

CITY OF BAYSIDE HERITAGE REVIEW

THEMATIC HISTORY



VOLUME 1

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THEMATIC HISTORY

VOLUME 1

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Melbourne 3000

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This report is Volume 1 of a set, comprising:

Volume 1	Thematic History
Volume 2 Part I	Building Citations: Datasheets A-F
Volume 2 Part II	Building Citations: Datasheets G-N
Volume 2 Part III	Building Citations: Datasheets O-Z
Volume 3	Heritage Overlay Precincts
Volume 4	Landscape Citations
Volume 5	Heritage Overlay Schedule

TABLE OF CONTENTS

TABLE OF CONTENTS	i
LIST OF FIGURES	iii
CONSULTANTS	v
ACKNOWLEDGEMENTS	vi
EXECUTIVE SUMMARY	vii
1.0 INTRODUCTION	1
1.1 Current Location and Boundaries	1
1.2 Previous Location and Boundaries	1
1.3 Extent and Sources	1
1.4 Geology	1
1.5 Chronology of Events shaping the City of Bayside	5
2.0 SURVEY AND SETTLEMENT	7
2.1 Henry Dendy's Special Survey	7
2.2 Henry Dendy's Emigrants	9
2.3 The Government Land Sales and Subdivision in the 1850s	10
2.4 The Land Boom and Depression—The 1870s to 1900	13
2.5 1900 To World War Two—The Second Land Boom	19
2.6 The 1940s and Beyond	19
3.0 HOUSING	21
3.1 The First Dwellings and Permanent Settlement	21
3.2 The Establishment Comes to the Sea: Housing from 1850-1890	24
3.3 Consolidation: Housing from 1900-1939	32
3.4 Modern Architecture Hits the Bay: Housing After World War Two	36
4.0 INSTITUTIONS	41
4.1 Churches and Cemeteries	41
4.2 Schools	44
4.3 Hospitals etc.	46
4.4 Meeting Places and Civic Centres	47
5.0 MAKING A LIVING	49
5.1 Early Stations	49
5.2 Primary Industry	49
5.3 Manufacturing	52
5.4 Shops in the Suburbs	53
5.5 Artists—Visitors and Residents	55

6.0	LOCAL COUNCIL AND COUNCIL PROVIDED SERVICES	57
6.1	Government and Policing	57
6.2	Essential Services	57
6.3	Roads	58
6.4	Omnibuses and Cobb & Co.	58
6.5	Railways	59
6.6	Tramways	61
7.0	SPORTS AND LEISURE	63
7.1	Hotels	63
7.2	Water Sports	66
7.3	Sports and Leisure Activities on Dry Ground	69
7.3	Dances and Films	71
8.0	PEOPLE OF SOME CONSEQUENCE	73
8.1	Henry Dendy (?-1881)	73
8.2	Jonathon Binns Were (1809-1885)	73
8.3	James Bickford Moysey and Susannah Brown Moysey	73
8.4	Charles Hotson Ebdon (1811-1867)	74
8.5	William Highett (1807-1880)	74
8.6	Thomas Turner à Beckett (1808-1892)	74
8.7	John Matthew Smith (1815-1898)	75
8.8	Stephen Charman (1820-1906)	75
8.9	Charles (1821-1898) and James Webb (1808-1870)	75
8.10	Sir Thomas Bent (1838-1909)	76
8.11	The Le Page Family	76
8.12	Lieutenant-Colonel William Mair	77
8.13	Samuel Clayton	77
8.14	David Abbott (1844-?)	77
8.15	Frank Spears	77
	ENDNOTES	79
	BIBLIOGRAPHY	93

LIST OF FIGURES

Figure 1	Study Area	2
Figure 2	Parish of Moorabbin, County of Bourke, Department of Lands and Survey, Melbourne, 14 May 1864	3
Figure 3	The geology of the present City of Bayside	4
Figure 4	Survey of Henry Dendy's Special Survey, Parish of Moorabbin, County of Bourke	8
Figure 5	Plan of the First Special Survey of Port Phillip the Brighton Estate containing 5120 Acres. H B Foot Surveyor. Baker's Lithog. Hibernian Printing Office [1842?]	8
Figure 6	Plan of Gipsy Village—Picnic—Point—Brighton—The Portion being No. XXI Parish of Moorabbin [undated]	12
Figure 7	Town of Moorabbin being Portions No. XXXIV and XXXV Parish of Moorabbin. Bearing South One Mile and a half from Dendy's Estate [undated]	12
Figure 8	Plan of the Castlefield Estate near Brighton, the Property of Thomas Splatt Esq, 1856	13
Figure 9	East Brighton Park, Between Centre, Tucker, and Manchester Roads	16
Figure 10	Sandringham Estate, showing the estate of David Abbott [now Coggeshall], 1887?	17
Figure 11	Tibroekney Estate, 1885	17
Figure 12	Sandringham Trafalgar Estate. Part Crown Portion 23, Parish of Moorabbin, 1905	18
Figure 13	A pioneer's home in Moorabbin	21
Figure 14	St Ninian's front entrance, c.1966	22
Figure 15	St Ninian's verandah, c.1966	22
Figure 16	Blair Athol, Leslie Grove, Brighton (1872)	24
Figure 17	Chevy Chase, 203 Were Street, Brighton (1881)	25
Figure 18	Marema, 161 Church Street, Brighton (1887)	25
Figure 19	Phillis Spurling House, Brighton (1888)	26
Figure 20	Castlefield, date unknown	27
Figure 21	The front gates at Castlefield, date unknown	27
Figure 22	The boundary fence at Black Rock House, date unknown	28
Figure 23	The Point, c.1915	29
Figure 24	Kamesburgh, date unknown	30
Figure 25	The front entrance to Norwood	31
Figure 26	The fireplace in the hall of Norwood	31
Figure 27	Esme Johnson's drawings of her Brighton home (1)	33
Figure 28	Esme Johnson's drawings of her Brighton home (2)	33

Figure 29	The George Stookes House, Brighton (1934)	34
Figure 30	A plan of the Stookes house	34
Figure 31	An artists interpretation of life in Ostend Flats, Age, 31 July 1934. Source: Residential Flats in Melbourne	35
Figure 32	A plan of Eldern Flats	35
Figure 33	The Peninsula house	37
Figure 34	Presentation drawings of the Lloyd house (1959)	38
Figure 35	The Lloyd house	39
Figure 36	The Abrahams house	40
Figure 37	Wesleyan Chapel, Union Street Brighton, c.1845	42
Figure 38	The Spring Grove Church, Weatherall Road, c.1855	42
Figure 39	St Andrew's Church, New Street, Brighton, c.1870	43
Figure 40	Brighton State School No. 1542, designed by Terry & Oakden in 1874-75	45
Figure 41	The Cheltenham Mechanics Institute and Temperance Hall, date unknown	47
Figure 42	Brighton Municipal Offices, Boxshall Street, Brighton, c.1960	48
Figure 43	A market gardeners cart loaded for the trip to Melbourne, date unknown	50
Figure 44	The Lido, Beach Road, Hampton, c.1920	55
Figure 45	A horse drawn coach on the Point Nepean Road	60
Figure 46	The Cheltenham Railway Station, c.1920s	60
Figure 47	Barry Gregg's South Brighton Hotel	64
Figure 48	The Great Southern Hotel, Beaumaris	65
Figure 49	Sandringham House, later the Hotel Sandringham	65
Figure 50	A day at the beach: Ricketts Point, c.1930s	67
Figure 51	The Sandringham beach and baths, c.1900	67
Figure 52	Brighton Beach in 1880	68
Figure 53	Brighton Beach, c.1906, showing the Royal Terminus Hotel, Beach Road and the pier	68
Figure 54	The Brighton bowling green, the opening day of season 1907-08	70
Figure 55	The Cheltenham rifle team, including Cr. Frank Le Page (rear right) and former Crs. W Lamb-Smith and E T Penny (left to right, centre row).	71

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Moorabbin Historical Society

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EXECUTIVE SUMMARY

OVERVIEW

The Bayside Heritage Review was commissioned by the City of Bayside to examine heritage structures, precincts and landscapes within the former Cities of Sandringham, Brighton and those parts of the former Cities of Moorabbin and Mordialloc—Cheltenham, Highett and Beaumaris—which now form the City of Bayside. In addition, a thematic history of the municipality was prepared.

Review of Andrew Ward's two previous studies, the *City of Brighton Urban Character and Conservation Study* (1986) and the *City of Sandringham Heritage and Conservation Study* (1989) formed one component of the study. This was supplemented by additional survey work undertaken by Allom Lovell & Associates Pty Ltd and John Patrick Pty Ltd in parts of the former City of Moorabbin which had never before been surveyed and in sections of the municipality which had been covered by the Ward studies.

The review is contained within 5 volumes, as follows:

Volume 1 Thematic History

Volume 1 contains a thematically arranged history of the municipality which is intended to form a historical context, or framework, for the study as a whole, and with particular reference to the nature of the municipality's building stock. The chapters discuss survey and settlement, housing, institutions, industry and commerce, local government and leisure within the municipality. In addition, brief biographical details of influential local people are provided.

Volume 2 Building Citations

All buildings identified in the two previous studies were re-assessed and a street-by-street survey was undertaken in those parts of the former Cities of Moorabbin and Mordialloc which had never before been surveyed. Additionally, a number of other structures in Sandringham and Brighton, not previously assessed by Ward, were identified. Buildings graded A or B, according to revised criteria, were recommended for Heritage Overlay protection. Buildings graded C were considered to still be of importance within the municipality and should be retained, but they were not considered to be of sufficient significance as to warrant planning scheme protection.

Structures which have been graded A or B have data sheets contained in Volume 2: Building Citations. In the case of buildings identified in a previous study, Andrew Ward's data sheet has been reviewed, altered and/or augmented with additional information as appropriate.

A and B grade buildings within proposed Heritage Overlay precincts have not been recommended for individual protection as it is considered that the control exercised by the precinct would be equivalent. This approach was adopted in the Yarra heritage review and accepted by the panel for Amendment L78.

A total of 508 structures located outside proposed Heritage Overlay Precincts have been recommended for individual Heritage Overlay protection in the City of Bayside Planning Scheme.

Volume 3 Heritage Overlay Precincts

Eighteen areas already identified in the former cities of Brighton and Sandringham were re-assessed. Those parts of the former Cities of Moorabbin and Mordialloc, now within the City of Bayside and which had never been the subject of any heritage study, were surveyed.

The boundaries of previously proposed precincts have been revised, and maintained or have been reduced in area or rejected. The existing citations have been revised and augmented as necessary, and additional citations prepared for new precincts. Precincts which have been rejected in relation to a heritage control, may be worthy of consideration as neighbourhood character areas.

Following the review, 27 precincts have been recommended for Heritage Overlay protection in the City of Bayside Planning Scheme.

Volume 4 Landscape Citations

A survey of the City of Bayside was conducted to identify landscapes of heritage significance. The landscapes identified in this volume are those of historic or cultural significance within the municipality.

The majority of sites identified are either private gardens scattered throughout the municipality, or remnants plantings (generally trees) of these gardens or individually significant trees. A number of public parks have also been identified and recommended for Heritage Overlay protection.

A total of 50 landscapes have been recommended for Heritage Overlay protection. Of these, 13 landscapes have citations in Volume 5: Landscape Citations, whilst 37 are associated with individually significant buildings and the relevant information is included on the citations in Volume 2: Building Citations.

Volume 5 Heritage Overlay Schedule

This volume contains a schedule of all heritage places (individual buildings, areas and landscapes) recommended for heritage overlay protection.

RECOMMENDATIONS

Following the review, the following recommendations are made:

- All buildings graded A and B located outside precincts and which are listed within Volume 2 are recommended for Heritage Overlay Protection under the Bayside Planning Scheme.
- All precincts described in Volume 3 are recommended for Heritage Overlay Protection under the Bayside Planning Scheme.
- All landscapes which are listed in Volume 4 and which are located outside precincts are recommended for Heritage Overlay Protection under the Bayside Planning Scheme.

NOTE

It should be noted that in the future there may be additional places which will be of sufficient merit to warrant protection. These places will be identified through future research, and in consideration of their comparative rarity in relation to other lost examples and, particularly in relation to more contemporary examples, changing appreciation with the effluxion of time.

1.0 INTRODUCTION

1.1 Current Location and Boundaries

The City of Bayside, approximately 37 square kilometres in area, is located to the south-east of Melbourne. Its boundaries are from Nepean Highway, Glenhuntly Road and St Kilda Street (Brighton) in the north to Beach Road (Beaumaris) in the south; and from Nepean Highway and the railway line (Brighton East, Highett and Cheltenham) in the east, across to The Esplanade-Beach Road (Brighton, Sandringham and Black Rock) in the west (Fig. 1). It comprises in full the former Cities of Brighton and Sandringham and a small portion of the former Cities of Moorabbin and Mordialloc. It shares borders with the new Cities of Glen Eira and Kingston to the east and Port Phillip to the north; Port Phillip Bay forms the west and south boundaries. There is one minor watercourse, the Elster Creek, which runs into the Elwood Canal. The main roads traversing the City north-south are The Esplanade-Beach Road, Nepean Highway, St Kilda Street, New Street, Thomas Street, Hawthorn Road, Hampton Street, Bluff Road, Reserve Road and Charman Road. The main roads traversing the City east-west are North Road, South Road, Bay Street (Brighton), Bay Road (Sandringham) and Balcombe Road.

1.2 Previous Location and Boundaries

The Parish of Moorabbin encompassed a greater area of land than now in the City of Bayside (Fig. 2). Moorabbin became a Road District in 1862, a Shire in 1871 and a City in 1934. Brighton split from Moorabbin to become a Borough in 1858, and was proclaimed a Town in 1912 and became a city in 1919. Sandringham became a Borough in 1917, a town two years later and a City in 1923. In 1994, the City of Bayside was created.

1.3 Extent and Sources

This history attempts to describe the broad patterns of development across Bayside following European settlement, and to illustrate the way in which these patterns are reflected in the urban character and heritage of the municipality. To some extent it relies upon previous studies, including Andrew Ward & Associates' *City of Sandringham Heritage and Conservation Study* (1989). There was no history section in the 1986 study, *City of Brighton: Urban Character and Conservation Study*, by Perrott Lyon Mathieson Pty Ltd in association with Andrew Ward, and no previous study had been undertaken in the City of Moorabbin. A number of comprehensive histories have been published for the area which have been invaluable as the primary sources of information. These include: Weston Bate's *A History of Brighton* (Carlton, 1962); John Cribbin's *Moorabbin: A Pictorial History, 1862-1994* (City of Kingston, 1995); and Graeme Disney & Valerie Tarrant's *Bayside Reflections: History and Heritage of Sandringham, Hampton, Black Rock & Beaumaris* (Sandringham, 1988).

1.4 Geology

According to the Department of Lands and Survey's '*Geological Survey of Victoria, Melbourne Sheet, S155-1, Ringwood no. 849 Zone 7*' (Fig. 3), the area now governed by the City of Bayside is largely comprised of 'sand, red-brown, yellow and white, well bedded to cross-bedded; silty sand, minor gravel, sometimes including clay ball' formed during the tertiary/pliocene/kaliman period (approximately 12 million years ago). Through the area are isolated patches of 'sand ridges' formed during the quaternary/recent period (the last 2,000,000 years). Along the shoreline between Point Cole and Green Point are 'extensive off shore sand flats on rock platforms' and between Green Point and Picnic Point are 'bare rock platforms'. Just offshore are sporadic disconformities of 'sand, silty sand, brown ferrugized, well-bedded' formed during the tertiary/pliocene /cheltenhamian period (over 190,000,000 years ago). There are no clay or sand pits in the area.¹

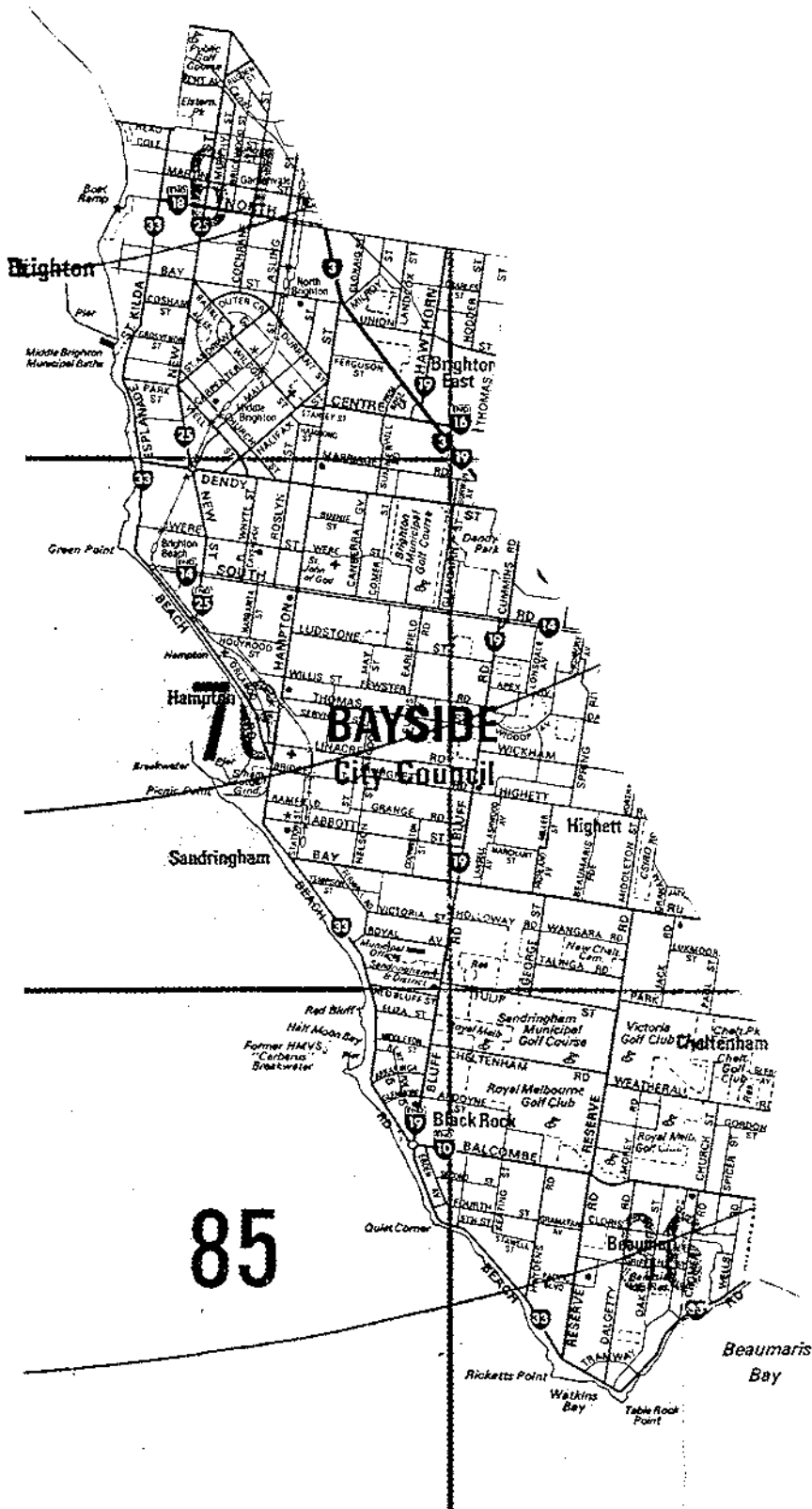


Figure 1 Study Area

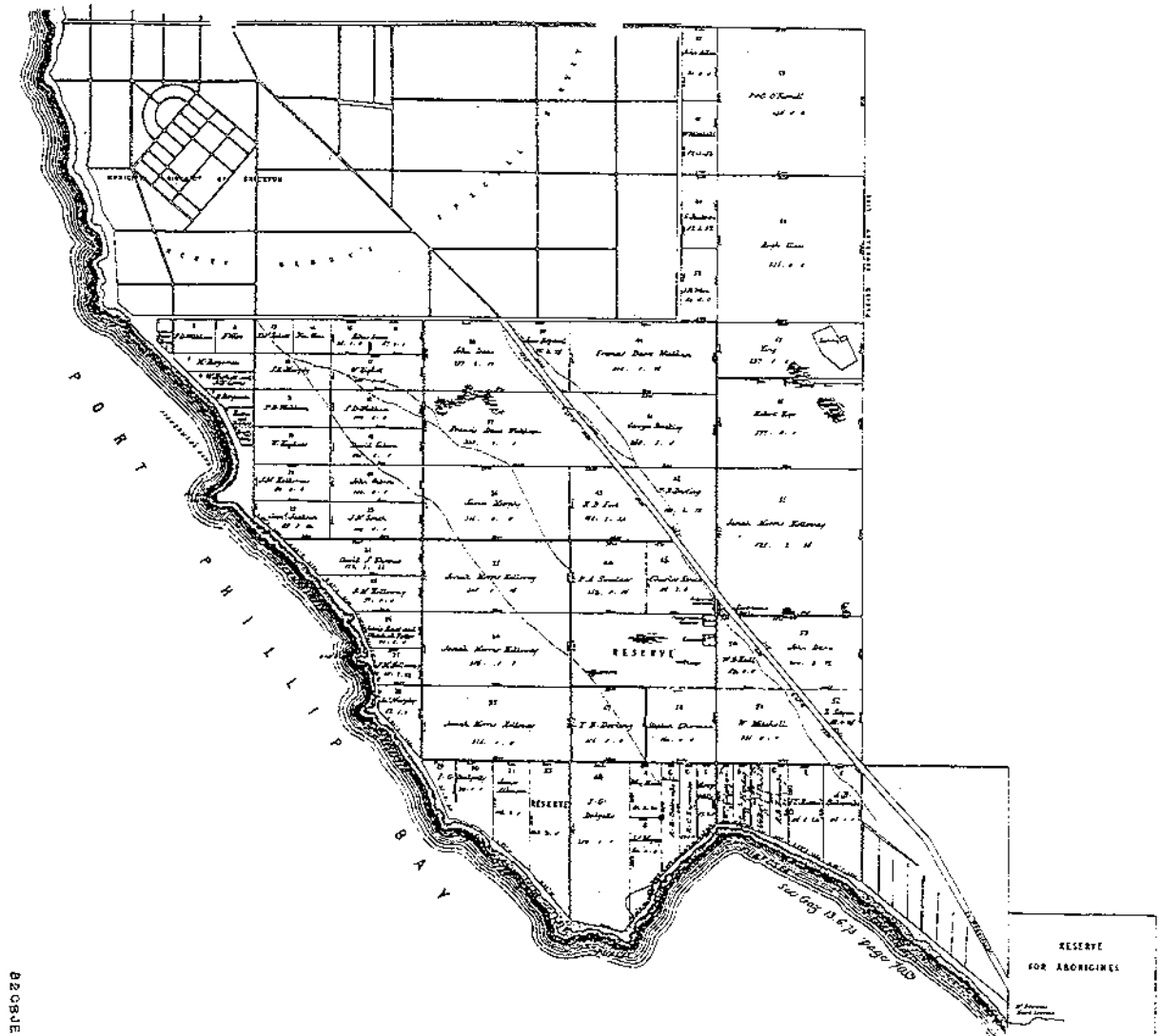


Figure 2 Parish of Moorabbin, County of Bourke, Department of Lands and Survey, Melbourne, 14 May 1864
Also altered to show water features, signed and dated 18 March 1875
Source: State Library of Victoria (Map Room)



Figure 3 The geology of the present City of Bayside
A portion of the 'Geological Survey of Victoria, Melbourne Sheet, SJ55-1, Ringwood no. 849 Zone 7.' Department of Lands and Survey, 1:63,360, First Edition, 1974.

1.5 Chronology of Events shaping the City of Bayside²

- 1841 Henry Dendy selected his Special Survey in the Parish of Moorabbin.
- 1844 Dendy's estate seized, due to bankruptcy. He leaves Brighton.
- 1851 Discovery of gold in the newly independent colony of Victoria.
- 1852 Joseph Holloway subdivided Two-Acre Village (Cheltenham), Gipsy Village and the Township of Moorabbin.
- 1857 First Post Offices opened in South Brighton and Cheltenham.
- 1859 Brighton declared a municipality.
- 1862 Moorabbin separated from Brighton to become a District Roads Board.
- 1867 Thomas Bent declared president of the Moorabbin Districts Roads Board.
- 1871 Shire of Moorabbin proclaimed.
Bent becomes member for Brighton in the Victorian Legislative Assembly.
- 1873 Bent acquired a substantial part of Dendy's Brighton.
- 1882 Henry Dendy died almost penniless.
- 1885 Wheelways established on the Nepean Road.
- 1880s The building boom, including Hampton, Highett, Gardenvale, Beaumaris and Black Rock.
- 1887 Brighton railway extended into Sandringham (Shire of Moorabbin).
- 1888 Sandringham and Cheltenham stations connected by horse-tram.
- 1894 Thomas Bent defeated in the Brighton constituency and became practically penniless; moved to a farm in Port Fairy.
- 1900 Thomas Bent, recovered financially, again elected as member for Brighton in the Legislative Assembly.
- 1904 Bent declared Premier, with the portfolio of Public Works and Railways.
- 1909 Sir Thomas Bent, the only man ever to be Mayor of Brighton, Shire President of Moorabbin and MLA for Brighton at the same time, died.
- 1912 Tram tracks for horse drawn vehicles were laid down along Centre and Centre Dandenong Roads to link with those along the highway.
- 1917 The Borough of Sandringham was severed from Moorabbin.
- 1919 Brighton became the first City south of the Parish of Prahran.
- 1920 The City of Mordialloc was severed from the Shire of Moorabbin.
- 1922 The railway line electrified from Melbourne to Frankston.
- 1923 Sandringham Town was declared a City.
- 1934 Moorabbin Shire was declared a City.
- 1946 Post-war building boom.
- 1980 Major widening of the Nepean Highway to South Road began.
- 1994 The new City of Bayside was created, comprising the former Cities of Brighton and Sandringham and a portion of the former City of Moorabbin. The remainder of the City of Moorabbin became part of the new City of Kingston.

