



Glen Eira Historical Society

A Royal visit to Caulfield

There was much excitement in the City of Caulfield among the councillors and other local “worthies” when it was announced that Edward, Prince of Wales, during his visit to Australia, would include in his Melbourne itinerary, an afternoon visit to the Caulfield Military Hospital on May 31st 1920. [*Caulfield News* 25 March 1920 (*Caulfield News* Vol. 1 No.37)].

The Councillors and staff immediately began planning for the occasion. The Mayor and councillors planned to welcome the Prince to the municipality, on behalf of the residents of Caulfield at the hospital.

By Thursday April 15th the *Caulfield News* was able to report the full extent of this detailed planning. As a preliminary to the great day, the Councillors and wives plus 1 representative from each of the main organisations within the City of Caulfield were to occupy a small stand at the junction of St Kilda Road and Union Street on the day that the Prince arrived in Melbourne. After disembarking at St Kilda Pier the entourage would drive along St Kilda and Kooyong Roads to the hospital. A bannerette was to be hung across St Kilda Road with a “A Hearty Welcome to Caulfield” inscribed on it.

By chance my mother and two girl friends were also in the crowd along St Kilda Road on that day. My mother said to me that everyone had written about the handsome young prince.



Above: Edward, Prince of Wales in 1920, National Archives of Australia NAA: A1861, 4504.

However the three young ladies were more smitten with the young aide de camp sitting next to him - a certain Lord Louis Mountbatten.

We acknowledge that the Boon Wurrung People of the Kulin Nation are the traditional custodians of the area covered by the City of Glen Eira



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Details for the Royal Welcome developed by the Council, as reported by The *Caulfield News* were as follows:

1. The erection of a Welcome Arch at the southern intersection of Kooyong and Dandenong Roads. Here the road would be lined by a company of citizens' forces and cadets under a certain Major Wallis. At the eastern entrance to the arch a civic welcome would include the presentation of an Address of Welcome to the Prince. The Address of Welcome would take the form of a book and include photos of Caulfield and its parks. The leather cover would be embossed by a patient at the hospital. Then 20 girls from the North Caulfield Central School would sing "God Bless the Prince of Wales."
2. Residents along Kooyong Road would assist with a decoration scheme in which red, white and blue would alternate every four chains with festoons across the road at close intervals.
3. 10,000 public and state school students were to form a guard of honour from the Arch to the Military Hospital. It was estimated there would be space for 60,000 spectators standing on the footpaths.
4. Caulfield organisations were asked to form strong points at allotted positions along Kooyong Road.
5. At the hospital gates 500 ex-Caulfield soldiers would form a guard of honour.
6. At the commencement of his hospital inspection the Prince would be presented with an article made by one of

the patients following training received from the Red Cross.

7. After the inspection the Prince would be entertained to afternoon tea in the Rest House by the Mayor, Cr. Wharrington and Mrs Wharrington.



Left: Returned servicemen welcome Edward, Prince of Wales to Caulfield on 31 May 1920. (Image courtesy of Aussie~mobs 2016, *Boys from the Military Hospital, Caulfield welcome the Prince of Wales 26 May 1920*).

Not all ratepayers were pleased with these arrangements. The Glenhuntly Branch of the ALP had written to the Council warning that if any ratepayer funds were associated with the Royal Visit the Branch would complain to the Auditor.

The afternoon of the great day, Monday 31st May 1920 arrived. *The Argus* 1 June 1920, reported in some considerable detail the Caulfield welcome and the visit of the Prince of Wales to the Caulfield Military Hospital. Clearly its reporter had been in the cavalcade of cars that ferried the Prince down Kooyong Road to the hospital. The *Caulfield News* in its report was more brief and circumspect.

The Argus commented on the Prince's punctuality after attending a display by school children at the MCG. The reporter noted "that Caulfield's welcome proved by far to be the most pretentious so far of those extended to the Prince by suburban municipalities". A massive arch of Roman design and a banner inscribed with the words "A Hearty Welcome from the

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Citizens of Caulfield” was draped across the intersection.

On either side of the road, cadets and citizen soldiers with fixed bayonets stood for the salute. Here, as at Prahran, the ceremony of presenting the address of welcome only took a few minutes and was not read but just handed to the Prince. Then came a rendition by a choir of school children. It was noted by *The Caulfield News* that the crowd had broken through and so drowned out the voices of the children’s choir.

