The
HISTORY
OF
SOUTH
MELBOURNE

**CHARLES
DALEY**

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of
South Melbourne

CHARLES DALEY, B.A., F.L.S.

The history of what is now the City of South Melbourne is in its earliest period linked closely with that of Melbourne, of which corporation, proclaimed in 1842, South Melbourne was part, until as Emerald Hill it assumed separate municipal existence.

Where a century ago there was a primitive wilderness of scrub, sand, marsh and swamps, surrounding the eminence of a green hill, and later a cattle run in its rough bush pastures, there is to-day a populous and flourishing city, a hive of human enterprise and industry, where there exists a fine sense of civic pride, which has fostered all those institutions pertaining to the moral, physical and intellectual welfare of a civilized community.

It is a further mark of enterprise and a recognition of true values that those entrusted with the civic responsibilities

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OF
SOUTH MELBOURNE

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FROM

THE FOUNDATION OF SETTLEMENT AT PORT
PHILLIP TO THE YEAR 1938

COMPILED BY ORDER
FOR THE COUNCIL OF THE CITY
OF SOUTH MELBOURNE

by

CHARLES DALEY, B.A., F.L.S.

FOREWORD

VICTORIA has had its lines cast in pleasant places. No other country, old or new, has achieved so much in its first century of life. South Melbourne—would it were the old Emerald Hill—has shown a fine instance of intellectual progress in deciding to place its story on record. The citizens —burgesses seems to be the correct title—owe much to the wide outlook of their Mayor and Councillors who, with the municipal officers, have brought this work into being. They are also to be commended for their wise choice of collaborators. Mr. J. M. Neild, who was appointed Honorary Historian by the South Melbourne City Council, entered enthusiastically into his very arduous task, and after many months of careful research, built up a mass of information embracing every step taken by the Council in the gradual development of the Municipality, and very many items of interest affecting its citizens. Mr. Charles Daley, Past President of the Historical Society of Victoria, and formerly Headmaster of the Dorcas Street State School for seven years, has sifted and classified that wealth of material into the work now published. Knowing his previous work in producing histories, large and small, of States, cities and towns, it is no matter for surprise that in this history, we find a well-ordered, well-written and comprehensive story of the beginnings and growth of the industrial centre of the engineering and mechanical world of Victoria. A worthy task has been completed in a way worthy of its importance.

Finis coronat opus.

A. S. KENYON, M.I.E., AUST.

PREFACE

IN reviewing the history of South Melbourne, it is necessary to recall the fact that, for the first twenty years of settlement, South Melbourne was included in the boundaries and formed part of the Municipality of Melbourne. Also from proximity to Melbourne, with community of interests, the Municipality of South Melbourne, from its inception in 1855, has been, in economic, social, and public affairs, intimately associated with the mother city.

Thus in many particulars its history cannot be disassociated from that of the Metropolis, from which its civic services were first derived, and with which its progress and interests are so closely allied.

The opportunity must be taken of expressing with full appreciation the indebtedness to various institutions and State Departments for information so readily and helpfully given—by the Lands and Survey, the Public Works, Education, and Defence Departments; the Melbourne Harbor Trust; the Melbourne Public Library; the Parliamentary Library; the National Library, Canberra 5 the Historical Society of Victoria; and the Melbourne City Council.

Acknowledgement must also gratefully be made for particulars supplied regarding local schools, church denominations, clubs, societies and other institutions.

Access to the extensive material industriously assembled by Mr. J. Neild has been of much assistance and value. In conjunction with local municipal records, correspondence, and data available, and the valuable assistance kindly rendered by the Town Clerk, Mr. H. Alexander, and the City Engineer, Mr. A. E. Aughtie, M.Inst.C.E., these sources of information have been most helpful and acceptable in producing the history. Sincere thanks to all concerned, who have thus aided in its compilation are cordially tendered.

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COASTAL NAVIGATION

DISCOVERY AND OCCUPATION OF PORT PHILLIP

FOUNDATION OF MELBOURNE

THE contact of Europeans with eastern Australia first took place in the year 1642, when Captain Abel Tasman discovered Van Diemen's Land and the western coast of New Zealand.

The story of British occupation of Australia may be said to commence on 20th April, 1770, when from the deck of Captain Cook's vessel, the *Endeavour,* the eastern coastline was sighted at Cape Everard, of which Point Hicks was the lowest point visible, and subsequently the land was taken possession of by Captain Cook in the name of the Sovereign George III, under the name of New South Wales. On account of the favourable report of the character of the new land, and on the suggestion of Sir Joseph Banks, the scientist, who had accompanied Captain Cook, and also of James Matra, the first settlement under Governor Phillip was formed at Port Jackson on 26th January, 1788. Ten years later the intrepid George Bass, on a memorable voyage in a whale-boat, after passing down the coast from Port Jackson, rounded Cape Howe and Wilson's Promontory, and on 5th January entered Western. Port. Towards the end of the same year, Bass, in company with Matthew Flinders in the sloop *Norfolk,* by the circumnavigation of Van Diemen's Land, verified his supposition that a strait existed between it and the mainland. The first vessel to pass through the strait from the west was the brig *Lady Nelson,* fitted up in England for coastal service in Australia, and under the command of Lieutenant Grant, who named the features of the coastline from Cape Northumberland to Western Port. In taking a direct course from Cape Otway to Western Port
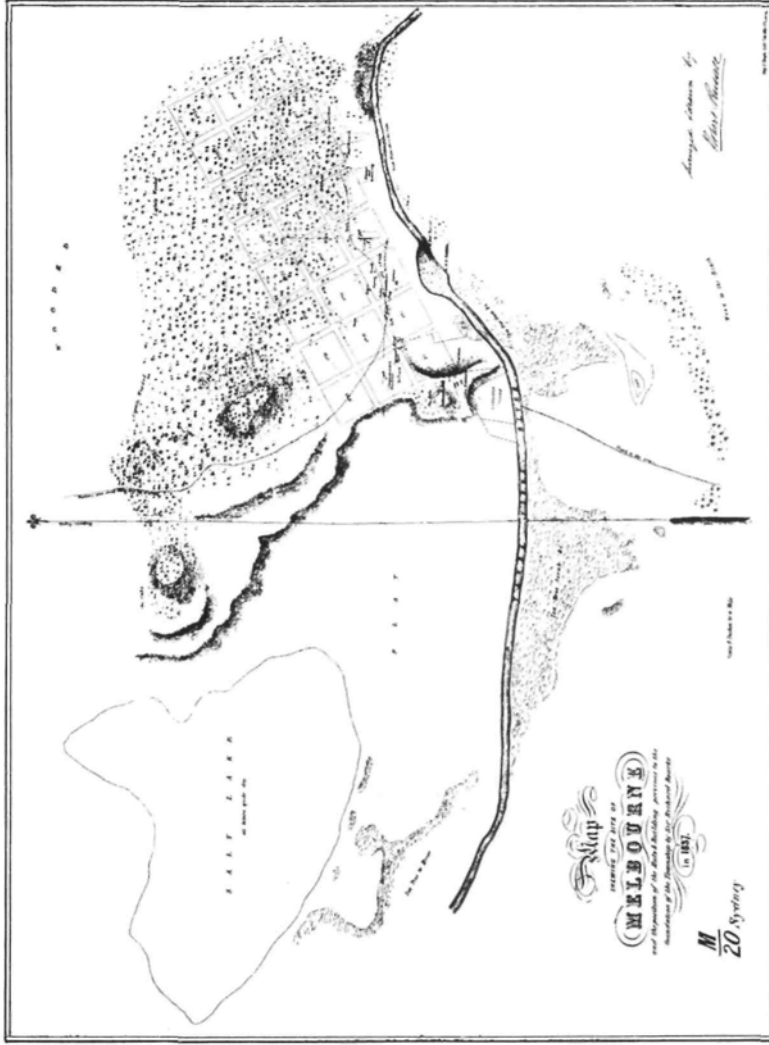
First Map of Melbourne, 1837, by Robert Russell.

he missed the opportunity—as did also later the French navigator, Captain Baudin, on a westward course—of discovering Port Phillip Bay, at the head o£ the wide inlet, to which Grant gave the name of Governor King Bay.

On reaching Sydney, Grant, after some months, was sent again to Western Port for further observations of the coast, but after some weeks at the Port, returned without effecting much research. Governor King was dissatisfied with the result, and in 1801 sent Lieut. Murray in the *Lady Nelson* with strict instructions as to his survey of the- unmarked coastline from Cape Schanck to Cape Otway. In pursuance of this Lieut. Murray, at 3 p.m. on 5th January, 1802, 'saw an opening in the land that had the appearance of a harbour N.W. 10 or 12 miles.' The weather being contrary, he was unable to proceed farther at the time, but from his base at Western Port on 31st January sent Chief Officer Bowen in the launch to inspect. Bowen returned on 4th February with a very favourable report of the discovery of 'a most noble sheet of water.' On 14th February Murray entered in the *Lady Nelson,* remaining in the Bay, which he named King Bay, until 11th March. During his stay he traversed and charted the coast from ten miles past Arthur's Seat to Swan Bay. He probably discovered Corio Bay, but did not examine the upper part of Port King.

On 26th April, Matthew Flinders, commanding the *Investigator* on its survey of the Australian coastline, unaware of Murray's prior discovery, entered Port King. During his brief visit he also charted the coast from near Mornington to Corio Bay, obtaining splendid views of the spreading inlet from Arthur's Seat and Station Peak in the You Yangs, both of which he ascended. He purposed sailing around the Bay, but owing to the slow progress of the vessel in the shallows and the limited time at his disposal, Flinders abandoned the intention, and left the Bay on 3rd May, 1802.

Governor King, on receiving reports of this important discovery, despatched the colonial schooner *Cumberland,* of 29 tons, in command of Lieut. C. Robbins, with definite orders to convey a warning to French vessels under Captain

John Pascoe Fawkner, M.L.A.

Captain William Lonsdale, P.M.

Robert Russell, the first Surveyor.
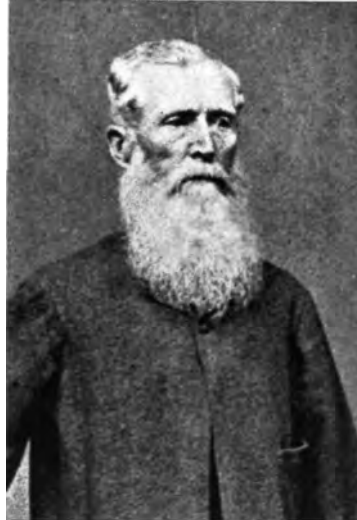
Captain Benjamin Baxter.

(From the Collection of the Historical Society of Victoria.)

Baudin against any attempt at occupation o£ territory in Australia, Governor King being suspicious of their intentions in this respect. Lieut. Robbins carried out this instruction at King Island, where Captain Baudin's vessels were then at anchor. The second instruction was to make a close survey of the newly discovered port, the name of which the Governor changed to 'Phillip,' after the first Governor of New South Wales, for whom he had a great admiration.

Lieut. Robbins's party, in addition to the crew, consisted of the Surveyor-General, Charles Grimes 5 James Meehan, surveyor;; Dr. McCallum, and James Flemming, gardener, who kept a diary of the voyage. The party was to 'walk about' round the coast, and the vessel, in slow sail, was to keep abreast and pick them up after each day's work was ended. This procedure was effectually carried out, and a survey made from the south up the eastern side of the Bay, Arthur's Seat being ascended} the various physical features being noted and described, specimens of soil and rocks collected, and observations made of trees, plants, streams and lagoons. A brief divergence was also made to Western Port.

On 2nd February, 1803, the Carrum Carrum Swamp was passed} later other lagoons, and then a lagoon which was evidently identical with the Sandridge Lagoon—'about a mile long and a quarter of a mile broad} had not entrance to the sea.'

This survey marks the first advent of Europeans to the district which is now South Melbourne. Before passing the lagoon it is natural to suppose that they would take advantage of the viewpoint of the rising ground afterwards known as Emerald Hill. Flemming's notes are very brief. He writes: 'Soon afterwards came to a large river} went up it about a mile when we turned back, and waited for the boat to take us on board.' Evidently the survey party, consisting of Grimes, Robbins, Flemming, the doctor, and two others, passed along near the coast, and with difficulty owing to the intervening swamps, reached the river at some distance downstream.

The *Cumberland* was anchored near the river estuary which Flemming calls the 'Great River.' During the next few days the party went in the boat up the Saltwater River past Solomon's Ford as far as the present Braybrook, then returning, went up the 'Freshwater River' (the Yarra), described as having high land on one side and swamps on the other. They ascended the hill afterwards known as Pleasant or Batman's Hill, from which they saw the West Melbourne Swamp and overlooked South Melbourne. Flemming states that he went over on the other side of the river, finding the 'black rich earth' much the same.

On the 7th February, 1803, the boat passed Gardiner's Creek, and, reaching the fall at Studley Park, could proceed no farther. From the headland, observations of the country were made, and at 7 p.m. the boat, on return, reached the *Cumberland,* which continued the survey in like manner around the west side of the Bay to the Heads.

Flemming refers to the swampy nature of the land south of the river, the vegetation being scrubby, of gum, banksia and mimosa (wattle). He notes evidences of flood eight or ten feet above the level of the stream, and his last note is aptly appropriate—'The most eligible place for a settlement is on the Freshwater River.' Grimes's excellent map formed the basis for all subsequent maps of Port Phillip until the more detailed survey was made from H.M.S. *Rattlesnake.*

Meanwhile, even before the *Cumberland^* return to Sydney after its careful survey, Governor King, as a precaution against French designs, had advised settlement, and the Duke of Portland had sent Lieut-Colonel Collins, with the vessels *Ocean* and *Calcutta,* to form a penal settlement at Port Phillip. Fortunately, after three months' occupation, Collins, strongly and unreasonably prejudiced against Port Phillip, received permission to remove the settlement to the Derwent River. He evidently made no serious attempt to secure a better site than his unsuitable choice at Sullivan Bay, near Sorrento. Of his party, none except William Buckley, and perhaps two other escapees, seem to have

passed around the north side of the Bay. There is no refer-
ence to any such attempt in the General Orders. In the
diary of Rev. R. Knopwood, Military chaplain with Collins,
however, there is an entry dated Friday, 25th November,
1803, to this effect: 'At half-past 7 p.m. Mr. M. Collough
arrived in the camp from H.M.S. *Calcutta,* he walked it
from the Freshwater River where ship layd watering not
less than 45 or 50 miles, a very great undertaking.'

On Monday, 28 th November, Knopwood states that a
party, including himself, Vent in my boat to the Freshwater
River, where H.M.S. *Calcutta* was watering. The distance
across from the Camp to the ship not less than 30 miles per
water.'

These statements are definite, and, if perfectly correct,
Mr. Collough, in his long walk, must have passed over
South Melbourne, and the boat party may have done so to
reach the *Calcutta's* watering place. There is just a doubt
that the 'Freshwater River' was simply a stream where
fresh water was obtainable—the Cananook River—and not
the 'Freshwater River' of Flemming.

With the departure of Collins's party, the very unfavour-
able account that he gave of Port Phillip as unfit for settle-
ment effectually delayed—if we except Hume and Hovell's
overland journey to Corio Bay—any further attempt for
more than 30 years.

Then, in 1835, the year after the Hentys settled at Port-
land, with the coming of John Batman, as agent for the
Port Phillip Association, in whose interests he made his
famous purchase from the blacks, the tide of settlement set
in from Tasmania to Port Phillip. The parties of Batman
and John Pascoe Fawkner founded the settlement on the
Yarra, the site being really determined by the obstruction
of the Falls, the presence of fresh water, and the favourable
ground on the north side of the river. In Batman's map sent
to England in illustration of his claim for recognition of his
purchase of 600,000 acres from the supposed lawful owners
of the area, on the south side of the river is marked an area
with the words—'Reserved for a township and other

Robert Hoddle; Chief of Survey, 1837; Surveyor-General, 1851.

(From Collection of Historical Society of Victoria.)

Wilbraham Edward Evelyn Liardet, Pioneer, 'Liardet's Beach.'

(Sandridge.)

public purposes.' This area includes what is now Port Melbourne and part of South Melbourne. Batman was a man of vision and had in his mind a future of expansion in the infant village at Port Phillip.

The oft-told story of the foundation of Melbourne may be briefly summarized. Sir Richard Bourke refused to recognize as valid the claims of the rival parties whom he called trespassers upon Crown lands; but wisely saw that the influx of settlers was inevitable and that it would be politic for the Government to direct rather than oppose the movement of settlement. He accordingly recommended that occupation should be allowed on the conditions existent in New South Wales, and that a town should be marked out on some approved site. As a precaution he sent Mr. G. Stewart, police magistrate, of Goulburn, to report on the settlement. Mr. Stewart's report was opportune and favourable. The residents, feeling the necessity of some official authority, petitioned for its introduction. Mr. Stewart was later appointed as a magistrate at Port Albert, Gippsland.

Captain Lonsdale, of 4th Regiment, 'The King's Own,' was appointed as representative of law and order; and with Surveyors Robert Russell, Wedge and Darke, a small detachment of soldiers, and a batch of convicts for work, arrived at the settlement in H.M.S. *Rattlesnake* on 30th September, 1836. The survey party was instructed to chart •the coast, trace the course of rivers and creeks, and make preliminary section lines for later survey.

Lonsdale favoured the site of Point Gellibrand for the town, but there was no water supply there. At the Batman settlement he found about twenty buildings widely scattered. Robert Russell drew a plan or map of the place. On 1st March, 1837, Sir Richard Bourke himself came over to Port Phillip, bringing with him Robert Hoddle, a senior official of the Survey Department. After an official welcome and reception, Sir Richard closely inspected the village. He wrote: 'The situation appearing to be well chosen, I directed a town to be immediately laid out, which Your Lordship will perceive by the map has received the name of Melbourne.'

Plan of Town of Melbourne, by Robert Hoddle, 1837.
(W. H. Darke and R. Russell, only residents south of the Yarra.)

Robert Hoddle, as instructed, laid out the town expeditiously on the approved design, the original survey extending from Spencer Street to Spring Street, and from Flinders Street to Lonsdale Street. His Excellency named the streets and fixed the date of the first land sales, certain blocks being previously reserved for public purposes. The sale of blocks at Melbourne and Williamstown was announced in the New South Wales Government Gazette for 1st June, 1837, Robert Hoddle being the auctioneer, and the average price for the half-acre blocks was about *£35,* those at Williamstown being £46. At a second sale, held in November, the average price was £42. Thus, the town of Melbourne was begun.

Before his departure for Sydney, Sir Richard, in his energetic way, rode over on 22nd March to the south side of the river, writing, as was his custom, his impressions in a diary: 'Crossed the Yarra to the east side of Hobson's Bay. The land between the river and sea partly marsh and partly sand from some miles from the Point or entrance to Hobson's river and not very promising either for cultivation or grazing.'

Supplementing the influx of Tasmanian settlers, from the year 1836 came the overlanders from beyond the Murray with their flocks and herds. Gippsland was opened up by the discoveries of Angus McMillan and Count Strzelecki in 1840-1. In a few years from Governor Bourke's visit, all the accessible pastoral land was taken up, as foreseen by Major Mitchell in his account of the famous expedition in 1836 through Australia Felix.

MELBOURNE SOUTH OF THE YARRA RIVER AND CIVIC GROWTH OF MELBOURNE

IN the early years of the settlement, growing apace on the north side of the river, there was little change on the south side. Flemming had written: 'The country in general is excellent pasture, and thin of timber which is mostly low and crooked. In most places there is fine clay for bricks and abundance of stone.' The hills and rising ground from the river were fairly timbered with gum, casuarinas and wattles. A scrub of low timber mentioned was along the river bank. The South Melbourne area was very swampy with scrub of tea-tree, *Lepospermum* and *Melaleuca,* and their associated plants, still found around the eastern shoreline of the Bay. Fairly large lagoons, the haunt of wild ducks, plovers, coots, swans, geese, etc., lay between the river and the coast. Beyond the swampy land was an elevation conspicuous for its verdant appearance, and beyond that was St. Kilda, sometimes called 'Green Knoll.' A clean, white, sandy and shelly beach extended from it round to what is now Port Melbourne. Tea-tree scrub served as an effective sand-stay around this curved beach, amid which wildflowers grew and birds sheltered.

The aspect of the country in the vicinity of settlement is thus described by Westgarth: 'The Yarra was skirted with marshes. . . . The country to the southward of the river was an immense wilderness, where the kangaroo skipped about in undisputed happiness and emerged in troops upon the flats, from the dense woods. The branches of the trees were filled with black and white cockatoos, and innumerable parroquets, whose gaudy plumage sparkled in the sunlight, whilst incessant chattering imparted life to a scene, otherwise hushed, in the presence of man, and the total absence, hitherto, of his noisy but enlivening commerce.'

Fawkner also wrote in appreciation of the prospect: 'My

party reached with great joy the basin of Melbourne, and were delighted, in fact half wild with exultation, at the beauty of the country. The velvet-like grass carpet, decked with flowers of the most lively hues, most liberally spread over the land, the fresh water, the fine lowlands, the lovely knolls around the lagoons -, on the flats or swamps, the flocks, almost innumerable, of teal, ducks, geese, swans and minor fowls—all filled them with great joy.'

The flood-plain marked by the swamps was, with heavy rainfall along the watershed of the Yarra, liable to inundation. As cattle were introduced in the settlement grazing areas were in request, and there is evidence that use was freely made of South Melbourne for that purpose. Bon wick, in his *Port Phillip Settlement,* writes: 'Captain Lonsdale purchased 200 lambs of Mr. Batman at two guineas each and ran them over Emerald Hill.'

Mr. George Arden, in 1840, had also a grazing licence over South Melbourne. Captain Benjamin Baxter, who had come to Sydney in command of the 50th West Kent Regiment, sold his commission, and came to Port Phillip in 1837, where he became the first regular postmaster at a salary of £150 per annum. A licence to depasture stock beyond the limits of the Colony at Port Phillip was issued in September, 1838, to Benjamin Baxter residing in Melbourne. Situation —South-western; District—Melbourne.'

This licence was evidently granted under the regulations. of 1836, prescribing a term of one year from 1st January, renewable in November and December. The licence fee was £10. Any improvements were at the licensee's risk. Baxter grazed his stock as far as the Red Bluff, and had his cattle-yard not far from the site of the old inn, 'The Village Belle,' at St. Kilda. Although later he took up a run of 15,360 acres at Carrup Carrup, he still held the earlier licence in 1842.

Liardet relates that, when Fawkner's party were ordered off by Wedge at the settlement for occupying the land taken up by Batman, Fawkner, supposing that there was validity in Batman's claim, then under consideration in England,

went over to Emerald Hill and, in November, 1836, ploughed about 140 acres of land for wheat. The land was unfenced and the horses of Mr. Darke, the surveyor, whose house was just near the Basin, much to Fawkner's disgust, disposed of the wheat crop. Another account states that Fawkner withdrew to the south side of the river on payment of the sum of £20 by Batman. In substantiation of the statement that Fawkner planted wheat at Emerald Hill, Bonwick, the early historian, in his book writes: 'The author was told by Fawkner himself that he had a crop on the flat below Emerald Hill on the south bank.' When, however, Fawkner found that the title of the Port Phillip Association was disallowed by the Government, he returned to the settlement north of the river. 'Robert Russell and Darke, of the survey staff, had the hardihood to pitch their tents over the river, the former close to the Falls, the latter further on. The original name of the river was not Yarra, but "Birrar-rung," which means rapids, or water-fall.'

One of the first settlers was Wilbraham Frederick Evelyn Liardet, who, with his family, as a passenger for Sydney came to Hobson's Bay in the *William Metcalfe* sailing ship on 15th November, 1839. Leaving his family at Port Phillip, he went to Sydney; but, preferring the new settlement, returned, and after a short stay at the first Canvas-town on the south bank of the Yarra River, formed a camp on what became known as 'The Beach,' and later, 'Liardet's Beach.'

Edmund Finn writes: 'Emerald Hill, the beautiful eminence which rivalled Batman's Hill, and far more extensive in area, was the grazing ground of kangaroos, until a sheep station, and the strange looking animals accompanying it, scared them away. The Hill, though a picturesque and beautiful place in itself, surrounded by swamps, and deemed an unhealthy locality. It was at all times a favourite trysting place for the blacks, who held corroborees there, which were witnessed by the Melburnians in fine weather.'

Previous to general acceptation of the name 'Emerald Hill,' this elevation was spoken of as the 'Green Knoll,' a

term afterwards transferred to the verdant, rising ground of St. Kilda.

At this time Melbourne was approached by immigrants either by the slow course up the Yarra, not yet easily navigable to vessels, or by going from Williamstown across by Solomon's Ford, eight or nine miles from the river junction, and then by road to Melbourne. Captain Lonsdale thoughtfully installed a small punt of his own on the south-west, somewhat above the junction of the Saltwater with the Yarra, thus shortening the distance to Williamstown and Geelong by ten miles. Early in the growth of the settlement ready communication between the town and 'The Beach' was facilitated by a track through the scrub, which in time became much used. The Reverend William Waterfield, first Congregational minister at Melbourne in 1838, speaks of using it, and in 1840 writes: 'The whole day at the Beach. The steamers and shipping looked well. Numerous boats were plying from the Beach, and a great many persons were there.[7] With settlement at 'The Beach' and communication by boat with Williamstown, it became the custom 'to raise a smoke' for a boat from Williamstown; and passengers would be brought across to 'The Beach' and be shown their way through the scrub, sand dunes and swamps to the river settlement. This was the beginning of what is now Port Melbourne, and of the road corresponding generally to the present City Road. The enterprising Liardet, assisted by his wife and family of five sons and four daughters, made great improvements. The track through the scrub, two miles from 'The Beach' to just above the Falls, was defined, partly corduroyed, and made better for traffic. Liardet at first carried the mails free of charge. He erected a rough jetty of tea-tree poles, the humble precursor of the busy substantial Port Melbourne pier for ocean vessels of to-day. At night, if required, a fire was lit to guide safely any boat from Williamstown to 'The Beach.'

This improving track through South Melbourne, shorter and more direct, became in time the chief approach to the settlement. The first rude huts became comfortable cottages.

In 1839 allotments were advertised for sale. The *Port Phillip Patriot* strongly advocated a wharf at the port, and even foresaw the future railway connection. In 1840 the mail-cart ran from beach to town twice daily, leaving at 9 a.m. and 3 p.m. On 3rd September of that year Alfred Lingham opened a Marine Hotel with five rooms. The next month Liardet opened the Brighton Pier Hotel, but it was an unprofitable venture for him. Richard Howitt, writing in 1854, informs us that on landing in 1849 at Liardet's Beach the charge was 2/6 to set on shore, 3/- to the Yarra, and 8d. (evidently for four persons) on the punt or ferry. 'Two miles it is for the anchorage to the Beach where stood when we first landed one poor hut, and now besides two hotels there are two wooden piers stretching out into the deeper waters of the Bay.'

Communication across the river at first was primitive. When the tide was out a ford was used over the intrusive rocks in the stream, and boats were also used for passengers or freight, but a more convenient method was urgent. In March, 1838, a Mr. Hodgson asked permission to make a punt and charge for service. Captain Lonsdale, who had been instructed to install a Government ferry, gave permission to T. Watts to place a punt across the river. On 22nd March, 1839, he withdrew this permission} but allowed John Walsh to place a punt near the same place at the site of Prince's Bridge. At this time, Alexander Sim had a contract for erecting stonework at St. James's Church*;* and on the ground that the one punt was insufficient for the carriage of material required, on 14th November, 1839, he received the authority to install an additional punt, and later installed another, both above the site of Prince's Bridge. Mr. C. H. Le Souef had been commissioned to form a passenger ferry across the Yarra, which came into operation about ten yards above the Falls on 6th March, 1840, its cost being £150. These increasing facilities were of great advantage to 'The Beach' road, and to the development of the southern side of the Yarra River.

In the year 1838, Robert Hoddle, Surveyor-General, had

Road from Liardet's Beach to Yarra River, 1852.
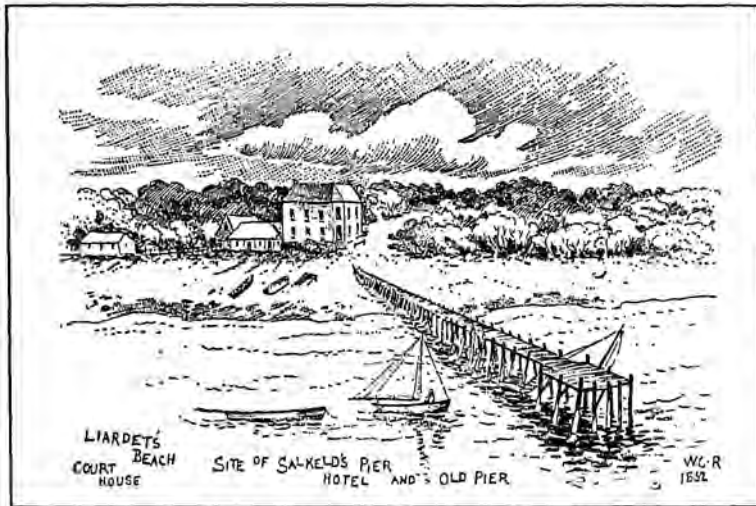
Liardet's Beach and Pier.

(W.C.R., 1852.)

EARLY PORT MELBOURNE.
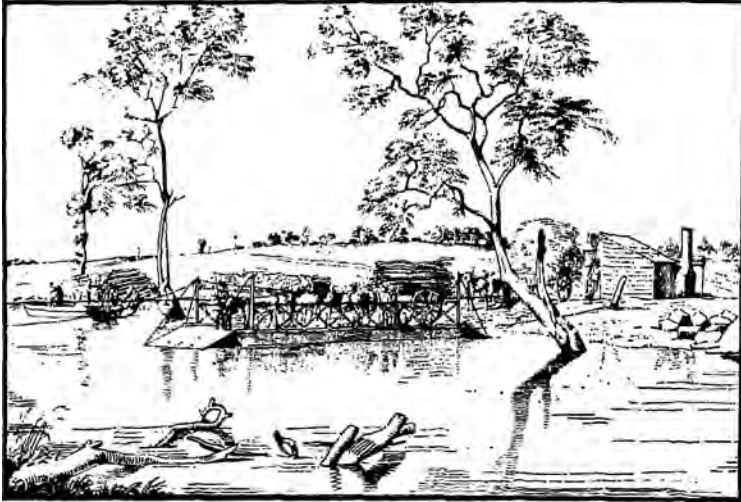
Punt on Yarra River, 1844.
(From 'Ham's Illustrated Australian Magazine,' Vol. 1,   1855.)

First Bridge over the Yarra   (Balbirnie's'),   1845.
(From 'Ham's Illustrated Australian Magazine,'   Vol. 1,   1855.)

proposed the construction of a dam at the Falls, to ensure a constant fresh water supply, as at high tide the salt water rose over the fall. The plan was to raise the river rocks a foot higher across 150 feet of the proposed dam, from which pipes were to conduct fresh water for ships to the beach two miles distant, where a quay would be erected, goods could be landed, and the course of eight miles up the river saved to vessels. The rock barrier would also improve the crossing place. Captain Lonsdale had suggested to Sir George Gipps the construction of the dam high enough to exclude salt water. The work was authorized and got under way, but in the first recorded flood of 1839 the reinforcement was swept away. Subsequent attempts at construction proved equally ineffective, the total cost of the venture amounting to £2,453.

On 30th September, the barque *Pyramus* came to Liardet's Beach with Superintendent La Trobe, his wife and daughter, Agnes Louisa. Mr. La Trobe, landing unostentatiously at 'The Beach,' walked to the town, was met by Captain Lonsdale, and then returned to the *Pyramus.* On 3rd October Mr. La Trobe was rowed up the Yarra, and made his formal entry with an official welcome at Batman's large room at the corner of William and Collins Streets.

Some evidences of industrial activity were showing in 1840 south of the Yarra, brick kilns having been started near the present site of the Alexandra Gardens. Bonwick states that brickmakers had to pay £10 a year for being on Crown land, £5 for erecting a tent, and £2/10/- for using the clay.

The *Port Phillip Patriot,* on 18th December, 1841, states: *'A.* wharf on the Yarra Yarra lining the basin opposite Melbourne is in course of construction.' On 29th April Fred. Manton was permitted to erect a building at the south bank a short distance west of the Falls to enable a steamer brought from England in parts to be assembled. This vessel, the *Faery Queen,* the first constructed in Melbourne, was launched on the 3rd April, 1841, to run between Williamstown and Melbourne. On 9th May a second vessel,

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the *Vesta,* was launched by Manton Bros, for the same service, on which the steamer *Fire Fly* had been the first to ply, W. Pearson, master, from 28th October, 1838, passenger fare being 2/6, freight 8/- per ton, charge for towing vessels £5.

As early as'4th July in this year, the *James Watt,* the first steamer to Hobson's Bay, had arrived with a mail from Sydney, the first to Melbourne by steamship.

In view of the need for increased facility in transit over the river, the construction of a bridge was proposed as early as 1838, and in 1840 a joint stock company entitled the Melbourne Bridge Company was formed, with a nominal capital of 500 shares of £10 each, only £1 of which it was necessary to call up. The purpose of the Company was to build a bridge, tenders for which were called. Having purchased the two punts in operation by private owners, the Company changed the punt site to a point between Swanston and Russell Streets. Their intention, subject to the Government's sanction, was to erect an iron suspension bridge across the river in a line with Elizabeth Street at a cost of £4,500, the Company to have a monopoly for twenty-one years. Sir George Gipps refused consent to the proposal, deciding to build a bridge at public expense. The Company for some years drew large profits from its punt charges, without the expense of bridge construction, which for the time being was deferred. The charges at this punt of the Bridge Company in 1842 were: Foot passengers 2d. each, horses 6d., horse and gig 1/-, gig and pair 1/6, dray 1/-, bullock 4d.j four-wheeled cart and two horses 2/6, each additional horse 6d., bricks, per 1,000, 3/-, sheep, goats, pigs, a halfpenny each. Double rates were charged on Sundays.

The growth of Melbourne consequent on immigration made the track from 'The Beach' to the Yarra of increasing importance; but, from the sandy and swampy nature of the country traversed, much labour was necessary to make it more readily negotiable.

On 24th December, 1839, a severe flood in the Yarra effectually stopped all transit from the north side except

by boat. The brickfields, with their sheds, were swept away, and the south side was overwhelmed by a wide expanse of water to the depth of many feet, making the track impassable for some time. Emerald Hill for the time being was an island, and Batman's Hill a headland in the encircling flood. In 1848 a similar inundation took place of much severity, flood waters forcing their way through Albert Park swamps and Sandridge lagoon to the Bay.

At the Yarra River in the early 'forties, vessels that made their way upstream, or used the services of tug boats, were moored by ropes to stumps or stakes on the muddy banks, for as yet there was no attempt at constructing a wharf. Passengers had to embark or disembark on planks two feet wide, from which it was easy to miss footing and be immersed or landed on black mud. Licensees of ferries had to furnish gangways two feet wide, standing from two to six feet above the swampy land. In approaching the ferries at night lamps were necessary for safety. These primitive approaches were still used in the 'fifties. The first wooden wharves on the northern bank of the Yarra were built in 1841, when Captain Sydney George Cole and James Dobson obtained permission to construct them. 'Cole's Wharf was a well-known name right up to modern times. The Captain, who had been on active service in the Royal Navy, became a useful and prominent citizen in the affairs of the colony. In 1841 a sum of £1,000 was voted from Sydney for wharf construction at Flinders Street frontage, a length of nearly two miles, to be ready in 1842.

In river traffic, the *Vesta,* 109 feet long, of 60 tons burthen, which had been built by Langlands and Fulton, and the *Governor Arthur* went to and fro between Melbourne and Williamstown daily*;* the paddle-steamer *Aphrasia* bi-weekly served Geelong, and the *Sea-horse* was the first vessel to trade weekly between Melbourne and Sydney. The little *Faery Queen* went daily to the Hobson Bay shipping, acting with other craft as a tug-boat.

So great was the influx of settlers that on 31st December, 1840, the estimated population of Port Phillip reached

10,291, 4,080 of whom came from overseas. By December, 1841, the population was 20,416, 7,847 of whom were immigrants. In one week four vessels arrived with 1,000 immigrants. In the land boom and great inflation in prices, houses were unobtainable for requirements. The inevitable collapse occurred in 1842 with the usual disastrous losses. With the scarcity of houses, the original Canvas town arose across the Yarra River from 1840 to 1842. When the financial crash took place, immigration quickly declined, only one vessel bringing immigrants in 1845.

Apart from the casual residents in tents, a few brick-makers and herdsmen, who had the oversight of cattle driven daily over to graze, or under grazing licence, there were very few residents south of the Yarra. Le Souef, of the Customs, Russell and Darke of the Survey, were near the Falls. In Kerr's Directory of 1841—the first Melbourne Directory—only one other name is mentioned as resident at 'South Melbourne'—E. J. Brewster, 'Avoca,' South Melbourne, barrister. The names of W. Liardet and A. Lingham occur as innkeepers at [£]Pier Hotel' and 'Marine Hotel, North Shore.' The vague appellation 'South Melbourne,' in Brewster's case, may refer to an 'Avoca' in South Yarra, then part of the parish of South Melbourne.

Hoddle's map in 1839 shows the division of Melbourne by the river into two 'parishes,' North and South Melbourne —the latter almost uninhabited.

On 22nd October, 1839, a Board of Market Commission (under Act No. 19, III Vic.) was appointed for Melbourne, markets being placed under the control of eight Commissioners, who on 14th July, 1841, were elected by householders and landed proprietors. Later, Melbourne was sectioned into north-east, south-east and south-west wards, answering broadly to the later municipal wards, Gipps, Bourke, La Trobe and Lonsdale. This movement was a prelude to the attainment of local government, for which a strong desire was being expressed.

The government and administration under Captain Lonsdale and Superintendent La Trobe had been hampered

and restricted by the arbitrary character of official interven-
tion from Sydney, matters of even trifling importance having
to be referred to the Governor for consideration. Dissatis-
faction was evinced also with the practice of applying a great
part of the growing revenue at Port Phillip for requirements
at Sydney. The time was ripe for a more liberal and direct
administration of local affairs.

On 23rd October, 1841, Sir George Gipps and suite made
a visit to Melbourne, where he was formally welcomed, a
levee held, and an address presented to His Excellency. In
his reply he expressed the desire during his visit to find out
the wants of the settlers. In its issues of 26th and 29th
October, the *Port Phillip Herald,* among 'the wants'
enumerated, mentioned a" bridge, a breakwater above the
basin, a road to the beach, the Yarra Yarra made navigable
and properly buoyed, and an extension of the powers of the
Superintendent—all matters of moment. Sir George's brief
visit of six days had good results.

In a new country one of the first compelling causes for
inducing common local action is the need of roads $ hence
Roads Boards have usually preceded forms of local govern-
ment. In 1841 a Parish Roads Act was passed. Proprietors
of land through which any road passed might form a Road
Trust on requisition to a magistrate by not less than
one-third of the proprietors. In this year, work was in
operation upon the 'Beach Road,' for we find that on 15th
January, 1842, La Trobe reports to the Colonial Secretary
that 107 immigrants were employed in constructing a dam,
and a road to Liardet's Beach from the river. At this time
there was a scarcity of employment among the married
immigrants, and those employed on this work were married
men, each having two children, and engaged as a measure
of relief. That the work was continued is evident from a
later report from La Trobe on 7th May, that 200
immigrants at work on the construction above-mentioned
had struck against a reduction in their pay from 3/4 to 3/-
per day. This early strike was of short duration, the men
resuming work next day.

In the year 1840, for the cartage of the mails fr6m the Beach to Melbourne, the sum of £50 per annum had been allotted to Liardet. The population in 1841 had reached 20,416, and the first Melbourne land boom had reached its height. Slackness in employment rendered necessary the establishment as a depot of the first 'Houseless Immigrants! Home' near the Yarra River, east of St. Kilda Road.

Again, on 27th July, 1842, Melbourne was visited by a great flood, covering the southern area almost from river to sea, and in the same year on 26th October there was a repetition in which the Sandridge lagoon, under the force of the flood, cleared a channel to Hobson's Bay, and Queen's Wharf was four feet under water. Under such disadvantages it is easy to understand the absence or paucity of settlement on the swampy and sandy areas between the Yarra and Hobson's Bay. Emerald Hill was the most eligible place for settlement, but with the handicap of the low-lying areas between it and the Yarra.

T. S. Hall, M.A., D.SC, in *Victorian Hill and Dale,* in referring to the origin and physiography of the area now covered by South Melbourne and other suburbs on the southern side of the River Yarra, writes:

Standing out from the other high ground is the old island of South Melbourne, or rather, the part of it formerly known as Emerald Hill.

All the flat ground, circumscribed by the higher land, was once an arm of the bay, which has been filled in by material brought down by the now conjoined streams of the Yarra and Saltwater Rivers.

How thick the deposit may be is not definitely settled, but borings put down in 1904 near the Port Melbourne railway line did not find rock at 170 ft.

While the delta was yet young the Yarra and Saltwater entered the sea separately, the one near Princes Bridge, and the other at Flemington Racecourse.

The steady south-easterly winds banked up the mud and sand, and turned the Yarra eastward, and it flowed between Emerald Hill and the Victoria Barracks. Gradually it filled in the bay between South Melbourne and St. Kilda. Sand has blocked its mouth, and it formed an easier path to the westward, where, joining the Saltwater, it entered the bay under the limestone ridge of Williamstown.

Once this river course became established in this sheltered position

a new state of affairs began. The south-westerly winds caused a great eddy in Hobson's Bay, so that the sand washed from the red cliffs, to the south-east, along the Brighton coast, travels up to Port Melbourne.

This can be seen in the groins, or wooden bulwarks, running out from the shore at Middle Park. There is nearly always a bank formed along the eastern side of the erections, where the shifting sand is caught and held, and the beach thus widened.

The sea-front of the delta, or deposit, is then covered by a sheet of sand, which is not river-borne, but is fresh material derived from quite another source. If the supply of sand were more abundant, and the shore more exposed, we should have a series of high sand dunes, extending from St. Kilda to Spotswood. As it is, we have only sand dunes in miniature: From St. Kilda to Port Melbourne these have been improved out of existence; but a few years ago the surface here, near the sea, was a rolling, sandy waste.

To the west of Port Melbourne railway line we can still see undulating ground caused by the landward march of the dunes over the silt plain. It is on this plain that the Port Melbourne rifle butts are situated.

The dense tea-tree scrub that once lined the lower reaches of the Yarra and the Saltwater has completely disappeared. Such a supply of firewood in this no-man's land could not be resisted, though a quarter of a century ago it was still thick at the junctioning of the two streams.

A few shapely honeysuckles formerly grew along the margin of the bay; but now half a dozen scraggy ti-trees (sic) are all that remain of this little woodland. Where the sand has not encroached, we find samphire scrub and pink-flowering pig-face. Both these plants can endure salt water and a heavy soil.

The struggle between plant life and drifting sand can be studied near the river mouth. The first grasses to appear are those with long, creeping stems, which put out roots from their joints. There are many kinds of these, that bind the sand together, so that other plants find a footing.

Man has stepped into the fray at North Williamstown, where a large area along the road to the steam ferry is planted with Marram grass, the finest of all sand stays.

Along the shore the coast-loving tamarisk, with its bright pink flowers, has been planted, while everywhere imported weeds are widely spread.

About Albert Park the sandy coast is now built upon, and its inhabitants make gallant attempts to grow gardens in sand. The old swamp, instead of being filled, has been deepened to form a lake, and here the wildfowl still find a sanctuary. ... [4]

Albert Park and Port Melbourne are built upon the great Yarra

delta, while the character of the scenery tells the story of the character of rocks that lie beneath the surface soil.

It is an interesting story, and tells of land recovered by time from the sea; which—as told by the recent tale of shore erosion—records an interesting war waging between the sea, *to* recover her lost dominions, and man, to retain possession of this ceded area.

This battle lies behind the entire history of South Melbourne settlement and development; and, in the main, man seems to have been the conqueror, in spite of occasional setbacks from sea encroachments, floods, and storm devastation.

On the higher and more accessible eastern boundary there was more progress in settlement. On 31st October, the site of a village at St. Kilda had been marked out. Dendy's special survey of 5,120 acres at Brighton had been taken up for subdivision on his application of 9th February, 1841.

The most important happening of the year 1842 was the much-desired attainment of the grant of municipal government to the town of Melbourne, the first instalment of a full measure of representative government to the province. This was a matter of extreme urgency, for with the rapid increase in population the Government under its official administration had been unable to cope with the requirements, especially in regard to sanitation, water supply, health measures, roads, transit and communication, etc. Civic affairs for the most part had been left to private enterprise. There was no provision for the cleansing of the town or the disposal of refuse. The need for organized methods was imperative. As the result of strong representations, and demands through the press, the Melbourne Corporation Act (Victoria, No. 7, New South Wales) was passed on the 12th August, 1842, by the Legislative Council at Sydney, constituting as a corporation the Mayor, Aldermen, Councillors and Burgesses of the town with due rights and privileges. This Act transformed the 'settlement' into the 'town' of Melbourne, consisting of the parish of North Melbourne, including all residences north of the Yarra, and also the suburb of Newtown, or Collingwood, of 320 acres. It will be seen that there was no provision for authority as *yet* over South Melbourne with its few scattered residents.   On this being

given a few years later, a motion was passed in the Melbourne Council granting each Councillor the right to cross the river by ferry or punt without paying the fare.

The town was divided into four wards—Gipps, Bourke, Lonsdale and La Trobe—defined by intersecting lines through the centres of Bourke and Elizabeth Street, twelve councillors being returned, three for each ward. These councillors chose four aldermen, one for each ward. The aldermen and councillors elected a Mayor to hold office for a year, and be eligible for re-election. The Council could elect its town clerk, treasurer, and surveyor, but the burgesses had the right of electing assessors and auditors.

Every male person of the age of twenty-one years or more, occupying premises of a clear annual value of £25, or who had been a resident householder for twelve months, enrolled on the electoral lists, was entitled to vote. For a councillor or alderman, the qualification was possession by himself or his wife of real or personal estate valued at £1,000, or an annual rated value of £50. Ministers of religion, persons holding office under the Council or interested in its contracts, judges or officers of Courts of Justice, and Ministerial law officers under the Crown, and convicted felons, were ineligible for the Council. Election of councillors was provided for on the 1st of November, of aldermen and Mayor on the 9th November. Mr. La Trobe appointed residents to occupy nominally the several positions until the officers had been officially elected under the Act. William Lonsdale was chosen as Mayor, Town Clerk, H. T. Gurner, and other citizens *fro tern.* Four collectors were selected to compile the list of burgesses.

The first municipal election in Melbourne was held on 1st December. The councillors elected met in the Royal Hotel, Collingwood, on 3rd December, to take the oath of allegiance and make declaration of acceptance of office. On 9th December they again met at the Royal Hotel, and elected Henry Condell as first Mayor of Melbourne. Henry Condell and Andrew Russell, William Kerr and Henry William Mortimer, were elected aldermen, the first pair

for six, the latter for three years. On 13th December, after a public procession the Mayor and councillors marched to the Courthouse, where the Mayor took the oath of office, and then visited the Superintendent in Batman's former residence.

The first Council meeting was held on 15th December, in the Royal Hotel. The Mayor's allowance was fixed at £350, and the salaries of Town Clerk and Town Surveyor at £250 a year. John Charles King was appointed Town Clerk; William Western Howe, Town Surveyor. Unfortunately, the collapse of the building boom with the acute financial stringency, and rapid depreciation in property, was a sore handicap to the Council, which for two years had an anxious and troublous time, but eventually, with strict economy and a return to prosperity, was able to function to the advantage of the town.

Once again, in 1844, a flood of great severity occurred after two or three days' rain. A sea of water spread out to the Bay. After subsidence the flooded area was strewn with the carcases of pigs, cows, horses, dogs, etc.

Mr. Richard Howitt, writing in December, 1843, remarks: £'Over the Yarra, a stream forty yards wide, and after as much has been paid to cross it as would build a dozen bridges, there is no bridge.' This was to be remedied. In 1845 it was decided by the Bridge Company to build a wooden bridge just beyond the Prince's Bridge of to-day, to serve temporarily until a permanent Government structure under consideration should be erected. Tenders were called and the contract given to Alexander Sutherland for £400, who is said to have lost £130 on the transaction. The bridge was of trestles, and 120 feet in length, with a roadway 17 feet wide, and a footway 4 feet wide on one side. It was opened in October, 1845, In the following year it was leased to Robert A. Balbirnie, who made large profits from the charges for using it. It was generally known as 'Balbirnie's Bridge.' Its construction was of manifest advantage to the south side of the river, and formed ready connection both with the Beach Road and the track to

St. Kilda, the rural residents of which in 1847 subscribed £25, to which the Melbourne Corporation added a like sum to make the first St. Kilda Road.

In the year 1844, the Melbourne Council found it so very difficult to obtain revenue for civic expenditure that it was even proposed to abolish municipal government. Among the remedial measures for acute financial stringency was an amending Act passed 9th December, 1844, by the Legislative Council at Sydney extending the limits of the Borough of Melbourne so as to include South Yarra, St. Kilda, Emerald Hill and Sandridge. By this Act the scattered residents in the wide area designated by the indefinite name of South Melbourne became ratepayers in the town of Melbourne.

The first land sales under the heading of 'Parish of South Melbourne' took place on 24th February, 1847, when about eight acres at St. Kilda were sold by auction. On 21st July, 1847, the first sales in South Melbourne were held, when G. Sinclair Brodie sold by auction at Elizabeth Street Lots *36* and 37 described respectively as Allotment No. 6, six acres, one rood, bounded on the north side by the Yarra River and adjacent to the road, the upset price being £20 per acre3 and Allotment No. 7, adjoining, three, acres, three roods in extent, similarly bounded, upset price £20 per acre. These blocks were purchased by Mr. J. Anderson for £200 and £165 respectively. Two allotments (28, 29) at St. Kilda, in the Parish of South Melbourne, upset price *£30,* were respectively bought for £90 and £128 by H. F. Gurner and C. Mills.

On 25th January, 1847, Melbourne was created a city, and in 1848, with the creation of a Bishopric at Melbourne and the arrival of the Right Rev. Charles Perry as Bishop of Melbourne, the town assumed the dignity of a city, an official recognition by the Home Government being made in Act in Council 13 Vict., No. 14.

In connection with the bridge which Sir George Gipps had decided to build, a report was furnished by a qualified officer of the Public Works Department from Sydney. On

his recommendation the erection of a stone bridge of one arch and a span of 150 feet was authorized, the estimated cost being £10,000, the actual cost £19,000. The approaches to the bridge cost £2,986/5/5. The foundation stone was laid by Mr. La Trobe on 20th March, 1846, but it was not formally opened for traffic, under the name of 'Prince's Bridge,' until 15th November, 1850. For the superintendence of its erection, David Lennox, a skilled bridge-builder, who had worked on the Menai Bridge, and the one-span bridge at Gloucester on the Severn in England, also on bridges in New South Wales, was appointed from New South Wales, and most satisfactorily carried out the erection of this fine structure, which did effectual service for thirty-eight years. The opening of Prince's Bridge coinciding with the news of the granting of Separation of Port Phillip from New South Wales and of self-government to the colony under the name of Victoria, was celebrated with the greatest enthusiasm and rejoicing for several days.

Before Separation could be legally brought about, it was necessary to pass an Act in New South Wales to establish a Legislature in Victoria, and arrange details and formalities; so it was not until 1st July, 1851, that the proclamation of the colony came into effect. The Superintendent, Mr. C. J. La Trobe, then obtained the rank of Lieutenant-Governor. The number of members of the Legislative Council was fixed at thirty, of whom twenty were to be elected, and ten were to be nominees of the Governor.

Relieved of the somewhat vexatious and unsympathetic officialdom of the mother State, Victoria, under its own Constitution, was free to determine its own destiny.

THE GOLD RUSHES

CANVAS TOWN AND EMERALD HILL

FIRST SURVEYS

THE year 1851 may well be looked upon as the *annus mirabilis* or wonderful year of the history of Victoria, for in it occurred three most important events, each of which had far-reaching effects on its development.

The first of these events was the tremendous conflagration which on 6th February commenced in the thick timber of the Plenty Ranges, and, under the driving force of the fierce north wind, swept over Victoria as far as the South Australian border, carrying devastation and destruction in its train. Native game and stock in its track were everywhere destroyed, settlers rendered homeless, and some few died in the flames. Melbourne itself, under the excessive heat and fierce furnace blast carrying burning leaves, was threatened with, destruction. Even ships in the bay felt its intensity and were in danger of ignition. A change of wind to the south at evening and subsequent rain checked the ravages, leaving a scene of blackened ruin throughout Central Victoria, the memory of which time took long to efface, and the anniversary of the day still bears the ominous name of 'Black Thursday.'

The second event, the source of much gratification to the colonists, was, after long agitation and insistent demand, the separation from New South Wales and elevation into a free State with a Legislature of its own. For some years the residents at Port Phillip had sought this on account of the unsatisfactory administration of the semi-military rule from Sydney, the ineffectiveness of the province's representation in the New South Wales Legislative Council, partly elective, partly nominee, which had been formed in 1842, and on account of the unfair expenditure for Sydney's needs and

benefit, of a large part of the revenue obtained at Port Phillip.

The third event, of world-wide significance, was the discovery of untold wealth in gold, in the alluvial streams and gullies, and quartz reefs of Victoria. Between 10th June and 8th August, 1851, gold was discovered at Anderson's Creek, Clunes, and near Buninyong, in succession at Ballarat, Mt. Alexander, and Bendigo, and in such quantity over widening areas that, lured by the golden gleam, first the male population of Melbourne and Geelong left their homes, then gold-seekers from New South Wales, Tasmania and South Australia, and later the adventurous spirits from all countries overseas came in increasing throngs to Melbourne for the goldfields of Victoria. At first Melbourne was almost depopulated; but, as the glamour faded before hardships and discomforts, most of its residents returned to reap a rich harvest from the possession of property or the profits of business or trade, which had enormously increased.

So great a concourse of people came from overseas that soon all available houses were taken. In eighteen months the population of Melbourne rose from 23,000 to 70,000 persons. Many were houseless. Sheds, stores, even the empty abattoirs were used for shelter. Below Prince's Bridge a long row of wooden buildings was built to serve as a Houseless Immigrants' Home. Tents were placed everywhere, numbers of them on the land to the south of the river near Prince's Bridge, and on the borders of the Domain. This practice was objectionable, and to remedy the congestion Governor La Trobe formed the idea of having a Canvas Town. For this purpose the untenanted grassy rising ground pleasantly situated between the present St. Kilda Road and Emerald Hill was chosen for the establishment. Bell tents, or wooden frames with canvas or calico were erected side by side in strict alignments in streets and lanes, laid out in right angles. Shops, stores, boarding houses, restaurants, all of canvas, were there. The shifting population paid five shillings for occupation of each single

tent. 'All sorts and conditions' of men and women temporarily abode in tents, and carried on their daily duties as well as possible. The cost of living had of course become excessive, but the rate of wages was high. At night, when the semi-transparent tents were lit up by candles and lamps, Canvas Town presented a very picturesque appearance. Its population at one period was computed at 5,000 persons, presenting strange contrasts—rich and poor, learned and ignorant, good and bad—placed by the force of necessity in circumstances of close contact.

An early colonist, writing from Melbourne in 1852, gives this description of a busy Sunday outing at 'The Beach':

At Liardet's. . . . Here they are again—shopkeepers, shopmen, diggers, ladies, diggers' wives, horses, hackney carriages, shandies, gigs, and almost every possible, and sometimes very questionable modes of conveyance, all congregated on the sand. Pedestrians—wandering, promenading, flirting, drinking, laughing, talking on the pier, and in the shade of the cool verandah; picnics in the scrub; mirth and merriment everywhere; boatmen lustily bawling for passengers; and waiters for more drink at the bar of the hotel. Tents are pitched upon all the ground surrounding this house of entertainment. ... I was a good deal surprised to find … so little riot or intoxication.

The road from the beach to the town lies through a low marshy scrub, which presents not one single pleasing feature, except we diverge at the Emerald Hill, and take a look in at the encampment of the tents of gold diggers *in transitu* to the Mount or elsewhere. There are coverings erected by poor new-comers to shelter them from the heavens, and to make a temporary but safe refuge for themselves, their luggage, and their families.   And oh! such squalor! such misery!

Naturally, the predaceous element in society, ex-convicts and criminals, seized the opportunity under such conditions to ply their nefarious trades. Robberies and assaults were very frequent, police control under abnormal conditions being very limited.

The following extract from a letter in 1852, re-published in the *Journal of Australasia in November,* 1857, furnishes another word-picture of the unusual scene:

On a smooth green hill, sufficiently high to afford a good view of Melbourne and the distant Mt. Macedon range, behind Emerald Hill and its swamps the river Yarra and Hobson's Bay the tents were

pitched. Individually they were neat and cleanly, nearly all white and shining exceedingly. They were not very numerous. They were not laid out in straight lines, and there were no streets. Even the main road to St. Kilda winded (sic) in and out amongst the canvas dwellings. The want of order and arrangement, the care bestowed on each tent, and each independent of its neighbour showed that the inhabitants were not a community, but a crowd, but it was a picturesque crowd. Flags of every colour floated in the air. Men in picturesque dresses passed from tent to tent—the Englishman in his shooting coat, the Frenchman in his blouse, the American in his velvet waistcoat and shiny boots, the digger in his red shirt, the sailor in his guernsey, the Irishman in anything that had come to hand in the hurry of his departure—they all flitted to and fro and made pretty-chequered shadows on the green sward.

As each ship discharged a cargo of passengers in Hobson's Bay Canvas Town increased, and did not improve in character. The best people left as quickly as they could, and the worst remained as long as they could.

The bold robbery of 8,153 ounces of gold from the ship *Nelson* at anchor in the Bay on 1st April, 1852, was a noted instance of an undetected crime. Gaols and places of detention were inadequate at this time for offenders, and in 1853 three additional prison hulks were added to the *Lysander* and *Sacramento* in use. There was a good deal of misery and destitution among immigrants. Many had to sell their belongings. 'Rag Fair' sprang up on the wharf between Elizabeth Street and Market Street, where a heterogeneous collection was exposed for sale, until the City Council stopped the practice.

To relieve distress a second Houseless Immigrants' Home was built on the western side of St. Kilda Road beyond Prince's Bridge. An Immigrants' Aid Society was formed by the charitably disposed. It erected a store for luggage near the wharf, appointed an agent to advise and direct, a medical officer for daily attendance, with a sick ward and a dispensary at the Immigrants' Home, and started a temporary fever hospital at Block No. 8, Emerald Hill, there being a prevalence of 'Colonial' or typhoid fever with a high rate of mortality from this infectious disease. Block No. 8 was that upon which St. Luke's Church was afterwards built. From May to 30th September, 1853, this Aid Society
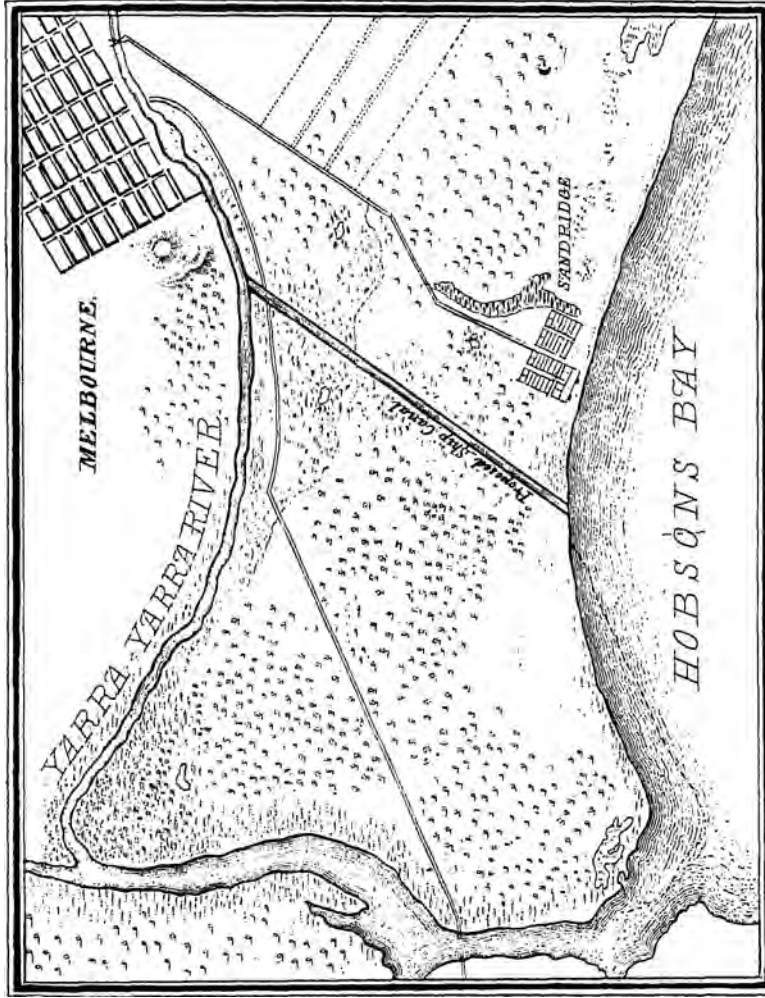
David Lennox's plan for proposed Canal for South Melbourne, showing the tracks from river to bay, 1850.