2.0 SURVEY AND SETTLEMENT

2.1 Henry Dendy's Special Survey

In 1840 the Colonial Office in England extended to Port Phillip the system of 'Special Survey' which had been in place in South Australia for two or three years. To encourage immigration, wealthy capitalists were able to purchase a block of 5,120 acres (2,112 hectares)³ from England before survey, for £1 an acre; that is £5,120.⁴ Henry Dendy,⁵ a yeoman farmer, with land in both Sussex and Surrey, was the first to take up the offer, and the only person to do so from England.⁶ Upon his arrival in Melbourne in 1841, he secured Jonathon Binns Were,⁷ a Justice of the Peace and the first 'Resident Magistrate' of the Port Phillip district, as his agent and when he

presented his order to Latrobe [he] could not have startled that gentleman more if he had presented a pistol at him, for on that order for the selection of eight square miles [13 square kilometres] of land there was no sort of restriction, except that it must be in one block, and not more than twice as long as it was broad; by it the fortunate holder was authorised to monopolise the whole suburban area of Melbourne if he liked, or to absorb into his sole possession the most likely township he saw in process of formation.⁸

The value of the document in the colony would have been realised immediately by Dendy; upon his arrival he was offered £15,000, and by the following year was receiving offers of up to £80,000.⁹

Dendy had some trouble choosing his land; Latrobe refused to honour the Survey before he had corresponded with the Colonial Office. Latrobe illustrated the reason for his concerns by citing the example of Portland, which, if Dendy had arrived earlier, he could have taken up in its entirety for the £5,120, even though 337 acres (139 hectares) had been sold for £17,000.¹⁰ Dendy selected land in Williamstown—causing the Port Phillip *Patriot* to declare 'Gipps has sold the Colony'¹¹—but he was refused. Latrobe limited Dendy's selection to a ten mile radius around Melbourne, which Dendy in turn refused. By this time, Frederick Unwin had selected his block on the Yarra at Heidelberg, and Dendy was pressured to select his land ahead of the other Sydney gentlemen who had purchased Special Surveys.¹² The offer was reduced to a six mile radius and Dendy selected his land in the County of Bourke, Parish of Moorabbin (Fig. 4), on the border of the radius and the sea where 'as he well foresaw, the villa residences must arise of those who sought the sea-air.'¹³ This area was initially to be known as Waterville (later Brighton) and at the time was the site of a number of cattle runs.¹⁴

The Survey was mapped by T S Townsend in April 1841, reserving a 'distance of 100 feet from high water mark for government purposes'.¹⁵ Townsend's plan noted 'open forest land, timbered with Gum, Oak, Cherry, Honeysuckle etc, soil sandy, country gently undulating'.¹⁶ The road from Melbourne to Arthur's Seat (later the Arthur's Seat or Western Port Road, then the Point Nepean Road and now the Nepean Highway) crosses the plan roughly north-west to south-east. Two stations are shown on the plan, both on the beach front; to the north-west is the Moorabbin Cattle Station and to the south-west is the Ballygul Station.¹⁷ The Townsend survey was revised by Robert Hoddle to ensure the plan was 'strictly in accordance with the regulations issued for special surveys';¹⁸ Hoddle removed the 100 foot reserve on the beach front and therefore also subtracted 100 feet from the east boundary. By the end of April Dendy and Were were making plans to sell the land and advertised a 30 guinea prize for the best subdivision of 'the estate of Waterville'.¹⁹ The land was to be divided into a village, marine residences, suburban

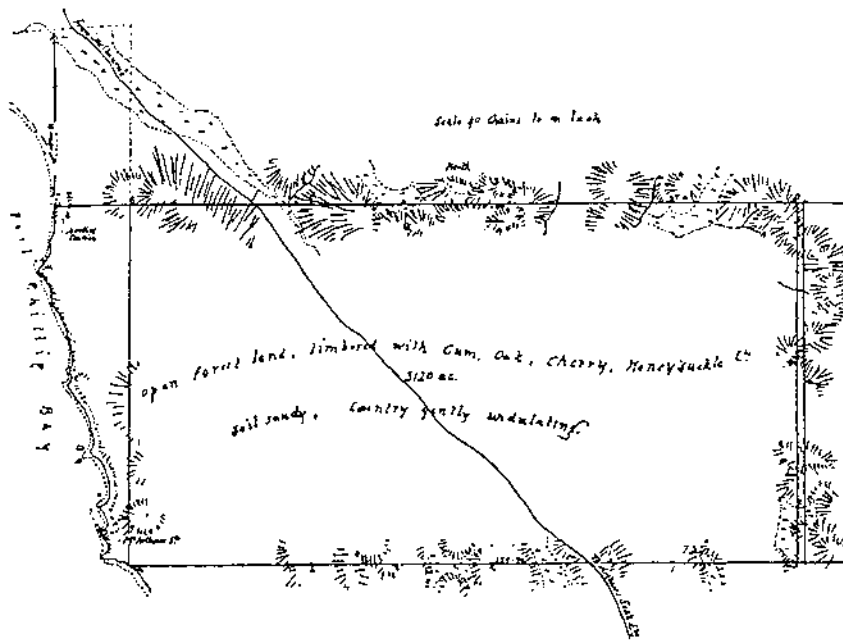


Figure 4 Survey of Henry Dendy's Special Survey, Parish of Moorabbin, County of Bourke
Source: Bate, A History of Brighton

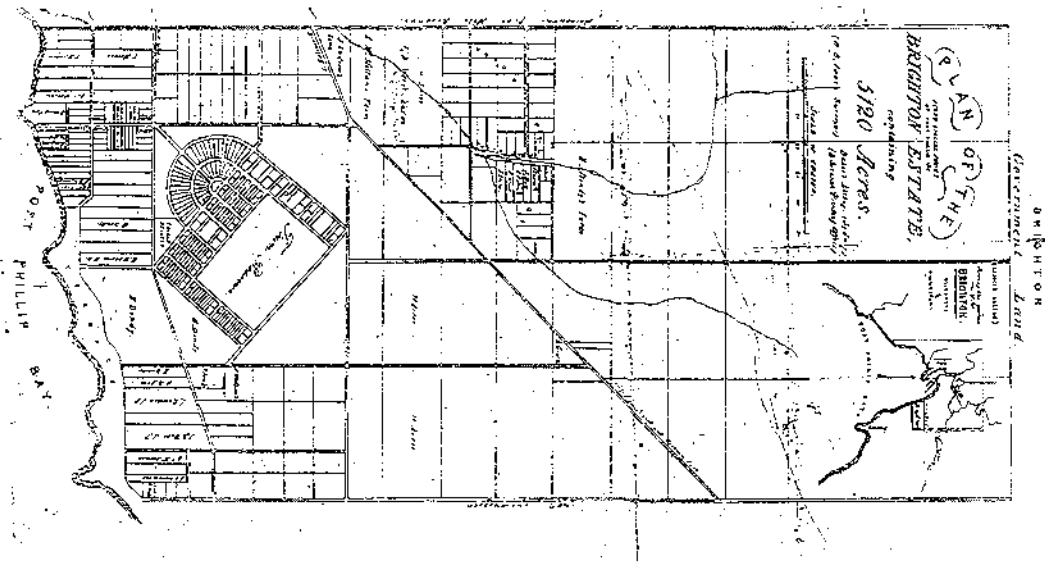


Figure 5 Plan of the First Special Survey of Port Phillip the Brighton Estate containing 5120 Acres. H B Foot Surveyor. Baker's Lithog. Hibernian Printing Office [1842?]
Source: State Library of Victoria (Map Room)

and cultivation allotments, with the remainder being divided into country sections.²⁰ The competition was won by H B Foot, who planned the village around a reserve and crescents and a 'green belt' forming the town boundary. The township was large, half the size of Hoddle's survey of Melbourne.²¹ Near the village and to the north were one acre (0.5 hectare) blocks; towards the beach were larger six, seven, eight or nine acre (2.5, 3, 3.5 or 4 hectare) blocks; to the south were blocks of up to 16 acres (7 hectares); while the remaining land was designed around a second village, Union Village, on the other side of Western Port Road.²² The blocks, small farms, grew larger in size as they radiated out from Union Village, the largest being 78 acre (32 hectares) allotments.²³

By the end of May the land was being advertised for sale as the 'Brighton Estate'. The name Brighton, after the fashionable English seaside resort, was attributed to Dendy, but had already been used at Sandridge (now Port Melbourne). Both Dendy and Were reserved land prior to the sales for their own use. Were Bros & Co—J B Were, George Were and Robert S Dunsford—advertised the subdivision, in part:

Brighton Estate

The above property five miles from Melbourne, in a most healthful situation, being on the margin of Hobson's Bay and possessing a fine soil, with a great variety of pleasing scenery ...²⁴

The management of the sales in Brighton was handled by Foot. In September 1841, Dendy transferred a half share in the Brighton Estate to Were Bros & Co, for £3,000, to be paid after the proceeds of the sales were received. After this Dendy had little to do with the running of the estate. Although early sales were slow, according to Alexander Sutherland, in *Victoria and its Metropolis*, by 1846,

the township was elaborately planned, and a few stores and shops ere [sic] long made their appearance at intervals on the spacious lines that were to be streets; but the main feature in Brighton, as it is called, was the line of fine properties fronting the sea, whereon Melbourne merchants one after another raised their handsome mansions or comfortable villas ... the population was 509.²⁵

The combination of poor sales and the 1843-44 depression troubled Dendy and his land soon passed to his lawyers.

2.2 Henry Dendy's Emigrants

Included in the provision of Dendy's Special Survey was the allowance that: 'For every 20 pounds an adult person of 14 years and upwards, or 2 children between 7 and 14 years, or 3 children under 7' could be transported.²⁶ The choice of emigrant was subject to approval and had to be transported within six months of the time of purchase. There were also a number of restrictions, including:

- The Emigrants must belong to the Class of Mechanics and Handicraftsmen, Agricultural Labourers, or useful Domestic Servants. All the Adults must be capable of labour, and emigrate with the intention of working for their wages after their arrival.
- Persons, therefore, who are proceeding to the colony to buy land, or invest a small capital in trade, are not eligible for a free passage.
- The classes most in demand may be described as follows: Shepherds and Farm servants; the trades employed in building such as Carpenters, Joiners, Plasterers, Bricklayers and Stonemasons, Quarrymen and Brickmakers; Country Blacksmiths who can shoe horses; Wheelwrights; and a moderate number of Tailors and Shoemakers.

- Good character is indispensable, and decisive certificates will be required both as to this point and also competence in the professed trade or calling of the proposed emigrant.²⁷

Dendy was told he was allowed 224 adult emigrants under this scheme, however he waived the right to all but 100. He did not select his emigrants until 1841 and in February 1842 'certain emigrants selected by Mr Dendy' left England on the *Earl of Durham*, followed by a number on the *Platina* in April the same year.²⁸ By the time the emigrants arrived Dendy's financial crisis had begun. He refused responsibility of those he claimed not to be acquainted with. He took some people to his Brighton Park property—including the Boxshalls, the Carpenters, the Hodders and the Lindseys—while the remainder were left to make their own way. Many of them remained in Brighton.

2.3 The Government Land Sales and Subdivision in the 1850s

The first Government Land Sales were held in May 1851, six months after the separation of the Colony of Victoria from New South Wales and ten years after Dendy had made his selection. In the Parish of Moorabbin the land directly fronting the beach was reserved for public purposes, unlike the land in Dendy's Special Survey. The grantees from the first sales of land in the Parish of Moorabbin were as follows:²⁹

AUCTION SALE OF 7 MAY 1851—PARISH OF MOORABBIN				
Portion	Crown Grantee	Area		
1	Thomas Turner a' Beckett	6	0	0
2	Benjamin Heape & Richard Grice	6	2	37
3	Francis Dawe Wickham	43	0	20
4	Deposit of £34.4.0 forfeited by John Freer (Sold 28/1/52 to Nicholas Were)	38	0	0
5	Moses Benjamin	39	2	20
6	William Highett & John Anthony Cowie	30	0	8
7	David Benjamin	20	1	4
8	Benjamin Heape & Richard Grice	11	1	2
9	Benjamin Heape & Richard Grice	7	2	0
10	Deposit of £26.0.0 forfeited by John Freer & William George Bell (Sold 28/1/52 to William Highett)	80	0	0
11	Francis Dawe Wickham	80	0	0
12	John Robert Murphy	80	0	0
13	Thomas Splatt	38	0	0
14	Deposit of £23.15 forfeited by Thomas Splatt (Sold 28/1/52 to Nicholas Were)	38	0	0

Thomas a' Beckett³⁰ was a Member of the Legislative Committee, solicitor, and chairman of the Melbourne and Hobson's Bay Railway Co. His allotment subsequently became the site of Jonathon Were's Moorabbin House (demolished 1939). William Highett³¹ was the founder of the Bank of Victoria, a major shareholder in the Melbourne and Hobson's Bay Railway Co. and a trustee in the Melbourne Club.³² As was usual with many of the purchasers at the Government Land Sales, most of the purchasers were speculators. A large number of the early settlers were English, Scottish and Irish emigrants. The English and the Scots gravitated to areas around Brighton, while the Irish settled more to the boundaries of Dendy's Special Survey.³³

In 1852 further Land Sales were held which alienated all land now included in Hampton, and Sandringham, as well as most of Black Rock and Beaumaris. Much of this land had been previously held by James Bickford Moysey.³⁴ After Port Phillip was severed from New South Wales, James Moysey's lease on his run Beaumaris was terminated and the land was divided into 100 acre (40 hectares) allotments. The grantees from the second sales of land in the Parish of Moorabbin were as follows:

AUCTION SALE OF 28 JANUARY 1852—PARISH OF MOORABBIN									
Allot	Purchaser	Area			Allot	Purchaser	Area		
15	John Dane	38	0	0	45	Charles Smith	118	3	8
16	John Dane	57	0	0	46	RESERVE			
17	William Highett	100	0	0	47	T B Darling	156	0	0
18	Francis D Wickham	100	0	0	48	F G Dalgetty	289	1	0
19	David Gibson	100	0	0	49A	William Rusk	51	2	20
20	John Gibson	100	0	0	49B	James Moysey	80	0	0
21	Josiah M Holloway	80	0	0	49C	A B Balcombe	54	3	24
22	Samuel Jackson	69	3	14	49D	R C Luscombe	47	1	0
23	J M Smith	100	0	0	49E	Henry Wells	37	2	0
24	David J Thomas	122	3	28	50	Stephen Charman	160	0	0
25	Josiah M Holloway	91	0	0	50A	William Coleman	28	3	3
26	J East & O Potter	63	0	0	50B	Samuel Munday	33	3	24
27	Josiah M Holloway	49	2	22	50C	A Gilbert/M Blundell	37	2	2
28	James Murphv	62	1	4	50D	A R Balcombe	41	2	0
29	F G Dalgety	38	1	24	50E	F T Russell	96	3	24
30	F G Dalgety	74	0	0	50F	A B Balcombe	118	0	0
31	James Atkinson	103	2	0	51	W Mitchell	231	0	0
32	RESERVE				52	E Savce	69	0	25
33	Josiah M Holloway	316	0	0	53	John Dare	200	2	72
34	Josiah M Holloway	316	0	0	54	W H Hull	92	0	0
35	Josiah M Holloway	308	0	16	55	Josiah M Holloway	625	2	36
36	James Murphy	316	0	0	56	Robert Keys	377	0	0
37	Francis D Wickham	348	0	0	57	King	237	0	0
38	John Dane	217	2	19	58	Hugh Glass	636	0	0
39	James Bryant	75	2	25	59	Jonathon Binn Were	84	0	0
40	Francis D Wickham	308	0	16	60	Samuel Jackson	82	3	32
41	George Buckley	68	3	8	61	W Mitchell	82	3	32
42	T B Darling	169	2	19	62	John Allen	84	0	0
43	H B Foot	158	1	24	63	P A C O'Farrell	636	0	0
44	P A Sinclair	152	0	16					

Two portions were purchased by Charles Ebdon. James Moysey purchased part of Allotment 49 and was one of the few people in the sales who did not intend to subdivide. Josiah Morris Holloway³⁶ purchased over 1,700 acres (701 hectares), including portion 21, which he subdivided into Gipsy Village; symmetrically designed around a central reserve, Queen's Square (Fig. 6). Holloway had also purchased land in Collingwood and Eltham.³⁷ More than 200 of the available blocks had been resold by 1853; an 830% return on his £300 investment (£2,490). Many of the first purchasers were fishermen—Bertottos, Stewarts, O'Maras—who had previously lived in huts on the foreshore, which they then abandoned.³⁸ The village, which Holloway saw as the centre of a surrounding settlement, comprised a church, school, post office and shops.³⁹ Portion 27 was subdivided as Bluff Town in 1853, when it was described in the *Argus*,

The 176 allotments together with the streets and Reserves, comprise the last purchase of Government land made by him [Holloway] before our gold discoveries had raised us to the elevated position we now enjoy, or even prepared us for, the comparatively extravagant prices now realised at all land sales.⁴⁰

The plan of subdivision, which looked out over Red Bluff, was similar to that of Gipsy Village, and accommodated for a Benevolent Asylum, Hospital, National School and Alms Houses. Holloway also purchased Portions 33-35, the area now bounded by Bluff, Bay, Reserve and Balcombe Roads. He subdivided Portions 34 and 35 into the 'Township of Moorabbin', some 313 allotments (Fig. 7).⁴¹ Holloway's portion 55 was subdivided into Two-Acre Village (now Cheltenham),⁴² which was renamed after

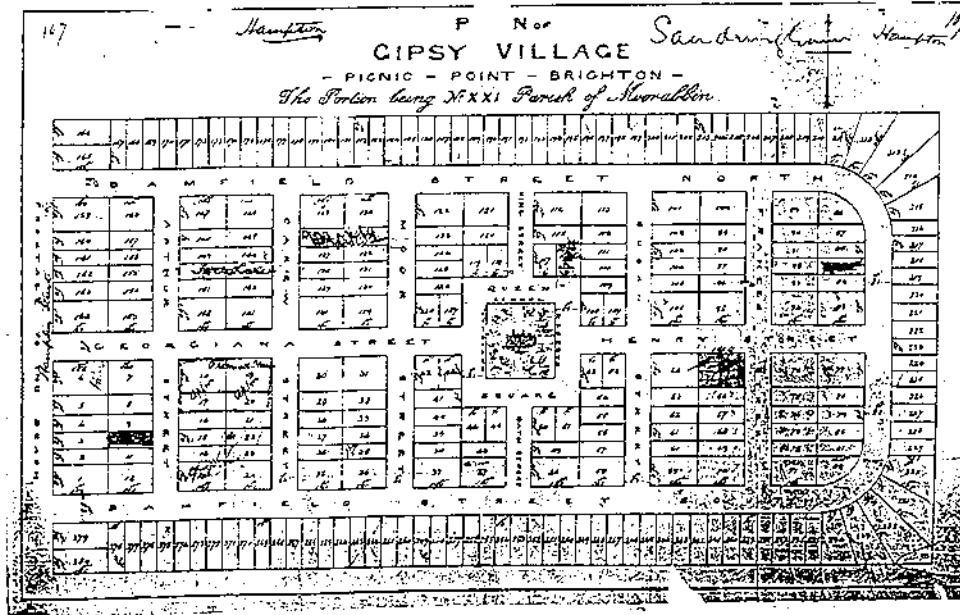


Figure 6 Plan of Gipsy Village—Picnic—Point—Brighton—The Portion being No. XXI Parish of Moorabbin [undated]
 Source: State Library of Victoria (Map Room—Vale Collection)

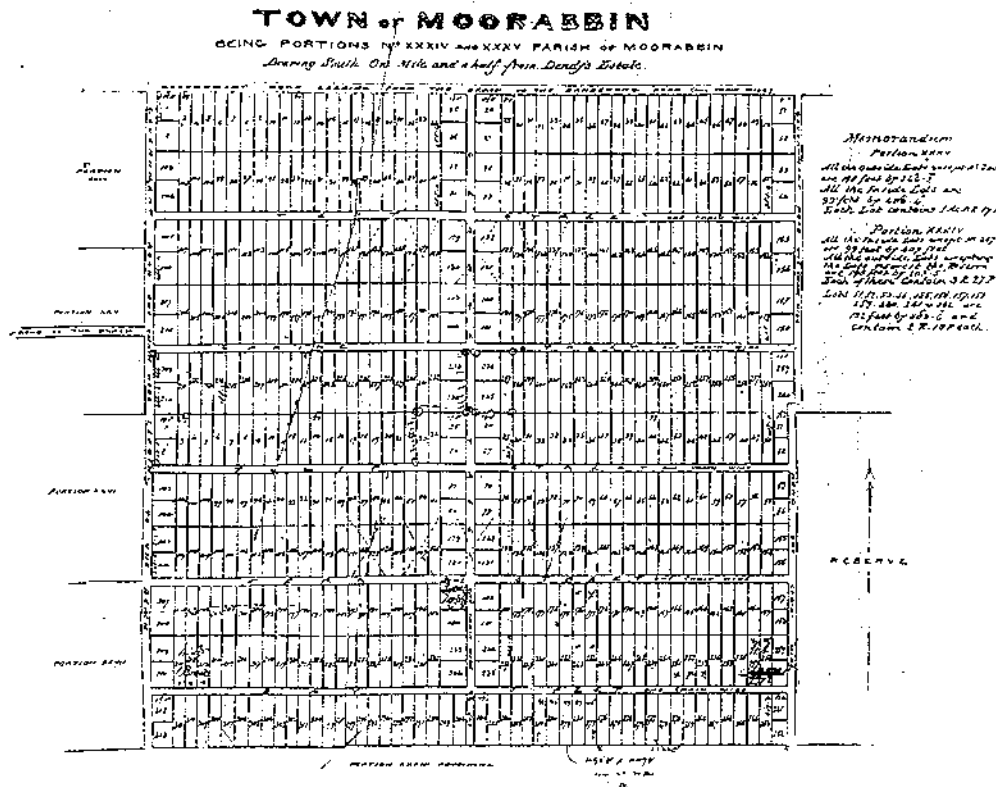


Figure 7 Town of Moorabbin being Portions No. XXXIV and XXXV Parish of Moorabbin. Bearing South One Mile and a half from Dendy's Estate [undated]
 Source: State Library of Victoria (Map Room—Vale Collection)

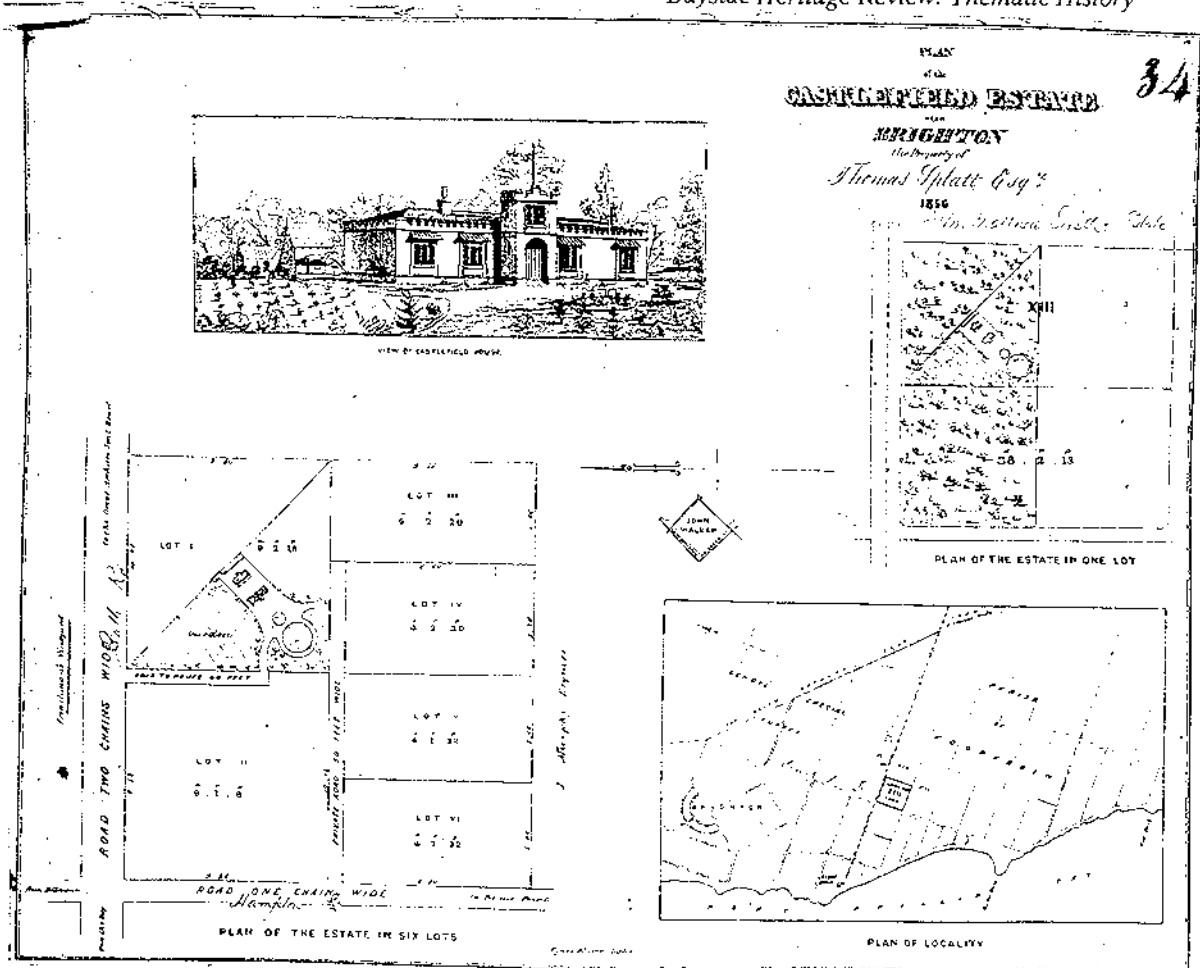


Figure 8 Plan of the Castlefield Estate near Brighton, the Property of Thomas Splatt Esq, 1856
 Handwritten note: 'now Mr Matthew Smith's Estate'(sic)
 Source: State Library of Victoria (Map Room —Vale Collection)

Charles Whorral built a hotel there and named the village after his home town in Gloucestershire.⁴³ By 1879 Cheltenham Village, centred around the Nepean Road, had a population of 1000.⁴⁴

Portion 51, purchased by W Mitchell, was subdivided into 'the town of Beaumaris near Brighton'⁴⁵ by estate agent and surveyor Penrose Nevins.⁴⁶ Three years later the Castlefield estate, the property of Thomas Splatt in Crown Portion 13, was also subdivided (Fig. 8).⁴⁷

According to Andrew Ward, by 1862, in Sandringham (then Picnic Point) alone, in the rate books there were 20 composite buildings, 69 weatherboard buildings, 3 stone buildings, 15 paling buildings, 9 brick buildings, 2 iron and 3 slab buildings; the majority in Balcombe's Road (22 in total) and Pic-Nic Road (20 in total).⁴⁸

2.4 The Land Boom and Depression—The 1870s to 1900

Thomas Bent⁴⁹ purchased large areas of Brighton's market gardens and became the largest land owner in the area. When Nicholas Were sold his portion of the Brighton Estate, comprising one-eighth of the municipal area, between New Street and Hampton Street, Bent purchased the land for £80,000.⁵⁰ Bent first subdivided in 1873 in Church Street; he then bought the Elmhurst Estate, centrally located in Church Street, and subdivided that. He took over some of Dendy's Special Survey when Dendy went bankrupt and the land had soon increased in value by 1,000%.⁵¹ After Bent, as Minister of Railways, extended the railway line to Sandringham, land values increased again.⁵²

KNOWN SUBDIVISIONS WITHIN BAYSIDE		
187-?	Elmhurst Estate (Church Street)	Brighton
1874	Bay View Estate (later Boccaccio Park Estate)	Sandringham
1881	Landcox Estate (Landcox Milroy, Clonaig & Lansdown Streets)	Brighton
1882	Devonshire Estate (Cavendish Street)	Brighton
1882	Normanby Estate	Brighton
1882	Wolseley Park Estate	Brighton
1882	Ye Banks and Braes O' Port Phillip Bay	Brighton
1883	Bayswater, Grosvenor and Normanby Estates	Brighton
1883	Champion Hill Estate (Roslyn & Champion Streets)	Brighton
1883	Hampton Estate (Roslyn & Champion Streets)	Brighton
1883	Regent's Park Estate (Laburnum & Hammond Streets)	Brighton
1883	Wolsley Park Estate (Wolseley Grove, Seymour Grove)	Brighton
1883-84	Linacre Park (Hampton Street)	Hampton
1884	Gibson Estate	Sandringham
1884	Halifax Park	Brighton
1884	Linacre Park Extension (Thomas & Myrtle Streets)	Hampton
1884	The Camperdown Estate	Brighton
1884	Windermere Park	Brighton
1885	Brighton Beach Estate	Brighton
1885	Red Bluff Estate	Black Rock
1885	Thornley Estate, North Brighton	Brighton
1885	Tibroekney Estate (Fig. 11)	Highett
1885, 1888	Bolton Park Estate	Hampton
1886	The Sandringham Estate	Sandringham
1887	Boccaccio Park Estate	Hampton
1887	Esmeralda Estate	Hampton
1887	Pic Nic Point Park Estate (Southey Street to Tennyson Street)	Sandringham
1887	Picnic Heights	Brighton
1887	Sandringham The New Brighton (Fig. 10)	Sandringham
1888	Beaumaris Park Estate (Bodley & Griffith Streets)	Beaumaris
1888	Bolton Park Estate (an extension of Brighton Beach Estate)**	Hampton
1888	Charman Estate (Charman Road, Weatherall Road, Mackenzie Street, Coape Street, Sydney Street)	Cheltenham
1888	Hampton Park Estate	Hampton
1888	Hazelwood Estate	Sandringham
1888	Highett Town (Highett Road, Worthing Terrace, Major Street, Train Street)	Highett
1888	Hobartville Estate	Brighton
1888	Orlando (The Esplanade, Orlando & Station Streets)	Hampton
1888	Osbourne Park Estate	Sandringham
1888	Sandringham Estate	Sandringham
1888	Sandringham Rises (Bay Road, Bluff Road, William Street, Frances Street)	Sandringham
1888	The Oakwood Estate	Brighton
1888	The Railway Estate	Brighton
1888 (1906)	Trafalgar Estate (Fig. 12)	Sandringham
1889	Bayview Estate	Hampton
Unknown	Ashbrook Park Estate (Charlotte & Montgomery Street)	Brighton
Unknown	Bloom Hill Estate	Brighton East
Unknown	Cluden Estate	Brighton
Unknown	Fergusson Street Estate	Brighton
Unknown	Hampden Estate	Brighton
Unknown	Marriage Park	Brighton
Unknown	Moorabbin Estate	Sandringham
Unknown	Sandringham Rises	Sandringham
Unknown	South Brighton Village	Brighton

Unknown	Sandringham Rises	Sandringham
Unknown	South Brighton Village	Brighton

Brighton underwent the most expansion in the area during the Land Boom. In 1880, there were 870 houses and almost 5,000 residents; this had increased to 2,110 houses and nearly 10,000 residents by 1890. Houses increased in value by 680%. Thomas Bent was mayor of Brighton for most of this period and he loaned the municipality money for street construction and lighting; and the first subdivision roads were also constructed by the council. This practice was stopped, however, and from then the cost was shared by the council and the speculator. A town hall was erected at the cost of £10,000 in Wilson Street. Bent became vice-president of the Department of Works and was able to utilise this position to reorganise Brighton's water supply.⁵³

By 1888, the Moorabbin Shire was described by Alexander Sutherland:

Moorabbin shire comprises an important tract of country lying to the south-eastern part of the metropolitan suburban district, but within the new suburban radius. It is situated on the north-east shore of Port Phillip, and consists partly of pastoral, partly of agricultural land, but the prominent industry carried on is market gardening and fruit growing, with fishing along the coast, where most of the villages are of the character of watering places, have ample hotel and boarding-house accommodation, and are largely patronised by visitors from all parts of the colony. Much of the coast is taken up for residential purposes, and a large proportion of the country is dotted with farms, fields, and orchards in rich profusion. The soil is, in the main, light, sandy, and admirably suited to the requirements of market gardeners and fruit growers.⁵⁴

While Brighton, and Cheltenham, was described individually. Brighton was

a fashionable watering-place and residential suburb of the metropolis ... North Brighton ... is the business end of the town; Middle Brighton is the residential part, containing numerous pretty villas and handsome mansions, the dwellings of Melbourne merchants and professional men, and no inconsiderable number of boarding-houses, which are usually well occupied during the summer months. Brighton Beach ... is that portion most favoured by excursionists and picnic parties, large numbers of whom visit for the sake of its pleasant sands, and to inhale the pure, invigorating, and salubrious breeze which blows across the bay ... Brighton has a handsome town hall and public offices, a free library of 2500 volumes, two state-schools ... nine hotels, and numerous places of worship. The Melbourne Orphan Asylum ... is in Middle Brighton ... Within the borough are also a college and grammar school, several ladies' schools, and a school of design with over 100 pupils. The local institutions comprise yachting, boating, football, cricket, tennis, and other clubs and benefit societies, and there is a weekly newspaper, the *Southern Cross*. The principal streets are asphalted, and lighted with gas ...⁵⁵

While Cheltenham was described as

a postal and telegraphic township and railway station, with money-order office and savings-bank. It is an agricultural and marketing garden district in the county of Bourke, and electoral district of Brighton. This place is a favourite meeting place of the Melbourne hunt. Hares and rabbits are plentiful, and snipe and quail may be found in favourable spots.⁵⁶

Other townships, including Beaumaris, Gipsy Village, Picnic Point and East Brighton were 'places of more or less importance either as agricultural centres, residential suburbs, or seaside resorts.'⁵⁷

— Pedestrianism Extraordinary! —



HE WHO RUNS MAY READ,

Where is this man running to?
Why cert.
He is running to a fortune,
Or in other words a home.

Monopoly and High Prices no longer
supreme.

Lands Unlocked for the People.

SCHOOLS AND CHURCHES CLOSE BY.

EAST BRIGHTON PARK,
Between CENTRE, TUCKER, and MANCHESTER ROADS.

About 60 Splendid Villa Sites,
WITH LARGE DEPTHS, AT AN UNSET PRICE OF 9s. PER FOOT FOR THIS SALE.

Close to Trains Accommodation, being between East Brighton and McEwens Road Station, from either of which
it is only about a quarter of a mile distant. Lovers from stations on the sides of the Estate.
Best Garden and Orchard Soil. High Leas, with Good Drainage.

Terms, £5 Deposit, Balance Quarterly.

Figure 9 East Brighton Park, Between Centre, Tucker, and Manchester Roads
Source: Land Boom and Bust

Portion 22, purchased by Samuel Jackson, was subdivided by land agent Roger Leech in 1881-82, after Jackson's death. The area, which became the centre of Sandringham, was advertised with the slogan: 'Ye Banks and Braes O' Port Phillip Bay—Brighton Beach, Pic-Nic Point'.⁵⁸ Lot 1 was purchased by a consortium which erected the Sandringham Coffee Palace (demolished 1968) in 1888. Portions 10 and 11 became the Linacre Park Estate (1883-84). Although the land sold quickly, built evidence was slow, few of the blocks being developed in the following decade.⁵⁹ Estates with little less success in the 1870s were readvertised, such as the 1874 Bayview Estate, which became the 1887 Boccaccio Park Estate.

