

# HAWTHORN HISTORY WALKS



**BURWOOD PARK**

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Maybe you just want to walk and look, but perhaps wonder about the countryside the aborigines knew and changes made by the first white people, or what the attractions might have been a century ago. Where does the nearest main road go ? To or from Town ? How close are public transport, shops, churches or schools ? Look for high points: spires, office blocks or towers on the skyline, and also tall trees: exotics from old-established gardens or remnants from the bush. Farmers and market gardeners needed water and sandy soil; brickmakers needed clay; people who worked in Town (or once had) chose the hilltops for views and pure air. The main road was popular also; it was important to see and be seen. Lower land was cheaper and houses tend to be smaller, down the hill. Gullies and quarries were filled, swamps drained and creeks buried. Your walk will take you back in time, past landmarks and homes associated with the pioneers, and wider community, as Hawthorn grew.

There will have been changes, but there are often historical clues:-

A dead-end court might mean demolition of an original homestead

A dip in the road might mean a buried creek or drain

A bend in the road might mean two properties, or a natural obstacle

A bluestone lane usually dates from before 1920

Houses out of line could be of a different era (or very recent)

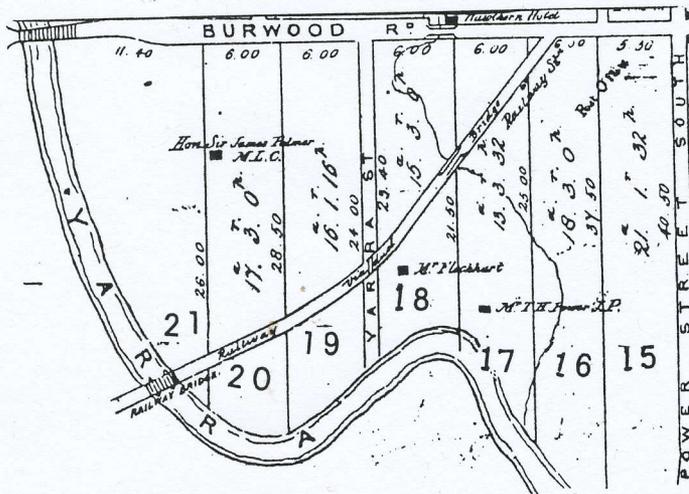
Lower simpler houses with plainer chimneys are usually older

Outhouses on back lanes, with vents above, date from nightcart days

Land in Boroondara was sold between 1843 and 1853 in numbered Crown Allotments or Portions, with access from a main road. Those at an intersection or with a long main road frontage were quickly subdivided by speculators, but others with a main road at either end could be cut into small lots with a new street down the middle. Development came with improved communication - bridge, coach service, railway - as Hawthorn changed from Village to Borough, then to Town by 1887 (with over 12,000 people in over 4,000 buildings) and finally became a City in 1890.

# BURWOOD PARK

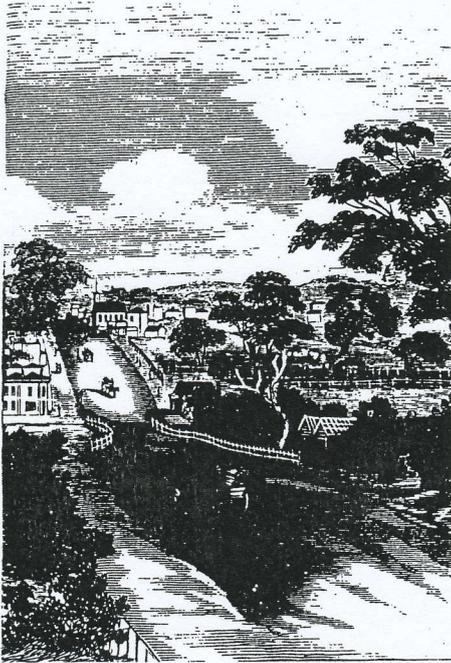
The best-known property in Hawthorn in 1860 was Sir James Palmer's *Burwood - Crown Allotments* (or Portions) 19-21 - west of Yarra Street. The block bounded by the present Power Street, Burwood Road and the river - Crown Allotments 15-21 - was privately owned by 1846. Thomas Payne had bought CAs 18 and 15, Dr Edmund Hobson CA 16, and Thomas Power CA 17. Neither Payne nor Hobson occupied their land, but Palmer and Power were prominent residents until their deaths. Palmer's estate was subdivided with a new name, *St James Park* in 1871, but the name *Burwood Park* remained briefly on land near the Hawthorn Station.