(From Ham's "Illustrated Australian Magazine," 1850.)
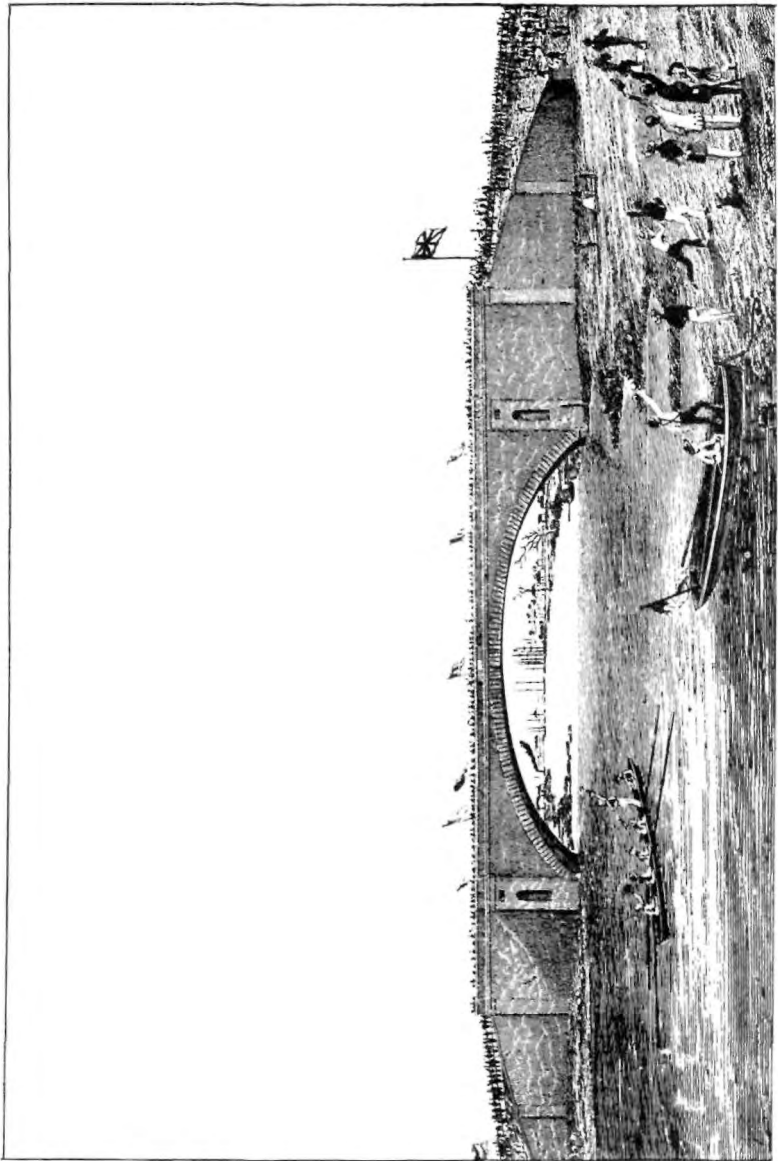
Prince's Bridge, 1850

relieved 517 cases, and £8,011/16/6 was subscribed towards its activities.

Showing the unprecedented congestion due to the gold fever, during one week in March, 1853, 3,888 immigrants landed, and 138 vessels were in Hobson's Bay. The dwellers in Canvas Town as a rule were temporary sojourners waiting impatiently to get away on the search for gold, and replaced by others as they freshly arrived. Some, however, with a business or trade, repaying their time and labour, remained, forming the nucleus for later permanent residence.

Many of the men who for a time were compelled to live at Canvas Town became leading citizens in business or professional circles, in civic or political service. With the gradual dispersion and absorption of the immigrants in the community, the building of numerous houses, the abatement in the influx of new-comers, and the resumption of normal conditions of life in general, the need for Canvas Town ceased, and in 1854 this temporary expedient came to an end. Residents on the new St. Kilda Road were notified to vacate their tents by 31st March.

^Several interesting extracts from the Government *Gazette* contain items significant of this period:

January 18th, 1853.
Mr. Henry Stevens, canvas tent on south side of Yarra—registered as a Spirit merchant and brewer. January 18th, 1853.

School, Church of England, Canvas Town. Teacher: John George Smith: 52 boys; 33 girls. Government allowance £73/11/5: Voluntary Contributions £70/9/3. February 14th, 1854.

<div style="text-align:right">Crown Lands Office,
Melbourne,   11/2/'54.</div>

Deserted Tents Canvas Town

Notice is hereby given that all tents now unoccupied, at the Government camping ground, South Melbourne, will be sold on the 15th day of March, unless claimed before that date.

N. A. FENWICK, Commissioner of Crown Lands.

Colonial Secretary's Office,
Melbourne, 28/2/'54.

To Occupiers of Tents in Canvas Town All persons encamped on Crown Lands, situate at South Melbourne, and known as Canvas Town, are requested to observe that their permits do not authorize* occupancy beyond the 31st day of March. Any persons continuing to occupy after that date will be proceeded against.

By His Excellency's Command,

JOHN FOSTER.

FIRST SURVEYS

The records of the Lands Department show that as early as March, 1839, Robert Hoddle, Chief of Survey, submitted the first design for a town at South Melbourne. The plan shows that the intention was to create a town towards the north-east of its present position. Mr. Hoddle pointed out that directly opposite to the Melbourne settlement there 'was a large marshy plain, subject to inundation and therefore unsuitable as a town site. He thought that the town as proposed would be eagerly bought up, and anticipated a ready sale of the marsh land if it were subdivided into allotments of about 5 acres.' Certain portions, but probably not all of the town as proposed, Were surveyed into allotments by Robert Hoddle in 1840. On 7th December, 1842, some of these allotments were put up to auction at the Land Office, Melbourne, at an upset price of £150 per acre. No bid for either of the first two lots submitted was received, so under orders from the Superintendent, Mr. La Trobe, the whole area was withdrawn from sale. At the same time land at Sandridge was offered at the same upset price, but no bidders Were forthcoming, and this land was also withdrawn from sale. At St. Kilda, where the site of a village had been marked out in the previous year, the sale was more successful. Twenty-two blocks at an upset price of from £30 to £50 per lot were sold for £3,137/1/-, at prices ranging from £30 to £86 for areas from \\ acres to 4 acres. These were the first land sales under the heading of 'South Melbourne.'

The site first surveyed by Hoddle for a town at South

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The site first surveyed by Hoddle for a town at South

CITY OF

PORT MELBOURNE

WEST MELBOURNE

EAST MELBOURNE

West Melbourne Swamp

NEW ROAD TO FOOTSCRAY

COODE ISLAND

COODE CANAL

SANDRIDGE

SOUTH

MELBOURNE

ALBERT PARK LAKE

ALBERT PARK

SOUTH YARRA

REFERENCE

Light Red—Site of the Town of South Melbourne as first designed by Robert Hoddle in 1839. (Later discarded.)

Red Border at Right—Site of cultivation allotments 'adjoining the Town of South Melbourne' surveyed by T. H. Nutt in 1842. (Note that portion is included in Botanical Gardens and that river course is altered.)

Red Circle—Approximate site of the original Sandridge.

Light Blue—Site of T. H. Nutt's 1842 survey of the marsh area referred to by Hoddle in 1839. (Later discarded.)

Grey Border—Boundaries of the Parishes of North Melbourne and South Melbourne as proclaimed in 1840. (The river separates them.)

Red Border at Left—Site of South Melbourne as surveyed in 1852. As earlier designs, etc., were discarded, this really becomes the original survey of the present 'South Melbourne' City.

Blue Border—Boundaries of the Municipal District of Emerald Hill as proclaimed in 1855.

Dotted Blue Border—Extended boundary of Emerald Hill (1857).

Map of the Parish of South Melbourne showing the successive Departmental plans of land survey for

Melbourne was undoubtedly a fine location. It included not only the area now occupied by the Alexandra Gardens, but also that of the Domain to just behind Government House on the east, and on the south to a line passing close to the old Herbarium to the point opposite the present Bank Street. The western boundary was approximately the present Wells Street, no semblance of a road as yet having been made.

At a later survey in 1840 by Mr. T. H. Nutt, a subdivision of twenty-one cultivation allotments was made, mostly about ten acres each, 'adjoining the town of South Melbourne/ laid out by Hoddle in the previous year. This subdivision was situated on the Yarra Yarra River, somewhat near the present Punt Road. Of the three lots offered for sale, October, 1845, only one of 9 acres 2 roods was sold to Archibald McLachlan for £190. At a later date the north-western part of this subdivision was merged in the Botanical Gardens Reserve, and in 1846-1849 the remainder was sold. Under the heading, 'South Melbourne' (near South Melbourne), sales were held on 25th March, 1846, when block 8 was disposed of to David Ogilvy for £140} blocks 9 and 10 to Joseph Anderson for £140 and £147 respectively. Each of these blocks contained 10 acres. Mention has been made of the sale of lots 6 and 7 in 1847 to Joseph Anderson, one 6 acres 1 rood for £300, the other 3 acres 3 roods for £165. Another auction sale was held on 14th March, 1849, of lots 15 to 21, each 9 acres 2 roods in area; No. 15 to Nehemiah Guthridge for £190; No. 16 to Joseph Hall and Charles Joseph Mills for £180/10/-} No. 17 to Hugh Glass for £190j No. 18 to Henry Ward Mason for £399; No. 19 to Thomas Budd Payne for £323} No. 20 to Joseph Anderson for £342} No. 21 to John Robert Murphy for £304. The words 'near (or adjoining) South Melbourne' refer to the town of South Melbourne first laid out by Robert Hoddle as described above, east of St. Kilda Road. The blocks sold were 'cultivation blocks,' part of T. H. Nutt's survey near to Punt Road and towards the Yarra River.

Under the heading 'South Melbourne at St. Kilda,' many blocks were sold by auction between the years 1842 to 1851;

and the first blocks, 'South Melbourne at Sandridge,' on 16th May, 1850, and 9th September, 1851. Thus the term 'South Melbourne' given to this parish was widely comprehensive. Again, in July, 1842, an extensive survey, comprising nearly 150 allotments, was made by T. H. Nutt over the low-lying area referred to by Hoddle on designing the first town, and extending to the north-eastern slope of Emerald Hill.

Hoddle's surmise as to liability of inundation was soon verified, for, shortly after survey, flood rains in the ranges caused the Yarra to rise higher than at any time since the formation of the settlement. 'More than 60 allotments were completely submerged.' This seems to have conclusively proved the unsuitability of this marshy area for settlement, for there is no record of the subdivision ever being submitted for sale.

Nutt's survey, expressed in relation to the existing plan of South Melbourne, was bounded by Sandridge Road from Montague Street to where Fanning Street meets City Road, towards Prince's Bridge. On the south-west the boundary was a straight line from the north-east corner of Albert Park Lake over Emerald Hill through the corner of Market and Cecil Streets to Sandridge Road. The south-eastern boundary is marked by a line from the corner of the Lake mentioned to a point north of Roy Street. The easterly boundary irregularly conformed to the present St. Kilda Road towards Prince's Bridge, and touching the present Wells Street in two or three places.

Hoddle's survey of 1852 was partly superimposed diagonally upon the highest part of Nutt's survey. Hoddle's original design, as well as Nutt's, was abandoned. Thus the first attempts at founding a town at South Melbourne came to nought. Early in 1840 the 'parishes' of North and of South Melbourne, separated naturally by the Yarra River, were proclaimed, and their boundaries defined. An addition to North Melbourne was made in 1842; but, when on 12th August, Melbourne was incorporated, only the area north of the Yarra River was specified. It was not till 9th Decem-

West end, Queen's Wharf (Cole's Wharf), 1852.

City terminus of First railway, Melbourne to Sandridge, 1854.

Statue of George Higinbotham,
Chief Justice of Victoria, 1886-1892.
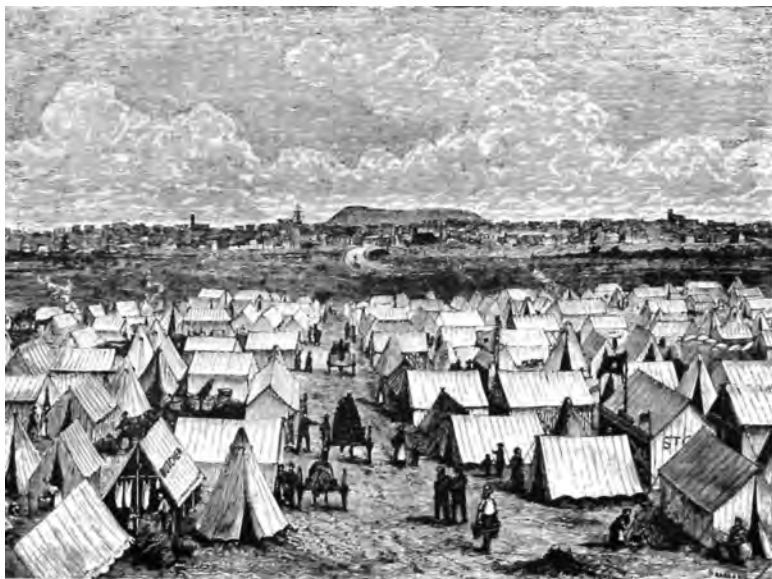
Canvas Town, Emerald Hill, 1852-4.

(From 'Victoria and Its Metropolis,' A. Sutherland.)

ber, 1844, that an amending Act was passed to include the parish of South Melbourne in the town of Melbourne. The somewhat vague term 'South Melbourne' at this time comprised an area 'bounded on the north by the Yarra River, on the east by what is now Punt Road, and its continuation south to Hobson's Bay, and on the west by the continuation of the west boundary of North Melbourne to the Bay. This line would to-day reach Hobson's Bay near the southern end of Swallow Street, Port Melbourne.[5]

These boundaries thus included South Yarra, St. Kilda West and Sandridge, as well as South Melbourne. That the boundaries were somewhat indefinite or in question is inferred, for we find, in 1848, Hoddle writing to the Surveyor-General: '. . . Melbourne has always been considered to embrace the two parishes of North and South Melbourne . . . His Honor, the Superintendent, states the same opinion.'

The original designs and surveys of the South Melbourne town and marsh area, as above-mentioned, being discarded, the first design of town allotments which reached the stage of practical expression was prepared in 1852. The name of the officer performing the actual survey is not available, but Robert Hoddle probably designed it. He sent the design to the Lieut.-Governor for his approval and for the naming of the streets. This important survey included sections in the following streets: Market, York, Coventry, Dorcas, Bank (east and west), Park, Montague, Ferrars, Cecil, Clarendon, and Moray. The northern boundary was York Street from Montague to Ferrars Street; Market Street from Ferrars to Cecil Street; Grant Street from Cecil to Clarendon Street; York Street, Clarendon to Moray Street. On the south, the boundary was Park Street from Montague to Moray Street. On the east, Moray Street from Park to York Street, and Clarendon Street from Market Street to Grant Street. On the west, Montague Street from Park to York Street} Ferrars Street from York to Market Street, and Cecil Street from Market to Grant Street.

In the original plan provision was made for the Town Hall

and public buildings between York and Dorcas Streets, and the site of the present Town Hall was reserved for an orphan asylum. This site was the culminating point of 'Emerald Hill.'

The first sale of land within the newly formed village of South Melbourne (Emerald Hill), still part of the City of Melbourne in Lonsdale Ward, was held at Melbourne on 18th August, 1852. Sixty-eight allotments, each of one acre, situated in the northern area between Grant and Coventry Streets, Clarendon and Ferrars Streets, were offered for sale at an upset price of £300 per acre, this price being much exceeded in every case. The highest price paid was £780 by John Orr, for the corner block of one acre at the corner of Market and Cecil Streets. He also purchased the adjoining block on either side for £610 and £480 respectively. The second highest price was £750 for an allotment purchased by Mr. J. S. Patterson in block *6* at the south-east corner of Cecil and York Streets. Mr. J. W. London gave £705 for the corner block opposite on the same side. Mr. J. P. Bear purchased at good prices five allotments in block 5, but this block was afterwards withdrawn for the purpose of public buildings and a municipal reserve. Mr. Bear also paid £720 for the second allotment in the block in Cecil Street on the eastern side, north of Market Street. The two blocks forfeited after sale soon found ready purchasers. The lowest price obtained was *£365.* Two buyers forfeited deposits of £46 and £45 respectively. The land disposed of at this very successful sale was convenient to the Sandridge Road, and of ready access from the city by way of the recently built Prince's Bridge.

From time to time further satisfactory sales were held and the area of the town extended under the name of Emerald Hill. In 1853-4 applications for land along the river frontage from those engaged in shipping and its accessory trades were numerous.   Houses or sheds were

appearing upon blocks purchased and subdivided chiefly in the vicinity of the road to the Falls or towards Emerald Hill. Liardet, in his notes, writes: 'The first house at Emerald Hill was built by Mr. Bourke for John Orr, merchant, of Melbourne, Abbotsford, which he let to Mr. Charles Blannin in 1853. The Emerald Hotel near the junction of Clarendon and Grant Streets. It is nearly obscured by the rear of the houses.' Gradually the village of Emerald Hill began to assume form.

In his *Chronicles of Early Melbourne,* Edmund Finn definitely claims to have first applied the name to the green hill conspicuous over the swamps surrounding it, on the occasion of a picnic in 1849 held there in connection with the Father Matthew's Tent. It is probable, however, that the name as an appropriate term was commonly used in the same way as Green Knoll, Red Bluff, Sandridge, and Fresh-water River, from obvious natural features. A proposal at a later period to change the name of the town to 'Clarkeville' in honour of Sir Andrew Clarke, the advocate of self-government, was not entertained.

The increased population gave a great stimulus to the retarded settlement south of the Yarra. With the construction of Prince's Bridge came increased vehicular traffic. Beach, or Sandridge Road, became a much-travelled high-way. In a report dated May, 1854, after specifying £600 for 1851 and £161 for 1852, there is stated an expenditure of no less than £8,958/11/2 on the road for the year 1853, showing recognition of the importance of this approach to the city, of the labour involved in the transformation of the road through low-lying swamps, scrub and sand into a firm highway, and of the progress of Emerald Hill.

THE SANDRIDGE RAILWAY

The scores of ships arriving from overseas usually dis-charged passengers and goods at Sandridge, whence to Melbourne both freight and fares were excessive. The construction of canals and docks that would enable vessels to approach the city was suggested, but finally the construe-

tion of a railway was considered as a satisfactory and convenient means of transit. As early as 1839 Robert Hoddle had made the first recommendation for a railway from Melbourne to Hobson's Bay.

The Hobson's Bay Railway Company was formed in 18 52, the line was surveyed, and the contract for building was given to Messrs. Porter and Robertson. In January, 1853, a Bill was passed enabling the construction to be undertaken by the Company. Eighteen months later the line was completed. Engines ordered from Robert Stephenson, Newcastle, were for some time delayed. The Company, to meet this difficulty, immediately entrusted an order to Robertson, Martin, Smith & Company to contract the engine, and to Langlands' Port Phillip Foundry to make the boiler. In ten weeks the engine was constructed and delivered—the first made in Australia.

The formal opening of the line to Sandridge was on 12th September, 1854. Their Excellencies, Sir Charles and Lady Hotham, with suite and leading citizens, were passengers by the first train. The band of the 40th Regiment provided music; a salute of guns was fired, and the line of the first railway in Australia formally declared open. William Pattinson was the driver of the engine. On account of the liability to flood waters in this area, the line for a considerable distance, after crossing the river, was built on piles, and proved a successful and substantial work. Naturally, the construction of the railway to Sandridge gave the port many advantages. Population and traffic alike increased, whilst the Sandridge Road was in great measure relieved from the congestion of the early 'fifties.

At this time Emerald Hill was rather a scattered village of irregular aspect, but steadily improving. Here is a reminiscent description of it in 1854 from St. Kilda: ᶜA large reedy swamp occupied the site of the Albert Park Lake, and beyond it were sandhills stretching from a muddy creek near Sandridge to Beach Road (Fitzroy Street), where the wreck of Captain Kenny's ship lay on the sands . . . and was then, or a little later, used for bathing. Beyond a stretch of country

which for years afterwards remained a waste, rose the green knoll of Emerald Hill, with a small suburb grouped around it, and a few shanties, inhabited later by Chinamen, had been stuck up on the sandhills. The recently opened railway to Sandridge passed through sand wastes and a bulrush swamp.'

WATER SUPPLY

With the tremendous increase in population in Melbourne, the question of an efficient water supply was of great urgency. In February, 1853, an Act was passed appointing a Board of Commissioners of Sewerage and Water Supply. In place of the direct service of water at the riverside, the Board installed a large tank in Albert Street, Eastern Hill, which was filled from the river by steam pumps in Spring Street, and in a purified state, was supplied in pipes. Hoddle, in 1840, had suggested a pipe line from the Falls to the Beach, and in 1854 this project was completed, the service supplying Emerald Hill as well as Sandridge. For Emerald Hill the water was distributed from a pumping station at the corner of Sandridge Road and York Street. Another station was at the corner of Sandridge Road and Montague Street.

At first the water above the ledge of rocks at the Yarra had formed the supply at low tide. The rocks were raised in height for a while, rough pumping plants were used, and the water sold in barrels from 2/- to 10/- per barrel. In some places, wells were sunk, but without much success. With the creation of the Melbourne municipality in 1842, in a few years a scheme was evolved by which the water from the Yarra River was conveyed to a large filter at the north-east corner of Elizabeth and Flinders Streets, and sold there. This was not very effective.

Then, in 1849, Mr. James Blackburn, the eminent civil and hydraulic engineer, selected and made a report on the site for a reservoir at Yan Yean. The early methods continued with more success. Cheap filtered water was conveyed by pipes from the river to the place of distribution near the Falls Bridge until the year 1857, a Mr. Frederick Cooper, chemist, being associated with Mr. Blackburn in this matter. The water was thus supplied to Emerald Hill and Sandridge.

In 1857, the Commissioner of Sewers and Water Supply wrote to the Board of Directors of Hobson's Bay Railway Company with the suggestion that as the Board was taking a portion of the land near the Falls, it might undertake the construction of a new race, replace the boiler of the pumping plant, make or renew the necessary connections, and allow the water main to be laid along the railway line and over the newly constructed railway bridge. The Board graciously agreed to these proposals. This service to Emerald Hill and Sandridge continued until the local river system was abolished on the completion later of the effective Yan Yean scheme.

First Water-supply, Emerald Hill.

(From Collection of J. M. Neild.)

THE LOCAL COMMITTEE

MUNICIPALITY OF EMERALD HILL

THE residents of The Hill were fully alive to the necessity of civic improvement and insistence upon their rights. In March, 1854, a meeting was held at the Emerald Hill Presbyterian Church Tent, which made a strong and effective protest against a proposal to merge Sandridge and Emerald Hill into one corporate body for local government. At this period the Municipal Government of Melbourne was too large for effective administration, and in adjuncts like Emerald Hill on its outer boundaries, ratepayers found it very difficult to get pressing wants attended to, or to secure expenditure of a fair amount on improvements or services; hence arose dissatisfaction and a desire for secession and separate municipal government!

The Imperial Act of 1850, which created the colony of Victoria, empowered the Governor to proclaim districts upon the basis of the Imperial Act of 1842, at the expressed wish of the inhabitants, and to set up elective district councils, authorized to frame by-laws for making and maintaining roads and bridges, establishing schools and fixing local tolls and rates, etc.

In 1853 a Roads Act was passed which (a) made provision for the establishment of a Central Road Board with oversight and care of the main roads; (b) empowered the Governor to divide the colony into road districts, having local boards responsible for parish roads, and with power to levy local rates, such boards to be elected by resident property-holders.

In 1854, Captain Andrew Clarke, who had succeeded Robert Hoddle as Surveyor-General, in order to meet the need of the Melbourne suburbs for local municipal control, introduced a simple and practical scheme. This Act provided for the creation of municipal districts, each with a

Council of three, five or seven members according to the size of the district and the number of householders, on the petition of the inhabitants desiring it. Suburban residents, who were under many disabilities, could thus obtain relief and separate local control. The change, however, was entirely optional and not compulsory. At this time, two-fifths of the sixteen square miles comprising the area of the Corporation of Melbourne was south of the Yarra, and in a measure isolated by natural features from many city advantages. The Act provided that in a large area not less than 100 house-holders might petition for a municipal district, but for a small workable corporation modifications were made to nine square miles with 200 householders, etc. The Bill (18 Vic, No. 15) was passed on 14th December, 1854. The immediate result was the proclamation of East Collingwood, Richmond, and East St. Kilda as municipal districts, April, 1855. Emerald Hill, being within the city boundaries in the Lonsdale Ward, although getting very inadequate con-sideration for that inclusion, was handicapped by the neces-sity of having to obtain the consent of the Melbourne City Council to its application for incorporation. On paltry grounds, the Council refused its consent.

On Wednesday, 3rd May, a very important and well-attended meeting of the residents of Emerald Hill was held at the Hit or Miss Hotel in York Street, ostensibly to establish a branch of the Caverly Fire Brigade, but oppor-tunity was taken to discuss other matters of local impor-tance. Representatives of the Fire Brigade were present, and Mr. J. K. Leake was voted to the chair.

The meeting decided that an Emerald Hill Branch of the Fire Brigade, with the necessary outfit, be formed, that mutual co-operation with the proposed Fire Brigade at Sandridge be invited, and that a provisional committee, with power to add to its number be appointed to carry into effect the objects of the meeting. Captains Russell and Sinnett, and Messrs. H. S. Gardner, Mouatt, W. Ashling and J. K. Leake were appointed to form the committee; Mr. Leake was appointed Treasurer, Mr. Pepper, Secretary *pro tern.*

The Hon. R. S. Anderson, Chairman, 1857-58.

The Hon. James Service, M.L.A.
First Chairman of the Municipal Council of
Emerald Hill, 1855 to 1857.

Enrolments for the Brigade were made, and subscriptions towards preliminary expenses were received.

On the adjournment of this meeting, those present resolved themselves into a meeting to discuss and adopt measures for promoting and preserving the general interests of the place. Mr. Gardner was appointed Chairman, and seven residents were appointed as a local committee to take any steps considered necessary for obtaining improvements urgently needed for public welfare. Mr. J. K. Leake was appointed Honorary Secretary of the Emerald Hill Local Committee. This Local Committee immediately bestirred itself in placing its views before His Excellency the Governor regarding the urgent requirements at the village. On the 16th June, 1854, Mr. J. Moore, the Acting Colonial Secretary, wrote to Mr. J. K. Leake, Hon. Secretary, requesting on behalf of His Excellency to be informed of the names of the gentlemen composing the committee, and also in regard to its constitution generally. To which Mr. Leake sent the following reply:

<div align="right">E.H. Local Committee,
17th June, 1854.</div>

Sir,

I have the honor to acknowledge the receipt of your letter of the 16th inst., and in reply to inform you that the Emerald Hill Local Committee consists of the under-mentioned persons, namely—Mr. Thomas Mouatt, gentleman and treasurer; Mr. Russell, gentleman; Mr. Sinnett, wine merchant; Dr. Haig; Mr. Theodore Hancock, solicitor; Mr. Henry S. Gardner, land agent; Mr. William Ashling, general dealer; Mr. William Gilmore, architect; Mr. John Knight Leake, merchant, Hon. Secretary. They were appointed in accordance with the terms of the following resolution passed May 3rd last at the largest and most respectably attended public meeting ever held in the locality: Resolved—'That a Committee be now formed to be called the Emerald Hill Local Committee, whose duty it shall be to watch over the general interests of the locality, and that they have power to take such steps in connection therewith as they may deem expedient.' The reason for such appointment was the urgent need that was felt to exist of some persons to embody and represent the wants of a large community which was in a great measure unrepresented. The Committee will have to present a periodical report of their proceedings to a public meeting of the inhabitants called for that purpose.   Two

Charles Joseph La Trobe. Superintendent, 1837.
Lieut.-Governor of Victoria, 1851.

Sir Andrew Clarke, Surveyor-General, 1853-1858.
First Parliamentary representative for Emerald Hill.

(From the Collection of the Historical Society of Victoria.)

members of the Committee, Mr. Mouatt and Mr. Hancock, having been lately deputed to wait upon His Excellency the Acting Governor will esteem it an honor to be allowed to give a further explanation, *viva voce,* respecting the constitution of the Committee, and in reference to the earnest wish of the inhabitants to be at once separated from Lonsdale "Ward.

I have the honor to be, Sir

Your most obedient servant,

J. KNIGHT LEAKE, Hon. Secretary. J. Moore Esq.,

Acting Colonial Secretary.

This information was evidently sufficient to satisfy the authorities, for the Local Committee was in correspondence with the Colonial Secretary during the next nine months. The following report, which shows their activities in local requirements, was presented at a public meeting of inhabitants on 7th July, 1854:

REPORT of the EMERALD HILL LOCAL COMMITTEE presented to a public meeting of the Inhabitants, 7th July, 1854:

1. It will be in the recollection of many present that the E.H. Local Committee was appointed at a largely attended public meeting of the inhabitants called by advertisement, and held on the 3rd of last May.

2. In the terms of the resolution appointing the Committee you authorized them to watch over the general interests of the locality; and to take such steps in connection therewith as they might deem expedient.'

3-. The necessity for such a committee arose out of the want, strongly felt, of some recognized means of embodying and representing in official quarters the various grievances and requirements of this rising community.

4. "With reference to the public works most urgently required, your Committee have to report that from the time of their appointment two months since, the bad state of the roads has had their continued attention. They have repeatedly applied to the Corporation of Melbourne on the subject; but hitherto without effect—excepting that crossings are now in the course of formation from the Beach Road, at a cost of £350.

5. The great thoroughfare between this place and the West end of Melbourne, near to Cole's "Wharf, demands some better means of communication. Your Committee had taken that matter in hand, but observing by public advertisement that one of your influential inhabitants had previously taken up the subject, and seeing small hope

of carrying out any substantial improvement for this Winter, they were glad to leave it, with all its difficulties, in that gentleman's hands.

6. Taking into consideration that the property on the Hill has been lately assessed for a large amount, and that the number of substantial houses is continually and rapidly increasing, your Committee think the inhabitants might reasonably expect some outlay, promptly made, for such necessary purposes as the formation of roads.

7. Your Committee have memorialized and had interviews with Hon. the Col. Secy, and the Surveyor General on the subject of grants of land severally for a cemetery, for a manure depot, and for a slaughter house: and it is with pleasure they report that their applications have been in each case successful.

8. In answer to a similar application an eligible site has also been allotted for a Mechanics Institute; and a distinct intimation has been given from a high official quarter that Government will meet with a liberal grant of money any amount of subscriptions raised by the inhabitants towards the erection of an Institute.

9. Your Committee may state that on receiving these numerous applications in the name of the inhabitants of Emerald Hill, His Excellency the late Acting Governor caused official enquiry to be made with reference to the constitution and position of your Local Committee. From the liberal manner in which the several grants have been since made, as well as from the gratifying result of a personal interview with His Excellency (now the Colonial Secretary) it is reasonable to infer that the enquiry terminated satisfactorily and that the inhabitants of this locality only require to make their wants known to the Government thro' any organised channel, in order to their being well supplied.

10. A better supply of water being much required an application has been made to the Col. Secretary for the erection of a second water tank on the Beach road: by him it was referred to the Chairman of the Water Commission, who reported that the cost would be considerable; but that a large wooden tank would shortly be connected with the present one, which will supply four carts at once.

11. Drainage and sewerage altho' urgently requiring attention, are matters involving so great an outlay of money that under the present state of things there is no hope of their being carried into effect.

12. The matter of a Fire Brigade having come to a standstill, steps have been taken, with what success will appear by the result of this evening's meeting, to bring it forward in a shape that it is hoped will meet the views and feelings of the inhabitants generally.

13. It was proposed to erect a triumphal arch on the arrival of His Excy. Sir Chas. Hotham, but circumstances decided your Committee, altho' unwillingly, to rest contented with the presentation of a congratulatory address in your name, which was very graciously

received, His Excy. referring in his reply to the large crowds lie observed lining the Hill, and to the beauty and eligibility of the site they occupied.

14. With the hope of effecting some little good for the locality in which they all have a stake your Committee have hitherto cheerfully incurred the cost of printing, advertising and other incidental expenses, but there are many matters requiring attention which must necessarily stand over for the want of available funds.

1 J. Taking into consideration that less than two years ago Emerald Hill had not a house upon it, and that in spite of no made roads and many social discomforts the population amounts at the present time to about 5000 souls, with every prospect of its rapidly rising into great importance, your Committee think that the time has arrived when the locality ought to possess some power of self-government unconnected with any other place: they therefore recommend the adoption of a petition to the Legislative Council embodying these views, a draft of which will presently be submitted to the meeting, and they have good reason for believing that such a petition would be favourably received.

16. The Corporation of Melbourne has already too much on hand to make any closer connection with them desirable, With our neighbours at Sandridge we wish to remain on the most friendly terms, and are prepared to recognize the importance of that community to be sufficiently great to obtain for itself the same boon of local government that we now propose applying for. But in any case the interests of the two places are not sufficiently identical to render any union desirable, and it has been publickly (sic) stated that the inhabitants of Sandridge concur in this opinion.

17. In conclusion, your Committee having undertaken what they considered to be a public duty court the fullest enquiry, and will be glad to hear any remarks or suggestions with reference either to their past or future proceedings.

<div align="right">THOS. MOUATT, Chairman.</div>

In a letter from the Colonial Secretary's office dated 22nd January, 1855, to Messrs. Gunn and Mouatt, members of the Local Committee—in answer to a petition concerning boundaries, it is stated that, 'providing there are no counter petitions, and that some modifications of the proposed boundaries between Emerald Hill and Sandridge are made, and a "Reserve of 300 feet wide along the river bank, together with the conservation of the Park lands be excepted," the proposed boundaries will be favorably considered.' The relations with the Melbourne Council were not, however,

'Public Opinion' pleading to 'King Kerr' for clemency to the burghers of Emerald Hill.
Cartoon after the picture of Queen Eleanor pleading for the lives of the burghers of Calais.
'King Kerr'—William Kerr, Town Clerk of the City of Melbourne.

(From *Melbourne 'Punch,'* 1856.)
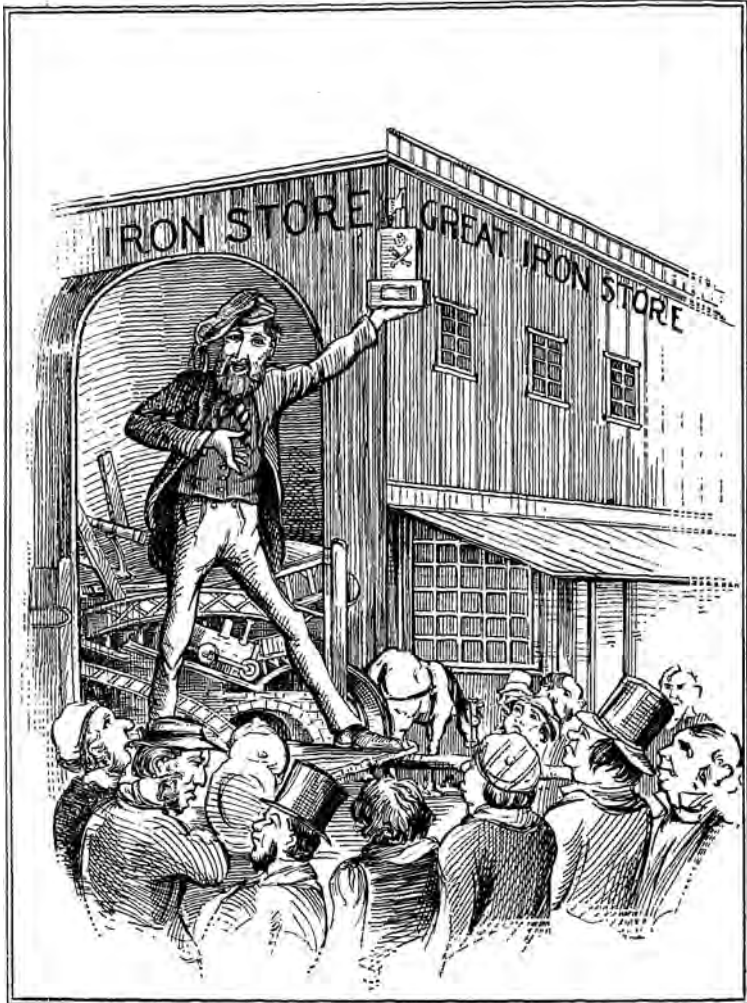
The Great Iron Store (Withers'), 1854.

(From Collation of }. M. Neild.)

of such a satisfactory nature. The Council, and especially the Town Clerk, Mr. W. Kerr, were opposed to the severance of Emerald Hill from Melbourne, and discountenanced the aims of the Local Council, as witness the Town Clerk's somewhat sarcastic letter of 5th March in reply to that of the Hon. Secretary shortly before. The letter is headed:

The Town Clerk of Melbourne to the Hon. Secretary of the Emerald Hill Local Committee, correcting a mistake made by that body:

Town Hall,
Melbourne, 5th March, 1855.

Sir,

I have the honor to acknowledge the receipt of your letter of the somewhat anomalous date of 29th Feby. 1855, expressing surprise that the Public Works Committee of the City Council should now profess to ignore the existence of a body of such long existence as the Emerald Hill Local Committee.

You strangely misconstrue my letter of the 21st ulto. if you read it as ignoring the existence of the Emerald Hill Local Committee. The Public "Works Committee never professed to ignore the existence of that body, or of yourself as Honorary Secretary. What they did was to draw your atention to the fact that the limits of the projected Municipality of Emerald Hill differed very materially as described in your application to the City Council, from the area described in Petition of Householders presented in accordance with law to His Excellency the Lieutenant Governor, and it being the Petitioners, and not the Local Committee with whom the Corporation can legally treat in the matter, it became necessary that you should shew that you were authorized to act for the Petitioners, the more particularly as you were proposing a very serious alteration in the prayer of their Petition. Your authority to act for the Local Committee has never been questioned by the Public Works Committee. I have the honor to be, Sir,

Your most obed. servt.

WM. KERR, Town Clerk.

A meeting was called for the 23rd March, a poster announcing the following:

To the Landholders and Householders of Emerald Hill favorable to the Petition to His Excellency for the Separation of this Locality from the Jurisdiction of the Corporation of Melbourne.—A Public Meeting of the above persons will be held at the Great Iron Store, Cecil Street, Emerald Hill, on the evening of Friday, 23rd March 1855, half-past seven or eight precisely to receive the report of the Local

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Committee in explanation of the exact position the question of Separation now stands, and other matters; and to consider on and adopt the best course of proceeding for the future for the attainment of Separation, and other matters of general interest.

The Local Committee earnestly entreats shopkeepers to close early, and all parties to pospone (sic) their various avocations in order to ensure a numerous and punctual attendance for the consideration of this Important Subject.

By Order of the Committee—

J. Knight Leake,

Hon. Secretary. E.

Chapman, York Street, Emerald Hill.

Subsequent to the meeting called by the Local Committee on 8th May, 1855, a large meeting of residents was held at Withers' Great Iron Store, John Hodgson, M.L.C., being Chairman. The meeting was somewhat unruly; but, on the motion of Mr. James Service, seconded by Mr. Nimmo and supported by Mr. John O'Shanassy, it was resolved:

That it is the opinion of this meeting Separation from Melbourne is necessary for the prosperity of the district and the welfare of the inhabitants.

An amendment by Messrs. Boyle and Anderson to retain the connection with Melbourne was negatived.

Application was made to the Legislative Council for an Amending Act to remove the disability obstructing the incorporation of Emerald Hill. This Act was passed without delay on 26th May, and the Municipality of Emerald Hill created.

Emerald Hill was the only one of these suburban districts incorporated to proceed forthwith with an election, the others being diffident about introducing self-taxation. This priority over the other municipal bodies is proudly exemplified in the original seal of Emerald Hill, bearing the motto: 'In ordine primum'—first in order or rank, or, more freely translated, 'first in the field.'

THE MUNICIPAL COUNCIL On 28th June, 1855, a statutory meeting was held in the Great Iron Store, Cecil Street, Mr. John O'Shanassy being deputed by His Excellency the Governor to act as Chairman.

James Hugh Russell questioned the legality o£ the meeting, but was overruled by the Chairman. It was resolved to form a Council of seven for the Municipal District of Emerald Hill. The election for this was fixed for the following day at the same place.

There were fifteen candidates, of whom the following were elected: Albert Hancock, 349 votes; Peter McLean Ross, 267; Charles Chessell, 263; Henry South Gardner, 244} James Service, 242j Robert Sterling Anderson, 2285 John O'Brien, 225$ the lowest candidate received 12 votes. 'All went off quietly and without confusion' is the press comment. Among the 2,647 votes recorded, only 24 were by females. Mr. Boyle, in speaking at the meeting in May, had stated that there were 1,149 rateable houses at Emerald Hill.

Emerald Hill was fortunate in its choice of the first councillors, of whom Messrs. James Service and J. S. Anderson distinguished themselves not only in local government but in the political sphere. Messrs. H. S. Gardner, Charles Chessell, Captain Hancock and P. M. Ross used their experience and ability as business men for municipal welfare. Mr. J. O'Brien did not remain long on the Council.

On the 6th July, the *Argus,* in a lengthy and advisory leader on 'The New Municipalities,' states:

It is highly creditable to the inhabitants of Emerald Hill that they have been the first to avail themselves of the boon of self-government offered by the Legislature under the Surveyor-General's Act, to the inhabitants of the province, and their persevering and judicious proceedings throughout are, if possible, still more creditable to that community.

On 4th July, the first Council meeting was called at the office of the Local Committee at John Knight Leake's, Bank Street West, all Councillors being present. James Service was elected as first Chairman, and John Knight Leake, provisional Town Clerk, his office being rented at a nominal price of 1/- a month as the temporary Council Chamber. It was resolved to meet on Mondays and Thursdays at 7 p.m.

On 9th July, applications were called for Town Clerk at £250 per annum, and a Valuer. The Acting Clerk was instructed to write to Adelaide Central District Council for a copy of their by-laws and such other information likely to be useful. At the next meeting of the Council a code of by-laws and standing orders, etc., was adopted. Applications had been called for suitable buildings for Council offices, and provision made for having Emerald Hill brought under the application of the Management of Towns Act and the Act for Public Health.

At the meeting on 19th July, Mr. G. A. Fletcher (afterwards Town Clerk for many years at Sandhurst) was appointed to value the residences at Emerald Hill for a sum of £50, a bond being required. A seal for the municipality was designed and submitted for the approval of His Excellency the Governor. Among other matters receiving attention were the position in regard to the demand for rates by the Melbourne Council, the selection of Council premises, and the abatement of the dog, pig and goat nuisance. On 23rd July, James Eville, after an exhaustive ballot, was appointed Town Clerk at a salary of £250 per annum, and he assumed duty a few days later. The Acting Clerk was thanked for his services, and his premises engaged at a rental of £3 per annum for Council offices.

Notwithstanding the formation of the Council, the Melbourne City Council claimed for payment of rates. The assessment of Emerald Hill on 25th May, 1854, had been: Premises in new assessment, 606; amount of gross valuation, £32,880.

Regarding the question of rates claimed by the Melbourne Council, Mr. Chessell moved that the Melbourne Council be asked as to their demands for rates, on what grounds the claim was made, and if they intended to expend any, and if so, what proportion of the money received, at Emerald Hill. Meanwhile, public resentment at the demand of the Melbourne City Council for rates was very evident, and on 30th July a public meeting was called at the Great Iron Store:

To take in consideration the attempt now being made by the

City of Melbourne to levy rates within the district for the current year, and to adopt such measures as may be deemed advisable to prevent the said rates being levied.

The opinion of Mr. Fellows (afterwards Chief Justice) as to the legality of the claim made was asked. His decision was that the demand was undoubtedly legal, a pronouncement which was later endorsed by the Colonial Secretary.

The meeting was well attended and keen interest was evinced. An answer to the Council's letter to the Melbourne City Council had not yet come to hand. Mr. Nimmo vigorously denounced the attempt to collect taxes as unjust, and contrary to the spirit of the Municipal Act (18 Vic, No. 15). He urged an appeal to the Legislative Council. It was agreed that no rates should be paid, the Emerald Hill Council to arrange to collect and expend their own rates. To make the protest more effective a tacit understanding was arrived at that, if the rate collector came from Melbourne intent on his duty, intimation would be sent to the Fire Brigade Station, where the bell would send out its warning note to the residents not to pay rates, and the collector would be dismissed from the place.

Meanwhile, the letter from the Town Clerk of Emerald Hill had been received and brought before the Melbourne City Council. The Mayor expressed the opinion in regard to it that the rates might be handed over to Emerald Hill or at least expended there. Alderman Hodges considered that the rates should be given to Emerald Hill. Here, the Town Clerk, Mr. W. Kerr, pointed out that the Council had no power to do so. On a motion being adopted that the matter be referred to the Finance Committee to confer with the Emerald Hill Council, the Town Clerk, who was evidently opposed to any conciliatory measure, desired to know if, in writing to them, he was to recognise the existence of the Emerald Hill Council. Previously, in referring to the Chairman and the Town Clerk of Emerald Hill, he had prefaced his reference with the words 'so styled.' The Mayor's reply to his enquiry was: 'Do it in your own fashion.'

The *Argus* reported that the 'Hillites' were 'agreeably

surprised at the views of the Mayor and Mr. Hodgson, which no members of the City Council opposed.' It was assumed that 'the purport of any compromise would proceed in a seemly manner.'

It will be seen that contrary to general opinion the Melbourne City Council appeared to be anxious to deal fairly with Emerald Hill. A correspondent in the *Argus* commended their attitude as 'honest, generous and praiseworthy,' dictated by 'justice and policy.' The conference was held and the Finance Committee's minute (8th August, 1855) is:

> The Chairman is instructed to report to the City Council recommending that authority be given to delay the collection of the rates assessed in Emerald Hill for 1855, until the result be known of an application about to be made by the local Council to the Executive Government for the introduction into the Legislative Council in the next session of a Bill sanctioning the disallowance of the rates assessed by the City Council, and authorizing the levy of a rate in lieu of it by the Local Council.

On receipt of this report, Alderman Vaughan moved, Councillor Bowden seconded, that the collection of rates be stayed.

If this motion, confirming the report of the Finance Committee had been accepted, the matter would have been amicably settled. In a letter to the press, Councillor Bowden, the seconder of the motion, said that he was under the impression that the Mayor, Councillor J. T. Smith, had put the motion, which was carried *nem. con.;* but that Mr. Kerr had then spoken to the Mayor, and the discussion was resumed. An amendment was moved by Alderman Heyward and seconded by Councillor Walsh:

> That the collection of rates at Emerald Hill be proceeded with in accordance with law; but that authority be given to the Public Works Committee to expend any balance which may be in favour of Emerald Hill on such works in that locality as may be most acceptable to the residents there.

The amendment was carried.

At the meetings of the Emerald Hill Council satisfaction had been expressed at the friendly sentiments expressed by

the Melbourne Council. Councillors Anderson and Gardner had been appointed a sub-committee to make mutually satisfactory arrangements on the basis o£ the Melbourne Finance Committee's report. Then a letter was received from the Melbourne Municipal Council, which was not satisfactory, some discrepancies requiring rectification and details to be supplied. At this time (20th August, 1855) Councillor Gardner submitted a memorial to the Melbourne Council setting out the injustice of their claim for rates, etc., and in conclusion urging that first, the rates collected in 1854 should be in liquidation of all claims; secondly, the collection of rates for 1855 should be deferred until after the assembly of the Legislative Council; thirdly, that the Melbourne Council (independently or conjointly) should procure the passing of an Act of Indemnity for the remission of the said rates. This memorial was passed by the Emerald Hill Council and sent to the Melbourne Council. The feeling of disappointment and irritation aroused by the arbitrary action of the Melbourne Council found expression in a crowded public meeting at the Great Iron Store. Councillor Service was in the chair. Great dissatisfaction was expressed, and there was general agreement that rates should not be paid. A resolution expressing appreciation of the report of the Melbourne Finance Committee and disapprobation of the action of the Melbourne Council was passed. The Chairman, in addressing the assembly, said:

The inhabitants of Emerald Hill would be at liberty in the course of a very few weeks to sit down—each man under his own vine and fig-tree—without any interference from an imperious and unjust corporation.

Incidentally, an effigy of the Mayor of Melbourne, Councillor J. T. Smith, was carried round the streets, and then burned.

In a sub-leader of the *Argus,* 25th August, the Melbourne Council was severely criticized, and the Town Clerk was the subject of some very caustic remarks:

Anything more mean and cowardly we confess we have never heard of than the endeavour of an old and powerful body thus to

hamper and obstruct the struggling infancy of a new one. If the Emerald Hill Municipality recognise its proper duties and perform them, it will be deservedly respected, and may outlast the Kerr dynasty and continue to be a useful steady-going congregation of men of business in the days of children's children.

Some sharp exchanges, personal in character, took place in press correspondence. In reply to a letter by Mr. William Kerr, Town Clerk of Melbourne, Mr. James Service pointed out that the Local Committee had asked that the Amending Bill to remove the necessity of Emerald Hill obtaining the permission of the Melbourne Council before becoming a separate municipality should be gazetted before the 1st of June, when the rates for the year 1855 were legally *due*. This Bill had been gazetted on 26th May, but it was then found that *liability* for the rates was incurred from the 16th May, the day that the rate was struck. Mr. Service, apropos of the payment of the rates imposed by the Melbourne Council, concluded a letter with the old Scotch proverb: 'Time eneuch to gut our fish when we get them.'

The memorial to the Melbourne City Council for the remission of the rates met with scant favour from Mr. W. Kerr, Town Clerk, in reply. He pointed out that 'the Committee cannot advise compliance with the request for the suspension of rates on Emerald Hill.' He writes that 'the entire amount of City rates received from South Melbourne (exclusive of Sandridge and St. Kilda) from the establishment of the Corporation in 1842 till the 31st August, 1853, amounted only to £140/13/-.' He reckons that of this amount '£50 would more than cover the contributions of Emerald Hill to the City Fund up to the date named. The extra amount received from Emerald Hill from 31st August, 1853, to 31st August, 1854, is just £9/10/-.' He then points out that £897/10/- had been expended on forming and metalling crossings from Sandridge Road to Emerald Hill, and expresses surprise at the presumption of their demand.

William Kerr at this time was a subject for verse and caricature in Melbourne *Punch*. His attitude towards Emerald Hill is thus cleverly touched upon:

King Kerr was at his desk,
His specs, were on his nose,
"When sounds of tumult from the Hill
Across the *Yarra* rose.
King Kerr in silence sat,
A cloud was on his brow;
Then muttering something like an oath,
He asked what was the row.
King Kerr took up his pen,
He sent his ukase forth,
And vowed those fiery Emeralders
Should *pay for* all his mirth.
King Kerr was in a rage,
That Emeralders should dare
To send his *bumble* back again
All in an easy chair.
King Kerr in wrath arose
He laid aside his pen;
And then he shook himself right well,
And ------ sat him down again.

When the appeal of the Melbourne Council was dis-
allowed by the Legislative Council and the position of the
new municipality was assured, the feeling aroused was
allayed, and Emerald Hill was free to conduct its own
affairs.

In the newly incorporated district of Emerald Hill in the
year 1855, surrounding the pleasant eminence on which
Robert Hoddle had laid out the town with streets as
previously defined, there stretched on every side extensive
swamps and several creeks, one of which was in the present
line of Roy and Hanna Streets, entering the Yarra River
west of the present site of Queen's Bridge. Another was
along the present stretch of Kerferd Road, and an estuary
known later as the Sandridge Lagoon near the western
boundary of Emerald Hill became notorious as an objec-
tionable open sewer. Settlement was mostly from Ferrars
to Clarendon Streets, and from Park Street to Sandridge
Road, the latter being the connection between the Hill and
the City of Melbourne.

The township was restricted by the too-generous grants
of reservations to schools, churches and orphanages. Then

the Melbourne and Hobson's Bay Railway construction further hampered easy communication with the ferries. Despite obvious drawbacks, the spirit of progress was evident. The principal Friendly Societies soon became established. Under the denominational system, the chief schools were opened, one, a corrugated iron building, being on the present site of the E., S. & A. Bank, its reservation extending halfway from Clarendon to Moray Street, and from Bank Street half-way to Dorcas Street. There were also private schools for boys and girls.

With the Military connection, a Rifle Club and the Volunteer Artillery came into being, and in the scheme of defence a substantial Battery, one of three, was erected on the foreshore in a Military reserve, out from the present Victoria Avenue. Between the town and the shore to the south were swamps, scrub and sand dunes.

Stores and business premises increased in the township, among which were eight hotels, as follow: The Emerald, at the corner of Grant and Clarendon Streets, conducted by Patrick Farnham, Canvas Town excepted, was the first licensed hotel at Emerald Hill 5 the Hit or Miss, at the corner of Clarendon and York Streets, under Peter McLean Ross, Councillor5 here, the inaugural meeting constituting the Fire Brigade, and the Local Committee, was held; The Golden Gate, at the corner of Clarendon and Coventry Streets, with James Ashling as host, one of the members of the Local Committee; the Limerick Arms, Clarendon and Park Streets, conducted by Matthew Fosken; the site of the first cabstands gazetted in Emerald Hill, in use up to the 'eighties; the Phoenix, Market and Clarendon Streets, under Pat Dollard, afterwards headquarters of the first local paper, the Emerald Hill *Weekly News;* the Myrtle, Coventry Street (landlord, William Allister), was being rebuilt, and only recently made way for Mytton's factory. Before being displaced in favour by the Golden Gate, this was a popular rendezvous for local societies and clubs; the Napoleon III, Bank and Ferrars Streets (now the Railway Hotel), was conducted by Dave Lewis; the Marco Polo, Grant Street and

Sandridge Road (John Davies, landlord), was a resort of sportsmen 5 the Clarendon, Clarendon and Cobden Streets, conducted by Asher Hann, was later South Park, and now the Cricket Club Hotel. These hotels were much used for social functions and public meetings.

The chief meeting place, however, was 'The Great Iron Store,' still standing, in Cecil Street, opposite the Market, the remains of the name still legible across its front. The building was imported from England by Alfred Withers, erected in 1853, and opened as a general store; but, as better-class buildings were opened, it soon came to be considered more as a public hall, retaining "its vogue until the Mechanics' Institute was opened in 1857. It is, possibly, the most interesting relic in South Melbourne, as the scene of the first municipal election on 29th June, 1855, and the meeting place of the Church of England, when the temporary church was in 1856 wrecked by a storm. The Congregational Church also met here before establishment in Howe Crescent; and the Store was used for varied functions, from grave to gay.

One of the oldest business premises in South Melbourne, founded by Thomas Tawton, painter and paperhanger, in 1853, at '61 a' Coventry Street, now '266,' is still continued for contracting business by the principals in the third generation. The building itself, somewhat quaint, is very little changed in appearance.

On 9th October, at a meeting of residents called by the Council to decide as to striking a rate, a resolution was passed expressing complete confidence in the Council to make the necessary levy. The Council could now give its whole *attention* to the many local needs for civic welfare, concerning which the Local Committee had already taken the initiative. Mr. John Nimmo, as Collector of Rates and Inspector of Nuisances, was appointed at £200 per annum, and empowered to engage five men at a wage of 5/- per day to remove rubbish, etc., from the streets. Applications were made and later granted to bring Emerald Hill under the management of the Towns Act and the Act for Promoting Health.   The contract for making the approved seal was

given to Calvert & Company. The provision of a Court of
Petty Sessions, the sites for a Town Hall, Courthouse,
Market, and Public Square, and the supply of proper fire
appliances, were taken in consideration. The Central Road
Board was asked to transfer the management of tolls to the
Council on the expiry of the current lease. Other matters
dealing with the dog nuisance, registration of licences,
Council offices, house inspection, and the numerous activities,
services and accessories pertaining to the effective establish-
ment and organization of a new municipality were brought
forward and dealt with by the first Council of energetic
business men under the capable and tactful direction of the
Chairman, Mr. James Service, who occupied that position
up to 1857. In September, Messrs. J. K. Leake and James
Service were appointed territorial magistrates, the first Court
of Petty Sessions held by them being on 5th September,
with Mr. McCulloch as clerk.

THE MELBOURNE ORPHAN ASYLUM

A prominent feature in the centre of settlement was the
reservation for the Melbourne Orphan Asylum., This insti-
tution had its origin in connection with St. James's Church,
Melbourne, in the attempt to give charitable assistance in
needy cases. Mrs. Germain Nicholson, a leading member
of the committee, was really a founder in 1849 of what was
to becomes St. James's Dorcas and Orphan Asylum. The
Society at first took over a cottage in Little Collins Street
West, as a home for the sick. Then a larger one was secured
on Flagstaff Hill. As the Asylum grew, temporary wooden
rooms at the corner of King and Bourke Street were used}
and the institution became St. James's Orphan Asylum in
June, 1854. The name was again changed to Melbourne
Orphan Asylum. Owing to an epidemic in December, a
brief adjournment to sojourn in tents at a Government
paddock at Kew was made. Then on 6th September, the
Asylum was transferred to Emerald Hill, the area enclosed
having as its boundaries Cecil, Dorcas, Clarendon and Bank
Streets. In March, 1856, the Government made a land
grant of this situation, also a subsidy to the Asylum.

The foundation stone of the Orphan Asylum was laid by His Excellency Sir Charles Hotham, on which occasion the new municipality was pleased to give a reception to the Governor and distinguished visitors. A triumphal arch was erected near the Hit or Miss Hotel, and flags and bunting were flown. His Excellency was received at the dais erected, the school children being assembled and a number of the clergy, with the Very Reverend Dean, and the committee of the Asylum. The inscription read: 'The first stone of this building was laid by the Governor of the Colony on the sixth of September, 1855.' The parchment on which this was written, with a list of members of the committee and officers of the institution, was placed in a hollow in the stone.

Mr. James Service, Chairman, read an address of welcome to His Excellency for the members of the Municipal Council of Emerald Hill. The Governor made a suitable reply in acknowledgment. After prayer by the Very Rev. Dean, the stone was truly laid by His Excellency. Another prayer was made, and then His Excellency gave an address, which was interrupted by rain. The children were taken to shelter, where the assemblage also gathered, and the Dean and Dr. Cairns addressed the young people, the ceremony concluding before dispersal with hearty cheers for His Excellency. It may be mentioned that this was the only visit paid by the Governor to a Melbourne suburb during his term of office.

ST. VINCENT DE PAUL'S ORPHANAGE

On 7th October, 1855, the foundation stone of St. Vincent de Paul's Orphanage was laid with due formality by the Right Rev. James A. Gould, D.D. The architect was George Schnalder, and the contractor for the building, John Asplund, of South Melbourne. The main building was to be 98 feet by 72 feet in the centre, with two wings and a fine colonnade with tower 110 feet in height. A procession was formed, flags and staves enlivened the scene, and a band was present. The collection realized £100.   The Archbishop gave an

appropriate address to the clerics, laymen and children present. Notable visitors were Mr. John O'Shanassy and Mrs. Chisholm, the philanthropic friend, adviser and helper of all immigrants.

ELECTORAL DISTRICT

On 18th October, the Constitution of Victoria was published, the Act itself dating 16th July, 1855. In 'Schedule F, Electoral Districts,' the boundaries of the Electoral District of South Melbourne were given as follow: 'Bounded on the north by the Yarra Yarra river from its junction with the Saltwater River to Prince's Bridge, on the east by the road bearing south-east to the northern angle of Section No. 45 St. Kilda to the sea coast, thence by the sea-coast to the Yarra Yarra river, and by the said river to its junction with the Saltwater river being the commencing point.'

Towards the end of this very busy year, the Council, in connection with the extensive grazing over South Melbourne, obtained the exclusive right for the residents of Emerald Hill to let their horses, cattle and sheep graze within the town boundaries. The making of roads, gutters, drains and footpaths required much attention. Coventry Street, after rain, was under water and almost impassable, so its residents complained. In this early stage, before formation, levelling and drainage, with lack of road metal, such conditions were inevitable.' The formation of Clarendon Street was in progress. A memorial to the Government asked for the construction of a road through South Park, a road to the south end of Spencer Street, and a wharf on the left bank of the river. The ratepayers' roll had been compiled, printed, and made available for inspection during office hours from 17th November. Delay had occurred in erecting a courthouse and lock-up, but tenders had been called to remove the same from Sandridge and erect at Emerald Hill. The Council requested on 27th October, 1855, that an application be made for a site for a courthouse, with a frontage of 165 feet to Cecil Street, and a depth to Coventry Street of 150 feet. The first Appeal Court against valuations was held on

Thursday, 1st November. On 15th December, notice was received that the courthouse was in course of removal from Sandridge to the Hill. It would be ready for occupation in a month, and the building would be available to the Council for municipal purposes.

In due course the building was erected. As mentioned, Messrs J. Service and J. K. Leake were the first magistrates appointed. The courthouse was rather a primitive building, and subsequently, in response to the request of the Council, about 1858, plans and specifications for a new building were drawn up and approved at Emerald Hill, but in the Department another plan was substituted without consultation with the Emerald Hill magistrates, who denounced the procedure as ungracious. The Council forwarded a resolution that no tenders be accepted before the Council had an opportunity of examining the plans and specifications.

In 1858 Councillors Service and Anderson were informed that the tender was £455, which exceeded the estimate. The Councillors gave a personal guarantee for the difference, on the understanding that it would be refunded from the supplementary estimates. The Council then met the claim until the supplementary estimates provided for the sum short.

A complaint was made that the local magistrates were not in attendance at the Court, and the visiting police magistrate was unacquainted with the district. Mr. Service was asked to explain. He said the Court was not satisfied with Mr. Hannan Crofton, the Clerk of Petty Sessions, and a more efficient clerk was asked for. The Attorney-General offended the magistrates by giving no reply to their representations. The Attorney-General was advised that they would act for only one month longer, and if no satisfaction were given, would resign. No answer was received. They acted for another fortnight, Councillor Anderson as clerk. No provision was made, and the magistrates had been treated very cavalierly. They did not go back to the Court. Then a letter was received to the effect that a Board would enquire into Mr. Crofton's case at Mr. Hackett's office. They disre-

garded the message and left it unanswered, taking exception to the Board, as Mr. Hackett had procured the position for Crofton, and was the wrong person to judge the complaint.

The Council upheld the Chairman for his action, and resolved to ask that the Clerk of Petty Sessions should attend every day and be resident in the town. Councillor Service said if the Attorney-General did not treat them properly, they would appeal to the Governor. They had received discourteous, undignified and ungentlemanly treatment. The motion was passed by the Council. The ordinary business of the Court and the adjoining police station was carried on regularly and later the Court and station were transferred to the north-west premises of the Town Hall in 1880.

The first police sergeant was Sergeant Ellis, the' second, Baily. Alexander Mackay temporarily relieved Crofton as clerk. Then in succession were G. F. Bartrop, and in 1861, James Goslett. He was succeeded by James Robertson, who retained the position until the year 1873, C. L. Dobbin being the next as Clerk of Petty Sessions.

The first assistant magistrate attending the Court was Mr. S. E. Freeman, and the first police magistrate was Mr. Crawford Mollison, in 1870, who afterwards, when stationed at Williamstown, was one of the victims of the 'Black Wednesday' episode.