The Beaumaris Park Estate Co. Ltd. advertised an estate of the same name in 1888. One of the sponsors was Henry Byron Moore, who personally guaranteed more than £20,000 to the London Chartered Bank of Australia for money borrowed by the company. The estate, which was bounded by Bodley Street, along the tramway route, to Griffin Street, was ultimately unsuccessful and by 1932 only 18 houses had been erected.⁶⁰ The number of houses put lie to many of the advertising slogans utilised by the land companies. The East Brighton Park (Fig. 9; c.1890) was advertised by J S Mercer, of the Victorian Land Company, as being 'Lands Unlocked for the People' and featured, ironically, a running man, with the caption:

Where is this man running to?
Why cert.
He is running to a fortune,
Or in other words a home.⁶¹

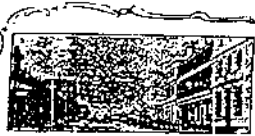
The land sales tapered off, and then halted, when the Depression hit, many companies being forced into liquidation. Brighton had been the most successful area, and good sales had been recorded in Beaumaris but Cheltenham and Sandringham, although greater than Moorabbin, had been quite unsuccessful.⁶²

SANDRINGHAM TRAFALGAR ESTATE

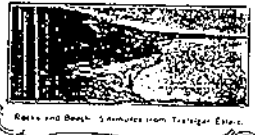
Part Crown Portion 23, Parish of Moorabbin.

FOR IMMEDIATE SALE BY **C. H. MATTERS & CO.**

Estate Managers, Citizens' Buildings, 285 Collins St., Melb. Tel. 2029.
Saturday, November 25, 1905, at 3.30 p.m. by Selection on the Ground.



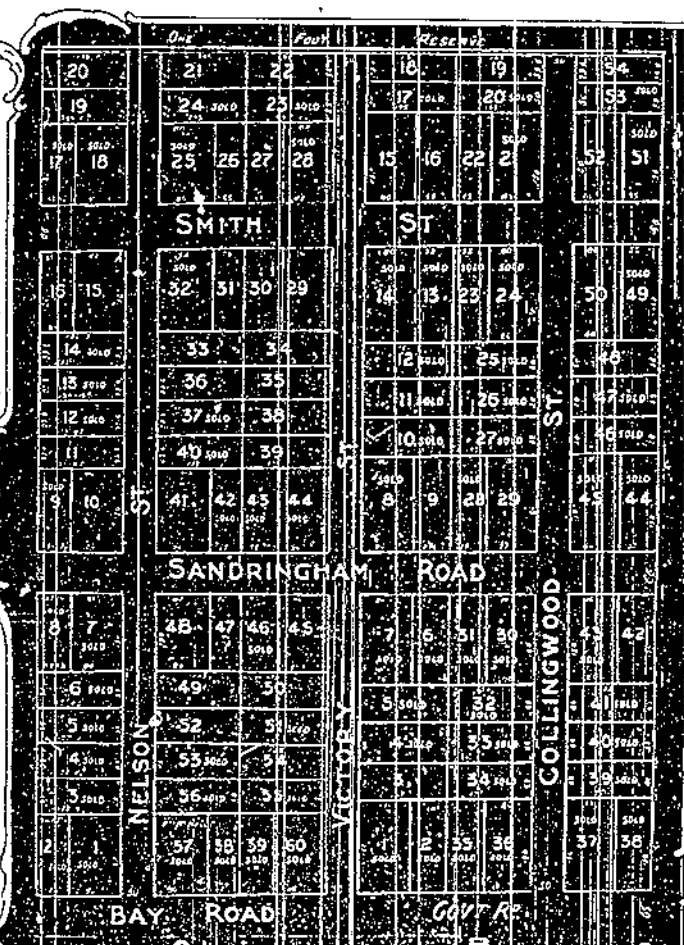
Marine Drive, 6 minutes from Trafalgar Estate.



Beach and Bath, 5 minutes from Trafalgar Estate.

Just Note!

- 1-TRAFALGAR ESTATE within easy access of Royal Golf Links.
- 2-TRAFALGAR ESTATE near beautiful Beach Reserve and Club.
- 3-TRAFALGAR ESTATE at suburban Sandringham—48 Trains daily.
- 4-TRAFALGAR ESTATE indicated by Flagg.
- 5-Here is Fortune's Highway, with Glorious Panoramic Views—also Mineral, Magnetic, Marvellous, Chance of a Lifetime.



SPECIAL ADVANTAGES!


- 1-Quick Trains Travel Express—30 minutes.
- 2-Handsoms New Station—Railway Terminus.
- 3-Baths, Pier for Promenading—Breakwater at early date.
- 4-Churches, Colleges, Girls School, shops, Post, Telegraph, Telephone, Savings Bank, Van Year, Gas, Beautiful Parks, Charming Villas, Trams—all signs of Modern Civilization.
- 5-Free Railway Tickets for all New Buildings to June 30, 1906. Residence £1000 Value, 9 years First Class.

Price List.

75. 60. ft. B Lots, 15, 19, 64.
 105. ft. A Lots 18, 20, 21, 22, 33, 38.
 B Lots 9, 10, 22, 42, 48.
 125. 80. ft. A Lots 23, 27.
 D Lots 15, 29, 30, 52.
 145. ft. A Lots 50, 54, B Lot 3.
 155. ft. A Lots 11, 47, 49, 52.
 165. ft. A Lot 43.
 175. 65. ft. A Lots 10, 41, 48.

Time Certificate. Terms, £5 Deposit each lot except Corners. Quarterly instalments up to 5 Years, interest 4 per cent. p.a.

Remarkably Liberal Discount for Cash—15 per cent.



Best Home for Trafalgar Estate

TRAFALGAR ESTATE is near the Residences of Messrs. Durr, Ureman, Dale, Bouchard, Harris, Masters, Thomas, Wilson, Mrs. McNeil, Mrs. Whitelaw, and others.

ALLOTMENTS NOW OPEN FOR SELECTION and on Saturday Nov. 25, 1905, at 3.30, p.m.

C. H. MATTERS & Co.,

285 Collins Street, Melbourne.

Figure 12 Sandringham Trafalgar Estate. Part Crown Portion 23, Parish of Moorabbin, 1905
 Source: State Library of Victoria (Map Room—Vale Collection)

2.5 1900 To World War Two—The Second Land Boom

The railway and the council actively generated interest in the areas estates in the 20th century. At the Hampton Estate free tickets were offered for 'a term of years to those building new houses' and the Moorabbin council offered bathing boxes, for a small fee, to those who built on the estate. Many estates were re-auctioned. The Trafalgar Estate, first offered in 1888, was readvertised in 1906 (Fig. 12); Linacre Park (1883-84) in 1903. After World War One the area's popularity as a seaside resort was well established. In 1924, the *Real Estate and Home Journal* declared it to be a place 'where one has room to breathe and grow healthfully bronzed in the open sea and open spaces so handy to our "Queen City of the South", in whose diadem Sandringham is the brightest jewel.'⁶⁴

Residential developments of the period in Hampton include the Avondale Estate, 1920; Parklands Estate, 1920; the Gypsy Park Estate, 1920; the Sea Breeze Estate, 1924; and the Bi-View Estate, 1924.⁶⁵ The Castlefield Estate was offered by the War Service Homes Commission in 1924, on the corner of South Road and Hampton Street; the names of its minor streets celebrating the victory with France Street and Flanders Street. Sales were accelerated by the establishment of the Hampton Infant School (later the High School) on the estate in 1925. Subdivisions in Beaumaris included the Electric Tramway Terminus Estate, 1921; the Rickett's Point Estate; and the Balcombe Park Estate, 1925.⁶⁶

Intensive development typically occurred in the vicinity of railway stations. Commercial activity in Martin Street, Brighton followed the opening of the Gardenvale Station in 1906, and was almost fully developed by the inter-War period. Similarly, the shopping strip in Hampton Street, Hampton, flourished during the Edwardian period owing to its location near the Retreat Station (now Hampton Station) on the Sandringham Railway line.

2.6 The 1940s and Beyond

Most of the remaining area within Bayside, including Moorabbin, Highett and Cheltenham, was subdivided for residential development in the post-War period, including the surviving 19th century rural properties. Coronet Hill in Beaumaris, constructed in the 1880s, is an illustrative example, having been located on its large allotment until 1950 when the property was divided into suburban lots and offered for sale.⁶⁷ Similarly, Stonehaven, in Thomas Avenue, Moorabbin, is surrounded by a suburban subdivision dating from 1951.⁶⁸

A major development in the area was the announcement by Dunlop Perdiu Rubber Co. Ltd that they intended to relocate from their Port Melbourne headquarters to Beaumaris. The company proposed to establish an industrial garden city south of Balcombe Road with factories and worker accommodation and services for 2,200 people. The scheme was proposed by the companies general manager W A Bartlett, an Englishman, and he advocated the purchase of an area 'almost entirely of vacant land with tea-tree scrub ... cut up about 15 years ago in the subdivisonal boom which followed the war.'⁶⁹ By 1939, two thirds of the necessary land had been purchased. Stephenson & Turner designed the 'Dunlop Garden Village', with the boundaries being Balcombe Road, Haydens Road, Nautilus Street, Gibbs Street (unbuilt) and Cromer Road. According to the *Argus*, the development was designed 'so that the shopping centre, public buildings, schools, and factory are within half a mile of each of the 1,200 homes.'⁷⁰ Development was halted by the war, then frustrated by local residential opposition and poor post-War economic conditions. In 1951 the company began to sell the land.⁷¹

3.0 HOUSING

3.1 The First Dwellings and Permanent Settlement

Amongst the first settlers of the area were James Bickford Moysey and his wife, Susannah Brown Moysey, who emigrated from England in 1844, with their cousin Nicholas Bickford Moysey. After settling briefly in Melbourne, they both leased land in the Parish of Moorabbin, covering part of what is now Black Rock, Beaumaris, Mentone and Cheltenham, and were some of the earliest settlers.⁷³ A wattle and daub cottage was built on the cliff, with a fruit and vegetable garden. A cairn, opposite the Beaumaris Hotel in Beaumaris, now marks the location of Moysey's cottage.⁷⁴

The three main protagonists of Dendy's Special Survey all settled in Brighton. Dendy is said to have built on the corner of New and Park Streets; a temporary three roomed house erected by builder Thomas Ricketts.⁷⁵ He then built a two storey residence, Brighton Park (or Manor House), shortly after. Were built his mansion, Moorabbin House, in Were's Road, 200 yards (182 metres) from the beach, now the site of Maysbury Avenue. H B Foot built the four roomed pisé, Merriang Cottage, also on the beach.⁷⁶

James Croke, a Colonial Government Crown Prosecutor, wrote to a friend that a 'few well-to-do merchants and professionals had cottages (which they called villas) erected at Brighton, Yarra, Richmond and Fitzroy.'⁷⁷ There were a number of huts along the foreshore, belonging to local fishermen, such as Angelo Bertotto, Edward Stewart, James O'Mara, Thomas O'Mara, Thomas Bradley and Thomas Hatfield.⁷⁸

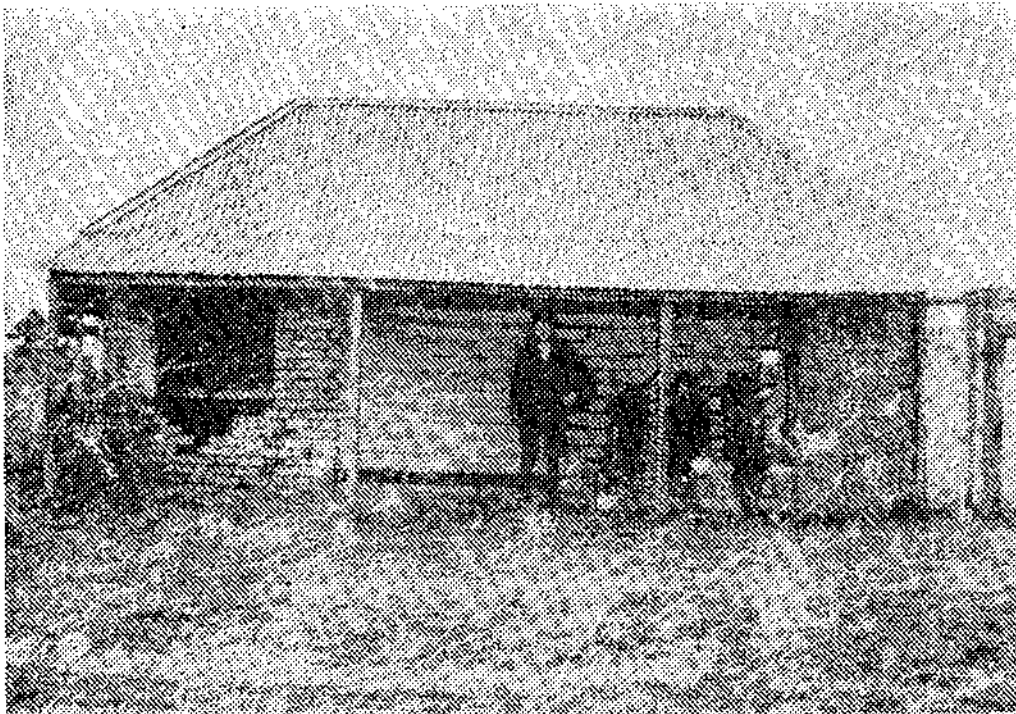


Figure 13 *A pioneer's home in Moorabbin*
Source: A Short History of Moorabbin

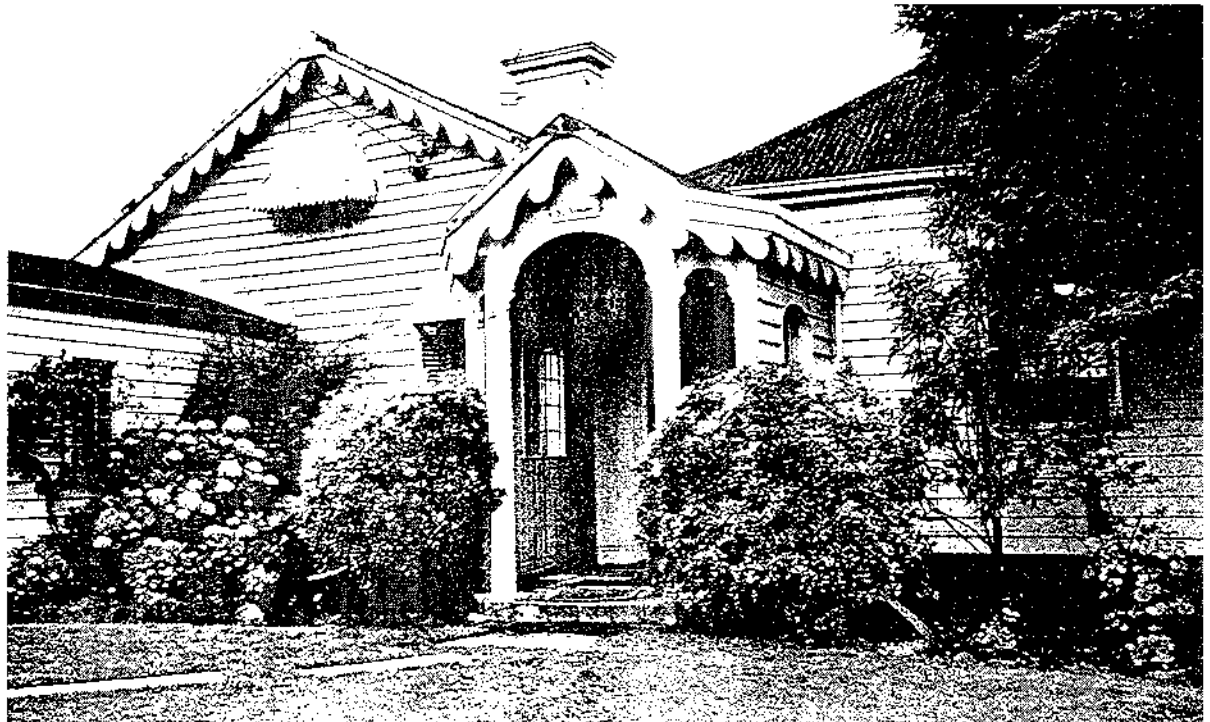


Figure 14 St Ninian's front entrance. c.1966
Source: Historic Buildings of Victoria

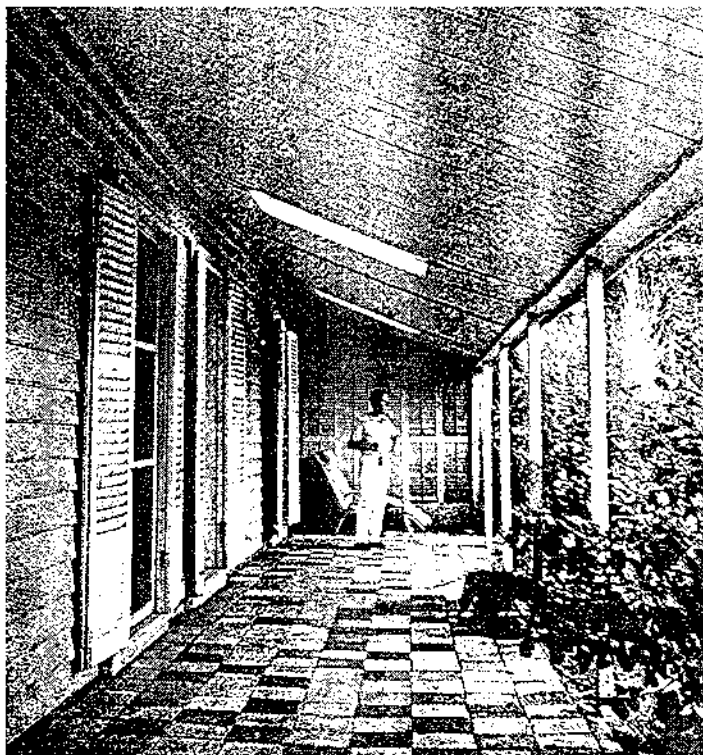


Figure 15 St Ninian's verandah. c.1966
Source: Historic Buildings of Victoria

Other houses built in the area in the early 1840s included John Hawdon's 'verandah cottage on the bay'; James Montgomery's six-room, brick Erin Cottage; a number of summer residences, including two stone terraces beside the hotel; and George Ward Cole's St Ninians, at the top of Bay Street (Fig. 14).⁷⁸ The beach frontage, which Dendy had thoughtfully reserved, was a popular holiday spot, but only for those with their own transport before 1843 when the omnibus service began, the second in the colony.

St Ninian's (pre-1842)

St Ninian's (Figs. 14 & 15) was erected for George Ward Cole, the founder of Cole's Bonded Stores. It was a timber building, probably prefabricated, sent over from Singapore in the 1840s.⁷⁹ The building was erected prior to 1842, at which time William Brickwood was running a school there. The complex also comprised a detached brick kitchen, servants quarters, stables, coach house and laundry. All 24 acres (10 hectares) of the garden were under cultivation by 1855, when Cole journeyed to England; eight of these as garden and orchard. The house was 'the centre of select Brighton society [and] the goal of many of the favoured people of Melbourne.'⁸⁰ It was demolished in the late 1960s to make way for the widening of the Nepean Highway.⁸¹

Brighton Park (c.1842)

The double-storey U-shape planned mansion, Brighton Park was erected for Henry Dendy in c.1842. The property had been reserved from the sales and comprised 74 acres (30.5 hectares) of garden and farmland, with half a mile (0.8 kilometres) of sea frontage.⁸² The property was bounded by Dendy, Park and New Streets.⁸³ Dendy sold the house to James Webb⁸⁴ in 1848 at which time it was described as one of the most desirable properties in Port Phillip as 'a fortune had been expended in improving this property'.⁸⁵ The garden was being cultivated and a line of trees had been planted along the driveway, leading to a set of 'handsome entrance gates'.⁸⁶ Webb let the house to a school before subdividing it, building himself a new 13 room mansion called Park House.⁸⁷

Moorabbin House (1842)

Moorabbin House, the home of Jonathon Binns Were, was erected in 1842 from stone from the local cliffs; three feet (one metre) thick. Englishman, William Howitt, described the house in 1852:

The house to which we were going stood beautifully, overlooking the bay and catching views of the Dandenong Hills and Mount Macedon. It was, like so many others, of but one storey; but it was built nearly around a court, and had a good deal of room in it. There was a large extent of shrubbery, flower-garden and the vineyard surrounding the house. The shrubbery consisted for the most part of the native forest, with paths simply winding through it. At each side of the drive in front grew several huge aloes; and the native box and tea-scrub in flower closed in the drive as you proceeded down towards the beach, as laurels and other evergreens do in England. In the garden you were surrounded by trees, and shrubs, and flowers, that would only grow in our conservatories; whilst one side of the garden was bounded by a hedge of 'Lycium Barbarum', which is called the tea-tree in England, mingled with masses of scarlet geraniums at least fifteen feet [4.5 metres] high. They grow there the year round. It was such a scene of luxuriance and beauty as can scarcely be imagined.⁸⁸

The property was subdivided in 1862 into four blocks (east-west) on Beach Road, with beach frontage; the house block adjoining the railway line; four blocks (north-south); and a larger block adjoining New Road, comprising an orchard, garden and vineyard. The main

house, which previously was accessed from Beach Road, had a proposed new 'carriage road' from Were Street.⁸⁹

Moorabbin House was demolished in 1924. The property is now the site of Maysbury Avenue.

3.2 The Establishment Comes to the Sea: Housing from 1850-1890

According to historian Granville Wilson, Brighton is an excellent illustration of the history of wealth affecting architecture. He cites Chiltern in Wellington Street (c.1857), Tynefield in Tynefield Court (1860) and Seagrove in Middle Crescent (1873) as being 'simple and colonial with twelve-light, double-hung sash windows beneath verandah roofs'. Of the three houses designed by Lloyd Taylor in the 1870s one does not have a tower—Blair Athol (Fig. 16)—while the other two do—Chevy Chase (Fig. 17) and Kamesburgh (Fig. 24). Blair Athol is a loose interpretation of a house in the 'Modern Gothic' or 'Modernised Domestic Gothic' style, published in *Villas and Cottages* by H W Paul and Oliver Ayliffe (1864-65).⁹⁰ The design was more directly copied, merely reversed, by Henry Hunter; Bellona in Davey Street, Hobart (1869-70).⁹¹ The tower was a desirable feature of houses constructed in the period from the 1870s, being a symbol of growing prosperity and was generally placed on the elevation facing the bay. Examples of this style erected in the 1880s in Brighton were Bronte, 2 Sussex Street; Marema, 161 Church Street (now demolished) (Fig. 18); and Grutli, 57 Halifax Street.⁹²

John Horbury Hunt designed the Phillis Spurling House in Brighton in 1888 (Fig. 19). The house was, according to Donald Leslie Johnson, a cross between Queen Anne and the bungalow styles,⁹³ and was a combination of mixed brick at the lower floor level and shingles above, the shingles beginning at verandah level rather than the floor line.



Figure 16 Blair Athol, Leslie Grove, Brighton (1872)
Source: Building a City



Figure 17 *Chevy Chase, 203 Were Street, Brighton (1881)*
Source: Building a City



Figure 18 *Marema, 161 Church Street, Brighton (1887)*
Source: Building a City



Figure 19 *Phillis Spurling House, Brighton (1888)*
Source: Australian Architecture 1901-51

Castlefield (1851)

Castlefield (Fig. 20) was erected after 1851 on 38 acres (15.5 hectares) of land Thomas Splatt purchased from Nicholas Were's government grant for £239. In 1856, John Matthew Smith,⁹⁴ solicitor and director of the St Kilda and Brighton Railway Co., purchased Castlefield. The house was described in an advertisement in the *Argus* (19 November 1856) as being a substantial villa with 'beautifully laid out grounds' which included fruit trees, vines and five acres (2 hectares) under crop.⁹⁵ Smith purchased land surrounding the house and by 1887 Castlefield stood on 231 acres (95 hectares). The property was entered from the corner of South Road and Hampton Street through a pair of large ornate iron gates (Fig. 21). The house

with its tower and castellated walls, was surrounded by many outbuildings and set in beautiful garden with an ornamental pond and fountain. The property had a large staff, and was almost self-sufficient with many cows, pigs, fowls, a huge vegetable garden and a variety of fruit tress. There was also a large barn, hayshed, dairy, extensive kennels and a duck pond. Another attraction was a beautiful fernery and a small zoo which included monkeys, and a huge aviary of exotic birds.⁹⁶

Land was sold off, leaving 80 acres (33 hectares), then the War Service Homes Commission acquired 70 acres (29 hectares) after World War One. The house and remaining 10 acres (4 hectares) were purchased by Haileybury College in 1931. The college began to restore Castlefield after 1980.⁹⁷

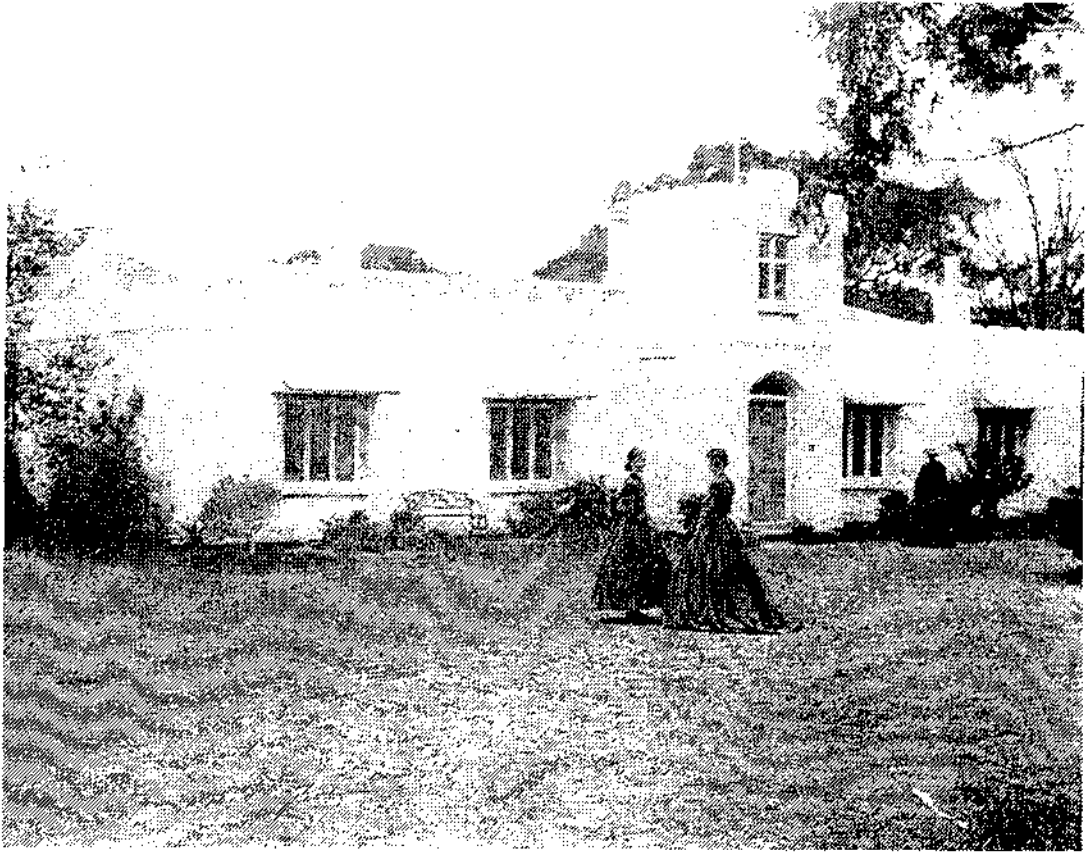


Figure 20 *Castlefield, date unknown*
Source: Bayside Reflections

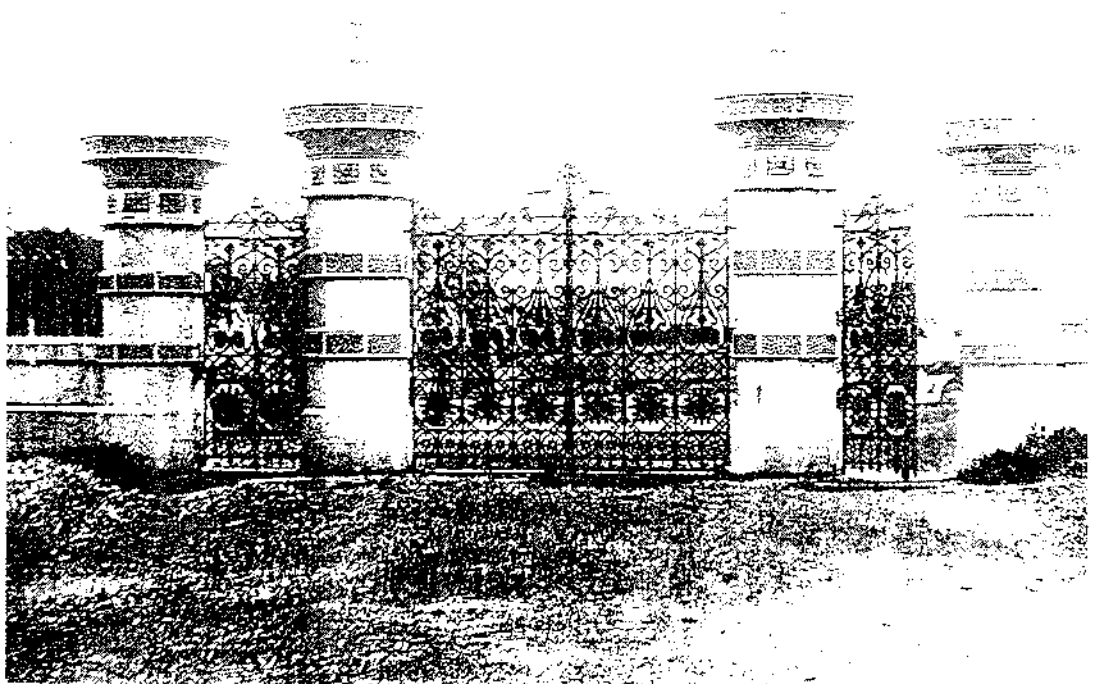


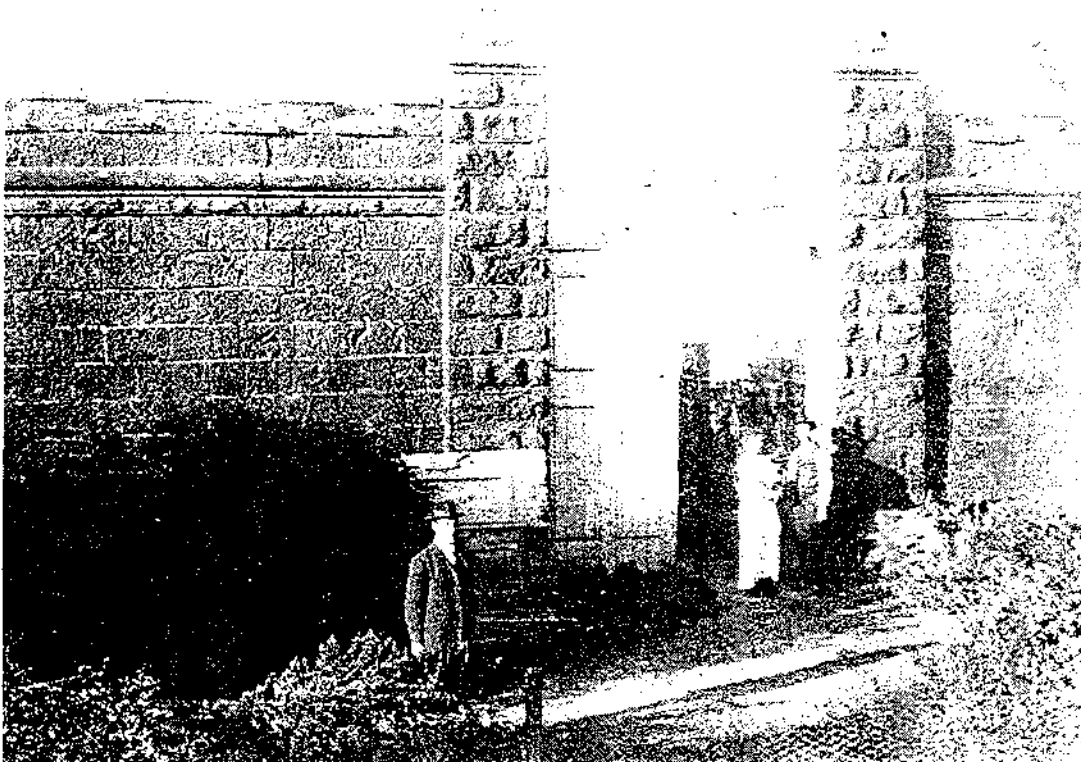
Figure 21 *The front gates at Castlefield, date unknown*
Source: Bayside Reflections