The Argus reporter observed that along Kooyong Road, at various strong points were arches linked to local organisations as well as festoons of bunting and greenery at regular intervals along the route. He was especially impressed by “the living arch ... at the strong point of the Alma Bowling and Tennis Club near Inkerman Road. Here, women in sport attire occupied a wooden framework and showered rose petals on the Prince as he passed.” The members of The Australian Women’s National League at their Balaclava Road strongpoint contented themselves with hailing the Prince with cries of delight.

The Camden Town Sports Clubs had created in the recesses of their arch, little tableaux depicting favourite sports – a cricketer at the wicket, a huntsman and tennis and croquet players. At other locations, members of the Soldiers and Sailors Fathers Association and the Methodist Ladies Red Cross Society were represented. Closer to the hospital, Caulfield Grammar School “made a brave show with pennons indicative of the school’s sporting prowess over a long

period of years” and the vociferous welcome of the scholars.

Finally the Prince’s limousine reached the hospital gates soon after 4pm where he received an ovation by returned men and nursing sisters.

Accompanied by an official party consisting of the Officer Commanding the Hospital, Colonel Embling, the Minister for Defence, Senator Pearce, Rear Admiral Sir Lionel Helsey, Lt-General H. G. Chauvel, and the State Commandant, Brigadier General Brand, the Prince walked through a double line of Sisters, nurses and convalescent soldiers who were drawn up on the lawns.

The Prince happily spent time talking to the patients in the wards. He even used his left hand for greeting patients partly because his right hand had become significantly bruised from the previous extensive handshaking on the tour. This was particularly acceptable to the arm amputees. Some of the soldiers even took the opportunity to photograph the Prince with their Brownie Box cameras.

While in the wards, the Prince was presented with a cigarette box made from Australian wood. He seemed in no hurry as he moved through the wards speaking to the patients. When it was time to return to the entrance of the Rest House where the Mayor of Caulfield Cr. Wharrington and his wife were patiently waiting with afternoon tea, the Prince advised the Mayor that as he was running late he could not stay for afternoon tea and presented him with the Royal Address. He then left with the Royal Party for the journey to back to Government House.

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After all those preparations and exuberant greetings planned by the Council the Mayor sadly never got to socialise with the Prince. One suspects that His Royal Highness was in no hurry to leave the wards and face one more round of small talk with local colonial officials. The Mayor was left holding the scroll that now proudly rests in the Council archives. As for the afternoon tea, hopefully it was sent to one of the wards for consumption by convalescent soldiers but, on this point, the historical record remains silent.

Neville Daynes
Member volunteer, Glen Eira Historical Society

References
The Argus 1920
Caulfield News T. H. Ould 1919- 1924

Below: 411 Beach Road, Beaumaris today with what appear to be the gates from Crotonhurst. (GEHS 2020).



On 16 March, due to the Coronavirus threat, GEHS closed its door and cancelled *Sights Unseen* a display of our collection planned for March/April at Glen Eira Council Gallery. Our March and May Speaker Series was cancelled and our July Speaker Series and AGM has been postponed.

Our volunteers are mostly working from home. Anne and I call in to the rooms weekly to ensure our collection is safe and to attend to any urgent admin tasks. We are also busy developing a new website and revamping our logo and communications. Our website is 15 years old and in desperate need of updating.

A review of the content of our current website has led to some investigative work by our volunteers on Crotonhurst (1866-1937). Described as a fairy tale castle it was the home of Justice Webb (George Henry Frederick Webb 1828-1891), judge of the Supreme Court and cousin of Henry Joseph Langdon (of Rosecraddock). Webb commenced building his elaborate mansion in 1866 and by 1879 the rate books show him as owner of a 17 room

From the President



Above: Crotonhurst, Caulfield n.d. GEHS collection.

Well, we didn't see this coming! Who would have thought when we reopened in early February and held a planning day in early March that we would be closing and our day to day lives would change so dramatically because of a virus.

From the President

house on 17 acres of land. Crotonhurst (facing Hawthorn Road near Glen Eira Rd) featured a triple-storey square turret, two spires, stained glass and a Cornish entrance porch. In 1937 Crotonhurst was sold and demolished; many of the treasures went with Dottie Langdon (Webb's daughter from his second marriage) to her new home Chota Croton (Little Croton) in Beaumaris.

