit.

The floodgates opened at the 1994 Victorian Architecture Awards, when no fewer than four buildings in the City of Caulfield received Merit Awards: Wood Marsh's Gottlieb House in Caulfield (New Residential category; Fig 76), Denton Corker Marshall's Computer Laboratories at Monash University's Caulfield campus (New Institutional category), Ashton Raggatt McDougall's Webster Project at the ABC-TV premises in Elsternwick (Commercial Alteration & Extensions category) and Lindsay Holland's light industrial fitout in North Road, Murrumbeena (Commercial Alteration & Extensions category).¹⁵⁷ Since this breakthrough, in the mid-1990s, several other local buildings have been similarly acknowledged. In 1999, the firm of Edmond & Corrigan completed a radical internal renovation of a house in Aroona Road, Caulfield, which went on to win the Award of Merit (Interiors Category) at the 2000 awards.

Related places

Gottlieb House, 40 Lumeah Road, Caulfield North (1990-94) [BH]

– *award-winning design by Wood Marsh architects*

Lehrer House, 30 Aroona Road, Caulfield North (1999) [BH]

– *award-winning interior refurbishment by Edmond & Corrigan*

9.4 Creating popular culture

This is not considered to be a major theme in the development of the City of Glen Eira.

9.5 Advancing knowledge

This is not considered to be a major theme in the development of the City of Glen Eira.

¹⁵⁶ "By popular professional vote", *Architect*, No 7 (March/April 1970), p 22.

¹⁵⁷ Philip Goad, *Judging Architecture: Victorian Architecture Awards, 1929 to 2003*, p 302.



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