Black Rock House (c.1855)

In April 1854 Charles Ebden⁹⁹ purchased Crown Portion 29 and Crown Portion 30 in the government sale of J B Moysey's run Beaumaris, a total of 112 acres (46 hectares), south of Brighton and built Black Rock House upon the former (Fig. 22). The architects are not known, although Clausen & Becker have been suggested.¹⁰⁰ The brick house comprised six rooms with a long hallway and a large cellar under the two northern rooms. A verandah surrounds the house on three sides. A courtyard was erected approximately 12 metres west of the living quarters, with high sandstone walls, quarried locally at the beach near Quiet corner. The walls were constructed by John Harty (rock miner), John and Patrick Barrow (stonemasons) and James Horan (carpenter).¹⁰¹ It is believed that the gardens were designed and planted by John Canterbury, a Melbourne gardener. The house was rented by the Governor of Victoria, Sir Henry Barkly, between 1857 and 1861 as a seaside retreat.¹⁰² Although some of the surrounding land was sold off, the Ebden family retained the property until 1919 when it was sold to Mr G Stubbs, who used the house as a guest house. After facing demolition in 1927 when it was saved because of its perceived historic value, the house was purchased by Peter MacCallum in 1931, who retained the house until 1937. The house was purchased by the City of Sandringham in 1974.¹⁰³

Esmeralda (1872)

Esmeralda, Hampton was erected in 1872 for William Harston who sold it to William Palmer, a grazier and investor who lived in New South Wales and planned to use the house as a seaside residence. Palmer returned to England in 1887 and the property was sold off in 15 allotments; the house block, which included the stables, was purchased by William Norman for £1,250. The contents of the house were sold later the same week. Esmeralda was demolished in 1976 to be replaced by flats. A Chinese Elm, said to be given to Palmer by Baron von Mueller—and a pair to the Elm in the Royal Botanic Gardens—survives.¹⁰⁴



*Figure 22 The boundary fence at Black Rock House, date unknown
Source: Bayside Reflections*



Figure 23 *The Point, c.1915*
Source: Bayside Reflections

The Point (c.1890)

The Point (Fig. 23) was built for wine merchant Matthew Lang at Rickett's Point, Beaumaris in c.1890. The house was on six acres (2.5 hectares), which Lang later extended to more than 20 acres (8 hectares). Lang, who was three times Lord Mayor of Melbourne, died at the house in 1893. In 1919 the property was purchased by Thomas Turner Shaw, a grazier from Terang.¹⁰⁴

Kamesburgh (1874)

Kamesburgh (Fig. 24), in North Road Brighton, was built in 1874 for William Kerr Thomson by architect, Lloyd Tayler. Thomson had started as an employee of James McEwan, eventually taking over the company with Samuel Renwick when McEwan died, to form James McEwan & Co. The house was built by David Mitchell for £17,000 on 12 acres (5 hectares) of land, and named Kamesburgh after a seaside resort on the Scottish Isle of Bute. Originally it comprised 40 rooms, which included 19 bedrooms on the first floor. Other rooms included a drawing room, dining room, breakfast room, conservatory, billiards room and library on the ground floor. The library was fitted with 'surely the first known room divider',¹⁰⁵ comprising a steel-framed counterweighted wall measuring 18 feet in length by 14 feet in height which could be raised or lowered into the wall cavity.¹⁰⁶ Under the house were cellars and a large room with fireplace of unknown use. The gardens, laid out by George Kenner, included a sunken rose garden, summer houses, a pigeon loft, stables and hothouses. Thomson went bankrupt during the Depression and was forced to leave the house.¹⁰⁷ The house was sold eventually to Duncan Elphinstone McBryde for £10,000, less than half the original asking price. McBryde was a squatter at Mt Poole station in New South Wales and a founding director of Broken Hill Proprietary. When McBryde wanted to move to a smaller house he offered Kamesburgh to the newly formed Repatriation

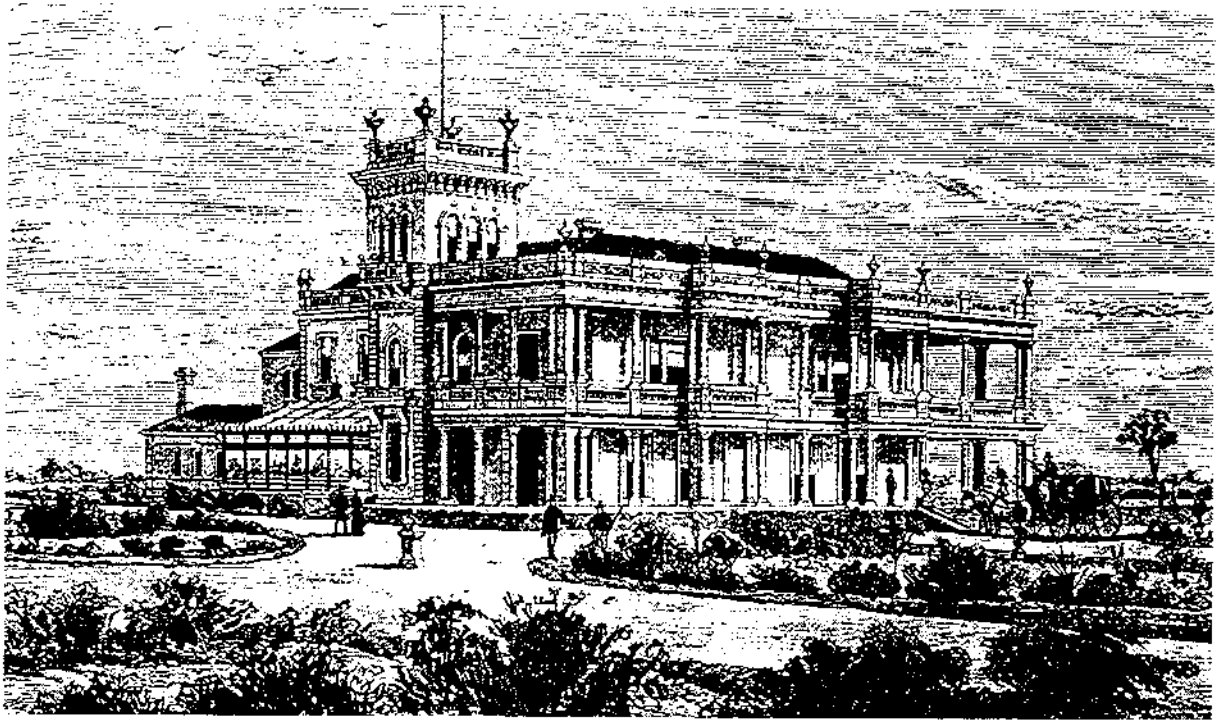


Figure 24 *Kamesburgh, date unknown*
Source: Land Boom and Bust

Department for £18,000. The house was purchased with the Baillieu Gift, a gift of £25,000 by the five Baillieu brothers who did not go to war. The hospital opened as the Anzac Hostel in 1919, with a tablet unveiled in the main hall:

IN HONOUR OF THE BRAVE MEN WHO FOUGHT
IN THE GREAT WAR OF 1914-18
*This property was provided by the
Commonwealth of Australia from the
donation of William Lawrence Baillieu
and his brothers for the use of
incapacitated soldiers.*

The property was divided in half in 1927, the proceeds of the sale reverting to the Baillieu Gift; the money eventually providing for the education of Legacy children, the erection of the Baillieu Library at the University of Melbourne and the establishment of the Baillieu Scholarship to attend the University of Melbourne.¹⁰⁸

Norwood (1891)

Norwood, The Esplanade, Brighton, built in 1891 for Mark Moss, was a 34 roomed mansion set in extensive grounds, in the manner which Michael Cannon called an 'extraordinary red and yellow stucco castle' (Fig. 25).¹⁰⁹ Moss was a Jewish financier who arrived in Australia in the 1850s, when he established a money-lending business. Cannon further described the house as having:

four main bedrooms and six children's rooms. Through the massive front doors, the visitor entered a 'Noble Baronial Entrance Hall', itself thirty feet high, and dimly lit by rays of sunlight filtering through thirty-four stained glass window depicting famous characters from Shakespeare's plays. Further on, the

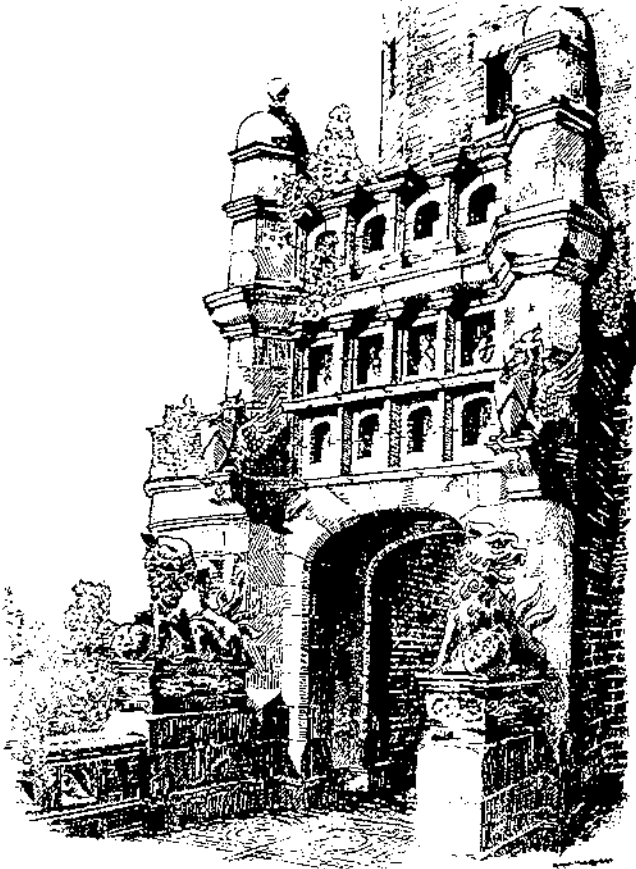


Figure 25 The front entrance to Norwood
Source: Land Boom and Bust

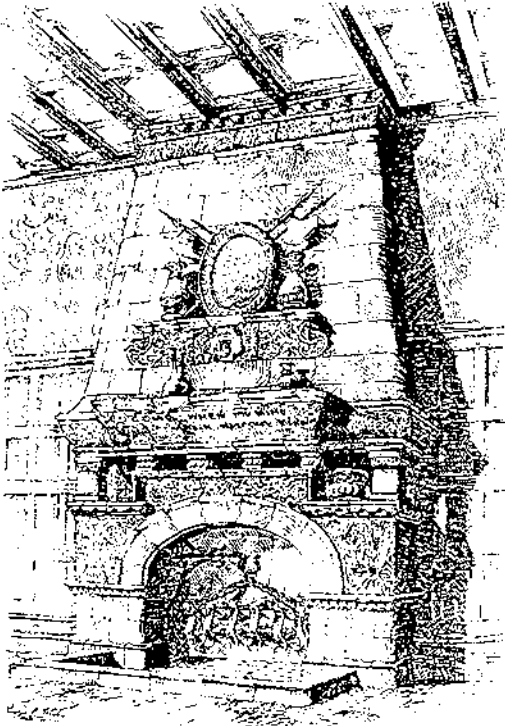


Figure 26 The fireplace in the hall of Norwood
Source: Land Boom and Bust

lavish ballroom was also fitted with a series of stained glass windows, this time depicting various sporting scenes.¹¹⁰ On the ground floor was the breakfast room, smoking room, Roman bathroom, kitchens, and pantries; on the first floor, up a suitably grand staircase, were the main bedrooms and bathrooms; on the second floor was the billiards room and smoking room; while the maids rooms were in a separate wing.¹¹¹ The house was decorated with mediæval armour, huge candelabra and enormous majolica fireplaces (Fig. 26). While outside, the outbuildings had features including orchid houses, marble statues, stables and roaming peacocks.¹¹²

Moss was bankrupt by 1983-4 and after occupying the house for only three years Moss moved back to his previous home, Rosebank, East Melbourne (demolished). Moss later bought more land in Brighton, on Brighton Esplanade, where he built a smaller house than Norwood, also called Rosebank. Norwood was repossessed by the bank and subdivided in 1918. The house was demolished in 1957.¹¹³

3.3 Consolidation: Housing from 1900-1939

After the recession of the 1890s, the municipality witnessed considerable residential development during the Edwardian and inter-War periods, and the full range of housing styles from these eras are represented in Bayside. As would be expected, the housing styles are typically grouped together geographically within suburbs according to their main phases of development. Thus Edwardian Queen Anne style residences predominate in Hampton, Sandringham and Gardenvale, whilst inter-War bungalows and Spanish Mission and English Domestic Revival style villas can be found in East Brighton and areas of both Sandringham and Hampton.

The bungalow style, according to Robin Boyd, 'was conveyed by many houses in and about the developing suburbs of Glen Iris and Brighton. They were the work of the few builders who religiously transposed the American magazine ideal.'¹¹⁴

George Higgins built the first important all-concrete house at 4 Ray Street, Beaumaris in 1912. Higgins, an engineer and contractor, made the roof in a comparatively low pitch for its day, in reinforced dished sections four feet wide running from ridge to eaves. There was no ceiling; the underside of the sloping slabs was rendered. Eventually the concrete moved enough to open small cracks and let the rain in.¹¹⁵

A house in the 'happily eccentric English cottage' style (Figs. 27 & 28) was erected in Brighton in 1931 for journalist, Esme Johnson, who wrote of her experiences designing and helping to build it in *Australian Home Beautiful*. In February 1931 she wrote:

The dimensions of the living room are 31 ft. by 15ft.—an interesting shape and a change from practically square rooms—it has a low beamed ceiling, sand-finished walls, a window-seat and the wide ingle-nook fireplace of the comfortable old English cottage in which our forebears spent so many bearable years.¹¹⁶

Unlike many of Brighton's residents Esme had limited finances and as 'your working girl has to look after her pennies' she decided, to avoid paying rent, to,

provide [herself] with [her] own "six-by-eight" ... a convenient dwelling—a cottagey sort of place with hollyhocks and foxgloves in a garden ... and "that typically English atmosphere so prevalent in the farmhouses of Normandy and Belgium" as Saki characteristically described it.¹¹⁷ Johnson brought timbers from the bush and had the house supported on concrete piers. Most of the materials she bought at auction or found in junk yards. When complete Esme recalled that she overheard a boy comment to his father when passing the house: 'That's a home-made house, Dad', to which his father replied: 'Yes, I know it is. But I like it.'¹¹⁸

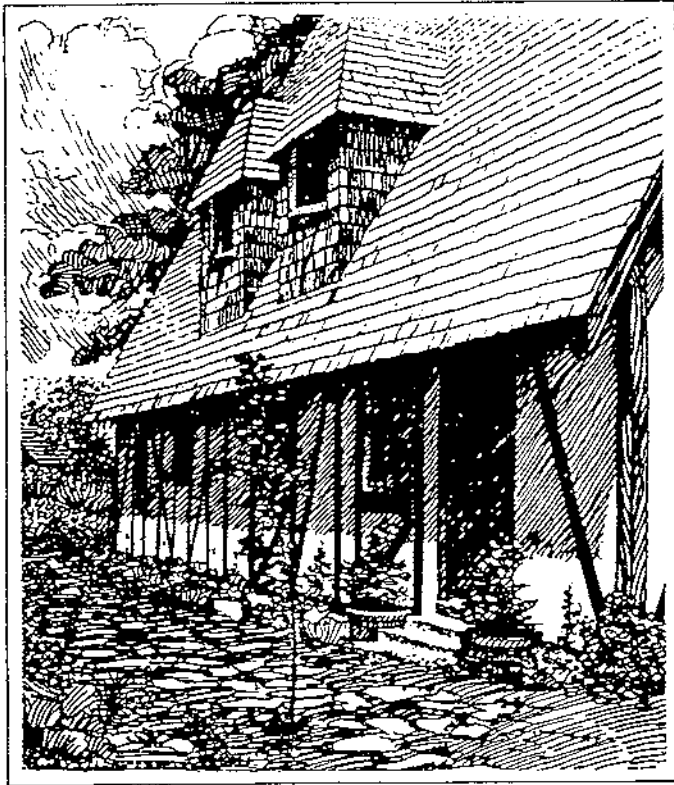


Figure 27 Esme Johnson's drawings of her Brighton home (1)
Source: Australian Homes of the '20s and '30s



Figure 28 Esme Johnson's drawings of her Brighton home (2)
Source: Australian Homes of the '20s and '30s

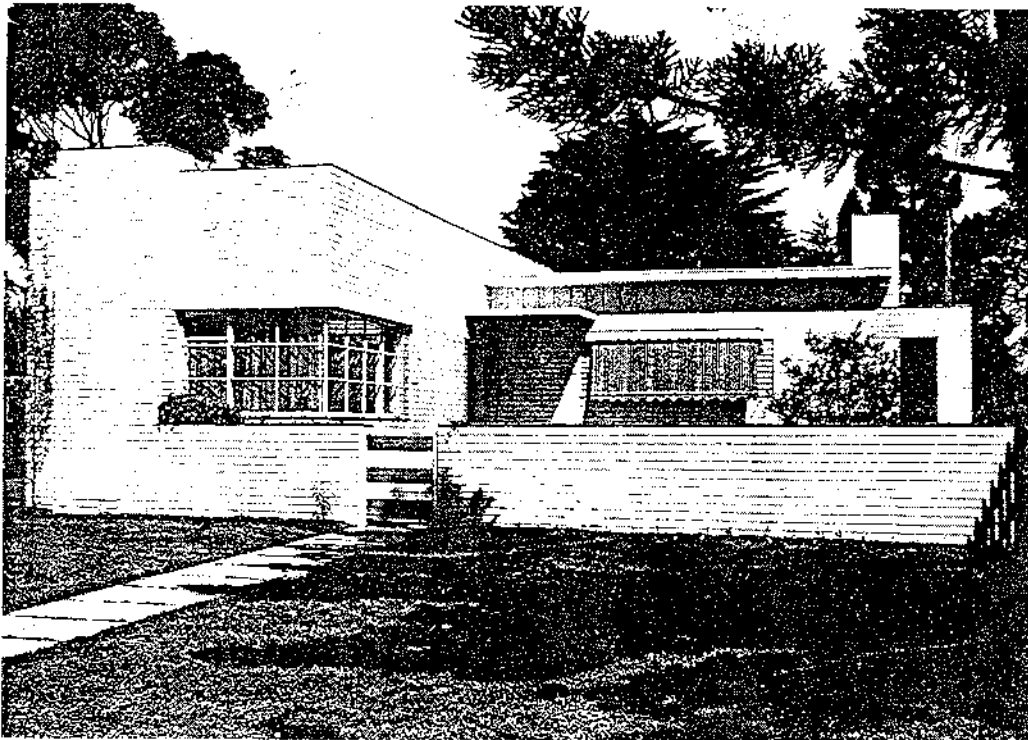


Figure 29 *The George Stookes House, Brighton (1934)*
Source: Australian Architecture 1901-51

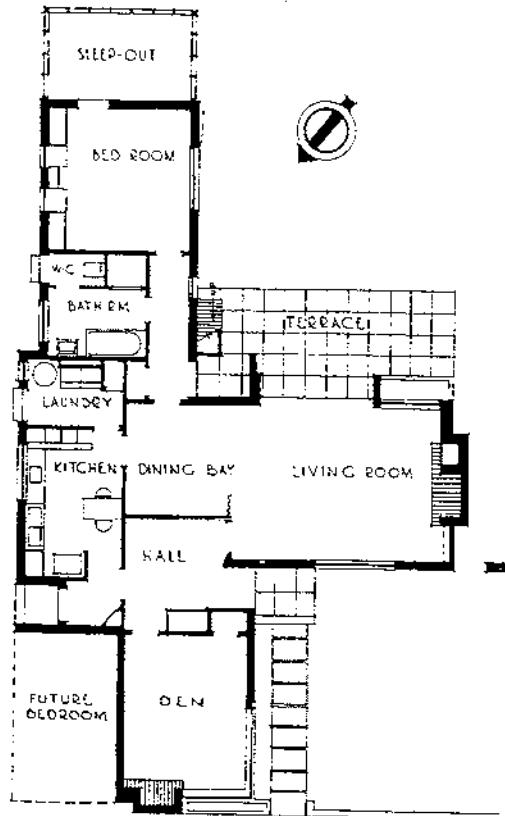


Figure 30 *A plan of the Stookes house*
Source: Australian Architecture 1901-51

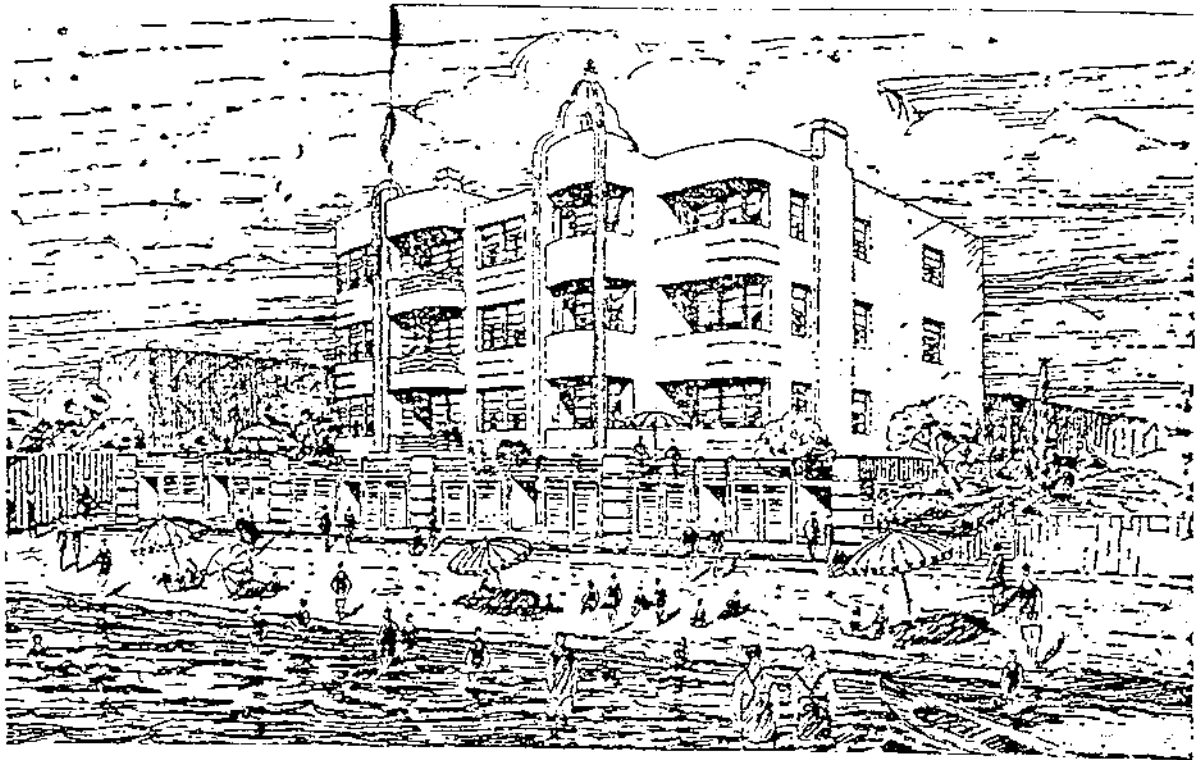


Figure 31 An artist's interpretation of life in Ostend Flats, Age, 31 July 1934
Source: Residential Flats in Melbourne

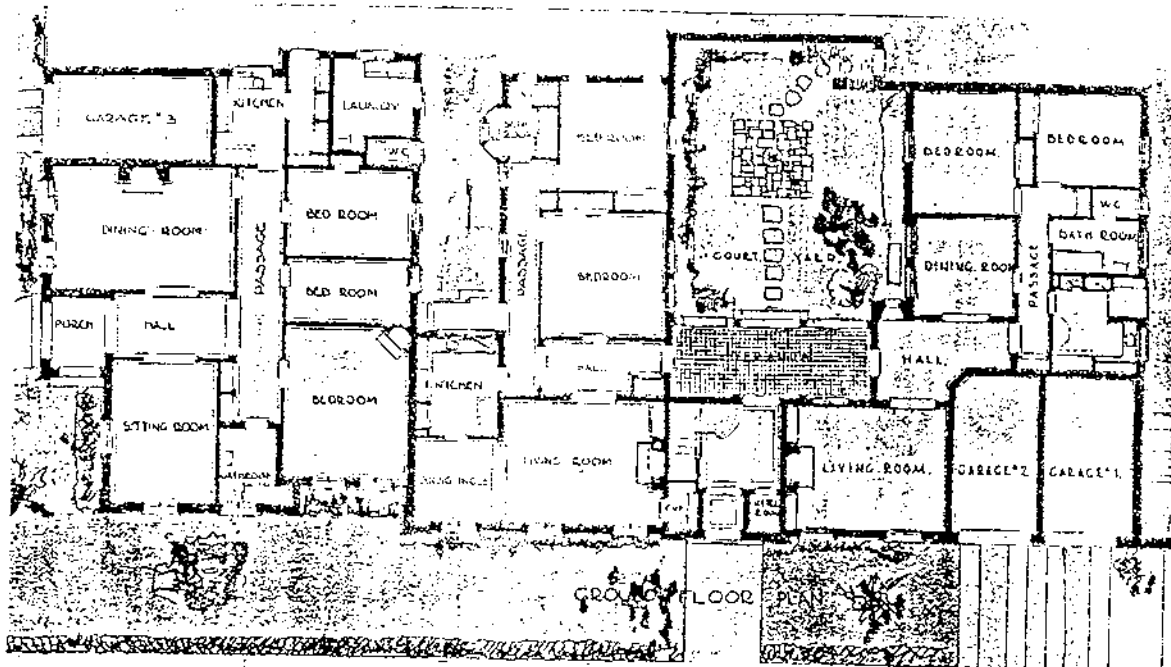


Figure 32 A plan of Eldern Flats
Source: Residential Flats in Melbourne

In 1935 a Geoffrey Mewton & Roy Grounds house (Figs. 29 & 30), located in Halifax Street Brighton, won the *Herald* newspaper's Melbourne centenary prize for the best small house for that year. The house was designed for Mewton's friend George Stooke. The house is said to have been the 'first clear example of the adoption of the International Style for a house in the suburbs.'¹¹⁹

Housing across the municipality dating from this period is characterised by predominantly detached dwellings, including:

- 1920, Gawler & Drummond, South Road, Brighton
- 1920, H P Johnson, Yurnga, 36 Brighton Road, Elwood
- 1923, Gawler & Drummond, St Kilda Street, Brighton
- 1924, Gawler & Drummond, Oakland Flats, Normanby Road, Brighton
- 1928, F K Cheetham, Eldern Flats, cnr Bay Street & St Kilda Street, Brighton (Fig. 32)
- 1932, Cowper, Murphy & Appleford, Middle Brighton
- 1933, A W Purnell, St Kilda Street, Brighton Beach
- 1934, E J & J B Keogh, cnr St Kilda Street & Sandown Avenue, Brighton
- 1934, I G Anderson, Ostend, 4 Seacombe Grove, Brighton (Fig. 31)
- 1934, P J O'Connor, Fiolacleigh Avenue, Brighton¹²⁰

Although the Depression had encouraged the subdivision of many of the area's mansions into small flats, the mid- to late 1930s saw the construction of a number of purpose built blocks of flats, some in the Moderne style, deemed particularly appropriate for their seaside location. Ostend, on the beach frontage, incorporated boat sheds and dressing rooms, and a deck for a roof, creating the perfect bayside lifestyle (Fig. 31).¹²¹ Other flat developments of the decade included:

- 1936, K M Forster, 5 Dendy Street, Brighton
- 1936, K M Forster, Ardmore, 5 Webb Street, Brighton
- 1936, K M Forster, Kanawalla, Bay Street, Brighton
- 1937, K M Forster, 279 St Kilda Street, Brighton
- 1938, Best Overend, Cole Street, Elwood
- 1938, R M & M H King, cnr St Kilda Street & Sandown Avenue, Middle Brighton
- 1939, L H Sherrard, Fewster Rd, Hampton¹²²

