

*1965–2025 Sixty years of local history*



OUR 60th Anniversary celebration was a lovely event, with 34 attending. Matt Gregg MP for Deakin presented us with a Certificate of Commendation, recognising service, stewardship historical excellence. Nick McGowan, MLC for Northern Eastern Metropolitan Region, our Ward Councillor Ben Stennett, and Matt all gave short speeches congratulating our Society's members for their achievements over the 60 years. Cr Prue Cutts, Helen Harris OAM, President of Box Hill Historical Society,

Geoff Arnott, President of Croydon Historical Society, and our former Secretary Rachel Cottle were among the attendees. Kathy organised the event and made the delicious afternoon tea and the Anniversary cake.

A highlight of the event was a video of the History of the 60 years of the Society. The video was made by our talented Secretary Kathy, with Meg Innes narrating. The video is available on our website. Go to Our Videos and click on the tab. <https://whitehorsehistory.org.au/our-videos/>

(Below): Councillor Ben Stennett and Matthew Gregg MP address the gathering.



**NEXT  
MEETING:**

**Saturday, 7 February 1pm**

*Anne Heywood: Heatherdale Road*



(LEFT): Part of the Thomas Cook display in the museum.

Boot & Clothing Company Display. The Display has now finished.

With empty cases to fill, we have been kept busy. The Visitor Centre is now featuring a display with the Christmas theme *Under the tree – Season of Giving*. The Museum, following on from the wedding dresses, features a display *Will you be my Bridesmaid/Will you be my Groomsman?*

At our February meeting, member Anne Heywood will be speaking on *Living on Heatherdale Road*. Heatherdale Road shares the border of Whitehorse and Maroondah.

Have a Merry Christmas and a Happy New Year.

*Vicki Jones-Evans*

*Dear Members,*

WE have had a very busy second half of the year culminating in the Celebration of the 60th Anniversary of our Society.

The Wedding Dresses exhibition has finished and Kerriane reported that 800 visitors attended during the six weeks. The two gold coloured dresses from the late 1800s were the dresses most commented on in the display. The dresses are now back in their archive boxes. Thanks go to Kerriane Stone and Marguerite Brown from the Artspace for their help with this successful collaboration.

Nick McGowan MP gave a very interesting talk at our October general meeting on *His Life before Politics*.

During the Whitehorse Seniors Festival Kathy and I gave a well-received talk at Schwerkolt Cottage for the attendees of the Yarran Dheran Committee's Walk.

During the Seniors Festival, we also hosted a viewing and afternoon tea for The Thomas Cook



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# OCTOBER MEETING REPORT



**P**OLITICIANS are sometimes a mystery to us voters. How did they get there? Yes, under our electoral system, they are voted in by those living in their constituencies. Yes, understood: but how did they ‘get’ there. What was their path toward working for the community, aiming to better each of our lives.

At our October General Meeting, we were taken on a tour of the path taken by Nick McGowan to the Victorian Upper House (Victorian Legislative Council), when he stood for the North-Eastern Metropolitan region for the Liberal Party. We travelled a long and proud journey to many countries over many years. A journey equipping Nick to understand many, wide, varied human and cultural circumstances.

Nick had a childhood marked by a particularly supportive mother. He attended several schools giving him an understanding of different communities. He contributed to his household income by taking small community jobs from the age of twelve.

Completing his secondary education at Eltham High School, Nick took to heart its school motto “Deeds Count” – and uses it still. He aimed high, standing for local government while a university student, and later worked as a young advisor in Victorian Premier Jeff Kennett’s office.

Next, he volunteered with Australian Volunteers International, working in roles across Southeast Asia. In 2001, he joined the United Nations, undertaking various roles across Africa and the Middle East.



Upon his return to Australia, Nick was elected to the Parliament of Victoria, standing for the North-Eastern Region. His experience has given him values essential to a true community representative.

Thank you, Nick, for your most interesting and informative talk. A too-rare glimpse into what motivates our political representatives to stand for public office and to work on our behalf.