Part of the 1866 Hawthorn Borough Plan with Crown Allotment numbers added

Thomas Power's name was first (above Palmer's) on the petition 'praying for' Hawthorn's separation from Boroondara in 1860. He was a stock and station agent and squatter with land in Dandenong, and where boiling-down works made tallow candles in the 1840s depression near stock routes by Kooyongkoot Creek. Stock could ford the river by the creek near CA 17, which had cost Power almost as much as Palmer's riverside CA 21 so may have also had a factory or stockyards. Later there was a tannery by the river in Payne's CA 18 and, by 1850, Power had acquired more land there and leased Hobson's CA 16. A timber bridge was built over the river in 1851. The gold rushes accelerated development and in 1852 lots sold in a new Village of Hawthorn north of Burwood Road, but the village began on Power land east of Yarra Street. Sartain & Pearson advertised their new general store in November 1852, and two rooms to let - with grazing paddocks by

the Yarra, but 'no horses received on Sundays' - perhaps the zinc houses used by the National School in 1853 (which historian James Bonwick called *The Ovens*, so rather hot). Palmer and Power were Patrons of the School, later Hawthorn West Primary. The store was a Post Office Store by 1854, but the post office later moved further east. By 1880 the store was demolished and land acquired by James Scott's *Royal Nursery* (supplier of flowers, elms and peppercorns), established on Power land from 1860 by the creek, where old gums still survive.



'Hawthorn near Melbourne', *Weekly Herald* October 1863 shows Burwood Road, east of Yarra Street, also a train

The Scott family home was buried in offices on the east corner of their Domville Avenue, but has finally gone for multi-storeyed units. The first hotel was nearby. John Connell applied for a licence first in 1850, and again in April 1851 (with his stockyards) supported by a petition of 'cattle salesmen', and a license was granted. His *Queen's Arms* was on Power's land by Yarra Street then his own *Hawthorne Hotel* opened in 1853 on Barton Street (later rebuilt as the *Whitehorse*). Burwood Road had been levelled by then and a wooden bridge built over the little creek (and a stone bridge by 1866),

and the former inn became cab proprietor David Heaslip's home and stables. In 1860 a railway was to terminate on Power's land, and stimulated development. Slowly the ripples spread and, 20 years later (after Palmer's and Power's deaths), there were rows of matching villas on new roads within a radius of the station, providing such a contrast to those from subsequent decades to the present day.

**'Burwood Park' is an interesting area, well worth exploring. The best place to start a walk is the corner of Evansdale and Burwood Roads, by Hawthorn Railway Station - perhaps even to arrive by train.**

**1. Hawthorn Station** was renovated in 1986, having been under threat of demolition for years. The railway was once owned by a private company; the first train arrived in 1861 but there was only a ticket box until a ladies' room was built