Today there is a vacant block at 411 Beach Road Beaumaris where Dottie's house once stood. The 1930s house was demolished some time ago, sadly afforded no heritage protection from Bayside Council. Online you will find some real estate photos of the house and if you look closely you will see the Cornish entrance porch and stone pillars from Crotonhurst, chimney pots, a marble fire surround, and stained glass. I wonder what has happened to these treasures. The gates from Crotonhurst look to be still there - are the new owners aware of their provenance?

Perhaps this Coronavirus shutdown can be a time for us to look more closely at our city and suburbs, at what is around us. We would be interested in any photos you have taken of Glen Eira during this quiet time or any COVID 19 notices you may have received. These sorts of things can be added to our collection and will be of interest in years to come.

Barbara Hoad
President, Glen Eira Historical Society

Caulfield – origin of the suburb's name

The origin of Caulfield's name has been the subject of much enquiry over the

years, particularly around the Centenary of Caulfield in 1957 when extensive research was undertaken by local historian Mrs Agnes Paton Bell. She concluded that the suburb of Caulfield was named after early pioneer Mr John Caulfield who arrived in Melbourne in 1837 and that he was somehow related to Viscount Charlemont of Ireland -family name spelt Caulfeild. The Charlemont family Coat of Arms was used by the City of Caulfield from 1913 until 1975 when Council was advised it had been using the Coat of Arms illegally. On 1 May 1977 a newly designed Coat of Arms was officially adopted and is still in use today.

Bell also mentions a frigate, the *Earl of Charlemont*, wrecked at Barwon Heads in 1853 but there was no Caulfield on board.

Researching Caulfield today, I found the name was in use in 1854 when The Victoria Freehold Land Society informed its members of land at Caulfield '... suitable for gardening and tillage, well supplied with wood and water...'

Bell says that Caulfield appears on the first map of the area in 1853 but Surveyor HB Foot's 1853 map of the Parish of Prahran (online at slv.vic.gov.au) shows the area south of Dandenong Road and north of what was to become Glen Huntly Road marked out, but the name Caulfield does not appear. Plans of the new township of Mount Gunnersbury (today the streets of Latrobe, Emma, Laura, Augusta and James, south of Glen Huntly Road) were advertised in 1853 but again Caulfield is not marked.

Suburban allotments at Caulfield appear on an 1857 map, the year that saw the

Caulfield – origin of the suburb's name

formation of the Caulfield Roads Board and the beginnings of local government in the area.

Returning to John Caulfield: he was a Master Builder and in 1839 was one of the first members of the committee of the Melbourne Mechanics Institution (today the Melbourne Athenaeum). Meetings of the Victorian Freehold Land Society advertising land for sale in Caulfield were sometimes held at the Mechanics' Institute. Could this be the link?

In the 1840s Caulfield served on various committees and was involved in local council affairs in Melbourne.

Anne Marsden, in her paper on the men who founded the Melbourne Mechanics Institution, relates an incident involving Committee men, John Peers and John Caulfield. The two men were associated not only through building activities but also through music in the Wesleyan church. Peers, a musician and singer, led an early choir, accompanied by Caulfield on his clarinet. Relations between Peers and Caulfield were not always harmonious: they appeared in court in December 1838 over an incident in a public house when Caulfield accused Peers of "ill-using" him. A witness said they threw glasses of ginger beer at each other, and Caulfield threw Peers down on a sofa and kicked him. They were both fined 10 shillings.

Caulfield lived in Lt Collins Street in 1842 and was listed as a carpenter in Great Lonsdale Street west in 1853. Later in the 1870s he was a resident of Hotham (North Melbourne) but there is no evidence of him ever living in Caulfield

and any connections he may have had to the area are mere speculation. John Caulfield's portrait can be found in an 1872 mosaic by photographer TF Chuck., alongside seven hundred explorers and early colonists such as Edward Henty,



Above: *John Caulfield*, Chuck, T. 1872. (State Library of Victoria Collection).

John Pascoe Fawkner and Sir Edmund Barry. Caulfield died in 1879 at age 71.

Agnes Paton Bell became a member of our Society in 1973 and gave us her research archive; now a valuable part of our collection.