3.4 Modern Architecture Hits the Bay: Housing After World War Two

After World War Two the area went through a population boom. Many new housing estates were developed, particularly in Moorabbin, Cheltenham and the newer suburbs of Highett and Hampton. By the 1950s Moorabbin was one of the fastest growing municipality in Australia.¹²³ In 1956, Barry Humphries, under the guise of alter-ego Edna Everage, eulogised the district in 'Highett Fidelity':

The best Highett homes have hundreds of gnomes
All scattered about on the grass
There's wrought iron too, in a pale duck-blue
And acres of sand-blasted glass.¹²⁴

Flat-building, too, continued after the War. In 1950, Frederick Romberg designed Hillstan on a prominent site on the Nepean Highway. The complex, now demolished, was designed with a sunken driveway, over which the two storey flats cantilevered. The scheme allowed for the placement of the service rooms such as garages and laundries under the building.¹²⁵

One of the few places land could still be purchased on the bay after World War Two was Beaumaris. Many notable modern Australian architects built there: Neil Clerehan; Mockridge, Stahle & Mitchell; John & Phyllis Murphy and J F Spears.¹²⁶ Robin Boyd



Figure 33 *The Peninsula house*
Source: Robin Boyd: A Life

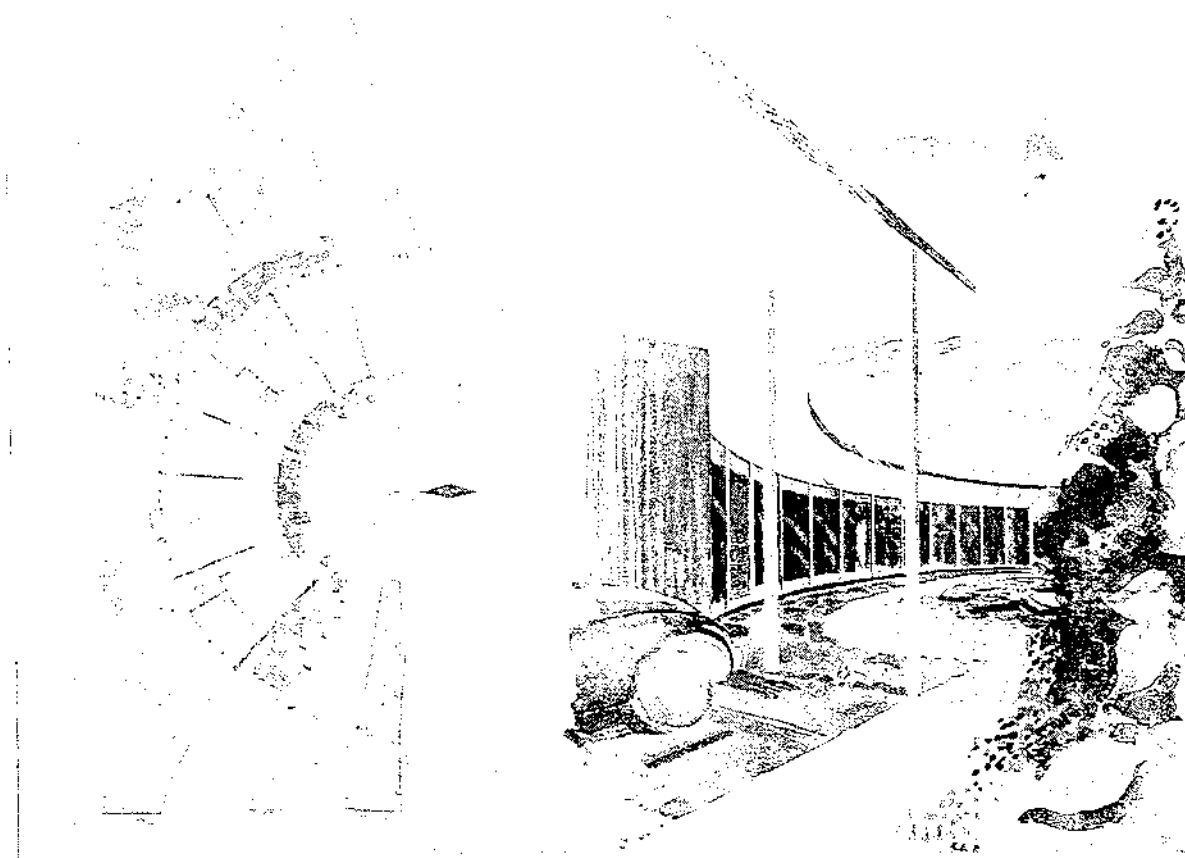


Figure 34 *Presentation drawings of the Lloyd house (1959)*
Source: Robin Boyd: A Life



Figure 35 *The Lloyd house*
Source: Robin Boyd: A Life

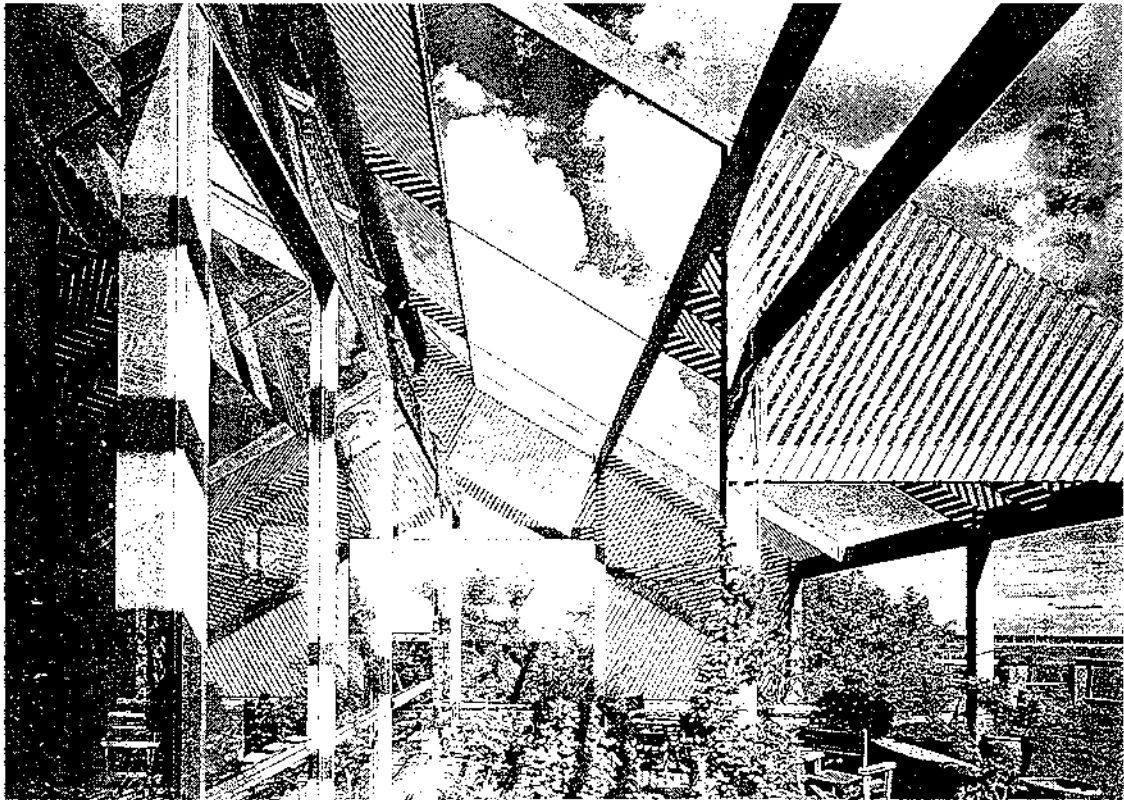


Figure 36 *The Abrahams house*
Source: Australian Architecture 1901-51

designed the Peninsula House, Beaumaris (1955-56), as a project house for Contemporary Homes Pty Ltd (Fig. 33). It was the first of many houses in this design to be built throughout Victoria. Boyd publicised it as the 'first of the "brand name" standard houses to be marketed in Victoria.' The house was pre-fabricated and could be erected in only a few hours.¹²⁷

Robin Boyd designed the Lloyd House, 2 Newbay Street Brighton, in 1959; the house had to be planned around an existing pear tree which the clients, Jan and 'Woods' Lloyd wanted to retain (Figs. 34 & 35). Geoffrey Serle commented that:

Never short of an answer yet diverse with his solutions, Boyd took a slim, rectangular Small Homes Plan and moulded it into a fan shape to avoid the tree. The house turned its shoulder to the street and the main rooms faced a secluded courtyard.¹²⁸

The Abrahams House (Fig. 36), built in 1979 by Daryl Jackson Architects, is, according to Jennifer Taylor, 'sophisticated', constructed in 'silver grey timbers and sand coloured masonry, but far from rustic in character'.¹²⁹ Taylor describes the house as being 'defined by the two tight planar walls to the north and south ... the space of the interior is channelled and visually extends from the angled entrance gate in the defensive wall to the street through the building to the sand and sea and beyond.'¹³⁰

4.0 INSTITUTIONS

4.1 Churches and Cemeteries

With settlement came the need for religious stability, often presented by services held at the homes of local citizens, such as the gathering of the Methodists in the home of Mr Thomas in Union Street. The first Methodist (Wesleyan) chapel was opened in Little Brighton in December 1845. The new chapel was constructed from wattle-and-daub, at the corner of Hodder and Union Streets, facing the Elster Creek (Fig. 37).¹³⁰ When the chapel opened a 'liberal spread of buns and tea for 120 persons' was provided.¹³¹ It was replaced when the present sandstone Uniting Church, St John the Less, was built in Hawthorn Road in 1850-51, which remained in service until the current church was built in 1891 (739 Hawthorn Road). The old building was then used for the Sunday School, meetings and a social focus for the church community.¹³² The 1891 church was extensively damaged in the 1918 cyclone, including the destruction of the spire, a local landmark, and was repaired and reopened in September 1918—without the spire. The building was substantially altered during works to the interior in 1964.¹³³

Other faiths followed in the footsteps of the Methodists. Jonathon Binns Were¹³⁴ donated land for a Roman Catholic Church, which opened on 30 April 1847 as the Brighton Catholic Chapel. Much of the local money contributed for its erection was raised by 'Richard Martin, a queer old market-gardener of Little Brighton'.¹³⁵ A Sunday school was established in 1848 by Thomas Ricketts, who was concerned with the lack of education available for the local children.¹³⁶ The school organised services and plays for the children. In January 1849, the Church of England allotted a pastor to Brighton, Mr Brickwood, a school teacher about to take orders, who would take services in the existing building.¹³⁷ By 1851 a new church was being erected which was opened by the now Rev. Brickwood on 12 October that year.¹³⁸

A Primitive Methodist Church was opened on 20 April 1851, financed by subscriptions worth £112.15.4 and 'friendly promises of £66'.¹³⁹ A third Methodist chapel was opened on 21 September 1851, resided over by the Rev. W Butters, which was, according to Garryowen, a

smartly got up, comfortable little building of 26 feet by 30 feet, the land for which had been kindly given by Mr. J. B. Were, and the plan prepared by Mr. James Webb, whilst Mr. James Moore supplied a quantity of bricks. It was built in a very quiet way, altogether by private contribution unobstentatiously given.¹⁴⁰

In 1854, the Methodist Church began to hold services in Stephen Charman's¹⁴¹ wooden home in Cheltenham. Charman donated 1.5 acres (0.5 hectares) of land fronting Balcombe Road to the church the following year for a chapel, school and cemetery. Known as the Zion Church, it was completed by 1857. Charman later became involved with the Primitive Christian movement and also donated land for their church, after having services at his home. The Zion Church was later moved to Langwarrin and the cemetery was only used until the general cemetery was opened in 1865. The land remained in the church's possession until 1956 when it was subdivided.¹⁴² It is thought that the old cemetery (now known as the Beaumaris cemetery) is located under a row of six houses in Balcombe Road and Bickford Court. It is the burial place of many pioneers of the Parish of Moorabbin.¹⁴³

In 1865 the church committee of St Matthew's Church, temporarily housed in the Church of England School No. 127 (or the Silver Street School), authorised the Rev. Taylor to apply for a grant of land to erect a church. Part of the government reserve was

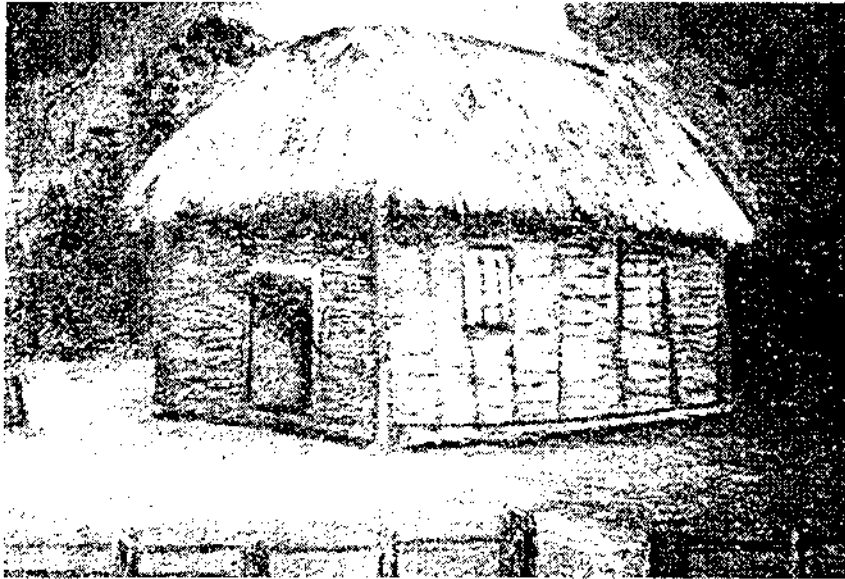


Figure 37 Wesleyan Chapel, Union Street Brighton, c.1845
Source: Melbourne Churches. 1836-1851

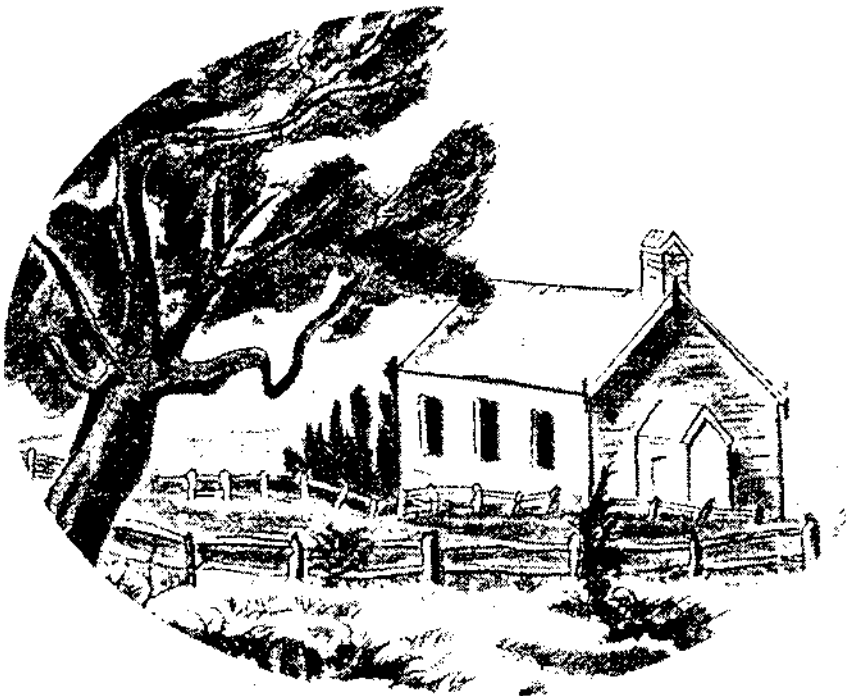


Figure 38 The Spring Grove Church, Weatherall Road, c.1855
Source: Moorabbin: A Pictorial History. 1862-1994

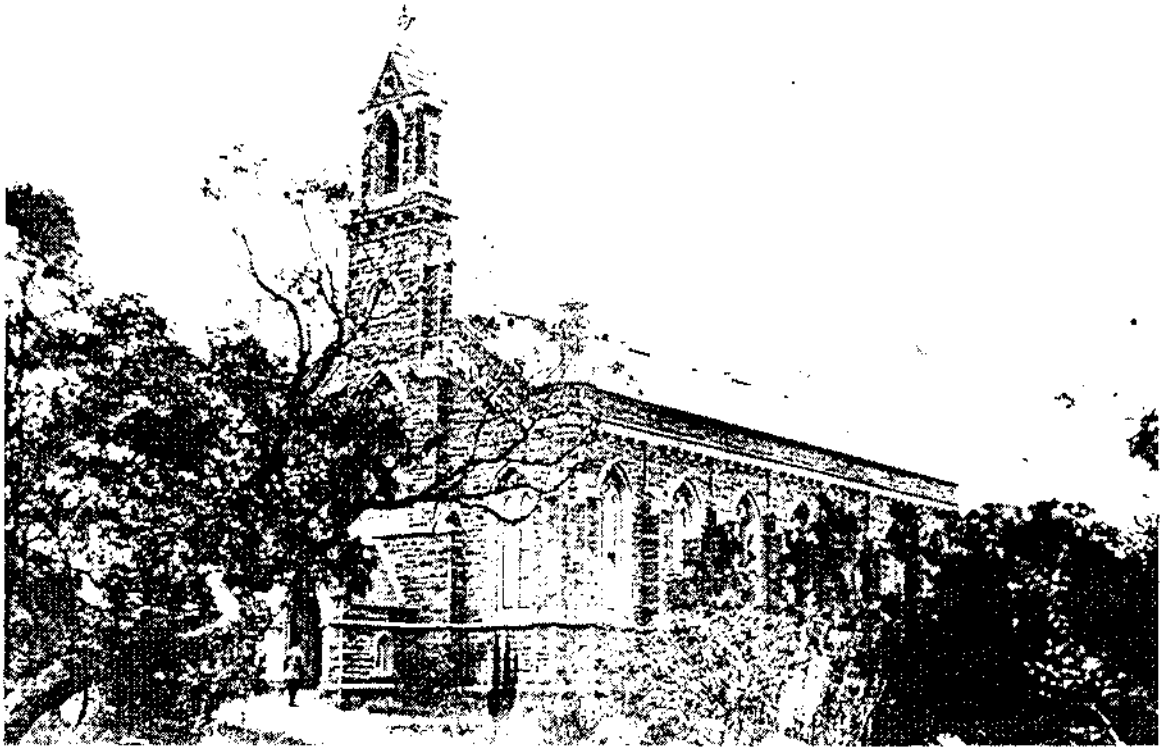


Figure 39 *St Andrew's Church, New Street, Brighton, c.1870*
Source: A History of Brighton

chosen and a church costing several hundred pounds was dedicated on 14 April 1867.¹⁴⁴ A vicarage was built by Mr Ireland in 1890, which was remodelled in 1946. A new Sunday school was built in 1953, the old vicarage was sold in 1963 and a new one built and in 1966 a new Parish Hall was built.¹⁴⁵

The first service of the Union Chapel was held by John Vernon, of the Black Street Congregational Church in the Hunter's Rest Pub, Point Nepean Road. The services remained there until the hotel burned down, and a chapel was erected within a month.¹⁴⁶

In 1875, Charles Webb designed the polychrome Congregational Church, now at 15 Black Street, Brighton.¹⁴⁷ A Protestant Hall (Lodge) was erected in Cheltenham by 1882.¹⁴⁸ A church was erected on the corner of Were and Roslyn Streets in 1885. The Primitive Methodists erected a larger red brick church in 1890 in Male Street.

In 1906 the Sandringham Sacred Heart Church was erected on the corner of Sandringham and Fernhill Roads, designed by Robert H Schreiber. An associated convent was erected in 1929, replaced by a new building in 1953. The 1953 building was designed by Brophy & O'Connor and built by Mr Henderson.¹⁴⁹

In Gardenvale, a wooden Methodist Church was erected in Cochrane Street, for the group of residents who had begun to meet in the Elsternwick State School. A larger brick church was erected in 1925 on the same site, the wooden building moved back to accommodate it. The same year the church was named the Hunt Memorial Church after the death of the first minister, Rev. William Hunt. The church was closed in 1972, as a result of poor attendances.¹⁵⁰

The Beaumaris Baptist Church was erected in 1959, designed by Eric Lyon, a local architect. The church was built on land previously owned by Perry's Circus, who used it as their winter resting ground, and was financed by a loan from the Home Missionary Society. The building, which cost £7,750, opened on Saturday 25 February 1961. The building was

extended in 1963, at a cost of £3,000, and a manse was provided in 1968 on land previously owned by G J Coles.¹⁵¹

In 1855 the Brighton General Cemetery was opened as the population swelled and the need for a local cemetery increased. The New Cheltenham Cemetery was constructed in 1933 in response for demands for additional space associated with the increase in local population in the preceding decades. Noted as 'Cheltenham Cemetery No. 2' on the plaque commemorating the opening in March 1933, it replaced the old cemetery adjoining the Cheltenham Railway Station which was reserved in 1864. Plans for a new cemetery in the early 1930s were initially opposed on the grounds that a crematorium would be more appropriate. Eventually, however, the proposal for a new cemetery was accepted. The previous Cheltenham cemetery, near the railway station 'rapidly becoming filled' and the problem had been exacerbated by the closure of the nearby Brighton cemetery. The new cemetery was designed by Mr F C Cook in conjunction with architect Alderman [Frank?] Stapley. The design reflected a desire for order and regularity and an emphasis on efficiency, hygiene and maintenance. The Health Department approved the site and commended it as 'the best possible ... having perfect drainage on all sides.'¹⁵² The plan was described as being 'different to many other cemeteries, so many curves being eliminated which were difficult to follow'.¹⁵³ The design was noted to feature sealed driveways, which it was considered would be long lasting and require no maintenance. The graves were considerably cheaper than those at the old cemetery, some as much as half the cost.¹⁵⁴ It was declared that the new cemetery would be one 'to be proud of as well as an asset to the district.'¹⁵⁵

4.2 Schools

Early Bayside schools included the first Little Brighton Wesleyan School, constructed from wattle and daub, with a thatched roof;¹⁵⁶ and Church of England School which opened in Francis Street, Gipsy Village in 1855 at a cost of £189. The initial enrolment was 20 pupils, which had grown to 36 in three years. The church was demolished when the Education department purchased the land, including the school, boarded by Francis, Henry and Bamfield Streets in 1885, erecting a new brick building. A small portion was retained when the current building was erected.

There were four schools in Beaumaris-Cheltenham: No. 84 in its original position on Latrobe Street (in the City of Kingston) before it was moved to Charman Road; the Spring Grove School, in Weatherall Road; and the Church of England School No. 127, probably in Silver Street (in the City of Kingston).¹⁵⁷

The Wilson Street school in Brighton, able to house approximately 500 children, was erected in 1874-5 to the design of Terry & Oakden (Fig. 40).¹⁵⁸ The building replaced a number of temporary schools including one at Brighton Beach. The first year's enrolment reached 728, however only 476 attended regularly. As there was no local high school the Wilson Street school covered Matriculation, Civil Service and State School Exhibition Examinations. By 1909, with 230 too many students, overflow classes were being held in Forester's Hall in Carpenter Street. A new Infant School was opened in 1910 facing Wilson Street, at a cost of £5,000, which comprised seven classrooms, with a central hall, and was able to house 350 children.¹⁵⁹

The Melbourne orphanage and school was opened in Brighton in April 1878, known as Brighton Orphanage School No. 2048. It was the second state school established in the Borough as a result of the 1872 *Education Act*. The school was based around the concept of a farm, with the site between Dendy Street and Windermere Crescent covering 12 acres (5 hectares). This was enlarged to 17 acres (7 hectares) when Thomas Bent purchased the land fronting Whyte Street.

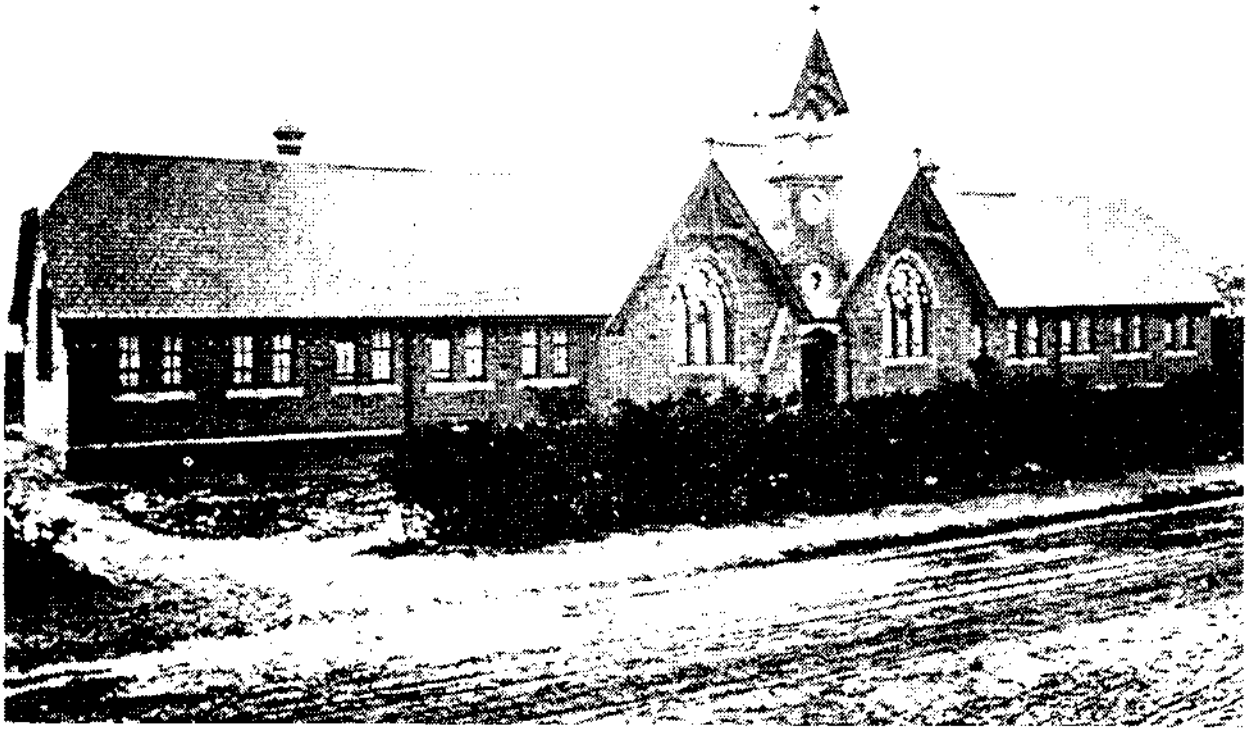


Figure 40 Brighton State School No. 1542, designed by Terry & Oakden in 1874-75
Source: Victorian Schools: A Study of Colonial Government Architecture

The school building fronted Exon Street, comprising an infants' room and a main room. Overcrowding led to the purchase of land between Church and Roslyn Streets (now the Hanby Street Reserve) but the building was abandoned because of the 1890s Depression. In the early 20th century the complex included a farm and the boys were taught milking, crop cultivation, hay-making, ploughing, digging and vegetable growing; while inside the girls were taught cookery.¹⁶⁰

In August 1878, State School No. 213 was erected in East Brighton. A one room brick school was erected in Sandringham in 1885.¹⁶¹ A local primary school was erected in Black Rock in 1910, at Hampton in 1913, at Beaumaris in 1917, at Sandringham East in 1931 and Beaumaris North in 1959.¹⁶²

The Beaumaris School (1917) was opened by Fairlie Taylor (nee Addie Fairlam) from Cheltenham. In her memoirs, *Bid Time Return*, Taylor, recalled that

There was no proper school building, but the Department hired the Beaumaris hall, a great lofty brick barn of a place which had been constructed in the hey-day of the land boom. It stood among clumps of ti-tree, scrub gum and wattle in Bodley Street, on the site now occupied by the kindergarten and Beaumaris Tennis Club. It had certainly been built on the grand scale, 120 feet [36 metres] by 40 feet [12 metres], with a stage and dressing rooms at one end, and cloak rooms and a wide balcony at the other. And all this to accommodate the fourteen children who were enrolled on the opening day!

The problem was, nobody could hear a word I was saying, for my voice echoed round the great empty hall. Finally we decided that the two dressing-rooms should become the school. It was a do-it-yourself operation. Boys came armed with hammers, nails, saws and paint, and knocked the two rooms into one. Girls

brought brushes, buckets, soap and flowers. We fixed the easel blackboards to the wall and between us we made ourselves a model rural school.¹⁶³

The Hampton State School became the first Higher Elementary School in the metropolitan area in 1921, an offshoot of the old Hampton State School. In 1925, 4 acres (1.5 hectares) of the former Castlefield Estate was purchased from the War Services Homes Commission for the construction of the Hampton Infant School. This was converted in 1935 to become the Hampton High School.¹⁶⁴

In 1988, the Sandringham Technical School (established 1949), and the Hampton, Highett and Beaumaris High Schools combined to form the new Sandringham Secondary College.¹⁶⁵

4.3 Hospitals etc.

The Baillieu family donated money to purchase Kamesburgh (built 1874)¹⁶⁶ to the Repatriation Department and the Red Cross, who used it as ANZAC Hostel, a convalescent hospital from 1919.

Bishop Goe opened a Home for Neglected Children near Norwood on Beach Road Brighton. The Home was open to all children who needed it: 'No denominational distinction will be made in the children taken into the home ... We will not inquire whether the children are branded with a big P. for Presbyterian or a great M. for Methodist.'¹⁶⁷ The Home was run by a former member of the Presbyterian Church, Miss Sutherland.