by 1868 – perhaps the core building on the south with fireplace and chimney (but public access is now restricted). The line was extended under Burwood Road to Box Hill in 1882. A goods siding and woodyard for the universal woodfires were beside by 1885, when the line was duplicated. The Burwood Road bridge was built of Fritsch Holzer bricks, with lamp-room and closets below the 1890 iron-fenced walkway. The north platform's canopy came from the original Flinders Street Station in 1901/2 after changes for the Kew railway and a footbridge linked the platforms. The Kew line closed in 1957, but both platforms are used, with an extra express line. Look down over the station; maidenhair fern grows between the old bricks, and you may hear a bellbird. Imagine the days of steam trains with horse cabs and a horse tram waiting for passengers nearby in 1890. The corners of **Evansdale Road** are on Hobson's CA 16 which was leased in two properties: one by the river, the other near Burwood Road, by 1860. The Railways acquired a corner for a horse car service to the south side of the station in 1862 to transport passengers to Upper Hawthorn and Kew. Horse buses later used Roche Street (once delightfully Chestnut or Swan Street) and Morang Road. Evansdale Road was widened circa 1886 when the old *Terminus Hotel* (56/8 Burwood Road) lost a corner, with the footpath paved beside in 1888. The utilitarian rendered building, a parapet hiding the roof, and iron bars blocking the cellar behind, was designed by Charles Barrett and built by Michael Sheehan for Henry Wallace in 1874.



The former Terminus Hotel  
Photograph by John Suriano 1982

Houses nearby are difficult to check, first with the address Burwood Road then *off* Burwood Road, then Evans Paddock, Burwood Park, Evandale Road and *off* Evandale Road before side streets were named, and long before there were numbers. Most were not owner/occupied, and most with the address *Evandale Road* were not in **Evansdale Road** at all.

2. Joel Mansfield built the low, simple, symmetrical brick pair (7-9) in 1874, for sale in 1878 as *Evandale Road, Burwood Park*, then occupied by produce merchant Fred Taylor. It later belonged to plumber George Durbridge, with 5, a new 5-roomed corner house and outoffices added in 1888; his tenants were miners undergrounding the railway (or the creek: then the Main Drain or Main Sewer). **Evansdale Road** runs near the boundary of CAs 16 and 17, with houses further down the east side built on vacant Hobson land, or the backyards of older houses. 11-17 (and matching pairs behind in Morang Road) were the 1910 response to a demand for small rental housing - still single-storeyed, but red facebrick, stucco

and terracotta ridging and different decoration - so unlike the walk-up cream brick flats towards Morang Place. 4/6 Evansdale Road opposite were built of timber with gabled roofs in 1885, like older 'grow' cottages, but the station master's 2 disappeared for a motor (not horse) car park. Street and garden trees nearby are a mixture of new and old, exotic and native. After Thomas Power's death his estate was for sale in March 1874 (plus Scott's 'nursery garden', store and cottages with 'respectable tenants'). Flagmaker Thomas Evans bought the land from the railway to the river in CA 17 and subdivided it as *Glan Yr Avon* with a road, possibly following Power's carriage drive by the creek, which became *Evandale*.

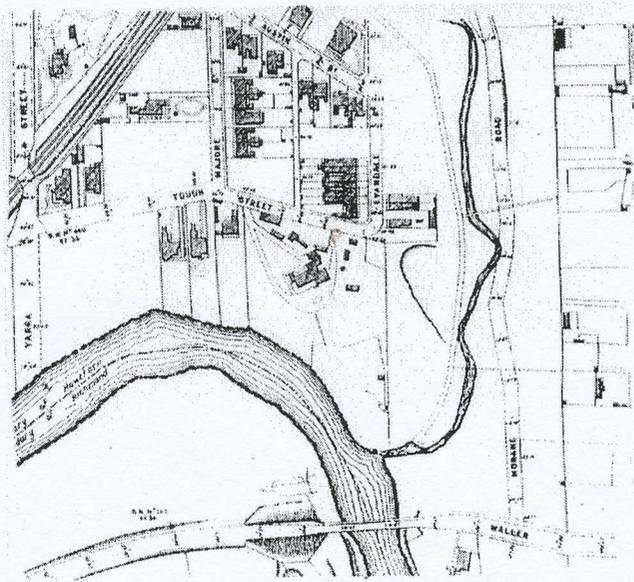
3. A triangle (Lots 1-3) bounded by creek, railway and road was bought by hotel owner John Rosney, with two houses by 1878, for sale in April 1884 'with flower gardens' (and more trains). There were six houses in **Rosney's Street** by 1887 (when a tenant of 8 Evansdale Road was accused of burying nightsoil in the backyard). Leonard Trimmer built 5, 4 and 3 Rosney Street of dark brick with cream trim, and fine decoration. Rosney's 2 looks older and plainer; flats replace his 1 (with new street blossom trees nearby). The bike path leads down by **Railway Place** (with three houses in 1884) to the arched stone underpass, rebuilt in 1905 over the drain lined with bluestone from 1892 and later concreted.