If you've heard any other stories about the naming of Caulfield we'd love to hear from you. There is always something more.

Barbara Hoad
President, Glen Eira Historical Society

References

'Victorian Freehold Land Society', *The Banner*, Tuesday 13 June 1854, page 2

The Barque "Glen Huntly"

Sands & McDougall's Melbourne and Suburban Directory (1863-1970).

Bell, A. P. 'The origin of the name of Caulfield road district', *Victorian Historical Magazine*, v.29, no.3, RHSV Aug 1959: 133-140.

Chuck, TF. 1872, *The Explorers and Early Colonists of Victoria*, SLV collection.

Plan of Portions Marked in the Parish of Prahran, H. B. Foot [Melbourne]: Surveyor General's Office, 1853.

Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of Prahran. Vale Collection. 1853.

Suburban Allotments in the Parish of Prahran at Caulfield. Vale Collection. Melbourne: Surveyor General's Office, 1857.

Marsden, Anne. *Gentleman versus players*. Melbourne Athenaeum Archives website, <http://mahistory.org.au/early-years/first-meeting>, accessed February 2020.

AP Bell archive (GEHS collection).

The Barque "Glen Huntly" was a sailing ship of 505 tons as recorded in the Register of Shipping, not 430 tons described in the Custom House books. She was registered in Scotland, and was a member of the fleet of "Glen" ships.

The Glen Huntly sailed from Oban, Argyleshire, Scotland, on 1st December 1839 in charge of Captain Buchanan, with 157 emigrants on board. She arrived in Hobson's Bay on 17th April 1840 and sailed to her anchorage off William's Town.

When it became known that ten of the passengers had died from typhus during the voyage the Barque was declared a

Typhus Road

Did you know that Glen Huntly Road was once called Typhus Road until residents begged for a change?

Located at the western end of Glen Huntly Road is the former site (now called Point Ormond) of Victoria's first quarantine station.

Meyer Eidelson, *Flood, fire and fever: a history of Elwood*, Prahran Mechanics' Institute Press, 2006. Windsor, Vic.



Above: The Nameless Graves Point Ormond P. Phillip, A relic of ship Glen Huntly 1851, by Bennett, Charles, 1869-1930, artist, image ca. 1890-ca. 1910, courtesy State Library of Victoria.

Below: Sketch of Quarantine Station site c1840 Point Ormond, Elwood. Image courtesy of POI Australia.



Above: a typical Barque or Bark of the times, image courtesy of POI Australia.

The Barque "Glen Huntly"

'fever ship' and Captain Buchanan was ordered to cross the Bay and anchor off the Bluff – Point Ormond.

Two quarantine camps were established at the Bluff, one for passengers who had the fever, which was in charge of surgeon Superintendent Browne, and one for those who were at present free from the disease, in charge of Dr. Barry Cotter. Both these quarantine camps were visited regularly by Superintendent Latrobe.

It was amazing that although the Barque was of only 505 tons and carried 157 passengers, men, women and children, plus her crew packed in below decks that only ten people died during the four and a half months voyage from Scotland. The last passenger who died at sea was George Denham, he was buried at the mouth of the River Exe, now known as the Little River, sixteen miles north of Geelong.

Three more people died at the quarantine station at the Bluff: James Mathers, on 23rd April, John Craig on 25th April and George Armstrong on 5th May 1840. All the healthy passengers and crew were released from quarantine on 13th June, and allowed to travel to Melbourne.



Above: Barque "Glen Huntly" Memorial, St Kilda Cemetery, 16-June-2013, image courtesy Monument Australia.



Left: Headstone, victims of Glen Huntly, image courtesy of Friends of St Kilda Cemetery.



Above: Second Burial of Barque Glen Huntly victims at St Kilda Cemetery, 27 August 1898, image courtesy of Friends of St Kilda Cemetery.

The graves at Point Ormond, enclosed by a picket fence, marked the place for nearly sixty years, but on 27th August 1898, they were opened and the remains were re-buried in the St Kilda Cemetery in the presence of one hundred spectators. In addition to the Mayor of St Kilda, Councillor John Stedford, present, at the re-interment were Mrs. Bowman of Caulfield, (a daughter of John Craig) and Miss Cameron, who was seventeen years of age when she arrived on the Barque.