The Council gave much thought to the necessity of having good and serviceable roads. A motion by Councillor Ross directs £that application be made to the proper authorities praying that certain portions of land in the swamp east of the Hill, according to plans set out by the Surveyor of the Council, may be leased for short terms to parties applying therefor for the purposes of brickmaking.' As both road and building material was scarce, a reward of £100 for the discovery of a stone quarry within the municipality, but outside the town itself, was advertised; and tenders were called for supplying road metal, 140 cubic yards near Prince's Bridge being secured at 14/- per cubic yard. The geological formation of the district effactually prevented the reward being claimed. Measures for securing order,
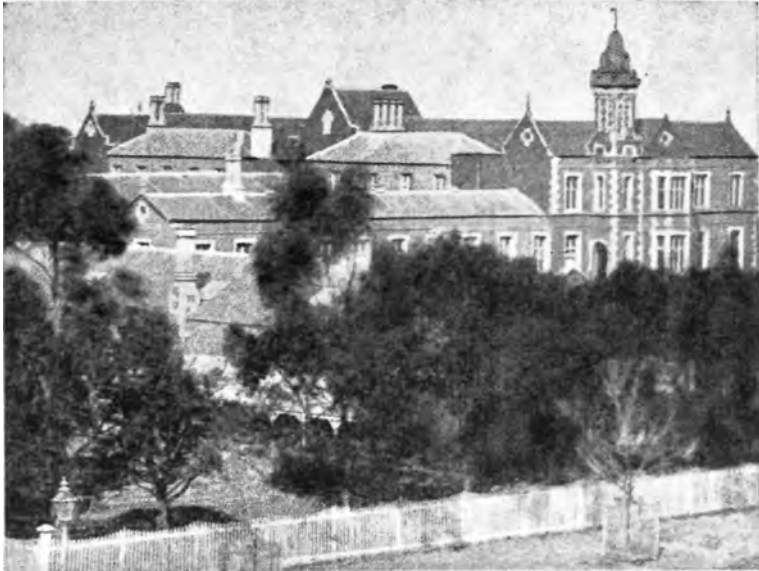
The Melbourne Orphan Asylum on the present site of the South Melbourne
Town Hall, 1855 to 1878.

(From   'Jubilee   History,'   S.M.)
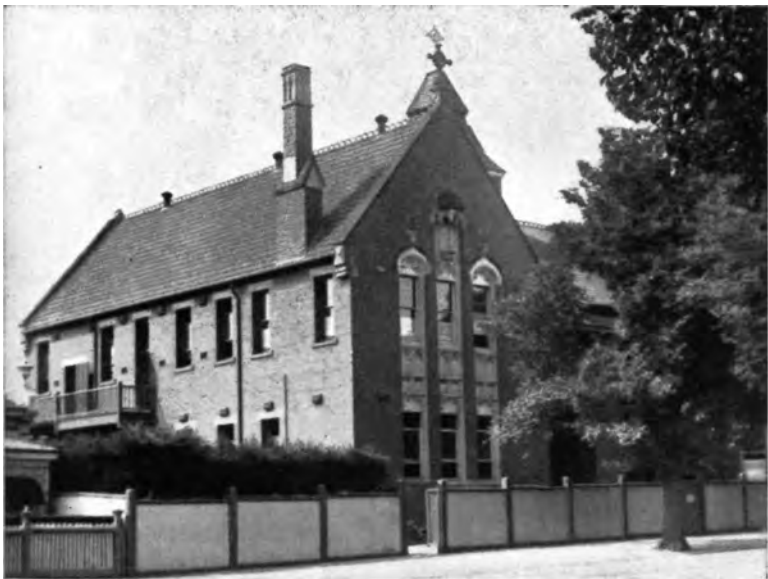
Christian   Brothers'   College,   South   Melbourne,   1939.

Terminus of Melbourne and Hobson's Bay Railway at St. Kilda.
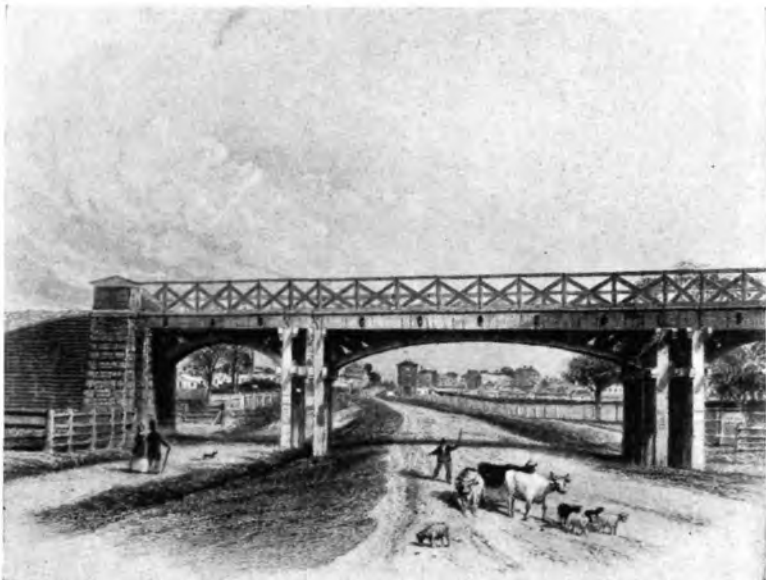
Melbourne, St. Kilda and Brighton Railway Bridge, St. Kilda Road, 1859.

cleanliness, sanitation and efficient services were instituted. The toll house on the Sandridge Road was taken over on 1st January, 1856, and a collector appointed, subject to granting a lease from 1st February, 1856, for which tenders had been called. David Carle secured the lease for £1,550 up to 31 st December.

At the instance of Councillor Anderson the Government was petitioned not to grant to the Orphan Asylum the area of 10 acres, unless provision was made for a footpath and carriage way through the ground, connecting Bank Street east and Bank Street west. Once again the Iron Store was in requisition for a meeting, at which Mr. G. Higinbotham moved that! the Government be asked to make a roadway to the river with a bridge from the foot of Clarendon Street to a point opposite the end of King Street; Spencer Street would be too far west, the Falls too far east. This was withdrawn, the Council to ask for 'a bridge at or near the Falls road from the foot of Clarendon Street thereto.' In regard to the important subject of water supply, application was made for the extension of the Yan Yean system to Emerald Hill.

The Council, on 5th April, 1856, received information from the Surveyor-General that the question of a brickfield would receive attention, and that Consulting Surveyor Hodgkinson would, with the Council's Surveyor, make an inspection in regard to the sites of a cemetery, a manure depot and a slaughter-house; also report as to the permanent levels of streets, and provision for proper and effective drainage of the Hill. Among other municipal matters pro-vided for were the cleansing of streets, and the erection of a Fire Brigade house. In regard to a site for a cemetery twenty acres of land between Albert Park Lake and St. Kilda Road were reserved but never used for the purpose, the grant being revoked. Councillor Anderson urged the raising of a sum of £1,000 in order to secure a similar sum from the Government towards a Mechanics' Institute. The Council, at its next meeting, subscribed a hundred guineas towards this; and at a meeting held in the Free Church School on

30th May, at which Mr. Service presided, another hundred pounds was subscribed.

On 12th April, a grant to the Council of £1,088 was received from the Government and several works submitted were approved. Street improvement continued, such works as kerbing, footpaths, pitching water channels, flagging paths being undertaken. Hotels had to provide lights, but it was decided to install street lamps, fifty to be purchased. Beside the general construction work, levelling and filling, loam and metal had to be freely used, under the surveyor's directions, for the upkeep and repair of Sandridge Road, whilst a plank road was carried from Moray Street to the Customs ferry leased by Hilliard, Pat Hanna having the ferry near the Falls. On 8th March, 1856, the Council was advised of the allocation of £7,500 towards the Town Fund by the Legislative Council. The Government had granted a block of land between the railway and the included area adjacent to Coventry, Cecil and Dorcas Streets, for the purpose of municipal buildings; the Mechanics' Institute at the corner of Dorcas and Cecil Streets; and the Police Court and Watch-house at the corner of Coventry and Cecil Streets, to which the Court of Petty Sessions was transferred when the buildings removed from Sandridge were erected on the site. A site in the municipal reserve in Dorcas Street was granted for municipal chambers. The Council, being cramped in the temporary Bank Street offices, for which a higher rent was requested, availed themselves of the new Police Station. In April tenders were called for erecting Council chambers, and an engine-house for the Fire Brigade, the latter not to exceed £100. Roderick McKenzie's tender was accepted, but not carried out, and fresh tenders were called. However, in August, the Council purchased at auction two weatherboard houses, survivals of Canvas Town, and re-erected them for municipal chambers, and as a residence for the Town Clerk. In addition, the Council erected cart-sheds, stables and a house for the engine and hose-reel of the Fire Brigade.

In regard to lighting the town, Messrs. Chessell, Gardner,

Hancock and Anderson were appointed to consider the subject, and lighting by oil was instituted, the first public lights being on Sandridge Road. The service was unsatisfactory, and four years later was replaced by gas. On 7th June, the Council supported the proposal of Cr. John Mason, of Williamstown, for equal endowment of all municipal districts, and recommended that, at least, a portion of the revenue from the sale of Crown lands should be paid to respective Councils where such lands were situated. After this very busy year of effecting civic administration, on 21st June, 1856, the last meeting for the municipal year was held. The Chairman said:

As this is *the last meeting of the Council prior to the annual elections* in the first year of the incorporation of the Municipal District of Emerald Hill, I cannot allow the occasion to pass without expressing the satisfaction I feel at the unanimity that has characterised the proceedings of the Council throughout the year. For this good feeling I thank my colleagues; also for the deference they have always paid to the Chair, and for the consistent support they have always given me in the essential business of the Council. I am particularly proud and pleased at the successful working of the municipal institutions within the district, all of which has been achieved by the harmonious co-operation of the Councillors, staff, and the citizens of Emerald Hill.

Cr. Anderson:

We cannot separate on this historic occasion without expressing our sincere gratitude to the Chairman, for the excellent manner in which he has carried out his onerous duties, in and out of Council, and for the courtesy and kind consideration he has always evinced in the Chair of this Council.

I move a vote of thanks to James Service Esq. for the impartiality and ability invariably shown by that gentleman in the discharge of his duties as Chairman of this Council; and I also move that a record of appreciation of the services of James Service Esq. be recorded in the minutes.

Cr. Gardner:

I have much pleasure in seconding this vote. The zeal and energy of Mr. Service has been justly praised; his generous sacrifice of time since he took up the duties of Chairman, in communicating with the Government, by deputations and otherwise, is a fine example of loyal citizenship that should have a permanent record in our transactions.

The vote was supported by Crs. Ross and Chessell, carried unanimously, and briefly acknowledged.

The last business of the first year of the first municipal Council in Victoria—after Melbourne and Geelong—was to pass the following resolution:

THAT THIS COUNCIL DO NOW ADJOURN TILL MONDAY JUNE 30th, AT 7 p.m. AND THEN SIMPLY TO MEET FOR THE PURPOSE OF ELECTING A CHAIRMAN FOR THE NEW MUNICIPAL YEAR.

The Council duly met, with Cr. Westall as Chairman; and after Mr. William Francis, elected in lieu of Cr. O'Brien, had been introduced, Cr. Service was re-elected as Chairman for the year, and expressed the wish that the unanimity of the Council would be continued.

In July a letter from the Commissioner of Public Works announced the intention of the Government to permit the construction of a road in Clarendon Street, 50 feet wide, as a temporary measure only, on the part of the Hobson's Bay railway, the road to be later 99 feet. On inspection of the plan it was seen that the grade on one side of the roadway was as steep as one foot in twenty-two, and on the other side one in twenty-five. The Council objected to this and asked that the grade required should not be steeper than one in fifty, and that a footpath 10 feet wide should be made on each side of the roadway.

On 20th September, 1856, the Council authorized gardens at the municipal chambers, and flagging at the approach to the Town Clerk's house. Cr. Chessell, when criticized for non-attendance at Council meetings, explained that he had attended to hand in his resignation as he could not afford the time to be present. The resignation was accepted, and a minute recorded in appreciation of past services to the municipality.

Another resignation was that of Cr. Westall, rendering an extraordinary election necessary. Arising out of this, after much consideration, a resolution was passed in Council:

That a Councillor, failing to attend for over a month, except through death or illness, shall cease to be a councillor, and, inasmuch

as an. election involves expense to the Council, he shall forfeit to the Town Fund £20. If he be absent from two meetings without reasonable excuse, he shall forfeit £1 to the Town Fund; and, if from Committee meeting, 10/- shall be paid to the Town Fund. Council may remit these fines on good excuse being offered.

The Attorney-General vetoed this by-law, not on account of its inconsistency, but because it was *ultra vires.*

On 29th June, Dr. Palk, who had been on the Local Committee and an officer of the Volunteer Artillery, took his seat on the Council, which gave support to a request for a grant of £300 to the Mechanics' Institute. The Council decided, in connection with land subdivision, not to take over any street that was under 40 feet in width, and purchasers of land were warned to make sure of their liabilities before completing purchase.

In this early period of existence as a corporate body with civic authority and control, the Council took many matters into consideration in regard to the making of a town, and the establishment of order and method.

Towards town improvement, the Government was asked to expend £1,000 on the Park. Planting of 300 trees—oaks, elms and cedars—on the edge of footways commenced a consistent encouragement of tree-planting in the town. A reward was offered for the conviction of persons depositing glass, tins and refuse along the beach. Stringent by-laws were made to enforce necessary sanitary requirement in the interests of public health. To ensure this, Sergeant Ellis had been made Inspector of Nuisances at a salary of £30 per year. In connection with the Sandridge Road toll, taken over by the Council, the tender of M. B. McDonough of £2,270 for the year commencing 1st January, 1857, was accepted. It is of interest to note that a contract for a wooden flight of steps to surmount the embankment at Prince's Bridge was let to Mr. Roderick McKenzie, the grandfather of the present Cr. Roderick McKenzie.

In regard to rating, the Government advised of the following exemptions: Baptist Church (York Street), Church of England, Wesley Chapel and School, Free Church of

Scotland, Presbyterian Church, Orphanage, Mechanics' Institute, Roman Catholic Orphanage and Immigrants' Home. Denominational schools were also allowed exemption from payment of taxes.

At the request of the Water Supply Department, sites for placing water pipes were fixed at the corners of Clarendon and Park Streets, Clarendon and York, Ferrars and York, Coventry and Ferrars, Cecil and Dorcas Streets, in view of effective reticulation of the town.

CIVIC ESTABLISHMENT—PART I

ST. KILDA RAILWAY

A PROPOSAL of the Hobson's Bay Railway Company to construct a railway through South Melbourne to St. Kilda was arousing much attention, the question of the route being of much importance to residents. The route proposed by the Company, and which they desired to obtain the authority to follow, was by way of Moray Street. There was also another suggestion that the railway should run almost parallel to St. Kilda Road, at a distance of 60 to 80 yards from the road, to the vicinity of the Junction Hotel at St. Kilda.

On 18th December, 1855, a meeting of ratepayers had been called to discuss the question of a railway and rival routes. The feeling of the meeting was afterwards fully expressed in a petition to the Legislative Council pointing out that the route as proposed by way of Moray Street or that parallel to St. Kilda Road was unsuitable and inconvenient for Emerald Hill. They proposed, as the most direct, central, suitable and desirable route in view of future expansion, that the line coming off the Sandridge railway should enter Emerald Hill at the bottom of Ferrars Street and run parallel thereto across the Hill and South Park in nearly a direct line, with a station at a point between York and Park Streets. They petitioned that the Bill submitted by the Hobson's Bay Railway 'do not receive the sanction of the House.'

Another petition was also sent to the Council from a provisional committee of the new Company—The Melbourne, St. Kilda and Brighton Railway Company—desiring the passing of a Bill to incorporate the Company. This Company supported the construction of a railway parallel to St. Kilda Road.

In the end, after much argument and difference of opinion,

the considered views of the residents as to the route pre-
vailed, and the route advocated in their petition to the
Legislative Council was adopted.

The petitioners pointed out that they had not previously
had a chance of expressing their views, and that the route
specified by them was the least expensive and most advan-
tageous and would cause the least interference with roads,
etc. Ever vigilant in the interests of the community, the
Emerald Hill Council closely watched the Hobson's Bay
Railway Company's operations, and countered the tendency
to evade obligations under the Act, as when they memorial-
ized the Government to call on the Company to construct,
in terms of the 38th Section of the Act, a bridge over the
railway. The Government responded, and the Company
resented the successful application. The proposals of the
Company to cut up streets at ill-chosen levels were also
strenuously opposed and prevented, Mr. Service being a
doughty champion in this connection.

About the end of July, 1856, the contract was let for the
construction of the line from Melbourne to St. Kilda to a
Mr. Crawford, who soon found himself in difficulties. The
work was hampered by unsatisfactory relations between the
contractor and the Company. The contract was cancelled,
and a railway contractor from Sydney engaged by the
Company to complete the line. Arising out of his contract,
Mr. Crawford was embroiled in a court case, owing to the
fortnightly pay of men engaged being overdue for two days.
They claimed payment for the time being they were kept
unpaid. In a test case a favourable verdict was given for the
plaintiff, and immediately about 200 summonses were issued
against the harassed contractor. The engineer who designed
and carried out the St. Kilda line was Mr. W. Elsdon, the
successor to Mr. W. Moore, who had built the Sandridge
line. His name is incised in the stone coping of the South
Melbourne Bridge.

On 28th November, 1856, the following proclamation,
interesting as showing perception of the necessity of pro-
viding readier and more direct means of communication

between, the City and Emerald Hill, appeared in the Government *Gazette:*

Whereas it is expedient that a common and public highway should be created between the Municipal District of Emerald Hill and the City of Melbourne, in the direction hereinafter described, now, therefore, I, Major General Macarthur, the Senior Military Officer, and the officer administrating the Government of Victoria, do hereby proclaim and order that Clarendon Street in the said Municipal District, shall be continued in a straight line across Sandridge Road and the Melbourne and Hobson's Bay Railway, to the South Bank of the River Yarra Yarra, and thence across the said river, as nearly as may be, in a straight line to Spencer Street to the said City, etc.

EDWARD MACARTHUR.

This project, declared 'expedient' in the year 1856, did not come into operation for about eighty years.

The Emerald Hill Council was anxious that this extension should be made, and on 5th July of the following year agreed to the construction of a level crossing over the railway on the road to the river. The Hobson's Bay Railway Company, always arbitrarily insistent, rather than reasonably complaisant in regard to its rights and privileges, repudiated responsibility in making footpaths in Clarendon Street, and indefinitely delayed the construction of this specified highway.

Probably owing to the clash of feeling displayed during the construction of the St. Kilda line, no ceremony attended its opening on 13th May, 1857. The fare on the railway to St. Kilda from Melbourne was at first ninepence return. Mr. James Wakefield, afterwards Secretary of the Company, issued the first ticket on the line. Subsequently, the St. Kilda and Brighton Railway Company in 1859 constructed a loop line from St. Kilda to Windsor. This line passed through Albert Part and crossed St. Kilda Road not far from Union Street west by an overhead bridge, having an arch 42 feet wide and 15 feet from the crown, with two side arches and footways 20 feet in width. This Company soon got into financial difficulties, and in 1862 a new company, the Melbourne and Suburban Railway Company, which in 1861 had opened a line from Melbourne to Richmond, bought its

interests and ran the line direct from Prince's Bridge to Brighton/the loop line being dismantled as unnecessary.

The Melbourne and Suburban Railway Company, in turn, had its financial troubles, and its property and effects were purchased by the Melbourne Railway Company. Then in 1865 an amalgamation took place, the combination assuming the name—Melbourne and Hobson's Bay United Railway Company. The Prince's Bridge and Flinders Street lines were then connected. In due course, after much political wrangling, on 1st July, 1878, the Melbourne and Hobson's Bay United Railway Company was finally acquired by the Victorian Government to effect the completion of the Gipps-land line from South Yarra to Oakleigh; the latter place, pending satisfactory decision as to the adoption of a connecting route with Melbourne from the rival schemes put forward in Parliament, having been the inconvenient starting place for the Gippsland railway.

MACARTHUR WARD

It was about this time that Sandridge was made a district ward of Melbourne under the name of Macarthur Ward. A proclamation was made on 16th July, 1856, that Macarthur Ward was a separate and additional ward of the City of Melbourne. In order to comply with the requisite proceedings attendant on the proclamation, the Right Worshipful Mayor of Melbourne was nominally appointed to act as Mayor, the Assessor of Lonsdale Ward as Assessor, the Town Clerk of Melbourne as Town Clerk, the Collector, John McWilliam, whose duty it was to make a list of the citizens, such list to be exhibited for a week before 18 th August for receipt of claims and objections, the latter also to be on exhibition for eight days before 1st September. After this, a revision of the roll would be completed, nominations of candidates for office of councillor received before 30th September, and, if required, a poll taken on 2nd October, candidates to be elected on 6th October.

The members elected for the Macarthur Ward by the ratepayers of Sandridge were Messrs. C. M. Inglis, Robert

Byrne, Daniel McCalls and H. C. Farrell; the last-named was appointed alderman.

It may here be mentioned that in July, 1860, the Macarthur Ward became the municipality of Sandridge: Chairman, Cr. William Morley, J.P.; Councillors, D. Thomas, T. Swallow, S. G. Isaacs, H. Glynn, J. W. Allan; with Edward Clark as Town Clerk. The name was changed to Port Melbourne in January, 1884, and under that name was proclaimed a town 20th January, 1893.

So rapidly had the district progressed since the creation of the municipality of Emerald Hill that residents occupying land between Emerald Hill and the river, in the recently created Macarthur Ward, sought separation therefrom and desired that the northern area of the ward be added to Emerald Hill.

On 6th September, 1856, the matter came before the Emerald Hill Council and the resolution was passed:

That a committee be appointed to take such steps as might be deemed necessary to secure the amendment to the Municipal boundary of the block of land lying between the railway and the river Yarra.

On 29th November, a petition to the Governor from persons residing on the left bank of the river, north of the railway, was prepared, asking that the area be annexed to the municipality of Emerald Hill. On being presented to His Excellency by deputation the petition was favourably received, and a week later, at a meeting held on the river bank, residents of the area affirmed their desire for the annexation. The Emerald Hill Council approved of the request, and arranged for a public meeting in support of a local petition to the Governor. On 6th February, His Excellency received a deputation and gave a favourable reply, with the result that in the Government *Gazette*> 13 th February, 1857, the addition of a portion of the Macarthur Ward announced:

Now therefore I, Sir Henry Barkly, by virtue of the authority of the said Act and all other power and authority in anywise enabling me in this behalf by and with the consent of the Municipal Council of Emerald Hill, declare that the piece or portion of land hereinafter described, hitherto forming the northern part of Macarthur Ward in

the City of Melbourne shall be detached from the said City and shall from henceforth be united with and form part of the said Municipal District of Emerald Hill—

that is to say:

Commencing at a point on the south bank of the river Yarra Yarra intersected by the south-eastern boundary of the Melbourne and Hobson Bay Railway Reserve thence southward by the south-eastern boundary of that reserve to a marked post at the western angle of the Municipal District of Emerald Hill; thence, by a line northwest to a point on the south bank of the river Yarra Yarra intersected by the south bank of the said river Yarra Yarra to the commencing point.

On 23rd February, at a meeting of the Melbourne City Council, the report of the Legislative Committee was received condemning the annexation as against the wishes of a majority of residents, and the interests of the City and Port of Melbourne. The report was adopted.

On 26th February an' advertisement appeared:

To the Alderman of Macarthur Ward—We the undersigned ratepayers and inhabitants of Macarthur Ward beg most respectfully to request that you will appoint a day for holding a public meeting in Sandridge for the purpose of considering the .recent annexation of this Ward to the Municipality of Emerald Hill, said annexation being in the opinion of your requisitionists not only unjust but highly injurious to the interests of the Ward.   (Signatures)
Sandridge: 19/2/57.

In accordance with the above requisition, I hereby convene a public meeting of the inhabitants of Macarthur Ward, to be holden at Mr. Walter's Marine Hotel, Nott Street, on Friday, 27th inst., at seven o'clock.

<div style="text-align: right">H. C. FARRELL, Alderman,
Macarthur Ward.</div>

The meeting was duly held, with some heated debate on the issue, and strong criticism of the Surveyor-General, Captain Clarke, who, in the opinion of those condemning the annexation, should be asked to resign his seat as member for South Melbourne. On 3rd March a public meeting was held at Sandridge to afford Captain Clarke an opportunity for explaining his action as Surveyor-General, re the annexation of a valuable slice of Macarthur Ward to Emerald Hill.'

This area, the acquisition of which by Emerald Hill caused so much difference of opinion, argument and protest, is

almost triangular in shape. It lies between the railway line, the River Yarra and a line drawn from the South Melbourne boundary corner at Woodgate Street, along Boundary Road, to meet the River Yarra nearly opposite the south-west corner of the Victoria Dock. Of the forty-five interested petitioners for the annexation to Emerald Hill, thirty-five at least 'were employed in occupations connected with shipping.'

PARLIAMENTARY ELECTION

At this time, elections for the Legislative Council occupied a great deal of attention. For the electoral district in which Emerald Hill was included, several candidates had tentatively announced themselves—Messrs. Fellows, Hood, Miller; but the real contestants for the seat were Captain Andrew Clarke, Surveyor-General, and David Blair. In one of the Melbourne papers attempts had been made to discredit Captain Clarke as currying favour with South Melbourne electors, because in the ordinary administration of his office he had sanctioned the St. Kilda railway, promised a site for a cemetery, and permitted the Consulting Engineer, Mr. Hodgkinson, to advise on urgent municipal affairs. This unworthy statement was indignantly repudiated. Then came a storm of recrimination at the Great Iron Store—ever 'a very present help in time of trouble' for all sorts and conditions of men desirous of exercising their eloquence in persuasion, accusation, protest, explanation or entreaty—sometimes even in invective.

Mr. David Blair, a well-known journalist and author, a candidate for Parliament, in an address to the electors, raised an issue in which either the veracity of Captain Clarke or himself was impugned—the cause of some uproar and heated partisanship. However, at the election, Captain Clarke, at the declaration of the poll at the accommodating Great Iron Store on 27th September, was acclaimed as the successful member for the Legislative Council, the electors remembering his past services for the district. The voting was: Clarke, 669; Blair, 321.

As a pleasant relief from acrimonious election meetings,

what was called a 'social tea-party' to the number of 350 persons assembled at the 'Store,' where it was announced that, including receipts for the social, about £750 had been raised towards the Mechanics' Institute and a grant of land had been applied for; and it was proposed to spend £1,500 on the building. Regarding the application for land, part of Block 10, on the south-east corner, with 100 feet frontage to Cecil Street, 150 feet to Dorcas Street, a portion of the reserve was granted, subject to the sanction of the Emerald Hill Council.

Another civic institution in demand was a District Market. Under Act of Council No. 19 (III) Victoria, a Market Commission had been provided for, and Commissioners appointed on 10th November, 1841. On the application of twenty-five householders the police magistrate could call a meeting to consider the propriety or otherwise of forming a market district. If the proposal were agreed to and approved by the Governor, its notification would appear in the *Gazette*. On 20th September, 1856, a petition from householders was sent in to the local Council, asking for the establishment of a market. The Council approved, but, subject to ascertaining the amount of the Government vote for next year, consideration was deferred for the time being.

Much attention at this time was given to the main roads. It was necessary, owing to the immense traffic to undertake widening St. Kilda Road and Sandridge Road, and the opportunity was taken to obviate the sharp turn at the junction of the two roads. Co-operation of the bodies in control of St. Kilda Road was sought and a deputation to the Surveyor-General, representing the Government, City Corporation and the Councils sought the adaptation of the approaches to Prince's Bridge from both roads to suit traffic conditions. Estimates of the cost were obtained and the work satisfactorily carried out.

In regard to the road to the Yarra River, there had been much delay; the obligation of the Railway Company had not been enforced. The Council considered this very unsatisfactory, and requested the Department to expedite the

construction o£ the road by the Company, with whom the Council was still at variance, on their arbitrary procedure in regard to obstructing the traffic by not making temporary crossings as specified pending bridge construction at Park Street, Bank Street, Dorcas Street. Later on, the strained relations between the Council and the Railway Company led to legal action being taken for enforcement of certain conditions. The question arose as to the Council having the right legally to remove the obstructions. However, on 30th January it was resolved to send a memorial to the Governor requesting that the plans of the Railway Company re bridges and gradients, etc., should not be sanctioned until the Council should have an opportunity of submitting objections thereto, copies of such plans to be sent to the Council. A reply was received that His Excellency had approved of the memorial. This enabled the Council to get due consideration in their dealings with the Railway Company.

With rapid increase in population and extension of settlement outward from the Hill, much attention had to be paid by the Council to roadmaking for readiness of access to the settlement. A Yarra Bank Road, parallel to the river, was projected. Plans were furnished and the Government proclaimed the road on 24th July, 1858, Emerald Hill to bear the cost and maintenance of the road from the Falls to Clarendon Street. The Council asked the Government to place a sum of money on the estimates for the formation of the Yarra Bank Road between the Botanical Gardens and the railway bridge, in order to prevent the overflow of the river between those points. Mr. Chessell obtained a lease for a term of years for a slip on the south bank of the river for repairing and building vessels, subject to a provision that if the site were required for public purposes, the lease would cease without compensation.

The Council recommended this provision to apply to any land granted on lease on the south bank of the river. The Surveyor-General approved of the construction of a dock in the vicinity, on condition of the earth excavated therefrom being properly disposed of.

PLANK ROADS

An unusual feature of the early period was the number of plank roads over the swampy depressions between Emerald Hill and the river to facilitate approach to the river or to neighbouring roads. Planking, 12 inches by 3 inches, was chiefly used. The height of the plankway varied with location.

The Council had to purchase large supplies of timber for planking requirements. Plank roads over swampy land thus served a very useful purpose in default of more substantial means of communication. Of many such roads there was one across the swamp from Sandridge Road to the river parallel to the western footpath of Ferrars Street; another one over the swamp at the foot of York Street. Others led to the approaches to the ferries. A planked footway according to survey plan was laid down across the eastern swamp from Moray Street to Prince's Bridge and from Park Street to Prince's Bridge. Concerning the latter an old resident relates: 'There was a raised plank road with a handrail, from Park Street to Prince's Bridge, across the marshy flat, before the raised embankment or road was constructed. This flat was divided by a three-rail post and rail fence, which I have often seen covered during a flood. The same area is now covered with factories and other places of business. Emerald Hill was joined to Sandridge by wooden bridges across the lagoon, at Bridge, Graham and Rouse Streets.' In response to requests to organize bathing facilities on the bay front, the Council made three planked crossways over the western swamp for those proceeding to the beach, and later another plankway through the lagoon in line with Park Street bridge and the Battery. On 13th February, 1857, 'Mr. C. P. Woodfield asked the Council to support his application to. be allowed to erect a building on the north side of Sandridge Road—"adjacent to the plankways in the ferries, for the purpose of selling coffee and refreshments to workmen proceeding to Melbourne." The request was acceded to conditionally.' Doubtless, the stall was found a public convenience to the passers-by.

St. Vincent de Paul's Boys' Orphanage.

St. Vincent de Paul's Girls' Orphanage.

Returned Soldiers' Memorial Hall.

Melbourne and Hobson's Bay Railway offices, off Dorcas Street, 1856.

The Hon. James Service's residence in the 'fifties, still standing.
(from *Mr. J. M. Neild's Collection.)*

As evidence of the varying height of the plank roads on 2nd May, 1859, the Council received an application from John Sykes for permission 'to fence 24 feet under the plank road on the river bank for the disposal of his household utensils.' After some years with reclamation work, the filling of swamps and depressions, levelling of areas, raising of surfaces, methodical drainage, and increase of permanent roadways, the plank roads became no longer necessary and were gradually done away with.

A deputation from the Council represented to the Government how injurious to residents on the south bank was the overflowing of the river, and how needful were protective works. Instructions had been given for removal of the Falls and the deepening of the channel, as with the extension of the Yan Yean the utility of the Falls in conserving the fresh water had ceased. The deputation also stressed the need of a bridge at a cost of from £12,000 to £15,000. The Government promised favourable consideration to both requests, upon which the Colonial engineer was asked to report.

FALLS BRIDGE

In 1858 Mr. Duffy, Commissioner of Works, announced that tenders would be called for the construction of a Falls bridge. At this juncture a Mr. Bates submitted plans for a 'patent' wooden bridge over the Falls, at a cost of between £5,000 and £6,000. The Council gave approval to Mr. Bates' plan, and it was suggested by Government that the Council should apply for the £5,000 placed on estimates for the bridge, and undertake the work. The Council were willing to accept the responsibility for the construction of Falls Bridge to avoid delay. The Inspector-General of Roads offered his services to the Council if they assumed the responsibility and took over the £5,000.

In negotiation between Bates and the Council, Bates wished to alter his plan, change his price and terms. Finally, he submitted a plan of the bridge, which the Council, and also the Inspector, approved. Some objections concerning the deferred prolongation of streets to the riverside were

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raised, but the Council considered them not of sufficient importance to prevent Mr. Bates from proceeding with the work. Mr. Bates desired the Council to advance money for the purchase of timber. The Council required a deposit of £600 as security and drew up an agreement, to which Bates objected, and he would not sign.

On 30th June he was advised that unless he signed the agreement within twenty-four hours it would lapse. Bates did not sign, and a deputation from the Council, after waiting upon Captain Pasley, on 13th September interviewed Mr. Duffy, who admitted that the bridge could not be built for £5,000, and he was prepared to place on the Estimates for 1859 an additional sum, making it £10,000 if the Department reported that the bridge could be constructed for that amount.

Interested in the proposal, the Melbourne City Council, on 18 th November, offered their co-operation with Emerald Hill, to have the sum of £12,000 to £15,000 placed on the estimates for the Falls Bridge. The offer was gladly accepted and a joint deputation made; but, as frequently is the case in Ministerial promises, Mr. Duffy's intention was not carried out, and the estimate of £5,000 for a bridge remained.

SEA-BATHING Owing to their proximity to Hobson's Bay, Sandridge and St. Kilda were earlier in making provision for sea-bathing than Emerald Hill. The matter of providing some facilities had been brought forward in 1856 without being entertained. In January, 1857, Mr. Ward submitted plans to the Council, which were referred to a 'Beach Committee.' The Council favoured the project, and constructed three plankways over the western swamp for the convenience of bathers. They also erected three screen fences on the beach at the part allotted for a women's bathing ground, and placed notice boards with the words 'Ladies' Bathing Grounds' in large letters at conspicuous points. In appreciation, a letter signed by sixty ladies was sent to the Council thanking them for the screens. Next summer, with the per-

mission of the Lands Department, the Council erected at a cost of £150 a bathing house or 'Female Baths,' which were completed in December, 1858. A caretaker was appointed and a scale of charges fixed, a penny for adults, children under seven years half-price. The price was raised to 2d., by-laws were drawn up, and tenders were' called for leasing the Female Bathing Houses', as they were called. They were leased to Charles Brown for £21 for six months, and the lessee was instructed to prevent males from bathing between the Battery and the Ladies' Baths. Complaint was made that no bathing facilities had been provided for the male sex. The screen fences were repaired and moved to the frontage set apart for the men's bathing ground, and bathing platforms and beach seats provided. Repairs and improvements were made to the Ladies' Baths, which were leased to W. Marshall.

POSTAL SERVICES

Postal services, as is usual in the beginning of settlement, were unsatisfactory and casual. A sub-committee was appointed by the Council to make enquiries as to the district's postal needs, with the outcome that the Postmaster-General was asked by the Council for one additional letter carrier, and for two deliveries and two despatches daily instead of one; also, that the closing time for letter boxes should be 4 p.m. instead of 2.30 p.m. Mr. N. W. Thomas, who for some time had conducted the postal duties, was accorded a vote of thanks for his courtesy, and his endeavours to improve the service. It was considered that on mail days there should be an extension of closing hours.

Requested to furnish in detail the specific requirements of their district, the Council asked for two deliveries, two despatches, a third receiving house, and also that newspapers be posted and delivered in Emerald Hill.

In reply the P.M.G. intimated that Mr. N. W. Thomas had been appointed postmaster at Emerald Hill, that letters addressed there might be left at the Post Office until called for, that newspapers would be delivered as directed, and

letters and packages could be registered at the local office; but that an extra delivery and despatch and a third receiving box could not be granted.

At this time there were no fewer than eleven hotels or inns to minister to the bibulous tendency of the times, but there was no bank as yet in operation. The municipal offices and Mechanics' Institute were in Dorcas Street, the Post Office in Bank Street. Six medical men were in practice, of whom Robert Palk, M.D., in Coventry Street, William Haig, M.D., in York Street, and Enoch N. Houston, M.D., in Bank Street, were the best known, and took an active part in civic affairs, especially Dr. Palk, who was foremost in every progressive movement. Charles Lorimer, at the corner of Coventry and Clarendon Streets, and Joseph William Hind, Dorcas Street, were chemists and druggists. The Emerald Hill National School, under Josiah N. Hassall, was in Clarendon Street; and, as usual in those earlier days, there were several 'dame' or private schools, usually kept for brief periods by spinster ladies without any special qualifications. Of these, Miss Piggott had a ladies' school in Coventry Street, Mrs. Hingston a school in Clarendon Street, R. Black and Elizabeth Shallard, schools in Cecil Street, and Helen Ingram a seminary in Coventry Street; also Anna Cowan, a ladies' school in Dorcas Street. In a right-of-way off Clarendon Street was the office of the *Emerald Hill and Sandridge Post*.

Among residents of note, Mr. George Higinbotham, afterwards one of our greatest public men in political life and in the legal fraternity, lived in Montague Street. James Service, first Chairman of the municipality, who in the course of a distinguished political career became Premier of the State, lived in Dorcas Street, his residence, of two stories, being still in good condition.

MUNICIPAL REFORM With the creation of the new municipalities under Sir Andrew Clarke's Act, and the application of *th&* provisions to local government, experience proved that further amend-

ments or modifications were necessary, and so a movement arose for legislation based on the representations of the municipalities as determined in conference. That public-spirited and generous comedian, Mr. George Coppin, appears to have been very active in the matter. On 22nd April, 1858, he sent the following circular to the various municipalities:

Richmond, April 22nd, 1858. Sir,

I have the honor to request your company to a Banquet, to be held at Cremorne on Tuesday the 4th day of May, 7 o'clock. My object in soliciting the pleasure of your society on this occasion is to bring together the members of all the municipalities, with a view to discuss these questions of municipal reform, and more especially those of municipal endowment, which are of such vital importance, and the early settlement of which ought to be urgently and instantly pressed upon the Government.

I should be glad if the gentlemen who accept my invitation come prepared with such suggestions upon these points as may appear best calculated to facilitate the object we all have in view—the placing of our municipal institution upon the best and securest basis, and the raising of an ample municipal revenue to be prudently and economically expended for the purposes of public improvement, without heavily taxing the individual ratepayers.

An early answer will oblige, Your obedient servant,

GEORGE COPPIN.

Town Clerk,
        Municipal Council, Emerald Hill.

That this hearty invitation, with its attractive accompaniment, was productive of a good response, is evident from a later circular, informative as to the practical result. Accompanying the circular letter was a brief note asking for the names of councillors, 'as I wish to give a banquet that will introduce the subject of Municipal Reform to the whole of the Municipalities.' The letter is as follows:

Cemorne May 5th, 1858. Sir,

At a meeting held at Cremorne on Tuesday, May 4th, the following Gentlemen were appointed a Provisional Committee for the purpose of communicating with the Conference of Municipal delegates, and ascertaining the intentions of the Government with regard to Municipal Reform and Endowments: Messrs. J. T. Smith (Melbourne); Dr. Thomson (Geelong); T. T. a'Beckett (Collingwood); R. S. Anderson

(Emerald Hill); P. Johnson (Richmond); J. B. Crews (Prahran); B. Cowderoy (St. Kilda); G. F. Verdon (Williamstown); Captain Clarke, and Mr. Coppin—the last-named gentleman being also appointed convener.

In pursuance of instructions to that effect, I beg to request your attendance at a meeting to be held in the Town Hall, Melbourne, on Tuesday next at Two p.m. for the purpose of taking immediate action upon the subject of Municipal Endowments and other questions of Municipal Reform, preparatory to the forthcoming General Election. I am, Sir, Your obedient Servant,

GEO. COPPIN. The

Town Clerk,
Municipal Council,
Emerald Hill.

This was evidently a sequel to the inception of the movement which led up to the representative Municipal Conference of the year 1860, insistent upon Parliamentary action.

An important step was taken in a conference of municipal delegates held at the Melbourne City Council chambers on 5th August. Many delegates were present, Cr. Gardner, who took an active part, being the representative from Emerald Hill. The conference lasted about five days, and delegates discussed the following objects:

1. Municipal endowments;
2. A general amendment of the Municipal Act;
3. Creation of an office under the Government solely for municipal administration;
4. Raising money by loans for immediate and extensive improvements;
5. Municipal Federation.

Cr. G. F. Verdon, of Williamstown, acted as Chairman of the conference. The Emerald Hill Council submitted several well-considered resolutions. This conference was of great practical effect in generally improving the status of municipalities, in making for uniformity in administration and procedeure, and in securing effective co-operation in aims and objects. Several recommendations were made to the Government. A Municipal Institutions Amendment Act

was to be brought forward in Parliament during the next session.

The District Surveyor, Mr. Clement Hodgkinson, had given gratuitously his advice to several o£ the municipalities, and on the initiative of Emerald Hill, a presentation o£ a handsome tea and coffee service was made to him for his services. On 24th July, Captain Clarke, M.L.C, Surveyor-General, also received a testimonial on his departure to England, where he was going to present for the Queen's signature 'The Crown Interpretation Act' to determine in what cases the term 'Crown' shall apply, the ambiguity of the term having arisen in relations with the Hobson's Bay Railway Company, which refused recognition of the Acting Governor as 'the Crown,' when as Governor-in-Council he demanded that the Company should, under its charter, fulfil its obligations. As the first Parliamentary representative for Emerald Hill, and in his position as Surveyor-General, Sir Andrew did good service in many ways for South Melbourne. Robert Sterling Anderson, who had been elected as councillor in 1855 and Chairman in June, 1857 and 1858, contested the seat against Cr. James Service, whom he defeated. Mr. Service was subsequently elected as member for the constituency of Ripon and Hampden. These two colleagues had, during the early years of the municipality, given valuable and outstanding service in the public interest.

CHAPTER VI

CIVIC ESTABLISHMENT

PART II THE ROMAN

CATHOLIC ORPHANAGE

CONCERNING the establishment of the Roman Catholic Orphanage, in the Government *Gazette* for 12th October, 1888, the information is given:

South Melbourne; site for a Roman Catholic Orphanage about to be permanently reserved, being the site set apart therefor, by orders of the 26th June 1855 and 13th June 1859—3 acres, 3 roods, 20 perches and 8/10, County of Bourke, City of South Melbourne, in two separate portions hereinafter described, viz.—2 acres, 1 perch and 1/10 portion of Section 34 etc.; 1 acre 3 roods 19 perches and 7/10 of Section 34 etc.

The site was thus held on permissive occupancy up to the year 1888, and then made permanent. In 1858-9 the Orphanage endeavoured to obtain an additional land grant so as to extend its area to the Clarendon Street frontage. In November, a deputation from South Melbourne to the Commissioner of Land and Works opposed the extension, but Cr. Chessell, who was present with the Council, spoke in favour of the extension being granted, a breach of etiquette • which annoyed his colleagues very much, as exhibiting sectarian bias. A numerously signed petition in favour had also been presented.

On the motion of Cr. Service the resolution had been passed in Council:

That disapproval be expressed at the action of Cr. Chessell in taking advantage, as one of a deputation, to express his private views, in direct opposition to a resolution of the Council, which the deputation had been instructed to support, such conduct being detrimental to the first principles of corporate responsibility, liable to lessen the influence of the Councillors in matters affecting the municipality.

Further motions to take action to counteract the influence of the petition and to prepare a petition praying that the extension be not granted were passed. Cr. Chessell, being not amenable to the rebuke conveyed, his relations with the other councillors were not for some time very cordial.

Mr. Duffy invited the Council to attend a deputation at which he would receive members of the Orphanage Committee. Councillors Service and Gardner were appointed to represent the Council. There was a large attendance of supporters at the deputation from both sides; the petition of 1,017 ratepayers opposing the extension was submitted, also that of 780 persons favouring the grant. Doubt was expressed as to the authenticity of some signatures in both petitions. The one in favour was handed to the Council, and the opposing one to Rev. Dr. Barry, of the Orphanage, in order to be checked. A request to the Council to reserve the area bounded by Church, Napier, Clarendon and Raglan Streets as a public garden was refused. In regard to the petition the Town Clerk reported that many of the signatures asking for extension of the site were not genuine. On 17th January, 1859, Mr. Duffy notified that consideration would be deferred, but on the 31st instant advised his approval of an extension of the area, between the eastern fence of the Orphanage to the western side of Church Street; he did not intend to make any further grant, and that only with the Council's approval. The Council agreed to this, but strongly opposed any extension to Clarendon Street. Later, at a special meeting, the Chairman reported that through the Secretary he had asked that Mr. Duffy take no action before hearing the Council's views.

In 1860 Mr. P. W. Pearce, Secretary of St. Vincent de Paul's Orphanage, asked on behalf of the Committee that the Council should not grant a space intervening between the two Orphanage blocks, for which the Temperance Society had applied: 'Such grants, especially for a Temperance Society, would interfere with the discipline of the house.' In 1862 a strip of land adjoining the Orphanage was acquired for the institution by purchase. On several occasions proposals were made for the removal of the Orphanage to a more suitable site 5 one in 1864 that a portion of the reserve be made available for a Town Hall site, for which purpose a special Act of Parliament would have been necessary. Some years later the Orphanage notified its willingness to

sell land and buildings and remove to another site, a recent Act giving the authority to sell to the Council, but no action was taken.

Generally, making due allowances^ for differences of opinions, harmony existed in the relations of the Council, but at a meeting of the Council on 29th November^ 1858, in a discussion arising out of the minutes of the meeting on 22nd November, Cr. Chessell impatiently accused Cr. Gardner of telling a deliberate falsehood. On refusal to withdraw the offensive expression when requested by the Chairman, the very unusual action was taken of instructing the Town Clerk to proceed by summons against Cr. Chessell for payment of a penalty of £10 for his refusal when requested by the Chairman to withdraw the offensive remark, to wit: 'That Cr. Gardner had stated a palpable falsehood,' which words were immediately taken down by the Town Clerk on the motion of Cr. Gardner, for by virtue of By-law 1, Section 25, Cr. Chessell was bound to withdraw the words and apologize. The prosecution took place in the local court and Cr. Chessell was fined £3 and costs.

As a sequel to this case, and Cr. Chessell's attitude in regard to the St. Vincent Orphanage, a disturbing element was introduced into the deliberations of the Council, causing irritation in previous friendly relations. This continued for some months, until Cr. Service, before retirement from the Council, took the occasion at the July meeting, 1859, to apologise to Cr. Chessell for a remark he had made in reply to a disrespectful one by Cr. Chessell. The latter gentleman accepted the apology, and in turn apologized for his own hasty words, regretting that he had not done so before. This closed an unpleasant incident and restored the even tenor of the Council's proceedings. Mr. Service, on retirement, sent the following letter to the Council:

Dorcas Street "West
31 Oct 18J9 Sir,
Having accepted the office of Commissioner of Lands and Survey I find that my time and attention will now be too much occupied

with other matters to admit of my discharging satisfactorily the duties devolving on me as a member of the Municipal Council. I therefore beg to place my resignation in your hands, and in doing so I desire to express my acknowledgements to you and the members of Council generally for the Courtesy I have received whilst I had the honour of a seat at the Council table. I further desire to state that I shall always be happy, as a private citizen, to lend my humble efforts in promoting, by every proper means, the interests of the municipality. I, have the honor to be, Sir,

Your obt. Sevt

(Signed)   JAMES SERVICE.

The Worshipful The Chairman of the Municipal Council Emerald Hill.

TOLLS

Before municipal control was well developed, the system of tolls in connection with the Central Road Board had in 1854 been instituted on many roads in order to provide funds for their upkeep and repair by contributions from those who used them.

The first toll established in South Melbourne was on the Sandridge Road, in the vicinity of Cecil Street.

The Emerald Hill Council, after taking up its duties from 4th July, 1855, so that the revenue from tolls should be more directly applied for local needs, asked that its control should be handed over to the Council. The Board promised that this should be done at the end of the year. The St. Kilda Road (Buckland Road) tolls were not at that time officially within the jurisdiction of Emerald Hill. This toll gate, not far from the Victoria Barracks, was at its establishment leased for the large sum of £13,200 per annum. On 6th October, the Melbourne City Council intimated that the turnpike toll in Sandridge Road would be handed over whenever the Emerald Hill Council was prepared to accept the responsibility of the upkeep of the road, over which the Corporation of Melbourne had definite rights of passage. A Toll Sub-Committee was formed, which reported on an

interview with the President of the Central Road Board (Dr. Murphy), who said that special provision had been made for the formation of Sandridge Road, and the handing over of the turnpike to the Council was optional.

On 24th December Cr. Gardner, for the Tolls Sub-Committee, reported that the Melbourne Council had recommended the removal of the turnpike toll from Sandridge Road, but the Central Road Board would discontinue collection on 31st December; and, providing that adequate provision were made, would allow Emerald Hill to continue the service. The Council framed a draft of by-laws, which, after submission to the Governor-in-Council, and certain amendments as to location of toll gates and scale of toll fees, were officially approved. The Toll House was taken over on 31st December, Patrick O'Shea being temporarily appointed collector. In 1859, a toll gate at the Three-chain Road, or Albert Road, was approved and installed, opposite the Church of England Grammar School, the formation of the road to be finished. Collectors were provisionally appointed.

In connection with the Sandridge Road toll, for some time there were differences between the Melbourne City Council and the Emerald Hill Council as to participation in revenue. The Commission suggested the re-proclamation of the road as a main road and that tolls be collected for the Melbourne City Council. Dispute continued without much satisfaction. In November, 1860, the toll was removed to Moray Street and duly proclaimed. Tenders for leasing were called, Martin's tender for £5,207 for the Sandridge Road, and £476 for the South Road toll being accepted. Further negotiations took place with the Melbourne Council as to the revenue from the tolls. In the end, the Sandridge Road toll gate was done away with, the Councils having to maintain their own parts of the road.

In 1862, however, Emerald Hill joined with Sandridge in a deputation to the Government asking them to repair Sandridge Road and re-establish the toll for its maintenance under the control of the two Councils, the rate of toll to be

solely for the maintenance. It was asked that the Board of Land and Works should elect a chairman with two members of each Council as controllers of the toll. Emerald Hill was to have two-thirds and Sandridge one-third of the revenue; but the latter claimed an equal share, which Emerald Hill refused. On 10th June, 1862, a joint deputation waited upon the Hon. M. Mitchell, who agreed to re-establish the toll, simply for revenue for road maintenance, any surplus to go to the Councils. Mr. Anderson had interviewed Mr. Mitchell and written to the Council: 'Mr. Mitchell proposes to hand over £1,000 to a joint committee of Sandridge and Emerald Hill as in full satisfaction of all liability of maintenance to date; the two Councils thenceforth taking charge of the road, and maintaining it by a joint toll or otherwise.' He advised immediate acceptance, and the appointment of a small sub-committee to wait upon Mr. Mitchell to get the cash. This favourable offer was accepted. The rates were fixed for live stock and vehicles of all kinds. The toll was restored under approved conditions, but in a few months there was again dispute between Sandridge and Emerald Hill about the allocation of revenue.

In September, 1864, a conference of representatives of Melbourne, Sandridge and Emerald Hill Councils was held to make mutually satisfactory arrangements for the control of the Sandridge Road toll. The Town Clerk of Emerald Hill was made the first manager of the toll to the end of the year, the Treasurer of Melbourne City Council for the year 1865, the Town Clerk of Sandridge for 1866 at a fee of £30 per annum, but the Town Clerk of Emerald Hill to receive £45 for his trouble for this year. It was agreed that the cost of a guarantee be paid from the fund, the security for manager to be £500 per annum, that the revenue and cost of guarantee be defrayed on the rateable proportion by the three bodies. The manager's duties were to receive the money accrued at the time of appointment, and pay it to the Borough Treasurers in due proportions, then receive the monthly receipts and pay over, and report to each Borough on the same.

The three tolls, Sandridge Road, Albert Road, and Yarra Bank Road, were maintained under disputes, adaptations and protests for some years. Considerable revenue was for many years obtained from the system of tolls, which in those days materially helped in the construction and maintenance of roads and bridges. As population and traffic increased, the unpopularity of toll bars as a means for maintenance of roads intensified 5 and successful agitation over several years secured their abolition in the year 1877.

The tolls under the South Melbourne Council seem to have been removed early in the year 1878. At Cecil Street, the Albert Park Lodge is said to be the old toll house of the Sandridge Road, and the original toll house, a bluestone cottage, off the Albert Road, is still standing. Sergeant-Major Ritchie was the last toll-keeper at South Melbourne.

MECHANICS' INSTITUTE

In regard to the Mechanics' Institute, for which the site had been granted, a further step was taken in letting a contract for the erection of the building designed by Knight and Kerr, architects. It included an entrance hall, an assembly room *66* feet by 33 feet, a reading room, library, and two classrooms. Several donations of books and magazines had been received. The site for the Mechanics' Institute was at the north-west corner of Cecil and Dorcas Streets, comprising 2 roods, 11 perches, with 165 feet frontage to Cecil Street, and a depth of 150 feet to Dorcas Street. This grant was subject to the condition that the land and buildings should be maintained for a Mechanics' Institute. If the trustees should permit, or allow alienation of the land for any other purpose, the Crown could resume possession thereof. It was desired to form a Mechanics' Institute in the town, and a Government grant of £1,000 could be obtained contingent on a similar sum being contributed by the residents. However, it was pointed out that it was impossible to raise this amount, and the Government was asked to grant the sum without this condition being imposed. The request

was not acceded to. The provisional Secretary was James Eville, Town Clerk. The first permanent Secretary was J. Ward; the second, the Rev. William Potter. At the opening of the Institute in 1857, there was a debt of £400, which was speedily paid off.

Concerning the municipal elections, the Council affirmed the desire for introducing the system of vote by ballot. The question was raised as to the possession of the power to do so. This point was referred to the Attorney-General, and he held that the Council, under the provision of the Act, was not competent to frame a by-law to conduct the election by ballot. Cr. Anderson considered this unsatisfactory, pointing out that, under Clause 26 of the Municipal Act, the Council was competent to make by-laws for conducting elections. The Attorney-General was asked to indicate the clauses in opposition to it, and he was also reminded of the request from the municipal delegates in conference for vote by ballot for their elections, if desired by a majority of electors. On several occasions the request was renewed, and finally vote by ballot was authorized in Council elections and first put into operation at Emerald Hill at the election for Council in 1858.

In connection with sales of goods, several instances of unjust weights being used had been reported, and the Government had been asked to supply standard sets. These were later received for the Inspector's use. Regarding the area at the eastern swamp which had been leased for brick-fields along the line of a suggested canal, the Council decided not to extend them farther south, and later, in January, 1858, on Thomas Campbell asking for a renewal of his leases at the brickfields, the Government refused, pending the expression of the Council's views. The surveyor opposed the renewal of leases, and also the issue of new ones. The Council concurred and intimated no further excavations were to be made, but that permission was given to use up only the earth excavated. Among other municipal items was the sustained objection to a proposal to merge Williamstown, Sandridge and Emerald Hill in one electorate. Definite

stations were allotted in the town for woodcarters. At the surveyor's request, in view of some heated disputes as to quantities, the Sergeant of Police was allowed to accompany him when measuring the stone-breakers' work.

On 3rd May, at the instance of the Rev. Ebenezer James, of the Bethel-ship at Sandridge, the forerunner of the excellent Victorian Mission to Seamen, the Council passed a by-law for the strict control of lodging-houses, which was approved by the Attorney-General, its object being to prevent or suppress the kidnapping of sailors in port from disreputable houses—a reprehensible practice known as 'crimping' or 'shanghai-ing,' fortunately not much followed in Melbourne ports.

With increasing traffic in vehicles for passengers came a long-sustained dispute between Melbourne and the suburbs, the former claiming the sole right of control. Eventually, the City Council agreed to share the licence fees equally with other Councils concerned, but still desired to keep the control. At this time main streets were assuming more regular formation. Footpaths were being kerbed with red gum, and later on only stone kerbing was used. Channelling and pitching were extended, but in many parts it was hard to distinguish roadways from footways. The railway line blocked the proclaimed extension of Ferrars Street, continued as yet only by plank road to the ferry, and without a convenient crossing. The Council objected to undertake the reclamation of the eastern swamp in the Military reserve, from which no revenue was received. The suggestion to deposit 'clean rubbish' in the depressions along the sides of the plank road through it was carried out, but this at a later period was a detriment to building operations. The Council wisely encouraged the practice of tree planting by residents under approved conditions in regard to spacing, planting and protection of the trees.

In this year several matters requiring the Council's consideration may be briefly referred to. Regarding road construction, it was found that inaccurate surveys and faulty alignments were the causes in some cases of legal action.

Some   Old-time   Buildings.

1. First Sandridge   Road Toll-house, Cecil St. entrance,   Albert   Park.
2. Golden   Gate   Hotel—Built   1853—Clarendon   St.
3. Previously   the 'Hit or Miss' Hotel—Built   1853.
4. Old Establishment   (three   generations).
5. Toll-gate and   House,   off St.   Kilda   Road.

(.From   Collection   of J. M. Neild.)

Road from The Beach' to Prince's Bridge, skirting the foot of Emerald Hill,   1852.

(S.T.G.)
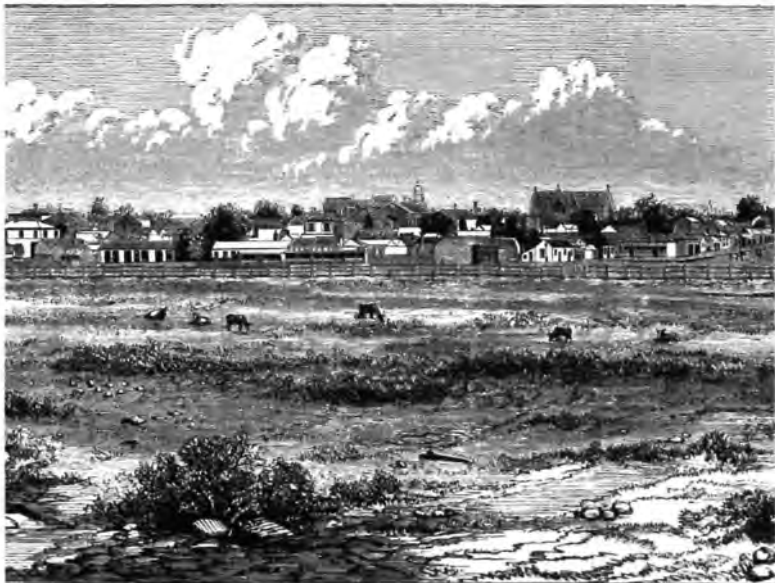
View of Emerald Hill, looking Westward, in the 'seventies.

(From 'Australasian' Supplement.)

An unusual circumstance was the prosecution and fining of the Town Clerk for neglecting to place lights at night-time upon heaps of road metal exposed in streets. In another instance arising out of a verdict for damages against the Council in the case *Palmer v. Council,* the Sheriff sold the Council's horses for £79/10/-, which were recovered on payment of the amount by the Council. Near Prince's Bridge, where Snowdon Gardens are now situated, the Council had a place for deposition of refuse, probably to fill up the depression below the road. A shelter shed was built for the 'spreaders' of the varied material tipped there. Sometimes a smouldering fire helped to reduce the litter. Early in the year a petition to the Council was submitted for extending Park Street to St. Kilda Road, an evidence of increasing population, which, by a census of the town by W. Daish, now numbered 8,832, males being 4,467, females 4,365.

Along Sandridge Road, timber yards were allowed on lease, an instance being that of 'John Sharp,' the founder of the extensive firm of John Sharp and Sons, east of Queen's Bridge Road.

In view of the widespread application and use of bitumen to-day, it is of interest to see that at this time 'bitumen paper pipes' were offered to the Council for reticulation purposes. At the request of Sir Redmond Barry, pictures and statistics of the municipality of Emerald Hill were prepared for transmission for the London Exhibition to be held in 1862. The death of the Prince Consort was marked by a letter of condolence to Her Majesty and the closing of shops, etc., as a mark of sympathy.

The year (1861-2) was notable for the occupation of the mayoral chair by three councillors in succession, viz., Henry Smith Gardner, Dr. Palk and W. Thistlethwaite. In September the important Moray Street extension to the Three-chain Road (Albert Road) was proclaimed. Significant of the loose-surface condition of roads is a note that the Council, recognizing the public-spirited action of Messrs. Buckhurst and Ferguson in gratuitously watering Clarendon Street on 'dusty days,' provided them with a hydrant and hose, the

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better to perform the good work. Complaints of damage to the roads by the heavy sand traffic along York Street, a route taken to evade payment of tolls, were made to the Council, who took action to remedy it. At this time pleuro-pneumonia in cattle was prevalent and enforcement of inoculation of all grazing cattle in the municipality was carried out.

COUNCIL ACTIVITIES

In considering the growth of Emerald Hill during its first two decades, one is struck with the fact that the Council had to devote much time to the consideration of matters more relevant to a country than an urban municipality. This arose from South Melbourne owing to its physiography being less readily suitable for settlement but more so for grazing than any other suburb adjacent to Melbourne. On this account, its marshy lands and lush growth were long and conveniently used by residents on the northern side of the river for grazing stock. Thus in the business of the Council there are many references and by-laws relating to grazing leases, encroachments thereon, the rights of residents with stock, cattle-yards, sheep-folds, dairying, wandering cattle, cowkeepers, horsebreakers, herdsmen, stray goats, etc. Non-enforcement of the provisions of the Thistle Act is a frequent matter of report. Perhaps the early rural environment can be brought home more closely from the fact that from 4th February, 1861, to 31st March, 1862, the Emerald Hill Council paid £34 in bonuses for the destruction of 272 snakes at 2/6 per head. Nuisances arising out of various industries required regulation or removal. The practice of keeping pigs within the town boundaries had become common and objectionable. Two hundred and sixty-three residents petitioned the Council to have pig-keeping and slaughtering removed from the town. This alarmed the local butchers, who protested against the proposal in regard to slaughtering. The surveyor was asked to report all persons who were keeping more than two pigs. In regard to slaughtering, the Council had under considera-

tion a site north of the railway line, and fronting the river, where a slaughter-yard would be erected. Slaughtering within the town limits would be forbidden.

In this connection a sidelight is thrown upon the genesis of a well-known industry. J. Kitchen & Sons, candle-makers, had erected a factory in Bridport Street, and on inquiry into the business the Council gave them a month's notice to remove the works to a suitable distance from the township. On 16th November, 1857, the Company asked for a twelve months' extension of time for the purpose.

On 3rd May, 1858, they asked that application be made to the Government for ten acres of land west of the railway for the erection of a slaughter-house. If such were granted, they asked that a portion should be leased to them for the manufacture of candles. The Council agreed to make the application, and to grant an extension of five months, but as previously mentioned, secured the site for the slaughter-yard on the place formerly selected for a dairy-yard near the river. The factory built later was outside of the boundary of South Melbourne.

In other directions laudable efforts were made for a healthful community. An unsavoury boiling-down and ham-curing establishment received notice to close the premises, to remove the pigs kept therein within fourteen days, and discontinue the practice of offal-boiling. A further extension of time was given them to do this. A place for deposition of manure, etc., was chosen west of the railway, and every effort made to preserve order and method in the community.