4. The red facebrick 1 **Majore Street** was built for fish salesman Robert Langford in 1895, with a bay window near the line. **Austin Street** was named for owner/builder Thomas Austin. The symmetrical 3, 5 (now in two) and 7 remain from 1881. 12 Austin Street and 16 Evansdale Road, from 1885, were owned by chemist W. M. Rowley (as *Avondale*). The painted 6 and 10 were built probably in 1877, plus the recently demolished 8 next to the lane (with pitched central channel). The tuck-pointed polychrome brick 2/4 are the most original, from 1878. Records are confusing, but in 1888 perhaps surveyor Bruford lived in 7, teacher Batten in 9 Austin Street, and architect Wilson in 2 Majore Street (following musician Zelman); just a short walk to the train.

5. Austin probably built 2-10 **Majore Street** between 1877 and 1879, once more alike: low, and symmetrical except for a bay window at one side. Gentleman Ebenezer McGeorge of Shakespeare Grove owned 8/10 Austin Street plus these five houses called *Austin Place*, later *Major Street* when owned by patent agent Edward Waters in 1883. The street is on the boundary of CAs 17 and 18. John Treacy's tannery was cut by the railway leaving a wedge-shaped block owned by Robert Flockhart, then Captain Walter Wright in 1876 (famous after pirates attacked his ship in the Bay in 1852). His gardens to the river were among the first worked by Chinese, in 1881. The pleasant view inspired ship-owner (later Councillor) William Cowper to build 11, a two-storeyed polychrome house, in

1878. His children attended Hawthorn State School, their address *Burwood Park*, although Wright's house was *Tranmere* and the estate *The Rookery*. Cowper objected to the name Majore (McGeorge?) and moved to Harcourt Street. **11** was called *Hollywood* by the Smyth family in 1888, and *Hollywood Guest House* fifty years later, when **5/5a-9/9a** were built on long-vacant land owned by Robert Short (who lived across the railway in Yarra Street). **12-14** Majore Street were built in 1899 and, from the decoration, obviously by William Langdon.

6. The west half of **Yarra Grove** was re-subdivided as *St James Park extension* by Charles Taylor and Percy Russell, but the lower blocks stayed empty with the 1890s depression, and floods. The Edwardian houses, **7-17/19**, were built by George Simpson in 1906/7, with new owners or tenants (including builder Arthur Hurlstone in **5**) by 1908, and all with features typical of the era.



M.M.B.W. Plan 41 c  
1898

The oldest houses were at either end. Russell's **1**: a fine orange and cream brick with ornate bargeboards (then *The Rest*) near the site of Wright's home (and where Yarra Street still goes to the river) was first, before **3**, *View Bank* of Robert Lang, in 1891. Land by the

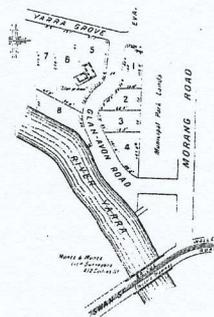
river (owned also by Robert Short) remained empty; nearby residents doubted it would ever be built on, after the 1934 floods lapped the pavement, but recent changes are not the result of floods. There were once two houses with towers in 1891/2; the dainty widows' walk tower of **14** can still be seen. The replacement for **16** is still known as *Yarrola*, and both shared the river view of the plainer stuccoed two-storeyed **18**, *Ravenswood*, built in 1876 on Evans' Lot 23 for ship's chandler Alexander Tough. Yarra Grove was once known as Tough Street.