*Margaret Graham*



# A Brief Account of 'The Uplands'

## Home of Veronica Seton-Williams



NP21  
'Uplands', Terrara road, Vermont. Destroyed by fire in 1968.

THE original homestead was built in 1883, by Edward Bishop – a builder by profession, and was located on twenty-two acres of land fronting Canterbury and Terrara Roads. Part of the original property also included the land now recognised as 'Stephens Reserve' on Canterbury Road. Bishop fell on hard times during the Great Depression of 1891 and the property was seized by the bank due to mortgage debt. The records are contradictory and incomplete, but Seton Gordon Nixon Williams probably bought the property in about 1916. At his death in 1927, the property was sold to a Dr Stephens. The real estate listing of 1929 described the property as: 'A Gentleman's charming home on 22 acres...located on the brow of one of the most picturesque hills in the Eastern suburbs... The residence...contains...11 rooms, including servants' quarters.'

The property was first subdivided in 1960 and the remainder of the 'Uplands Estate' was bought in 1966 by the Liberal MLA for Scoresby, Mr Geoffrey Philip Hayes. Further subdivision in 1967, and a fire which destroyed the home in 1968, spelled the end of Uplands as Veronica had known it.

### Veronica remembers 'The Uplands'

'...We moved to a house called The Uplands, set on a hill about three-quarters of a mile from the small township of Vermont...This was to be my home for the rest of my childhood and youth. It...was a long single-storied wooden house painted red...with splendid views over the neighbouring countryside. It was set among pines in the middle of twenty-two acres of land and was a mixed farm with horses, Jersey cows, pigs and poultry. We had peacocks, which were kept partly as watch animals and partly for decoration... Here for the next six years I led a rather solitary existence, save for the constant stream of governesses, with whom I was always at war, and the dogs, of whom we had four...

'We had three driving horses...We lived about one and a half miles from the station, Mitcham, where there was also a butcher and a pub. I did not realise at the time that all the names on our little suburban lanes were English, like Tunstall, Ringwood and Box Hill...

'I had to do a lot of riding as a child, as it was the only way of getting about. The mail had to be fetched daily from the local store about a mile away and there were always other things to be got from there... Fortunately, most of our supplies came once a month and were stored in vast wooden bins in my mother's storeroom. We made all our own jam, bottled all our own fruit, and grew oats as feeding stuff for the animals and maize,

which we fed to the hens. We put down our own eggs in four-gallon kerosene tins. We kept Jersey cows and scalded the milk...

'Looking back, it always seems to have been sunny. On the long, hot, summer afternoons, I remember lying on the cool linoleum or the floors of polished Jarrah...reading.

'Our greatest danger living in the country was fire, and when I was about sixteen we were almost burnt out...

'My father died in 1927, while I was still at school... He was not a good businessman... As a result we had to sell Uplands and move to smaller rented accommodation in Melbourne'.

After her mother's death, Veronica, who had been living and working overseas, made the long sea voyage back to Australia to visit with relatives and sort her mother's effects.

She continues: '...went back to my old home The Uplands, at Vermont, still then in the hands of Dr Stevens, to whom we had sold it twenty years before. It had scarcely changed a bit and even some bits of our old furniture, which we had sold them, were still in the same places. It has since been destroyed by fire, and the whole area is now built over...'

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(To be continued)



# From THE REPORTER

Issued in conjunction with the "Hawthorn and Camberwell Citizen"  
THE OFFICIAL ORGAN OF THE SHIRES OF NUNAWADING, DONCASTER, AND CIRCULATING IN THE CITIES OF CAMBERWELL, HAWTHORN & K.E.W. SHIRES OF NUNAWADING, DONCASTER, FERN TREE GULLY, LILLYDALE AND ADJOINING MUNICIPALITIES.