To satisfy the requirements of the Board of Health certain occupations likely to create nuisances had to be relegated outside of the town limits. The butchers complained of the impounding of their sheep by the lessees for cattle grazing, until a mutual arrangement was satisfactorily made and ratified. Interested persons objected to their cows being removed outside the town, and the butchers to the by-law against slaughtering within its limits.

Some delay occurred in the choice of a site for the abattoirs. The Board of Health suggested co-operation between

Emerald Hill, Sandridge and St. Kilda, but this was declined. The enforcement of penalties in the case of pig-keeping, slaughtering, scalding, shearing and boiling-down was suspended until proper provision was made outside the town precincts. A dairy-yard was erected at the site near the Yarra. The Council, on approval of their application, was awarded five acres for the abattoirs and stock-drafting at the north-west near the Yarra. The buildings were erected, and the obnoxious occupations removed from the town. An area for the accommodation of animals was set off and a road made from Sandridge Road to the abattoirs. The town shepherd was placed temporarily in charge. In 1863 the abattoirs were leased for £75 per annum. The Lands Department had asked the Council to determine the site for a common, and accordingly they specified all unoccupied land outside the town and marine villa allotments, the land north of Sandridge Road between Brighton Road from a point on Sandridge Road 200 feet south-west of Montague Street and from there parallel to the west side of Montague Street to the Yarra River. In the matters referred to, the Council met with much opposition, but while giving much latitude and making reasonable allowances, were insistent on these measures so necessary for the welfare of the general public.

WATER SUPPLY

As before mentioned, the Council at Emerald Hill had made an early application for the extension of the Yan Yean water to the municipality. The Commissioner of Water Supply advised the Council to endeavour to have a sum placed on the estimates for the purpose, the cost for Emerald Hill and Sandridge being calculated at £12,000, to be paid for from the sale of water. A deputation was introduced by Captain Clarke. The Premier promised £500 or £600 to connect the pipe in Sandridge Road with the service pipe in Flinders Street. At this time, the supply from the pumping station in Spring Street to the water station at the corner of York Street and Sandridge Road was inadequate and of poor quality.   The Yan Yean system had been officially

inaugurated on 31st December, 1857, by the Acting Governor, Major-General MacArthur, who, in Carlton Gardens, turned on a full-valve, releasing the flow. A procession of firemen, members of temperance societies, and artisans, marched to Flinders Street service station, where, from a hydrant, the water was discharged about 60 feet into the air to the satisfaction of all concerned. At this time, 32 miles of piping and 1,000 fire plugs had been laid down, and for the time being connected with the tank on Eastern Hill. While reticulation was being carried steadily on, the Yarra had for a few years to be used, as a supplementary or interim supply. The pipe line from the Falls to Sandridge was now completed, and served Emerald Hill for the time, while the Council, in communication with the Commission, negotiated for speedy connection with the full system. A formal application to the government to place a sum on the estimates for completing the extension in 1859 was made.

A barrel of water in 1859 sometimes cost as much as ten shillings and sixpence. Under by-law, water carriers were compelled to attend fires if called upon by the police, and also to keep their water-carts loaded with water between sunrise and sunset, under penalty of not more than forty shillings fine, for neglect in either case. The first house reported to have been served with water under the reticulation was that of a butcher on the site of the present Railway Hotel. By March the Commission awaited the proclamation of the Moray Street extension from Sandridge Road to the Falls, previous to laying the main from the Falls to Clarendon Street, and portion of the pipes necessary in the reticulation of the district. It was reported that two miles of pipes were available, with three more in a few days. The pipes were placed under the pathways 18 feet from the buildings, with 12 fire plugs, and their laying in position was commenced in March, water being available for public baths and fountains, charitable institutions, suppression of fires, and for military purposes, in accordance with the Act. By July, mains were laid in Montague, Ferrars, Clarendon and Cecil Streets, and as soon as possible would be laid from the

Falls. The Council expressed a preference for extension to St. Kilda along the Three-chain Road, so as to serve the marine villa allotments later. This was done. A standpipe was erected near the Falls, and others at points agreed upon, with water taps in certain places where supervision could be carried out. As usually happens with the acquisition of a great public utility, the Commissioner was asked for various concessions, and reduction in the rates.

On a census being taken in April of the population, number and value of the tenements, and an estimate of the probable consumption of water, the Board announced that until there was a large increase in population and greater consumption of water, no reduction of rate could be made, nor could a free grant be given for the public baths and for street washing. A special rate was allowed for the abattoirs. Standpipes were only placed in streets where mains were laid, and in smaller streets the mains were laid in the centre of the road. Minor matters relating to water troughs, waste of water, use in various ways, etc., were dealt with, and eventually the full benefit of this admirable scheme so efficiently extended to the municipality was experienced and appreciated.

LIGHTING

In the important matter of lighting the town, progress had been made since the Canvas Town days of slush lamps, followed by illumination by tallow and sperm candles; then the use of lamps with whale oil as illuminant. Gradually the principal streets had been supplied with oil lamps*;* but at this time a better means of lighting was sought for. In Melbourne, consideration of the use of gas had received attention as early as 1850. A Gas Company was projected, but it was not until January, 1853, that an Act of incorporation took place. Then the erection of plant and preliminaries in regard to supply followed. Time was occupied in coming to a satisfactory agreement with the Melbourne Council, so that it was not until 10th August that the supply of gas to the City of Melbourne commenced. In 1858, the Emerald Hill Council received a proposal for forming a Gas Company

to supply Emerald Hill, St. Kilda and Prahran, the works to be at Emerald Hill. This was not entertained, but the matter was kept in mind, and information sought. It was found that Melbourne Gas Company had the power to lay service pipes, and the Company intimated their intention of opening up Clarendon Street for service. The Council, on a report being furnished, as to the cost of installation and the probable number of consumers, abandoned the idea of having a local company. In reply to questions from a public meeting as to the formation of a company, the Council stated that they were not prepared to establish Gas Works, but did not object to a private company doing so, provided that provision was made for their purchase by the Council on reasonable terms, if so desired. In June, 1859, the Council, after negotiation, accepted the offer of the Melbourne Gas Company to light the town. The necessary arrangements were made and the gas laid on. The three railway bridges were provided with suitable lights. The service did not give satisfaction} complaints were made as to the poor quality of the gas. Disputes arose as to the lighting of Sandridge Road, also as to the price of the gas. Another proposal was discussed in conference between Emerald Hill, Sandridge and St. Kilda for a joint Municipal Gas Company, but without result. In May, 1861, the Council gave notice to the Melbourne Gas Company to discontinue the service after 31st July, fresh arrangements to be made. The contract was terminated and the Emerald Hill Council, on 14th September, was granted a site at Yarra Bank for a public wharf and gas works.

The Lighting Committee considered it inadvisable to allow the Melbourne Gas Company to lay pipes at Emerald Hill as a local company was preferred. Undecided as to their intentions, the Council called a public meeting, which, as the Chairman reported on 8 th November, favoured local gas works to be erected by the Council.

The South Melbourne Gas Works were finally built at the site at Pickles Street and proved very successful.' The first directors at their incorporation were Messrs.   John

Danks, Edward Joyce, Robert John Mills, James Page, William Weatherston. The number of shares issued at £1 was 50,000, on which calls of two shillings and sixpence were levied quarterly.

Some years after, negotiations took place between the Melbourne Gas and Coke Company, the Collingwood, Fitzroy and District Gas and Coke Company, and the South Melbourne Gas Company for a general amalgamation of the three companies. This was effected in 1878 and resulted in higher efficiency, improved service, a lowering of cost to consumers, and a greatly increased consumption of gas. The South Melbourne Works are most extensive, covering 17 acres, giving employment to hundreds of persons. Even the introduction of electric lighting has not displaced the use of gas, which, in so many ways, and for so many purposes, is required in domestic services and industrial operations.

FALLS BRIDGE

The Falls Bridge, concerning which there had been so much discussion and varied opinions, with much delay on the Government's part, was at last constructed. The original estimate of £5,000 was made the basis for the plan of the same, as there appeared no prospect of having the more substantial and expensive one contemplated earlier by the Hon. C. G. Duffy and the Melbourne Council. The Emerald Hill Council had recommended a wooden bridge, which was approved. The Government was to bear the cost, but the Emerald Hill and Melbourne City Councils were to be responsible for the construction of the respective south and north approaches, amounts made available by the Government for the same to be supplemented by the Councils concerned. Objection was made to the site selected as being unsuitable.

In August, 1860, the Emerald Hill Council submitted a tender of £3,213/18/9 for constructing the southern approach to the bridge. It was estimated that 111,000 cubic yards of filling would be required, of which 34,000 cubic yards were available. The Council asked permission to take

earth from the river from the southern abutment of Prince's Bridge to southern abutment of the railway bridge. The Department re-advertised for tenders with this condition stated, and the Council tendered at the previous sum on the new specification. The work was let to A. Casper, contractor. The Government affirmed that the responsibility for the maintenance of the northern approach belonged to Melbourne, and advised the establishment of a toll on the south side of the bridge to furnish funds for maintenance.

A return on 3rd February, 1862, showed that for a week in January the census of traffic at Falls Bridge was 27,271 pedestrians, 1,915 wheeled vehicles; 852 horses not in harness; 1,060 cattle; 3,095 sheep.

In 1863 the Department approved of the erection of a check toll bar at Falls Bridge, which was duly established.

In the 'fifties, owing to the very great accession of population in Victoria, there had been a shortage of copper coinage in the currency, and reputable storekeepers in town and country were allowed to issue metal tokens in lieu thereof. Messrs. Annand and Smith, grocers, were the first to do so. These tokens were withdrawn in the 'sixties. Probably owing to the temporary inconvenience caused, the Council asked the Treasurer for a sufficiency of pence and halfpence to replace the tokens at Emerald Hill.

In the 'sixties there was a great deal of wind-blown sand on the slopes of Emerald Hill. Ridges of sand extended from the beach to the railway. Much material was needed for filling the many marshy depressions and for levelling surfaces. The Council, in 1859, allowed removal of loam and sand from a place between Beach (Sandridge) Road, Clarendon and Grant Streets, a licence fee of five shillings being charged for removal of material for seven days. A good deal of surface seems to have been removed in this vicinity and back to Coventry Street. What is referred to as 'a quarry'—really an excavation or clay pit—had a few years before been opened out on a portion of Block 27, south of Sandridge Road, between Cecil Street and Clarendon Street. In January, 1858, tenders were called for filling it.

The Council decided to spend £30 on the work. Some time later J. Fraser successfully applied for a lease of the site for the establishment of iron works.

Sand was in much demand for use in the foundries, and frequently there were complaints of the surreptitious or unauthorized removal of sand from different _ places, and offenders, if detected, were fined. From the Hill itself the sand soon disappeared and elevations from Ferrars and Clarendon Streets had surface reduced to provide material needed elsewhere. Screenings and slag from the foundries, silt from the river, and clay from the dock and wharf excavations were in demand for levelling and filling the uneven surfaces. Suitable material of a solid nature for metalling was not obtainable in South Melbourne, so had to be brought from the northern side of the Yarra or from the Saltwater district, where the basalt overlies the earlier geological formation. The Council had offered a prize of £100 for the discovery of a quarry in South Melbourne of stone suitable for road-making or building purposes, but owing to the sedimentary and fluviatile nature of its formation the search was futile, as close survey proved. This need of earth is shown by a letter from the Council to the Church of England trustees on 19th January, 1859, asking on behalf of the Public Works Committee permission to remove a portion of the embankment of the Church of England reserve. Permission was granted conditionally to remove earth all round the reserve at a slope of one foot in seven from the outer boundary, the slope to be dressed, at the Council's expense, and nine inches of surface soil retained to spread over the slope. The present summit of this slope gives approximately an indication of the original level of the ground, and of how great a quantity of earth was used in the process of road-making.

The Council's difficulties in making permanent levels are illustrated by a letter to the *Herald* from an irate property-owner at Emerald Hill on 2nd June, 1864, who explains On these words) what he calls 'a consummate piece of jobbery':

I purchased land in Emerald Hill some years ago, but did not think it prudent to build until the permanent levels had been made, and declared by the then Surveyor, Mr. Nimmo. I erected two houses in Moray Street; but, alas, vain idea—that street had been cut down several feet to supply 'filling stuff' for the new road leading from Park Street across the swamp, and my cottages have been left, like Mohammed's coffin, between earth and heaven. Now, Sir, I ask in common fairness if our property is to be depreciated in this way, subject to the whim of any councillor who may have property in a certain street, and may be fortunate enough to carry his motion at the Council board. Another street may be cut down and leave me or any other victim either elevated several feet in the air from the permanent way, or maybe sent down into the bowels of the earth, and be buried before the proper time.

My grievance is, Sir, that the ground in front of my property has been cut away, and I have been left in a 'more elevated position' than nature intended me for. The Council offered to compensate me for the loss I had sustained, but how—Oh, most excellent generosity! —by building a few steps up to my hall door? I accuse the Council of acting unfairly by passing a vote to cut up one street to benefit another, thus robbing Peter to pay Paul. ...

In 1864 W. J. Clarke threatened the Council with legal action if his property were damaged by change of levels. Four years later he, with others, was sued by the Council for payment of a share in the cost of drainage, but, on a point of law, won the case. In 1871, the Council made an arrangement to take all the material excavated from the new wharf in course of construction. James McKenzie, in reply to an enquiry from the Council, quotes prices for carting and spreading the material. He states that 20 chains was the longest lead from the river for deposition without extra payment, and the whole of the material could be spread within 15 chains. From that as a base, prices were for the first quarter-mile sixpence per cubic yard} for half a mile tenpence; three-quarters of a mile one shilling and four-pence, and for one mile one shilling and eightpence per cubic yard, including levelling only. These prices were to be free of tolls, and the material to be on a fair roadway and on a proper place for spreading without extra expense.

FROM BOROUGH TO TOWN

THE Municipal Conference held in 1860 at Melbourne had presented a series of recommendations as to amendments desired in the Municipal Act 3 and on 29th April, 1862, Mr. J. Dennistoun Wood, Minister of Justice in the O'Shanassy Government, moved *to* bring in an Amending Bill on municipal matters, which, as Attorney-General, he had undertaken to draft.

Its presentation had been delayed, and immediately after its first reading Parliament had been prorogued in June, 1862. In the next session, Mr. Wood again presented the Bill with some modifications to bring it into accord with the Local Government Bill of 2nd September, 1863, with which it was closely related. The Municipalities Bill was readily passed, receiving the Royal assent on 11th September, 1863. By its provisions the status of municipalities was advanced to that of boroughs, and the title of Chairman was replaced by that of Mayor.

Fifty-six municipalities became boroughs under the Act, and provision was also made for the proclamation as a 'town' of any borough, the income of which reached £10,000 per annum; or as a 'city' when the income became £20,000 per annum. The first boroughs to achieve the distinction were Prahran as a town, on 30th May, and Ballarat as a city on 9th September, 1870. Emerald Hill thus became a borough, and the first councillor to bear the title of Mayor was Mr. W. Thistlethwaite. The members of the Council at the time were Messrs. J. Greig, I. Finlay, C. Fausset, J. Whiteman and A. Lyell. The Town Clerk was James Eville; Surveyor, W. Smith, C.E.; Rate Collector, J. Ward.

In this year, arising out of the continued disinclination of the Hobson's Bay Railway Company to carry out its commitments, an incident occurred on 17th September when, at the direction of the Chairman of the Council, Cr. Thistlethwaite, Mr. James Minty, the engineer, was instructed to

construct a timber footway across the railway line at
Clarendon Street, during the time between the passage o£ the
last night train and that of the first train in the morning. This
work was thoroughly done, Messrs. J. Caines, T. Graham,
T. Jenkins and W. Warden remaining on the line to await
results. An engine carrying police, the engineer-in-chief, and
the secretary of the Company, came from Melbourne. On
the refusal of the so-called trespassers to go off the line, they
were taken to the police station, where they remained until
they were bailed out. Next day the offenders were charged
with trespass upon the line, and the cases were dismissed,
but Caines was fined the sum of five pounds for wilful
obstruction of the Company's officers in their duty. Action
was then taken in the Supreme Court against the Company
for damages for false imprisonment. In a test case before a
judge and jury of twelve, with Jenkins as plaintiff, damages
to the extent of £10 were awarded. This bold expedient to
enforce the right of the Council to have a roadway over the
railway line at Clarendon Street resulted in the Railway
Company subsequently agreeing to improve the road to
Queen's Bridge, and to erect a bridge costing £5,000 over
Clarendon Street. In 1862 the eastern boundary of the
township was extended as far as Hanna Street.

   At this period, as an earnest and early indication of the
remarkable establishment in later years of various industries
along the Yarra Bank from Prince's Bridge, there is notice-
able the rise of unpretentious workshops and small factories
mostly concerned with seafaring and river navigation.
Among these, boat-building, engineering, sail-making,
boiler-making, blacksmithing, ferrying were represented.
There were also the industries of hat-making, a chemical
works, the South Melbourne Ship-building Company, and
an artificial manures factory—a modest but persistent
advance guard of the varied, extensive and flourishing
industrial establishments of the present day. In Sandridge
Road also, coming from St. Kilda Road, there were evidences
of the trend towards an industrial development; e.g., a
rope-walk and a kerosene store.

Naturally, as the City of Melbourne required ample space, with the advantages of easy access and water/transport, manufacturing and distributing companies sought convenient sites for their operations along the South Melbourne river frontage. A Mr. Simpson applied for a lease of a site for rolling iron mills. The Council recommended a site south of Yarra Bank Road between Cecil and Ferrars Streets, with a lease of five years. Applications for sites for paper mills, for the manufacture of hydraulic lime, flock mills, bone-dust and artificial manure were made to the Council, also for the acquisition of two acres on the river bank for a gas works. Subject to certain conditions for protecting the river bank, and for conforming to the Health Act, most of these applications were favourably entertained. The Council objected to the Government having granted leases for sites for chemical works and skin-dressing works without consulting the Council. The ratepayers also petitioned against permission being given for the establishment of industries presumably injurious to public health. Dr. Macadam, Health Officer, on examination reported favourably on the chemical works. The Government agreed to restrict these works, and enforce the terms of the Health Act in their operations, and notified Clark, Hoffman & Co., of the sulphuric acid works, that 'if any nuisance should arise from the Sulphuric Acid Works on the Yarra Bank, proceedings would be immediately taken to compel an abatement therefrom.' At a public meeting a letter from the Company was read denying that any nuisance had arisen, and stating that the gas engendered, instead of being inflammable, was destructive to fire. The Council, while accepting the doctor's report, thought his fee of *ten* guineas was excessive.

James Fraser was granted the use of the old quarry site, part of Block 27, between Cecil and Clarendon Streets, south of Sandridge Road towards Grant Street, for the erection of a foundry and iron works. The trend of manufacturing industry had set in along the Yarra Bank.

In this year the Central Road Board was abolished, and the Road District and Shire Act came into force.

On the 2nd December, 1863, Emerald Hill, on the occasion of the opening of a bazaar, had a visit from His Excellency the Governor, Sir Charles Darling, who was accorded a hearty welcome and presented with an address, to which the following acknowledgment was sent to the Mayor and Council:

To the Worshipful the Mayor and Councillors of the Borough of
    Emerald Hill— Mr. Mayor
and Gentlemen,

I am very much obliged to you for the unexpected welcome on the occasion of my first visit to the Borough of Emerald Hill.

It cannot but be gratifying to me to find that my early efforts to be instrumental in encouraging and supporting Colonial institutions, and my participation in proceedings designed to promote the religious and social welfare of the community meet with such a cordial acknowledgment as your address conveys.

You will find, I hope, that in this respect the Past will prove but an earnest of the Future. I confidently anticipate that cordial co-operation of Her Majesty's Royal subjects which you are so good as to invoke on my behalf.

Lady Darling, who regrets her inability to be present joins with me in the assurance of our gratitude for the kind wishes you express for the health and happiness of our family and ourselves.

C. H. DARLING.

Government Offices, 7th
    December, 1863.

In the community the amenities of life were available. Means of education, religious privileges, churches, charitable and social institutions, and of recreation, sport and mental improvement were all at hand. Sea-bathing was readily available, and the South Park was becoming a pleasant and attractive resort as many improvements were made and conveniences supplied. Law and order were effectively enforced. Thus the new Borough of Emerald Hill began its career under most favourable auspices.

THE MARRIAGE OF THE PRINCE OF WALES

On 19th May, an opportunity for festive rejoicing and the public display of loyalty and affection for the Throne occurred on the occasion of the marriage of His Royal Highness, Albert Edward, Prince of Wales, and Princess

Alexandra, of Denmark. The town was decorated through-
out with flags, bunting and evergreens. A triumphant arch
spanned the road between the Golden Gate and Royal
Hotels. Rural sports were held. The military, # under
Sergeant Nimmo, fired salutes. It was the intention, as
customary at very special events, to roast an ox, a pig, and
a sheep whole on the square in front of Market Street, for
all who chose to partake. Bad weather intervened, so the
meat was cut up and served out with bread and beer.

The town at night was illuminated with transparencies
and candles, two places only being able to use gas in bright
devices. A fireworks display also enlivened the scene at
night. The two orphanages were not forgotten. Meals of
roast beef and plum pudding, fruits and sweets were liberally
supplied to the inmates, of whom 178 were at the Protestant
and 128 at the Roman Catholic institution. The loyal and
festive demonstration concluded with a grand ball at the
Mechanics' Institute. As the hall could only accommodate
200 comfortably, that number was admitted on ticket for
two hours only, giving place to another 200, who, in turn,
after two hours' dancing, yielded the floor to the last 200,
the ball concluding at 2 a.m. with a vigorous rendering of
the National Anthem.

The town was rapidly extending. Land sales in allotments
were being asked for at several places, some of which, on
account of their swampy character and the need of filling,
were not sanctioned by the Council, who considered the
Government should fill in such places before submitting
them for sale. In the early 'sixties, considerable activity was
displayed in regard to the reclamation and improvement of
the low-lying land along the south bank of the river. A
levee was in course of formation from Prince's Bridge west-
ward. Dredging was in operation and the Silt Committee
recommended that deposition of silt be made on the south
bank. The Council asked that this be done between Chessell's
slips and the Falls. A letter to the Council from the con-
tractors, 'Steam Dredge, Yarra Bank,' February, 1864, inti-
mates that they would land silt on the Bank at a distance not

exceeding 85 feet from high-water mark at threepence per cubic yard, or would undertake to fill up the road, commencing from the Falls Bridge, south to Clarendon Street to the height and width required at ninepence per cubic yard, using the measures in force by Government for delivery—small pontoons at fifteen and large pontoons at thirty cubic yards, the Council agreeing to receive the whole of the silt during the contract or until the road is completed.

The toll at the Yarra Bank was placed in operation, a toll-house being erected on the road with a connection with Moray Street, the control of the same and disposal of revenue being a matter of arrangement.

In order to assist the process of reclamation, notices were placed on the north side of the Falls Bridge, inviting those having inoffensive rubbish or material for filling to deposit it along the Yarra Bank. City merchants were also advised of this by hand-bills. A request was made to the Government that, in the vicinity of the crane erected opposite the gas works, wharves be built, and the Yarra be deepened so as to allow steamers to lie at the crane. By allowing sand for foundry purposes to be removed on consideration of three loads of filling for one of sand, additional filling material was obtained. The plan of the levee, designed to prevent inundation by the river, showed a height of five feet, and a width of ten feet, from Prince's Bridge to the railway. Owners of buildings, etc., encroaching upon this space were required to remove them. In connection with the levee, pile-casing of the southern bank was introduced. In order to drain the eastern swamp between Brighton Road and the Hill, drains, with necessary culverts, were constructed to carry off the surface water to the river. Arising out of these works the relations between the Railway Company and the Council and Work Department were not very amicable, the Railway Company maintaining an obstructive attitude.

As a possible means of affording protection against the recurrence of flood from the Yarra River, the Department gave permission to close provisionally culverts along St. Kilda Road, which it was affirmed were chiefly the cause

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of the flooding of the district from near the junction of Sandridge Road with St. Kilda Road. By these preventative measures it was hoped to remove or minimize the severity of such visitations. The day of conclusive test soon came, when, in December, 1863, a flood of unexampled severity occurred, which overwhelmed the low-lying areas along the river course. For two days there was almost continuous rain, and in addition a fierce south-west gale which helped to bank up the flood waters from getting readily away. The diverted current of water pouring across St. Kilda Road is said to have been 11 feet deep. Flowing by Albert Road through the park, the water cut a passage to the sea. Emerald Hill was isolated in a waste of water, communication being maintained by boats. At the appropriately named Floodgate Hotel, near Sandridge, a channel 16 feet deep was cut out, over which a temporary bridge had to be built to carry the traffic. Under so unprecedented a happening, the embankment on the Yarra raised in 1860 proved ineffective to prevent or withstand the inundation. There was water everywhere, amid which 'the white houses of Emerald Hill seemed to crown a green island and the buildings and shipping of Sandridge could scarcely be distinguished in the mist.' The water reached the ballast on the Melbourne railway. This widespread flood lasted almost for a week, causing great devastation and damage to property, especially along the areas adjacent to the south bank of the river, and the north-east of the district. The various industries established here received a great setback to their progress.

The Yarra Bank Road was much impaired, and the various plank roads were greatly damaged. The St. Kilda Road approach to Prince's Bridge over which the flood waters had poured with so much intensity needed much repair. Plentiful advice and many suggestions to prevent floods were made. The question of a canal was raised, and where it should be placed. A critic pointed out that the readiest way of reaching the sea had been shown by the flood—over St. Kilda Road above the Prince's Bridge, across the flats to the Bay. The surplus money from the St. Kilda Road toll would do much,

if used for the purpose, to form a substantial approach from St. Kilda to the bridge. A pleasing feature was the general refusal of the sufferers by the flood to accept relief. 'The most cheerful fact of all is that the persons who have suffered most have reliance on self-help, and when wanted will get help from their immediate neighbours.' The Mayor, Cr. W. Thistlethwaite, presided at a meeting of the Benevolent Society at Emerald Hill. Mr. B. Fyfe, the Treasurer, furnished a report of the losses between the Falls Bridge and Gordon & Company's boat-building works. The Society had given temporary relief, but many would not accept any relief. The Council was asked to vote a sum of £30 for flood relief only; and to obtain a complete return of all losses for sufferers to share in Government aid.

In February a memorial from 400 residents asked the Council to make the damaged plankways from Sandridge Road to the railway passable. Other requisitions to repair damages in the north-eastern areas were received. Under flood conditions a certain amount of subsidence took place on St. Kilda Road. A resident of that period wrote:

Emerald Hill in 1864 and for some years after was an isolated suburb; . . . the houses did not reach down from the upper part of Clarendon Street to the Sandridge Road, and there were none between that road and the river. The river bank was higher than the adjoining land, which was a marsh right back beyond the Sandridge Road, which had been constructed on it and higher up to behind the barracks to the three-chain road which connected the Hill with St. Kilda Road. As many people walked to their occupations or business in the city every day, a plank road had been erected across this swampy land. This footway was about four feet wide, built about the same height above the ground, with a handrail on one side. One of these was a continuation of Clarendon Street and another of Moray Street joined up with one which was parallel with the river bank that led up to the Falls Bridge.

At certain times of the year, owing to the marshes and damp low-lying depressions, fogs were sometimes so dense along the Yarra River and the lowlands that traffic either for pedestrians or vehicles was difficult and dangerous. Passengers freely used the hackneys of several designs; waggonettes came into use in the 'sixties, followed by Albert

cars and then by omnibuses. In 1869 Mr. F. B. Clapp, father of the well-known former Chief Commissioner of Railways, Mr. H. Clapp, instituted the Melbourne Omnibus Company. The buses gave good service at reasonable rates in the metropolis and suburbs. A few years later a site for a depot was secured near the south-western corner of South Melbourne. The route to the city was by way of Hambleton Street and Kerferd Road across Falls Bridge, to clear which the buses had to be specially adapted. The starting point in the city was Gurton's Hotel in Swanston Street, and, under the driver's supervision, the fare of threepence had to be placed by passengers in a glass-fronted box inside the bus.

In 1865 considerable excitement was caused in Melbourne by the arrival of the steamship *Shenandoah,* flying the flag of the Confederate States. The vessel, which anchored not far from the Sandridge Pier, was an object of intense curiosity to the public. Her injured propeller was repaired in the slip at Williamstown by the Langlands, of South Melbourne. After a stay of about three weeks, she departed to resume her piratical career against American ships. Her visit caused international complications, for which Great Britain had to pay as indemnity a considerable sum.

In 1864 Mr. J. Nimmo resigned the office of Surveyor on receiving an appointment elsewhere. He had been a very active councillor and zealous officer for Emerald Hill, and at a meeting where Mr. R. S. Anderson presided, Mr. Nimmo, on departure, was presented with a valuable gold watch and a laudatory address.

As a result of the flood the swamps and waterholes had been filled, and the exhalations from them proved objectionable and menaced public health. Strong efforts were made to remedy this. The Council obtained silt for filling from the Yarra Bank at a penny per cubic yard. The proposal to construct a road from Sandridge to St. Kilda was approved, each Council to do its own share and the Defence authorities to lay down the Military road.

The necessity of having a local Building Act to exercise more control over structures and secure uniformity in

methods was advisable, and steps were taken to secure this. Like all early colonial towns, which sprang up almost haphazard within a few years under unusual conditions and scant supervision, Emerald Hill had few houses with architectural pretensions, insignificant little dwellings being next to houses of more substantial build. Weatherboard, iron and brick were used in the erection. In 1855 the Town Clerk had complained to the Council of the manner in which people were cutting up and re-selling land east of Moray Street, recently sold by the Government. The action was likely to inflict hardship on the purchasers and cause trouble to the Council. There was evidence that the Town Clerk's statement was accurate. Demands for land sales were repeatedly made in places as yet unsuitable for residential purposes. In 1861-2, between Brighton Road, Park Street and the Three-chain Road, requests were made for sales on the St. Kilda front, but the Council was unable to do the necessary filling up and the Lands Department refused to do it. In the vicinity of Eastern Road also the Council was agreeable to the sale of land if the Department would make arrangements for filling the low-lying area. The following letter throws some light upon the difficulties and drawbacks attendant on street construction in the early days:

44 & *46* Bank Street East Emerald Hill. 25 th April 1864. To the Worshipful the Mayor and Councillors! of the Borough

of Emerald Hill.

Gentlemen,

Finding that I will have to alter the Fence in front of 44 and *46* Bank Street East, rendered necessary by the late excavating operations, I respectfully wish to know if the experiments in Civil Engineering on that unfortunate street are brought to a close, and if the Permanent Level has been *found.* It is now some eight years since I erected a House in Bank Street. It was then supposed to be an elevated part of the Hill, but when your honourable body took in hand to form the street,, the residents found otherwise, as it had to be filled up. A few months after this first formation, the pavements got an extra foot in height added, while from some unexplained cause Drainage had not been made for the surface water and we were left for many months in the year with a large and stagnant pool at the intersection of Bank and Moray Streets.   Time wore on and many changes took place in

your honourable body, and I presume the new Councillors bringing a greater amount of wisdom to the Table, and no doubt thinking their predecessors had been in error in the formation of Bank St., gave forth the fiat that it should be altered; but this time there was as much to be taken off it as it had been previously heightened. This as a matter of course was done. About a month after alteration No. 3, another eight inches was taken off the pavement. This time on making enquiry I was told *it* was the Permanent Level. Another month elapsed and another onslaught was made upon this doomed street, through a dispute between the Contractors and the then Surveyor. This was to be the finishing touch. But no. Your honourable body must have a slice off the pavement, and opposite my door it is again lowered one foot. This last alteration seemed to me uncalled for. Nobody except a Councillor can see where the improvement is. The Footpath had just got into that state that people could get home on a wet night comfortably; but now we have the prospect before us this winter, to trudge along it ankle deep in mud, certainly no novelty to the residents in this quarter. This is a short history of the *improvements* (?) on a short street in the Model Municipality; and from it I think it is time to ask your honourable body if the Permanent Level has been *found* not fixed., etc., etc.

..........I am, Gentlemen,

Yours respectfully,

WM. MOORE.

The writer's sense of humour was evidently some relief to the irritation caused by the uncertainty in determining the level of the street.

The abiding dispute as to the partition of tolls fees on the Sandridge Road was left for arbitration. Another subject perhaps making itself more apparent, owing to so much surface water remaining, was that of the manure depot west of the railway line, used by Emerald Hill, Sandridge and St. Kilda. Sandridge made a claim to have the exclusive right over the site. A conference from the three Councils was arranged, which came to nothing, but the nuisance remained.

Under the prosperous conditions of the colony in the 'sixties Emerald Hill made substantial progress in its civic life. In the year 1865, on 6th September, occurs the first notice of the opening of a much-needed convenience, in the National Bank of Australasia at 114 Clarendon Street, Mr. James M. Campbell as manager. A South Melbourne Building Society is also mentioned under the name of

Emerald Hill, Sandridge and St. Kilda Building Society, Coventry Street. In January, 1867, permission was given for a Pound to be installed, and the Market site was gazetted on 6th August.

DUKE OF EDINBURGH'S VISIT, 1867-8 The years 1867-8 are memorable in Australia for the first visit of a scion of the Royal Family to the colonies. The presence of His Royal Highness Prince Alfred, Duke of Edinburgh, who arrived on 23rd November, 1867, at Sandridge, in H.M.S. *Galatea,* aroused a wonderful demonstration indicative of the unfailing loyalty and deep-seated regard for the throne. In no part of Australia visited was this more manifest than in Victoria, and the City of Melbourne and provincial centres spared neither time, money nor trouble in welcoming the Prince in a never-ending succession of ceremonial and public functions. On 25th November the formal landing was effected at Sandridge, where the Duke of Edinburgh was met by the Governor, the Ministry, Members of Parliament of both Houses, Naval and Military officers, and an eager and enthusiastic concourse of people.

As the Prince's barge, flying the Royal Standard, drew off from H.M.S. *Galatea,* salutes were fired by the vessel and by the *Victoria* anchored close at hand. A guard of honour from the 14th Regiment made an avenue from the landing stairs to the carriage in waiting. The Prince was welcomed by the Mayor and Councillors of the Borough of Sandridge, an address being presented and replied to. The children sang the National Anthem, and a guard of honour from the Naval Brigade presented arms as the Prince entered the 'coach-and-four' with His Excellency the Governor, followed by Mr. Eliot Yorke, the Prince's Equerry, and Major-General Trevor Chase. Then came the personal staffs, members of the Government, Royal Reception Committee, members of the suite of His Royal Highness and of His Excellency the Governor, etc.—an imposing cortege of fifty carriages, escorted by the Volunteer Cavalry Force.

This first function being satisfactorily carried out, the procession moved off down Beach Street and Bay Street, with keenly interested spectators thronging the route. The procession turned off at the Fountain Inn to Emerald Hill. Here 'the triumphal arch was an eminently handsome one and bore inscriptions of welcome.' The arch was designed with a central main arch with two smaller ones at the side on pedestals. 'Welcome to Victoria' and 'Welcome Sailor Prince' were on one side. On the other—the Hill side— was a device of the Crown and Lion, with the Prince's motto: 'Treu und fest.' The whole was ornamented with scrolls, intertwined letters, wreaths, anchors, dolphins, etc., tastefully arranged. On the platform were the words 'Prosperity, Peace, Welcome.' The girls were nicely dressed in white with blue sashes, and the boys were also blue-ribboned. Under Mr. T. Ford's conducting they sang the National Anthem heartily. The Mayor of the borough, Cr. W. Thistlethwaite, in his robes, presented the address as follows:

To His Royal Highness Albert Edward Alfred, Duke of
    Edinburgh, K.G., K.T., etc. May
it please your Royal Highness:

We, the Mayor, Councillors and Burgesses of the Borough of Emerald Hill, greet you with a heartfelt welcome to the shores of Victoria as a Prince of great promise, and as the son of our beloved Sovereign, for whose throne and person we feel the most devoted attachment, whose beneficent reign has contributed largely to the peace and prosperity of the British dominions, and whose many virtues and bright example have shed a lustre around them well calculated to inspire the Sovereigns of the World with high, pure and noble impulses.

"We sincerely trust that your sojourn among us may be pleasant, and, when completed, that the good ship *Galatea* may convey you safely to the dear old land where we pray God you may be long spared as an ornament of the Royal Family to which you belong, and that Nation, for whose physical, social and moral welfare the late lamented Prince Consort, your gifted and noble father, laboured with unexampled and untiring assiduity.

To which the Prince fittingly replied:

I thank you for this hearty welcome you have given me, for the loyalty which you express to Her Majesty, as well as for your kindly feelings towards myself. I am also grateful to you for your good wishes

and prayers for my safe return home; nor can I be unmoved by the allusions you have made to the high example set before me by Her Majesty and my father.

   To the Mayor, Councillors and Burgesses of Emerald Hill.

After this ceremony, the singing of the National Anthem, and tumultuous cheering, the procession, augmented by all the Friendly Societies of the borough in full regalia, proceeded on its way amid the greatest enthusiasm of the 30,000 people eager to show their loyalty. The reporter's comment is: 'The Hill more than maintained its ancient prestige.[5] He adds: 'The Prince had now come to a part of the road (Sandridge Road) where there were no houses, but Prince's Bridge and Melbourne loomed in the distance and the scene rapidly increased in interest.' Delays were trifling, the marshals were efficient in their duties and the road was well kept by the police. The angular corners at the approach had been rounded off for the occasion. At St. Kilda Road the boys of Wesley College and of two private schools, dressed in dark grey suits, presented arms with carbines. At the Immigrants' Home the females were accommodated with seats on the raised ground to view the Prince go past. The men were allowed parole until 10 p.m. and permission to attend the Free Banquet if they so desired. Of a sum of £300 devoted by the Melbourne Council for distribution to necessitous families, Mr. Greig, Superintendent of the Home, was entrusted with the distribution of £150, which his long experience would enable him to disburse to the greatest advantage.

   Approaching the city, the Prince's Bridge, which was kept free from traffic, was passed over at a trot. 'In front the city seemed fringed with the colour of its flags.' The Prince and his escort entered the Metropolis, and in his train were the Judges, Members of the Legislative Council, Members of the Legislative Assembly, the Vice-Chancellor of the University, the Mayors and Councillors of Emerald Hill and Sandridge. This information in regard to the etiquette of participation in the procession was supplied to the Town Clerk in reply to enquiries thereon: The Council could take part in the Procession to the City in two carriages, each

drawn by two horses, in the place and in the order allotted by the Marshal. The Mayor and Town Clerk should wear robes, the attire to be morning dress, black or blue frock coat, black hat, with gloves or* any colour. The City of Melbourne was gaily transformed with triumphal arches, draperies, streamers, flags, floral decorations, festoons and foliage. At night, brilliant illuminations and attractive transparencies enlivened the scene.

In the suburbs, the display at night was not so evident, the great occasion having passed. In regard to Emerald Hill, the report is: 'The most effective illumination in the Borough was that at the Chinese Joss House, where a bright star blazed in gas, and some large coloured lanterns were also lighted'; the motto being—'Suyup welcomes Prince Alfred.' Altogether the visit of Prince Alfred was an impressive event which marked a 'red-letter day' in the lives of the community.

On 14th August, 1868, the Council was informed by the Treasurer, Melbourne, that £43,406 was available for distribution among municipalities, less a deduction calculated upon returns closing 30th June, and dependent upon the dates of creation of the municipalities. For those dating from 1855 a deduction of 75 per cent, would be made. Statements of rates, accompanied by statutory declarations by Chairman and Town Clerk were due.

SOUTH MELBOURNE UNITED FRIENDLY SOCIETIES' DISPENSARY

In the early days of Emerald Hill, as previously mentioned, Friendly Societies, so important a feature in the old land, had been introduced in the new, several distinct lodges of the Orders of Foresters and of Druids being formed with due ceremony

In connection with the medical benefits derived from membership, Mr. H. Fowler, a member of the Lodge 'King of the Forest,' A.O.F., on 7th September, 1868, moved that an endeavour be made to obtain medicines for all members of Friendly Societies.

A conference of Societies was called, which approved of the proposal, and formed the institution known as 'Emerald Hill United Friendly Societies' Dispensary,' which began operations on 1st February, 1869, at 44 East York Street. At a meeting of delegates of lodges at the Mechanics' Institute on 7th January, the first constitution was duly adopted, and the institution registered under the Friendly Societies' Act. The lodges of the original constitution were:

The Royal Oak Lodge...........................	Druids
Court Prince of Wales	Order of Foresters
,, Clarendon	,, ,, ,,
,, King of the Forest	,, ,, ,,
Duke of Edinburgh Lodge	I.O.O.F.
Emerald Hill Lodge...............................	M.U.I.O.O.F.
Sons of Freedom Lodge........................	G.U.O.O.F.

The membership of the combined lodges numbered 873. The Dispensary had some difficulty at first in establishing itself, owing to the hostility of doctors and chemists, who opposed its formation. This initial difficulty being soon overcome, the Dispensary had a successful career. The first committee, pioneers of the movement, were Messrs. John Boyd (ex-Mayor), first President} Henry Fowler, who for forty-seven years ably performed the secretarial duties} J. F. McCarron, F. M. Garside, W. Rayson, J. Bracken, Thos. Ruddick, S. Storey, G. Steven, J. Maxwell and A. Sproule.

The foundation of this institution is important as being the first of its kind known, and setting an example which has been widely and successfully followed in connection with Friendly Benefit Societies. In a few years, with steady expansion, new premises were necessary, and on 11th October, 1875, a new building was opened at a cost of £1,431, of which £287 was raised by a bazaar, the balance by contributions from the united lodges. With continued progress a block of land was purchased in Park Street in 1904. With increase of population and membership a more capacious building was necessary, and the present handsome and convenient Dispensary was formally declared open on 25th

September, 1908. Under the practical economic manage-
ment which had been so evident from its foundation, the
institution was clear of debt on 14th November, 1914. A
pleasing ceremony in commemoration of the establishment
of the first U.F.S. Dispensary in Australia took place on
Sunday, 21st March, 1937, when a memorial flagstone was
unveiled on the original site at 95 York Street, South
Melbourne, by John Baragwanath, Esq., J.P., Past Presi-
dent 5 the united lodges numbering 34 and the members
5,175. The memorial stone was formally committed to the
custody of the Mayor of the city. The inscription on the
stone is as follows:

On this site
The First
United Friendly Society's
Dispensary in Australia
was established in 1869.

Mr. Hendon, President of the United Friendly Societies'
Association, was present, and in his address stated that there
were thirty-three dispensaries in Victoria, having over
129,000 members and 300,000 dependants. It is interesting
to note that the site above-mentioned was next door to the
historic 'Hit or Miss Hotel,' where the 'Local Committee'
originated.

Another institution which has had a long and very useful
and successful career is the National Agricultural Society of
Victoria. This Society originated from a much earlier one,
the Port Phillip Farmers' Society, which held its shows in
grounds situated on Sydney Road, but its interests became
widely decentralized, and in 1870 the Society came to an
end. However, out of its connection arose the National
Agricultural Society, which in exchange for the grounds on
Sydney Road, was able to obtain Show grounds on the St.
Kilda Road, south of the Military Barracks. Here the
Society remained and held its Shows for many years. With
the enhanced value of land and need of space for building
purposes, in the 'eighties, public opinion in South Melbourne
favoured the removal of the Show Grounds to a less-

populated area. Petitions were presented asking for its removal, and in 1883 the Society moved to the site it now occupies for its excellent Shows at Flemington.

The census of Victoria was taken in 1871, and according to a return forwarded on 1st May to the Emerald Hill Council by Mr. E. Clark, enumerator of Sandridge, the steady growth of population at the Hill had been as follows:

Population of Emerald Hill—18J4	3,504
1857	6,419
1861..................	8,814
1871..................	17,108

Of the last number, 8,448 were males, 8,660 females.

In 1872 there was a proposal to construct a bridge at Spencer Street, but it was not entertained, as at the time there was no possible chance of its construction. A useful accessory to the Market was the weighbridge, which was ready for leasing in July, a scale of charges, and conditions for the lease, use, and control being drawn up by the Council.

As early as 1859 Mr. G. Martin had received permission to place a weighbridge at the corner of Clarendon Street and Sandridge Road, at a rental of £10 per annum, and conditionally on the dues charged not to exceed those of the city. The approaches to the bridge were to be kept clear, and to have a good light after dark. Removal was allowed at three months' notice. After operating for a year, Martin, finding that the weighbridge was not profitable, was permitted to remove it. He offered to sell it to the Council at half the cost. Later, Wright and Edwards sought permission to erect a ten-ton weighbridge in Moray Street north.

The provisions of the Municipalities Act had specified that when a borough had an income of £10,000 per annum it reached the dignity of a town. Emerald Hill, in its consistent growth, had now the fitting qualification for the status, and so became a town by proclamation on 1st March, 1872. At this time the boundaries of the Town were: On the north by the Yarra Yarra River, east by St. Kilda Road, south by Hobson's Bay and Albert Park, west by Pickles and Boundary Streets.   The area of the town was 2,292

acres. The first elected Mayor of the town was Mr. John Nimmo, Mr. James Eville was Town Clerk} Sydney W. Smith, C.E., Surveyor^ William Tope, Valuer and Collector} George Ellis, Inspector of Nuisances} James Tribe, Inspector of dogs and goats and Foreman of Works} T. H. Rayment, Lessee of Markets} P. Reardon, Poundkeeper. Bank: Branch of National Bank of Australasia} Sessions, Court House, Cecil Street—Clerk, James Robertson} Electoral Registrar, James Eville} Health Officer, Dr. Haig.

The Council met at Dorcas Street Council Chambers on alternate Mondays at 7.30 p.m.

Charles J. Tapp, an old resident, recalling the 'sixties and 'seventies, says:

I remember many industries on the south bank of the river, when there were no wharves.

John Sinclair, between the present site of the large crane and the falls, carried on extensive engineering works. They built the paddle steamer *Gem* about 1868.

Years after, the Yarra Boiler Works had a place thereabouts and employed many hands. They built the small steamers *Ceres, Acheron* and *Queenscliff,* and put together a small paddle steamer imported in parts and named the *Moyne.*

Langlands built the *Caisson* for the Alfred Graving dock, at Williamstown, about 1874.

"White & Orr, and Duke's had dry docks, still at work; and Robinson Bros, built 10 locomotives at Moray Street Extension, now Queens Bridge Street.

Campbell, Sloss and McCann—The Albion Engineering Works'— in the same locality, constructed *The Lady Loch,* at the works on the Saltwater River.

In 1874 the Council adopted a new common seal for official use.

MUNICIPAL GROWTH AND EXPANSION

IN November, 1875, the Council was asked by residents to survey and resume for subdivision for building purposes the land alienated west of the railway line beyond Park Street to the Military road. The Department of Lands furnished a plan showing the Military Reserve, also the reserves apportioned on permissive occupancy to St. Andrew's, St. Patrick's, Protestant Alliance and Hibernian Australian Catholic Benefit Societies, the conditions on which they were originally granted being for use *for almshouses, and recreative and benevolent purposes.'

The town at this time was fast expanding outwards. Southward, a better class of residence was appearing. Eastward, many blocks had been unwisely subdivided into small sections, laying the foundation for much congested areas of habitation still so evident at the present day. Cr. J. Greig, just a few years before, had written to the Council concerning a subdivision of allotments in east Moray Street. He pointed out that in a sale by a Mr. De Carle, a range of allotments fronting Raglan Street, and an equal number fronting Little Raglan Street, 'had each a frontage of 12 feet 3 inches an allotment, *without any right of way at the back.*[3] 'What provision for either health, cleanliness or decency is in such an arrangement?' he pointedly asked. There were other cases similar, where unscrupulous persons, for greed, created conditions for habitation regardless of any consideration for the welfare of tenants.

The fine wide streets on the Hoddle plan, with commodious footpaths, characteristic of Emerald Hill, were gradually approaching good formation, their extensions being still in the process of making. Lighting, mostly now with gas, was much improved, and water service was general. The means of transport by rail and by road with buses, hackneys, coaches, etc., were convenient and progressive. In the early years of municipalities new corporations were

greatly assisted by timely grants or subsidies from the
Government, supplementing the revenue derived from rates.
This enabled a moderate rate of 1/- in the pound to be made
on rateable property. The growth of the town, and the
many claims made in its development and services, were
greatly in excess of the revenue, so that, in 1873, the Council,
in order to construct public works, after overcoming some
opposition to the scheme, negotiated a loan of £25,000.

In 1876, the road from Ferrars Street was extended to
St. Kilda, a work of great utility. Land subdivided in build-
ing allotments found ready sale, and extended a desirable
residential area past Albert Park.

An important outcome of the municipal conferences from
time to time was the recommendation by a conference of
metropolitan delegates of the municipal corporations called
to consider the question that a Metropolitan Board of Works
should be established. The report affirming it was submitted
to the Melbourne City Council on 26th October, 1876. It
provided for representation on the Board by municipalities
on the basis of valuation, e.g., Emerald Hill, with a valua-
tion^ £117,220, would have two members, who were to
be elected for three years. The report stressed the necessity
of such a Board in connection with drainage, sanitation, gas,
water, tolls, trams, rivers, swamps, noxious trades, parks
and hackneys.

The Municipal Association was formed in 1879, Emerald
Hill having one representative on the Council for the
district section in which it was included. The objects of the
Association were to watch over and protect the interests,
rights and privileges of municipalities, to take joint action
when necessary to secure legislation, and to promote
municipal government.

The Council were finding that the chambers occupied by
them, with the great demands made on the town's rapid
growth, were inadequate, and not commensurate with the
importance of the town, which was regarded as one of the
most progressive and enlightened of the metropolitan cor-
porations.

Police Station and Courthouse,   1880-1928,   Town Hall Buildings.

Now Baby Health Centre, South Melbourne.

St Vincent Gardens.

The Hon. George Higinbotham.
Chief Justice of Victoria.

The Hon. John Nimmo, M.L.A.
First Surveyor of Emerald Hill.

(From 'Victoria and Metropolis,' Sutherland.)

For many years it had been recognized that the grant of the central block for occupation by the Orphan Asylum had been a mistake. On several occasions it had been suggested that the Asylum should be removed to some country place with open spaces and healthier environment. The proposal had been refused by the Government, but was again put forward with the object of leaving available the central area as a site suitable in every way for the erection of a new and commodious Town Hall in accord with the dignity of the town. Since 1856, when the Council had first made the-suggestion for removal, and the Orphanage had refused to comply with the Council's request to construct a right-of-way or throroughfare between the east and west of Bank Street, mutual relations had not been cordial. When the Council, in 1877, again asked for the removal of the Orphanage, as the outcome of a great public demand, its supporters held indignation meetings denouncing the pro-posal and making strong protests to the Council against removal. They urged the erection of a Town Hall on the national school site. However, in spite of opposition, after some time the Council's request was granted. An Act of Parliament was passed, which enabled the Council to acquire the land upon which the Town Hall now stands, the adjoin-ing area in the block being devoted to building purposes. The Orphanage was transferred to a new site at Brighton, and received £90,000 in compensation. The area within Clarendon, Dorcas, Cecil and Park Streets, exclusive of the Town Hall, Post Office and Police Station sites, still remains as the property of the Orphanage, which receives a sub-stantial income from the area let on leasehold.

With the acquisition of the site, preparations were made for plans and specifications for the Town Hall. To meet the cost of erection, and provide for general works, it was expedient to float another loan of £90,000, a portion of which was to discharge the first loan. This was satisfactorily effected. A draft lease of Courthouse, Police Station, Lock-up, Post and Telegraph offices was forwarded, to be operative when the Council had completed the purchase of the land under the Transfer of Land Statute.

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In this period of the 'seventies in Victoria, political matters were in a very troubled state. Ministry followed Ministry. The Protectionist Party had made great headway and, under Graham Berry, ever ready to take occasion by the hand, 'class differences were bitterly fomented,' Graham Berry, incensed with the Legislative Council for upholding the principles of constitutional government and parliamentary practice, when again returned to power on a wave of popular clamour and excitement, as a retaliatory measure against the Council, whom he classed as capitalists, on 8 th February, 1876 ('Black Wednesday[5]), gazetted the dismissal in wholesale manner of the heads of departments, police magistrates, County Court officials, and subordinates supposed to have anti-ministerial tendencies.

In addition to the hardships inflicted on public servants by this arbitrary and cruel proclamation, the vindictive Act, framed on the plea of want of money to pay public servants, came as a painful shock to public confidence and credit. The immediate results of the arbitrary policy pursued, and of what was characterized as the 'Berry Blight,' were panic and alarm and apprehension of what was to follow. There were stagnation of business, immediate depression in stocks, depreciation in real estate, and a rise in interest. The threats of an unscrupulous Ministry intensified the situation. In the paralysis of activities, workers were dismissed. Two or three thousand unemployed held meetings. The complaisant Governor, Sir George Bowen, was alarmed and cautioned the Ministry against further designs.

This painful incident caused a check to Victoria's progress, weakened public confidence and credit, and fostered mistrust and class hatred. Work had to be found for the unemployed, and part of the labour utilized was for the immediate benefit of Emerald Hill, when the Government, in 1878, undertook the formation of Beaconsfield Parade, next to the Military Road along the sea-front from Sandridge to St. Kilda, displaced the Batteries, and filled up the many swamps and waterholes in Albert Park and Middle Park. The embankment of the railway connection between St. Kilda and Windsor passing through Albert Park was also

demolished, the material being used for filling. Altogether, about £30,000 was spent in relief work in the locality, very-much to its improvement. About £8,000 had been expended on the Military Road. In May a petition of residents had been presented to the Council for park improvement, requesting drainage of the swamp area and Conversion of the present unsightly and malodorous swamp into a picturesque and healthy boating course.' Relief work partly removed this swampy condition.

THE NEW TOWN HALL

In the year 1879, everything being now in train for the erection of a stately Town Hall, the ceremony of the com-mencement of the building was performed on 27th March by the Mayor of Emerald Hill, Mr. John Boyd. The occasion was made one of rejoicing and jubilation. A dinner was given to some three hundred guests. The ceremony took place at 4 p.m. in the presence of a large assemblage of residents and guests. A platform had been erected, from which the speeches were made. At the dinner, among the chief guests were Major Smith and Messrs. John Woods and James Service, M'S.L.A., who all spoke on the occasion. 'Major Smith,' says the *Argus,* 'zealously extolled Mr. Berry, Major Smith himself, and the Ministry generally.'

'The great feature of the banquet was the enthusiastic ovation given to Mr. Service.' Mr. Nimmo responded to the toast of Parliament. When the 'Chairman proceeded to call on someone to propose the next toast, he was not allowed to proceed until he had given the assurance that Mr. Service would speak in a few minutes.' Mr. Service proposed 'The Harbour Trust, and Trade and Commerce,' which was responded to by the Harbour Trust Chairman, Mr. Lorimer.

For the Town Hall, designs had been called, the cost to be limited to £20,000. That of Mr. C. Webb, architect, Collins Street, was chosen, and Messrs. Gillow and Treeby were the contractors at the price of £20,228, which, owing to alterations, etc., was increased to £23,500. To the cost, the Government contributed £2,500 in cash, and authorized

a Bill to enable the Council to sell the land and buildings then in occupation. Directly and indirectly, the Government contributed to about half the cost of* the new Town Hall, which the architect considered would be completed in fifteen months.

On 30th June, the opening of the Town Hall, which had been completed within the time specified, was celebrated in a fitting manner, the interior being tastefully decorated. The opening functions included a grand ball and concert and a luncheon. Unfortunately, the weather was most unpropitious, being extremely cold and showery. The Mayor, Dr. Iffla, proclaimed the hall open in the presence of a large and influential gathering.

His Excellency the Governor, Marquis of Normanby, with his aide-de-camp, Lord Henry Phipps, was present on 1st July at 9 p.m., when the dancing commenced to the strains of Chapman's band. The supper, under the capable care of W. Thomson, was excellent, relays of 150 guests at a time being attended to. A guard of honour which had been supplied for the Governor's reception, after being on duty in the cold for some considerable time, caused a welcome diversion owing to mistaking a signal, and marched in to the supper table and took their seats. The incident provided the opportunity of bringing the supper to an end.

The Certificate of Title for the Town Hall site was received on 24th June, 1880.

The Town Hall is° an imposing building, elaborately ornamented, with a graceful spire rising from its centre, the whole making an attractive balance and proportion. It is in two stories, each 16 feet in height. The front to Bank Street is 202 feet, with 54 feet return front to the east, 125 feet to the west. The portico has six fluted Corinthian columns. There is a refreshment room 57 feet by 31 feet, a Council Chamber 50 feet by 32 feet. On the west corner the Mechanics' Institute is situated, the lecture room being *65* feet by 32 feet. On the first floor is a reading room 45 feet by 32 feet, a members' room 32 feet by 18 feet 9 inches, a ladies' room, chess room, smoking room, and classrooms.

The east wing housed the Post and Telegraph Offices, with a postmaster's residence of five rooms. Behind these were the Courthouse, Sergeant's residence, five cells and police quarters. The Public Hall, 130 feet long by 60 feet wide, is 40 feet high, with a gallery at the south end, an extensive platform, retiring rooms, and a recess for an organ. Corinthian pilasters on pedestals are around the walls. There is a fine covered and moulded coffered ceiling, with carved drop pendants at intersecting beams with coffers. Nine circular headed windows provide lighting on each side.

The exterior has a basement of dressed bluestone, a panelled and arcaded parapet well ornamented. The portico has a front of 45 feet, with bluestone steps. There are six fluted Corinthian columns with pediments, and a tympanum shows the coat of arms of the city. Over the vestibule rises a handsome tower, with three stories, 125 feet in height from the ground to the base of the flagstaff. The. first story had Corinthian columns, the second a large clock in four sides, with pediments, capitals and ornaments. The third story is octagonal; four faces, with circular heads, are louvred and open. The top of the tower is domed in two stories, with a flagstaff 15 feet high.

The handsome clock in the tower was designed by Mr. C. W. McLean, C.E., and bears an inscription with the names of Mr. W. J. Mountain, Mayor, and eight other councillors, F. G. Miles, Town Clerk, the designer, the date, 24th May, 1881, and the name of the maker, T. Gaunt.

The fronts of the Mechanics' Institute and Post Office have handsome circular-headed doorways between fluted columns. A Mansard roof surrounds each wing. The apex has iron cresting. The whole design is harmonious and pleasing.

At the completion of the Town Hall, the Mechanics' Institute and Post Office occupied the respective Bank Street corners, whilst the Fire Brigade and the Courthouse and Police Station were accommodated respectively at the northern corners of the building. Although, as necessity required, alterations, adaptations and repairs have been made

from time to time to advantage in the Town Hall, the general design, as described, has not been materially altered. On 29th April of the previous year, the severance of the area commonly called the West Beach from the St. Kilda municipality, and its addition to South Melbourne, had occurred, the southern boundary thus reverting to Fitzroy Street, making the area of South Melbourne 2,542 acres. Starting from the South Melbourne boundary in a southerly direction along the beach to, and including Kenney's Bathing Ship Baths, the boundary of this West Beach area extended from there to the Esplanade at the intersection of it with the centre of Fitzroy Street, then along to that street's inter-section with the centre of Brighton Road; thence to the intersection with the former boundary line of St. Kilda with Emerald Hill, then westerly and south-westerly to the commencing point. The residents of West Beach had con-sidered the change to be beneficial *to* their interests. Apropos of this change, at the opening of the South Melbourne Town Hall, to which the Mayor of St. Kilda had been invited, a letter in apology for non-attendance had been received from the Mayor of St. Kilda, as, in consideration of this annexa-tion, to which he had been strongly opposed, he could not consistently be present at the Emerald Hill function, when, as the Mayor further explained, that Corporation 'was taking away from St. Kilda all the Park lands including cricket, football and bowling grounds.' However, with a swing of popular sentiment, this area at West Beach, on 27th February, 1882, by the wish of its residents, was again joined to St. Kilda municipality. In the necessary adjust-ment of accounts, Emerald Hill claimed the sum of £1,011/8/7, afterwards amended to £1,361/15/7, an amount disputed by the St. Kilda Council. After some futile discussions, it was wisely decided to refer the matter for decision to the Mayors of the two municipalities, with the result that Emerald Hill, on 23rd August, 1883, accepted £950 in settlement of her claim, the amount of rates collected since February, 1882, being left in the hands of the Minister of Public Works for fair apportionment.

Settlement and population alike were steadily growing towards the sea-front, the Council having had a busy time in draining the area, levelling the surface, coping with sand drift, and making roads, as well as improving the frontage.

INTERNATIONAL EXHIBITION, 1880

Another event of very great importance, both to the City of Melbourne and the whole of Victoria, was the holding of a great Exhibition. The idea had arisen from the Paris Exhibition of 1878, in which year Parliament endorsed the proposal.

Previous exhibitions had been held in Victoria on five occasions, the first, in the Exhibition Building in William Street, Melbourne, of exhibits assembled for the Paris Exposition, 1855, and the second in the same building, for an Exhibition at London in 1862. The others, of more pretentious character, were held in an annex at the rear of the Melbourne Public Library; the first of these, an Intercolonial Exhibition, in 1866-7, and the two others in 1872-3 and 1875 respectively being preliminary to exhibitions in London and in Philadelphia.

Following the example of Sydney, the Melbourne authorities determined, in view of the abounding prosperity, to hold a similar Exhibition on an extensive scale.

The foundation of the Exhibition Building was laid in. 1879, and the present imposing building in the Carlton Gardens, at a cost of £246,000, was built, the Melbourne International Exhibition being opened by His Excellency the Marquis of Normanby, on 1st October, 1880.

As a result of wide publicity throughout the world, there was a free response, not only from British but from other countries, twenty-six of the latter contributing exhibits characteristic of their respective products in industrial and cultural developments. During the seven months the Exhibition was open, 1,330,000 visits were made to it. It showed that Victoria had indeed become a manufacturing State; provided practical standards for comparison and improvement in methods; showed the quality of colonial

products, and how in design and execution they might be better turned out.

The success of the Exhibition was very gratifying, the products of Australia being displayed in their great diversity and utility to the many overseas visitors interested in establishing mutual commercial intercourse.

The Commissioners, in their report to Parliament, summarized the results in the statement 'that the commercial, social and educational results of the Exhibition have been most satisfactory; that it has taught the people of the Colony much of which they were previously ignorant, and that it will make Australia better known throughout the world.' This was indeed true, and the great display had a stimulative effect upon the rising manufactures of Victoria, in which, and from which, South Melbourne perhaps more than any other suburb profitably shared advancement.

The resultant intercourse and commercial exchanges with other nations were of the greatest advantage to Victoria in making known its resources and in cultivating more extensive trading relations.