Rosebank Terrace. Photograph by John Suriano 1982

7. Backing onto the old right-of-way is *Rosebank*, once just 1-7 then later **28-40 Evansdale Road**. Surveyor Patrick Millane owned 5 houses in 1883, then Rowley the complete terrace in 1885. **65-67 + 71** (the freestanding two-storeyed terrace once *Lalla Rookh* and/or 39) were opposite by 1890, with David Heaslip's horse paddocks either side. Thomas Watson's timber **24-26** date from 1908, when building nearby began again, providing an interesting mixture of buildings, with substantial extensions and replacements in recent years.

8. The Power homestead remained alone, set back, south of Yarra Grove until 1924, owned by a third Thomas - salesman Thomas Hughes - then subdivided in 8 lots with a new road. The family gave land by the river to the City of Hawthorn then developed the west corner, with a new address: **2/4 Glan Avon Road** for their home, which grew, but still hides behind old garden trees (pines reputedly from Power's era), and newer picket fence. Opposite, **5** was built in 1928 for Martin Larsen, with neighbours a few years later, and other replacements since.



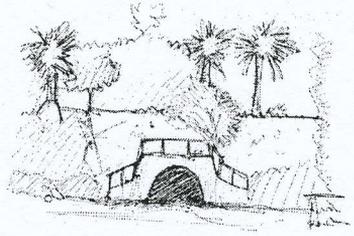
Pines at the bottom of Power's garden.  
Photograph Gina McWilliam, 1988

9. Part of the new road, constructed by the unemployed collapsed in 1935. Ivy tries to hide its bluestone retaining wall at one end of the *Wurundjeri Garden* where the Historical Society and native plants began to reclaim the river bank in 1990, supervised by a willy-wagtail, over the outlet of the creek/drain.

Beyond, the former *Rotherham's trouser brace factory* of 1918 and a riverfront house from 70 years later are near **Wallen Road Bridge**. A path below passes an 1882 foundation stone recording the three Councils involved and leads to where Alfred Shaw's *Bridgeford* welcomed ferries on former Hobson land in 1900.

Before the Garden. Sketch by Tony McWilliam, 1988

10. Before the bridge was built an attempt was made to subdivide this lower part of Hobson's CA 16 with a new road from Power Street through CA 15 near where watercourses or paths did and do exist, but instead the creek was confined. Builders George Stubbs and Julius



Rudnitzki were erecting homes in **Morang Road** lower from 1903-1910; some have gone. Wood carver Ernest Rosenthal lived in **102** and Rudnitzki in **100** in 1905. The Rosenthal's quartet **73-9** was built by 1913, about four years before the tip opposite was being filled for a park, to eventually improve the view. Road metal had been quarried there by Samuel Willis from 1874, near the creek. Then, twenty years later the Council leased the land; there were nine workers' cottages and stables, and it was estimated that 10,000 cubic yards could still be excavated.



The water rising in Morang Road 1924  
Photograph by Ernest Palmer

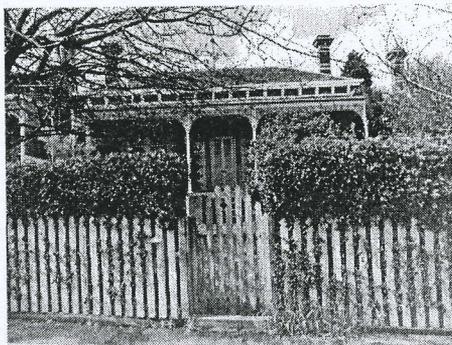
The lowest timber houses, **57-63 Morang Road**, were almost unfit for occupation after floods in 1911, 1924 and 1934 (and one has gone). The varying levels of land are fascinating, and houses of different decades. Power Street backyards were built upon (and new homes are planned for 2001). Paths also lead to **Power Avenue** (with homes built by Wyatt and McOwan from 1910), and **Gibnet Street** (with houses from a decade later).