The first baby clinic in the Brighton district was opened in 1920, at the same time the Baby Health Centre Movement was established, with government and council help, in the Public Library.¹⁶⁸

Initially delayed by World War Two, the plan of the first Sandringham and District Memorial Hospital, prepared by the Chief Architect of the Public Works Department, Percy Everett, was submitted to council in 1946. It was a T-shaped plan with a frontage to Bluff Road, the proposed location on the corner of Edward Street, which could be extended to a crucifix-shape plan if more room was needed. It was based on popular overseas designs which were flexible both up and out. This design was replaced by a circular 'hub-and-wheel' design, presented by Edmund Dorney to the committee in 1956. Funding problems stalled the hospital further, until the early 1950s when Dorney's concept was developed and built.¹⁶⁹

The Girraween Home For The Aged was initiated in 1960, when the Trustees of the New Street Methodist Church planned to build a home for the aged on church land fronting Outer Crescent. The first building was completed in 1967, with additions to the complex in 1971, 1972, 1982 and a new building at 453 New Street Brighton in 1989.¹⁷⁰

4.4 Meeting Places and Civic Centres

The first Mechanics Institutes in the area was a timber building built in Cheltenham in 1856, on the site of what is now the Free Library (in the City of Kingston). The hall was the meeting place of the Cheltenham-Beaumaris Young Men's Improvement Society.¹⁷¹ A second Institute was erected in 1867 (Fig. 41), on the corner of South Road and the Nepean Highway, shortly after the Moorabbin Shire Hall was completed. The hall was the location for a library, 'concerts, dances, fetes, lodge meetings, wedding breakfasts and, when the cinema arrived, moving pictures.'¹⁷² Other activities held there included: billiards, Australian Natives Association meetings, a gymnasium, spelling bees and musicals. The building was demolished in 1960 to be replaced with the Cheltenham Hall and Library.¹⁷³

William Wilson, father of Thomas Wilson, a councillor and a land speculator, owned land on the north side of Boxshall Street which extended to St Andrews Street. He sold land on the

corner of Wilson and Carpenter Streets to the Council for its Town Hall. The first council offices and courthouse was held in an existing weatherboard shop at the corner of Carpenter & Wilson Streets. By 1861, the council had purchased this land and built a brick courthouse. The land was permanently reserved for the council in 1871. In 1886 a permanent Town Hall was erected in 1886, one year before the formation of the Town of Brighton in 1887. The hall, chamber and offices were remodelled in 1933. The third Brighton Courthouse was built in 1936; designed by Percy Everett, the Chief Architect of the Public Works Department. It was built by W A Medbury in 1936 at a cost of £2,595.¹⁷⁴ Everett also designed the similarly styled Sandringham Courthouse in 1944.

The City of Brighton Council Offices were built in 1959 (Fig. 42); designed by architect Kevin Knight, of the firm Oakley & Parkes. This building is now council offices and library, recently added. The Sandringham Municipal Offices were erected in 1962, designed by Bates Smart & McCutcheon. The building was reclad and extensively altered in 1996, and is now the Bayside Corporate Centre. The Bayside City Council is located in this building.



*Figure 41 The Cheltenham Mechanics Institute and Temperance Hall, date unknown
Source: Moorabbin: A Pictorial History, 1862-1994*

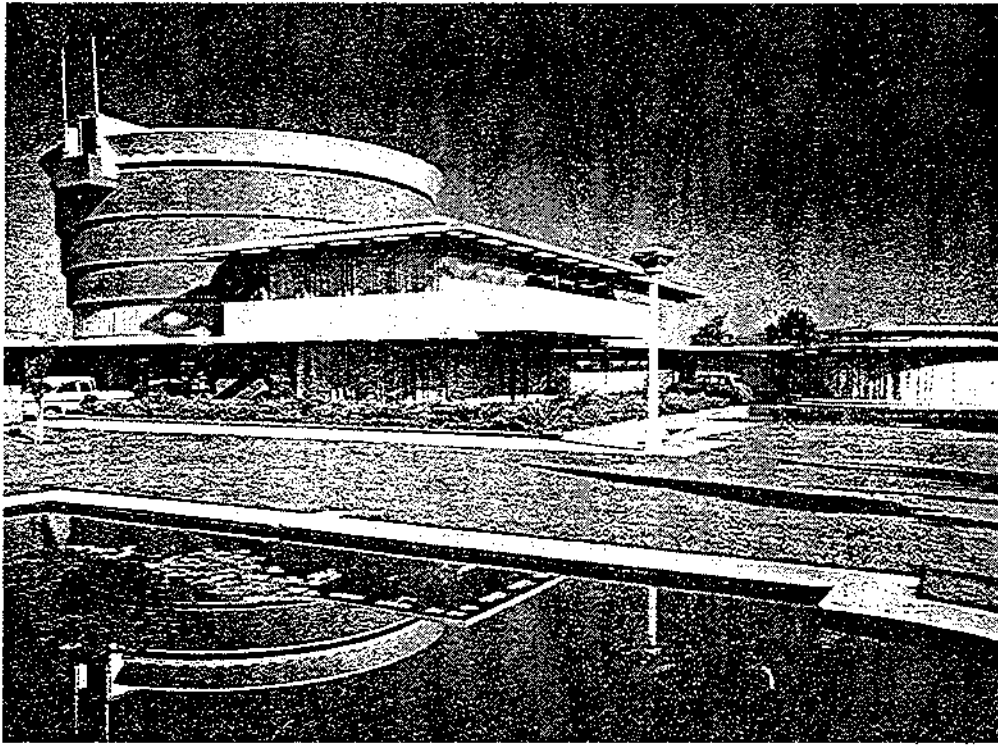


Figure 42 Brighton Municipal Offices, Boxshall Street, Brighton, c.1960
Source: A History of Brighton

5.0 MAKING A LIVING

5.1 Early Stations

Two stations are shown on the first plan of Henry Dendy's Special Survey; to the north-west is the Moorabbin Cattle Station and to the south-west is the Ballygul Station. Moorabbin Station was run by brothers, John and Thomas Martin; while Ballygul Station was Daniel McArthur's. Both properties ran cattle, rather than sheep.¹⁷⁶ The run of the King brothers, Moorabbin, bounded the eastern extremity of Dendy's survey; outside the current City of Bayside boundary. The King's took out their run in 1840.¹⁷⁷ James B Moysey and Nicholas Moysey obtained a government lease for their run 'Beaumaris' in the 1843, comprising around 3,200 acres (1,320 hectares). This run took up most of the land not leased by the Kings and Alexander McDonald and encompassed the areas now known as Black Rock (to the Nepean Highway), Mentone, west of Warrigul Road, and Beaumaris.¹⁷⁸

In 1847 the Colonial Government began to grant leases in the area from Melbourne to Melton, Whittlesea, Healesville and Frankston which only lasted for one year. Nicholas left the run to James, who in 1848 exercised his pre-emptive right and purchased 30 acres (12.5 hectares) at Red Bluff, which included a water-hole.¹⁷⁹ The following year he leased only 640 acres (264 hectares) around his homestead. Moysey increased his holding when he purchased a further 50 acres (20.5 hectares) in 1852. He built a homestead, now the site of 47 Cromer Road, which was demolished in the late 1930s when the land was purchased by the Dunlop-Perdieu Rubber Company to create a garden-village.¹⁸⁰ Moysey and his wife Susannah had moved from the property to Narre Warren in 1881.¹⁸¹ Cromer Road marks the eastern boundary of Moysey's run; a monument to the family is located at the Bodley Street intersection of Beach Road.¹⁸²

William Hightett operated a run between what is now Hightett and Hampton, although he owned land between Sandringham and Brighton.¹⁸³

5.2 Primary Industry

Land in the area around Cheltenham and East Brighton were in demand by farmers as there was a constant supply of water available and the route into Melbourne was direct. The land, although not particularly fertile, was free of rocks and timber and did not required clearing as did the land on the other side of Melbourne. Most early farming was subsistence farming, and was operated on English methods. Then, by 1845, the following crops were being farmed in Brighton; the bracketed figure is the total acres farmed around Melbourne:¹⁸⁴

Crops in Brighton and the Melbourne District in 1845				
Wheat	Barley	Oats	Potato	Maize
110 (6471)	40 (872)	100 (3645)	40 (727)	0 (46)
Garden	Vines	Turnips	Lucerne	Peas
10 (161)	0 (16)	0 (5)	0 (15)	0 (16)

The land initially had a bad reputation, although by 1843 melons and vegetables were being grown in Brighton for sale in Melbourne.¹⁸⁵ Then the *Patriot* declared in January 1846:

A FACT. Most of our readers are acquainted with the sandy nature of the soil in the vicinity of Brighton, and the bad name in consequence of its sandy appearance which it has hitherto borne. Strange enough, however, this season the despised soil is producing 25 and in some instances 30 bushels of wheat per



Figure 43 A market gardener's cart loaded for the trip to Melbourne, date unknown
Source: Moorabbin: A Pictorial History, 1862-1994

acre. It would appear that in hot climates, soils of the nature alluded to, are best adapted for vegetable growth, for at a depth of a foot moisture is invariably found.¹⁸⁶

Then, the following year, in 1847, Dr Lang, described the land and produce at fellow Scotsman, McMillan's farm:

The land at Brighton is pretty heavily timbered and a farm adjoining Mr. McMillan's which was cleared by hired labour cost £5 an acre to clear, but this industrious man and his sons had cleared the whole of their land, burning out every tree to the roots, dividing the land into convenient paddocks, with strong rail fences and bringing it into a state of the highest cultivation. The land at Brighton, as is generally the case near the sea, is light and shady; but being well situated for rain, it throws up an excellent crop of wheat under good management, the produce realised by M McMillan having averaged from 30 to 40 bushels an acre ... He had rented the next farm to his own during the year 1845 and at the period of my visit he had a stack of sixty tons of oaten hay to dispose of in Melbourne and from 700 to 800 bushels of wheat, and he considered himself worth altogether £1,100, which I had reason to believe was a very low estimate of the value of his property.¹⁸⁷

By the 1850s the combined market gardens of Brighton, Moorabbin, Bentleigh and Cheltenham were the largest outside Melbourne. It was to become known as the 'sand-belt' and was synonymous with market gardening.¹⁸⁸ Many of the gardeners were those who emigrated to make their fortune at the gold fields and failed; while many of the Chinese market gardeners began as fishermen, supplying the goldfields with small dried fish—'smig'—an Asian delicacy.¹⁸⁹ In the government land sales of 1852, Stephen Charman¹⁹⁰ purchased Crown Portion 50, 160 acres (66 hectares) for £328 and 'a quit-rent of one peppercorn yearly forever'.¹⁹¹ The land is bounded by the present Balcombe Road, Weatherall Road (formerly Spring Grove Road), Charman Road and a line passing through Marlo Grove.¹⁹² They named their new property Spring Grove because of the plentiful supply of spring water.¹⁹³ Charman became a market gardener, who specialised in calendulas (marigolds), which he sold to the chemists, Martin & Pleasance. Charman remained on the land until 1872.¹⁹⁴

Other market gardeners, a dominant industry throughout the Bayside area, included the Le Page family,¹⁹⁵ in Cheltenham. Nicholas Le Page and his family emigrated from Guernsey in 1852, living in Prahran temporarily before settling in Josiah Holloway's Two Acre Village (now Cheltenham) with the intention of establishing a market garden. His eldest son, Francis (Frank) worked with him from the age of 14 before leaving the area, working as a coachman. He returned to buy a tract of land adjoining his fathers in Bernard Street and also established a market garden. His son Everest, and grandsons—Frank, Vern and Len—all became market gardeners in the area.¹⁹⁶

Each week, sometimes twice, the produce would be piled high on the gardeners cart (Fig. 43) and it would be transported to either the Eastern market, in Bourke Street, or the Victoria market. On the way home again the empty cart would be filled with manure to fertilise the sandy soil. Special steel plate tracks were laid in the road in 1885 to ease the way for the heavy carts, at the cost of £2,000 a mile.¹⁹⁷ The track, which originated in Germany, was rare in Australia, and the Nepean Road stretch was the longest in the country. According to John Cribbin, the track comprised 'two lines of broad steel rails, set in concrete an axle-width apart. Each rail had an outside lip that maintained the cart wheels on the track, and between the lines bluestone or redgum sleepers provided a clear safe footing for one horse or, less comfortably, two.'¹⁹⁸ The tracks were gradually taken up after the 1920s. There are no remains in the City of Bayside, however, track can be seen in Centre Dandenong Road, alongside the airport, and reproduced at the Moorabbin Historical Society, Box Cottage, Jasper Road, Ormond.

There were dairies in Brighton from the beginning; small-scale to serve local needs. By 1859 there were four dairy herds in Brighton; farmers/companies included Durrant's, Albert Dunkley and the Brighton Model Dairy & Ice Company Ltd. The herds never really grew in size, those farmers who wanted to expand moved to areas such as Gippsland and the dairy industry in Brighton died out by World War One. Other livestock, by 1856, included, according to the Parish figures, 445 horses, 1,131 cattle, 1,160 pigs, 40 sheep and 45 goats. These figures include the stock of the squatters Keys and Moysey, whose herds may have numbered several hundred each, and the holdings of other settlers south of Brighton, but within the Parish.¹⁹⁹

Small vineyards were established in the 1840s; by Henry Moor on South Road (five acres or 2 hectares), and by Henry O'Neill on the corner of North and Arthur's Seat Road. It was expensive business, costing around £200 per acre, and the number of vines, and the quantity they produced was minimal. Mostly dessert grapes were grown and by the 1850s Brighton produced most of this type of wine in the colony.²⁰⁰ In addition, grapes were favoured on private verandahs, rather than ornamental plants.

In 1871, a Royal Commission was appointed to 'consider and report, how far it may be practical to introduce into this country branches of industry which are known to be common and profitable among the farming population of Central Europe' noted that olives were being grown in Brighton, among other places, however, 'owing to there having been no sufficient means available for pressing, the olives have, in most cases, either been allowed to fall from the trees unused, or else have been applied to so poor a purpose as fattening fowls.'²⁰¹

Owners of Livestock ²⁰²							
Year	Horses	Milch Cows	Other Cows	Sheep	Pigs	Goats	Poultry
1880	454	566	248	100	631	92	14,348
1885	454	637	186	150	315		
1890	988	606	223	169	218	49	28,551
1900	729	531	253	53	126	63	
1906	108	357	11		6		
1910	111	425	11		12		
1915	100	296	4		9		
1920	107	314	8		15		
1925	57	98			9		

5.3 Manufacturing

Until the inter-War period the dominant industry in the Brighton area was market gardens and nearly all other industries were secondary to it, including blacksmithing and carriage building. Later, manufacturing in Brighton was restricted by the council to a 200 metre strip either side of the Nepean Highway; the location of the soap makers, carriage makers and blacksmiths of the 19th century.²⁰³ Early industries, those on the first years of settlement included fishing, professional fisherman settling along the coast in the 1840s, attracted by an abundance of fish²⁰⁴ and salt mining.

The promise of the new industry was proclaimed when Dr Jamieson discovered a quantity of salt in a fissure of rock which protruded into the Bay at Brighton, but nothing became of it.²⁰⁵ It was there that the first extraction of common salt in the Colony of Victoria was made in 1846; the salt was thought to be of good quality but it discoloured quickly and was replaced by salt from Liverpool until the industry was established in Geelong.²⁰⁶

Other industries were farm related, such as the Hurlstone Flour Mill in Brighton, catering to the areas wheat farms which produced yields of 25-30 bushels per acre.²⁰⁷ Brothers Peter and Alfred Hurlstone constructed a windmill from local burr stone in 1844-5, making it one of the earliest outside Melbourne,²⁰⁸ realising that farmers would use local millers because

of the large cost of freighting grain. This in turn would provide cheaper flour for the surrounding community.²⁰⁹ The mill was unique because it was one of only ten known windmills to operate in Victoria, and one of only one or two around Melbourne.²¹⁰ The mill was located at the corner of Union Street and Hawthorn Road; the extension of Hawthorn Road into Brighton is now called Mill Street.²¹¹ The windmill was replaced by a threshing machine which was originally an engine belonging to the 'Firefly', the first steamer on the Yarra of which Peter had been Captain,²¹² which the Hurlstones converted and threshed corn for 4d. per bushel.²¹³ The mill was seen as a sign of local prosperity and would have attracted more farmers to the area, recognised in the fact that the windmill was on the Brighton municipality coat of arms from foundation in 1859 to 1887.²¹⁴ Peter Hurlstone left the area in 1864 and sold his mill, which was moved to Point Nepean Road, near Union Street, when it was sold to Joseph Matthews in 1867.²¹⁵ The mill remained in operation until c.1880.²¹⁶

A brickfield was operated by Mark Linsay on four acres (1.5 hectares) north-east of Linsay Street, named after Mark and his brother Steve. Both brothers had been brickmakers in Surrey before they left for Australia.²¹⁷ The soil in Brighton was good for bricks and by 1859 there were four brickfields in operation—one operated by Dendy's immigrants, one by the Lindsay brothers, and two others.²¹⁸

5.4 Shops in the Suburbs

By the 1850s, Cheltenham supported a number of local businesses, as described by William Bruton in his book *Local History*:

a general store being opened by Mr Trail for men's and boy's clothing; fashions for ladies; Holloway's Pills and ointment; Saxby's Almanac, cutlery, iron-ware, pots and pans, crockeryware, horse feed, general groceries, brown sugar, green kerosene, and a barrel of very salty fish at the door. ... A wheelwright and blacksmith business was started by Mr. Dwight, Mr. Collie being the smith, where all classes of vehicles then in use were built ... Mr. Freeby supplied everyone with meat, the cart which contained everything in the meat line, together with tools of the trade, went one way one day, and another the next. ... Mr. Griffith supplied all with bread at a lower rate than has since been charged. One of the first here was Dr. Goldstone who had an army practice, when pasteurology was not around, when X-rays and radium were unknown. The nearest chemist was at Brighton.²¹⁹

The 1864 *Sands and McDougall's Melbourne Directory* only lists occupants within the Borough of Brighton, the majority of which are private homes. Bay Street and New Street share the trades. In the former are a tailor, a bootmaker, a greengrocer, a druggist, a woodyard, a butcher, a draper, an oil and lamp merchant, and a watchmaker. In New Street could be found a baker, two drapers, two painters, a general store (Cograve & Stamp), a butcher, and two grocers.²²⁰

The 1870, the *Melbourne Directory* still only included the Borough of Brighton. While a number of streets had a small number of shops such as Lindsay Street (a fishmonger), Lynch Street (a stationer), Collins Street (a draper), and Arthurs Seat Road (two grocers); most shops were in Church Street, Bay Street or New Street, with a smaller number in Cochrane Street and Carpenter Street. In Church Street could be found a stationer, a grocer, a butcher and a draper. In Bay Street there were two bakers, two grocers, a butcher, four bootmakers, a draper, a storekeeper, and tailor and a timber merchant; while in New Street there were two grocers, a butcher, a draper and two tailors.²²¹

By 1885 there were listings for Brighton and South Brighton (Moorabbin), including Cheltenham. The main strips in central Brighton were still Bay, Church and New Streets. Bay Street was the largest, boasting: three bakers, four bootmakers, five grocers, four

dressmaker, four drapers, two butchers, a stationer, a tailor, a general store, three tobacconists, a watchmaker, a chemist, two tailor/esses, a greengrocer, two general stores, and a fishmonger. In South Brighton, occupants were generally listed by area—South Brighton, Cheltenham, Beaumorris [sic], Gipsy Village—while main roads listed include Chesterfield Road, Chesterville Road, Cavanagh Street, Centre Dandenong Road, Wickham Road, Point Nepean Road, Highett Street and Beach Road.²²² By 1890, South Brighton was listed by street, the majority of the occupants being recorded as gardeners in all streets except Point Nepean Road. Few shops were listed, with the exception of a bootmaker, John Chandler, and Joseph Richard's store in Point Nepean Road.²²³ Most residents would have travelled to Brighton or Cheltenham to shop.

Charman Road had emerged as a main shopping strip in Cheltenham around that time, attracting business because of the proximity of the railway station and the school. Fairlie Taylor (pseud. Addie Fairlam), the daughter of local merchant William Percy Fairlam, described the area in her autobiography, *Bid Time Return*:

My father's shop stood at the end of the street beside the railway line. Next to it was the grocer's ... Old Mrs. Edwards kept the lolly-shop ... Mr. Rose, the baker, had a shop in the street ... His bakehouse was across the back lane behind the shops ... Then there was Chandler's Boot shop where Charlie Knoll cut men's hair on Saturday afternoons ... Mr. Proudman the English chemist was the most distinguished member of our little community in the street ...²²⁴

In the early 20th century Melrose Street was established as a retail centre in Sandringham, 12 businesses opening in 1900 alone. According to historian Andrew Ward, these included Mrs Bristow's tea rooms, a wine cafe, refreshment rooms, the Sandringham Public Hall, the first station and De Henzell & Co.'s estate agency.²²⁵ There were no businesses in Waltham Street or Station Street. By 1918, the number in Melrose Street had increased to 31, seven businesses had been established in Waltham Street, five in Bay Road and 21 in Station Street.²²⁶

Tea rooms were very popular along the coastline. On Beach Road, by 1910, there were 12;²²⁷

- Miss P Sinclair's;
- Mrs A Harrington's;
- Mrs Ettie Lloyd's;
- Miss H Schmidt's Continental Tearooms;
- Miss Maude Mitchell's Mikado Tea Rooms;
- Miss Elizabeth Taylor's Hampton Tea Gardens;
- Mrs Mary V Brice's cafe and dining rooms;
- William Leverton's refreshment rooms;
- Thomas Goldie's;
- E W Pridham's Erica tea rooms and estate agency;
- Mrs E Elliot's; and
- Percy W Coleman's refreshment rooms.

These shops, as well as providing cooked refreshments, offered drinks, food and icecream, and hot water so picnickers could make their own tea. The Lido (Fig. 44), in Hampton, had a lot of business. It also opened in the evenings, offering dancing and silent films.

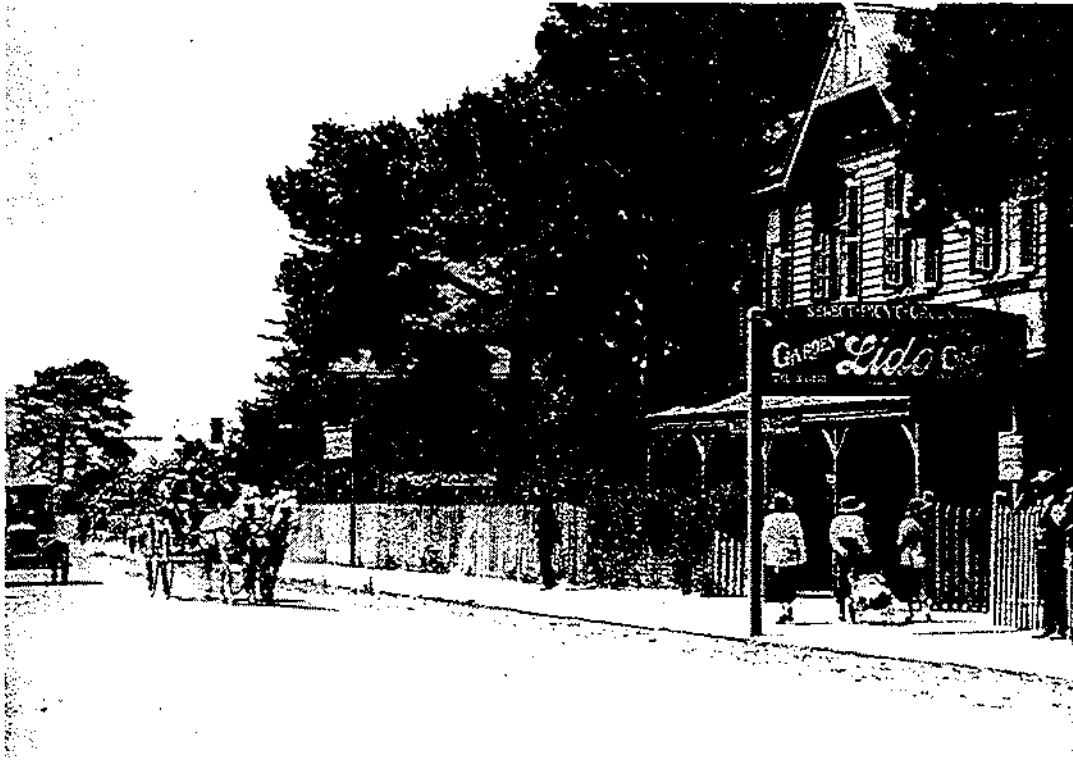


Figure 44 *The Lido, Beach Road, Hampton, c.1920*
Source: Bayside Reflections

5.5 Artists—Visitors and Residents

A number of members of the Heidelberg School painted in Bayside, particularly the Beaumaris coastline. These works included:

- *By the Sea; or Picnic Point Near Brighton* (1886) by John Mather;
- *The sunny south* (c.1887) by Tom Roberts;
- *Mentone* (1887) and *Mentone Beach* (c.1889) by Arthur Streeton;
- *Moyes Bay, Beaumaris* (1887) by Frederick McCubbin;
- *Mentone* (1887) and *Mentone Beach* (c.1889) by Arthur Streeton;
- *Hauling the Seine, Half Moon Bay* (1888) by John Ford Patterson;
- *Sandringham* (1890) and *Rickett's Point* (1890) by Charles Condon;
- *Half Moon Bay* (c.1890) by Girolamo Nerli;
- *Half Moon Bay* (c.1890) by Tom Humphrey; and
- *Near Black Rock* (c.1900s) by Walter Withers.²²⁸

In 1886-87 Frederick McCubbin, Tom Roberts, Louis Abrahams and Arthur Streeton rented a cottage at Beaumaris. It was at Mentone (now Beaumaris) that Roberts first met Arthur Streeton, remembering that,

He was standing out on the wet rocks, painting there, and I saw his work was full of light and air. We asked him to join us and that was the beginning of a long and delightful association.²²⁹

Streeton remembered the stay in Bayside fondly; he wrote to McCubbin in 1901:

I close my eyes and see again the soft red sandy road, the velvety green of the ti-tree tops—the sweet salt air about the beach during the rosy afterglow at Sandringham—the march home.²³⁰

In February 1890, Charles Condor came to the Bayside area to produce illustrations for *Gossip* magazine, one of the works he produced at the time being *Rickett's Point*. Later in his life McCubbin and his wife returned to settle in the area.

Margaret Baskerville sculpted a larger-than-life statue of Thomas Bent, prior to World War One. The statue was placed at the corner of the Point Nepean Road and Bay Street, being moved further towards the beach (on the same corner) when the road was widened.²³¹ Baskerville's other work included the Edith Cavell monument in St Kilda Road and the Ernest Wood Medallion in St Paul's Cathedral.²³² Other artists who worked in Bayside included Clarice Beckett in the 1920s; Septimus Power, who lived in Hampton; Roger Kemp, who lived in Black Rock; Martin Boyd, who wrote of Sandringham in his autobiography *The Day of My Delight*; Arthur Boyd, who lived in Surf Avenue; and Guy Boyd.

Guy Boyd visited Sandringham as his grandparents lived in Edward Street in Sandringham, where he returned with his family to live in the 1980s. In 1988 he was commissioned, as a Bicentennial project, to create a statue for the area, which he completed shortly before his death in April 1988. The statue, now at the corner of Royal Avenue and Bluff Road, is of a swimmer. Boyd started his working life at the Martin Boyd pottery, before establishing his own—the Guy Boyd Pottery—with his wife. He was very active in the local community, in the Brighton Foreshore Protection Society; a foundation member of the similar committee in Black Rock, and prominent in the Port Phillip Conservation Council.²³³

6.0 LOCAL COUNCIL AND COUNCIL PROVIDED SERVICES

6.1 Government and Policing

The Parish of Moorabbin originally encompassed a greater area of land than now in the City of Bayside. Brighton split from the Parish of Moorabbin to become a Borough in 1858, one of the first councillors being hotelkeeper, Robert Keys. Moorabbin became a Road District in 1862, and both districts were pleased to be governed separately. Elections and celebrations were held in the local hotels. Brighton was proclaimed a Town in 1912. Moorabbin became a Shire in 1871 and a City in 1934. Sandringham became a Borough in 1917, a town two years later and a City in 1923. Mentone and Mordialloc became Boroughs in 1920, splitting from the Shire of Moorabbin.

There was little serious crime reported in the newly settled Brighton, with the exception of cattle thieving. To counteract this problem the Society for the Prevention of Cattle Stealing was established in 1848.²³⁴ Constable Draper was the first police presence in the district. Draper filled his time by also serving as the local postmaster and the (anonymous) Brighton correspondent for the *Argus*.²³⁵ He was provided with a watch house in 1850.²³⁶ In 1853, a permanent stone police station was erected at Brighton, one of four built at the time.²³⁷ This was the base for the mounted police who came to Brighton to replace Draper, who was by then a Sergeant.²³⁸

In 1854, Moorabbin was troubled by bushrangers: Joseph Bradley and Patrick O'Connor. Bradley and O'Connor had escaped from Norfolk Prison in Tasmania, forcing the crew of the *Sophia* to transport them to Victoria, where they travelled around the bay to Cheltenham. On 24 September 1854 they held up John King and his son near Chesterville Road. They then proceeded to King's homestead. They were caught soon after near Kilmore and were sentenced to death in Melbourne, Bradley responding: 'Thank you, your honour. I am very glad of the sentence.'²³⁹ Both were hanged five days later, on 24 October 1854, having killed at least three people on their journey from Tasmania to the gallows.²⁴⁰

6.2 Essential Services

A spring well was discovered in Brighton in c.1840 which was 'hailed with as much rejoicing as would greet a new goldfield in after years'.²⁴¹ The water table at Brighton was quite high and, according to Weston Bate, 'the porous rocks below a certain level were saturated with water'; a 55 foot (16.5 metre) well in Wilson Street, sunk in 1851, provided a permanent level of 13 feet (4 metres) of water.²⁴² In 1869 the council had an offer to extend and complete the water main from Elsternwick for a guarantee of £125 a year, which was only 10% of the cost of the works. The connection was made two years later. Moorabbin was not as fortunate, having to pay £6,000 for the mains extension in 1900.²⁴³ By 1873, almost every house in the settled part of Brighton was connected to the service. Although the supply was good, it did not provide sufficiently for the market gardeners who had no choice but to rest their land in the summer. Thomas Bent²⁴⁴ looked for artesian water in 1881 but was unsuccessful.

In Cheltenham, the spring in Glebe Avenue was very important, particularly for the market gardeners. The spring ran down the south side of the guide hall, where the last ten or so houses are on the south side of Glebe Avenue. According to local resident P Woff, most market gardeners had water tanks on their properties but relied on the spring when they ran out. There was a pool measuring 20 feet (six metres) across and ten feet (3 metres) deep which was bricked around the edge to protect the quality of the water. The spring was

drained after the area was connected to the Yan Yean Reservoir and the Cheltenham Golf Course was established.²⁴⁵

Bent formed the Brighton Gas Co. Ltd. in 1877 after he failed to convince the Melbourne Gas Co. to extend their lines from Caulfield to Brighton to service his subdivisions. W K Thomson, half-owner of McEwans, who built Kamesburgh in North Road, was also a director. In 1885, when the company was operating at a great profit, Bent split from the company to establish the Central Brighton & Moorabbin Gas Co. after clashing with the other directors. David Munro, a partner in many of Bent's speculations and the owner of a large quantity of land in Brighton, was Bent's partner in the new company. The Central Brighton & Moorabbin Gas Co. laid mains which had a greater capacity, undercut the Brighton Gas Co. Ltd.'s prices and destroyed the rival company, forcing them to amalgamate. Bent's company then had a monopoly on gas supply in the Brighton-Moorabbin area for many years.²⁴⁶

After World War Two, when the area went through a period of massive growth, many people went without services such as drainage and trafficable roads and footpaths.