A centenary event of some importance was the commemoration of the introduction of Sunday Schools by Robert Raikes. Celebrations were held at South Melbourne in the Protestant churches, and a combined service of song was conducted in the Town Hall, the use of which was freely given; one-half of the net proceeds of £30 being handed to the Ladies' Benevolent Society. Towards the end of this year, owing to the death of Mr. James Eville, who had been Town Clerk for twenty-five years, a change took place in the appointment of Mr. Frederick George Miles, as successor in that important office, at a salary of £400 per annum.

One other event was a feature in this important year. That was in September, 1880, a recurrence of flood in the Yarra, following a very heavy and continuous rainfall and driving south-west gales. Mr. F. G. Miles, the Town Clerk, on inspection from the Falls Bridge, perceiving that the low-lying areas were about to be inundated, took steps to have the alarm sounded by the bellman at Hanna and

Moray Streets, and gave warning of the impending inrush of water. The warning was unheeded until at night-time many had to seek safety in boats. Next day the water in Ferrars Street had reached a point near City Road. Although warned of the danger a headstrong youth, in a cart, drove into Ferrars Street, and, reaching Buckhurst Street, where the current ran swiftly, his horse missed the roadway, mounted the footpath, where it sank in a deep hole. The driver, clinging to his horse, disappeared from sight, his body being afterwards recovered.

Arising out of this unfortunate accident, legal action was taken against the Council. The case was heard before Judge Higinbotham, whose verdict was that although the man had been warned by the crowd near Buckhurst Street, that did not absolve the Council from the responsibility of giving official warning to people at points where danger existed. The amount of £1,000 damages was awarded to the widow, and £300 to the reckless driver's child. The Judge's finding, under the circumstances, created much surprise and criticism. The costs to the Emerald Hill Council amounted to £2,000. On the whole, although the flood was serious, the alleviative measures taken at Prince's Bridge and along the river course modified its severity. An account rendered to the Council for boat-hire (£1/12/-) was significant of an unusual need.

The year 1880 was marked by a cessation of party strife in Parliament. Payment of members was an accepted fact. The Exhibition had served in a measure to give the rival parties a common interest, placating in character. Mr. James Service, whose ability, straightforwardness and integrity had distinguished him as a councillor at Emerald Hill, carried the same virtues into his Parliamentary career. On Berry's defeat, Service formed a Ministry, which was short-lived, as also was Berry's third Ministry, when Bryan O'Loghlen, with the slogan of 'Peace, progress and prosperity,' came into power. In this decade, Victoria certainly made substantial progress, in which South Melbourne had a share in considerably extending her industrial activities, and augmenting her population.

For the year ending 30th September, 1881, a return furnished to the Emerald Hill Council showed that the estimated receipts were £24,389/12/6, the value of rateable property £175,138, revenue £15,224/12/6, rate 1/9 in £, and the expenses £24,389/12/6. How great had been the expense involved in transforming the chain of swamps, marshes and low-lying areas originally surrounding Emerald Hill into habitable land may in part be gauged from a return submitted to the Council by Sydney W. Smith, Town Surveyor, which reveals that during the period from the beginning of the borough up to 1881, the cost of filling to permanent levels in streets of areas sold by the Government, with no provision for so doing, amounted to £35,364-. The amount expended in such streets from 1873 (£26,426) was for filling only, not including kerbing, channelling, metalling, *etc.* The sum of £28,000 had been expended on the Sandridge Road and £1,768 on the Yarra embankment.

'PEACE, PROGRESS, PROSPERITY' THE
EXHIBITION—THE JUBILEE

THE 'eighties, ushered in so auspiciously, proved a period of comparative political peace after the previous stormy decade. With good pastoral seasons, and a succession of surpluses in the Treasury, the colony enjoyed unusual prosperity. Money was plentiful, credit easy to obtain, banks accommodating, building societies flourishing, and investments from overseas assured. A buoyant feeling was everywhere manifest, and it was reflected in business relations. Land values steadily increased, arid building operations were changing the appearance of the suburbs. Building societies, springing up like mushrooms, fostered this tendency to inflation in prices. The Government, with money 'to burn,' was liberal in grants to municipalities for works on the pound-for-pound basis, thus encouraging undue expenditure beyond the ordinary limits of prudence.

In South Melbourne, on the aristocratic St. Kilda Road and Queen's Road, the mansions of merchants and city folk began to adorn that thoroughfare. Buildings of good design and class, singly and in terraces, were built along the Albert Park Road, and to the south-west of the railway line. The sand-blown area was being steadily pushed back towards the Bay, along the front of which to the south-west were the Australian Glass Manufacturing Works, then a glass bottle works, next to which was the Metropolitan Gas Company's Works, and the Ladies' and Gentlemen's Baths were on the foreshore of the Bay.

Complaints were made about the instability of the Falls Bridge, which the municipalities were at this time disinclined to replace with a more permanent structure. Mr. W. C. Watts, the City Surveyor, was asked to report on it for the Melbourne City Council, and he found that it was in a dangerous state of disrepair. Seven longitudinal beams were

completely rotten; several corbels and joists were rotten; the first row of piles on the Emerald Hill side was completely gone, and the under-floor was much decayed. The Emerald Hill surveyor, on being asked to report by Mr. Watts, agreed as to the greatly impaired state of the bridge. Steps were taken to make effective repairs for the time being until a new bridge was built later on.

In 1880, a Lake Improvement Association was formed for beautifying and improving the park. It was proposed to have two representatives from each club at the lake, one from each boathouse, and the Council was asked to nominate two of their number to the Association.

A Temperance Hall had been built in Napier Street, and many public works were in progress. A branch of the Young Men's Christian Association was also opened in Cecil Street.

As the building boom made headway, the wharves and roads were very busy in providing and conveying materials, which were in great demand, so that South Melbourne in those flourishing days made great advances. This was very noticeable along the river front, where, under the capable direction of the Harbor Trust, the wharves on both sides of the river were built, regulated and organized, facilities for anchoring, loading and unloading cargo being increased. A variety of factories, foundries, works, stores, etc., had sprung up. Eastwards from the Falls Bridge, for example, on the south bank, were an Asphalt Works, a Central Wine depot, the Australian Distillery Works, a Cognac Distillery, Paper Mills, and Boat-building Works. West of the Falls Bridge were in succession four Lime and Cement Works, a Copper Engraving and Engineering Works, the New Wharf, the Government Steam Crane; then past Mr. Feat's Yarra Bank Hotel and Ferry, were Snowball & Co., manufacturers, the Safety Fuse Works, Joseph & Co., General and Shipping Agency. Then industries connected with ships were more evident—Jones's Boat-building, Patterson's Ferry, the Yarra Boiler Works, an engineering works for boilers and iron ships, Cook's Ferry. Just above the Melbourne Dock Company, the well-established Fulton's Foundry Ltd., Cowen's

Hotel, Boat-building, Shipwrights, Park's Brass Foundry, Iron-forgers and Axle Works. Next to this was Duke's well-known Dock, Hall and Gillespie's Storage, Kennedy's Ship-building, Johnson's Tyne Foundry, Shipwrights, Ferry, etc.

In Moray Street north were the Melbourne Builders' Lime and Cement Works, Corbett's Machinery Factory, John Danks' Brass Fittings (the beginnings of a great industry), a cooperage, Welch's Provision Store, Walker's Kerosene Depot, Fitzgerald and Perrin's Brewery at the junction with the Sandridge Road.

About the middle of the 'eighties, a great deal of the low-lying lands to the north-east and the east of the Hill was made available for building purposes, but first they required filling in, levelling, raising, draining and with roads to make allotments habitable. To meet this and other expenditure entailed the Council took the very unusual course of floating a loan of £80,000 at 5 per cent, interest upon the English market, which, in spite of grave misgivings on the part of many citizens as to the wisdom of the venture, proved an unqualified success, fully justifying the faith of the Town Clerk in recommending it. This was the first loan floated in London by a municipality under the Local Government Act. Over and above the expenses incurred, £5,000 were paid as premiums upon debentures.

Thus, ample money was forthcoming for expenditure, but as the boom progressed, the Council, in keeping with the continued inflation and the Government's lavish grants, in 1889 floated another loan of £128,700 at 4.5 per cent. This money, however, derived from the loans, was judiciously expended in a series of public works which greatly enhanced the value of land and property, conduced to the health of the community, rendered available areas for occupation— residential and industrial—and materially aided the development of the city.

On 21st March, 1881, Mr. Fitzgibbon (afterwards Sir Edmund), the Town Clerk of Melbourne, in lamenting the abolition of the tolls, by which the maintenance of the roads

had been assured, called the attention of the Emerald Hill Council, in vigorous alliterative prose, to 'the miserably dilapidated, dirty, discreditable and absolutely dangerous condition into which the St. Kilda Road, where forming the common boundary of the town of Emerald Hill and of the City of Melbourne, has fallen.'

Among the works undertaken may be mentioned the thorough reconstruction of the splendid highway of St. Kilda Road, to the cost of which the Melbourne City Council contributed three-fifths, South Melbourne two-fifths. The Hanna Street drain, for so long a source of trouble and annoyance, was satisfactorily dealt with, an accessory pumping station being erected, and many low marshy areas were reclaimed and raised. There was a rising demand for blocks along the river front for stores and factories. Prices increased, and, at this juncture, on 9th October, 1882, some of the occupiers of places along the river front called a meeting at the Melbourne Town Hall of property-owners and ratepayers, with the object of advocating annexation of land south of the Yarra to the City of Melbourne. In this part of South Melbourne, lying so low, and originally subject to frequent inundation, although much labour and money had been expended in drainage, filling, embankments and road-making, the Council of Emerald Hill was unable to keep pace in improving and remedying its disadvantages with the rapid extension of industries along the river bank. Hence some dissatisfaction and a move for severance. It was said that the Melbourne Council, and especially the Town Clerk (Mr. E. G. Fitzgibbon), had started this movement. Mr. Fitzgibbon, in a letter to the *Argus,* stoutly denied that the Council or the Town Clerk had anything whatever to do with the movement, which failed for want of support.

On the other hand, the ratepayers of the West Beach had, on 27th February, 1882, secured severance of the area annexed to South Melbourne in 1880, and again restored to the St. Kilda municipality. Opportunity was taken by His Excellency in proclamation to define the boundaries of both

municipalities, that of South Melbourne being as follows
(38. Sec. 506):

> Emerald Hill, commencing at a point on the shore of Port Phillip opposite
> Fraser Street, then north-west to a point opposite the centre of Pickles Street;
> then north-east by the centre to the junction with Sandridge Road; thence to
> the centre of Boundary Street; north-west by that street in a direct line to the
> River Yarra at the western boundary of the City of Melbourne; north-east by
> the river to the main Brighton Road at Prince's Bridge; south-east by Brighton
> Road to a point opposite High Street and the centre of a street between blocks
> U and V at the St. Kilda boundary; south-west between blocks to the centre of
> Queen's Terrace; south-west to Canterbury Road, opposite centre of Fraser
> Street, centre of streets taken on the boundary line.

Except for some slight adjustment on the Port Melbourne
boundary line, this seems to have been the last determination
of the limits of South Melbourne.

In the year 1882 the movement which had been in
operation for some years in regard to the establishment of
tramways in Melbourne and the suburbs received much
encouragement and support. As early as 1862 Alexander
Cairn had proposed to the Emerald Hill Council to make a
dray iron way from Sandridge to Melbourne at a cost of
£1 per lineal yard, to last from five to seven years. Then in
1867 there was a proposal to the Council to construct a
tramline from Emerald Hill to the beach. Mr. Francis B.
Clapp, in 1869, had founded the Melbourne Omnibus Com-
pany, which, by the introduction of cheap threepenny fares,
broke up the cab monopoly, and Mr. Clapp had now under
consideration the introduction of a tram service.

Out of the operations of the Omnibus Company to improve
communication there came the Melbourne Tram and
Omnibus Company Limited, which, on 24th August, 1880,
circularized the municipalities for support to a Bill in course
of preparation for the introduction of tramways, and pro-
viding for giving or ensuring to the Councils the control of
the streets, on terms satisfactory to them, before laying any
tramline, the consent or otherwise of ratepayers on the
installation to be determined by a poll.

In February, 1881, the Melbourne cabmen sent a circular to the municipalities concerned, affirming that the capital invested in their calling was £121,872, with an annual expenditure of £86,380/12/-. .They protested against the justice of establishing tramways as a monopoly destructive to their interests.

In March, 1882 the Company asked the assent of the various Councils in introducing the Bill to enable the Company to construct tramlines through certain streets under the control of the several Councils.

'The Melbourne Tramway Trust' was incorporated under The Melbourne Tramways and Omnibus Company Act 1883, 'with representatives on the Trust from the Melbourne and Suburban Corporations in the streets of which tramways were authorized and of which South Melbourne was one. With the passing of the Act, the laying down of the tramways was quickly commenced.

In September, 1882 a proposal was made from Sandridge for union with Emerald Hill-... A conference to consider the question was held at the Courthouse, Sandridge, with a negative result. Crs. Mills and Mountain, the representatives from South Melbourne, reported: 'Having taken into consideration the circumstances of an amalgamation of Emerald Hill and Sandridge, this conference recommends that no further steps be taken to carry it out in consequence of the difficulty of adjusting the financial position of the respective districts.' The report was adopted, no further action being taken.

With the resumption of the land west of the railway line, formerly granted to the Friendly Societies on permissive occupancy, its subdivision into allotments for sales, combined with the reclamation and improvements of the last few years southwards towards the Bay, the extension of streets, and removal of the Battery and Rifle Butts, the trend of building operations for residential purposes was very marked to the southward. Wisely, no more factories had been allowed on the sea-front. Beaconsfield Parade was becoming a popular area of occupation.   Stringent building
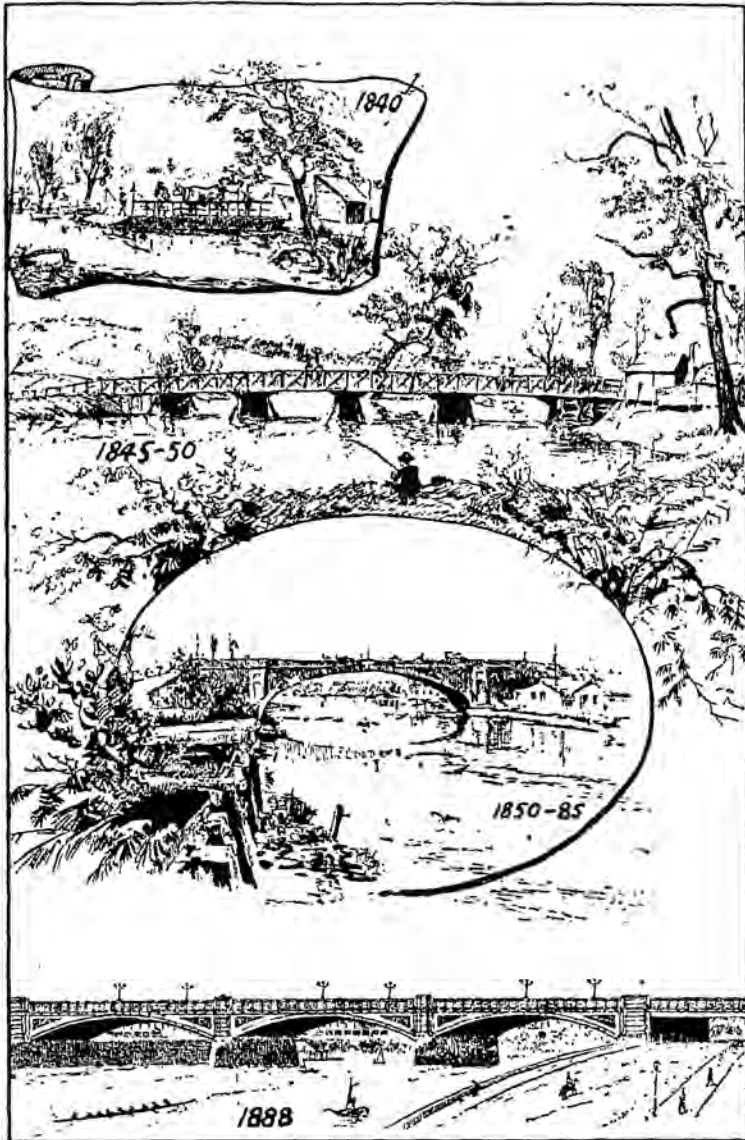
Crossing the Yarra River. Ferry, 1840. Balbirnie's Bridge, 1845.
First Prince's Bridge,   1850-85.   Present Prince's Bridge,   1888

(From Collection of J. M. Neild)

First Prince's Bridge before completion.

Prince's Bridge from South side.

regulations and more enlightened views of housing con-
ditions prevented the overcrowding of residents in closely
packed tenements destitute of advantages conducing to
health, comfort and convenience.

In May, 1882, in a letter with plan attached, Mr. W. P.
Buckhurst submitted to the Council a scheme for a canal or
waterway from near the Gas Works at the river bank to
Hobson's Bay just west of the Railway Baths. This flood
channel was to be 10 feet deep at low water, 300 feet wide,
and a little less than a mile and a half in length. It would
go through Crown land worth over £100 per acre, the
frontage of which to the canal could be cut into acre blocks
and sold at an upset price of £8 per foot. The canal would
be free from sewage, and healthy. Its advantages, Mr.
Buckhurst affirmed, were these: (1) A cheap and effective
cure for floods; (2) a safe, ample and convenient boat
harbour; (3) a grand regatta course for aquatic sports, direct
and convenient. The canal would also be a road for lighter-
ing and ordinary boat traffic. The scheme was not adopted,
although for many years the idea of a canal had been
frequently mooted and discussed, until, with the extension
of house-building, etc., and the construction of the Coode
Canal, the opportunity for this waterway became imprac-
ticable. Mr. Buckhurst, in support of his contention, quoted
in his circular the opinion of Sir John Coode: *I* am
thoroughly convinced of one thing, and that is, that the
Saltwater river has more to do with your floods in Melbourne
than have the waters of the Yarra itself, and nothing but a
direct independent cut to the Bay will ever rid you of floods.'

As far back as 1871, the Council had asked the Govern-
ment to consider the construction of a pier at the beach; but
in view of the proximity of the place to Sandridge Pier, the
proposal was not entertained. About ten years afterwards,
with the sanction of the Harbour Trust, a jetty was erected
opposite Kerferd Road. With the withdrawal of the Battery
and Barracks the use of the reserve in which they had been
placed was contemplated for recreation purposes. The facili-

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ties for bathing were also very much improved, and the approaches to the beach made conveniently accessible.

A most desirable step towards healthful conditions in Melbourne and suburbs was made when, on 9th October, 1882, a sewage plan, drawn up by a sub-committee in connection with public works, was adopted when submitted to the City Council for application to the City of Melbourne and Metropolitan District.

As a result of the last severe flood, the owners of factories complained of the bad state of roads and approaches adjacent to the river—the Tyne foundry, Langland's foundry, which had absorbed Fulton's foundry, and the Victorian Confectionery Company, asking the Council to remedy matters. In view of the heavy expenses now incurred the Council increased the municipal rate to one shilling and sixpence in the pound.

CITY OF EMERALD HILL

Now in this year the town of Emerald Hill, having continued to progress in residential extent, population and prosperity, arrived at the important stage when, with a revenue of £24,017 for the year ending 30th September, 1883, the municipality could claim enrolment among the cities of Victoria.

It is rather peculiar that in March, 1876, the Council had then applied to the Government for the proclamation of the town as a city. A statement under the seal of the Council was required, showing the sources of municipal revenue, which should not be less than £20,000 for the year ending 30th September, 1875. The petition, with requisite information, was sent in on 10th March. On the 15th a letter was received from the Colonial Secretary pointing out that the item 'Amount loaned by European, Scottish and Australian Bank, £3,132/9/9,' was not under the provisions of the Act, 19, sub-section xii, revenue, but a loan; so the proclamation had to be deferred until the revenue was unimpeachable.

With the proclamation of the City of Emerald Hill, there arose a question which aroused much difference of opinion,

and some heated argument in speech and print. This was concerning the fitness of the name, Emerald Hill. The city had now outgrown with extension from the river to the bay, and from St. Kilda Road to the confines of Sandridge, so that the significance of the old name no longer had strict application to the city. The more conservative residents advocated the retention of the name under which so much expansion and material progress had taken place, and for which they naturally had a kindly sentimental regard.

CHANGE OF NAME TO SOUTH MELBOURNE

Evidently the matter had been under discussion for some time, for, on 31st August, 1882, a lady from a neighbouring suburb, writing to the Council, suggested the name 'South-minster' on the analogy that as Westminster was nearest to London, so South Melbourne was nearest to Melbourne, hence 'Southminster.' However, the determination was for the prosaic name of wider connotation—'South Melbourne.[5] The change of name to South Melbourne was made on 25th September, 1883, an amendment to call the city Vermont being defeated.

Strangely enough, in the papers of the early Local Committee in existence before the creation of the municipality, there is evidence that the question of name came within the province of that Committee's views. The paper is endorsed: 'List of names for the new Municipality to be considered,' and the list is on the other side of the paper; the names, probably suggested by different individuals, being as follow:

> Monomeith—pleasant, beautiful, elegant;
> Morack—hill; Virenton—green town;
> Korrong-Morack—gum tree hill;
> Noogee-Morack—settled hill;
> Tooronga—new, not old;
> Hotham—in honour of Sir Charles;
> Fawkner—in honour of Mr. Fawkner;
> St. Andrew's—in honour of Mr. Clarke;
> South Melbourne;
> Yarra Morack—Yarra hill;
> Melbourne South.

The first five names are from Daniel Bunce's vocabulary

of native names. There is no further record of the names being considered. There is an evident desire to choose a suitable native name. It is interesting to find the name 'Hotham' suggested, which was for some years the name of another suburb. 'Fawkner' was in 1855 a busy and prominent citizen. The compliment to Sir Andrew Clarke, who brought in the Act creating the municipalities, and was a good friend to Emerald Hill and Sandridge as Parliamentary representative for the electorate, can be understood. The name 'Emerald Hill' is not on the list, as it was in vogue at the time. Probably aboriginal and other names were suggested and the list given was the result. The name 'Virenton' has an affinity with Emerald Hill, but the more descriptive and popular name Emerald Hill seems to have been then endorsed without opposition, appropriately distinguishing the town until it had grown to city estate.

In the nomenclature of the streets, the absence of descriptive, classical or native names is very marked. The best-known and first-formed streets were named by His Excellency the Governor, Sir Charles Hotham, in 1855, the names, with perhaps the exceptions of Dorcas and Coventry, being probably after notable Englishmen of his acquaintance. Only in a few cases do we get descriptive names, such as the earlier names of Albert Park—'Home' and 'South' Park, and 'Beach'—at first loosely used of the road from Sandridge to Melbourne, and then of streets approaching the sea-front, e.g., Fitzroy Street, South Street, etc. There are no streets with names of literary association, and few indeed of historical signification, the great proportion being named after men prominent in local affairs, and a few after places or persons in Britain or from association with institutions; in all, a very unimaginative nomenclature. Service Crescent, Anderson Street, Hancock Street, Chessell Street, Ross Street are names given in honour of members of the first Council of Emerald Hill.

In 1886, as a sequel to the increase in population to the south and south-west, the city was divided into five wards—Beaconsfield, Canterbury, Fawkner, Normanby, Queen's—

with an increase o£ councillors to fifteen. The Mayor at this time was Cr. W. E. Wells. Councillors for these wards were elected later, as follow:

Beaconsfield—
  Joseph Stead, Thomas Smith, Matthias Larkan.
Canterbury—
  Robert Wright, Abraham Barnet, John R. Buxton.
Fawkner—
  John Philipson, Timothy Thistlethwaite, Thos. G. Lewis.
Normanby—
  John S. White, Robert J. Mills, John Farmer.
Queen's—
  Henry Dinsdale, Thos. Gittus, Edward D. Heather.

The maintenance of St. Kilda Road in 1884 by the Council was £939, reconstruction £850.

PRINCE'S BRIDGE

Mention has been made of the Prince's Bridge, which, from 1850 to 1880, with its graceful arch, spanned the River Yarra and was an imposing feature of the southern entrance to the metropolis. With the tremendous increase of traffic in the passage of time, it was found necessary to replace the bridge in order to provide a readier waterway for the river, and an increased width to facilitate crossing under the changed conditions of the time. In 1879, after much preliminary discussion, competitive designs for a new bridge were invited, and that of Messrs. Grainger and D'Ebro, being awarded first prize of £200, was accepted and ultimately carried out. The successful tenderer for the contract was David Munro, for £136,998, as against £15,000 for the bridge it displaced. One of his engineers employed was John Monash, of future renown.

The first Prince's Bridge, opened in 1850, with such exuberant rejoicing, had been built at Government expense; but the arrangement for this new construction was that the Government would pay a third of the cost, the Corporation of Melbourne a third, the remaining third to be paid jointly by the municipalities over the river. The subsequent allocation of cost was as follows:

Melbourne City Council	£47,000
South Melbourne	10,000
Prahran	10,000
St. Kilda	10,000
Brighton...	2,000
Malvern..	2,500
Caulfield...	2,000
Moorabbin...	1,000
Total................................. ..	£84,500

The cost of the bridge was over £200,000, the balance of the total cost being paid by the Government.

The coats of arms of the contributing municipalities adorn the upper face of the bridge.

The bridge, which somewhat resembles Blackfriars Bridge in London, is built of bluestone or basalt from Footscray, granite from Harcourt, and a lighter basalt from Malmsbury. It has three spans, each 100 feet, with a land span of 24 feet on the south side. Over abutments it measures 400 feet. The width between parapets is 99 feet, *63* feet of which is for tramway, vehicles and side channels, leaving footpaths 18 feet wide on each side. The three segmental arches rise 10 feet *to* the crown. The original width of the river was 130 feet. It is now about 316 feet, thus allowing for an easier flow of flood waters, and lessening the liability to flood. The foundation stone of the bridge was laid on 7th September, 1886, and it was opened on 4th October, 1888.

CENTENARY OF NEW SOUTH WALES

The land boom at this time was almost at its height. Prices were at a fictitious value, and everyone appeared prosperous. Much interest was centred in the approaching centenary of settlement in New South Wales in 1888. At Sydney, where the anniversary would have been fittingly celebrated by a great Centennial International Exhibition, there was at the time no building possessing the necessary appointments for the presentation of such a great display as was contemplated.

At this stage the Government of Victoria, in a friendly

spirit, made the offer to the mother colony to hold the great Exhibition in Melbourne, where the building was at once available, and was capable of enlargement to any degree should the occasion require provision of more space. The offer was accepted on the understanding that New South Wales should inaugurate the Exhibition, the cost and responsibility of which should be undertaken by Victoria. A Royal Commission of representative and influential men was appointed in January, 1887, to organize and carry out this great undertaking which would be opened on the 1st of August, 1888.

QUEEN VICTORIA'S JUBILEE

Meanwhile, in this year of the Jubilee of Queen Victoria's accession to the throne, the event was celebrated in Victoria, as elsewhere in the Empire, by a most enthusiastic display of loyalty and affection. This was only to be expected from the colony bearing the name of the Sovereign, whose benefi- cent reign was almost contemporaneous with the settlement of Victoria, and had witnessed its attainment of full self-government with all the rights and privileges of a free people. The 20th and 21st June were devoted to the fervent expression of devotion and attachment to the mother country and of rejoicing over the happy occasion of the Jubilee of Her Majesty the Queen. Everywhere in Victoria the cele- bration was observed with joyousness and festivity.

In the metropolis and its suburbs there was a brilliant succession of special functions. The Governor, Sir Henry Loch, held a levee, the Military, a review and tournament. The Queen's Hall at Parliament House, containing the fine statue of Her Majesty, was duly opened; a Queen's Fund for charitable purposes was established; a Sunday School demonstration of great attractiveness, and a fine concert at the Exhibition Building were popular functions. The theatres had specially appropriate programmes. The Mayor of Melbourne gave a truly royal banquet to about 600 guests, a representative gathering of leading citizens, among whom, to the number of 200, were the

Mayors of cities and towns, Chairmen of boroughs, Presidents of shire Councils, and the Town Clerks and Shire Secretaries of the colony of Victoria.

The chief speakers, the Premier (Mr. Gillies) and the Chief Secretary (Mr. Alfred Deakin), eloquently voiced the loyal and patriotic sentiments animating the community. Mr. Nimmo, in proposing the toast 'The Municipal Institutions of Victoria,' especially referred to Sir Andrew Clarke's work.

At night, or on both nights, Melbourne was most brilliantly and tastefully illuminated throughout by gas and electric light in varying and picturesque devices surpassing description. So densely were the streets thronged that progress was extremely difficult, the suburbs for a few hours being almost depopulated.

Naturally the interest of residents in suburban Melbourne was directed to the public functions for the City of Melbourne. At South Melbourne, to the west of Albert Park, a grand Military Review was held, when over 3,000 rank and file of the senior forces, Naval, Metropolitan Battalions and Mounted Rifles, with the Cadets, appeared on parade. They were inspected by His Excellency the Governor, Sir Henry Loch, who was received by the Commanding Officer, Colonel Disney. In spite of the dampness of the ground, the troops made a brave show as they marched past the saluting base. A large attendance of the public watched the military evolutions with manifest appreciation.

In view of the unequalled attraction of the illuminations in the City of Melbourne, the Council of South Melbourne, realizing that their own citizens in great numbers would be drawn to the city, decided not to illuminate the Town Hall and offices, but to give instead the sum of one hundred guineas to the Queen's Fund for charitable purposes. There was no general illumination, but many residents exhibited suitable emblems, stars, crowns and designs. Mention is made of the exhibition of a half-size oil painting of the Queen, framed in gas lamps by Mr. Hague in Dorcas Street, and a fine display in emblematic devices in colour and light by Cr. E. D. Heather at his private residence, 'Claremont'

As anticipated, there was a great exodus of sightseers at night to the brilliant illuminations in Melbourne. The railway statistics showed that on Jubilee Day, 21st June, 18,736 passengers travelled from South Melbourne stations.

CENTENNIAL INTERNATIONAL EXHIBITION

Meanwhile, the Royal Committee for the organization of the Centennial International Exhibition was vigorously engaged in the necessary preliminaries for such an ambitious project. In reply to circulars, from all parts of the world, all centres of industry and art, applications for spaces were so freely sent that provision had to be made for a larger superficial area and much additional wall-space. The total cost of the Exhibition was £338,926/10/8, the receipts £100,241/16/-, leaving a deficit of £237,784/14/8. Another statement gives the expenditure as £400,000, receipts £162,000, deficit £238,000—the same result from a variation in bookkeeping.

The Exhibition, if not a financial success, in many other ways proved to be of immense value and advantage to the community. The exhibits were 10,240, and visitors numbered 2,003,503. His Excellency Sir Henry Loch opened the Exhibition with a brilliant function, in the presence of a large concourse of people, and during the many months it was held the Exhibition provided a wonderful exposition of the natural resources, industrial progress, mechanical appliances, economic processes, triumphs in arts and crafts of ninety-three countries. A special feature was the high-class musical programmes provided under Professor F. H. Cowen, from England, who received £5,000 for his services.

To the Australian people, in their comparative isolation and actual remoteness from the old world centres, the Exhibition was mentally stimulative, giving a greater breadth of view and a new conception of the art and culture of lands beyond the seas. Trade, intercourse and communication were materially quickened, making Australia better known throughout the world.

Another important event occurred in the closing year of this remarkable decade, adding a lesser pageant to the sue-

cession marking the period. This was the occasion of the landing of the newly appointed Governor, His Excellency the Marquis of Hopetoun, at Sandridge, on 28th November, 1889. At 2.30 p.m. His Excellency disembarked, and was met by the usual military and public dignitaries, and the Mayors and Councillors of Sandridge and South Melbourne. The Naval Brigade furnished the guard of honour. As the Governor proceeded to the State coach and four, with postillions, footmen and outrider in attendance, the Field Artillery Brigade fired a salute; the Horse Artillery and 100 Mounted Riflemen formed an escort. The imposing cortege proceeded by way of Bay and Crockford Streets to City Road, then by Nelson Road and Montague Street to Bank Street. The coach and four containing the Mayor of South Melbourne, Cr. T. Smith, and Councillors, at the boundary of the municipality, usurped pride of place in leading the procession within its territory.

In Bank Street, a very fine arch had been erected, bearing amid its tasteful decorations the word 'Welcome/ Here, as a diversion, the strains of the bagpipes were heard, and two men in highland costume danced a reel, a pleasing incident approved by His Excellency. The artistic decorations of the Town Hall were admirably carried out. The procession then passed along Clarendon Street, which was thronged with residents, to Albert Road, and thence by way of St. Kilda Road to Melbourne. In connection with the Governor's levee, which was held on the following day, and at which the municipalities presented addresses of welcome, the Mayor and Councillors of South Melbourne were much annoyed because the address promised to be delivered in due time had not been received. Its arrival next day with an apology from the person who had failed to execute his commission faithfully, did not mollify the feeling. At the next Council meeting the Mayor gave voice to his indignation at the incident which had caused embarrassment to the Council at the levee. 'We all looked very foolish,' said he. The belated address, however, in due course, with an explanation, reached its destination at Government House.

COUNCIL INSTRUMENTALITIES

FIRE BRIGADES

THE initiation of a movement to form a Fire Brigade, so necessary an institution in early settlement, has been referred to. The Brigade so formed, with a strong provisional committee of prominent men, lost no time in 1854 in having the Brigade constituted.

The Fire Station was formed at the rear of the block of land afterwards granted to the Municipal Council as the site for their chambers. A look-out, fire bell and a hose-reel were placed in position. Captain Graham was the first officer in charge of the Emerald Hill Fire Brigade. When a fire occurred the usual procedure was for anyone observing it to ring the bell. The firemen assembled. The hose-reel was affixed to the first cab which put in an appearance, failing which the volunteers set off with the reel themselves to the scene of the fire.

The Municipal Council, on their appointment, gave every consideration and encouragement to the Brigade. Fire Brigades were then under the supervision and direction of the combined insurance companies, which subsidized them. Friction soon arose between the Superintendent of the Insurance Companies' Committee and the members of the Emerald Hill Brigade, but no open rupture took place. The Brigade became efficient and reliable in the performance of its duties.

With a scattered population and as yet not very effective appliances or assured water supply, firemen from neighbouring municipalities gave mutual assistance when occasion arose. The location of the fire was sometimes in doubt, whether on the Hill or elsewhere. It was arranged at Emerald Hill in case of fires by night for the police to call at the houses of members of the Brigade to notify them. The fire bell being rather limited in the power of forceful alarm, a much larger and more resonant bell was obtained, the

smaller one being placed near the South Park to repeat any alarm. The imperfectly constructed chimneys of the time frequently caught fire, and the Council agreed to award the fines inflicted on the owners in such cases towards the funds of the Brigade. In 1857 a benefit entertainment was held at the Theatre Royal for the funds of the United Fire Brigades, Major-General Macarthur being present, also members of the Councils of Emerald Hill, Richmond and Prahran.

In the year 1860, arising out of the arbitrary conduct of the Superintendent of the Insurance Companies at a fire at Kitchen's Candle Works on 27th February, and his justi-fication by the Companies' committee, the foreman of the Emerald Hill Fire Brigade reported to the Council the intention of the Brigade to disband, and asked the Council to arrange a system of fire protection.

The Emerald Hill and Sandridge *Post* adversely com-ments upon certain aspects of the case in dispute, upholding the Brigade's action. The Emerald Hill Council, after investigation, were satisfied that the Brigade were justified in their refusal to act with the Superintendent of the Insurance Companies' Brigade, whose explanation they deemed unsatisfactory.

Overtures to the Council were made for maintaining the Brigade, and for the use of the plant at Emerald Hill and Sandridge under the Superintendent's control. The Council declined any interference from the Insurance Companies; and in default of any agreement decided to form a Municipal Fire Brigade and purchased the fire engine on valuation, arranging for its retention until the Yan Yean water service, in course of extension, was in operation. With some set-backs the Brigade was at length instituted. The Council purchased the plant from the foreman of the late Brigade. It agreed to supply the material for the erection of a new station, which the Brigade would build. The Insurance Companies refused to supply any money unless having the charge of the Brigade. Preparations were made to have the service in accord with the reticulation, which was approaching

completion. For uniformity, members of the Fire Brigade were supplied with red shirts, caps and night lamps. Mention has been made of the mutual help among brigades in suppressing fires. An occasion may be noted when, in 1866, at night time a loud alarm was sounded at Emerald Hill for a fire on the vessel *Result* at Sandridge Pier. The ship, an American one, formerly the *Amphitrite,* owned by P. and H. Green, in spite of the efforts of the combined fire brigades and helpers, burned until daylight. It was then towed out to a sandbank some distance away, where it burned to the water's edge, the charred hulk remaining there for a considerable time.

The Council made necessary arrangements for the Municipal Fire Brigade. It purchased the new bell for £106/15/4, passed a new by-law, and proceeded to enrol five men for the Brigade. The new building, with stone base and brick walls and slate roof, was built. Places for fire plugs were determined, and additional hose supplied by the Council. The engine was offered for sale at £100 to the Inglewood Brigade. In 1865 the Insurance Companies' Brigade Committee gave a subsidy of £12/19/- per quarter, and later, in 1870, offered £50 towards indiarubber hose, 600 feet of which were supplied. The Council authorized the sale of the old bell. Tenders were called for the purchase of the old bell, and a new turret was built. New equipment and necessaries were added when required. The Insurance Companies' Committee occasionally gave a subsidy for services rendered.

In 1874 new uniforms at a cost not exceeding £5 each were provided and 500 feet of canvas hose ordered. The Council yearly voted about £10 towards expenses at the Fire Brigade's demonstrations. In 1876 telegraphic communication was made between the Melbourne and Emerald Hill Brigades, arranged from the Town Clerk's office to the Police Station. In July, 1877, volunteers were dispensed with and new regulations made, the strength being confined to eight men, the First Lieutenant receiving £18 per annum, the second £17 and the others fixed sums.

About 1879, the Emerald Hill Volunteer Fire Brigade was formed at Hanna Street. They asked for a contribution from the Council, who, while offering no objection to their formation provided they worked under the Municipal Fire Brigade, refused any pecuniary help. In 1881, 500 feet of hose, a hydrant and two branches were supplied, and permission given for the placing of a lamp over the station door at the corner of Fishley and Daly Streets. The Volunteer Brigade gradually received recognition, assistance, concessions, patronage, and were allowed use of fire-plugs, and cab hire to fires, etc. The formation of this brigade encouraged the idea of having another volunteer brigade towards Boundary Street, but this was not approved by the Committee of the Melbourne and Suburban Fire Brigade Association. Application was made by the Council for permanent reservation of the land in which the Volunteer Fire Brigade had located itself at Hanna Street, and erected a fence without permission, which the Council asked them to remove. At their request the Council allowed them the use of the old Fire Brigade station, and gave them a donation of £12/10/-, also providing telephone connection.

In the Municipal Brigade, there had been some dissension and dispute needing attention, and a certain disagreement between the brigades, to which Superintendent Stein, in 1889, called attention, and sought to remove. The Volunteer Brigade was allowed a room for their meetings at the Town Hall. In 1886 R. Richards, Captain of the Municipal Brigade, resigned after a long service, for which he received the Council's thanks. Complaint was made to the Council that the Volunteer Brigade had refused obedience to the orders of the municipal officer at a recent fire. The Council advised the Volunteer Brigade that they would withhold any support and refuse the use of fire plugs if there were any further complaints.

In September, 1890, a copy of the proposed Fire Brigade Bill was received, and considered. In view of its passing, the Insurance Association withdrew subsidies, and in 1890 the Act was passed, Cr. Dinsdale, of South Melbourne,

being appointed the first representative on the Fire Brigade Board for the Southern Group, comprising fifteen cities, one borough and four shires. This Act constituted a Metropolitan Fire District, under the control of the Metropolitan Fire Brigades Board, and nine country fire districts under a Country Fire Brigades Board, the respective Boards having as supervisors their, chief officers, assisted by deputies and other helpers. The Metropolitan Fire District takes in the municipal areas within a ten-mile radius from the General Post Office. In addition to the area vested in the Melbourne and Metropolitan Board of Works, the Fire Board has jurisdiction over portions of several shires within the radius, not vested in the Board of Works.

The southerly extension of the Metropolitan Fire District includes the township of Mordialloc. The composition of the Board is nine members, of whom the Governor-in-Council appoints three, the Municipal Councils three, and three are appointed by the Insurance Companies. The Board has wide powers in regard to water control, use of all water mains, etc., vested in the Board of Land and Works or local bodies, for the purposes of extinguishing fires, or for practices, drills, or competitions under the authority of the Board or local committee. Local Councils, under permission of the Governor-in-Council, may make, alter or repeal by-laws for the purpose of regulating the height of buildings in their own municipality, and also for providing means of escape from fire in the same.

The general duties assigned to the Fire Brigades Board are also far-reaching, including organization, control, instruction, maintenance and communication in all matters of fire prevention and extinction, for the protection of life and property. The Melbourne and Metropolitan Board of Works must co-ordinate in its activities to facilitate in every way the work of the brigades. The Fire Brigades Board, in its systematic organization, is replete with every device and appliance for use and control in its sphere of operations. The cost of maintenance of the Metropolitan Fire Brigade is borne by the three contributing bodies—the Government

of Victoria, municipalities within the district, and the local insurance companies. The high standards of definite aim and uniform methods set by the Board are reflected in the excellence of the brigades, the members of which, trained in habits of discipline, show in their physique, resourcefulness and technical skill a fine efficiency, a healthy spirit of rivalry, and a pleasing *esprit de corps* in the great work they undertake so successfully.

In South Melbourne, at the creation of the Board, the local Brigades were instructed to carry on for another month. The Board asked for a return of rateable property, an inventory of Fire Brigade appliances, information as to renting the fire station, and anounced the disbandment of the Brigade on 30th June. The Council fixed the rent of the station at £52 per annum. The value of plant, including the bell and turret, was estimated at £385/16/8. Naturally, some delay took place in the reorganization, and the Town Clerk wrote requesting information as to intentions and pointing out the need of expediting arrangements. Mr. J. Kellet, of the Board, had an explanatory interview with the Council. Chief-Officer Stein inspected the station, but deciding that it was wanting in the conveniences required., resolved to build a new fire station, with accommodation for eight men, a steam engine and plant, in Cecil Street. The sum of £118/0/9 was paid over by the Board to the Council. Thus the Fire Brigade passed out of the direct instrumentality of the Council to become a unit in the organization of the Board, and under its direct control. The old Fire Brigade Station at the Town Hall, when undergoing reconstruction in the year 1936 as residence for the Assistant Librarian, was found still to bear the device: 'Fire Brigade Station.' In connection with the Metropolitan Fire Brigade Board a Fire Brigade Act passed in 1928 provided that members of the Board should retire on 31st December, 1938. The member representing the southern district was the late Cr. G. H. Robinson, of St. Kilda. There are now twenty municipalities in the southern group.

MECHANICS' INSTITUTE

In a previous chapter mention has been made of the foundation of the Mechanics' Institute. In 1862 the Council proposed to establish a Free Library and to draft a by-law similar to that at Prahran for the control of the Library. Some opposition to the project was met with, but the by-law was framed. On submission to the Chief Secretary the by-law was not approved, several amendments being suggested, which were accepted. The Mechanics' Institute was asked to provide the necessary room, but refused, and suggested that a reading room be erected on the site of the engine house. The objectors to the proposal meanwhile had sent in a petition against it to the Chief Secretary, who consequently refused his consent. However, the idea was not abandoned, and in October the Mechanics' Institute asked the Council for a subsidy to conduct the Free Library as part of the Institute, but the establishment of a Free Library was deferred for some years.

The first permanent Secretary of the Mechanics' Institute was J. Ward, and the next the Rev. William Potter. The best known was Edward D. Heather, who became the first City Librarian. As assistant for some time he had Mr. A. E. McMicken, afterwards and still Librarian at the Prahran City Library, whose experience and knowledge in regard to library matters have been of value to the Library Association, of which he was a founder. The Mechanics' Institute became a useful factor in the progress of the town. Its assembly room was used for meetings of various kinds, in place of the Old Iron Store. In 1864 the Committee offered the hall to the Council for meetings, but the Council, although it occasionally used the hall, preferred the Council chambers. In 1865 the Mechanics' Committee offered to enlarge the hall if it were leased for six years. The Library and Reading Room were gradually improved. In 1871 the Institute gave its patronage to an exhibition of pictures, the Emerald Hill School of Arts having been formed with classes for drawing, painting, etc., at the Council chambers. In 1879 His Excellency the Governor was present at a

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dramatic performance at the Institute in aid of the funds. The Institute occasionally had lectures on literary subjects by scholarly men, and maintained its progress.

In the year 1876, when the Municipal Council had decided to erect a new Town Hall, it was agreed to use part of the site acquired for a new building for the Mechanics' Institute at a nominal rental, the Cecil Street property to be conveyed to the Council by transfer. In 1862 the site of the Institute had been conveyed to the trustees, Messrs. R. S. Anderson, J. Service, Rev. D. McDonald, D.D., Messrs. H. Rayson, A. Hughes, J. Watson, G. Doran, their heirs and assigns. After the necessary legal preliminaries were made, the Council effected the transfer, leasing the property to the trustees of the Mechanics' Institute for 999 years at an annual rental of one farthing (Act 547, 1876). The lessees were R. S. Anderson, James Service, Rev. Donald McDonald, and Alfred Hughes. Transferred to the Town Hall buildings in Bank Street, it became in 1884 the 'South Melbourne Mechanics' Institute,' to accord with the change of name in the municipality. In 1883 Misses Blackett and Roberts proposed that a School of Art and Design be formed and the Committee authorized a public meeting to consider it. Not much interest was shown in the proposal.

On the 1st January, 1887, the reading room was at last opened free to the public, the premises being leased from the Mechanics' Institute for three years. The Mayor (Cr. R. Wright), on 19th May, formally declared the room open. Amongst the visitors were Sir James MacBain, M.L.C, Hon. John Nimmo, M.L.A., and D. Gaunson, M.L.A. After the ceremony a concert and conversazione were held in the main hall. An appeal for funds met with a hearty and liberal response. Cr. E. D. Heather was elected to the Committee of the Free Library and became Hon. Secretary. Many donations of books from residents and from the Melbourne Public Library were gladly received, and from the Government £50 towards the building fund and £150 for books. In 1890 the Council contributed £400 to the Free Library, of which £250 went for rent to the Mechanics'

Institute. In 1892 the reading room was changed to the lower hall, where a turnstile was installed. A profit of £45 was made from an entertainment on Charles Dickens by that gifted lecturer, the Rev. Charles Clarke. The period of depression which followed the financial collapse in 1891 rendered conditions difficult and economy incumbent, especially from the reduction in income and loss through the complete failure of the South Melbourne Building Society.

In June, 1893, the South Melbourne Literary and Debating Society was founded under the Institute's auspices, Professor Morris opening its career with a lecture. Mr. E. Harcourt was elected President and Messrs. J. Winter, M.L.A., and J. Swift, Vice-Presidents, with a representative committee. In the thirty-eighth Annual Report a hopeful note was sounded regarding the Institute. 'It is gratifying to report, in spite of the existing depression, our finances are in a satisfactory condition. . . . Lectures were delivered by the Reverend E. H. Sugden, Dr. Chas. Strong and S. C. Kent.' Concerts had been successfully held, at which willing assistance had been rendered. As the Government grant had been reduced, the rent of the Mechanics' was reduced by the Council to £250. To lighten the situation for the Free Library, which had financial difficulty, the Council increased their subsidy to £200. In 1896 the lighting at the Institute was improved by the incandescent system. At this time Mr. A. E. McMicken assumed the duties of caretaker, then sub-Librarian, Mr. E. D. Heather being Secretary and Librarian. In the following year, Mr. H. H. Champion gave a lecture on 'Men I Have Met,' and on 31st August appeared the first cinematograph at the Hall.

In connection with the Library and Debating Society's competitions two annual memberships of the Institute were awarded in the competitions. Mr. A. E. McMicken, after sixteen years' faithful service, resigned on his appointment as Prahran City Librarian. Mr. J. H. Mathews was appointed Secretary and Mr. F. G. Wells Caretaker. In 1898 Mr. E. D. Heather retired from the Council, and tendered his resignation from the Committee of the Free

Library, but by request deferred it till the end of the year. He presented a framed photograph of officers to the Committee. At this time increased public interest was devoted to Library affairs, and a conference was arranged to consider the formation of a Library Association. Messrs. V. Palmer and S. Rowe were appointed as representatives for South Melbourne. The Association was duly formed, and in 1900 met with inter-colonial representatives at Adelaide. In the last year of this difficult decade a special appeal was made for funds for the Institute, which met with a generous response. The year 1903 was an important one, for, as a result of a recommendation from a sub-committee of the Council for that body to take over the Institute as an alternative to erecting a Free Reading Room and Library, the Committee, under Mr. C. F. Christmas as President, decided, after full consideration, to transfer the Mechanics' Institute to the Council. Their thanks were tendered to Mr. Samuel Rowe for his patient service as Hon. Treasurer for twenty-one years. Mr. E. D. Heather, unselfish worker in so many avenues of public service, in withdrawal from this one, read a valedictory address embracing the history of the Institute for forty-eight years.

Cr. Baragwanath was Mayor at this transition period, and the trustees temporarily appointed until the transfer was legalized were Crs. John Baragwanath, William John Mountain, Alfred Ernest Wells, John Cockbill, Frederick Gordon Knight, Donald McArthur and John Samuel White. On 1st January, 1904, the South Melbourne Council took over the Mechanics' Institute and Library, the preliminary minute in regard to this step being the resolution:

That in the opinion of the Conference, it is desirable that the Trusteeship of the Mechanics' Institute be transferred to the Council, under conditions to be arranged.

That the Council be recommended to take the entire management and control of the Institute, and continue to carry it on for the purpose of an Institute, subscription library, and free lending library; and contribute a sum, not less than £500 for the first year of management and maintenance of the Institute subscription library, and free lending library, £400 for the second and third year, and £350 for each succeeding year.

That Mr. E. D. Heather be appointed librarian, at a salary of £200 per annum; and that an assistant librarian, as caretaker, be appointed at a salary of £75 per annum, with quarters; and that a boy be engaged at £26 per annum.

With minor amendments in regard to engagement of Council officers the Council approved o£ the terms of the proposal. Renovations at a cost of £75/10/- were carried out. The trustees appointed were Crs. McArthur, Mountain, Wells and the Mayor, Cr. Baragwanath. In 1908 Mr. F. Sinclair was appointed to the Library temporarily.

In 1935, at the invitation of Mr. McMicken, the Council rejoined the Library Association, which, on 29th May, met and discussed the trenchant report of Messrs. Munn and Pitt on their inspection of the Australian libraries. Although the passage of years, with change of circumstances and outlook, as well as manner of life and modes of thought, have modified the aims of the Mechanics' Institutes, set out in mid-Victorian days, the provision of accessible libraries still serves a very useful purpose, especially with the advantage given by a free reading room, to the general public. The Mechanics' Institute also serves as a rallying point for movements and societies of a cultural and educational character. The South Melbourne Institute, preserving these features, under the Council's management, in 1937, had 14,550 volumes in the Library, with free reading room. In the Children's Library were 2,050 suitable books, used by 370 children.

THE ABATTOIRS

A very important municipal service requiring increasing attention with city expansion was the Abattoirs. By the year 1861 little had been done for effective use. On 12th August the plans for buildings and stockyards were approved, and a contract let on 26th inst. to Minty for construction for £579. With the operation of the Abattoirs, slaughtering in town was to cease, but was allowed up to 31st October. By-laws and a scale of charges were fixed by the Council. For three months water was supplied at 6d. per thousand gallons. A road was constructed from the Abattoirs to Sandridge

Road. In 1862 Kitchen & Sons were granted permission to tap the water service at the Abattoirs. Leggitt, of a skin-dressing works, applied for a similar concession, but the Council, officially, was unaware of his existence, the Government having granted his lease without reference to the Council. Sandridge butchers were allowed to use the Abattoirs. In regard to supervision, the town shepherd was temporarily placed in charge at £60 per annum. Then Mr. G. Davies was given further tenancy for a year, and on tender for lease was appointed as superintendent at £52 per annum. F. B. Hunn, in November, 1862, received a lease for £75 per annum.

In 1873 the price of water was raised from 2d. a thousand gallons, which had been a special concession, to 1/- a thousand. The cattleyards were fixed on rising ground near the Battery. Wandering cattle and horses in the town were frequently impounded under the by-law. The Council found that the expenses of advertising, and keeping them were more than the amount realized from their return to owners or from sale. It was resolved to place only one advertisement in the press, and also to erect a shed for the animals seized. The Council were advised that they had no authority to exclude dairy cattle from the city. The Abattoirs were beyond the jurisdiction of the Harbour Trust, but complaints were made concerning the obnoxious smells and the drainage therefrom.

On 10th August, 1886, there was a deputation to the Minister of Lands, at which the South Melbourne Council was not represented. The Chairman of the Harbor Trust and the Council of the Board of Health urged the removal of the Abattoirs, but no action was taken. Next year the Lands Department proposed Fishermen's Bend as a site. This was opposed. Then it was proposed that the Abattoirs for Melbourne and South Melbourne should be on Hobson's Bay at the Sandridge Bend. To this there was a strong protest, South Melbourne and St. Kilda desiring local control. The Government afterwards had a project for drainage to the Bay, on scientific principles, which also was

objected to by the Councils of the municipalities concerned, and no action was taken. A further suggestion in 1890 as to site was also negatived, so that no change was made. In 1891 application was made for permanent reservation of the Abattoirs site, preliminary to the erection of buildings necessary for the great extension in operations. On 5th October, Mr. Tate's offer for lease of the Abattoirs at £5 per week was accepted. Complaints were made of an offensive drain from the Abattoirs, which the lessee was ordered to remove. The Council reduced the licence fee on dairy cattle from £1 to 5/- per head.

In 1894 the rent of the Abattoirs to Mr. Tate was £300 per annum. The recurring complaint of nuisance arising from the Abattoirs was investigated and not sustained. On 26th June, 1895, the Minister of Lands promised that a reservation of a new site for Abattoirs would be made; and a conference with Port Melbourne was held concerning the provision for the same. The close inspection of all cattle killed at the Abattoirs was approved, also plans from the Harbour Trust for the construction of a drain from the Abattoirs to the river.

Renewed application was made for permanent reservation and extensive building operations contemplated to deal with 50 horned cattle, and 800 sheep per annum. These numbers were increased to 200 cattle, 2,000 sheep. However, it was not until 1898 that at last a new site was permanently reserved of 5^ acres close to the Yarra, with 686 feet frontage to Lorimer Street, 570 feet to Hartley Street, 850 feet to Boundary Street, and 112 feet to No. 4 Harbour Trust Street. It was proposed to enclose 3 acres on the eastern side, with a galvanized iron fence 8 feet high, within which buildings would be erected. The remainder of the land, including the old Abattoirs, to be securely enclosed with a three-rail fence for use as cattleyards. A road. 33 feet wide was to be made from Lorimer Street parallel to Hartley Street on both sides of the new buildings; a lodge, office, stalls, sheds, lavatory, etc., on the east side, with two blocks of buildings^ for sheep and cattle.   On the west side pro-

vision for sheep, pigs and cattle. Construction was on the modified plan of Melbourne Abattoirs at Kensington. The estimated cost was £7,300. There would be space for freezing and cooling chambers, proximity to shipping being a great advantage in export. An inscribed memorial stone was placed in the lodge.

The Council took charge and appointed Alexander Cameron as manager at £200 per annum. Operations began in June, 1900. The old buildings were submitted for removal by tender. Frequent extensions and additions to meet the rapid growth had to be made. In 1902 provision was made for frozen meat. The question of Sunday slaughtering was not approved after consideration and discussion. On 25th February, 1903, the works were leased to John Cooke for three successive years at £1,100, £1,250 and £1,400 respectively, the .Superintendent's salary being then reduced to £13 per month. In 1906, on Cooke's notice to surrender the lease, he was asked to continue for a year at £1,000. Mr. J. Howse was appointed Meat Inspector. Slaughtering charges were brought in line with those of Melbourne and Richmond. The Superintendent had to be notified in the *Gazette* as Meat Inspector. In 1907 the Council objected to an offer of monthly tenancy by John Cooke, and next year again resumed control with a manager. Continuous water supply was made, and a loop railway was proposed to the Abattoirs.

In 1914 a tripery was installed at an estimated cost of £650. How great had been the expansion of the Abattoirs is evident, for from 1908 to date the capital expenditure had increased from £13,800 to £22,000. Revenue on the additional capital had yielded 23i per cent, and 13 per cent, on the whole capital. Additions, renovations, conveniences and improvements were made as conditions required. By-laws had to be framed as necessary, concerning which the Council found, on the occasion of a man being gored by a bull, that they had no authority to make a by-law concerning cattle passing through the city. The by-law requiring sheep to be driven at night and not by day through the city had

to be enforced. Objection to the placing of a piggery on Crown lands at Fishermen's Bend was made as an insanitary menace near the Abattoirs. In 1932 the Council were asked to provide chilling chambers, and again, in the following year, when the estimated cost of installation was £7,475 and maintenance £2,445. The Council declined pending the Government's decision in regard to removing the cattle-yards. In 1934 a de-hairing machine and other machines were added for the preparation of pigs for export, and the Council promised to instal chilling chambers if the butchers agreed to pay 4/- per head. In 1936 rail scales were provided at a cost of £170, for use in the export of meat. Rental of the same was 10/- per week. For some time there had been requests for the installation of chilling chambers. The Council at length agreed to allow Mr. A. Bullus to instal and administer the service at his own cost and risk. The Abattoirs, on which the sum of £22,000 has been expended by the City Council, has greatly expanded to be not only a highly successful and useful instrumentality, but also a remunerative source of municipal revenue.

THE MARKET

At the creation of the borough, one of the utilities desired was a market for the sale of vegetables, fruit, hay, wood, etc. A site of 10 acres was selected in 1858 by a sub-committee, and an application made for its reservation. The Council evidently took no action for some time, and as the area was not made use of, on 3rd September, 1866, the surprise was great at the advertised sale by the Government of allotments in the Market reserve. On the Council objecting to this action, the lots were withdrawn, and the site reserved for market purposes on 21st November of the year. Market sheds were erected at a cost of £727, by-laws for control were made, charges fixed, and tenders for levelling and draining the land let. Rates for stalls and standing space were imposed, with special rates for butchers' stalls, and the lease of the market was put up for tender, realizing

£273/18/4, Moore being the successful tenderer. A market inspector was appointed, Mr. Tope adding it to his other duties of rate collector, etc. The permanent reservation was proclaimed on 19th August, 1867. From time to time rates had to be varied, by-laws made as required. Proposals were made to lease for fifty years a portion in York and Coventry Streets as the frontage for building purposes of one story or more—and for stone or brick two-storied buildings in Cecil Street, to which the Government objected. Local traders desired restriction of the Market to wholesale trade.

By 1883 the market gardeners and produce dealers wished for more accommodation, which was provided, two more sheds being built, and tables, etc., being provided. The inspector was instructed to see that the lessee carried out his duties regarding the weighbridge, lighting, etc. Repairs were effected and improvements made. In 1872 a weighbridge had been purchased of five and a half tons from Messrs. Heep & Co. for £75, the lessee to pay bank interest on the amount of purchase and fixing. Requests were made for sale of cattle and pigs, and arrangements made therewith regarding charges, drafting, yarding and removal of stock; tolls and dues, watering and feeding. The Market became increasingly a great public utility, and convenience to the public. As need arose, improvements were made, prices varied, conveniences for stall-holders supplied, and by-laws amended or framed. The hours in 1892 on Tuesday and Friday were from sunrise to 1 p.m., on Saturday from 6 to 11 p.m. The expenditure of £500 was authorized on the buildings. Instructions as to order, cleanliness, sanitation, procedure and penalties for infringements were stressed. In 1894 a request to close on Saturday was refused. The lessee proposed electric lighting, which was for some time used, until replaced in a few years by incandescent gas lighting. A new weighbridge was installed. Offers received by the trustees to place advertisements on the Market were refused. The robbery of 600 feet of lead flashing from the buildings was reported to the police for enquiry.

The great progress in marketing is indicated by the tender of the lessee (D. Wadrick) in 1895 for the amount of £3,689. Six hundred pounds were spent on additions, etc., including an office for the weighbridge, iron troughs, and lavatories. In the next year it was resolved to remove the fence and close the end next to the railway line. From time to time mutual adjustments had to be made with stallholders in regard to dues and privileges} also changes in time, as on Saturday from 2 to 10 p.m., and in other days of opening to Wednesday and Friday. As mentioned elsewhere, the market gardeners endeavoured unsuccessfully to have a wholesale market. Better provision was made for inspection of food exposed for sale, one requirement being to raise it from the ground on platforms. In 1916 tenders were called for using space for advertising at the Market, under certain conditions. The Council in later years seems to have arranged to collect dues instead of leasing. In 1930 the revenue for the half-year was £4,369. Another change in time was made—on Wednesday, to 1 p.m., and on Friday, to 9 p.m.

PUBLIC HEALTH

Generally speaking, in the first three decades of settlement at Port Phillip, although colonists lived a more active life under open-air conditions, sickness was very prevalent, as infections were introduced and the mortality very great. 'Colonial' fever, the typhoid of to-day, owing to insanitary conditions, ignorance of health laws, unreliable water supply, absence of sewerage, etc., claimed many victims. The makeshift, temporary habitation of 'Canvas Town' and unstable life on the diggings were conducive to unhygienic environment. Hydatid disease was frequent, until the practice of boiling water before use became general. At the introduction of civic government, ensuring some semblance of law and order, the problem of effectively carrying out drainage, overcoming swampy conditions and enforcing the provisions of the Board of Health had to be firmly dealt with. Diseases such as diphtheria, measles, bronchitis,

pneumonia and scarlet fever were of frequent recurrence, taxing the medical skill of the time severely.

The earliest Quarantine Station was that between St. Kilda and Red Bluff in 1840, when the *Glenhuntly* arrived with a fever-stricken crew and passengers, four of whom died and were buried near the Bluff, their remains some years later being re-interred at St. Kilda Cemetery. There was a feeling that a sanatorium should be set up for cases of infectious diseases. In 1865 a proposal to form one at Fishermen's Bend was opposed. Fears were abroad concerning the probable introduction of smallpox, of which disease there were a few cases subsequently, and re-vaccination was recommended. In 1869 Colonel Anderson, at the request of the Emerald Hill Council, agreed to allow room at the Batteries to be used if necessary as a sanatorium. The local Board of Health, working with the Central Board, secured improvements in the borough regarding drainage, stagnant water, cesspits, disposal of manure and refuse, noxious trades and occupations, nuisances from animals, etc.