**11. Morang Road** was pushed east by the creek, then bent back as it climbed the hill - not because it was easier for drays of metal - but to meet the older road which then bent again so the west lots were deeper, after land had been sold to the Railways. The road was named by the 1871 subdivision plan, with blocks sold by John Toon and John Quiggin for £100-£150. Homes on the larger lots have gone, but the row is remarkably intact north of engraver Albert Ward's recently restored **40** (once **48**) from 1878. The decorative trio, **34-38**, was designed by James Wood in 1884 for Randal Alcock. Michael Sheehan had previously built **21** in 1875 and **12** in 1880; **17** was built later by William Langdon in 1898, and **19** within the decade. A quartet of homes from 1876 opposite has gone, but not the younger **18-24** of 1910.

The single-storeyed black brick pairs and singles, **3-15 Morang Road**, were built by Morris Hurley between 1876 and 1878, and were probably designed by James Gall (architect of Camberwell Town Hall). They are the oldest row houses, and perhaps the first with a cavity wall in Hawthorn.

11 Morang Road. Photograph by John Suriano, 1982

They were set back uniformly in line with a view over the railway, for a decade, until **8-16** were built. This fine facebrick two-storeyed terrace was designed by George Ravenscroft and built in 1887 behind Durbridge's Evansdale Road trio for Henry Bouchier. He had owned **7/9** since 1885, then moved to **16: Aylmer**.



Violinist Professor Charles Hume lived in **12: Brefney** (moving in 1902 down the hill to the now demolished **41**), after living in the cement-rendered **6**, built by Michael Sheehan in 1873. The decorative duo, **2-4**, were fitted in behind the hotel for Michael Currie by 1902 and altered all the existing house numbers down the row. Beyond, the former *Terminus Hotel*, an old road name-plate on the side, was advertising soft drinks and billiards instead of alcohol by 1925, some months after Mrs Charles Hume complained about the activities of the Pigeon Club in Morang Road. A decade later Mr Thomas Hughes complained about noisy boys swimming in the river near the new road through his garden (and land he had given to Hawthorn). His river view may not have changed since Mrs Thomas Power had complained for the same reason in 1870, only a few years before houses were being built on new roads in her back paddocks in *Burwood Park*.

There is a variety of architecture from all eras – restored, defaced, dilapidated and old to study and contrast to the new, ugly and amazing. The area's great interest is as a historical picture - a social document of constant change and development from village to suburb: in *housing* for tenant families, transient singles and owner/occupiers; in *land use* from creek to drain, quarry/tip to park; in *commerce*, from store to shops and supermarket, woodyard to office block; or in *transport* from the grand total of 31 steam trains per day, in 1882 !

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Hawthorn Historical Society was formed in 1974 to foster historical interests and knowledge, collect and preserve items of historical interest, compile and keep an historical record of the district, and to assist with the identification and preservation of buildings, places and objects of architectural, historical and natural interest. The Society is affiliated with the Royal Historical Society of Victoria, and works in association with Regional, State and National bodies.

Members meet regularly, with a programme of workshops, lectures, tours, general meetings, and maintenance of the Wurundjeri Native Plants Garden, with a newsletter produced several times a year. Historical material acquired by the Society is in the custody of the Boroondara City Library's Hawthorn Branch Library. The Library has a Local History Room, and a large collection of sources for local, State, and family history.