VOL. XXXIV NO. 43

Registered at the General Post Office, Melbourne,  
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FRIDAY, OCTOBER 26, 1923

PRICE: TWOPENCE

## SANITARY CONTRACTOR SUED. ACTION BY THE HEALTH COM- MISSION.

### THE CASE DISMISSED.

Some time was taken up at Box Hill Court on Tuesday with the hearing of a case in which Hugh Mullens, sanitary contractor, of East Burwood, was proceeded against by George Bennett, Inspector of Health Commission, for having, between July 28 and August 25, suffered nightsoil to be placed on certain land situated Middleboro road, Burwood, from whence some might by natural means be carried into a waterhole on property occupied by H. Jenner, in Eley road, Burwood. The Bench consisted of Mr. Berriman, P.M., and Messrs. Sneddon and Foy, J's. P. Mr. F. Menzies appeared for the prosecution, and Mr. Lonie for the defendant.

Evidence was given by George Bennett to the effect that he had inspected the property on August 23, accompanied by other officers. The fall of the land in the paddock was towards Eley road. The water went into a waterhole on Mullens' property, and then crossed the road into a dam on Jenner's land, close to the fence. Inspection was made of the area used as a nightsoil depot. It had been wet weather, and some discoloration was observed. The course of the water was determined by the debris left along the track. The character of the land was four inches of loam and thick, heavy clay. The land was ploughed, and the nightsoil covered.

To Mr. Lonie: He knew that the depot was appointed by Nunawading Council, and it was not a case of using an unauthorised place. Witness would contradict statement that the trenches were 2 feet deep. In June another visit was paid to the depot. Witness said there was vast improvement. He did not say it was all right. From the northern boundary of Mullen's land to where the nightsoil was placed was approximately 150 yards. There was some crop growing, except where it had been washed in the centre by the course of the water. There was some land ploughed, on which there was no crop, and also some

virgin land. Notwithstanding the obstacles, witness believed that by natural means there was connection between the nightsoil depot and Jenner's dam. Witness did not know that the department desired Nunawading to use a ten acre block close by, which was also provided for other municipalities. He knew there was a location for the purpose, but it was never used. Witness could not say that the Commission approved of it, and then withdrew. The area of the depot was 37 acres. He did not see any nightsoil away from where it was deposited.

Walter James Hill, inspector, gave similar evidence. He said he traced water marks until they reached the waterhole at the bottom of the depot. That was about 200 yards. The water overflowed into Jenner's dam.

Dr. Merrilees, officer of the Health Commission, also gave evidence of his inspection of the property. Contaminated water was traced down the course into Mullen's dam, and then on to Jenner's property.

Hastings Jenner, Middleboro road, stated that the depot adjoined his property. He saw nightsoil placed on the land practically every day. The nightsoil was placed in the ground in a direct line with waterhole. The distance was about 200 yards. The natural flow was to his dam, every time it rained. There was no other outlet. Witness had seen foul looking water coming out of the paddock.

Mr. Lonie maintained that nightsoil had to be carried, and there was not sufficient evidence to prove that defendant had contravened the section of the Act, taking into account the distance of Jenner's dam, and the class of country to be traversed.

Dr. Merrilees (re-called) said he did not see any evidence of nightsoil having been carried into Jenner's dam. Witness did not see any trace of it.

Mr. Lonie said the Act must be interpreted in a reasonable way. It would have been just as reasonable to have prosecuted defendant carrying the offensive matter into the Yarra. It was only a question of degree.

Hugh Mullens said the nearest point to his northern boundary from where the nightsoil was deposited

was between 180 and 200 yards. The ground was trenched for about 18 inches, or two feet wide and deep. The trenches were covered for about 9 inches above the surface. Witness did not think that any nightsoil had been carried into Jenner's dam.

To Mr. Menzies: Banks were left to prevent flowing in low part where the land was ploughed. These bars were left every half-chain, or chain.

Evidence was given by a licensed surveyor to the effect that there was very little fall in the ground.

Robert John Gray, inspector of Nunawading Shire, said he went to the depot frequently. Witness did not think the nightsoil could be carried by natural means into Jenner's dam, taking into consideration the state of the ground, ploughing and the distance.