Subsequently a public appeal was made and sufficient money was raised to erect a

suitable memorial on the grave, which is in the South West corner of the St Kilda Cemetery, marking a notable event in the early history of the Colony and the Glen Huntly Pioneers.

Glen Huntly Road and the Caulfield suburb of Glen Huntly now serve as a reminder of the tragedy of the fever ship "Glen Huntly" and the thirteen people who lost their lives.

Written for the Caulfield Historical Society Newsletter in October 1983 by Richard Ballantyne.

Calendar

- Speaker Series - postponed until further notice due to COVID-19.
- Annual General Meeting 2020 will be rescheduled to a date to be confirmed.

Heritage Update

Since our March Newsletter, the direct impact of the COVID-19 State Emergency on VCAT includes a hold on face-to-face planning cases. This has resulted in the deferral of the second x 10 day hearing for 10-16 Selwyn Street, Elsternwick (the Woolworths proposal) from dates 25/5/20 - 5/6/20 to new dates of 13-24/7/20. The expectation is that COVID-19 restrictions will be wound back by then so allowing a face-to-face hearing.

We also joined as an objector with others at VCAT against a proposal for 430-434 Neerim Road, Murrumbeena. This planning permit application for a nine storey mixed use proposal (predominantly for student housing) was rejected by Council. The developer has then taken this refusal to VCAT. Our objection at VCAT relates to the development not addressing

the proposed individual heritage overlay for the former supermarket building nor the proposed precinct heritage overlay for Murrumbeena Village. Additionally, we see the height, mass and visual bulk as inappropriate. Either a Compulsory Conference or a hearing is expected on 20/7/20 subject to face-to-face restrictions being lifted.

Additionally, please do consider how straightforward it is to lodge an objection yourself with Council if you are concerned about a particular development. Full details are on the Glen Eira Council website and objections can be lodged any time prior to Council or its officers making their decision (i.e. even after the end of the advertising of the application). Your reasons can be brief or more fulsome.

<https://www.gleneira.vic.gov.au/services/planning-and-building/planning/advertised-plans-and-planning-register/how-to-make-a-submission>

Anne Kilpatrick
Vice President, Glen Eira Historical Society

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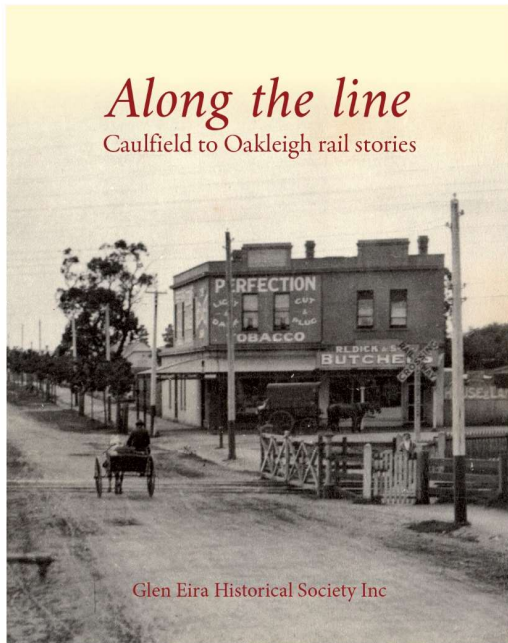
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June 2020 Newsletter editorial team: Joy Mawbey and Adriana Konidaris

NEW RELEASE



Along the line Caulfield to Oakleigh rail stories

Glen Eira Historical Society Inc

During 2017 the stations of Carnegie, Murrumbeena and Hughesdale and their familiar landscapes were demolished to make way for a new elevated railway. This book by Glen Eira Historical Society covers the history of these stations and the bookend stations of Caulfield and Oakleigh along with the communities they served. It tells the story of the Springvale cemetery train and includes some train trivia.

Over 40 personal stories and memories are captured here and bring this local history to life:

‘Most of the goods trains operated at night and on cold foggy mornings the driver and fireman would be peering into the distance trying to locate signals illuminated with kerosene burners. There were smoking and non-smoking carriages; at night when the driver looked back he could see the smoke plumes wafting out of every second carriage’.



Along the Line by Glen Eira Historical Society Inc

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Category: Local History

Quantity ordered: _____

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