In 1871 informative leaflets were distributed by the Board of Health as to treatment of sufferers from accident caused by machinery. In 1874 another proposal for a hospital at the Bend was opposed. The Health Officer, Dr. W. Haig, was energetic in combating disease, but the need of a hospital for infectious diseases was very great, and was also advocated by Dr. Iffla. The Board of Health advised each municipality to provide its own building for that purpose. In 1875 it successfully prosecuted offenders for polluting the river by depositing nightsoil therein, and circularized municipalities to form a by-law stringently prohibiting, under heavy penalty for conviction, such a disgusting practice. A district sanatorium, after conference of interested bodies, was established at Williamstown, to which Emerald Hill, in 1883, contributed its share of £168/10/11.

Diphtheria, first appearing about 1855, and typhoid were recurrent, the former very rampant in 1890, but the mortality therefrom was low, and successfully grappled with since 1896 by the use of antitoxin.   Cases were treated at the

Homoeopathic and the Alfred Hospitals. Some difference between the Council and the hospitals arose as to the right of sending patients, the Council objecting to the proposals of the hospitals. Agreement was amicably reached. During the next ten years great advances were made in the successful treatment of typhoid and diphtheria, and in the education of the public in regard to infection and prevention, sanitary precaution, and treatment of patients. The Council paid for treatment of cases at the hospitals, being reimbursed in part by the Government. A case of smallpox on the *Australian* in 1893, and also on another vessel in 1895 brought renewed precautions. In 1900, the prevalence of bubonic plague from overseas called for vigilant measures. It was found that rats were carriers of the disease, and a war of extinction was waged against the rodent. In South Melbourne, as a plague precaution, a shilling per dozen for rats was paid, the bodies being incinerated. During the next two years thousands of rats were paid for. Payment was discontinued in July, 1902, but resumed next year, the price later being raised to two-pence per animal. In 1906, rat-catchers also were appointed to control this pest. In 1911 payment was at £2/10/- per hundred. In a little over six months, 5,248 rats were paid for. Intermittently the campaign against rats was carried on for some years. In 1922 rat-catchers were paid £1 per day for three days' work per week. In fifteen days they killed 115 rats. The last thirty years has witnessed wonderful advances in medical science, and in the intimate knowledge of the sources and development of diseases. Conferences respecting tuberculosis, typhoid, diphtheria, meningitis and infantile paralysis have been held, with good results. A consumptive sanatorium, supplementing that at Greenvale, has been built at Heatherton, near Cheltenham. Objection was taken by South Melbourne, Port Melbourne and Footscray to establishing a quarantine station at Coode Island. Owing to control of food and water, also to immunization, since the Great War, typhoid has been effec-tually checked.

   In 1915, for the first time, meningitis was reported in South Melbourne, seven cases occurring in the year.

The report of the Health Officer to 31st March shows cases of disease as follow:

	1914		1913	
	Cases	Deaths	Cases	Deaths
Diphtheria	95	3	221	2
Typhoid	34	2	35	1
Scarlet Fever	15	—	4	—
Phthisis.....................	72	36	69	28
	216	41	329	31

In this year there were seventy-five cases of diphtheria in the first half-year. The Council supported the effort to segregate carriers of the germs, and also approved of floating a loan for the Infectious Diseases Hospital, agreeing to share in the cost of erection of extensions estimated at £35,000. In 1916, a conference on meningitis was held, and Drs. Stewart and Fairley subsequently gave lectures on the subject at South Melbourne. At this time there was quite an epidemic of diphtheria in the suburbs. The Council made payment of £1,305 towards the Infectious Diseases Hospital, Cr. T. Smith being its representative on the Board.

In 1918 commenced the severe epidemic of influenza throughout the States, which was so serious in nature. Measures were taken for prevention, vaccine was provided, and the Sturt Street drill hall was used as an emergency hospital.

In the next year, the disease was very virulent. A conference was called by the Lord Mayor to combat the disease. Montague School was equipped as an emergency hospital. Inoculation was made at 1,000 cases per day. Crs. Baragwanath, Merrett, Wells and Jones formed an Advisory Committee to assist the Mayor in influenza matters. Many unselfish workers gave valuable help where needed. Dr. Edith Barrett was thanked by the Council for her efforts at St. Paul's Orphanage, and the V.A.D.'s for their services at inoculations at the Town Hall.

At an Influenza Sub-Committee's Hospital 171 cases were taken, of whom 90 were discharged; 15 died.   There was

a staff of 33 persons, of whom 9 were trained nurses and 11 V.A.D.'s Nurses also visited 178 families. Special foods were provided by the Red Cross from their kitchen. Efforts were made to find a joint hospital for cases. Special thanks were accorded to Nurse Thorn for her services. A conference from South Melbourne, St. Kilda and Port Melbourne was held, and the convenient Park Street drill room was secured for hospital purposes. Montague was closed. The Government refused to accept liability for infectious patients. St. Barnabas' schoolroom was held for an infectious hospital. By 1920, this very severe visitation had passed. The equipment provided at Albert Street was sold. Dr. Cuscaden was granted an honorarium for his good services. The influenza account had cost £2,551. Discussion took place as to apportionment of expenses. The Health Committee set out the Council's liability in regard to epidemics. Emphasis was laid upon the imperative need of a metropolitan hospital for epidemic diseases. On 11th May, 1923, the South Melbourne Council advised the Board of Health of their willingness to co-operate in providing for emergency epidemic hospital accommodation; and a few years later, after a conference of municipal representatives, the proposal of the Health Department for an Infectious Diseases Hospital was supported, the buildings erected, and, with considerable extensions, this hospital was sufficient for all demands upon it.

Regarding the dread disease of infantile paralysis of recent years, every possible precaution and care are taken to prevent its spread, the directions of the Board of Health strictly observed in the cases of those affected, and the Infectious Diseases Hospital assisted in every way. In the history of South Melbourne's progress, the constant supervision and regard for the public health have been remarkable; deleterious factors have been eliminated or rendered innocuous; sanitation and cleanliness enforced so as to make the city one of the healthiest in the State, a condition materially assisted by its open spaces, parks and gardens, and proximity to the invigorating sea breezes from the Bay.

Dr. W. Haig, the first Health Officer appointed, faithfully continued his good services until the year 1893, when Dr. W. C. Daish was appointed his successor in the important task of officially conserving the health of the community.

Under Federal control a very close quarantine system, administered with great efficiency, has prevented the intro-duction of virulent epidemics. A pleasing feature in regard to public health has been the great decrease in the rate of infant mortality, which, in 1900, was about 100 in 1,000 cases, but now reduced to one-third of that number. The greater care and supervision given to maternity, infant welfare and upbringing, with the wide dissemination of helpful knowledge, and the establishment of special institutions to ensure the same, have become recognized as desirable work in which the State, the municipality and the sympathetic persons in the community can take a generous part. In the legislative sphere the same spirit is manifested in maintaining the public health by the liberal measures to safeguard industrial employment, in every way, and under every condition, and by strict insistence upon pure food supplies, hygienic housing, healthy environment, sanitary precautions, etc., in order to achieve that aim. Between the years 1901 and 1925, the death rate in Victoria decreased from 12"22 in the 1,000 to 9'20, or 25 per cent.

St. Luke's Church of England, Dorcas Street.

Presbyterian Church, Dorcas Street.

SS. Peter and Paul's R.C. Church, Montague Street.
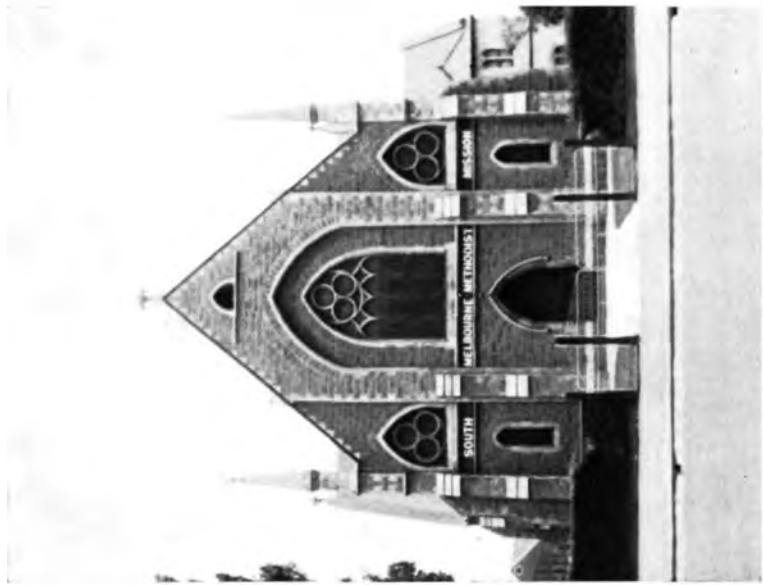
Methodist Church, Dorcas Street.

CHURCHES AND PHILANTHROPIC
ORGANIZATIONS

IN early Victorian days, although places of worship were few or altogether absent, and ordinary life existing under rough conditions and in a strange environment, the abiding influences of 'use and wont' in home training and old tradition remained among the settlers, so that wherever a village or small town arose, there was evinced the desire to establish a meeting place or church for religious worship. In the comparative indifference of the present age, one finds it hard to comprehend how deeply the community was impressed with due observance of religious duties, with a sober regard and reverence for sacred teachings, with simple belief in the literal interpretation of Scripture, and a strict puritanical conception of the day of rest. It was in such an atmosphere that the first generation in Victoria was nurtured. How pervading was this serious feeling, and insistent upon outward conformity, may be illustrated by two. incidents.

On 15th November, 1856, an official circular was sent to all municipalities on the occasion of the meeting of Parliament in that year. On behalf of His Excellency Major-General Macarthur, the Council was requested to close all places of business on Thursday, 20th November, to afford opportunity for ministers of all denominations and the people to meet simultaneously for *the* purpose of evoking a blessing of the Almighty upon the Houses of Legislature about to assemble. The inhabitants were called upon to close their places of business upon that day.

Then at a meeting of the Emerald Hill Council about the same time it is reported: 'Councillor Hancock said he considered it was his duty to report that Mr. W——— F----------- of Cecil Street south was in the habit of working every Sunday in repairing, painting and slating his house. It was resolved "that if Mr. F ------------ continued to desecrate the

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Sabbath, means should be taken to prevent him"; but it was hoped that making the matter public would no doubt suffice for the time.'

The Government of the 'fifties actively encouraged the growth of the churches, and was liberal both in grants of land and in subsidies for their support. In the growing municipality of Emerald Hill, the procedure was first the coming together of members of like belief, meetings in tents or at one another's abodes, then in a convenient building, storeroom or public hall, as preliminary to the desirable acquisition of the grant of a block of land on which to build at first a modest place of worship by public subscription. Among grants of land given generously by the Government, with of course no prescience of the future, were the following:

In 1852, on 16th November, allotments 13, 14, 15, 16 on Section 13 of the plan of Emerald Hill were granted to the Wesleyan denomination. The area was 1 acre 2 roods 2 perches.

On 15th March, 1853, allotments 1, 2, 3, 16 to 20 on Section 13, also 1 acre, 2 roods 2 perches in extent, were reserved for the Presbyterian Church.

On 3rd February, 1854, allotments 4, 5, 14, 15 on Section 13 were reserved for the Free Presbyterian Church as follow: 2 roods for the church, 1 rood for a school, 1 rood for a dwelling.

Then, on 15th November, 1854, in Section 40 there was reserved for the Church of England 1 acre for the church, 2 roods for the school, 2 roods for a dwelling.

It may be mentioned that on a question of principle the Congregational denomination, after consideration, preferred to purchase a church site rather than have one granted to them.

The adherents of the Presbyterian denomination at Emerald Hill were at first tent-dwellers. Their first clergyman, the Rev. Archibald Leigh, being inducted at a tent meeting on 5th January, 1854. In a few months, however, a brick building was set up and opened for divine worship

by the Rev. Adam Cairns, D.D., on 21st May. The elders of the church resolved to build a new church on their premises at Dorcas Street, which was soon effected and then enlarged at a cost of £576/4/6. The Rev. J. Oswald Dykes, D.D., preached the opening services. The incumbent was the Rev. D. Macdonald, of gracious memory, who, from his appointment in 1854, 'ne'er had changed nor wished to change his place,[5] but continued his long and effective ministry until the year 1889. Progress and improvements were made, an organ installed, Sunday and day schools opened in Bank Street, the latter until 1873, when the building, still standing but incorporated in later structure, was leased as a State School, until the building of Dorcas Street S.S., No. 1253.

The Clarendon Street Presbyterian Church arose out of a difference with the Free Church Presbytery, Melbourne, concerning a church branch at Emerald Hill. With the approval of the United Presbyterian convocation, the supporters first assembled in Cecil Street under the accommodating roof of Withers' Great Iron Store—conveniently 'all things to all men,' and still standing, although 'Ichabod' might appropriately be written upon its rusty time-weathered walls. The congregation increasing, an allotment at Howe Crescent was purchased, and a wooden church built about 1857. More accommodation being required, a fine site in Clarendon Street was granted by the Government, and on it the present substantial church was erected.

The Rev. John Ballantyne was the first minister, who laboured diligently and well from 1855 to 1860, the Rev. Hugh Darling from 1864 to 1874j then Rev. Alexander Fraser Know. In 1876 the Rev. Charles Bell began his ministry, continuing until 1894; and others in succession to the present day. Of the later ministers, the Rev. J. B. Ronald may be mentioned, who, in the 'nineties, after three years as pastor, was elected as a member of Parliament for South Melbourne. At a later period the Clarendon Street congregation became absorbed   (not without   opposition)

under the Dorcas Street ministration, the buildings being still used for mission work and kindergarten.

Like St. Luke's Church, the Presbyterian Church opposite to it, having the valuable Clarendon Street frontage, seized the opportunity of securing permanent income by advantageously letting it on lease in building allotments.

The Church of England was represented as early as 1854 at Emerald Hill, and after the usual gradation from canvas upwards to a little iron house in Bank Street, then to a wooden structure in 1855, found its permanent location next year in Clarendon Street, to which the building was removed, only to be blown down by the wind on 9th November, 1856. It was sold for £70. After a brief use of The Great Iron Store in Cecil Street for services, building on the Clarendon Street and Dorcas Street site was commenced, the foundation stone being laid by Sir Henry Barkly on 9th March, 1857. The church was to cost £1,720, of which £500 was in hand. The church trustees were W. Haig, M.D., Messrs. George Higinbotham, W. Lloyd, W. Pepper, Parker, Newton, Walker. The church was licensed on 24th June, 1858. The old iron building in Bank Street was removed as a residence for the Vicar, the Rev. Rivers Beechcroft Dickinson, inducted in 1858 at St. Luke's Church of England.

In the previous four years the Rev. E. G. McCausland seems to have ministered for Sandridge and Emerald Hill.

An early trustee and secretary of St. Luke's Church was George Higinbotham, of Montague • Street, distinguished for his eminence and probity in political life, as the sponsor of the educational system, and as Chief Justice of Victoria. The Rev. R. B. Dickinson, like some others of the cloth at Emerald Hill, had a long ministry, continued to the year 1907, marking a period of many changes but remarkable progress.

In the year 1881 the trustees of St. Luke's Church, R. B. Dickinson, M.A., Daniel Gibson, William Haig, M.D., notified the Council of their intention of offering for lease certain portions of the Clarendon Street frontage of the School, parsonage and church reserves, but asked that only such

portions of those frontages should be liable to rates as should be actually leased to tenants. The Council agreed, afterwards stipulating for a greater depth of allotments, the construction of a lane, and a substantial stone wall at the rear of the allotment.

Ultimately, the whole of the frontage referred to, being in the business centre, was satisfactorily leased. The revenue derived therefrom has been of the greatest service to the church from the financial standpoint, in ensuring maintenance, effecting improvements and carrying on church work without the anxiety usually associated with doing it effectively.

The first meetings of the Wesleyan Methodist body were held in the early 'fifties in a tent at Canvas Town, with church and school then in a temporary wooden building, and sometimes in the assembly room of the Mechanics' Institute at Emerald Hill. As mentioned, the grant of a site was made at the corner of Dorcas and Cecil Streets in 1852. In Melbourne in 1842 the first meeting house of the denomination had been at the corner of Flinders Lane and Swanston Street, afterwards the site of the Queen's Arms Hotel, now occupied by the splendid building of the State Savings Bank. At the first land sale in Melbourne a corner block at Collins and Queen Streets had been purchased for £87 by Mr. H. B. Bowerman, an early settler. On second thoughts, thinking the investment a doubtful one, he forfeited his deposit. The Government resumed the block and granted it to the Wesleyan body on 21st September, 1842, which, shifting from Swanston Street, built a church on the site. In 1856 the Wesleyans (with the consent of the Government) sold the block to the Bank of Australasia for £40,000, a condition inducing assent to the sale being that subsidies should be made to suburban Wesleyan churches out of the money received. The greater part of the money was devoted to the erection of the Wesley Church in Lonsdale Street, and among other churches, that of South Melbourne received a subsidy for building a church, which was completed in 1865.

One of the first clergymen was the Rev. S. Worth, then J. Hutchinson and J. S. Waugh. Another was the Rev. Dr. Watkins, and many noted preachers followed. This South Melbourne Methodist Mission Church, an imposing structure, massively built, has fulfilled a great purpose in the city. Its appointments are very complete. On 1st January, 1904, Mr. J. Bee, an untiring lay helper, laid the foundation stone of the commodious Sunday School in Dorcas Street. In 1903 the Jubilee of Church Commencement was held, the fine church accommodating a thousand persons in attendance. A Primitive Methodist Church in Park Street later became absorbed in the Methodist Church.

The South Melbourne Congregational Church arose from a meeting of twelve of its adherents at W. Dempster's house at Emerald Hill on 29th May, 1859. Regular services were commenced at the Great Iron Store on 10th July, 1859, under the Rev. J. E. Vetch, B.A., and continued until October, 1860, at the Mechanics' Institute with the Rev. C. S. V. Price. The Rev. James Mirams officiated until 1863. The first church, a wooden one, was built on the present site purchased in Howe Crescent in 1865. Brick additions were made in 1868. The Rev. E. Greenwood was clergyman from 7th December, 1868, at which time a gallery was added to the church. In 1874 the present commodious church was built, the foundation stone being laid by the Hon. F. T. Sargood on 17th September. It was opened in March, 1875, when 650 persons were in attendance. In 1880 the Rev. Joseph King succeeded Mr. Greenwood. In 1883 a new infant school was built, and two years later a new organ was installed.

The Baptist Church was founded in 1856 by Mr. W. Ferguson and other members, who first met at Mr. Bilsborrow's house in York Street for some years. The Rev. Messrs. Sharpe and Sprigg were among the first preachers. About 1862 an allotment of land was secured at Howe Crescent. A wooden building was bought for £100 from the Clarendon Street Church under the Rev. Darling and another £100 was spent in connection with the purchase,

to make the first church. The present building in Dorcas Street was erected at a cost of £4,000 for land and church, the Rev. Mr. Poole being then preacher. A well-known townsman, Mr. J. B. Youl, was treasurer of the church.

As population steadily increased, other churches were opened where required. In addition to St. Luke's Church of England, in 1882, St. Silas' Church was opened at Albert Park, with Rev. S. C. Kent as minister} St. Barnabas' at Montague, the Rev. H. Collier being first minister; and later, St. Anselm's, in Langridge Street, Middle Park, the Rev. W. Stacey Chapman, D.D., being incumbent.

As the need arose, the Methodist churches extended their ministrations, building at Park Street, Bridport Street, Albert Park, and, in 1891, at Richardson Street, Middle Park. Additional Presbyterian Churches were opened at Richardson Street, Albert Park, and also, in 1891, at Middle Park. An additional Baptist edifice appeare4 at Albert Park in Richardson Street in 1904.

The Roman Catholic denomination, starting with SS. Peter and Paul's Church, built Our Lady's at Park Street in 1928, and, in 1892, Mt. Carmel in Richardson Street. The first priest was the Rev. John O'Connell, followed, in 1861, by the Rev. William Shinnick.

An unusual incident occurred when, in 1856, the Council instructed the sergeant of police to take proceedings against the reverend gentleman first-mentioned for the offence of 'failing to destroy thistles' growing upon the church school grounds.

The Rev. O'Driscoll, Dr. Graber, Monsignor Collins and Monsignor Lonergan were well-known clerics of the church, Monsignor 'Collins being in South Melbourne for more than thirty years.

There are several Roman Catholic churches and accessory institutions in South Melbourne. Their imposing appearance is somewhat obscured by the massively built walls, which, whilst ensuring seclusion in some measure, conceal the proportions of the edifices.

In 1870 Mr. Matthias Larkin was Hon. Secretary of the

Church Committee of SS. Peter and Paul's, and Mr. James Cutting in 1872. Chapels in course of time were built at *St* Vincent's Orphanage and the Girls' Orphanage.

The Church of Lady of Mt. Carmel at Middle Park was built as a memorial to the Rev. Prior Kendelan, of the Carmelite monastery, introduced from South Australia. The church is very ornate, Romanesque in design, and surmounted by a copper-sheathed dome and figure. The Carmelite Hall was registered in 1919, and in January, 1921, the Council agreed to remission of rates, but on further applications in 1922 passed a resolution modifying such grants conditionally. The original SS. Peter and Paul's Church, with gabled roof, is still standing, being in use for a boys' club.

Denominations later in origin are also represented in South Melbourne. The Church of Christ has a branch in Richardson Street, Middle Park, with another in the south-west.

In Christian Science there is a fine church—'First Church of Christ, Scientist'—at the corner of St. Kilda Road and Dorcas Street. Towards the Yarra River, among the factories, nestles a Swedish Church, Svenska Kyrkan, and in City Road, towards Prince's Bridge, is the quaintly" built *St* John's Lutheran Church.

From several of the churches, mission halls have been from time to time conducted.

The Salvation Army, in 1880, commenced their campaign in South Melbourne, and against opposition and prejudice persevered under Major Barker and Captain Shepherd. Eventually their barracks or assembly room appeared in Coventry Street, whence they still continue their helpful ministrations within doors and without.

In connection with the growth and extension of all the religious organizations, the South Melbourne Council has impartially and generously given encouragement and practical help in supporting applications for grants of sites, in exempting or remitting rates on church property, refunding charges for Town Hall rental for church bazaars, concerts,

entertainments, pageants, meetings, etc., in aid of church or Sunday school funds. In regard to the exemption from rates generally allowed to churches and schools, on 26th July, 1922, the Council, probably owing to some hall being used for purposes other than of the church, resolved that 'all Church halls if used for other than religious services be subject to rating.'

In this connection it is somewhat incongruous to find that in the year 1859 the Chinese residents of South Melbourne made an application for remission of rates on the Chinese Joss House, in Raglan Street, on the ground that the build-ing was used only for religious purposes. The Council was doubtful, and the request was refused, complaints having been made of a serious nuisance from the Joss House, in the beating of drums, cymbals and gongs in untuneful disorder, and from offensive smells. On investigation the Chinise were warned against a continuance of such nuisance. This notable Joss House, established in the 'fifties, was much frequented by the disciples of Confucius, and in time, with the great decrease of Chinese residents in the State, it was one of the very few Joss Houses remaining in Victoria. For many years it has been a kind of inoffensive Chinese club-house, with some pretensions as a place of worship. The Council, in 1895, probably taking this consideration in mind, partially remitted the rates on the Joss House, and on 11th March, 1903, there was a further resolution to remit rates. The Joss House, a substantial brick structure, is still used, and, from its unusual character, is an attraction to the curious.

It is gratifying to note how, with a church as nucleus, a number of activities, apart from those purely religious, varying from time to time in character and scope, but always of a helpful nature, invariably become associated with it. Clubs and guilds for physical, social and mental aims, and societies for philanthropic purposes are among these acces-sory institutions. Nearly every denomination, according to its taste, has had connected with it clubs for athletic sports, cricket, football, hockey, tennis, etc., mutual improvement societies, reading circles, Christian Endeavour, and sewing

circles; boys', young men's and girls' clubs, and friendly societies. Some have encouraged the popular Scouts' and Guides' movement, or variations such as Sea Scouts and Boys' Naval Brigade, etc.

In this laudable direction the churches have continued to do fine purposeful work in directing energy and building character in their young people, as well as associating them in the serious work of the churches' aims.

In connection with the many philanthropic societies and organizations interested in charitable work and relief the Emerald Hill Ladies' Benevolent Society was the first formed. Its forerunner was the Emerald Hill or District Visiting Committee of Ladies of St. Luke's Church of England, which, with wider scope, under the patronage of the Council, became, in 1855, the Benevolent Society. Through the varying years the Society has consistently and devotedly carried on its charitable and remedial ministrations for the relief of sickness and distress. In 1861 the Society was granted £10 per month for three months for relief work, and on 29th September, the Society applied to the Council for a contribution. This Society became firmly established, and was never 'weary in well-doing,' the Council from time to time subsidizing it.

Funds were also provided by bazaars, concerts and special efforts, as in the public meeting called for the relief of sufferers from the flood in 1863.

The Council later, in addition to special grants, gave the Ladies' Benevolent Society a quarterly grant of £37/1*0/-;* but in 1901, owing to the relief granted by the introduction of Old Age Pensions, a readjustment in the charitable vote was made by the Council, and the amount reduced to £100 per annum. There were many demands on the Society. In 1925, a welcome £250 from the Government was received, but next year there were anxious times, and a special grant of £250 from the Council for the relief of distress was thankfully received and applied. One of the best-known institutions in South Melbourne was the Homoeopathic Hospital, which was in 1869 founded as a dispensary in

Spring Street, Melbourne, but turned into a hospital in 1876. Five years later increasing accommodation was necessary, and it was decided to remove the hospital to St. Kilda Road, the northern wing and official quarters being then built.

In 1890 the southern wing for surgical cases was erected, the addition being possible owing to the generous gift of £9,000 from Mr. James S. Hosie, of Melbourne.

The South Melbourne Council, from the beginning, supported the hospital, its first helping act being to fill in the site chosen and improve the drainage. From time to time various entertainments in aid of the hospital were held at South Melbourne. A ball was held in 1903. The Council donated £75 the next year, in 1908 the sum of £175, and on 30th September, towards the erection of a new ward, £100. This ward was finished on 16th March. In 1910 E. W. G. Greig was Secretary. The ladies of South Melbourne assisted the hospital as visitors in supplying flowers, and in arranging the bazaars, etc., at the Town Hall, for which the Council refunded the rentals. In 1921 the Council agreed to close Wadey Street from St. Kilda Road to Wells Street, in compliance with a request from the committee of the hospital. In 1922, £200 was voted to the Building Fund. The usual bazaars, with remissions of rent, supplemented the fund. In 1934, at a meeting of the Hospital Committee on 13th April, it was recommended that the name of the hospital be altered to 'Prince George's Hospital.' The Council approved, and a special meeting was called by the Committee to alter the name legally. In August, the approval of His Majesty was conveyed from the State Governor's office of the alteration to 'Prince Henry's Hospital.'

In 1935, it having been decided to make an appeal for £50,000, a deputation from the Committee, of whom the speakers were Mr. R. M. Cuthbertson, Cr. A. Wells and Colonel Wallace, waited upon the Council urging their support. The Council gave a favourable hearing, and subsequently voted £1,000 to the special appeal. A Queen's Carnival was organized, in which Policewoman Davidson and the force took an active part, and the Council gave per-

mission to collect for a 'Postal Queen' effort for the Prince , Henry's Hospital Queen's Carnival. In regard to the projected re-constitution of the Prince Henry's Hospital, which, when completed at an estimated cost of £250,000, will have ten stories, comprising all services, and equipped with the latest methods; the first unit of the structure is now in course of erection. It will accommodate the pathological and casualty department, and will, it is hoped, be opened by Professor G. Turner.

Of this well-known and most serviceable hospital Dr. W. K. Bouton was Resident Medical Officer from 1885, a member of the Board from 1891, Vice-President from 1909, and President from 1918 to 1936—a splendid record of useful and conscientious service for the institution. The annual function of 'Hospital Sunday,' instituted in Victoria as far back as the year 1870, on the suggestion of the Hon. J. H. Abbott, of Bendigo, is regularly carried out for the maintenance of hospitals.

In 1910 some ladies interested themselves in forming a convenient place where for the time working women might safely leave their children of tender years, sure of care, attention and safety for them under kindly supervision.

On 19th October, the committee of ladies, consisting of Mesdames A. Deakin, A. Elmslie, Wallace, Alston, Miss Dowlan, Dr. E. Barrett, Misses F. Harcourt, Granter, Alston and Jacob, went as a deputation to the Council to report on the proposal for the formation of 'The Creche' and ask for £500 towards the Building Fund. The Council was sympathetic and, on 16th November, voted the sum of £125. The amount needed was raised and 'The Creche' was duly opened in Coventry Street, close to the market, railway station and Dorcas Street State School. It proved a great boon to busy mothers, and a great advantage to the little children. Under careful and economical management it has made very satisfactory progress.

Another kindly philanthropic effort on the part of the ladies was the formation of the Montague Boys' Club. A number of boys in this typical residential industrial area

found little profitable occupation for their spare time. Several ladies, under the guidance of Lady Miller, applied to the Director of Education to have the building at the Montague School, formerly used for the Red Cross, used for a Boys' Club. Lady Miller proposed the purchase of the building. This was approved for the sum of £300, of which the Council would contribute half and the Committee of the Lady Northcote Kindergarten would contribute the balance. Equipment was estimated at £150, maintenance £350 per annum, to be paid by the Lady Northcote Kindergarten, less £50 by the Council towards the same. Trustees would represent the Lady Northcote establishment and the City Council.

In 1920 the Minister of Education visited the Montague School in regard to the re-building for the Club. The purchase was made, £150 from the Council, £150 from Lady Miller. The building was vested in Council trustees and Ladies Fraser and Miller. The alterations to the hall cost £430, and Ladies Fraser and Miller arranged for the opening of the Club. In 1921 the Council donated £50 to the Club. In the following year a library and reading room were proposed. The Club was maintained during the years of depression. In 1928 a donation- of £100 was given towards a motor-assembling class in connection with the institution of Vocational Guidance. In 1930 Lord Somers paid an informal visit to the Club. In 1933 the Council undertook to find the necessary paint for the boys to contribute their share in the labour needed for re-painting the hall.

On 28th October, 1930, Her Excellency Lady Somers opened a Baby Health Centre at the Town Hall, being welcomed by His Worship the Mayor and Mayoress (Cr. and Mrs. W. A. Wright) and the Councillors; Dr. Vera Scantlebury, Director of Infant Welfare, and representatives of the Victorian Baby Health Centre Association, the Kindergarten Union, the medical profession, and clergy were present among the guests, as also Sir George Cuscaden, President, Victorian Baby Health Centre Association, and Dr. Constance Ellis.

Her Excellency was thanked, and the company entertained to afternoon tea.

Besides the assistance given by the Government to charitable institutions and every form of distress there are constant demands upon the Municipal Councils, not alone for local cases of individuals and societies, but also for philanthropic institutions with wider usefulness and appeal. Thus, in the charitable vote of the South Melbourne Council we find assistance given not only to the Prince Henry's Hospital, but to the Alfred, St. Vincent's, Royal Melbourne, Children's, Lying-in and Convalescent hospitals and auxiliaries} to the Blind Asylum and Deaf and Dumb Institute, and the Infantile Paralysis Fund. There are grants to various charitable societies and organizations, as the Convent of the Good Shepherd, the Victorian Ship Relief Society, the Orphanage, Benevolent Asylum, Magdalen Asylum, Home of Hope, Royal Humane Society, Civil Ambulance Fund, Unemployment Relief, the Creche, six Free Kindergartens, three or four Missions, and numbers of other forms for divers charitable purposes. In May, 1920, the Council offered £1,000 to the Children's Hospital on the condition that no appeals were made in South Melbourne. In 1926 the Council, with so many claims upon its funds for charitable ends, was asked to allow its charitable vote to pass through the Lord Mayor's Fund. This was agreed to on the condition that no commission should be deducted from it. This indirect method of distribution was found unsatisfactory and was discontinued in 1930, although in that year South Melbourne Council voted £250 for the Lord Mayor's Special Appeal for £100,000.

How carefully, generously and judiciously the South Melbourne Council attends to the welfare of citizens 'from childbirth to manhood and womanhood' may be seen from a memorandum of 30th June, 1934, issued by the Council detailing its activities in child welfare, and indirectly answering some carping and unwarranted criticism in the press. The statement sets forth that there are three Baby Health Centres in South Melbourne, the capital cost of which was

£6,000. The first was established in the Town Hall in 1918, the number of babies increasing from 150 in 1918 to 4,751 in 1920. Then in that year a 'Model Centre and Training School for Infant Welfare Sisters' was established in the 'Library block' of the Town Hall buildings by the Victorian Baby Health Centres Association. It was opened in October, 1920, by Lady Fraser, and in conjunction with the Council operated for eight years; when for wider scope it was transferred as an adjunct of the Women's Hospital, the Council contributing £100 towards the expenses of transfer. The municipality was re-subdivided with three centres: South Melbourne, Albert Park and Montague. The 'Library block' being now inadequate, the Council transferred the centre to the old Courthouse, purchased from the Government. Lady Somers opened this in October, 1930, the expenses being as follow:

Purchase of Courthouse	£2,500
Alterations and Additions to old Police Station	1,000
Contribution to Model Centre...............................	100
Purchase of Villa, Dundas Place, for Albert Park Centre	2,400
	£6,000

In fifteen years the maintenance rose from £87 to £1,000 per annum, including a supply of milk for indigent mothers with infants. Since the inception of the Baby Health movement the Council has expended a total of £4,500, or an average of £300 per annum, in this special supply of milk, and £3,800 towards distress through illness, mostly in special foods for expectant mothers, an average of £253 per year. The number of individual babies has increased from 180 to 964, and the total attendances from 1,850 to 13,450 per annum.

If we add to this philanthropic effort the Council's assistance to the Creche, six Free Kindergartens, the Montague Boys' Club, scholarships for scholars, subsidy to the Technical School, establishment of the Children's Library, and

co-operation in Vocational Guidance, it will be frankly acknowledged that the South Melbourne Council displays a genuine concern and an actively sympathetic interest in ensuring the best conditions possible for the health, welfare, nurture and training of the young within the borders of the municipality.
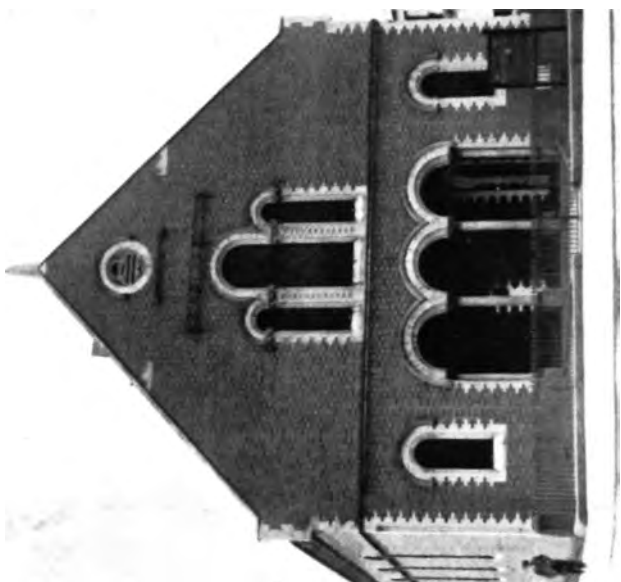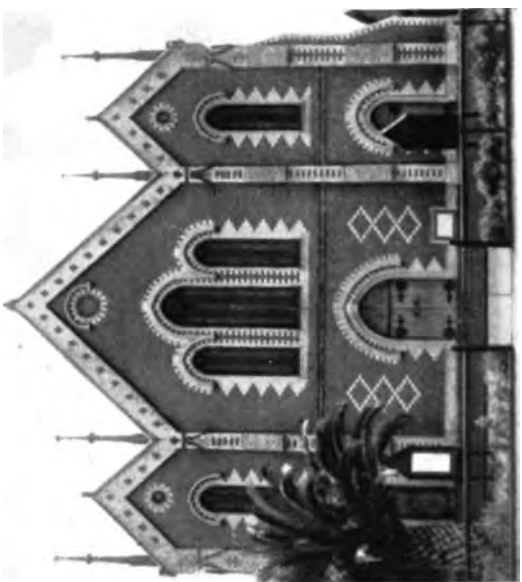
The Homoeopathic Hospital, St. Kilda Road.

The   Prince   Henry   Hospital,   replacing   the   former,   1938.

CHAPTER XII

THE BOOM PERIOD AND FINANCIAL STRESS CABLE

TRAMWAYS

IN the year 1890, several important public organizations of very great value to the municipalities were, after much thought, discussion, consideration and preliminary preparations, finally inaugurated. One of these was the introduction and completion of the tramway system, after reconciling by concessions and agreement the various conflicting views of the Government, the municipalities and the tramway company, by Act 47 Vic. No. 765, passed by Parliament on 12th October, 1883. The Melbourne Tramway and Omnibus Company was authorized to construct the tramways, on the condition that the option of construction was first given to the municipalities concerned, any two of which were to notify such intention within three months of the passing of the Act, otherwise the Company would have the sole right of construction. All the municipalities affected decided on accepting the option and gave the necessary notice to the Company.

The Melbourne Tramways Trust was then formed, in which seven members were appointed by the Melbourne City Council and one each from the other eleven municipalities. The Trust received full power to construct, and to borrow money for so doing, on the security of municipal property and revenues. The tram lines were to be constructed by 31st December, 1890. A thirty-two-years' lease, expiring 1st July, 1916, was arranged from 1st July, 1884. The Company had to supply all rolling stock, maintain the tramways and adjacent road for a total width of 17 feet in repair, and to hand it back at the end of the lease in good order to the Trust, pay the annual interest not exceeding 5 per cent., and contribute a varying percentage on sums borrowed, for a sinking fund towards the extinction of loans in due course. The expenses of the Trust would be defrayed out of loan to 31st December, 1892j after that by the Company, but not

to exceed £1,000 per annum, the remainder by the munici-
palities; the liability as to loan being shared rateably among
the municipalities, according to the cost incurred within
municipal limits. The total amount the Trust could borrow
was £1,650,000, in great part through debentures at 4^ per
cent. The first line completed was to Richmond on 11th
November, 1885, on the traction sub-surface system, the
paving being done with red-gum blocks.

The length of the lines to South Melbourne and Sandridge
was 4 miles 3 roods, both of which were opened within the
specified time on 17th June, 1890. The separate lengths of
the cable trams being from Town Hall, Collins Street:
South Melbourne, 2 miles 79 perches; Sandridge, 2 miles
73 perches. The South Melbourne course was Collins Street,
Market Street, Queen's Bridge, Moray Street, City Road,
Clarendon, Park, Montague, Bridport Streets to the junction
of Victoria Avenue and Beaconsfield Parade; that to Sand-
ridge partly the same, but continuing on in City Road to
Crockford, Bay and Beach Streets to the railway approach.

The Trust issued debentures at 4j per cent, for the whole
amount of the loan authorized, for which it received
£1,705,794 in cash, a very satisfactory result.

MELBOURNE AND METROPOLITAN BOARD OF WORKS The
next great public utility inaugurated from this year was
created by the passing of the Melbourne and Metropolitan
Board of Works Act No. 1197, 1890. The main work of
this Board was to undertake the effective management and
operation of the metropolitan water supply and sewerage
systems. On the Board of forty members, South Melbourne
was entitled to four representatives. The Chairman of the
Board is elected every four years by the other members.

In regard to the establishment of a comprehensive and
satisfactory sewerage and drainage system, a work of great
magnitude with its mains, branches, reticulation and house
connections, that of South Melbourne was completed by
1st July, 1906, to the gratification of the community. How

greatly the comfort and health of the citizens of South Melbourne and other municipalities have been improved by the institution of these two great public institutions is well realized. Another function of the Board directly affecting South Melbourne is the prevention of pollution of the Yarra River and subsidiary streams. It may be mentioned that in January, 1936, there were 11,079 sewerage connections in South Melbourne.

METROPOLITAN FIRE BRIGADE BOARD

Also in this year, in order to ensure method, economy and uniformity of working on a definite basis, a 'Fire Brigade Act' was passed, and a Metropolitan Fire District created, controlled by the Metropolitan Fire Brigades Board, on which three members were nominated by the Governor-in-Council, one by the Melbourne City Council, one by the. southern group, to which South Melbourne belonged, one by the northern group, and three by the insurance companies —nine in all. The station was in Gisborne Street, East Melbourne. The Board is given wide powers for the extinction and prevention of fires, the Metropolitan Board of Works being required to fix proper plugs and notice boards, and facilitate the water supply for use. The cost of maintenance of the Metropolitan Fire Brigade Board is borne in equal proportion by each of the three contributory bodies. POLITICAL MATTERS

Turning to political matters, the policy proclaimed by Sir Bryan O'Loghlen when he became Premier—'Peace, progress, prosperity'—received practical exemplification during the three years that Mr. James Service, his successor, was at the helm of State to direct with ability and prudence its course. The composition of this coalition 'Ministry of all the talents' was James Service, Minister of Education and Treasurer} G. B. Kerferd, Attorney-General ; Duncan Gillies, Minister of Railways} J. F. Levien, Mines and Agriculture} Graham Berry, Chief Secretary and Postmaster-General} G. D. Langridge, Customs; A. L. Tucker, Lands} A. Deakin, Public Works and Water Supply} R. S. Anderson, Justice, and Colonel F. T. Sargood, without portfolio.

THE BOOM

The culmination of this period of substantial progress, as shown by increase in population, production, exports, trade intercourse, credit and revenue, was really in the year 1885. Work was plentiful and labourers scarce. Six millions had been expended on railway construction. The six years that followed exhibit the rapid growth of a fictitious prosperity, possession by the people in general of a feverish and reckless mania for investment, a buoyant optimism, an unreasonable inflation in every direction, the creation of many unsubstantial financial and building societies, until, as in the famous South Sea Bubble time in England, and the Land Boom of Melbourne in 1839-1841—history repeating itself—the instability of the fabric raised became evident, and there came the inevitable and disastrous financial collapse in which, through much tribulation and travail, the bedrock of reality and common sense had again to be sought.

Henry Gyles Turner states as an example of the gambling spirit in the community that in one day the operations on the Stock Exchange, chiefly in Broken Hill Companies, reached £2,000,000.

In South Melbourne, from 1885 to 1890, the population increased by 10,769 persons, the ratepayers on the roll by 2,307, the revenue by £32,290, the annual value of property by £303,564, showing the *tendency* towards inflation in this boom period. It was fortunate for South Melbourne that out of the last surplus from the Government revenue, a considerable sum was expended in 1890 in raising a large area of land above the flood level to make it available for factories.

Another necessary work, which, as mentioned elsewhere, was completed in 1890, was the new Queen's Bridge, to the cost of which, at £45,000, the proportional contributions were Government, £20,00'0; Harbour Trust, £10,0*00; Melbourne, £5,929; South Melbourne, £2,965; Sandridge, £2,964; Tramway Trust, £2,385.

In 1890 Mr. Gillies, who, on Mr. Service's retirement had become Premier, floated a loan in England of four millions at 3J per cent., for which no less than £13,000,000

Colonel   W. A. D. Anderson   (late 50th Foot).
Officer   commanding The Victorian Volunteer Artillery
Regiment,   1854.

{Photo.,   Newman,   1881.)

(from   the   Collection   of   the   Historical   Society   of   Victoria.}

St.   Vincent Gardens and   Bowling Green.

(Nettleton Photo.—from the Collection   of the Historical Society of   Victoria.)

The Great Flood, July.   1891.   A bird's-eve view of South Melbourne and Wharf.

(Foster   &   Martin   Photo—from   Mrs.   J.   M.   Clarke.)

was subscribed, a proof of the confidence of the British people, as of Mr. Gillies himself, in the material prosperity of Victoria. This served to encourage and seemingly justify the continued lavish expenditure indulged in by the Government. The glamour of investment in the Broken Hill silver mines, the stimulation of business and trade arising from the Great Exhibition of 1888-9, and the free and unstinted flow of English capital, all combined to foster a prodigal spirit of expenditure by people and Parliament.

There were, however, signs that all was not well in financial circles. In 1889 the public were startled by the insolvency of two prominent investors for sums amounting to hundreds of thousands of pounds. In 1890 the boom was at its height. By 30th June it was well seen that Mr. Gillies' high estimate of a revenue exceeding nine millions for the year was unfounded, and that instead of a promised surplus a substantial deficit was inevitable. Owing to several causes, unemployment was now on the increase} the completion of the tramways, which had provided much work for years, a marked reduction in the extensive building boom, and the reluctance of Parliament under the outlook to construct the promised suburban railway extension, all contributed.

THE SHIPPING STRIKE

To add to the industrial unrest there came the strike in the shipping industry, with cessation of work on the wharves, coal shortage, probable stoppage of railway services, motive power, and lighting.. Only by persistent efforts against unscrupulous and violent opposition could the city be scantily lighted. Indeed, on the night of 18 th August, the city was in darkness. The Government, pursuing a policy of non-interference, yet took effective measures to preserve law and order against rioting or violence. At an intercolonial conference at Sydney, other workers, including the shearers, were called out. Dissension and dissatisfaction arose in the ranks of the unions. Non-union workers were numerous, and had Government protection. When the Marine Engineers' Association, who had caused the strike,

withdrew its affiliation with the labour unions, and made an agreement with the shipowners, the strike collapsed. This strike necessarily caused severe financial loss and much suffering. It also greatly hampered public services, and badly dislocated operations in trade and commerce. It is of interest to note that the South Melbourne Council, in 1891, called a meeting to express sympathy with the Queensland shearers. On 31st October, the Gillies Ministry was defeated and the Munro faction took its place.

FINANCIAL INSTABILITY

The banks, sensitive to the manifest feeling of uncertainty in financial matters, raised the rates for deposit, whilst restricting advances on land and real estate, thus causing various institutions connected therewith to try other expedients to keep their credit. However, a falling revenue, an undeniable deficit, increasing unemployment under industrial stagnation, and a growing sense of insecurity affected all financial dealings. The condition of society engendered by wild speculation and unsound finance was also now affected by the fall of prices in all the staple products—wool, wheat, etc., while the protected industries found little demand for their output. This financial crisis was not confined to Victoria. In New South Wales many building, land investment, and banking institutions closed their doors.

The boom burst in November of the year 1890 and the year 1891 brought full realization of the financial insecurity. Attempts were made to realize on bills of exchange and other temporary financial aids. There was a run on the banks. The public clamoured for money entrusted to various societies, and a panic set in. The Premier Permanent Building Society and Savings Bank closed its doors, deposits up to £600,000 and the paid-up capital being hopelessly lost. Under the unceasing withdrawal of deposits, society after society failed, their assets in real estate becoming valueless and unsaleable. Borrowers could not meet their liabilities. Four banking houses failed in August, 1891.   Before the

year closed six building societies and four so-called banks, including the Real Estate Bank, failed.

At this time it was again proposed that in the best interests of South Melbourne and Port Melbourne the municipalities should amalgamate, but the proposal came to nought.

In 1892 the debacle continued. The Mercantile Bank, with three subsidiary branches and two mortgage banks, ceased to function. In the middle of 1892 there were twenty-one financial companies of one kind or another in suspension, building societies holding deposits to the extent of eleven millions. In addition was the liability of £4,600,000 for uncalled capital. Insolvencies and compositions with creditors were the order of the day. In December the total deficit in public funds was stated to be £1,500,000.

Within a month twelve banks suspended operations, with total liabilities over 100 millions. Only one, however, failed to survive, the others, by careful reconstitution, economical working, postponement of existing obligations, and conversion of liabilities into share capital, weathered the storm. The Banks of Australasia, New South Wales, the Union and the Royal were the only ones that passed through the stern ordeal without reconstruction. Out of twenty-eight non-associated banks only two remained, and twenty-two land and investment societies, the outcome of boom conditions, collapsed. In 1892 there were 1,024 insolvencies for nearly £2,500,000; in 1893 there were 1,109 for about the same amount. Every department of industry and production felt the strain, and the effects of financial stringency and depreciation. The immediate results were an alarming decrease in public revenue, cessation of building operations, paralysis of industrial activity and enterprise, widespread unemployment, loss of wages, non-payment of dividends and interest, calling up of capital, depreciation in property, unsaleable assets, and a diminution in population. In 1896, 37,448 persons went to Western Australia, and in 1897, 31,775. It took ten years to recover slowly from such a staggering blow.

South Melbourne, from its intimate connection commercially and industrially with Melbourne, was keenly affected by the general calamity. Much unemployment accompanied stoppage or suspension of factory work. Much distress and poverty followed, many not only losing employment, but also their savings and possessions. The fraudulent transactions revealed in the utter collapse of the South Melbourne Building and Investment Society, of which Matthias Larkin, a leading citizen, was Secretary, inflicted hardship and deprivation upon trustful householders, and imprisonment in gaol for the defaulting Secretary, who had for a long time been a City Councillor, secretary of a church, and member of committees in several organizations. His flagrant delinquency came as a painful surprise and rough shock to the community whose confidence he had so callously betrayed.

The seamen's strike held up labour and operations on the river-front, in which South Melbourne was so closely concerned. The all-embracing catastrophe was of course reflected in civic affairs, in great diminution of revenue, due to fall in values of real estate, unoccupied dwellings, and the necessity of reducing assessments of property. Necessary work had perforce to be held up, strict economy exercised, and provision made for the lean years to come. The bank suspensions necessitated a special meeting of the Council and negotiation with the E., S. & A. Bank, which had temporarily suspended operations under reconstruction.

Another evidence of the times was an application by the Council for suspension of a clause in the Local Government Act to allow 30th September to be temporarily fixed as the limit for payment of rates instead of the statutory date, 10th June. In order to lighten the stroke of adversity as much as possible, relief measures were taken in conjunction with benevolent and charitable societies to alleviate distress and want. Employment for men was found in street construction, trenching, repairing, filling Crown land behind the Barracks, work at Albert Park, the Government contributing £1 for every £2 spent there. A register of unemployed was

kept, benefit entertainments held, a Relief Fund Committee formed, sustenance provided, clothing collected and firewood assembled for distribution. Employment for youths in forestry and other avenues was secured, and a Youths' Employment Council formed. No effort was spared to provide and increase employment. The Census for 1891 showed the population of the city to be 41,724—21,382 males, 20,342 females. In 1891, adding to the distressful results of financial and industrial collapse, there came those accompanying the severest Yarra flood since 1863. For a brief time Emerald Hill was again an island in a sea of turbid water only approachable by boat. Fortunately, the past works of the Harbour Trust greatly minimized the effects of the flood, which soon abated after flooding the factories and establishments along the river's banks.

The Munro Ministry was followed by the ineffective Shiels Ministry, and then Mr. J. B. Patterson became Premier, who was also unequal to the task of re-establishing confidence. One of his unwise proceedings was the proclamation of 'bank holiday' from 1st May to 5th May, 1893, ostensibly to give breathing time to the banks. Its effect, however, was to intensify the feeling of insecurity. Three banks altogether disregarded it and remained open—the Bank of Australasia, the Union, and the Bank of New South Wales. Patterson's policy was non-remedial, and destitute of any constructive idea to meet the crisis. His one panacea —a thankless one—was drastic reduction in the salaries of public servants, and retrenchment and starvation of public services for several years. This he carried out with a firm hand.

At South Melbourne in 1893 in municipal matters the question of the custody of the city's common seal was discussed, and it was arranged that the Town Clerk should keep the key, and the seal was not to be affixed except in the presence of the Mayor and the Chairman of the Legislative Committee. Under the patronage of the Council in the following year Mr. Thwaites, the eminent engineer-in-chief, gave a very informative public lecture on the important subject of the sewerage system,   for which   the   Council

expressly thanked him. On 14th October, 1896, the following motion was passed at the Council meeting: 'That this Council place on record its deep regret at the great loss sustained, not only by Australia, but of the whole world, by the recent death of the great botanist, Baron von Mueller, K.C.M.G._, M.D., PH.D._, F.R.S., etc., etc.' In connection with the choice and supply of trees for planting in the streets and the parks at South Melbourne, the Baron had always taken interest, and was ever ready to tender advice and information.

Meanwhile, although recovery from the depression following the great financial collapse was extremely slow, there were some alleviating circumstances. An accession of producers to the land, a revival in gold production, the exodus of many men to the rich goldfields of Western Australia, whence remittances were sent to wives and families left behind, above all, the spirit of the people in rising above the disastrous stroke of fortune, helped slowly in restoring confidence and a return towards 'normal conditions. The Patterson Government gave timely place to that of George Turner, whose prudent, capable, and tactful guidance at the helm of State, and his practical constructive policy, were mainly instrumental in turning the tide of adversity and chastening.

At South Melbourne the recovery came more quickly than in some other districts, as industrial activity was renewed. Being closer to the metropolis, building operations were not so adversely affected as in outer suburbs. Although checked for a time in the general paralysis, in a few years they gradually recovered, and made steady and healthy progress to the south-west with a good and improved class of residences. The Mayor and two other Councillors took part in a conference at Richmond to discuss the Greater Melbourne Scheme. On 10th May, 1897, Sir F. T. Sargood and others presented to the Council a fine portrait of the first Chairman of the borough, Mr. James Service, who in good time had relinquished the position of Premier of the State to advocate the cause of Federation, which was now a subject of widespread consideration in Australia, a basis of

agreement having at length been arrived at in the conference of 1898. This was submitted in a referendum to the people, who in three States out of four approved of the Bill, and on 29th January, 1899, with some amendment, the Commonwealth Bill was ratified at the Convention held in Melbourne. After Western Australia had decided for it in the affirmative, Her Majesty's Proclamation of the Commonwealth, signed on 17th September, 1900, appeared.

Towards the close of the decade occurred several events of importance to the Empire, viz., the Diamond Jubilee of Queen Victoria's reign, which was duly honoured throughout the Dominions, followed by the Boer War, in which Australia participated with several contingents. At the departure of the Second Contingent in the South African War an arch was erected at the corner of Clarendon Street and City Road, and the Queen's Bridge and Ferrars Street were decorated, as well as buildings along the route. Engraved silver matchboxes were presented to the members of the contingent from South Melbourne. Platforms were erected at strongposts, and the Stevedores' band agreed to play at the embarkation, so that, as the Second Contingent marched to Port Melbourne, they received the plaudits and heartiest of wishes for a successful campaign and a safe and speedy return.

The Minister of Defence was thanked by the Council for his courtesy and co-operation at the embarkation of the troops, and the Council subscribed £150 to the Patriotic, and a similar amount to the Bushmen's Fund.

FEDERATION

The Federation of the colonies had at length reached its consummation, the Constitution Act coming into force on 1st January, 1901, with the former popular Governor of Victoria as the first Governor-General of the Commonwealth. Another official announcement, also received with much satisfaction, was that Her Majesty had deputed the Duke and Duchess of York to visit Australia in 1901, the Duke to bear Her Majesty's Commission to open in her name the initial session of the Federal Parliament.

At Sydney Lord Hopetoun read Her Majesty's special message of congratulation, and heartfelt wish for the future welfare of the Commonwealth.

Throughout Australia there was much rejoicing at the fulfilment of Federation. Then for a while joy was turned into deep sorrow at the news of the death of Queen Victoria, whose long reign had been so fruitful in benefit to the Empire. On the 30th January, the Council met in consequence of Queen Victoria's death, the Hall being draped in black, and an expression of deep regret was recorded by the Council.

Then came the coronation of King Edward VII, with the accompaniment of hearty rejoicing and festivity. The South Melbourne Council authorized coronation decorations at an expense not exceeding £50.

On 29th and 30th March the first Federal election was held throughout the continent.

King Edward, in regard to the proposed visit of the Duke and Duchess of York, carried out the late Queen's wish. On arrival the royal visitors were welcomed with enthusiastic loyalty, and the City of Melbourne, with its beautiful triumphal arches, lavish decorations and attractive designs and ornamentations, presented a vision of delight. The *Ophir,* conveying the royal visitors, passed through the Heads on 5th May and anchored off Mornington. On previous occasions, at the arrival of such distinguished guests —royal or vice-regal—the official landing had been at Port Melbourne, with a procession through South Melbourne. This time the pier at St. Kilda was the landing place for the royal visitors, who then entered the city via St. Kilda Road, the attractiveness of which was much enhanced by effective decoration along the route.

This impressive official entry was the beginning of an unexampled series of festivities and joyful functions.

On Thursday, 9th May, 1901, the Duke of Cornwall and York, in the presence of a most representative gathering at the Exhibition Building, declared, according to due form and usage, that the Parliament of the Commonwealth was

Welcoming the Prince, H.R.H. the Duke of Edinburgh, 1S67.

(From 'The Australasian.')

Welcoming the Prince, H.R.H. the Duke of Cornwall and York, 1901.

{Historical Society of Victoria.)

A CONTRAST—PRINCE'S BRIDGE.

House on Yarra Bank, brought out in sections, 1853, by R. J. Hilliard, ferryman. In front—'plank road' from 'Custom-house' ferry to the foot of Clarendon Street, Emerald Hill.

(Tkt 'Age'—Mr. J. **M.** *Neild's Collection.)*

Military Review, June, 1861, from a drawing by Charles Norton, taken from the 'Butts' Station, St. Kilda Railway.

(From 'The Tatler Vol. 1, No. 43.)

opened, and conveyed the congratulations of His Majesty the King, to whom a reply was immediately sent by Parliament. The Governor-General administered the oath of allegiance to the members of both Houses, who subsequently, before adjournment, chose respectively the President and the Speaker.

The end of the century was marked by an optimistic outlook in Victoria, tempered by the teaching of stern experience. The Turner Ministry, in contrast to its immediate predecessors, pursued a remedial policy, which so rigorously controlled expenditure, and so capably administered public affairs that within three years, after six years of heavy deficits, the Ministry, on 30th June, 1897, could actually announce a surplus of £63,000, and continue during its tenure of office to maintain a moderate surplus.

Much useful and progressive work was accomplished, social reform and industrial development were taken in hand. With the co-operation of the Labour Party, which from four in number in 1891 was twenty-one in 1898, amendments in the Factories and Shops Act were made to ameliorate industrial conditions. At the Queen's Diamond Jubilee, the Premier, who had been knighted, as worthily represented the State of Victoria as he had faithfully served her in her extremity. Now under capable government, with order instead of chaos in industrial and financial relations, with economy enforced instead of extravagance, confidence instead of despair, the new century opened with fair promise.

CHAPTER XIII

PARKS AND GARDENS

IN the early 'fifties that portion of South Melbourne to the south-east, mostly swamp, and low-lying marshy land adjacent to the lake or lagoon now known as Albert Park, was under the control of the Melbourne Municipality, and gave little promise of being put to any practical purpose. The Government had some idea of reserving it for a park. The Melbourne City Council, as early as 1844, having suggested it, in 1856 notified the Emerald Hill Council of their intention to enclose the area, and provide gates and lodges. They requested to be informed as to the sites for gates most convenient to Emerald Hill. The Council named those south of Moray Street and Cecil Street as being so. The area under the name of South Park was fenced off. In the following year the Park came under the control of the municipalities of Emerald Hill and St. Kilda, when a part was used for the cockspur line of railway between St. Kilda and Windsor.

Another portion near the St. Kilda railway station was enclosed to provide a run for a number of alpacas imported experimentally by the Government. This area got the name of Alpaca Park. A few years later the animals were removed to the Royal Park.

The Land Act of 1862, which amended Duffy's Land Act of 1860, defined the system whereby park lands were to be reserved. Temporary or permanent reservations for public purposes required the preliminary official notices of intended reservation in the *Gazette,* and of prohibition of the sale of such areas, which could only be used for the purpose speci-fied, any use otherwise either by the Crown or by individuals being illegal. For all Crown lands thus reserved, approved for reservation or awaiting possession, provision was made for conveyance to trustees for effecting the purpose for which the reservation was granted. The Board of Land and Works must have evidence in proof of reservation, and a

claim made for fulfilment of the same within twelve months from the passing of the Act, 18th June, 1862. As a result, applications were made for vesting various Park lands in trustees.

In regard to grazing or depasturing in the Park, the Department of Land and Works was not satisfied with the conditions wanted by the Council, and in 1863 informed the Council that a Mr. Gillespie had offered a sum of £200 per annum for the grass in the Park. If the Councils of Emerald Hill and St. Kilda had not more satisfactory proposals to urge, offers for grazing rights would be publicly invited.

In 1864 the Government proposed to make the Melbourne City Corporation and the Board of Land and Works trustees conjointly of the chief park lands, one of which was the South Park or Albert Park, as the Emerald Hill Council named it later.

Reservations of land, however, whether by accident or design, were not always made to comply with the exact requirements of the Land Act. Hence, from time to time came infringements of conditions, and occasions on which Ministers of the Crown, under financial stress, did not hesitate to take advantage of some omission or defect, and unworthily sell portions of reserved parks, thus causing diminution of their extent. A glaring instance of this was the alienation of Fawkner Park in the Parish of South Melbourne. Ninety-nine acres two roods had been gazetted as a temporary reservation. On 5th January, 1864, the Minister of Lands, Charles Gavan Duffy, directed the frontage to St. Kilda Road, extending from the Church of England Grammar School to St. Kilda, to be divided into half-acre lots and sold forthwith. Despite vigorous protest from the Councils of St. Kilda, Prahran and Melbourne, from the general public, and some members in Parliament, this wholesale spoliation of park lands took place.

In regard to the 'Home' or South Park, there is much variation in the early references to its area. The 'Home' Park was 560 acres, including the lagoon, part of 745 acres

reserve^ later. In 1857 the area was returned at 847 acres, in 1860 at 896 acres, and on 22nd July, 1862, the proposed temporary revision for a park is loosely stated at '951 acres more or less.' In 1860 the Government offered to provide a sum of £600 for improvements conditionally on the formation of a road, and the erection of a toll-bar at Fitzroy Street W. to provide revenue for maintaining the road. The proposal was approved by St. Kilda, but opposed by Emerald Hill as detrimental to its interests. In 1864 the notices of intention for permanent reservation in two parts were gazetted; but the final notices specified under the Land Act were strangely enough omitted. The larger portion of 724 acres was not vested in trustees, but 21 acres 2 roods 19 perches, including Alpaca Reserve, were vested in St. Kilda Council as trustee. The boundaries of the South Park were, on the east, St. Kilda Road, St. Kilda railway line on the west, Fitzroy/ Street on the south, and Albert Road on the north. In 1867 the Park was vested in the Board of Land and Works. On 27th June, 1871, a committee formed of representatives from Melbourne City Council, Prahran, St. Kilda, Sandridge and Emerald Hill Councils met at the Melbourne Town Hall to consider developing the lagoon for use in aquatic pursuits. It was resolved, after discussion, 'That it is expedient that the Albert Park be deepened, so as to form a boating course.' The Minister, Mr. J. F. McPherson Grant, agreed to have the lake surveyed. Meanwhile, at a meeting of the Committee on 10th October, 1872, Cr. Lord (St. Kilda) and Cr. Nimmo (Emerald Hill) submitted a motion for the change of name from 'South Park Lagoon' to 'Albert Park Lagoon,' the motion being carried. The surveys, levelling and boring operations were duly undertaken.