To Mr. Menzies: He had made suggestions for the improvement of the depot.

It was proposed that the Bench inspect the place, but the magistrate said this was not necessary, as they had decided to dismiss the case.

No costs were allowed, as the magistrate said that the Commission was carrying out a public duty.

ONE OF THE  
HIGHEST PURPOSES  
AND  
WIDE VISION.  
VOTE FOR  
**T.B. GOODALL.**  
ALWAYS AND  
ALL WAYS FOR  
**BLACKBURN.**  
EXTRAORDINARY ELECTION  
BLACKBURN RIDING  
NUNAWADING SHIRE.  
J. C. GLADSTONES, Chairman.  
CHAS. D. PAGE, Secretary.



# BY RAIL TO BLACKBURN

ON SATURDAY LAST taking advantage of the visit of the Minister of Railways to Ferntree Gully to inspect the route to that place via Ringwood, and by kind permission of Messrs C. and E. Millar, contractors for the line, we were afforded an opportunity of travelling along its entire length between Hawthorn and Lillydale. Mr. Bent, accompanied by a professional engineer of the Railway Department, arrived at Camberwell station shortly after 10 o'clock. A commodious brick station is now in the course of erection there, and doubtless ere long it will be the centre of a large amount of traffic.

A carriage having been attached to an engine belonging to the contractors, a start was speedily made along the newly constructed portion of the line. Leaving Camberwell, a cutting is passed through upon a gradient of 1 in 40, and the line descends on the other side of the hill upon a similar incline. In fact, this is only the first of a series of similar ascents and descents which characterise the line for nearly its whole length, but although somewhat startling to colonial eyes unaccustomed to such grades upon railways, it is by no means a novelty, as in America and some other countries railways built on similar principles are very common. It has, however, been the cause of a good deal of ignorant nonsense being written about the line, which is thoroughly well constructed throughout, and based upon the most modern engineering principles, both as regards safety and economy.

The remarkable absence of oscillation was very noticeable, and not the slightest difficulty was experienced by the occupants of the carriage in reading or writing. After crossing the hill to the east of Camberwell, a high timber bridge spanning Stagg's Gully is passed

over, and half a mile further the level crossing and station at Canterbury road is reached; the line then sweeps round a curve of 40 chains radius, and at about a mile beyond Canterbury road, crosses the Union road, where another station will be placed. It then traverses another steep gradient, along a high embankment, and round another to Box Hill.

The time occupied in travelling from Camberwell to Box Hill was 10 minutes. Mr. Bent alighted to inspect the platform of the station, and the proximity of which to the township was remarked upon by him with satisfaction, and in a few minutes a fresh start was made. After crossing the approach to Box Hill Cemetery on a level, another embankment and steep down gradient is met with, and another tall bridge forming part of the incline has to be traversed, bringing us to Blackburn Creek station, whence a pretty prospect is discernible, the country being well cultivated and dotted with smiling gardens and orchards.

About three miles further on is Emery's Hill station, after passing which the line enters a heavy cutting of about 27 feet deep, and from which 40,000 cubic yards of rock has been excavated. This is followed by another cutting and a smaller embankment and the Line, passing close to the rear of the Coach and Horses Hotel, then approaches the Ringwood station, which is situated near the main road. This formed the destination of the minister, and he was here met by Messrs Gibb and Camberon, M's. L.A., and a number of local residents, for the purpose of escorting him over the proposed route to Ferntree Gully. He was also interviewed by Captain Gillespie, Councillors Aspinall, Rawlings, Trail, and several residents of Box Hill, for the purpose of urging the

immediate opening of the line to Box Hill. It was pointed out that that the township constituted the terminus of the suburban portion of the line, and that trains might easily run there and back during the intervals they now remained standing at Camberwell. The population at Box Hill had very largely increased recently, and the want of travelling facilities was severely felt. Mr. Bent, however, replied that he intended opening the line throughout on 1st November, or possibly a week earlier, and that it would be inadvisable to make any temporary arrangements for a portion of the line. He was having engines and carriages specially fitted for the line, and had issued positive instructions that it should be opened by the above date, although the officers of the department had wished to extend the time to December.