6.3 Roads

By 1857, the Roads Board, as a part of a £1,666,000 worth of works, had spent £8,000 forming eight miles of road from Brighton towards Cheltenham on the Point Nepean Road. They had, in addition, spent £3,000 building two bridges.²⁴⁷ By the time the first local council had been elected two years later, a further £5,000 had been spent on the same road. The new council then macadamised many of the lesser roadways and had formed 17 miles (27 kilometres) of roads and footpaths in the first three years of government.²⁴⁸

The road system largely followed the pattern laid out by the purchasers of the original crown portions. The form of the first subdivisions—Dendy's Brighton Estate, Gipsy Village, Moorabbin—are all still clearly discernible on the ground. The eastern boundary of Bayside—the Nepean Highway—predates these subdivisions, originating from the track to Arthur's Seat. The Nepean Highway was widened from 1980.

The roads not only of Bayside, but the Commonwealth and even in the United States,²⁴⁹ were affected by the Sandringham City Engineer from 1917 to 1934, W T Sunderland. Sunderland, not only responsible for the design of a number of buildings in the area—the All Soul's Church in Bay Road, the rotunda on Beach Road, Sandringham and his own house at 23 Bamfield Street Sandringham—invented the cement penetration method of sealing roads. Miles Lewis described the system:

Two layers of one sized aggregate were placed and compacted to a depth of about 150mm, and a cement mortar was poured over the surface until all the voids were filled. The modern method of pre-packed aggregate method of pile construction is similar.²⁵⁰

Sunderland sold the method to the Australian Cement Manufacturers' Association.²⁵¹

6.4 Omnibuses and Cobb & Co.

The first public transport in the district was the Brighton Omnibus, which originally ran daily, converting to a tri-weekly service after October 1850. This change was advertised:

J MOONEY

BEGS to inform the Public that he intend running his omnibus to and from Melbourne and Brighton on the following days, namely,

FROM BRIGHTON.

The *Brighton Hotel*, on Mondays, Thursdays, and Sundays, at half-past 8 o'clock in the morning.

FROM MELBOURNE

Mr. Chitty's Horse and Carriage Repository, Lonsdale Street, and Mr. Sugden's *Royal Mail Hotel*, Swanston Street, at half-past 4 o'clock in the afternoon of the above days.

Fares Two shillings each way.²⁵²

Cobb & Co. ran along the newly laid Point Nepean Road in the 1860s, down to the Mornington Peninsula (Fig. 45). An omnibus ran from Brighton to Mordialloc, meeting the stage coach at the Exchange Hotel in Cheltenham. This service continued well into the 1880s, until the Cobb & Co. service ceased with the construction of the railway line.²⁵³

6.5 Railways

The Melbourne, St Kilda and Brighton Junction Railway Company formed in May 1853, planning to open a railway line which operated from Princes Bridge, through Prahran, St Kilda, Elwood, Elsternwick and Brighton, culminating at Brighton Beach Pier. The system was to cost £250,000. The Company could not agree on a route and Legislative Council approval was withdrawn.²⁵⁴ The following year the St Kilda, Brighton & South Eastern Railway Co. applied to construct a similar line. They also could not agree on a route and approval was cancelled.²⁵⁵ In June 1857 the St Kilda & Brighton Railway Co. decided on a scheme which ran from the St Kilda terminus to Brighton, an extension of the Hobson's Bay line. The cost would be £125,000.²⁵⁶ The line was approved and the Melbourne & Hobson's Bay Co. and the Melbourne and Suburban Railway Co.'s gave permission for trains to be run on their lines.²⁵⁷

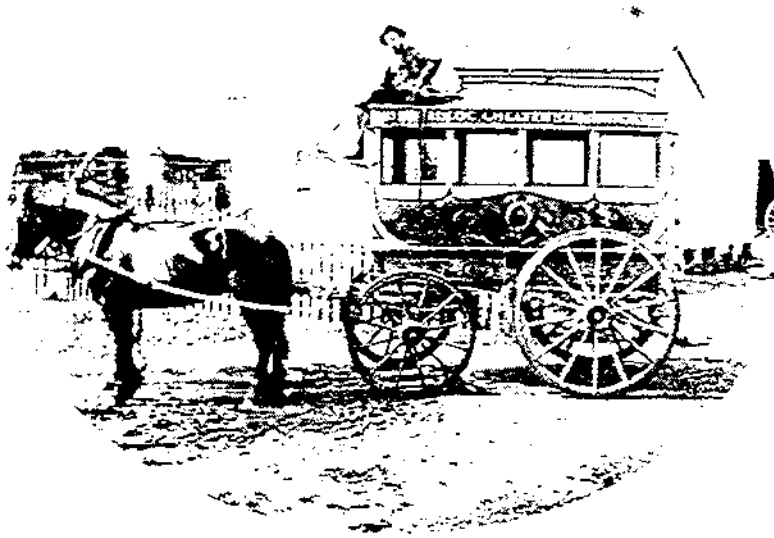
The contract was granted to William Rundle in August 1858, however the company experienced continual problems raising the funds necessary. They required a mortgage three times during 1859 and the system was not complete until 3 December that year. Leo Harrigan described the system:

From the St Kilda Station of the Melbourne & Hobson's Bay Railway Co., the line was carried on a wooden viaduct 400 yards long over the swamp, then across St Kilda Road on a timber bridge 102 feet in length which was located about 25 chains on the Melbourne side of St Kilda Road and Fitzroy Street ... Ten other bridges were constructed along the line to Brighton. Double headed 75 lb. rails laid in cast iron chairs, secured with oak keys and treenails, were used entirely on the single track line. Stations were located at Chapel Street, Balaclava Road, Glenhuntly Road and Bay Street.²⁵⁸

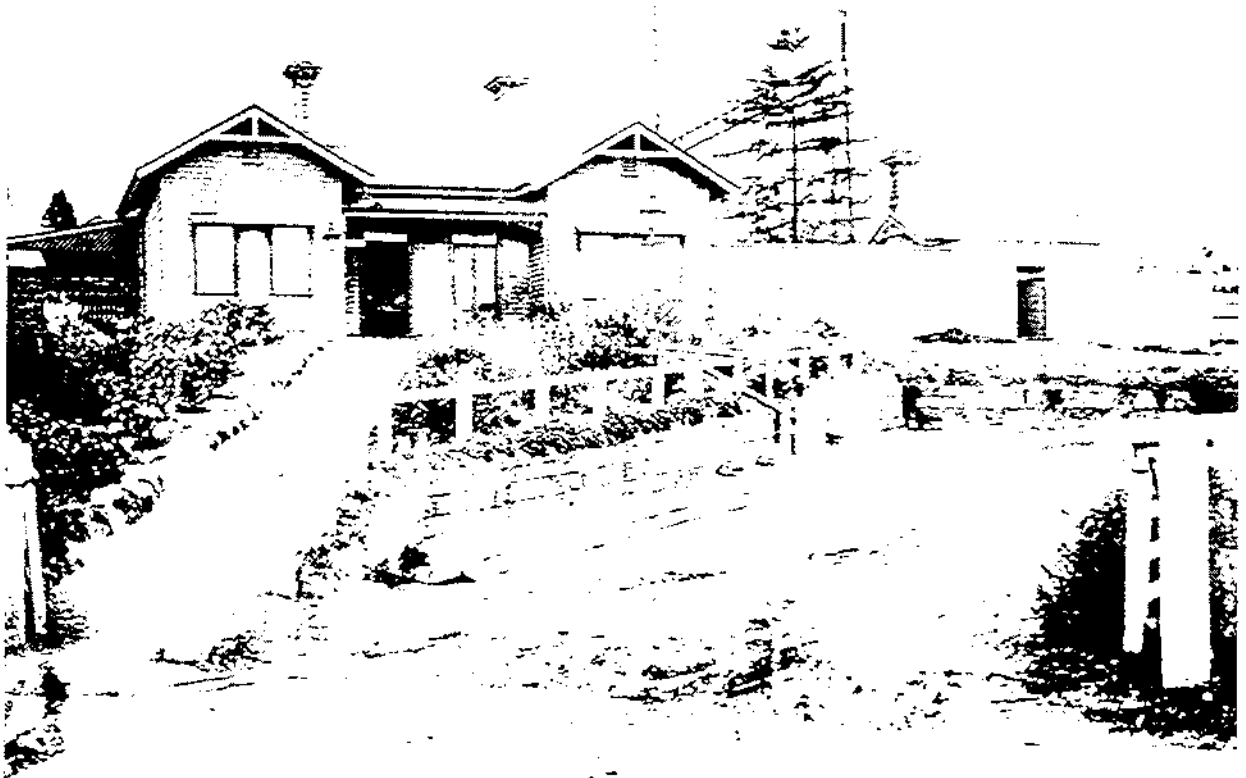
The line opened on 19 December 1859, operated by the management of the Melbourne & Hobson's Bay Co. Trains were scheduled every half hour, from 8.30 am -7.30 pm, Melbourne to Brighton, and 8.25 am-7.25 pm, Brighton to Melbourne. The St Kilda & Brighton Railway Co. purchased two engines—the *Melbourne* and the *Sandridge*—from the Melbourne & Hobson's Bay Co. in 1860 as well as six carriages, and operated their own system from that time.²⁵⁹

The line was extended to South Road Brighton in 1861, constructed by George Holmes & Co. at a cost of £35,000, opening on 21 December 1861. In 1862 the Brighton & Melbourne Railway Co. took over the route, operating from Princes Bridge to Brighton Beach, missing the 'loop' from St Kilda to Windsor. A month later, a collision between two trains near Elsternwick caused the company to revert to the Hobson's Bay route. The loop was removed in 1867.

The line never proved profitable for the St Kilda & Brighton Railway Co. who went bankrupt by 1864, largely due to continual poor management. With debts of £120,000 the creditors took control of the company, however the Supreme Court ruled that an incorporated railway company could not be put to insolvency proceedings and the line



*Figure 45 A horse drawn coach on the Point Nepean Road
Source: Moorabbin: A Pictorial History, 1862-1994*



*Figure 46 The Cheltenham Railway Station, c.1920s
Source: Moorabbin: A Pictorial History, 1862-1994*

continued until February 1865 when the company agreed to sell. The line went to auction, no bids were received until the newly formed Melbourne & Hobson's Bay United Railway Co., the amalgamation of the Melbourne & Hobsons Bay Co. and the Melbourne Railway Co.'s,²⁶⁰ purchased the line on 1 September 1865.²⁶¹

The new company offered free 'building tickets' to people who were erecting new houses in the Elsternwick and Brighton districts. The extent of the ticket was based on the value of the house; 18 months for a house valued at £300, up to seven years for a house of £1,000. The offer remain in operation until the company dissolved.²⁶² In the 1870s, iron bridges replaced many of the wooden structures.

The company sold up to the Government in 1878, however they continued to run the line until 1881.²⁶³ Thomas Bent was given a job as Minister of Railways, during which time he extended the railway line from Bay Street Brighton to Brighton Beach in 1882, also duplicating the system.²⁶⁴ The railway from Caulfield to Mordialloc was another of Bent's achievements, built in 1881. There were eight stations, including Highett and Cheltenham (Fig. 46). Bent also dictated the use of the uncommon 'cottage style' stations, which were more expensive than the standard station. The last remaining 'cottage-style' station on the line is at Highett.²⁶⁵ His dubious involvement in the laying of the railways was sent up by the *Bulletin* (to the tune of Gilbert & Sullivan's 'The Pirate King'); Bent's character being named 'Bent Rex':

BENT REX	WHEN I SALLY FORTH UPON MY WAY I'M STUFFED WITH FEEDS, AND NOTHING TO PAY; THE DISTRICTS PRESS ME TO COME AND DINE, I EAT AND I DRINK, AND I PROMISE A LINE; I CANNOT SAY NO WHEN THEIR FOOD I EAT, SO I PROMISE A STATION IN EVERY STREET; AND I'LL BE TRUE TO THE SONG I SING, THEY'LL ALL GET LINES FROM THE RAILWAY KING. FOR I AM THE RAILWAY K-I-I-NG!
CHORUS OF CIVIL SERVANTS	AND IT IS—IT IS A JOLLY THING TO BE THE RAILWAY KING. ²⁶⁶

The Government extended the Brighton line to Sandringham in 1887.²⁶⁷ The system was the first to be electrified, when on 28 May 1919 the Essendon to Sandringham line went into operation.²⁶⁸

6.6 Tramways

Thomas Bent had championed an electric tramway to Elwood and Brighton for some time before he became Premier of Victoria in 1904. He was, however, constantly opposed by the Parliamentary Standing Committee on Railways. He sidestepped the Committee while Premier by listing the tramway as an 'electric street railway' and by keeping the cost under £25,000, the amount for which he would need approval. He appropriated the necessary money (£19,500) from the Country Tramways Trust Fund and built the first stage of the system, from Acland Street, St Kilda to Park Street, Middle Brighton. The line opened in May 1906.²⁶⁹ It was the first major electric system in Victoria, preceded by the 1889 line from Box Hill to Doncaster, but opening five months before the North Melbourne Electric Tramway & Lighting Co. Ltd's line from Flemington Bridge to Essendon.²⁷⁰ Bent passed the necessary Acts along the way. While construction was in process he passed an Act to extend the line from Acland Street to St Kilda Station and from Middle Brighton to Brighton Beach Station. The system was powered by a depot, located in Elwood,²⁷¹ then in 1918 the Elwood Depot was closed and the system was powered from the main Newport generator.

Another line was built from Sandringham to Black Rock in 1919 and extended to Beaumaris soon after, to replace the horse-tram service which ceased running in 1914-15, having operated for 26 years, since 1888.²⁷² This line had been proposed in 1914 but work was delayed by World War One. Standard gauge rails were used in its construction so that it could be connected with the existing suburban tram system, managed by the Melbourne & Metropolitan Tramways Board, if desired in the future. To avoid detracting from the beauty of the foreshore, the service did not follow the path of the horse-tram, rather it ran along Station Street, turned east into Bay Road, then into Fernhill Road, Royal Avenue and Bluff Road, terminating at the beach.²⁷³ The Sandringham-Black Rock-Beaumaris line was never profitable and the service from Black Rock-Beaumaris closed in 1931, to be replaced by a bus in 1938, while the service from Sandringham to Black Rock continued to operate until 1956. It was then also terminated, the Government paying for the tracks to be taken up and the road reconstructed.²⁷⁴

The Brighton line remained profitable until 1945, when it experienced a steady decline which brought about the closure of the service between Head Street, Brighton and Brighton Beach in 1957. The system was dismantled and the Government paid for the road to be reconstructed. The St Kilda Station-Head Street section closed in 1959, the Government again paying for the road to be reconstructed.²⁷⁵

7.0 SPORTS AND LEISURE

7.1 Hotels

In 1842 Henry Ball Sibering built a two-storey building in the Georgian style, constructed from brown ironstone on the beachfront at Brighton.²⁷⁶ It was then one of two licensed houses south of the river, the other being Liardet's in Port Melbourne.²⁷⁷ Five years later, in Little Brighton, the first publican's licence was granted to Robert Keys, who intended to establish an inn on the Arthur's Seat Road. The following year William Pickett was granted a licence for the Bush Inn at East Brighton.²⁷⁸ The Devonshire Hotel was built in New Street in 1850, however it was not licensed for another two years.

The Pic-Nic Point Hotel was established by 1855, later changing its name to the Duke of Edinburgh. The Retreat Hotel was opened by William Ashling in 1859 on the site of the Hampton Hotel;²⁷⁹ the same year the Australian Hotel, in Cochrane Street, Brighton, was closed. The Council Hotel, erected in 1865, took over the Prince Albert Hotel's business when the Prince Albert, in Wilson Street, became a girls' school in 1863.²⁸⁰

When the steeplechase set moved further out of the city, hotels, which had benefited greatly from their patronage, added services such as billiards rooms (Devonshire Hotel, 1872) and public bowling greens (Grimbley's Terminus Hotel, 1865; Council Hotel, 1872) to seduce the clients into a return visit.²⁸¹ The publicans, not at all concerned at being construed as sycophants, advertised their improvements widely:

BRIGHTON HOTEL

T. M. CROSBIE, in returning his grateful thanks to the gentry of Port Phillip for the liberal patronage which he has received since he has opened the above Hotel, takes this opportunity to inform those families that have hitherto patronised him, that he has made extensive improvements in his establishment by an additional number of bedrooms, and other alterations, which will ensure the comfort of those parties who may honour him with a visit.

T. M. C. also begs to inform his visitors that his cellar is always stocked with wines and spirits of the very best description, which he will dispose of at Melbourne prices. The use of the bathing-house will be given gratis to parties staying at the Hotel.

N.B.—The Omnibus will commence running three times a week, viz., Mondays, Thursdays, and Saturdays, till further notice, leaving the *Brighton Hotel* at half-past 8 am, and the *Prince of Wales Hotel* at half-past 4 pm.²⁸²

Other hotels were utilised for more spiritual occasions. The Hunter's Rest Pub, Point Nepean Road was the venue for the first service of the Union Chapel, held by John Vernon, of the Black Street Congregational Church. The services remained there until the hotel burned down.²⁸³ Hotels were also the preferred venue for political meetings. In 1856 Jonathon Binns Were held meetings at the Plough and Harrow, Little Brighton, Cheltenham, East Brighton and Pic-Nic Hotels. The by-election was then held on the balcony of the Devonshire Hotel, which catered for six or seven hundred that day.²⁸⁴

In 1867 Jesse Morley's Plough & Harrow Hotel, at the corner of the Nepean Highway and South Road, was sold to Barry Gregg, a journalist with the *Argus*. Gregg changed the name of the hotel to Gregg's South Brighton Hotel and, to increase the number of visitors to the area, established a zoo which extended from South Road to what is now Patterson Station (located in the City of Glen Eira). Gregg promoted the area as a seaside and health resort, a

notion which was supported by the *Illustrated History of Victoria and Melbourne* when it was published in 1888 (Fig. 47). The hotel was:

... celebrated for its situation, and its salubrious air, which is a happy medium between the air of the sea, and that of the interior. Just far enough removed from the ocean, the atmosphere is pregnant with saline qualities and ozone, making itself stimulating, and at the same time healing.

Leading members of the Medical Faculty have repeatedly urged Mr. Gregg to build extensive premises, for the reception of invalid guests, as they consider the situation one of the most favoured in Victoria. ... Much of his time, and no expense, has been spared in beautifying his grounds, and making his hotel a home for families requiring a change of air, or pleasure parties bent on a days outing.

Among the special attractions may be mentioned a labyrinth, considerably larger than that of Hampton Court, London, which is celebrated throughout Europe. This unique plantation covers several acres, and is a never-failing source of perplexity and amusement to visitors. Mr. Gregg's grounds contain many rare birds and animals, collected at very considerable expense, among which some Timorese ponies are found, having no equals in Australia. ... Intending visitors should remember that the South Brighton Railway premises is built upon part of his estate²⁸⁵

All of this Gregg afforded with the 'handsome fortune' amassed while at the *Argus*.²⁸⁶

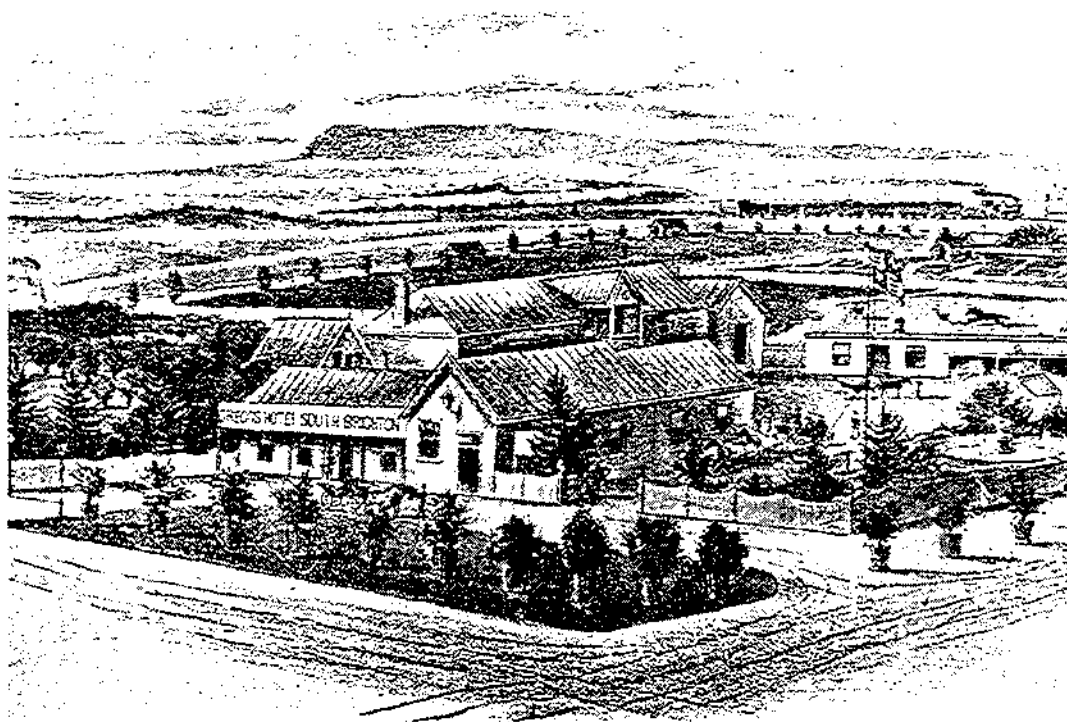


Figure 47 Barry Gregg's South Brighton Hotel
Source: A Short History of Moorabbin

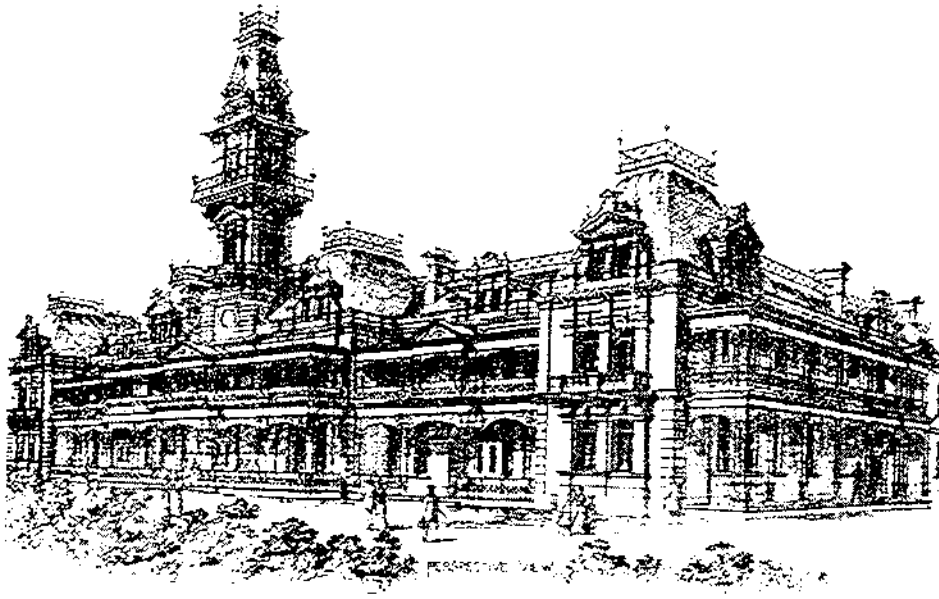


Figure 48 *The Great Southern Hotel, Beaumaris*
Source: Moorabbin: A Centennial History



Figure 49 *Sandringham House, later the Hotel Sandringham*
Source: Bayside Reflections

In May 1888, the highly ornamented Great Southern Hotel in Beach Road, Beaumaris was completed, however, it did not open until June the following year, mostly due to the onset of the 1890s Depression (Fig. 48). The hotel was renamed in the 1920s—somewhat unimaginatively, the Hotel Beaumaris. It was extensively remodelled in 1988.²⁸⁷

In the same year of construction, 1888, the Sandringham Coffee Palace—Sandringham House—was erected. The building was three storeys high and very ornate; purported to have eighty separate rooms (Fig. 49). The building was licensed in the 1920s as the fashion for coffee palaces abated and the building was stripped of all its Italianate detail in an effort to modernise it. It was renamed, in the same vein as the Hotel Beaumaris, the Hotel Sandringham. The building was demolished in the 1960s; the foundation stone was included in the new building on the site.²⁸⁸

The most famous patronage of a bayside hotel was that of the poet, Adam Lindsay Gordon, and his affair with the bar at the Marine Hotel, despite the fact that the Devonshire Arms was closer to his lodgings in Leslie Street. It was in Brighton that Gordon, a melancholic, shot himself, at the end of Park Street, and was also buried in Brighton.²⁸⁹

7.2 Water Sports

The most readily available, and obvious, opportunity for leisure activities were in the bay; namely bathing and sailing. Not only popular with the locals, it long attracted an early prosperous tourist trade. Sandringham was considered, by its inhabitants to be the 'most favoured resort of Melbourne' which

... welcomes every summer thousands of visitors who seek its healthful, bracing ozone to build them afresh for another years round of activity ... commercial, domestic, mental and physical.²⁹⁰

By 1859 the beach at Brighton had been segregated into male and female sections,²⁹¹ and four years later Captain Kenny built the Brighton Baths. He charged 3d. per session and raised flags to indicate whose session it was: red for naked men, white for costumed women.²⁹² Henry Norton established the equivalent Sandringham sea baths in 1886.

In an attempt to discourage 'free' bathing along the foreshore the council forbid bathing for half a mile to either side of the baths.²⁹³ For those who did not want to use the baths, a bathing box was essential to change in without being arrested. Boxes were both privately owned, and also by hotels and guest houses. They were built to a standard issued by the Shire of Moorabbin dictating their size—eight feet (2.5 metres) by six feet (2 metres)—and colour—'three coats of paint, best white lead and oil-colour green'.²⁹⁴

Charles Keefer established the baths in Beaumaris in 1901. He also purchased nearby boat sheds, from which he ran Keefer's Boat Hire. Keefer not only ran the baths and the boat shed but also built and repaired many of the boats himself, in addition to being a professional fisherman.²⁹⁵

The Port Phillip Yacht Club was established in Sandringham in 1903. A wooden breakwater was constructed by the members in 1909. The Sandringham Yacht Club began in 1911 and a permanent clubhouse was erected. The Port Phillip Yacht club was destroyed by fire in 1931. The Sandringham and Port Phillip clubs amalgamated in 1932. The club building, since moved from its original site to Picnic Point, was destroyed by fire in 1955, and was replaced by a modern building the following year.²⁹⁶ The original breakwater was replaced by the scuttled submarine J7 in 1930, which in turn was replaced by a rock breakwater in 1948.²⁹⁷



Figure 50 *A day at the beach: Ricketts Point, c.1930s*
Source: Bayside Reflections



Figure 51 *Half Moon Bay, c.1900*
Source: Bayside Reflections



Figure 52 Brighton Beach in 1880
Source: Victorian and Edwardian Melbourne from Old Photography



Figure 53 Brighton Beach, c.1906, showing the Royal Terminus Hotel, Beach Road and the pier
Source: Victorian and Edwardian Melbourne from Old Photography

The Black Rock branch of the Brighton Yacht Club was opened in 1904, which separated to become a club in its own right in 1919. The first life-saving club in Port Phillip was established in Half Moon Bay at the same time. The original yacht clubhouse burnt down in 1937, when it was replaced by a two storey building which was itself demolished and replaced in 1967.²⁹⁸ A rock breakwater was constructed, replaced by the Cerberus in 1926.