Further reading:

Blainey, Geoffrey *A History of Camberwell*, Rev.ed. 1980

Cree, Nicholas *Boroondara Walks*, 1996

*Kew Living*, 1988

King, Ross et al *A Middle-Ring Suburb*, 1979

McFarlane, Geraldine *Hawthorn Sketches: Life in the Valley*, 1991

McFarlane, Geraldine *Hawthorn Sketches: Life on the Hill*, 1999

McWilliam, Gwen *Hawthorn Peppercorns*, 1978

McWilliam, Gwen *Hawthorn Streets Index*, 1999

'Mayblooms and Cherrybobs: Recollections of Hawthorn', 7 parts, 1987

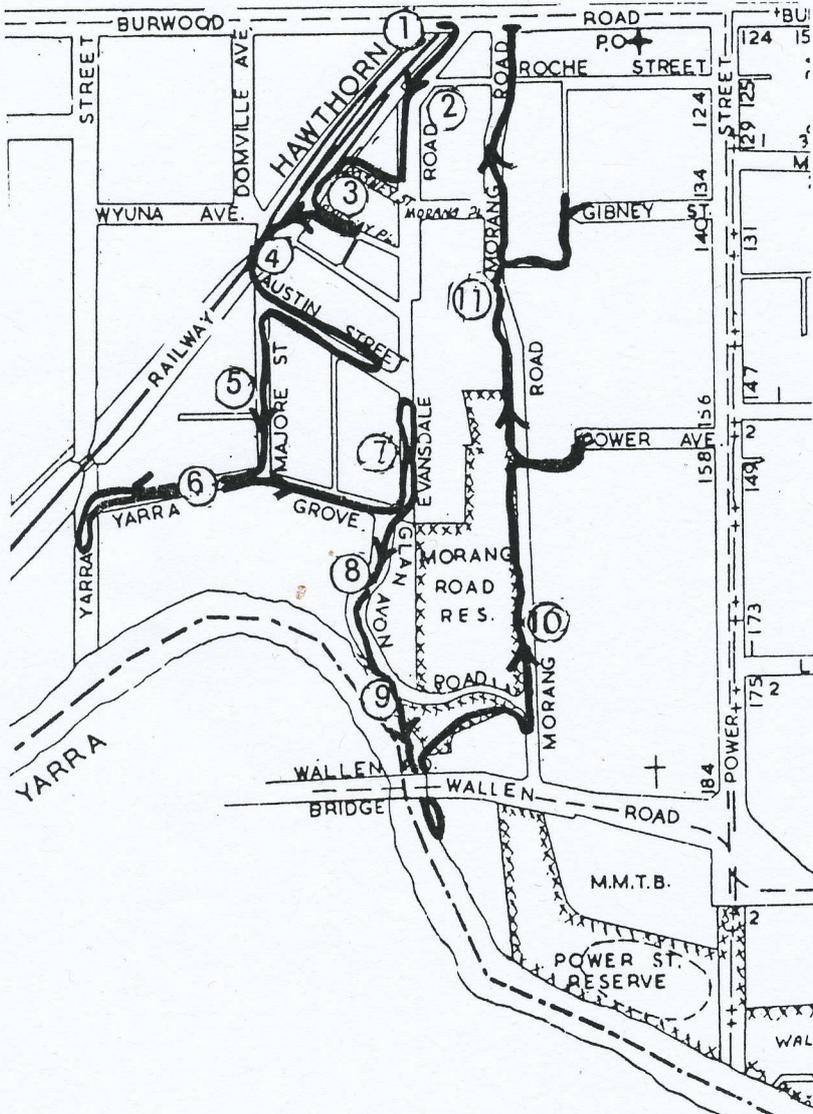
Peel, Victoria et al *A History of Hawthorn*, 1993

Earlier general histories exist, and also histories of local schools, sporting clubs, and churches, and also various conservation studies

The Hawthorn History Walks are based on research in Hawthorn Council rate books and records, local and daily papers, titles, observation, and the reminiscences or assistance of others, including members of the Hawthorn Historical Society. Originally produced as one page leaflets from 1984, they are at present being revised.

The assistance of the City of Boroondara in facilitating the publication of the History Walks is gratefully acknowledged.

# BURWOOD PARK WALK



Part of the *Plan of the City of Hawthorn* circa 1985