A large party then accompanied Mr. Bent on horseback to Fern Tree Gully, it being arranged that they should return by another route, striking the line about two and a half miles nearer Lillydale, where the contractors' ballast quarry is located, and to which point the carriage was then taken. The line leaves the main road at Ringwood, and passing the antimony mines and the works of the embryo Ringwood brick company, a magnificent panorama is next disclosed, embracing the White Flats with the Dandenong ranges, forming a bold and massive background. A good deal of cultivation has taken place hereabouts, and a nice plantation of raspberries was passed close to the line.

The next station is that of Warandyte, or more correctly speaking Birt's Hill, as although in the parish of the former name it is some eight miles from the township so named. Here four cross roads meet, leading towards Lil-



lydale, Ringwood, White Flats, and Ferntree Gully, and it is at this spot that the ballast for the line has been obtained. The large quantity taken out may be estimated by the immense cutting in the side of the hill made by the contractors, and which approaches in size and appearance that of the Black Hill, Ballarat. The stone is a light coloured close-grained sandstone, and makes splendid ballast. A large camp has been formed by the quarrymen, over 60 men and 16 horses being employed. The stone is brought from the quarry in drays and discharged into a long horizontal tranch or shoot fitted with trap doors, beneath which the tracks are run along a siding and then filled by the trap doors being opened with levers; a train of 10 trucks each containing seven and a half yards of stone being thus filled in a space of two minutes.

After partaking of the contractors' hospitality in the comfortable cottage which serves the double purpose of an office and dwelling house, we proceeded on towards Lillydale on the engine tender. About three miles beyond Birt's Hill the line crosses the Brushy Creek, where it is proposed to have a station, and to which the government have agreed, providing a road is opened leading to the settled population in the neighborhood of the White Flats, who would otherwise have to travel to Lillydale, a distance of three miles further. As Messrs Blair and Laidlaw have offered the land necessary for the road, and the Lillydale Shire Council have agreed to contribute towards the cost of fencing, the arrangement will doubtless be carried out.

Soon after passing Brushy Creek, the line enters Mr. Mitchell's well-known property at Cave Hill, upon which are situated his celebrated lime kilns, two of which are now in operation, whilst a third has just been completed and two others will shortly be constructed.

From Cave Hill the line descends in a nearly straight line to the township of Lillydale, crossing the main road and terminating five or six chains on the south side thereof, close to the Olinda Hotel.



THE OPENING OF THE LILLYDALE RAILWAY

The station accommodation would appear to be ample, even for the large traffic which is sure to arise, no less than four parallel lines of rail having been laid with two sets of compound points, whilst the length of the platform is said to be equal to that of Flinders street Melbourne. Tenders have been already accepted for an engine shed and a 20,000-gallon tank, and station buildings with goods sheds will also be provided. A little over a mile of ballasting still remained to be done at the Lillydale end, but a few days of fine weather will permit of their being completed, and the contractors expect having everything finished within a fortnight.

After allowing an hour for rest and the exchange of congratulations with the residents of the virtual completion of the line, the engine returned to rendezvous with the minister and his escort at the ballast pits where they arrived soon after 4 o'clock. Mr. Bent, of course, did not offer any opinion respecting the Fern Tree Gully route, but expressed his pleasure at the attention shown him and promised to give the question of the various routes his best consideration. We learn that he was evidently pleased with the character of the country passed through on the way to the Gully, and which lies chiefly in the Scoresby riding of

the shire of Berwick, and is well settled containing some fine agricultural land. It is also comparatively level excepting some rising ground near Ringwood and in the vicinity of the Dandenong Creek, which would have to be crossed.