The HMVS Cerberus was scuttled in 1926 as a breakwater in Half Moon Bay. The remains of the Cerberus are the last known of a Breastwork Monitor in the world. The HMVS Cerberus was built by Palmer Shipbuilding & Iron Co., Jarrow-on-Tyne in 1867-70; the first armoured turret ship built for Victorian Colonial Government after the Colonial Naval Defence Act stipulated that colonies should provide and maintain their own defence vessels. She reached Melbourne in 1871 and was at that time the most formidable ship in the Southern Hemisphere and was a floating fort—she was partially flooded when going into battle so that only her armoured plates could be seen. Although she was the flagship of the Victorian Navy, (the HMVS Cerberus), it was a source of pride that she never needed to fire a shot in anger. The Cerberus remained in service with the Victorian Navy, then the Royal Australian Navy after 1901 until she was sold to the Melbourne Salvage Co. for £409 in 1924, after which she was towed to Half Moon Bay and scuttled as a breakwater.²⁹⁹

By the 1930s, Sandringham was perceived as the civic centre, Hampton as the commercial centre and Black Rock and Beaumaris had 'natural beauty, and all offer the jaded country visitor relaxation in the form of sea bathing, boating, fishing, swimming, golf, tennis bowls, together with the various forms of social amusement provided in most modern cities.'³⁰⁰ A visit to Black Rock, in fact, was proclaimed to promote 'Renewed Vigor [sic] and Longer Life. Its Crisp, Invigorating Ozone will build you up and fit you for REAL WORK.'³⁰¹

7.3 Sports and Leisure Activities on Dry Ground

Cricket and Australian Rules Football, were both becoming widespread throughout the colony and were popular along the bay. In 1842 the Brighton Cricket Club was formed, the second in Port Phillip after the Melbourne Cricket Club.³⁰² It enjoyed a period of great success in the following decade but disappeared in the 1850s. The club was revived in 1873 and amalgamated with the Brighton Beach Recreation Club in 1887 when it moved to its current home at Brighton Beach.³⁰³ The Cheltenham Cricket Club was established in 1872, with many of its members being notable local residents, including the Le Page family, the Fairlams, Roses and Woffs.³⁰⁴

Football was introduced in 1871 when, as part of an attempt to establish a club in the area, a game was held in Harbison's Paddock in Bay Street. A permanent club was founded seven years later. Many games were held at Key's Paddock (later Cullen's Paddock) adjoining Key's Hotel in Point Nepean Road; as were picnic race meetings, ploughing competitions, cricket, hurling (an Irish game similar to hockey), and iron quoits.³⁰⁵

The bowling green adjoining the Council Hotel was initiated by its publican, Alfred Hardham, an enthusiastic and proficient bowler. The club's team was known as 'The Bohemians' and remained affiliated with the hotel until the early 1880s. The threat of the hotels' closure necessitated the establishment of another green, but a single site could not be chosen. The club split into two—one for the professional and merchant class, located beside the sea; and one inland. The former was the West Brighton Bowling and



Figure 54 *The Brighton bowling green, the opening day of season 1907-08*
Source: A History of the Brighton Bowling and Tennis Club

Tennis Club, located in Park Street, while the latter, the Brighton Bowling and Tennis Club (Fig. 54), was located in Male Street; both were established in 1881.³⁰⁶

The Brighton Races were established in 1845 and soon became a fashionable event; partly as a 'marriage mart' bringing 'marriageable females and males together in a fairly exclusive but emotional setting.'³⁰⁷ People were transported to the event by coach or steamer and only males had to pay entrance fees, while the women were given luncheon before the event began.³⁰⁸

The Melbourne Hunt Club, formed by George Watson in 1854, would hunt in Cheltenham and Hawthorn, as well as on the Chirnside family's Werribee Park estate.³⁰⁹ A five-mile (8 kilometre) steeplechase was held in the vicinity of the Devonshire Hotel in New Street.³¹⁰ *Picturesque Victoria* claimed that Moorabbin had

long been proverbial for its fresh air ... Sportsmen can nearly always find fresh scope for the use of the fishing rod or gun. The creek, of good width and depth, contains very fine bream, whiting, trout, mackerel, and mullet and a tempting bait would ensure good sport to any real angler. Shooting as regards duck and snipe, may in season be found in large quantities, but it requires proper instruction to find the locality of these birds ...³¹¹

Shooting remained a popular pastime well into the 20th century, when wild fowl, turkey and duck were still available for the killing, particularly along the swamplands between Point Nepean Road and Dandenong and Centre and Lower Dandenong Roads (Fig. 55).³¹²

Golf gained a dominance in the area in 1898, when a site was selected for the Royal Melbourne Golf Club in Sandringham. The club had been temporarily housed at Caulfield. The new club house was designed by Walter Butler in 1901, situated on the corner of Fernhill Road and Victoria Street, due to its close proximity to the railway line. When the new links opened it was thought that 'The new course soon gave



Figure 55 The Cheltenham rifle team, including Cr. Frank Le Page (rear right) and former Crs. W Lamb-Smith and E T Penny (left to right, centre row). Lamb-Smith was the team captain.
Source: A Short History of Moorabbin

great pleasure and satisfaction. True it is that the rough was still rugged and uncouth, and that in it balls were easier to lose than to find.³¹³ In 1931 the course moved to its present location at Black Rock, previously the site of a number of market gardens.³¹⁴ It is well known by golf enthusiasts around the world and is the site of a number of major Australian Golf tournaments. The course adjoins the Sandringham Golf course to the north and the Victoria Golf Club to the east.

7.3 Dances and Films

Dances were held at many venues including the Brighton Town Hall, the Drill Room, the assembly rooms, and the yacht clubs. In Brighton, every year the Mayoral Ball was an important social occasion.

The first cinema within Bayside was the Grand Central, established in the Caledonian Hall. A purpose built building was opened in May 1920 at 86 Church Street, Brighton. The cinema changed names in 1935 to the Prince George cinema, which it retained until it closed in 1959. The building was demolished in 1963.³¹⁵ The Brighton cinema opened at 292-294 Bay Street, Brighton in 1922, closing in 1961, demolished in 1972.³¹⁶ The Hampton Theatre opened at 357 Hampton Street, Hampton in 1923, and later became the Hoyts Southern. It closed and was demolished in 1964.³¹⁷ In 1925, the Gardenvale cinema was opened on Point Nepean Road, Gardenvale, designed R M Taylor and built by F L Walton. It was closed and demolished in 1959.³¹⁸

A picture theatre was opened in Bentleigh, at the corner of Centre Road and Nicholson Street in May 1926 where Moorabbin residents could go and see films until it was demolished in 1984.³¹⁹ A cinema also operated in Highett, known as the Lyric Theatre (or the New Highett), on Highett Road. The cinema was operated by Les Williamson and closed

in 1958. It is now the site of the municipal library.³²⁰ In Cheltenham, films were shown in the Memorial Hall by Mr Dawson, among others.³²¹

The Dendy in Brighton was erected in 1940, to the design of Cowper Murphy & Appleford. It was built by Hansen & Yunken and opened on 29 November 1940. The original Dendy was demolished in 1984, the year it closed.³²²

8.0 PEOPLE OF SOME CONSEQUENCE

8.1 Henry Dendy (?-1881)

Henry Dendy was the son of Samuel Dendy, a yeoman farmer on the border of Sussex and Surrey, England. Dendy inherited the farm land, situated at Great and Little Middlefields, French Copse in Wotten and at Walliswood near Oakwood, on his father's death in August 1838. He had sold the land within two years, purchasing a Special Survey for land in Port Phillip, probably in an effort to climb the social ladder; to provide himself with the estate of an Esquire. He emigrated with his wife and son, as well as three servants, on the *York* in 1840-41, arriving in Williamstown on 5 February 1841.³²³

Dendy engaged Jonathon Binns Were as his agent shortly after and, after some difficulties, selected his land in the Parish of Moorabbin on the bay, subdividing it for immediate sale. On the land he retained for himself he established his estate; comprising 72 acres (29.5 hectares) of gardens and farmland with a two storey mansion, Brighton Park.

Dendy was made insolvent by the 1843-44 depression, owing to a debt accrued through Were & Co., and his land passed to his lawyers. He remained for a short time in Brighton before moving to Geelong, where he worked as a brewer.³²⁴ He leased Christmas Hills, a 9,600 acre (3,960 hectare) run near Yarra Glen from 1849-1853, after which he went to the Upper Moira run near Nathalia. He sold Upper Moira, 57,000 acres (23,512.5 hectares), in 1855, and returned to visit England. After his return in 1856 he undertook various ventures including a station on the Werribee River, a flour mill at Eltham, copper mining at the Thomson River in Gippsland and, finally, mining at Walhalla, where he remained until his death in 1881.³²⁵

Bayside Ward One is named after Henry Dendy.

8.2 Jonathon Binns Were (1809-1885)

Jonathon Binns Were was born in Somerset, England in 1809. Before he emigrated to Australia in 1839, he worked with Collins & Co., Plymouth, colonial merchants and bankers.³²⁶ Were settled in Melbourne, bringing with him from England a prefabricated house and approximately £1,500 worth of merchandise. Initially trading under his own name, he formed Were & Co. with his brother George and his brother-in-law, Robert Stevenson Dunsford, then, after 1861, J B Were & Son.³²⁷ Were's were importers, exporters and agents for shipping, land, cattle, sheep and wool; gold brokers and buyers (after 1851); and share dealers (after 1853). Were went bankrupt in 1843 and again in 1857, the former connected with his association with Henry Dendy and the Brighton subdivision.³²⁸ Were lived in Brighton, at Moorabbin House and represented Brighton in the Legislative Assembly in 1856-57. In 1865 Were became the first chairman of the Melbourne Stock Exchange; he was the first president of the Chamber of Commerce, and served on the board of many public and private institutions and companies. He was Port Phillip's first Justice of the Peace; an organiser of the 1881 Melbourne Exhibition; and was knighted by the Kings of Sweden and Denmark. Were died in 1885.³²⁹

Bayside Ward Two is named after Jonathon Binns Were.

8.3 James Bickford Moysey and Susannah Brown Moysey

James Bickford Moysey and Susannah Brown Moysey emigrated from England in 1844, with their cousin Nicholas Bickford Moysey. After settling briefly in Melbourne, they leased land covering part of what is now Black Rock, Beaumaris, Mentone and Cheltenham. James Moysey purchased land in the 1852 government land sales and established a

permanent farm. In the 1850s he left briefly to search for gold, supported by his wife who would transport vegetables to him. In c.1870s James and Susannah left the farm to move to Narre Warren where they remained until James' death in 1889. Susannah died six years later in Cranbourne.³³⁰

Bayside Ward Nine is named after James Bickford Moysey.

8.4 Charles Hotson Ebdon (1811-1867)

Charles H Ebdon was born in the Cape of Good Hope in 1811, attending school in England and Germany before settling in Australia (Sydney) in 1832, after visiting a number of times. Originally a merchant he became a pastoralist, with land at Tarcutta Creek in New South Wales, before establishing runs in 1835 at Mungabareena (Albury) and Bonegilla, both on the Murray River. His stockman, William Wyse, was the first person to cross the Murray with stock.³³¹ Ebdon arrived in Port Phillip in early 1837, only two days after the first overlanders, John Gardiner and Joseph Hawdon.³³² He purchased land in Collins Street in the first land sales in June 1837 for £136; settled Carlsruhe, on the Campaspe River near Mount Macedon, in August 1837, and was thus the first pastoralist to settle north of the Great Divide.³³³ He sold Mungabareena in 1837; the Collins Street blocks for £10,244 in 1839; and Carlsruhe in 1840, from which time he lived in a mansion at the eastern end of Collins Street. He served on the Legislative Council three times; was founder of the Melbourne Hospital and Benevolent Asylum; and secretary and President of the Melbourne Club; and auditor-general of the first Victorian Government in 1851,³³⁴ and 'from an early period mingled freely in every political movement, and election struggle, sympathising with the squatting element, but usually standing well and popular with the people.'³³⁵ Ebdon was described by Garryowen as a 'solemn-faced portly man, and judging from his cast of countenance one would not take him to be addicted to certain frivolities freely attributed to him.'³³⁶ However, he was known to lament 'I fear I am become disgustingly rich' and was mocked for it.³³⁷ Whereas, the *Patriot* damned him as one of 'the vulgar herd of cabbage-eating gentry who rejoice in the hackneyed title of Esquire.'³³⁸

Ebdon was a director of the St Kilda and Brighton Railway Co. He purchased Crown Portion 29 and Crown Portion 30, a total of 112 acres (46 hectares), and built Black Rock House upon the former.

Bayside Ward Eight is named after Charles Hotson Ebdon.

8.5 William Highett (1807-1880)

William Highett was one of the early owners of land in the Parish of Moorabbin, having 6,117 acres (2,526.5 hectares) worth £15,292 by the late 1870s.³³⁹ Highett is named after him. He was born in Dorset, England, arriving in Hobart with his brother John in 1830. The brothers farmed in Tasmania until 1859, by which time they had sold all their land, moving to Victoria.³⁴⁰ William became the first manager of the Union Bank of Australia in Melbourne in 1838 and managing director by 1840. He was co-founder of the Bank of Victoria and the Victoria Fire and Marine Insurance Co.; as well as having shares in the Hobson's Bay Railway Co.; co-founding the Melbourne Mechanics Institute; and was an early member of the Melbourne Club. He also had a squatting lease near Benalla and land in Richmond.³⁴¹

8.6 Thomas Turner à Beckett (1808-1892)

Thomas Turner à Beckett was born in London and studied law at Lincoln's Inn, being admitted to the bar in 1829. He practised with his father in London before emigrating to Melbourne in 1850-51 as: 'No better opportunity will ever be afforded to a man who is prepared to stick to his work.'³⁴² He soon built a prosperous business, servicing the

London & Liverpool Fire Insurance Co. and chairman of the Melbourne & Hobson's Bay Railway Co. He was a politician in the 1860s and '70s before he retired from public service.³⁴³ He settled in Brighton with his family and was active locally, attending St Andrew's Church of England, the Recabite Lodge and the local horticultural society. He remained in Brighton until his death in 1892.³⁴⁴

8.7 John Matthew Smith (1815-1898)

John Smith arrived in Port Phillip from Shropshire, England in 1839. He trained as a law clerk and was admitted as a solicitor in 1849; he established the firm of Smith and Emmerton with Harry Emmerton. Smith invested in the property market, with land in Melbourne and Collingwood, in addition to buying Castlefield, at the corner of Hampton Street and South Road, Brighton in 1856. His family remained at the property until 1931. He was a solicitor and a preacher at St Andrews, Brighton. Smith helped establish the All Souls Church in Gipsy Village, donating land for the building and later preaching there as a lay preacher.³⁴⁵ He was a Melbourne City Councillor, a member of the St Kilda & Brighton Railway Co., and owned the Royal Terminus Hotel in Brighton Beach for a period.³⁴⁶

Bayside Ward Four is named after John Matthew Smith.

8.8 Stephen Charman (1820-1906)

Stephen Charman purchased 160 acres (66 hectares) bounded by (what is now) Balcombe and Charman Roads in 1852. Charman was married to Mary Gettens, with whom he had nine children, in addition to five of Mary's from a previous marriage.³⁴⁷

Charman was one of Henry Dendy's emigrants, arriving in Australia in 1842, aged 20. Forsaken by Dendy, Charman found work on a pastoral run, as did his three brothers who had also emigrated. He and his wife settled in Collingwood before purchasing the land in the Parish of Moorabbin in '52. They named their new property Spring Grove because of the plentiful supply of spring water.³⁴⁸

Charman became a market gardener, who specialised in calendulas (marigolds), which he sold to the chemists, Martin & Pleasance. Initially living in a wattle-and-daub hut, a permanent weatherboard home was erected. Charman remained on the land until 1872, two years after the death of his wife Mary, when he moved to Yallock, in Gippsland.³⁴⁹

Bayside Ward Seven is named after Stephen Charman.

8.9 Charles (1821-1898) and James Webb (1808-1870)

Brothers, James and Charles Webb were born in Suffolk, England, migrating to Australia in 1830 and 1849 respectively. In 1848, James Webb had purchased Brighton Park from Henry Dendy, and Charles also settled in Brighton.³⁵⁰ The brothers were both architects and they formed a practice, designing St Paul's, Swanston Street (1850), a number of warehouses and private homes, the continuation of the design of St Stephen's, Richmond and many shops and houses in Brighton.³⁵¹ James returned to England in 1854-56 and Charles practised alone, his buildings including Wesley College (1864), Alfred Hospital (1869), Royal Arcade (1869), South Melbourne Town Hall (1878), Melbourne Orphan Asylum (1878), and the Grand Hotel (now the Windsor; 1884). In 1865 he designed his own home, Farleigh, in Park Street, Brighton.³⁵² He was a founding member of the Victorian Institute of Architects (1856) and a member of the Brighton Volunteer Rifle Corps (from 1860), founding member of the Boating Club (now the Royal Brighton Yacht Club; 1875), a member of the Melbourne Club and the Melbourne Cricket Club. He owned many properties in Brighton and held shares in many public companies.³⁵³ He remained at

Farleigh until his death in 1898.³⁵⁴ James Webb, after his return from England, was also a prominent local citizen serving variously as a council member (1859-61, 1867-70) and mayor (1867, 1868). He remained in Brighton until his death in 1870.³⁵⁵

8.10 Sir Thomas Bent (1838-1909)

Thomas Bent was born in Penrith, New South Wales, in December 1838, the son of a hotel keeper. The family moved to Fitzroy, Victoria, in 1849, where Bent completed his schooling. They then moved to a market garden in East Brighton, where Bent worked before establishing his own garden by the time he was 21. In 1861 he became the rate-collector for Brighton and two years later, aged 24, he was elected to his first political post—a position on the Moorabbin Roads Board. By 1867-68 he was president. He served on the council, in addition to his other jobs and projects, continuously for 20 years.³⁵⁶

In 1871 he was elected to the Legislative Assembly seat for Brighton, beating George Higginbotham, where he used every means to further Brighton's cause. The contemporary paper *Table Talk* declared he had 'no inconvenient political integrity, giving his vote for Conservative or Liberal just as long as the local interests of Brighton might be best served.'³⁵⁷ According to Michael Cannon, Thomas Bent believed that 'what was good for Bent was good for Brighton, what was good for Brighton was good for the whole colony, and what was good for the colony was good for Thomas Bent.'³⁵⁸ His political career was entirely suspect.

Although Bent was exceedingly popular in Brighton, he was hated everywhere else for his blatant actions. As his Brighton subdivisions came to a completion, he became involved in speculations in other parts of the colony, and in other colonies. He purchased land on the Yarra, in Maribyrnong and Ringwood. Bent, as with the majority of Land Boomers, overspeculated, a problem exacerbated by the collapse of the Commercial Bank, which had underwritten many of his schemes. He paid off the debts necessary to keep him from the Insolvency Court, and after more troubles, both financial and with his electorate, Bent retired to Port Fairy.³⁵⁹ He recovered some of his fortune, and c.1895 moved back to Brighton, at the corner of Bay and Warriston Streets. Previously, he had lived in Union Street, which was demolished to make way for the widening of the Nepean Highway. In 1900 he stood again for the Brighton electorate, not only winning but also becoming the Premier and the Minister of Railways and Public Works in 1904. He purchased St Ninian's and Ripponlea, constructed the railway line from St Kilda Station to Brighton, subdivided large amounts of land along the line including the St Ninian's property, comprising 24 acres (9.9 hectares). He was knighted in 1908, a year before his death.³⁶⁰

8.11 The Le Page Family

Nicholas Le Page, a tailor, his wife and eldest son Francis (Frank) emigrated from England in 1852, settling in Prahran and establishing a tailors business. Deciding to become a market gardener, Le Page purchased land in Josiah Holloway's Two Acre Village (now Cheltenham). Le Page and his wife had nine more children, only five of which survived infancy. Frank also became a market gardener, after briefly leaving the area. He married Mary Geraghty in 1876 and returned to Cheltenham, establishing a market garden in Bernard Street, adjoining his father's property. Of his two children, only one survived infancy—Everest, who also became a market gardener. Frank died in 1927, followed by Mary in 1931. By the time of his death he had served as a local councillor for 25 years and president for a term; a Justice of the Peace; helped establish the Cheltenham Creamery & Butter Company, the Cheltenham Co-operative Society and the Moorabbin United Friendly Society Dispensary; and was a member of the Hospital Saturday Movement; the Cheltenham Gun Club; the Cheltenham Bowling Club; and the Federal Football League.³⁶¹

Everest followed in his father's footsteps and was captain of the ANA Rifle Team; an original and successful member of the Cheltenham Bicycle Club; a member of the Victorian Rangers; and formed the 1st Cheltenham Scout Group. After Frank's death he became a councillor and a Justice of the Peace. He served as Mayor twice—1940-41 and 1952-53. He was a member of the Federal Football League, Cheltenham Bowling Club, State School Committee, Advisory Council of the Mordialloc-Chelsea High School, Cheltenham War Memorial Committee, Cheltenham & District Co-operative Society and the Victorian Baby Health Centres' Association. He was a trustee of the Cheltenham & Mordialloc Hospital; Cheltenham Mechanics Institute; Cheltenham Cemetery Trust; Moorabbin United Friendly Societies Dispensary; Church of Christ; Sons of Temperance; Cheltenham Bowling Club; Heatherton Recreation Reserve; ARP; Patriotic Fund; Moorabbin City Band; and the Moorabbin Municipal Band.³⁶²

Everest's son Frank also served as a councillor for over 25 years, and was mayor three times—1972-73, 1980-81 and 1984-85.³⁶³

8.12 Lieutenant-Colonel William Mair

Lt Col Mair, a Scot, came to Australia in 1841, escorting Dublin convicts to Van Diemen's Land.³⁶⁴ In the British Army, he came to Port Phillip on behalf of the New South Wales Mounted Police to head the local mounted force; when he merged the numerous local forces he created what became the Victoria Police Force. He also served as the Commissioner in Charge of the Ballarat Gold Fields.³⁶⁵ He was the first Chairman of the Moorabbin Roads Board when it was established in 1866, at which time he was given the rank of Lieutenant-Colonel. He was the Magistrate of the first Court of Petty Sessions in Brighton; and the founder of the Brighton Volunteer Rifle Corps (1860).³⁶⁶

Bayside Ward Three is named after Lt Col William Mair.

8.13 Samuel Clayton

Samuel Clayton arrived in Port Phillip with his son Richard in 1852; he purchased land in Dane Road, Moorabbin, while Richard Clayton later purchased land in Wickham Road. Clayton senior, a market gardener, was at one time, rate collector, Inspector of Nuisances, and Clerk of Works.³⁶⁷

Bayside Ward Five is named after Samuel Clayton.

8.14 David Abbott (1844-?)

David Abbott arrived in Australia from Essex, England in 1863, after which he studied to be a solicitor Melbourne University. He was admitted to practice in 1874.³⁶⁸ He was a member of the Moorabbin Council from 1884-1898; prominent in the Severance issue and active in the push to get the railway extended from Brighton Beach to Sandringham. Abbott built Coggeshall on The Esplanade, Sandringham, which is now the Sandringham Club.³⁶⁹

Bayside Ward Six is named after David Abbott.

8.15 Frank Spears

Included in the local history by William Bruton (c.1850) was the following piece on Frank Spears, 'The Humorist':

Opposite the smithy lived Mr Frank Spears, who was cheered so much for his humorous songs in times past: "He's got 'em on, He's got 'em on, Don't he do it nobby. He's got em on, Oh! hasn't he got 'em on."³⁷⁰

Life wasn't always serious in Bayside.

ENDNOTES

Chapter One

- 1 *Geological Survey of Victoria, Melbourne Sheet, SJ55-1, Ringwood no. 849 Zone 7.* Department of Lands and Survey, 1:63,360, First Edition, 1974.
- 2 Based on the chronology in J Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, City of Kingston 1994, pp. 208-211.

Chapter Two

- 3 All conversions of imperial measurements to metric in this history have been rounded out to the nearest 0.5.
- 4 M Cannon & I Macfarlane (eds.), *Historical Records of Victoria, Foundation Series, Volume 6: The Crown, the Land and the Squatter 1835-1840*, Melbourne 1991, p. 380.
- 5 See Chapter Eight.
- 6 W Bate, *A History of Brighton*, Melbourne 1983 (1962), p. 8.
- 7 See Chapter Eight.
- 8 A Sutherland, *Victoria and its Metropolis: Past and Present*, Vol. IIB: Metropolitan District, Melbourne, 1888, p. 272.
- 9 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 272.
- 10 Sutherland, *Victoria and its Metropolis*, Vol. IIB, pp. 272-73.
- 11 Bate, *A History of Brighton*, p. 26.
- 12 Bate, *A History of Brighton*, p. 26.
- 13 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 273.
- 14 See Chapter Five.
- 15 Survey Department Letter-book 1836-42, no. 41/39, pp. 251-1 (V-A). Quoted in Bate, *A History of Brighton*, p. 30.
- 16 Survey of Henry Dendy's Special Survey, Parish of Moorabbin, County of Bourke. Bate, *A History of Brighton*, p. 31. These species have been identified as eucalypts, she-oak or casuarina and banksia. Graeme Disney, pers comm, 1999.
- 17 Survey of Henry Dendy's Special Survey, Parish of Moorabbin, County of Bourke. Bate, *A History of Brighton*, p. 31.
- 18 Bate, *A History of Brighton*, p. 32.
- 19 Bate, *A History of Brighton*, p. 33.
- 20 Bate, *A History of Brighton*, p. 33.
- 21 Bate, *A History of Brighton*, pp. 34-35.
- 22 The former Union Village is located within the City of Glen Eira.
- 23 Bate, *A History of Brighton*, p. 37.
- 24 Bate, *A History of Brighton*, p. 39.

- 25 Sutherland, *Victoria and its Metropolis*, Vol. 1, p. 273.
- 26 L Schumer, *Henry Dendy and his Emigrants*, East Malvern (Vic) 1981, p. 19.
- 27 Schumer, *Henry Dendy and his Emigrants*, p. 19.
- 28 Schumer, *Henry Dendy and his Emigrants*, p. 21.
- 29 All information for the following table has been quoted from W McIlroy, 'Melbourne's Land Sales Part II', *The Victorian Historical Magazine*, Vol. XVII, No. 4, May 1939, p. 134.
- 30 See Chapter Eight.
- 31 See Chapter Eight.
- 32 Andrew Ward & Associates, *City of Sandringham Heritage and Conservation Study*, Volume 1, 1989, p. 22.
- 33 J Cribbin, *Moorabbin: A Pictorial History, 1862-1994*, City of Kingston (Vic) 1994, p. 39.
- 34 See Chapter Eight.
- 35 All information for this table is from the Parish of Moorabbin, County of Bourke, Department of Lands and Survey, 14 May 1864.
- 36 See Chapter Eight.
- 37 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 26.
- 38 G Disney & V Tarrant, *Bayside Reflections: History and Heritage of Sandringham, Hampton, Black Rock and Beaumaris*, Sandringham (Vic) 1989, p. 22.
- 39 Disney & Tarrant, *Bayside Reflections*, p. 22.
- 40 *Argus*, 30 August 1853. Quoted in Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 28.
- 41 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 26.
- 42 The former Two-Acre Village is located within the City of Kingston.
- 43 *Moorabbin: A Centenary History 1862-1962*, Moorabbin 1962, p. 12.
- 44 Cribbin, *Moorabbin: A Pictorial History*, p. 209.
- 45 The Town of Beaumaris is located within the City of Kingston.
- 46 *Plan of the Town of Beaumaris Near Brighton, Being Portion 51 in the Parish of Moorabbin, Drawn and Designed by Penrose Nevins, Surveyor and Estate Agent, July 1853*. State Library of Victoria (Map Room—Vale Collection).
- 47 *Plan of the Castlefield Estate near Brighton, the Property of Thomas Splatt Esq, 1856*. Handwritten note: 'now Mr Matthew Smith's Estate'. State Library of Victoria (Map Room—Vale Collection).
- 48 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 31.
- 49 See Chapter Eight.
- 50 M Cannon, *The Land Boomers*, Carlton (Vic) 1966, p. 179.
- 51 Cannon, *The Land Boomers*, p. 180.
- 52 Cannon, *The Land Boomers*, p. 180.
- 53 Cannon, *The Land Boomers*, p. 180.

- 54 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 733.
- 55 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 445.
- 56 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 733.
- 57 Sutherland, *Victoria and its Metropolis*, Vol. IIB, p. 733.
- 58 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 40.
- 59 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 40.
- 60 Cannon, *The Land Boomers*, p. 49. Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 52.
- 61 Cannon, *The Land Boomers*, p. 327.
- 62 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, pp. 54-55.
- 63 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 69. Quoted from the *Real Estate and Home Journal*, 15 September 1924.
- 64 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 70.
- 65 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 70.
- 66 Lodged Plan No. 20138, declared 1 August 1950. Land and Survey information Centre.
- 67 Lodged Plan No. 21745, declared 8 August 1951. Land and Survey Information Centre.
- 68 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 77.
- 69 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 77. Quoted from a supplement to the *Argus*, 18 November 1944.
- 70 Andrew Ward & Assoc, *City of Sandringham Heritage and Conservation Study*, p. 77.
- 71 Disney & Tarrant, *Bayside Reflections*, p. 18.
- 72 This location is the nearest approximation given the dramatic change of the cliff line in the past century. It has been said that the actual location is a few miles out to sea. Graeme Disney, pers. comm. 1998.
- 73 Bate, *A History of Brighton*, p. 41.
- 74 Bate, *A History of Brighton*, p. 44.

Chapter Three

- 75 M Sullivan, *Men and Women of Port Phillip*, Sydney 1985, p.182.
- 76 G Disney & V Tarrant, *Bayside Reflections: History & Heritage of Sandringham, Hampton, Black Rock and Beaumaris*, Sandringham (Vic) 1989, p. 84.
- 77 W Bate, *A History of Brighton*, Melbourne 1983 (1962), p. 44.
- 78 G Wilson & P Sands, *Building a City: 100 Years of Melbourne Architecture*, Melbourne 1981, p. 30.
- 79 Bate, *A History of Brighton*, p. 102.
- 80 Bate, *A History of Brighton*, p. 94.
- 81 Bate, *A History of Brighton*, p. 42. The house was demolished in the 1920s, to be replaced by a block of flats, known as Dendy Manor, in Manor Street.
- 82 M Cannon, *Old Melbourne Town*, Main Ridge (Vic) 1991, p. 398.

- 83 See Chapter Eight.
- 84 Bate, *A History of Brighton*, p. 41. Quoted from the *Port Phillip Patriot*, 26 April 1848.
- 85 Bate, *A History of Brighton*, p. 41. Quoted from the *Port Phillip Patriot*, 26 April 1848.
- 86 Bate, *A History of Brighton*, p. 103.
- 87 Bate, *A History of Brighton*, p. 95.
- 88 *No. 1. Williamson and another V. Courtney and others. Plan Shewing [sic] the subdivision of the Moorabbin Estate. Directed by the Decree in this cause to be sold by auction. On the 17th Day of May, 1862.* State Library of Victoria (Map Room—Vale Collection).
- 89 M Lewis, 'The Victorian House' in R Irving (ed.), *The History and Design of the Australian House*, Sydney 1985, p. 83.
- 90 Lewis, 'The Victorian House', p. 83.
- 91 Wilson & Sands, *Building a City*, pp. 68-74.
- 92 D Johnson, *Australian Architecture 1901-51: Sources of Modernism*, Sydney 1980, p. 53.
- 93 See Chapter Eight.
- 94 Andrew Ward & Associates, *City of Sandringham Heritage Study*, p. 30.
- 95 Disney & Tarrant, *Bayside Reflections*, p. 36.
- 96 Disney & Tarrant, *Bayside Reflections*, p. 36.
- 97 See Chapter Eight.
- 98 The Sandringham Historical Series No. 2, *Black Rock House, Built for Charles Ebdon in 1856*, Sandringham 1983 (1988), p. 7.
- 99 The Sandringham Historical Series No. 2, *Black Rock House*, p. 7.
- 100 The Sandringham Historical Series No. 2, *Black Rock House*, p. 8.
- 101 The Sandringham Historical Series No. 2, *Black Rock House*, p. 8.
- 102 Disney & Tarrant, *Bayside Reflections*, p. 38.
- 103 Disney & Tarrant, *Bayside Reflections*, p. 182.
- 104 M Cannon, *Land Boom and Bust*, Melbourne 1972, p. 113.
- 105 Cannon, *Land Boom and Bust*, p. 113.
- 106 Cannon, *Land Boom and Bust*, p. 114.
- 107 Cannon, *Land Boom and Bust*, p. 118.
- 108 Cannon, *Land Boom and Bust*, p. 299.
- 109 Cannon, *Land Boom and Bust*, p. 299.
- 110 Cannon, *Land Boom and Bust*, p. 299.
- 111 Cannon, *Land Boom and Bust*, p. 299.
- 112 Cannon, *Land Boom and Bust*, p. 303.
- 113 R Boyd, *Australia's Home: Its Origins, Occupiers and Builders*, Melbourne 1987, p. 61.
- 114 Boyd, *Australia's Home*, p. 113-114.
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