   In January, 1873, the report of the survey was submitted to the Albert Park Lagoon Improvement Committee by the Minister, who stated that he would place £6,500 on the estimates 'if it could be shown that any good could be done in making the lagoon available for regatta and general purposes.' It was proposed by the Engineer-in-Chief of

Public Works to deepen the northern half of the lake, to a minimum of three feet, to raise the level of the water six inches, and to deposit the sediment raised along the margin of the bank in order to strengthen the foreshore. For filling the lake, water was to be raised from the Yarra by a steam-engine pump, and carried to the lake by a twelve-inch earthenware main. This pump would also supply water for the Botanical Gardens and the Domain. Efforts to secure permanent reservation of the Park continued. Notice of permanent reservation of the whole area was made in the *Government Gazette,* but the order itself was not made and therefore was not published.

The Hon. J. J. Casey, Commissioner of Crown Lands, and President of the Board of Land and Works, proposed in July to vest Albert Park in the Councils of St. Kilda and Emerald Hill and the Board of Land and Works, and to reclaim the land. The Government would pay half the cost of maintenance, estimated at £1,200 per annum, and each of the Councils £300 per annum, the revenue from grazing licences to be taken by the Department. After consideration, a deputation from the two Councils in November offered to pay £150 each per annum for ten years, if the Park were permanently invested in the three bodies, the Board of Land and Works to retire at the end of .the ten years, leaving the management of the Park to the Councils. Emerald Hill was willing to accept this proposal, but St. Kilda objected to the joint control of the St. Kilda portion and Alpaca Park. The objection was allowed. The two Councils mutually agreed to the permanent reservation of Albert Park and its management by a Committee of representatives from the two Councils and the Board of Land and Works.

It was also proposed that the revenue received go to the Committee, and the two Councils make up any deficiency in maintenance; also, that on the retirement of the Board in ten years' time, Emerald Hill and St. Kilda should control the Park at their own expense. To this understanding the two Councils signed their agreement; but, as the Minister did not sign it, the document was not valid.

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In February, 1875, to the surprise of the Council, there appeared in the press a notice of the Government's decision to permanently reserve Albert Park, and also to sell under stringent building regulations the frontage of the Park to St. Kilda Road, and to reserve the sea frontage for sale in future building operations. In view of previous official intimations as to the intention of permanent reservation, the Councils had believed the reservation quite secure.

On 3rd March, 1875, an announcement of the sale was made. A vigorous protest on the part of St. Kilda was made against the breach of faith involved in the sale. A public meeting was called for a deputation to be arranged to the Minister to ask for the permanent reservation of 'the whole of the land in Albert Park—now, and for many years, set apart, and enclosed, and used, as such public park.'

They also asked for the postponement of further notice of sale 'until after the next meeting of Parliament.' Protests were also made by the Prahran Council and by a meeting held at the Criterion Hotel, Melbourne.

The sale was advertised in the *Government Gazette* for 13th and 14th April; and—a pertinent comment on the transaction—on the 19th March a proclamation in the *Gazette* proposed the revocation of the *temporary* reservation of the Park made in 18 62, after the expiration of four weeks from date, that is, *after* the sale. On 18 th March the St. Kilda Council waited upon the Minister in protest. Mr. Casey received them with impatience, brusquely refused any postponement of the sale until Parliament should meet, and informed them that he had the power to sell, and was going to do it.

Arising out of the sale a Mr. Palmer, of Malvern, in an equity suit, sought for an. injunction to restrain, but the sale was held before the case was heard, and the plaintiff was non-suited. The sale, as" advertised, took place, the allotments on St. Kilda Road being sold, those in Fitzroy Street being withdrawn. The Minister's arbitrary conduct throughout was reprehensible if not dishonourable, and aroused much surprise and indignation. On 22nd June, 1875, R. Murray

Smith moved 'that this House views with regret and dis-approval the action of the Lands Department in alienating a portion of Albert Park Reserve.' This motion was warmly debated for two days, many leading members expressing condemnation of the unworthy transaction. Sir Henry Wrixon said: 'The point is not whether the land you take away from them (the parks) at any one time is little or much; but, whether they are or are not to be preserved in their entirety as places for public recreation.'

Sir James Patterson, affirming that the policy of the Ministry was unjustifiable on any pretence whatever, con-cluded a trenchant speech thus: 'It cannot be justified by the caprice of a Minister, who chooses to have a quarrel with two borough Councils; it cannot be justified by the impecunious position of the Treasurer; it cannot be justified on any ground of health or morality; and therefore I am bound to vote against it, be the consequences of that vote whatever they may.' As often happens in Parliament, this motion of censure was negatived solely on party lines, and not on the ethical standard relating to the case. As previously mentioned, the Government before notifying the sale of allotments had resolved upon the permanent reservations of '540 acres more or less' of Albert Park. This was, after due formalities, reserved permanently from sale by Order-in-Council, 21st March, 1876, as a public park; and at a later date a Crown grant of 570 acres, including 120 acres of lake, was issued with this intention to the South Melbourne and St. Kilda Corporations and the Board of Land and Works.

In the public interest, by the Albert Park Land Act 1915, No. 2587, 2 roods in Albert Road were taken as a site for the Technical School. By a similar Act 1917, No 2923, an area, 2 acres 1 rood 17 perches, in the north-western corner of the Park was cut off for vesting in the Crown and subse-permanent transfer to the Commonwealth for purposes of defence. In 1920, by Act No. 3079, an easement of carriageway over Park lands to the Orderly Room was granted. Part of the money received from the Commonwealth, £1,250

in amount, was allotted to the Committee of Management of the Park towards a sewerage scheme for the Park. An earlier application for a site for a State school near the St. Kilda railway station had been refused, but in 1878, before the issue of the Crown grant, a site of 1 acre 3 roods 17 perches in area was granted for the State school.

From 1860, when the municipalities began to take over under the Lands Department the oversight and control of the South Park, there were the usual points of difference found in such cases of divided control. Occasional disputes as to the expenditure and disposition of money voted by Parliament for the Park occurred. A little rivalry as to privileges, preferences, responsibilities, boundaries, etc., was apparent, generally with agreement after friendly arbitration. With the Lands Department there were constant interchanges concerning roads, vehicles, toll-bars, drains, encroachments, depasturing of cows and sheep, horse breaking and exercising, the rights of herdsmen and cowkeepers, the powers of the Councils, and the permanent reservation of the Park. In 1862 the Three-Chain Road became 'Albert Park Road.' Occasionally it had been the 'South,' and less frequently the 'Beach Road.' Government grants were spent for upkeep, fencing, planting, channels, etc. The Emerald Hill Council, however, complained that South Park was the only public park expected to provide a revenue, chiefly from grazing, and later from various clubs, for occupancy.

In August, 1861, the Government approved of the expenditure of £400 by the Emerald Hill Council on the Park, if the Council would erect a toll-gate at Cecil Street at the same fees as the St. Kilda toll. From 20th February, 1862, the Emerald Hill Cricket Club obtained a permissive occupancy over about six acres in the north-west portion of the Park, the first authorized intrusion upon its area for actively utilizing its spaces for sports and pastimes. From that time onward there was noticeably rapid improvement. The water service was extended in the Park, tree-planting and grass lawns were undertaken, buildings and conveniences for public use were provided and more general care extended

to the Park. About 1864 rowing boats were introduced, and a little later rowing clubs with boathouses under permissive occupancy were established. From the well-appointed Cricket Club reserve, with its fine and commodious pavilion, there sprang up in time accessory sports clubs to find accommodation in the Park, such as the friendly bowling clubs for both sexes, the increasingly popular game of football, and the ancient game of skittles. Later, the Warehousemen were apportioned a site for a cricket ground. In 1871 there was a conference to consider forming a boating course in the lake, and a carriage drive in the Park. The Cricket Club asked for a chain fence to enclose the playing ground. They were going to hold athletic sports towards the expenses they had incurred. The Bowling and Croquet Clubs had a conference with the City Council on the subject of improving the Park, the terpentine' Committee asking the Council to arrange for protection to the lawns.

Saddle horses only were allowed to exercise and show their paces at a specified place within certain hours. The open spaces in time became taken up by many junior cricket clubs, football, hockey and tennis clubs, on the principle enunciated by the Lands Department in a letter from the Council refusing allotment of a certain area to a club of no standing: 'No occupancy whereby the General Public are excluded should be granted to any Club, but that all alike should be permitted to play in the open portions of the Park.' In 1872 the 'South Park Lagoon,' in conformity, became, in name, 'Albert Park Lagoon.'

Facilities have been given for all kinds of games,— lacrosse, hockey, baseball, basketball, etc.—and a golf course is laid out adjoining Queen's Road. The Military have found the Park suitable and convenient for holding reviews, presentations of colours, military sports and similar functions. In place of swampy and uneven ground the sandy and marshy surfaces have been overlaid with thousands of loads of filling and material. The Park has been well planted with umbrageous trees, and with soft grasses, whilst the approaches are open and attractive, and fine, well-kept roads

encircle the Park on every side. A large staff is employed in its maintenance and care. The lake, 113 acres in extent, makes a pleasing relief to the Park and is used freely for aquatic sports. A protective cement coping around the shores prevents undue silting and shallowing.

In connection with the progressive transformation of Albert Park through the years the objects desired were the creation of an ornamental lake and the making of wide areas available for sports, with intervening belts of trees, and with cricket pitches, football and other sports grounds, suitably drained and set out for use. The lake area had first to be defined; and in its early formation, in some places, to give consistence and prevent seepage, clay was laid down. Later, a red-gum border was placed around its edge. At certain times the water was low and shallowing took place, but there was little silting. The lake has in late years been deepened to advantage by the formation^ of concrete kerbing around it and the islands in place of the red gum. By this the depth has been increased about one foot. Reclamation is constantly in progress. The St. Kilda tip of forty acres is undergoing transformation; the Cowderoy Street open drain has been covered in. On the western side of the lake a reclaimed area is being set apart mostly for women's sports—cricket, hockey and basketball. This was originally below water-level, but is now four feet higher. On the east the Albert Park Golf Club has a fine course of eighteen holes. The Military paddock on the east side is a garbage tip undergoing extensive filling and regrading and conversion to a sports area. A reinforced concrete carriage-way on each side of the lake is connected at the north and south extremities in a total distance of four miles. A light carriage-way passes from Moray Street to St. Kilda, giving a pleasing scenic view. The Park Improvement Committee, of which the late Hon. R. Williams, M.L.C, was Chairman for many years, under the expert advice of Mr. A. E. Aughtie, M.INST.C.E., City Surveyor, have effected many improvements adding to public convenience, relaxation and enjoyment.

Owing to the saline content of the soil, trees do not flourish

well. When the financial depression took place much sus-
tenance work was started, and over £70,000 has been spent at
the Park by the Government. A four-inch main, two and a
quarter miles long, with reticulation pipes, has been laid, and
thousands of trees have been planted. Extensive lawns and
playing areas have been made. The area occupied by the
Military authorities has been greatly improved by the erection
of brick buildings in lieu of wood and the laying out of tasteful
lawns.

In the early days Albert Park was the haunt of numerous
wild-fowl. In July, 1862, the Acclimatization Society asked the
Council to endeavour to protect at the Park all native birds
except hawks, and notified that an Act for the preservation of
game had been passed to take operation from the 1st August,
1862. By-laws had to be made forbidding shooting of the birds.
For many years now it has been a sanctuary for birds. Some
years ago the growth of water-weeds threatened the usefulness
of the lake for boating, until appliances were obtained for
effectually cutting the weeds and obviating the nuisance. The
club boatsheds on the lake are well-appointed and serviceable.

Unequalled by other suburban parks in the variety of its
accessories for sports, in its nearness to the metropolis,
accessibility and picturesqueness, the Albert Park is deservedly
popular, either as a place of quiet rest, a pleasant healthy resort
open to influences of sea and air, or as the scene for a variety
of recreations.

In addition to the Albert Park, with its special advantages for
every class of sport and pleasure, there are several other parks
at South Melbourne, much less in extent but serving similar
purposes.

St. Vincent Gardens, situated west of Ferrars Street, are
seven and three-quarter acres in extent, well planned and set
out, with a profusion of trees and shrubs, with flowers in their
season. Within these pleasant gardens lie the Albert Park
Bowling Club's green sward, provision also for a Ladies'
Bowling Club, and the excellent tennis courts, providing
recreation for young and old.   Two ornamental

fountains, sports pavilion and kiosk adorn the gardens, which are well appointed and kept.

At different places in South Melbourne, at odd corners and triangles, there are ornamental plantations with grass, shrubs and trees to an extent of several acres, welcome retreats for rest and shade. Of the number of small reserves may be mentioned Merton Crescent, Service Crescent, Montague Street and Shrine Road, Howe Crescent, Clarendon Street and Albert Road, Lyell and Dorcas Streets, Sturt Street, Eastern Road, etc. The well-known Albert Cricket Ground and Recreation Park, between St. Kilda Road and Queen's Road, scene of many championship sports contests, is eight acres in extent, easy of access and well cared for. Beside the cricket ground and tennis courts, the fine club-house in the south-western corner faces the golf course in Albert Park, on which there is a constant succession of eager votaries of this popular game. Then on the southern side of the city, with a fine outlook to the sea, is the foreshore reserve of twelve acres, now a popular pleasance, won from the sand ridges and swamps of years ago, with one of the most extensive, attractive and safe bathing beaches in the world, and a welcome boon to the city people and visitors who seek relaxation, exercise or rest amid its health-giving and cheerful environment. Tree-planting in the streets was commenced at an early stage in the city, and residents were encouraged to supplement it at suitable places, so that the streets generally have deciduous trees to afford relief and shade in the summer; whilst in some of the main roads, like Albert Road, more extensive planting and judicious use of the spacious highways to produce pleasing scenic effects have been very successful. The dust and sand nuisance, once so prevalent, has been effectually removed by residential extension, well-formed roads, and by planting wherever possible, grass, shrubs and trees to prevent sand drift and surface erosion.

CHAPTER XIV

MILITARY ESTABLISHMENT AND CONNECTIONS

Up to the year 1854 Sydney was the headquarters or the officer commanding imperial troops in Australia. Then, in consequence of the growth and importance Victoria had obtained through the discovery of gold, the British Government directed that the Headquarters should be removed to Melbourne. This was done in August, 1854, when Sir Robert Nickle, Commander-in-Chief, arrived with his staff to effect the change. The 40th Regiment (2nd Somersetshire), on service in Australia, arrived in Melbourne on 5th November, 1854. It was under the command of Colonel Valiant, and comprised headquarters, four companies and a band. In 18 55 Sir Robert Nickle died, and Colonel Edward Macarthur assumed command of the troops.

At this time the Crimean War was in progress, and it was considered advisable to raise a volunteer force to supplement the Imperial forces on local service. An Act, entitled 'The Volunteer Act of 1854 (18 Victoria No. 7),' was passed on 3rd November, 1854, authorizing the formation of a volunteer force of 2,000 men, under a field officer of Her Majesty's forces.

Lieut.-Colonel William Acland Douglas Anderson, late of 50th Foot, was on the same day gazetted to the command of 'The Melbourne Volunteer Rifle Regiment,' afterwards designated 'Victorian Volunteer Artillery Regiment.' This regiment consisted of 3 field officers, 8 captains, 16 lieutenants, 13 sergeants, 3 corporals, 1 drummer, 231 privates —'also a staff of 4 officers. Three Batteries were provided for under the Act of 1854, viz.: Metropolitan, St. Kilda and East Melbourne.

A press notice of 6th August, 1855, referring to the enrolment of volunteer companies, states: 'A sufficient number of gentlemen having intimated their readiness to join

the forces to warrant the adoption of the necessary steps for the formation of an Emerald Hill Company immediately,' steps were taken to form it. Sixty persons had volunteered and it was confidently expected that before the end of the week the number would be one hundred and twenty. Meanwhile, the site for the Military Barracks recommended by Hoddle in 1839 had been selected. The Emerald Hill Council, in view of the appropriation of land for the Military Barracks at South Melbourne, reasonably enough requested information concerning the area to be devoted for the purpose. The Deputy Surveyor-General, in reply on 27th April, 1869, informed the Council 'that it is deemed expedient to make a large Reserve in connection with the above-named buildings for the following reasons specified by the Inspector-General of Public Works, viz.: "The boundary wall only includes the Barracks buildings, in addition to which the Reserve will contain the Military Hospital—with gardens attached—the drill ground, the officers' gardens, the soldiers' gardens, and such other accom-modation as may be required for the health and recreation of the troops. However, it is indispensably necessary for the healthy state, not only of the Barracks but of the whole City, that the low-lying land lying to the west of the Barracks should be kept permanently free from human habitation. Should a population be allowed at any time to settle there, the whole cost of the Barracks buildings would be thrown away, as the troops would certainly be withdrawn for sanitary reasons."'

The Council reasonably enough requested that in the interest of the municipality they should be consulted in regard to the undertaking. They were asked to present their views in writing. The Council asked for a plan of the reserve and proposed buildings. In reply they were informed that tenders had already been called for the building of the Barracks, boundary walls, etc., so that a plan would be of little use to the Council. The Lands Department stated that the reserve in connection with the Barracks should comprise the land bounded by fences between the toll-bars.

The Council decided to endeavour to have this large area reduced in extent, and asked that the erection of the Barracks should be deferred pending a decision as to the extent of the Military reserve. The Council were informed that 168 acres had been reserved between the toll-fences south of Sandridge Road. The Council reminded the Department that in an unacknowledged communication to it they had requested for a reserved belt round the area from Moray Street to the Barracks to be used for building allotments. Captain Pasley, R.E., Commissioner of Public Works, in reply, stated that, on sanitary grounds there were strong objections to the sale of any portion of the Military reserve for residential purposes, while it continued at the present level; but if the Council were prepared to form a belt 120 feet wide, up to a height of 6 feet, no objection would be made to its exclusion from the reserve, in view of future sale.

In July, 1860, Captain (later Major-General Sir) Peter Scratchley, Royal Engineers, was sent out, after much consideration and correspondence on the subject, to superintend the erection of defences at Port Phillip. He recommended a system of earth-works around Hobson's Bay; earth batteries to be constructed, three on the Williamstown side, a Right Battery and Lighthouse Battery, with four and eight 6 8-pounder guns respectively; three Sand Batteries at the Sandridge Lagoon; a Central Battery; a St. Kilda Battery, each with three 6 8-pounder guns. The line of defence would be from Point Ormond to Williamstown. The Central Battery mentioned was stationed just opposite to, or in line with, 'Beach' Street, South Melbourne.

In regard to the early Volunteer Rifle Corps, by Gazette Extraordinary No. 112/1859. Sir Henry Barkly invited enrolment of volunteers to increase the strength of the local forces, and proposed the formation of thirteen new Rifle Corps so as to have a force of 1,600 men, exclusive of Volunteer Artillery and Mounted Troops. Of the Metropolitan Corps one company was to be at Emerald Hill. Dr. Palk took much interest in the formation of this company.

In 1861 Colonel W. A. D. Anderson was in command

of the regiment, with Major A. K. Smith and Adjutant-Captain W. H. Snee. In the Emerald Hill Division, the officers were Second Lieutenants R. Palk and R. S. Anderson, with Dr. Haig as Assistant Surgeon, and Sergeant J. Cox as drill instructor. The movement was well supported. In the year 1861 Captain H. Krone was in command of the Emerald Hill Company, Assistant Surgeon, E. N. Houston. Captain Krone was still in command in 1863, with J. Barrett as Assistant Surgeon and Sergeant-Major E. Riley as drill instructor.

In 1862 a drill hall had been erected on a portion of section 10, 54 Dorcas Street, allotted for the purpose. In 1864 an extension of area was applied for; but, as the Council contemplated building a town hall, the request could not be granted, so a site had to be sought elsewhere. Allotment 5, Section 39, at Howe Crescent was granted by the Lands Department, the Council contributing £40 towards the cost of removing the building in Section 10. The Orderly room erected at Howe Crescent is still in use for military purposes.

In 1864 Captain R. S. Anderson was in command of the Emerald Hill Company of the Royal Victorian Volunteer Artillery of 150 men. Captain W. H. Snee was Staff-Captain. There was little change in it up to 1868. R. Shepherd was Captain in 1867, and during the next five years Lieutenants W. Cowper, J. Buchanan, T. de B. Twycross, and W. M. Alexander were officers. In 1860 a military band had been formed, to the maintenance of which the Council assisted. In 1861 a rifle range with three butts was formed extending towards the beach from about what is now Middle Park in a line east of Richardson Street and parallel to the railway line. A request to the Railway Company for a station at Kerferd Road was refused until the traffic of riflemen sufficiently increased. Later, when traffic improved, this became the 'Butts' station, now 'Albert Park.' In 1862 the Emerald Hill Council asked that a turnstile should be erected at the enclosure to the Barrack reserve for a convenient path through it. This was refused by the Major-

General, but in 1867 a similar request from the Barracks was made to the Council, who erected the turnstile, the reasons previously given for refusal being no longer urged. The Council was asked to co-operate in draining this swamp, which was a menace to the health of the community, and to assist in the prevention of trespass upon the Reserve. The construction of a pathway through the Reserve, previously refused, was effected in 1865. The pathway, 8 feet wide, 18 inches in height, cost £54/4/-. It was of great convenience to those permanent soldiers who lived at Emerald Hill.

At the Central Battery on the foreshore at South Melbourne provision was made for quartering the soldiers on duty at the 'Barracks' in connection with it. These men were at first of the 40th Regiment (2nd Somersetshire) or the 12th Regiment (East Suffolk) 5 afterwards of other Regiments on Australian service, the 18th Regiment (Royal Irish), being the last of the Imperial troops stationed in Victoria, and withdrawn in August, 1870. The three Batteries were connected by a military road from St. Kilda to Sandridge, adjoining the Marine Parade. In 1879, at request, owing to the rapid extension of building construction southward, the Batteries were removed.

On 15th February, 1861, a reserve of waste land 77 acres in area situated in the south-east between Danks Street and Mills Street, and eastward beyond the future Gatehouse Street extension, was gazetted as an area for military purposes, the ground not to be fenced in. The Council entered a protest against the reservation, which for some years was used for camps and general military purposes. In regard to the Barracks reserve, that part west of Hanna Street was conceded to the Council, and, in later years, the area behind the present Barracks was also acquired.

On 9th January, 1863, Captain E. T. W. Purcell, in reply to a communication re the drainage of the swamp at the rear of the Barracks, stated that the Emerald Hill Council was under a misapprehension. Only a portion of the swamp behind the Barracks is in the Military Reserve. All other portions between the Barracks and Emerald Hill

are no part of the Military Reserve.' With gradual acquisition of the western part of the original reservation, in 1881 the area was put up for sale in sections and allotments.

When Melbourne was made the headquarters of the military system in 1854, the old Immigrants' Home near Prince's Bridge was for some years used as a Barracks for the Engineers, supplementary to that at Spencer Street. The present Victoria Barracks, a classic example of the architecture of the bluestone period, was commenced in 1859, near St. Kilda Road. The central portion and the rear were erected, but the frontage was not completed for many years. A new wing was added in the period of the Great War. On 26th May, 1859, the whole barracks area, originally 168 acres, was reserved, its boundaries being Sandridge Road, Moray Street, Park Street and St. Kilda Road. The site was selected by an officer of the Royal Engineers from Sydney. The central part of the Barracks was fixed for an officers' miss. A part that was known as 'Ball Alley,' used for Military and Police revolver practice, was recently demolished to make room for a staff corps mess. A powder vault and magazine still remain. A defensive wall of substantial bluestone blocks with loopholes, and terminal castellated embrasures, is concealed behind the central block of the Barracks.

In 1901 considerable alterations were made, obsolete accessories such as hand pumps, gas flare brackets, etc., were done away with, wells and drains filled in and electric lighting introduced. The guard room and cells on the north side, used for soldiers' detention in 'The Clink,' disappeared. In April, 1884, the cells had been set apart for soldiers' confinement, but the few persistent offenders were sent to Melbourne Gaol. The first regiment to occupy the building was the 40th Foot, from which a Company each was stationed at Bendigo, Castlemaine, Ballarat and Geelong. Later, all companies except a company at Adelaide were at the Barracks. The Barracks square was and still is used for guard mounting, instructional drill, militia drill at nights, etc. In much later years it was used for practice of massed bands under

'Tommy' Riley. Part was used as a Victorian Police depot, where mounted men were trained, a riding menage, stables, and even 'Black Maria' being in evidence. That part is now the new Mechanical Transport or Motor Transport Depot.

In 1875 a part of the Barracks was used by the male inmates of the adjoining, so-called Immigrants' Home, of which, from 1864 to 1891, Mr. James Saunders Greig had the management. It had really become a charitable institution. These men left the Barracks in 1882 for the Home at Royal Park. The building was mostly demolished in 1913, the casual ward and office being used as a Base Hospital in war time. In 1925 it was replaced by the Police Hospital. A brick cottage, the last relic of the Home, was pulled down in 1930.

In connection with the Field Artillery, with three Batteries, under the Volunteer Act of 1854, viz., Metropolitan, East Melbourne and St. Kilda Batteries, this was reorganized in 1884. The Corps was converted into militia styled Victorian Field Artillery, Metropolitan ˈA,ˈ St. Kilda 'B'; East Melbourne became 'C,' and was located at South Melbourne. The members wore the blue of the Royal Field Artillery, except for the helmets, which were white instead of blue.

In 1893 <A' Battery V.F.A. became No. 1 Victoria Battery, Australia, and 'C Battery No. 3. The badge was a grenade with Southern Cross, and the motto 'Aut pace aut bello, Victoria.' In 1896, for the Field Artillery Brigade (Militia) the motto was 'Pro Deo et Patria, Victoria.' In 1901 South Melbourne had 'A' Battery and 'C Battery.

It is of interest to find Captain Scratchley, R.E., Super-intendent of Military Works, in the year 1860, soliciting the Council's support in preserving the scrub along the foreshore, 'which he considered one of the greatest auxiliaries in effective defence of the harbour, from its use in masking batteries, and giving coverts to riflemen and troops in position to repel attacks. He regretted to find the scrub was being destroyed.' The Council fully agreed with these views, but possessed no authority for interfering in the matter. They suggested that Captain Scratchley should arrange for such

authority to be given to the Council. A by-law was then framed at the desire of the military authorities in order to protect the scrub. At the Council's request the military agreed to plant trees and grass around the Barracks reserve.

Clash of interests sometimes mildly occurred between the military and civic authorities, as when Lieutenant Snee complained to the Council that the toll-keeper at the Three-Chain Road had on 12th June, 1857, the audacity to demand toll on horses drawing a gun to the Battery. The officer pointed out that the guns were the property of Her Majesty the Queen, and were free from all dues. The toll-keeper had committed a very serious offence. The unabashed toll-keeper explained that he made no demand for payment on the gun, but on the horses drawing it, which he knew were private property. He was admonished that the charge was illegal. A request on behalf of some ratepayers was made by the Council to the authorities to open the Battery on the beach for public inspection[7] between 6 a.m. and 9.30 p.m. on Sundays, provided that no one be allowed on this parapet or to interfere with the guns, or to smoke in the vicinity, and that persons so offending would be liable to prosecution. Needless to say, this unreasonable request was refused by the Military.

The Council complained of the dangerous state of the ground used for camp purposes between Emerald Hill and the Battery, while Major G. Pratt refused construction of a plankway through the eastern swamp in the Barracks reservation. For many years the drainage to and from the Barracks reserve proved a source of complaint and irritation.

In 1875 a complaint was made to the Council that cows had been killed near the rifle range, the marksmen evidently having failed to confine their attention and to trim their sights upon the bullseye—their legitimate aim. At this time access to the beach had to be closed when the annual rifle matches were held. Owing to residential requirements the rifle butts had to be done away with.

As previously mentioned, the local Council encouraged the formation and maintenance of the local military forces,

Victoria Barracks, 1912, with fence. The wooden building on the right was removed in 1915 to the rear to make room for the new wing.

Victoria Barracks, 1933.

Sandridge Pier, about 1880.

(Nettleton Photo.)

Aerial Picture of Beaconsfield Parade and South Melbourne Beach.

{Airspy.)

assisted the military band by donations, patronage to enter-
tainments, etc. It recommended areas from time to time for
military purposes, co-operated with Headquarters in effecting
healthy conditions in the Barracks environment, and reasonably
considered requests or complaints submitted by the
Commandant. Military balls, dating from 1856, were popular
events; and at royal visits or on vice-regal functions the military
gave dignity as well as colourful assistance. In addition to the
Victoria Barracks, which has been the centre of all military
organization for so long a period, there have been several
places in South Melbourne used for military purposes.

In Coventry Street, for instance, the Orderly Room, previous
to removal to "its present site, was in Melbourne at the Flinders
Street extension in the immediate vicinity of the Metropolitan
Gas Company's works. This Orderly Room now provides for
the 2nd Cavalry Division Army Service Corps, and the 3rd
Division Army Service Corps.

Of drill halls, in Moore Street and in Howe Crescent, for the
Australian Army Medical Corps good provision is made. At the
former the 4th Division Army Service Corps, and the 3rd and
5th Cavalry Field Ambulance are stationed. At the latter
location are found the 2nd and 6th Field Ambulances, 4th Field
Hygiene Section, 3rd Garrison Company and 5th Casualty
Clearing Station. At the Sturt Street hall are the 4th, 10th and
15th Field Ambulances.

For the Australian Army Veterinary Corps, including 3rd
and 5th Cavalry Mobile Veterinary Section, 3rd Mobile
Veterinary Section' and 4th Mobile Veterinary Section,
quarters are allotted at Sturt Street. As previously mentioned,
by the Albert Park Land Act No. 2923, 1917, an area of over
two acres was cut off from the north-west corner of Albert
Park, vested in the Crown and devoted to military purposes, an
Orderly Room being erected. In 1920, by Act No. 3079, an
easement of carriage-way over park lands was also granted.

For many years the broad spaces of the Park have furnished
a suitable ground for military inspections, evolutions

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and reviews. In the north-west of the Park the Corps of Signals has its well-equipped depot and parade ground.

When the military forces were reorganized in the year 1883 a Department for Defence was established, of which the Hon. Frederick Sargood, an enthusiast in military affairs, was the first Minister. The volunteer forces were changed into militia and paid for their services. The disbandment took place in January, 1884. An important innovation was made in the establishment of a Junior Cadet Corps of boys over twelve years of age in attendance at school, who, under teachers qualifying as officers, were taught military drill and discipline, the care and use of the rifle, and the value of soldierly qualities, such as loyalty, comradeship, obedience, order, self-respect, etc. The response was very encouraging both in the metropolis and provinces. Lieut.-Col. Snee was placed in command, Lieut, (afterwards Lieut.-Col.) Douglas L. Henry, his executive officer. Battalions of Cadets were formed, regular instruction classes for' officers held, rifle practice and matches promoted, inspections and reviews conducted and military camps held from time to time. The junior arm of the force became a popular and useful branch of the military forces. The Cadet force training proved an effective means of improving the physique and carriage of the boys, as well as of inculcating ready obedience and *esprit de corps*. The training given was a valuable introduction for service in the senior divisions of the forces.

Among officers of the Australian Infantry Forces who . commenced their distinguished careers with the Cadets may be mentioned Major-General Sir J. C. Hoad, Major Eddy, Major-General Sir T. Blarney, Major-General Sir Carl Jess, Major-General Sir Julius Bruche, with many other officers and men who did fine service both in the South African, and in the Great War.

Detachments of Junior Cadets under the Victorian Government control were established in South Melbourne at the following State schools: No. 1852, Eastern Road; No. 2686, City Road; No. 1181, Albert Park, and No. 2815, Middle Park; also at South Melbourne College.

Cadet units were also formed at St. Vincent de Paul Orphanage, SS. Peter and Paul's School and the Christian Brothers' Schools. In 1891 there were 4,425 Cadets in uniform, one of their most impressive parades and marches being on the occasion of His Royal Highness the Duke of York's visit in 1901, when, with all other branches of the forces, they were inspected by His Royal Highness at the Exhibition Building ground, and marched past at Fleming-ton at the great review.

In 1907 the Cadets, with other units of the military forces, were transferred from State to Federal control, and ceased to be known as 'Victorian Volunteer Cadet Corps,' their new designation being 'Commonwealth Cadet Corps.' No. 9 Battalion of this formation was in the schools at South Melbourne in companies ⁴A,' 'B,' 'C,' 'D' and 'E.' *On* the introduction of universal military training in 1911, the Junior Cadets Corps practically came to an end as a military unit.

Arising out of the Junior Cadet movement, by *Gazette* notice 92/1889, approval was given to the formation of detachments of Volunteer Cadets, to be called 'The Metro-politan Class of Military Instruction,' at South Yarra and Prahran, Williamstown, Melbourne, Carlton, South Mel-bourne, North Melbourne and Brunswick.

The South Melbourne detachment of this class drilled in the Orderly Room at Albert Park. By *Gazette* proclamation 100/1893 the designation of the class was changed to 'Senior Cadets,' under which name they continued in the secondary schools for many years, eventually becoming the 'Victorian Rifles,' and later being affiliated with various units of the Commonwealth military scheme.

A picturesque and ever-popular regiment connected with South Melbourne was the Victorian Scottish Regiment, formed by General Order 70/1898 on 29th August at Melbourne. In 1908 it became the Victorian Scottish Regi-ment, 1st Battalion, with six companies in Melbourne, with Sir Malcolm McEachern in command, the headquarters being at Howe Crescent Drill Hall, South Melbourne.

At the reorganization of 1912, it evolved into the 52nd Infantry, which, by successive reconstructions through ensuing years, in 1929 became the 5th Battalion (Victorian Scottish Regiment), which still serves in South Melbourne. In 1936, one hundred recruits were called for in the Scottish Regiment, the minimum height of applicants to be five feet six inches.

The Signal Depot of the Australian Corps of Signallers, a handsome brick building completed on 22nd October, 1937, is at Albert Park, replacing the old structure destroyed by fire.

In connection with the earlier military buildings at Albert Park, mentioned above, on 1st August, 1917, the Federal Government was informed in reference thereto that, if it paid £1,350 for the land and £5,871 for the buildings, the property would be transferred to Federal control. In November an Act was passed revoking the permanent military reservation at Albert Park, and allowing the State Government to sell the property to the Federal Government, portion of the purchase money to' be paid to the Park committee for sewering the Park. Just at this time a request had been made to the Defence Department to allow lads under compulsory training to train there.

In the period of the Great War South Melbourne, in. common with every part of the State, loyally took its part in contributing its quota of manhood, money and service in defence of the Empire, and shared in the sacrifices inseparable from participation in the Great War.

In the accessory avenues of helpfulness and service to the wounded, the maimed, the sick and suffering; in all the activities of Red Cross work and in repatriation and hospitals, South Melbourne bore an active part.

From the connection with the Victoria Barracks, naturally many of the institutions to supply comforts, to relieve, ameliorate, help and succour were in close association with South Melbourne. Of these may be mentioned the hospital in St. Kilda Road, the Repatriation Department, etc.   The

United Service Institute Hall and the Ordnance Workshop are in Coventry Street.

A splendid work of relief was undertaken in the schools of the Victorian Education Department, by which a total sum of £422,470/15/8 was raised. In the No. 2 Inspectorial District in which the South Melbourns schools were situated, Messrs. W. Rail, and C. Daley, head teachers of Dorcas Street School No. 1,253, were in succession honorary treasurers of the district fund. The sum of £15,365/16/-was contributed from the inspectorate, of which the local State schools gave £4,210/17/9.

In another direction, equally important, a Schools' Relief Depot was commenced at Montague State School, No. 2,784, on 14th August, 1914, at which were regularly received countless contributions for soldier comforts abroad, no fewer than 400,000 useful articles for this purpose being received, assorted, sent overseas, and distributed to the A.I.F. through the Commissioner.

For this helpful work, the classroom set apart proving to be too small, a spacious building properly equipped was erected in July, 1916, in the school ground. The late Miss Lilian Horner capably organized this service, for which later a staff of four teachers was appointed.

In connection with Defence requirements a Commonwealth clothing factory was formed at 7 Yarra Bank Road, and now at Miles Street, South Melbourne, at 3rd January, 1912, and from the 1st July, of that year, up to date, has continued to have a satisfactory output of uniforms for the forces. On 31st March, 1914, the number of employees was 414, of whom 324 were females. On 30th June, 1936, the number of employees was 358. This clothing factory will ultimately supply the whole of the uniforms required for the Defence forces and the Postmaster-General's Department.

Arising out of the necessity of ameliorating the lot of soldiers unfortunately disabled in the War, a Commonwealth artificial limb factory was formed in Sturt Street, which has done excellent service in the manufacture of artificial

limbs. To give employment to soldiers a Red Cross furniture factory was also formed at 1 Sturt Street, South Melbourne.

Owing to the ominous condition of affairs existing among European nations, and the serious imminence of general warfare with all its hideous accompaniments, the imperative need of preparedness and of readiness for defence has been vividly impressed in Australia. As a result quickened activity pervades every department connected with National Defence.

While thankfulness is everywhere expressed at the impending shadow of a world-war being recently so narrowly diverted and a breathing-space obtained in the hope of mutual reconciliation and lasting peace among the hostile nations, the sense of Australia's peril and vulnerability to attack has been keenly realized. Every arm of defence is being greatly reinforced, and compulsory service will probably be introduced.

In the Federal Parliament it has been announced that the Military Headquarters of Australia, which since 1854 has been at the Military Barracks, South Melbourne, would have to be transferred to Canberra for greater convenience of administration. Such a transfer, wholly or partial, would mean the departure of many officers of the staffs and of the clerical service, and would deprive Victoria Barracks of some of its time-honoured prestige.

Though not coming under military organization but yet of use in the encouragement of habits of discipline and resourcefulness, may be mentioned the formation of the Boys' Naval Brigade, which was formed about 1908. The local detachment requested the use of the drill room. Cr. Murphy suggested that the market might be used as a drill hall (as it actually was a few years later). The Brigade was allowed the use of the Drill Room for one night a week. This organization was of benefit for physical training. About twenty years ago a somewhat similar body was organized under the name '1st Victorian Sea Scouts, King's Own,' of which an active detachment was raised at Albert

Park, with a building for club purposes and the housing of boats and gear. In 1928 the Sea Scouts held a successful demonstration at the Lake.

In South Melbourne the Boys' Scouts movement which has become so widespread and popular as a means of directing and guiding the energies of youth, and in developing comradeship, and self-reliance, has been firmly established with good results. In 1935 the Albert Park Troop won the Cohen Shield and the Stradbroke Cup—a fine performance.

The Girl Guides' organization, on lines suitable to the sex, has also made good progress, and has proved its usefulness.

These two developments, so distinctly valuable in character-building, seem to have the element of permanence, and secure the ready support and encouragement of those who desire to inculcate or draw out the qualities in youth making for good and useful citizenship.

CHAPTER XV

EARLY AMUSEMENTS, SOCIETIES, THE PRESS

IN the early days of settlement existing conditions were generally unfavourable to musical or dramatic entertainments. The first attempts at entertainment, frequently starting with church movements, or associated with benefit for some new public institution, had to take place in any building of fair size, usually destitute of conveniences, but at least possessing a floor and a roof. Concerts and socials are organized, dances improvised; even a ball will be held by the more ambitious. In time a hall of some kind becomes available, and entertainments, mostly amateur at first, but always improving, become more frequent and varied in character, and better in quality, to accord with social progress.

This was the case in Emerald Hill. The first socials, concerts, military balls, etc., as well as public, municipal and political gatherings were held in Withers' Great Iron Store, practically the only place with enough room. Then with the building of the Mechanics' Institute, a hall more convenient and suitable, if less spacious, there came improvement. Church school rooms were also used to good effect. In time the Town Hall, and lesser rooms of institutions provided ample space and superior conveniences. As early as 1861 the Emerald Hill Choral Society was in existence and giving a public performance. Its rehearsals were on every Wednesday at the National School, and E. E. Crombie was the Hon. Secretary.

In 1866 the Philharmonic Society was soliciting the Council's patronage at their recital. Musical societies were useful in the encouragement of social intercourse. In South Melbourne mutual improvement and debating societies, somewhat spasmodic in operation, have always been well supported. In 1875 the Emerald Hill Debating Society provided opportunity for oratorial exercise. Even earlier the Emerald Hill Dramatic Club, of which Dr. Palk was

President in 1861, announced after a respite of twelve months its farewell performance on 11th November, 1869, at the Mechanics* Institute, with the suggestive if somewhat inopportune title of the play, *Raising the Wind.*

Amateur performances, dramatic, musical, elocutionary, Christy minstrel, and variety were, as now, given by ephemeral societies from time to time to aid charities, individuals, and institutions.

Being within so short a distance of the theatres and halls of Melbourne, townsmen can see and hear visiting companies and artists, dramatic, operatic, or exponents of other branches of art with little trouble and expense. It does not pay these artists to visit suburban Melbourne. Lecturers, soloists, elocutionists, however, visited South Melbourne from time to time. Amateur entertainments in connection with all kinds of sports, institutions and societies have been carried on, usually with the Town Hall as the place of entertainment, for which it is so well adapted.

With civic expansion towards Melbourne itself came also from across the river some forms of entertainment which, on lower rentals than those in the city, found considerable patronage. Of these may be mentioned Wirth's Park and Theatre or Palais, at which a great diversity of entertainments, with all kinds of entertainers, have from time to time publicly appeared. In earlier days of open spaces the area, then unoccupied, north of 'The Immigrants' Home' was a favourite site for the travelling circuses, from Burton and Taylor's, in which 'Dick Turpin's ride to York' was the thrilling feature, down to the great combination of Cooper and Bailey's Circus in the 'seventies with its clever human performers and highly trained animals. Among later shows of the kind were 'Chiarini's,' St. Leon's, Fitzgerald's, and Wirth's ring-shows and menageries, which well maintained the attractiveness of this popular form of entertainment. Apart from picture shows, the Playhouse in Aikman Street, now the Garrick Theatre, is about the only theatre for dramatic productions on the south side of the river. In the 'eighties roller-skating was much in vogue, rinks being

numerous. The Glaciarium now provides strenuous winter exercises, ice-skating, introduced in 1906, being a popular and attractive sport. The Hippodrome from time to time is alive with interest when 'the Circus comes to town.' Other forms' of amusement find an abiding place, mostly a fleeting one, in this neighbourhood under the lee of approach to Prince's Bridge where showmanship still lingers.

The most amazing advance in entertainment during the last quarter of a century has been in the moving picture theatre. The first cinema was shown in Melbourne on 22nd August, 1896. Now in every suburb there are several picture shows of more or less repute. In South Melbourne may be mentioned: West's Pictures in City Road, started in 1909; Snowdon Pictures, Aikman Street, Spencer's in Sturt Street, the Dux, O'Grady Street, Kinema, Bridport Street, Hoyt's, Sturt Street and City Road, Lyceum, Coventry Street, Dux, Victoria Avenue, Continental Picture Gardens off St. Kilda Road, Wood's Empire Theatre, Amalgamated Pictures, the Globe Theatre, Olympic, etc.—a widely distributed assortment. Nowadays also, as compared with the days when 'The Great Iron Store' was the only makeshift assembly hall available, halls of all sizes and for diverse uses are numerous. There are the Temperance, Concordia, Shamrock, Alexandra, Freemasons', Albert, Memorial, Honeybone's, Ryan's Dancing Hall, Mayville, Emerald, Nelson Dancing Hall, and others available for dancing, skating, socials, card parties, and the popular diversions, serious or otherwise, of the period. The foreshore also along Beaconsfield Parade is also well supplied with means for entertainment, accessory to swimming and bathing. At Wirth's, athletic and boxing contests are frequently held. Competitions to test the skill, finish and endurance displayed in skating, dancing, etc., are arranged. Much ingenuity and resource are exercised in furnishing novelties to attract public patronage.

The officers of the municipality have a busy task in attending to the matters concerned in the oversight of so many places of amusement, to see that there is no infringement of

the laws o£ health, or contravention of the by-laws of the
Council respecting houses of entertainment. From time to
time at the South Melbourne Cricket Ground, and also at the
lake, various entertainments are staged, usually of a benefit
nature. The numerous bands in South Melbourne contribute
to the pleasure and amusement of the patrons. Mention may
be made of the Girls' Kilties' Band in its Highland costumes,
a later innovation. During the years of depression naturally
there was much curtailment of amusement and recreation,
but with revival of prosperity with the means and avenues
for enjoyment came a marked increase in the indulgence
therein. The Friendly Societies generally blossomed afresh
in social gatherings for their members' satisfaction. The
Australian Natives' Association and the Australian Women's
Association, under the urge of a reasonable idea, combined
to form a joint social committee to forward mutual aims.
A Carmelite Younger Set and also a Mt. Carmel Old
Collegians' Guild were extremely active in their reunions
and social functions, a Prince and Princesses' Competition
realizing £2,279. Other 'Old Boys' and 'Old Collegians'
guilds continued their youthful association in common fellow-
ship. Generally in South Melbourne there was, and is,
abundant evidence in all kinds of social and friendly gather-
ings that its residents do not 'take their pleasures sadly.'

SOCIETIES

Wherever members of the British race are brought
together in community, certain institutions of the old land
are preserved or revived with perhaps some modifications
to suit new conditions. The social instinct brings individuals
together for some common interest or aim, in which, by
united action, the best results can be achieved. Apart from
the numerous combinations devoted in this way mainly to
sport and recreation, we have societies whose basis is to give
mutual assistance in time of need, making provision for
illness by medical attention, medicines and sick-pay when
requisite. Our benevolent Government in the earlier days
was free-handed in making grants on permissive occupancy

to Friendly Societies and charitable organizations. In South Melbourne to the north-west of Albert Park such grants were allotted for St. Andrew's Aim-house, St. Patrick's Society, and the Protestant Alliance, also to the Hibernian Australian Catholic Benefit Society adjacent to the present Albert Park State School. Later these grants were revoked, and the sections were turned into residential allotments.

In South Melbourne, Friendly Societies soon made their appearance and began to function on the lines of those in the Mother Country. One of the first of these was the Order of Oddfellows, which made good headway in membership and in time comprised several lodges in Emerald Hill. The Ancient Order of Foresters also, with various lodges, made progress. The Society of the Druids, under the emblem of the oak, became established, and also that of the Free Gardeners. These Orders, in addition to the definite material benefits of Friendly Societies, have also associated with them a certain amount of formal ritual, and approved regalia for office or rank adding to their importance as claiming origin from earlier guilds and societies. Another benefit society of early date, partly national, partly sectarian in its aspirations, was St. Patrick's, which in 1866 was dissolved, to be absorbed later by the Hibernian Australian Catholic Benefit Society, which has another branch at Middle Park and is well represented in South Melbourne. The Ancient Order of Free and Accepted Masons was established at an early date. Devoid of regalia, signs and tokens, the Australian Natives' Association, which was founded in 1871, embodies in its objects not only sick and funeral benefits, but also those of mutual improvement and national welfare. Its success has been very marked, although its membership was limited to native-born Australians. Flourishing branches were established at South Melbourne, Albert Park and Middle Park. There is also the kindred society of the Australian Women's Association, founded on somewhat similar lines, in South Melbourne. The Loyal Orange Lodge, partly benefit in character, and also the Irish National Foresters, are represented in South Melbourne.

At a conference of the Irish National Foresters held at the Emerald Hall on 25th October last year, thirty-seven branches were represented, the Daniel O'Connell Branch being the local one. Branches of the Australian Labour Party, with political aims, meet at Albert Park, South Melbourne, Middle Park and Montague. As referred to elsewhere, the South Melbourne United Friendly Society (the first of its kind), founded by Mr. H. Fowler, commenced its successful career in February, 1869. The Temperance Society was early in the field, securing a grant of 23 perches of land in 1861, upon which its hall was built. The hall, at completion, was opened in 1874 by Mr. F. Longmore, M.L.A. Associated with it in the Temperance movement, a Band of Hope was formed, then the Sons of Temperance, and later a branch of the Rechabites' Society.

The Young Men's Christian Association and Young Women's Christian Association are both well established and have done much useful welfare, mission, and vocational work for young men and women. As early as 1857 the Victorian Auxiliary Bible Society had a small depot for the sale of books in South Melbourne. Societies of later origin and useful character, such as the Rotary and the Toe H Clubs, the Ministering Children's League, the Catholic Women's League, and the Women's National League, are other helpful organization for public welfare, each in its own sphere doing efficient public service or philanthropic work. In another direction for social intercourse the South Melbourne Commercial Club provides for its members; at 171-2 Coventry Street there is an Italian Club, and in Beaconsfield Parade, the Danish Club.

Societies are usually the product of some pressing need or emergency calling forth concerted or united action for some common end. Commencing with the 'Local Committee' of 1854, there have been successive Progress Associations, for one ward or another, or for all the wards, to advocate certain local matters, to point out defects or stimulate municipal action, as in connection with road extension and construction, Park beautification, beach and swamp

reclamation, health precautions and other requirements. Many societies, launched directly by the personality or persistence of someone with a mission or an obsession, for varying objects, have in succession had their brief day and ceased to be. As has often been the case, the earliest societies of a cultural kind in a young community have been musical. The first mentioned in Emerald Hill is a Choral Society, 'under the patronage of His Excellency Sir Henry Barkly,' as its advertisement states. Mr. R. S. Anderson, M.L.A., was President. It was formed a few years after the foundation of the town. The fee for membership was 'Gentlemen, five shillings per quarter, Ladies free.' Performances were usually held in aid of some organization. For instance, on the 16th August, 1889, a Grand Concert is advertised to be held in the Town Hall in aid of the South Melbourne City Fire Brigade No. 2, under the distinguished patronage of His Worship the Mayor, T. C. Smith, Esq., M.L.A., and City Councillors; Superintendent D. J. Stein, the Melbourne and Suburban Fire Brigades' Association and South Melbourne Football Club. Previous to the concert was a Grand Torchlight Procession under Superintendent Stein, headed by the South Melbourne Military Band, with an accompanying fireworks display. A concert of numerous items, vocal and instrumental, was followed by a popular farce. As a further inducement to patronage, a distribution of prizes, to the number of eighty-four, ranging from a suite of furniture worth £20 to a pair of woollen mats, was arranged, the prizes being awarded to ticketholders possessing the lucky numbers. In the 'eighties, Messrs. P. Crooke and Arthur Coppin provided some good elocutionary entertainments.

One of the aims of Mechanics' Institutes, so widely distributed in the Victorian days as cultural centres, was the dissemination of knowledge by lectures, etc. The local Institute strove to carry out this object, and arranged accordingly. One of its most successful efforts was in June, 1871, when at the suggestion of the Secretary, Rev. William Potter, the Emerald Hill Art and Industrial Exhibition was held, at which a large collection of exhibits 'of taste, industry

and curiosity' had been assembled. The *Record* wrote concerning them, 'the *utile* has been blended with the *dulce?* In the afternoon, Mr. John Whiteman, M.L.A., presided, Messrs. J. Nimmo, Mayor o£ Emerald Hill, and Crouse, Mayor of St. Kilda, being present. Professor McCoy, of Melbourne University, after a lengthy address, declared the Exhibition open. In the evening, His Excellency the Governor, Viscount Manners Sutton, and Lady Sutton, were present, a guard of honour being furnished by the Emerald Hill Artillery Company. A fine concert was rendered, including a cantata, composed by Mr. Henry John King, organist, 'The Song for Saint Cecilia's Day,' and capably conducted by the composer. The Exhibition was kept open for several days, and proved successful in aiding the funds of the Mechanics' Institute.

Commencing nearly fifty years ago in Ballarat the well-known South Street Society has successfully conducted its annual Eisteddfod with competitions embracing musical expression in its various forms—elocution, literature, debates, calisthenics and physical training, choral and band contests, etc. Following the example of the South Street Society, similar competitions were organized in other cities and towns with much success. Among these competitions, that at South Melbourne was well conducted for many years. It took its rise from a Council or Committee formed in 1897 of representatives from each of the Literary and Debating Societies connected with the Protestant churches in South Melbourne, whose expressed object was to foster and encourage literature and art. The movement began about 1898, and for some years competitions were held annually, not only satisfactorily providing a popular and welcome means of amusement, but also aiding in giving practical expression to the aims of the Society. Mr. S. Rowe was the first President of the South Melbourne Literary Society, and Mr. A. E. McMicken the first Secretary. Both gentlemen remained in office for some years, with much advantage to the Society from their ability and zeal. On Mr. McMicken's retirement after five years of capable service, a worthy successor, Mr. R. M. Cuthbert-

son, took his place. The competitions showed increased success from year to year in the growth of interest, the number o£ competitors, the quality and standard of performance, and in the net receipts. One of the most satisfactory years was in 1904. With many advantages from an educational and cultural point of view, and as a means of discovering and assisting talented competitors in the various sections, the competitions served a useful purpose. When, however, they were introduced in nearly every suburb of Melbourne and town in the State, they became too common, deteriorated in quality, and except in cities like Ballarat, Bendigo and Geelong, lost their vogue and popularity, and were discontinued. The spread of wireless and picture shows has been inimical to the revival of this once popular movement.

Since discontinuance in South Melbourne no such active organization as that which conducted the competitions has been in operation.

THE PRESS

At early settlement residents had to rely for their news upon the Melbourne papers—the *Argus,* the *Herald,* or the latest in issue, the *Age.* In 1856 the first local newspaper, *The Emerald Hill Weekly Times,* was published by Alfred Mason and R. Firth, Clarendon Street, north of Phoenix Street, for W. Murray, 96 Flinders Lane, Melbourne. In October of* that year an account for £11/7/6 was passed for payment by the South Melbourne Council for that journal, which in 1857 was made the official paper for Council reports; but later, the accuracy of the reports as published was challenged, and the editor apologized to the Council for their incorrectness. This short-lived paper gave place to *The Emerald Hill and Sandridge Post and General Weekly Advertiser,* the office being in Clarendon Street, between York and Market Streets. The first issue was in 1857, price fourpence. It published the reports of Council meetings. In 1859 the *Herald* offered to publish the reports if supplied with the notes.   The Council, considering that

Melbourne, from the Victoria Barracks, St. Kilda Road.
Immigrants' Home in foreground.

Melbourne, from the Victoria Barracks.   Cooper and Bailey's Circus, about 1878.

View of Albert Road looking West, 1900.

Aerial view of the South Melbourne Cricket Ground, when South played Geelong
football, June 18, 1932. Attendance, 40,000.

(Supplement, S.M. Annual Cricket Report. 1931-2.)

the Town Clerk had already enough to do, refused the offer. A paper called the *Standard* sought to get a share of the advertisements. *The Emerald Hill and Sandridge Post* seems to have disappeared about the year 1860.

In 1864 a new paper was proposed by Ferguson and Moore, who asked for the Council's support, which was accorded. The next paper *to* be published was the *Record,* a weekly local journal for the districts of Emerald Hill and Sandridge, published by William Marshall, printer and stationer, 199 Clarendon Street, South Melbourne. A removal was afterwards made to the old *Courier* office; subsequently, the printing office was on the present site of the Police Station, and lastly in Wynyard Street. The modest price was one penny, or one shilling quarterly, payable in advance. Possessed of the element of permanence, the *Record* supplied the district need, and has outlived all local rivals that have from time to time appeared. Naturally, other papers endeavoured to secure a share of the Council's advertisements and authority to report officially its proceedings. In 1861 the St. Kilda *Chronicle* had asked for a share, and in 1872, *the Sandridge Reporter* made a similar request, and for some years the Council was much entreated by the rival newspapers for the privilege. In 1873 the Council resolved to advertise in the *Argus,* the *Record* and the *Government Gazette.* The local paper appears for some years to have received a good share of the advertisements. In 1878 the Council revised the scale of charges of the *Record,* especially in regard to reports and continuous advertisements.

In 1880 the South Melbourne *Advertiser,* a new paper of brief duration, asked for a share of the Council's advertisements. Some change was evidently thought necessary, for a resolution was passed towards the end of the year, 'that the *Argus* be the newspaper for insertion of Council advertisements.' In 1883, A. Draper, of the Sandridge *Standard,* made a request for participation, and in the next year the resolution in regard to the *Argus* was rescinded and the *Record* was made the official newspaper of the Council, the

Rev. William Potter being editor of the *Record* at this time. Another paper, the *Citizen,* of Henry and Co., was issued, and in 1885 evidently shared with the *Record* and the *Standard* fitful favours in regard to the Council's advertisements, for in the next year, although the finance committee had recommended the *Argus,* the Council gave preference to the *Record* and *Citizen,* but discontinued advertising in the *Standard.* In the 'nineties the *Citizen* seems to have secured more favour in the press rivalry. An article or letter in the *Record* concerning the Hanna Street drain caused umbrage in the Council, and it moved that the editor be asked to appear before the Council in regard thereto, but the motion was not carried. In 1896 the names of Potter and Deas are connected with the *Record.* Potter seems to have retired, for it is in this year that the name of Mr. C. G. Meehan is first associated with the *Record.* Another aspirant, the *Courier,* had come forth, under the care of W. Spencer. The Council now tried the allotment of advertisements to the two papers alternately for periods of six months. Then in the closing year of the century the *Record* was the official choice for twelve months, when a new competitor, the *Star,* loomed in sight, and on two occasions received official favour for a year. The *Record* secured the contract for printing advertisements, the tendering for which was restricted to local firms. During the last thirty years the *Record* has virtually been the official newspaper of the city, reporting faithfully the proceedings of the Council. In 1909 the *Age* was so accredited, but in 1911 the *Record* was again accorded official status.

It is of interest to turn to the pages of the first news-sheet issued of the *Record* on the date of 6th August, 1868— seventy years ago.

In an 'Introductory' notice by the editor, expressing the aims of the journal and soliciting the public support to the venture, he writes:

The *Record* will observe a strict neutrality as to politics in the general acceptance of the term, save and except such as come within the category of local politics, or such questions as have a direct or

particular bearing upon the interests of either or both of the two suburban municipalities, Emerald Hill and Sandridge, with whom it is intended that the *Retford* shall be identified; such subjects will be treated in a general and impartial manner without recognition of party or individual interests and simply on their merits.

The introductory statement, although two columns in length, is moderate in tone, and in expression of views.

Towards the end is the optimistic note, 'it is not in mortals to command success but all may endeavour to deserve it.' Suggestions of a helpful, practical nature are invited and will be welcomed. The introduction concludes with trusting that our patrons will

> "Be to our faults a little blind And to
> our virtues ever kind." '

The prospectus states:

As its name implies the *Record* will confine itself to giving to the best of its ability an impartial history of *local* events, unbiased reports of Council meetings, satisfactory notice of the proceedings of the Police Courts, and the current list of Market Prices.

The issue is of four pages, containing trade notices and advertisements, Council notes, one of which warns residents as to the penalty for keeping pigs. There is an election notice in which T. Stead, Returning Officer, notifies intention of declaring Messrs. C. Roy, solicitor, W. Thistlethwaite, land and station agent, J. Whiteman, veterinary surgeon, duly elected to the Municipal Council. Another notice invites Mr. F. Poolman, of the Sugar Works, to contest an election at Sandridge, and gives his' affirmative reply. Local intelligence includes reference to an Emerald Hill Parliamentary Debating Club, popular readings at the Mechanics' Institute, notice of a visit by the great elocutionist, Walter Montgomery, an entertainment in aid of the Emerald Hill Artillery Band, and information that the Emerald Hill Dramatic Club, 'after an interval of twelve months, on Tuesday, 25th August, will give *Raising the Wind* (Mr. and Mrs. White) and the burlesque of *Alonzo the Brave and the Fair Imogen?* The proceedings of the Emerald Hill Council, and of the Police Courts at Sandridge and Emerald Hill, are reported.   Extracts from the European *Mail* are

printed. Garden operations for the month, and original poetry, both standing items of early newspapers, are given. There are two letters by correspondents, one congratulatory, the other on the demerits of the 'Albert Park Swamp.' 'Hints to advertisers' are freely given, and the time-table for the St. Kilda and Hobson's Bay Railway finds a cosy corner. A paragraph is devoted to a Battalion Parade on 31st July of the St. Kilda Artillery and Richmond Rifles, under command of Colonel Anderson, at which 450 of all ranks were present, including 116 of the Emerald Hill Artillery.

Another item of news is the departure of the Hon. G. F. Verdon, of Williamstown, for England. Conspicuous in politics, he had been Chairman of the Municipal Conference, which has been of great service in improving municipal government. Mr. Verdon was afterwards knighted for his public services. Among the advertisements, the chief one is that of the *Record* itself, the* 'Cylinder Printing Machine,' which made '1800 impressions per hour.' 'Heather's Circulating Library' of 3,000 volumes, in 130 Little Raglan Street, 'terms 1/6 monthly with periodical,' has an addendum, 'Best tea 1/3 per lb.'

Among well-known names occur Mr. J. B. Youl, draper, advertising a sale, 133 Clarendon Street; Kitchen & Sons with 'Blue Mottled Soap and Yellow and Brown Soap for sale.' Dr. Beaney, F.R.C.S.E., and later, that great medical advertiser, Dr. L. L. Smith, patronize the sheets of the *Record,* in which, as a matter of course, the praises of Holloway's Pills find place. One is reminded of bygone fashions in the advertisement of R. Simson, boot and shoe maker. 'Ladies' Elastic Sides made to order, 15/- per pair.' Edward Johnson is both bill-poster and bell-man. An enterprising tailor can furnish 'Tweed suits to measure for £3, tweed trousers to measure £1, suit of black £4,' whilst R. Smith, 52 Clarendon Street, 'purposes at the request of his patrons opening a Clothes Club on Tuesday evening next, 11th inst, terms of enrolment 1/6 per week.' This seems to have been an early variation of the modern time-

Albert Park State School, No. 1181.

Middle Park Central State School, No. 2815.

Eastern Rood State School, No. 1852.

Dorcas Street State School, No. 1253.

J. H. Boyd Domestic College.

Montague Special State School, No. 2784.

payment system. The *Record* received good support, and in six months' time its four sheets had increased to eight sheets. The office was removed to 145 Clarendon Street in July, 1869. The following informative advertisement in regard to the use of baths appears early in the paper:

<div align="center">The Emerald Hill Baths,
Hot, cold, or shower.</div>

James Stewart, Clarendon Street, opposite the Protestant Orphanage, corner of Park St.

Lady or Gentleman,—First Class, Single bath l/-, twelve baths, 9/-;
Second Class   „   „   6d.   „   „   4/6.

Season tickets at very reduced rates.   A female attendant for ladies.

On 21st August, 1868, Mr. J. M. Campbell, Manager of the National Bank of Australasia, the first to start a banking business at Emerald Hill, notifies the removal to premises at Coventry Street, where business is still carried on. A 'Ladies' College' in St. Vincent Place is advertised under Miss Coe, the subjects of instruction being 'drawing, singing, music and dancing.' The Mechanics' • Institute advertised its lectures as 'free to members, but sixpence admission to non-members.'