The return journey forming the alternative route was through much less desirable country, being mostly a mile longer and junctioning with the Lillydale line nearly three miles further from Melbourne. The distance by the former route is six and a half miles from Ringwood or a total of 21 from Melbourne, and would involve the smallest amount of construction of any of the routes, that via Camberwell requiring twelve miles of new construction, and via Dandenong ten, whilst the total distance from Melbourne by the last named plan would be over 30 miles.

After parting cheers from the residents, Mr. Bent re-entered the carriage on the return journey and the train proceeded to Hawthorn, which it reached about five o'clock. In concluding our report, we have to acknowledge the courtesy of Mr. Miller, one of the contractors, and also of Mr. Saddler and Mr. Jones, members of their staff in affording us every information in their power to impart.



# CHRISTMAS MUNCHIES



**Nutty Irish Cream Fudge**

Creamy sweet fudge with two kinds of chocolate and chopped makes a great gift.

Serves: 24; Preparation: 15min; Cook: 30min; Extra time: 2hours chilling; Ready in: 2hours 45min

- 625g chocolate chips
- 185g white chocolate chips
- 60g butter
- 2 1/4 cups (375g) icing sugar
- 1 cup (250ml) Irish cream liqueur

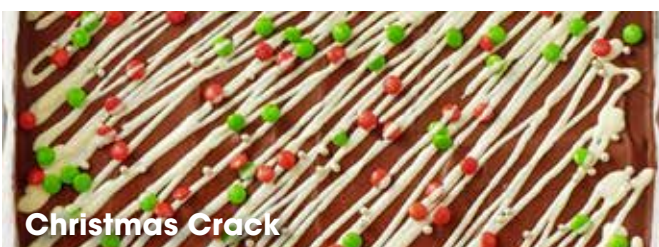
## Topping

- 3 cups (375g) chopped nuts
- 185g dark chocolate chips
- 100g white chocolate chips
- 4 tablespoons Irish cream liqueur
- 2 tablespoons butter

## Instructions

1. Butter a 20cm square baking tin.
2. In the top half of a double boiler or bowl over simmering water melt dark and white chocolate chips plus 50g butter until soft enough to stir.
3. Stir in icing sugar and Irish cream until mixture is smooth. Stir in nuts. Place mixture in prepared tin and lay a sheet of plastic wrap over the top; press and smooth top down.
4. Topping: In the top half of a double boiler (or bowl over simmering water) melt remaining chocolate chips until soft. Remove from heat and with a fork beat in butter and Irish cream until smooth.
5. Spread topping over cooled fudge with a knife. If a smooth top is important place cling film over the top. Refrigerate until firm – 1-2 hours at least. This fudge can be easily frozen.

Prep Time: 10 minutes Cook Time: 10 minutes .



**Christmas Crack**

## Ingredients

- 40 Salada crackers
- 1 cup (250g )butter
- 1 cup (220g) packed brown sugar
- 2 cups semisweet chocolate chips (use good chocolate chips)
- 1/2 cup holiday sprinkles or 1/2 cup sliced almonds

## Instructions

1. Line a large sheet pan with foil and coat with cooking spray. Preheat the oven to 205 degrees C. Place crackers in a single layer on the baking sheet.
2. Bring to a boil butter and brown sugar in a medium saucepan. Boil for 3 minutes.
3. Pour the mixture over the crackers and spread with a spatula. Place in the oven and bake for 3–5 minutes, or until bubbling.
4. Remove pan from oven and immediately scatter chocolate chips over the top. Place the pan back in the oven for another 2–3 minutes to melt the chocolate. Spread the chocolate evenly.
5. Place the sprinkles on top of the chocolate. Let the toffee sit until completely cool. Cut into pieces and serve.



**White Christmas Slice**

Crispy no-cook slice is great to make with kids. Pieces wrapped in cellophane make a great Christmas present.

Serves: 24; Preparation: 15 min; Cook: 30 min; Ready: 45min.

- 1 cup powdered milk
- 1 cup rice bubbles
- 1 cup icing sugar
- 1/2 cup desiccated coconut
- 1 cup mixed dried fruit
- 250g copha, melted and cooled off
- 2 teaspoons vanilla essence

Mix all the dry ingredients together, then add the melted copha and vanilla and mix in. Pour into a slice tin or baking tray lined with baking paper and press the mixture evenly into the tray. Chill in the refrigerator till set and firm, about two hours. Cut into squares to serve.



## 2026 WORKING BEES

Please make a diary note and join us on the day.  
Working Bees commence at 9.30am and finish around  
12 noon with morning tea.

**Saturday 21 March**

**Saturday 16 May**

**Saturday 18 July**

**Saturday 5 September**

**Saturday 7 November**

Please come and help even if you can only  
offer an hour of your time.

## STATISTICS

Photographs catalogued	-	4601
Artefacts catalogued	-	5869
Documents catalogued	-	8564
Museum visitors September–October	-	1,408

## DIARY DATES

Meetings are held at the Schwerkolt Cottage and  
Museum Complex.

**Saturday, 7 February 1pm**

*Anne Heywood: Living on Heatherdale Road*

**NO DECEMBER MEETING**

# Royal wag!

**R**ICHARD Griffin was Queen Elizabeth II's  
personal police officer for fourteen years.  
Accompanying her on a picnic in the hills near  
Balmoral Castle one day, they met two American  
hikers. "Have you ever met the Queen?" they asked,  
not recognising the monarch in plain dress. "I haven't,"  
the Queen quipped, "but Richard here meets her  
regularly!" Thrilled to meet someone close to royalty,  
the hikers then handed the Queen their camera, posed  
with Richard, and asked her to take a photo!



## Eastsider News

News Events Issues

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### Newsletter Team

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Rosalie Whalen

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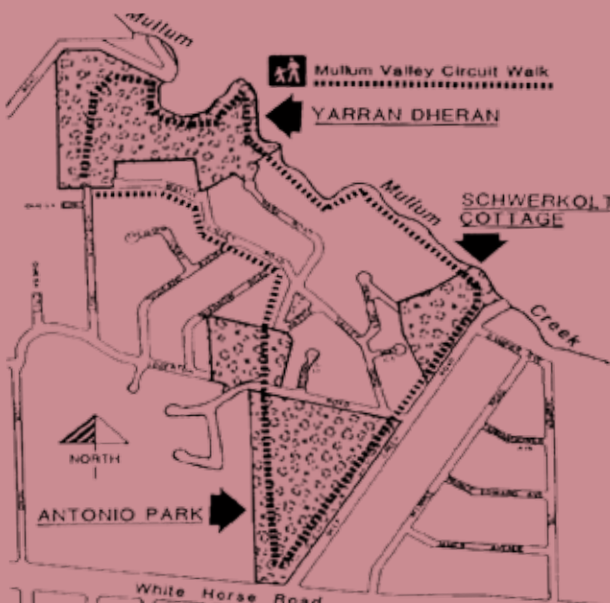
whitehorsehistory.org.au  
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## The Whitehorse Historical Society Inc.

### Mission Statement & Acknowledgement of Country

*"The purpose of the Society is to foster historical interest and knowledge. To collect, document, research, preserve and exhibit items that show how people have lived and worked in the City of Whitehorse area."*

*"Whitehorse Historical Society acknowledges the Wurundjeri Woi-wurrung people of the Kulin Nation as the Traditional Owners of the land. We pay our respects to their Elders past, present and emerging. Wurundjeri connection to this land dates back more than 40,000 years, and evidence of this connection still exists today."*



**The Whitehorse Historical Society,  
Inc. acknowledges the support of  
the Whitehorse City Council.**

### REMEMBER

**Whitehorse Historical Society**

**Local History Collection**

Open 10am to 3pm Wednesdays.

Visitors welcome.

Ring 9873 4946 for an appointment at other times.



Proudly printed by **Matt Gregg MP** Federal Member for **Deakin**

Sender: Whitehorse Historical Society Inc. & Schwerkolt Cottage and Museum Complex

Deep Creek Road, Mitcham, VIC 3132

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