The *Record* firmly established itself under the management of the Meehan family, who still direct its operations, and the paper has, during its long career, satisfactorily served its day and generation in South Melbourne, maintaining among the suburban newspapers a good reputation and a high standard.

CHAPTER XVI

EDUCATION

IN the 'fifties the education of children was mostly in the hands of private teachers, mainly females. Anyone, with or without experience or qualification, could open a school. At Emerald Hill there were several of these usually short-lived 'dame' schools, where very elementary or primary instruction was given. In 1844 a census of the whole of New South Wales, of which Port Phillip District was of course a part, was taken. It was made manifest that more than half of the children in the colony received no instruction whatever at school. The result was the establishment in 1848 of Denominational School Boards at Sydney and Melbourne, Mr. H. C. E. Childers, afterwards Chancellor of the Exchequer in England, was the first Inspector of Denominational Schools. In the year 1851, on inspection of the Denominational Schools in Victoria, he found the system unsatisfactory, so the Legislative Council in 1852 created a National School Board to improve matters, making grants to each Board, Denominational and National, of £20,000 and £25,000 respectively. .

Childers had recommended control of education by one Board; but the Denominational had many supporters, who successfully opposed its abolition. Under the ineffective working of divided authority the two Boards remained in mischievous rivalry and at an unnecessary expense. A return in 1860 of children in attendance at school at Emerald Hill shows that between the ages of four years and fourteen years, there were 751 boys, 749 girls, of whom 599 boys, 548 girls attended school—804 in public, 343 in private schools. In 1861, 37,500 children in 484 schools were under the Denominational system and 84,000 pupils in 187 National schools. To cut the Gordian knot, Richard Heales introduced a Common Schools Act to abolish both Boards, and form a new one of five members, no two of the same denomination.   In order to receive a grant schools had to

register under the Board. The denominational connection remained in so far that religion could be taught outside of the four hours of secular instruction required. Thus, these schools were commonly spoken of as the Scotch, the Catholic, the Methodist, or the English School, or were known simply by the name of the head-teacher.

In 1866, a Royal Commission of enquiry into the system was appointed, Mr. George Higinbotham being chairman. The Commission advocated drastic changes, one of which was non-sectarian religious instruction, which was strongly opposed by the churches and for the time withdrawn. It was found that not one-half of the children of the State attended school, and compulsory attendance was recommended. The report evoked much discussion and provided food for thought. In the year 1871 James McCulloch introduced a Bill for the first time to make education 'free, compulsory and secular,' thus embodying the principles of the Commission's report. The Bill was well debated and, on 2nd September, 1872, was passed by substantial majorities in both Houses. The Education Act came into operation in 1873.

Among teachers of private schools in the earlier years of Emerald Hill occur the names of Mrs. Capron, Mrs. Hingston, Mrs. Wigney, Mrs. Ransom, Mrs. Briscoe, J. Corlett, R. Black, E. Barnett; Miss Anna Cowan had a 'Ladies' Seminary'; Miss Greig, of Clarendon Street, had a school for about six years.

The first school under the Education Department was the National School No. 207, an iron building situated at the corner of Bank and Clarendon Streets. It was opened on 2nd March, 1853, Josiah N. Hassall being the first head-teacher. It was closed on 31st July, 1877, and its head-teacher, Robert Crooke, opened the present Eastern Road School No. 1852 next day, 1st August, as its first head-teacher. Other early schools were No. 225 Emerald Hill (Bank Street west), opened 3rd July, 1854, William Wattie as head-teacher, and No. 233 Emerald Hill (Dorcas Street west), the first head-teacher of which was Mrs. Elizabeth Bee, opened 19th June, 1854   These two schools were

amalgamated to form the present State School No. 1253 Dorcas Street, opened on 25th August, 1873, with George Oldham as head-teacher. School No. 222 Clarendon Street, Emerald Hill, was opened on 7th August, 1856, with Anna Weon as head-teacher. This school was closed on 31st May, 1885, in favour of City Road State School No. 2686, with John Sharpies as head-teacher. The J. H. Boyd College replaced this school in 1932. State School No. 2784 Montague was opened on 24th August, 1886, H. T. Tisdall as head-teacher. The outward extension of population had rendered these last two schools necessary, but later on, with changed conditions, both became special schools. On 17th April, 1894, with retrenchment in public services, Montague was made an adjunct of State School No. 1253, Dorcas Street. Albert Park State School No. 1181 was opened on 22nd January, 1873, with James Smith as head-teacher 3 and lastly, Middle Park State School No. 2815, on 1st January, 1887, William Calder being the first head-teacher. This school is now the Central State School of the District or Inspectorate. Of the Protestant denominational schools established in the early days, that of St. Luke's Church of England is the only one that has continued since foundation. One of its first head-teachers was Mr. Ross Cox, afterwards an inspector under the Education Department.

When the Education Act came into force the Education Department wished to build a new school on the site of the National School in Clarendon Street. This was vigorously opposed by the citizens and the Board of Advice. It was considered that the site was too valuable for the purpose. A large public meeting was called in protest. The Minister of Education advised the Council to communicate with the Wesleyan, Presbyterian and Orphan Asylum authorities for securing space for an alternative site. The Presbyterians only were willing to consider the proposal. Sites were suggested in Sandridge Road, and between the Town Hall and the railway, without any decision being arrived at. The Department remained obdurate. However, in 1875 it agreed to erect the School in Eastern Road, Mr. Robert Crooke

reluctantly taking up his duty there as head-teacher on 1st August, 1877. Much filling and road-making were needed to make this low-lying area acceptable.

The Emerald Hill National School No. 207, the first formed, was the only one to pass through the successive phases—Denominational, National, Common and State School. From the times of foundation to the present the schools mentioned have sufficed to meet the needs of primary education under the State system. In the neighbourhood-of those at City Road and Montague, where steadily factories have gradually displaced residences, school attendances have diminished, but the other schools have generally maintained their numbers, allowing for a certain number of scholars passing to the High Schools under the Department. Under a long succession of capable head-teachers and efficient staffs, the South Melbourne schools gained a high reputation and have well maintained their prestige.

The Melbourne Orphan Asylum, in secular and industrial training, conformed generally to the State School system, but had a resident teacher or teachers of their own for day and night classes, children boarded out attending the State School. Provision was also made for the religious instruction of the children. An apprenticing system for boys was also successfully carried out.

The State Schools, of course, were free to all pupils, but the Roman Catholics, in pursuance of the policy of their Church, established under their own teachers separate schools for children of their own faith attendant thereat. Their scholars were allowed the privilege of presenting themselves for the Merit Certificate examination, or other examination under the Education Department. The Roman Catholic schools are SS. Peter and Paul's in Montague and Bank Streets, conducted by the Christian Brothers, St. Vincent Boys' Orphanage, and Our Lady of Mt. Carmel, at Middle Park. In secondary education also, good provision has been made by the Christian Brothers' College at Park Street, the Brigidine Convent High School for girls by the Brigidine Nuns at Beaconsfield Parade, and the Loreto Convent at

Albert Park, in which instruction is given up to Matriculation and Leaving Honours standard. A central Catholic Training College for women teachers, religious or secular, is in operation at Albert Park under the Sisters of the Institute of the Blessed Virgin Mary. A Roman Catholic Technical School was founded in December, 1924, in Bank Street, and is in full operation. In 1937 a Domestic Arts School was opened at SS. Peter and Paul's Orphanage by Archbishop Mannix.

Under the provisions of the Education Act, School Boards of Advice, elected by the ratepayers, were introduced to assist in carrying out the compulsory clause of the Act, the preservation of buildings, and generally to maintain local interest and co-operation in matters connected with the schools. The Boards of Advice in South Melbourne were very effective and helpful in this connection, and kept the balance true between the requirements of the parents, teachers and the department. At first, meetings were held at the Town Hall by permission of the Council, and later at the schools themselves. The Boards maintained oversight of minor repairs, drainage, water supply, sanitation, shelter sheds, and assisted in school functions, and matters making for the comfort and health of the children.

Towards the beginning of the century, with changes in policy and methods, the Boards were replaced by School Committees, the duties of whom were very similar, but their contact with the schools was more intimate, the parents being induced to take a live interest in school matters. In addition to School Committees, Mothers' Clubs were formed, with good results, ʽOur' school and its interests becoming more real to parents, children and teachers.

The School Committees in South Melbourne schools are most helpful and eager in forwarding the interests of their schools, and in improving conditions in every way.

About 1910 the helpful Kindergarten movement for young children was taken up in South Melbourne, resulting in a branch being formed in the next year, and others were instituted at different places, Buckhurst Street, St. Luke's

School, and the Methodist at Park Street. Assistance was indirectly given by the Council to the movement. In 1922 Miss L. Cannam established the Kindergarten bearing her name and in 1927 asked the Council to provide a site, her appeal being seconded by the Free Kindergarten Union at a visit to the Council. On 21st December, 1927, £850 was passed for purchase of£ a site in Eastern Road for the L. Cannam Kindergarten; the plans were approved and, in 1931, the school was opened on 27th April. The building cost £2,750. A lease at 1/- per annum was granted for thirty years, with right of renewal.

With the change that came over education methods and aims at the beginning of the century, leading to vocational guidance, and technical training for children before leaving school, domestic arts courses were commenced for girls, at first under the name of cooking centres, where preparation of food, cooking operations, and service of meals were taught to girls by special teachers; In every large district there was one of these centres, to which a certain number of girls above the VI Grade could go for a certain time each week on specified days for each school in the district. One of the first centres was started at Montague State School. The training was expanded to include other activities in domestic work. In 1927 Montague became a separate and special school under Bessie Scott as head-teacher. At present the original Montague School area is occupied by the Manual Training School Centre, the Special State School, and the Montague Boys' Club.

About July, 1930, the Domestic Arts centre was shifted to City Road school, which had a diminishing attendance of State School pupils. The school was reconstructed at a cost of £8,244- for this purpose. Under Miss Meares it was called the South Melbourne Girls' School, and was soon devoted only to the purposes of domestic training. The late Mr. J. H. Boyd bequeathed a handsome legacy for a Domestic College for girls, either to be built or endowed. About July, 1931, the Director of Education, Mr. Hansen, in agreement with the trustees of the estate, chose the City

Road school for the purposes desired. The building was altered to meet requirements, a new wing was added, with every convenience and equipment, and the building was named, after the generous donor, ˈThe J. H. Boyd Domestic College,ˌ open to all girls who have passed Grade VI, an approved equivalent, or an Entrance Examination. A good curriculum, including general education, cookery, dressmaking, millinery, art and craft work, is provided, according to the course taken from one full year to four years.

Also under provisions of the Boyd bequest, five scholarships may be awarded on specified conditions to incoming pupils, and five to pupils in attendance at the Domestic College. The scholarships are tenable at the Domestic College carrying an allowance of £4 per year in F form, £8 per year in E form, £12 per year in D form, and £16 per year in C form. There are no fees charged.

Evening classes in cookery, dressmaking and millinery are held, a small fee being charged. Commercial subjects are also arranged for in the College. Music, physical culture, sport, etc., are well organized. The attendance is from 250 to 300 pupils.

Some time before the Great War, part of the Montague State School was set apart for special instruction to boys of low mental standard, or defective intelligence. Under Mr. (afterwards Professor) Porteous and Mr. Hodge much good work was done in repairing deficiencies and directing activities among those lacking normal capacity and powers of concentration for learning. This school was later improved in equipment, and, with the removal of the Domestic Arts School, more space and convenience were available for teachers and pupils.

A useful accessory to the educational system is the Department's School Dental Clinic in Brown Street, at which the teeth of children are examined and attended to.

Not long after the Great War had commenced, a movement was started in South Melbourne to form a Technical School. A district Sloyd class had been in operation for some years at City Road State School, but it was considered, in

MacRobertson   Girls'   High School.

Boathouses,   Albert   Park   Lagoon.

South Melbourne Technical School.

Mr. E. C. Crockford, Town Clerk, 1910 to 1932.
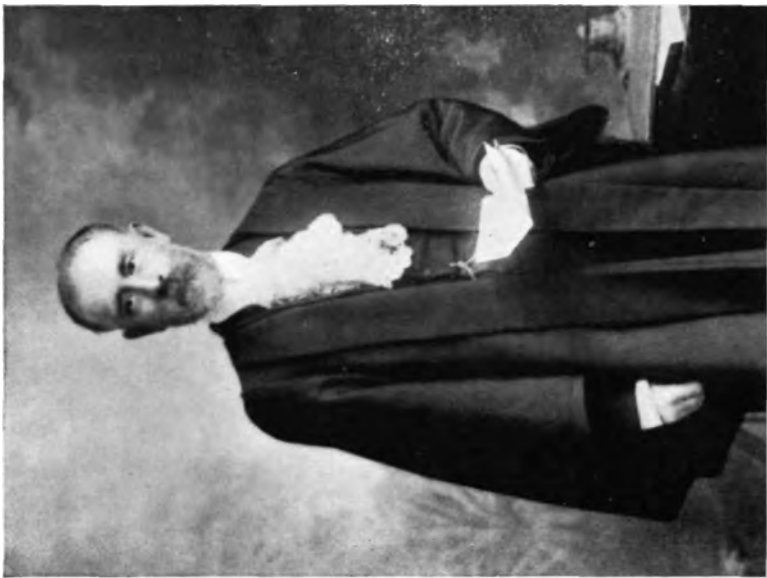
Mr. F. G. Miles, Town Clerk, 1880 to 1910.

an important industrial district like South Melbourne, the opportunities given by the curriculum of the Technical Schools should be available for those young people who could take advantage of them. A meeting was called, which affirmed the proposal, and a Council was elected, which, at its first meeting on 12th September, 1916, approved of the present site for a Technical School. The names of the gentlemen forming the first Council of the South Melbourne Technical School are as follow: Hon. George A. Elmslie, M.L.A., President; Cr. Robert M. Cuthbertson, Vice-President; Albert E. Aughtie, M.INST.C.E., Samuel Hampson, George W. Hartley, George Morris, Cr. James L. Murphy, M.L.A., Cr. James Morris, Cr. Thomas Smith, Cr. Levi Tate, Cr. Ebenezer D. M. Thomson, Cr. Ernest A. Wells, E. C. Crockford, Hon. Secretary. The site in Albert Park, after some opposition, was granted by the Government. The Council decided to establish a Junior School in the day time and a Senior School at night. Classes suitable for South Melbourne, such as practical engineering, plumbing, sheet-metal, carpentry and woodwork, chemistry, and dressmaking were formed. The building was finished in 1918, the foundation stone having been laid on 22nd August, 1917, by the Hon. George Elmslie, M.L.A., President of the School Council. The cost of the building was £16,000, an additional £2,000 being donated by the South Melbourne City Council. The value of the equipment installed was approximately £15,000.

The South Melbourne Council also contributed £100 to found a scholarship, bearing its name. Through the activities of several members of the School Council, and the interest of local residents, the handsome sum of £1,200 has been raised towards the endowment of scholarships. The school was officially opened on 26th March, 1919, Mr. A. Strang being appointed Principal on 4th October, 1918. In that year forty returned soldiers commenced commercial courses, and ultimately over 900 returned men were trained in building, engineering and commercial classes.

Every opportunity and encouragement are given to

diligent students in this well-organized school, which, in addition to valuable instruction in the branches of technical education, also provides adequately for sporting and social activities for students.

Scholarships are numerous and wisely allocated. The Education Department awards annually thirty full-day course scholarships and twenty-five evening course scholarships to candidates who have been in attendance for at least two years at a Junior Technical or equivalent school.

The 'Knight Scholarship' of £100, from a sum publicly subscribed in memory of the late Cr. F. G. Knight, provides interest awarded to the boy obtaining the highest marks in the second year of the Junior Technical Course. The 'Cr. G. S. Walter Memorial Scholarship,' also from £100, donated by the Port Melbourne Council, is awarded to the student living in the Port Melbourne district who obtains the highest marks at the Entrance Examination of the school.

The 'Ernest Wolin Benefit Fund' provides a scholarship to a deserving boy under certain circumstances.

The 'Nellie Williams Scholarships,' from an amount of £300 given to the school, as proceeds from a monster children's picnic organized by the citizens and the then Mayor (the late Hon. R. Williams, M.L.C), are awarded to scholars securing the highest marks at the terminal examination in the Junior School.

The 'Elmslie Trade Scholarship,' commemorating the first President of the school, is from £100 publicly subscribed, the interest going to a student in 'plumbing and gasfitting.'

The 'Hill Trade Scholarship,' in memory of the late John Hill, also of £100 principal, is devoted to the engineering section.

The 'South Melbourne City Council Trade Scholarship,' also of £100, provides for a 'carpentry or cabinetmaking' student.

The 'Victorian Chamber of Manufactures Trade Scholarship' of £100 is also for proficiency in the 'engineering trade,'

whilst the William Morris Memorial Scholarship' of £100 from Messrs. Morris Brothers, Albert Park, is specified for pre-eminence in the commercial course.

The 'Jack Adamson Memorial Scholarship' of £100, given by Mrs. Adamson, of Albert Park, is also for attainment in the engineering trades.

Among special prizes open to students is the 'Moore and Wright' No. 384 Apprentice Kit of Hand Tools, and the Denco Machinery Company prize of a 1-inch Johannsen Micrometer in the 'engineering trade' section.

The scholarships are well distributed, and of great helpfulness to students. The total amount awarded at the end of 1938 was £37.

An employment bureau in connection with the school is of mutual benefit to employers and students. The completeness of the curriculum, practical and cultural in aim, comprising the group subjects of English, Mathematics, Art, Science and Trade, is notable, and ranges through preparatory work for various useful trades and industrial professions, machine-shop experience, mechanical and electrical engineering, commercial and art courses, to dressmaking and needlework.

In this training, students are better able to gauge their capacity for some definite class of work to which they are attracted, and for which they may be best suited. The well-chosen trade or profession offers the best chance for success to one who takes delight in acquiring it.

The need for secondary education was of slow growth in South Melbourne. The first school that essayed to go beyond the primary curriculum seems to have been that of Mr. Robert McGregor, who, after teaching for about five years, started in 1871 a Grammar School in Albert Road. After having this seminary for a few years, on being elected as a member of Parliament, he continued the profession of teacher.

However, South Melbourne is very favourably situated in regard to facilities for higher education from having close to its eastern boundary at St. Kilda Road two of the great

Public Schools of Victoria—Wesley College and Church of England Grammar School. Notwithstanding such an obvious advantage, in the year 1895 Mr. J. B. O'Hara, M.A., of Melbourne University, where he had been a brilliant student and lecturer, opened at the old Scots' School in Bank Street west, the South Melbourne College. Mr. T. Palmer, M.A., became his capable assistant. The venture was very successful, and the attendance rapidly increased as the college gained high repute for the quality and efficiency of the instruction given. For many years it held pride of place among scholastic institutions for its success in matriculation examination results. Many fine scholars and students from the College achieved distinction in professional and commercial careers. So rapidly under a capable staff did the College advance, that it was necessary to seek more commodious quarters. Mr. O'Hara, at a cost of nearly £7,000 for land and buildings, erected a College in Kerferd Road, near Albert Park Railway Station. The new College, well-equipped and replete in every convenience as a scholastic institution, was opened in 1907, and for many years continued its successful career and maintained its prestige until at last its Principal, Mr. J. B. O'Hara, M.A., had reluctantly to retire. During twenty-seven years between 2,000 and 3,000 scholars had passed through the College. On the 18th November, 1916, it was taken over by Wesley College as a Preparatory School, but after a while was relinquished. The buildings were again used for collegiate purposes by several teachers in succession. The College, lacking the personality and special ability which had brought it so conspicuously to the front, seemed, under the direction and control of other teachers, to fall away in popularity. Finally, about the year 1923, the College was closed. The College building, 'Merton,' was afterwards used in connection with various philanthropic activities. In 1934 the Albert Park 'Toe H' opened a Boys' Club there. It was a 'Welfare Centre,' and the 'Community Service Club,' before removal to Erskine Street, met at the same place.

For some years also the Albert Park Grammar School

and Toms' Business College, adjoining the Congregational Church, has provided primary and secondary education for pupils. Near Prince's Bridge, Bradshaw and Everett's Business College provides education for those engaged in commercial pursuits.

Several private schools, mostly primary, are in operation, the passing of the Act requiring registration for schools and teachers ensuring that only qualified teachers can now conduct such schools.

About the year 1929 considerable attention was directed to the subject of vocational training and guidance, Cr. Mackenzie being appointed to represent the Council on the Committee to encourage the movement, which, on account of the advent of a period of depression and unemployment was hampered in its aims, but continued to function in the interests of young men during the years when employment was hard to get.

Mention should be made of the willing and unselfish services rendered through many years by the clergymen and some lay helpers of all Protestant churches in regularly and faithfully carrying out a programme, mutually agreed upon, of religious instruction in the State Schools—one concrete instance of the Christian union so frequently discussed as desirable. The local 'Ministers' Fraternal' is very helpful in this as in other laudable services.

An interesting experiment was made about the year 1919 with the object of securing employment for children of school-leaving age, or possessing a merit certificate.

A small committee composed of four business men, with the late Sir Aaron Danks as chairman, the head-teacher of Dorcas Street School, and Mr. Clarke, Welfare-officer as Secretary, was formed. The procedure was simple. A list of children leaving school and eligible for work was kept. Mr. Clarke interviewed the parents as to their views. The secretary and head-teacher questioned the children as to the occupations they preferred. A list of vacancies or openings for promising boys and girls was supplied by employers. Then   mutually satisfactory   arrangements   were   possible

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through the Committee's mediation. During three or four years the Committee had the satisfaction o£ placing a good number of boys and girls in positions, where as intelligent workers they could make good in remunerative employment. One great drawback met with was the unwise preference of some parents in sending children to 'dead-end' occupations, where repetition of some varying mechanical movement, providing no stimulus to intelligence and requiring no skill, carried a high starting wage, but also certain dismissal on reaching the age fixed by statute for increase of the same. Such employment is effective in increasing the army of unskilled workers and dependents on the dole.

This juvenile employment bureau, if extended and organized under the Education Department would have been of great utility at a minimum of expense.

In the year 1904 Mr. Frank Tate, the first Director of Education under the Victorian Department, not without considerable opposition, introduced State secondary education into Victoria as a complement to the system of primary education. This at first was in the form of Continuation Schools, the first of which was established on 13th February, 1905, for girls and boys, in a portion of the remodelled building of the old Training School for teachers in Spring Street. Mr. J. Hocking, B.A., was the first Principal, with Miss M. Robertson as headmistress. Pupils were admitted from State schools on the qualification of the merit certificate, or afterwards on examination. So successful was the school that all the old building had to be used.

In 1912 the name of Melbourne High School was given and in the following year an adjunct—'The Branch'—was leased in Victoria Street for those taking Leaving Certificate.

The wisdom of having separate schools for boys and girls was affirmed, and provision made for much greater space and accommodation. The Government built the Boys' High School on Forrest Hill, and for a time the girls were happily placed at the vacant Government House. When that was again required as a Vice-Regal residence, the girls were accommodated at King Street, West Melbourne.   Shortly

afterwards the magnificent gift of the MacRobertson Girls' High School was announced. Some difficulty occurred in regard to site, but ultimately the alienation of a portion of Albert Park at its north-eastern corner, was approved. Departing altogether from the old tradition of school buildings, the architect planned a building on the most improved design, with spacious corridors, bright and airy classrooms, well-lighted, ventilated and appointed in every way, in healthy and convenient surroundings.

The MacRobertson Girls' High School, situated at the corner of Bowen Crescent and Roy Street, was formally opened by H.R.H. The Duke of Gloucester, on 7th March, 1934. The Hon. the Premier of Victoria, Sir Stanley Argyle, M.L.A., the Minister of Education, the Hon. J. W. Pennington, M.L.A., C.B.E., the Director of Education, Mr. J. McRae, M.A., being in attendance to receive and welcome His Royal Highness, to whom the Reception Committee was introduced.

The Duke was then conducted to the balcony, overlooking the quadrangle in which were assembled five hundred girls with the staff and invited guests. The Minister of Education introduced the donor, Sir MacPherson Robertson, who in a modest speech made the Centenary gift of the School building to Victoria. The uncommon architectural beauty and unusual features making for the comfort and well-being of the scholars in such a pleasing environment aroused his admiration. The Premier in formally accepting the gift expressed the gratitude of himself and the people of Victoria for such a generous action. The Duke voiced his appreciation of Sir MacPherson Robertson's handsome gift, and of the attractive and striking design of the building. With much pleasure he formally declared the building open. The President of the School Council, Mrs. T. a'Beckett, conveyed their thanks to the Duke. The head prefect (Olive Armour) presented the Duke with a gift of Australian craftsmanship, a blackwood cigar box of unique design, surmounted by the School's appropriate badge, 'Potens sui.' Mr. Norman Seabrooke, the architect, presented the Duke with a gold

key. His Royal Highness graciously thanked the donors, and after hearing the rendition of the School song, signed the Visitors' Book and departed.

Miss M. Hutton, M.A., DIP.ED., is the first headmistress of this excellent institution, which truly merits the description —ᶜone of the finest girls' schools in Australia.' The curriculum of the School is a wide and elastic one from the 'sub-intermediate' to 'leaving honors.' Pupils from the Central State Schools, also a limited number with merit certificates from country schools, are eligible for entry. Musical appreciation and physical culture are taken by all pupils (exclusive of sports). Religious instruction is given by visiting clergymen. Pupils choose one of the various clubs in which they are interested. There are two main courses of study, general and commercial. Two years are given to the 'intermediate' work. For the 'leaving pass' six subjects are taken by the majority, five by the weaker pupils. Under guidance they can select their courses. Many, on completing an intermediate course, take a commercial course. In 'leaving honors' selection is again left to the pupils according to need and abilities. The School is a central one for honour work, receiving pupils from metropolitan and country high schools. A comprehensive list of subjects is offered for leaving pass and honors.

This fine school is splendidly equipped with modern aids such as loud speaker and microphone, epidiascope, micro-scopic projector, wireless sets, art library and reference library. The Park Committee made a playground available for the pupils.

In addition to the Council's enlightened action in regard to fostering education, as in connection with the Technical School, Boys' Club, Kindergartens, etc., and Vocational Guidance, as a very practical step, in August, 1927, the Council invested £2,000 in Government stock, the interest from which is devoted to scholarships in South Melbourne schools." They are tenable for four years at a high or technical school, and are valued at £8 per year. Thirty-nine scholarships were thus awarded in six years.

CHAPTER XVII

FROM 1901 TO 1920 THE COMMONWEALTH—THE GREAT WAR

AT the opening of the new century improved conditions • in Victoria, and a healthy optimism, which Federation of the States seemed to accentuate, prevailed. The people looked forward to renewed prosperity under the Commonwealth, in which many of the State departments would be merged under Federal control.

Naturally the process of re-organization and adaptation was gradual, and with as little dislocation as possible. The question of a capital site was for the time left in abeyance, Melbourne for some years profiting by being temporarily the seat of government before the establishment of Canberra.

The Military, Naval, Postal and Customs Departments were among the first activities in the several States to be unified, others being taken over as convenient. With the hopeful revival in Victoria, industrial undertakings steadily improved. New factories were started in South Melbourne, and the water frontage gradually became busy again. In the year 1901 the population of South Melbourne was 36,397j the valuation of property £277,517: the rate was 1/9 in the pound, and the Mayoral allowance £200 per annum, fifty pounds less than in the prosperous year, 1855. Loans amounted to £247,000, and the sinking fund was £55,349/0/9. Mr. A. E. Aughtie, M.INST.C.E., was appointed City Surveyor.

The unfortunate Boer War, in which Australia had loyally borne her part, had come to an end. The South Melbourne Council in 1902 passed a motion expressing gratitude for its termination. In the same year it sent congratulations to the Melbourne City Council for its higher status, as expressed in Sir Samuel Gillott's assumption for the first time of the honourable title of Lord Mayor of Melbourne conferred upon him on 18th December, 1902.

In internal civic matters several alterations in the approaches and the bridges to the St. Kilda railway had been effected by the Railway Department at the Council's request. The subway at Montague Street had been satisfactorily adapted, changes being made for the most part to facilitate tramway extension, and harmonize traffic by rail and road. In 1904 there came the application of a tramway to the St. Kilda railway line, extending the service as far as Brighton, an indication of subsequent wider adaptation.

In August, 1907, there occurred the introduction of a new tariff system, virtually adopting a strong protective policy, for the Commonwealth. This had a direct effect in South Melbourne in stimulating manufacturing enterprise. Once again, by invitation, on 9th August, Mr. Thwaites, Engineer-in-Chief of the Melbourne and Metropolitan Board of Works, under the Council's auspices, gave a most informative lecture on the subject, 'The Yarra River,' at the Town Hall. Three months later the Council joined in voicing the general regret at the death of Mr. Thwaites.

After the return of the South African contingents from the Boer War, in which one hundred and forty men from South Melbourne had, as volunteers, taken part, steps had been taken by the Council and citizens to erect a memorial to those who, in the Empire's cause, had given up their lives. A handsome memorial fountain was, according to the successful design, erected in front of the Town Hall by Mr. Dawe, the winner of the award. The Jubilee of the foundation of the city on 25th May, 1865, was considered a fitting time for the ceremony of unveiling the fountain. The Governor, Sir Reginald Talbot was received by the Mayor, Cr. J. Baragwanath, J.P., and Council, and His Excellency per-formed the ceremony in the presence of a large assemblage of citizens, the local corps of Junior Cadets being on parade in good numbers. As a memento, His Excellency was presented with an illuminated scroll. His Worship the Mayor afterwards entertained the special guests. The Mayor, further to mark the occasion, provided a series of bioscope exhibitions for the children from the district

schools, and a grand concert was held at night in the Town Hall. An illustrated booklet with historical notes was also published. The names of those soldiers who made the supreme sacrifice in this war are engraved on the stone base facing southward. They are Major G. A. Eddy, Sergeant T. P. Moran, Lance-corporals J. M. Smith and P. Topham, and Privates C. Glinn, C. Moore, J. B. McCann, J. E. White. About this time motor buses were first used, and four years later taxis were introduced for public convenience.

On 29th August, 1908, the American fleet of warships, under Admiral Sperry, arrived at Hobson's Bay on a visit to Melbourne, and was a source of much interest and diversion to citizens, a pleasant fraternal feeling being evinced. On the occasion of an official visit of a detachment from the warships to Melbourne *via* Sandridge, the Naval party was met at the boundary of South Melbourne by the Mayor and Councillors, and given an address of welcome and hearty good-will.

About 1909 a proposal for a new Post Office at South Melbourne was made. The Post Office, formerly at 125 Clarendon Street, had, since the erection of the Town Hall, been at the south-eastern corner of it. With tremendous growth in postal and telegraph work, South Melbourne had gradually become well served by extension of pillar boxes as found necessary, extra dispatch and delivery, additional telegraph offices, 'Silent Cabinets,' and some subsidiary post offices, as at City Road, Normandy Road, and later at Montague. A post office had been established at Albert Park, and in 1909 at Middle Park.

The Council now offered to purchase the site of the old Post Office and Police Station for the sum of £2,500, or £1,500 for the Post Office alone. After the usual delay in departmental business, in 1911 the Government accepted an amended offer of £2,300 for the Post Office site; and 13th December a contract was let for a new Post Office to be ready early in 1913. The Postmaster, on payment of rent, was allowed to remain in residence. The new Post Office, opposite the Town Hall, was opened in 1913.   The old

building was altered to accord with the requirements at the Town Hall, and later the residence was let from month to month in view of future reconstruction. With further negotiation, the Police Station was acquired by the Council, and under reconstruction, was utilized for the premises and operations of the Baby Health Centre.

About this time a proposal, formerly made in 1905 by the market gardeners to obtain a site from the Government for holding a general market, was revived and discussed. A site between Hanna, Coventry, and Wells Streets was suggested as suitable. A conference of the South Melbourne and Melbourne Council representatives was held. The Government would not agree to the guarantee of the market gardeners, deeming it insufficient, and the matter was protracted from year to year. Ultimately a Parliamentary commission was appointed to visit the proposed site and take evidence, and there the matter seems to have ended.

Concerning the demand for opening picture shows on Sunday, the Council at this time took a firm stand in disallowing the same.

On 6th May, of this year, the Empire had again to grieve at the death of the reigning sovereign, Edward VII, 'The Peace-maker.' In Melbourne on the 20th instant, in testimony of the regard in which the late King had been held, a most impressive memorial service was held at which 200,000 persons were present.

With due ceremony, on the 9th May George V was proclaimed King.

The Council, thinking that departmental action did not keep pace with civic advancement, requested the Government to remove 'the unsightly Albert Park Station,' an old wooden building, which was not in conformity with the surroundings. The Department notified that a brick station was to be built. It was completed two years later.

Councillor Smith, on behalf of Mr. R. S. Anderson, made a present to the Council of an oil painting of Mr. James Service, the donor's old friend and colleague for many years.

To minimize or overcome the sand'-drift, as well as to add

to the attractiveness of the foreshore, in the 'nineties a pro-
tecting or retaining wall was built, which did not effectually
withstand the storms. Later, Mr. Catani reported on the work,
and another section of 200 feet was constructed. The
Government agreed to share in the cost. On Mr. Catani's advice
the plan was altered for a concrete wall with a stone coping,
and plans for a retaining wall were prepared by a specified
engineer. Then the Public Works contributed £100, and plans
were approved for extension to McGregor Street, £850 being
contributed by the Government.

In 1909 a deputation from the Yachting and Angling Clubs
waited upon the Council with a request for the formation of a
Foreshore Trust to exercise supervision over the sea frontage,
utilize its natural advantages for a health and pleasure resort,
and improve and beautify Beaconsfield Parade, which, as the
Military Road, had been constructed from Sandridge, and
extended as far as Elwood in 1887, the cost to Sandridge being
£570, South Melbourne £12,000, St. Kilda £11,939. The
Government had subsidized on a basis of £ for £. The road had
been proclaimed in 1891. Extension of the retaining wall was
proposed in 1911 and the Premier, the Hon. T. Bent, promised
£1,000 towards it. Plans were approved for the concrete wall,
the tenders for which was £2,126. Some years later further
extension of this sea-wall was made at a cost of £977, and
ultimately the whole sea frontage was protected by permanent
walling.

The proposal made for a Foreshore Trust was welcomed, and
in 1910 the Mayor, Cr. Cockbill, and Messrs., Farr and
Strangward were appointed as representatives of the Council
on the Trust, the Town Clerk to act as Secretary.

The creation of this Trust proved of very great benefit in the
development of a. pleasing and attractive seaside resort.

In succession to Mr. F. G. Miles, Mr. E. C. Crock-ford, who
had been Town Clerk of Port Melbourne, was appointed Town
Clerk of South Melbourne. In 1911 the Commonwealth
Government introduced Compulsory Military Training for boys
between the ages of fourteen and

eighteen years, the district boys undergoing their training at the South Melbourne and Prahran drill rooms. About this time a movement for the unification of municipalities in a Greater Melbourne scheme was put forward, but came to nought. On 19th October a conference to discuss the question was called at Collingwood, without bringing it any nearer to realization.

In the following year another demand was made on the Railway Department to make a wider subway at Kerferd Road for the increasing traffic. Great regret was felt at the death of two prominent citizens of South Melbourne, viz., Henry Skinner, the well-known caterer and generous patron of sport, and R. S. Anderson, the well-tried and esteemed member, whose valuable services, both in municipal and political spheres, had been of great benefit to the city and the State.

Toward the embellishment of Beaconsfield Parade Cr. Strangward generously gave a fine granite fountain for erection at the beach between Mills Street and Kerferd Road. The Parade increased in popularity, its bracing sea-front, bathing facilities, and breezy promenade making it a favourite resort.

In 1913 two Bills affecting municipalities were passed in the State Parliament, the first being the Municipalities Powers Extension Act 2461, enabling the Council to contribute to High Schools and Higher Elementary Schools; the second, The Municipal Endowment Act 2475, which extended the granting of £100,000 per annum to municipalities up to 30th June, 1914.

Two Bills specially affecting South Melbourne were enacted in 1914, when the South Melbourne Lands Act 2483 legalized the exchange of certain private allotments of land for Crown allotments; and the Tramways Act 2497 approved the construction and maintenance of tramways at South Melbourne. In the industrial sphere The Workers' Compensation Act 2196 was also of importance.

Owing to the rapid developments affecting road traffic it was necessary to revise regulations dealing therewith and

with conditions arising out of it, for besides cabs, bicycles and hackney tram cars, motor cars, taxis and motor cycles had to be considered in relation to each other and to pedestrian traffic, in order to ensure safety, convenience and comfort on the roads. Later, a traffic control conference dealing with speed limits, car lights, offensive noises, safety zones, traffic signals, rules of road, police control, use of motor fees, parking of cars, etc., was held to secure uniformity, and mutual observance of the general principle embodied in the motto, 'Safety first.'

THE GREAT WAR

Early in August, 1914, there flashed around the world the news of the flagrant invasion of Belgium by the might of the German Empire 5 of the heroic defence set up by the Belgians, and of the savage and unrelenting campaign against that country. Then came, of course, the entrance of France into the war in defence of Belgium and her own existence, against which the German menace was launched. This involved the participation of Great Britain against the common foe, who had so dishonourably trampled under foot treaties and agreements for international welfare. With united purpose every part of the British Empire stood behind the Mother Country. In Victoria, as in every part of Australia, horror and indignation at the ruthlessness of the German attack on Belgium prevailed. Within a fortnight in South Melbourne a Patriotic Fund was opened, to which the Council gave £500—private contributions, carnivals, concerts and services supplementing it. The Red Cross service was soon in active training; recruiting commenced in earnest. All societies were anxious in some way to assist. One of the first needs was for Belgian relief, for which large sums were raised, the Council again giving £300.

On 17th February, 1915, a meeting was called by the Lord Mayor of Melbourne in support of volunteer training. Meanwhile, many Australian soldiers had been despatched to the front. On 25th May, the Anzac landing at Gallipoli took place, bringing sharply home to those in Australia the

havoc of war. The Mayor officially reported of the landing, and the intensity of feeling was increased with personal loss. Cr. Baragwanath moved, Cr. Murphy seconded, that a sub-committee be appointed to prepare an honour roll for South Melbourne volunteers. In 1915 the news of the torpedoing of the *Lusitania*—an act of savage atrocity—intensified the determination of the allied forces to defeat the implacable enemy. Among the relief societies the St. John's Ambulance received much support.

The South Melbourne Council, in regard to employees volunteering, arranged to pay them, or for them, the difference between military pay and the salary they ordinarily received. In regard to wounded soldiers returning, the Council took steps to receive them. On 4th August the first anniversary of the outbreak of war, a resolution from the Premier was read and adopted by the Council, 'That on this, the Anniversary of the Declaration of a righteous war, this Council of the City of South Melbourne records its inflexible determination to continue to a victorious end the struggle in maintenance of those ideals of liberty and justice, which are the common sacred cause of the allies.'

The Base Hospital had been formed to the north of the Barracks on St. Kilda Road. Convenient seats were placed near them. In September, Cr. A. J. Curran proposed the formation of the Red Cross Society, the organization so universal in its operations for active relief, care and sympathy for the wounded soldiers, and for those still in the fighting line. A Red Cross rest house was allotted in Nelson Road. A Women's Welcome Home Committee was formed to meet returning soldiers at the Port Melbourne pier, the Council giving a donation towards its assistance. On Anzac days the Council took part in the observances. It also helped in the appeals and various functions for the Red Cross work so consistently carried on. On 10th May, 1916, the Australian Natives' Association asked the Council to support conscription for Australia. The South Melbourne Recruiting Committee also advocated it. In the consideration of this subject so deeply exercising the minds of the people at this

time, the Council decidedly expressed the opinion for its adoption. Eleven members out o£ fifteen were present, and nine of these voted in the affirmative, two in the negative. On 7th June a resolution expressing regret and sorrow at his death and deep appreciation of his great services was passed at the news of the loss of Field-Marshal Lord Kitchener.

In honour of Dr. Miller Johnson, who was killed in the war, a rest house, as a memorial, was placed by friends in St. Vincent Gardens. At this time the hostile feeling aroused by German 'rightfulness' found its most intense expression in public utterance and action against anything German. The ill-timed activity of the Australian Peace Alliance received scant support; anti-conscription meetings, on account of the high tension prevailing, were restricted, and in regard to open-air recruiting meetings, permission for holding them had to be obtained from the police. On 25th April, the Mayor, Cr. L. Tate, notified that he was going into camp, and Cr. Baragwanath was appointed Acting Chairman in his place. The Red Cross movement was increasingly active. The Council remitted rental for the Rest Home, and improved the approach to it. In July a branch of the Returned Soldiers' Association was formed in South Melbourne. At a public meeting held on 4th August, the resolve to continue the war was affirmed. It was announced that the enlistment requirement from South Melbourne had been fully completed, with a number to spare. It was agreed to hoist the flag at the Town Hall half-mast on Sundays in honour of the fallen, and 4th August was made a day of intercession. In the seventh war loan the South Melbourne Council invested the sum of £10,000.

With the return of many soldiers, disabled or ineffective, repatriation work assumed great importance from many aspects; remedial and restorative; care, nursing, medical skill for the sick and sorely wounded, housing, employment, alleviation in mental cases and in deprivation of senses or of limbs, and compensation to families and dependants of those who either by death or disablement could no longer be a

support. This great task was undertaken in a thankful and generous spirit, and in willing testimony to the sacrifices rendered by our soldiers. A great welcome was extended to a large number of returning Anzacs at the Town Hall, bright with decoration and the presence of all sections of people to voice acclamation of heroic deeds.

It was a glad day when the joyful news of the Armistice arrived, and on 20th November, 1918, the Council on the motion of the Mayor (Cr. Baragwanath), passed the resolution: 'That this Council expresses gratitude to the Almighty for the success which has crowned the Arms of Great Britain and the Allies; that His Most Gracious Majesty the King be congratulated on the great triumph achieved, and that the hope be expressed that as a result of the Allies' victory an enduring peace may be assured mankind.'

VISIT OF THE PRINCE OF WALES

As a graceful compliment, evidently arising from a kindly and heartfelt desire to show appreciation of the participation and splendid service rendered by Australia in the Empire's cause, in 1920, the visit of His Royal Highness the Prince of Wales was arranged. The royal party, in H.M.S. *Renown,* arrived in Hobson's Bay on 27th May. Owing to a dense fog the landing was somewhat delayed, and arrangements disturbed. From the New Pier at Port Melbourne, the Prince and retinue, officials and escort were conveyed by the *Hygeia* to the St. Kilda Pier; and after the brief but cordial official welcome, the royal procession passed along to that truly royal highway, St. Kilda Road, en route to the City of Melbourne, dense throngs estimated at 400,000 lining the road and every point of vantage, giving vociferous expression to their feelings of loyalty and devotion. Along the South Melbourne side of St. Kilda Road strong central posts of councillors, leading citizens and school children had been formed, especially near Domain Road. A special display was made at the Victoria Barracks, tastefully decorated for the great occasion. This triumphal entry inaugurated the Prince's visit to every part of the State, to

the great delight and gratification of the people, who everywhere tendered an enthusiastic welcome, and gave joyful expression to their loyal feelings to the heir to the British throne.

With the end of the Great War the growing problem of effective repatriation, readjustment, amelioration, compensation and practical expression of gratitude and appreciation in regard to our returned soldiers assumed greater proportion. The response of Parliament, Municipal Councils and the community was commensurate to the need. Towards the end of the year a joint Soldiers' and Sailors' League was formed at South Melbourne; a Soldiers' Welfare Fund was started, to which the Council gave £50. A Federal Government Bill was passed for providing soldiers' homes. A wing of the South Melbourne Technical School was set apart for the instruction of returned soldiers. Every scheme for helpful measures of rehabilitation was carefully considered. The Council had the full, list of volunteers for the Honor Board, and also for a Board for its own employees who had gone to the war. Messrs. John Sharp & Sons kindly presented the latter board to the Council.

At a suggestion from the Melbourne Hospital for a Peace Thanksgiving offering to its funds, Cr. A. Danks gave £25. In 1919 the sum of £500,000 was voted by, the Federal Government to the municipalities for the employment of returned soldiers, South Melbourne receiving its quota for local application. A conference of bodies took place in regard to War Service Homes, and preparations were made for a Peace Celebration, the Council devoting £109/9/- for the purpose. They also, in conjunction with the St. Kilda Council, arranged to spend £750 of the repatriation grant in improvements to Albert Park.

On 9th April the Communist Party was refused permission to hold a meeting of protest against the War Precautions Act, the voting being seven against granting permission, four in favour of doing so.

An additional sum of £350 was spent for material, etc., in Park beautification near the Technical School. Arrange-

ments were made for an undenominational Peace Service in the Cricket Ground, with a Children's Celebration and entertainment on Monday, 19th July, a holiday being given to all the Council's employees for that day. The day was a memorable one for the children, who, with sports and liberal refreshments, whole-heartedly honoured the occasion.

The Returned Soldiers were desirous of erecting a Memorial Hall on a convenient site, for which they applied to the Council. After some time a block at Service Crescent was decided upon as suitable. The Returned Soldiers had been allowed temporarily to use a room at Howe Crescent, which the Defence Department asked them to vacate. Several honour boards at churches and schools were unveiled during this year. In regard to that for the Town Hall, on which are recorded the names of 2,973 volunteers, 421 of whom lost their lives, a tender of Mr. Goldman at £141 for setting it up at the entrance was accepted.

On 24th September, in referring to the contention for preference to Returned Soldiers for employment, Cr. Page moved that preference be given 'by advertising for applications from Returned Soldiers for filling the position of Librarian at £250 per annum.' At a conference of the War Service Homes Committee and the Municipal Associations, conditions for securing such homes on easy terms by Returned Soldiers were adopted.

On 20th April the design for the South African Soldiers' Memorial at the Albert Reserve was submitted to the Council for approval, recalling the earlier participation of Australian soldiers in the Boer War. The design was approved. The erection of this handsome and striking memorial was pro-ceeded with, but it was not until 1924 that it was ready for unveiling. At the wish of the South African Soldiers' Association the Council formed lawns about the conspicuous monument. Later, the Council, on offer of £50 from the South African Association towards expenses, consented to take over the control of the Memorial. Two years later the Memorial to Edith Cavell was erected at the approach to Prince's Bridge.

In regard to the Memorial Hall, a conference had taken place between the Returned Soldiers and the Council in reference to a site which had been fixed upon. In 1923 a Bill was passed in Parliament granting the block at Service Crescent for the purpose of a Memorial Hall, to the erection of which the Council gave the sum of £500. After its formal opening the Council was asked by the Association to take over the custody of the Memorial Hall from the 30th April, 1924. This was agreed to, the Council arranging satisfactorily with the Board of Works for reticulation. The trustees appointed for the Hall were Crs. Merrett, Craine, Murray, Jones, Messrs. Hedley, Jones and Baker for the Soldiers' Branch} R. M. Cuthbertson for the womenfolk's section of helpers.

Among other matters pertaining to the aftermath from the war, the Anzac services of Remembrance were duly honoured, as also the commemoration in the schools. The Mayor, in 1931, was requested to attend a conference at the Melbourne Town Hall to consider the question of erecting a National Memorial. The Council supported the Trades Hall in their desire for a general disarmament, and also approved of the proposal to purchase the Caulfield Hospital, which had been of such great service in the national emergency. The offer of the War Council to give £250 for work for unemployed soldiers, on condition of £ for £ being subscribed, was accepted.

From 31st January, 1923, the South Melbourne Repatriation Association was disbanded after so many years of assiduous and self-denying work. The Hon. Secretary, Mr. G. A. Brown, was thanked for his willing services and presented with a substantial honorarium.

VISIT OF THE DUKE AND DUCHESS OF YORK

On the important occasion of the transfer of the seat of Federal Government from Melbourne to Canberra, and the opening of the tenth Federal Parliament at the new Parliament House, the British Government, in order to

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participate with becoming dignity, and signally mark the Imperial interest and connection with this new departure, arranged for a special visit of the Duke and Duchess of York to Australia for the purpose of taking part in the impressive ceremony of inauguration in the capital site.

On the 9th May, 1927, in the presence of a most representative and brilliant assemblage, His Royal Highness, with due form and circumstance, declared Parliament House open, and took part in the many festivities accompanying so notable a historical feature. After the proceedings the royal party returned to Melbourne, and, on the 11th May, the royal carriage was detached, and, as pre-arranged, proceeded to Montague Street, where their Royal Highnesses alighted to drive through South Melbourne and Port Melbourne on their way to embark for their return to England. Sir Brudenell White, Chief Director of the royal tour, was present. Touching their reception at South Melbourne, to quote the *Argus:* 'The demonstration was magnificent, spontaneous and natural in its enthusiasm.' Two hundred girls from the Montague Domestic Arts School were drawn up at the platform with baskets of rose petals to be strewn. Shirley Sykes presented a beautiful bouquet to the Duchess, who graciously acknowledged it. Heavy rain did not damp the ardour of those concerned. The royal cortege motored slowly, with brief pauses, through the crowded course of Montague Street, City Road, Clarendon Street and Bank Street to the South Melbourne Town Hall, strongposts of school children being stationed on the route. Here, on a tastefully decorated platform, Cr. J. J. Behan, the Mayor, and Councillors, with the Hon. R. Williams, M.L.C, and Mr. R. M. Cuthbertson, M.L.A., gave a civic welcome to Their Royal Highnesses; the Mayor read an address, and the Mayor's little granddaughter presented a bouquet to the Duchess. Amid a tumultuous farewell from the multitude assembled, the royal party passed on to the strains of the South and Port Melbourne Ladies' Pipe Bands, through Bank, Montague, Crockford and Bay Streets to the Port

Melbourne Town Hall, whence, after a brief civic reception, amid wonderful felicitations, they embarked for England.

TOWN-PLANNING AND RE-HOUSING For over thirty years increased attention had been given to the important question of improved living conditions in regard to the workers generally. The need of zoning areas for factories, residences, shops, etc., in connection with civic development was stressed. A Town-Planning Commission had been appointed, with 'representatives from the municipalities, and its tenure was extended for several years, its deliberations and operations being of an informative and helpful nature.

From the circumstances of the growth of South Melbourne in its earlier stages, and the absence of stringent building regulations, many tenements in the older parts of the town were built, some of them of corrugated iron, on very small allotments without provision for baths, outhouses, sometimes even for suitable lanes or right-of-ways adjacent to them. Other houses were built on low-lying areas subject to periodic flooding. In some localities as many houses as possible were crowded on blocks regardless of considerations for the comfort and convenience of occupants. 'Lanes were turned into streets and crowded with tenements.' In a report by Mr. Aughtie, City Surveyor, in 1935 on the question of housing, he points out that in the case of dilapidated houses, an order is served on the owner or agent requiring specific repairs, and by failure to carry these out a house may be condemned or removed. In five years *653* orders had been issued and thirty houses condemned. In dealing with such conditions the powers of the Council are inadequate, and need amplification. On 6th May, 1936, a deputation from the Council, introduced by Mr. Drew, M.L.A., waited upon the Hon. the Minister of Lands to point out how the restrictive conditions under which Crown lands are held on lease or licence, have prevented the proper development of South Melbourne in the part between St. Kilda Road and Clarendon Street, and to the west of Clarendon Street.

Repeatedly the Council had asked for provision to be made for the erection of better types of buildings on such areas to harmonize with those close to the City of Melbourne. An Amending Act had been passed, but the conditions embodied had not sufficiently encouraged investors to increase expenditure in their leaseholds.

During the last ten years the abolition of slums, and of conditions making for their existence, has received very serious consideration by those interested in public welfare, by the municipalities directly concerned, and by the State Parliament. Much thought has been devoted to the problem. A few years ago, in a circular to Metropolitan Councils from the Department of Labour, information was sought as to the housing accommodation in each municipality, attitude of the Council in dealing with houses in disrepair, or unfit for habitation, and as to what remedial steps were taken to alleviate undue congestion of population.

One of the difficulties found in South Melbourne was the high price of land. The Council were unable to consider the resumption of areas for re-housing when the price of land was £20 to £30 per foot, the cost precluding purchase for such a purpose.

In a praiseworthy desire to improve housing conditions in the closely populated areas, and enable approved applicants to secure comfortable homes of their own, the South Melbourne Council, as an experiment toward that end, acquired an area of land, with a frontage of about 432 feet 8 inches to Gladstone Street, and of about 85 feet 6 inches to Montague Street for the purposes of the 'Gladstone and Montague Streets Reclamation Scheme,' in which, as the basis of a housing scheme, the land has been subdivided into eighteen allotments for sale to approved applicants on advantageous terms, and on specified conditions 'that the purchaser will contract with the State Savings Bank Commissioner simultaneously with the execution of the contract of sale of the land, for the erection of a dwelling house of the type to be selected by the purchaser from the architect's plans, and subject to the Bank's conditions,' as set out.   The

price of a selected allotment in Gladstone Street was fixed at £120, in Montague Street at £140. The applicant must not own a dwelling house, or receive more than £400 per annum, must lodge a deposit of £20, which would be forfeited if the applicant withdrew, cancelled, or rescinded the application or failed to enter into the contract with the Council and Commissioner. The purchaser must pay all legal costs and stamp duty in the transfer and contract of sale, and all rates, taxes and other accruing charges.

The purchase price, not exceeding £820, would be the cost of the land together with the cost of erecting the houses, including the expenses of preparing plans and specifications, of advertising for tenders, and supervising the erection of the buildings, which would not be erected until all of the blocks had been taken up. The area in which this scheme is in operation was at one time very low-lying and subject to flooding. As far back as 1875 the Council, as it had done in other unsuitable areas for residence, resolved 'That the Government be asked to withdraw from sale lands in Gladstone Place as they are low-lying and unfit for building purposes.' Now, with resumption, reclamation and rebuilding, the area is above the flood level. The success or otherwise of this praiseworthy scheme will undoubtedly influence future attempts to solve the difficult problem of 'housing* accommodation for the workers.

The development of the city in the industrial section has for years been retarded owing to the large area of Crown land held under lease or licence; and for many years the Council of South Melbourne, by representation to the Lands Department, endeavoured to have conditions of leasing altered, or the land sold.

In August, 1935, replying to a communication from the Council in reference to the erection of illuminated advertisement signs in Sloss Street, the Department stated: 'The Department is in accord with your Council's desire to have buildings erected on the site in keeping with its situation at the entrance to both cities, and determined efforts are always being made in this direction.'

This laudable desire does not, however, receive concrete expression. In a discussion in the assembly on this subject, Mr. Kent Hughes referred to the eyesore at the approach to Prince's Bridge of 'rotting tin sheds,' a condition due to illiberal terms to lessees, not permitting decent buildings to be erected. It was pointed out for comparison how marked was the difference in assessment between approximately equal areas or frontages on freehold and on leasehold occupation. Land held on lease as in Hanna and Kavanagh Streets has generally a poor class of building. The Council pointed out as typical examples the Y.M.C.A. building and the Nicholas Aspro on freehold land as against such a structure as Wirth's Park erected on leasehold.

The leasing system was stigmatized as a disgrace to the city, retarding natural development, giving no security of tenure or inducement to improve building construction. The Council asked the Minister:

(a) That all Crown lands between St. Kilda Road and Clarendon Street be offered for sale by auction as the leases expire.

(b) Failing this, that the present system of Crown leases and licences be reviewed with the view of extending the tenure (say 99 years) for such a period as to ensure and insist on a more permanent type of build-ing being erected.

Later on the Department of Lands advised that the Council's recommendations would be favourably considered and promised to liberalize Crown land leases as requested. Although fortunately not a factory area, the example of Middle Park, with its well-planned and attractive setting-out, gives an apt illustration of the advantage to a municipality in the sale of Crown lands. Fifty years ago this area was a sandy waste almost devoid of road construction.

The Council spent a large sum on street construction and reclamation. The sale of subdivided Crown lands on attrac-tive terms followed. In a few years the Crown was receiving four times the earlier prices as a result of the erection of

buildings in this popular residential area. This policy was of great advantage to the city. There is no vacant land; and the capital value o£ Canterbury Ward is estimated at over four million pounds.

CHAPTER XVIII

SPORTS AND RECREATION

AS in other townships in Victoria (however small), whether temporarily or permanently settled, only a brief time elapses before some land of sport is indulged in. In early South Melbourne game was fairly abundant and the shooter found easy sport for his gun. Wild fowl of many kinds swarmed on the swamps. Even kangaroos and wallabies were numerous until driven off or killed as settlement increased. There was good fishing in the Yarra River. With the advent of 'Canvas Town,' whose temporary residents were mostly from Britain, came English sports. One of these was the game of quoits, favoured by-incomers from the mining districts of England. The game of skittles had its votaries. Both games, popular for many years, have been almost displaced by games more exciting in character. When a sports meeting was held, in addition to pedestrian events, Cornish and Cumberland wrestling were always included, the 'Caveman' type of wrestling of the present day being happily unthought of. The Scottish games of throwing the caber or putting the weight were also favoured as trials of strength and skill. Occasionally a boxing match provided more spectacular sport for the faculty. Footracing and walking matches were much in vogue.

The first organized game was, of course, cricket—the king of games; but it was then more of a village recreation for pleasure than the serious and highly developed game of to-day, with its precise and standard set of rules. Overarm bowling had not come into fashion. In the absence of 'the willow,' pick handles or fence pickets did service in batting, and wickets were improvised from anything handy in place of stumps. However, when clubs were formed, the dignity of the game was maintained with suitable apparatus and decent pitches. Cricket in Melbourne was played upon the flat on the south-west side of Batman's Hill in 1837. A

recorded match, between the military and civilians, was held on 17th November, 1838. The military had first innings but were defeated by the civilians.

'Mr. Robert Russell's batting attracted universal applause.'

It was on this occasion that the Melbourne Cricket Club was founded, to become in due course the important institution of to-day. The subscription was fixed at a guinea. Two bats, balls and stumps were purchased from Mr. Henry Davis, for which he received the sum of £2/3/-. A meeting of members was held at the Lamb Inn, Collins Street, on 9th February, 1839.

A site near that of the present Royal Mint in William Street was sometimes used for practice. Probably playing grounds were scarce in the city for we find that the Melbourne Club secured permission to practise on a plot of ground on a surface north of Sandridge Road and not far from the proposed Moray Street extension towards the river.

For many years the Melbourne Club, growing in wealth and importance, dominated the game in Victoria. Intercolonial matches were commenced as early as 1856, with a game between Tasmania and Victoria at Launceston on 1lth and 12th February, 1851, and, with slight intermission, have been perpetuated to the great advantage of the game. Underhand bowling, which marked the earlier stages of cricket, gave place to round-arm bowling, until, in the 'eighties, over-arm bowling changed, in a measure, the character of the game. Until the year 1887 only four balls went to the over. These changes tended to make the game more attractive. The establishment of an Australian Cricket Council was a wise step which greatly assisted in popularizing the game, and, in conjunction with the timely introduction of organized district cricket competition in 1893 in all of the States, made for continued headway and the maintenance of a high standard of cricket.

The first Australian team to visit England was, strange to say, an aboriginal team, assembled and coached by Charles Lawrence. After touring the eastern States of Australia, arousing much interest and curiosity at their skill and

dexterity, this native team performed very creditably against teams in England. Then came the advent of redoubtable English teams to Australia. Of these, that captained by the famous W. G. Grace played on the South Melbourne Ground in 1873. At first the English elevens played against the odds of eighteen,, or even twenty-two players in the provinces. At different times and occasions the following cricketers also played on the South Melbourne Ground: Spofforth, the 'demon bowler[5]; Jack Blackham, 'the prince of wicketkeepers'; Allan 'the bowler of a century'; W. H, Cooper, who used a notable leg-break, obtaining in one match nine English wickets. The two Bannermans, of stonewalling fame, G. H. Trott, and other great cricketers also played on the ground.

The cricketing tours were at first managed by the Melbourne Club, or by the Club in conjunction with the Sydney authorities, or by the English professionals themselves. In the 'nineties the Australian Cricket Council, with representatives of New South Wales, had direction of affairs, but owing to the dominating influence of the Melbourne and Sydney clubs' grounds, it was not altogether satisfactory. On 17th May, 1905, the Board of Control took independent charge of all Australian tours, financially and in management. Three representatives each from the Cricket Associations of Victoria, South Australia and New South Wales, with two from Queensland, one from Western Australia and one from Tasmania formed the Board, which directed the inter-colonial games, and the laws of the game in reference to Australia—a democratic constitution of representative character replacing that of vested interests.

The first Test match was with Lillywhite's team on the Melbourne Cricket Ground in March, 1877, won by Australia by 45 runs. Lillywhite's team had played twelve matches against odds, of which it won four, lost three, and five were drawn. New South Wales having twice beaten the team with odds, played the first eleven-a-side match in Australia against an English eleven. Then followed the first Test match, which Australia won, Charlie Bannerman

making 165 runs, retiring hurt, and T. Kendall taking seven English wickets. H. Jupp, with 63 runs, was the most successful of the English team. Since that time Test matches, properly organized, have become a recognized institution, and have wonderfully increased public interest in the game.

For the last fifty years the South Melbourne Club has been one of the foremost metropolitan clubs, holding a high place in the district matches, and being well represented in the inter-colonial and international teams. Its origin goes back before the year 1855 for, on 19th September of that year, the Colonial Secretary, in reply to a letter from James Service, Chairman of the Emerald Hill Council, informs him 'that His Excellency has been pleased to allow permissive occupancy of Sections 47 and 48 at Emerald Hill for the purpose required.' The 'purpose' being a temporary grant of a piece of land for the use of the Cricket Club and Rifle Company of that locality.' The exact area—Sections 47 and 48—is thus accurately defined, its boundaries being Montague Street on the east, Nelson Road on the west, Dorcas Street on the north and Park Street on the south.

The Emerald Hill Club played on this ground only for a short time, for in 1857 they had been granted permission to occupy the cricket ground vacated by the Melbourne Club between Sandridge Road and the Yarra River.

On 7th June, 1858, there is an application by William H. Cardwell, of the Emerald Hill Club, for permission of the Council to make the following alteration of the Emerald Hill Cricket Ground,' viz.: 'To extend the ground in a south-westerly direction about fifty yards, say as far back as the ditch (Hanna Street drain) now running across the swamp from under the Sandridge Road between Clarendon and Moray Streets, commencing at a point where the ditch runs under the ferry footpath, running south-east towards the anticipated new road from Moray Street to the Falls.' This description helps in locating the situation of the cricket ground, which seems to have been to the north-east of Moray Street, between the present Queen's Bridge Road and Hanna Street.

The applicant further writes: 'As the winter season is now setting in, and it would be desirable to remove the fence before the ground gets too soft from the rain/ an early answer would be considered a favour. Permission was granted. Then, on 31st October, 1859, in a letter by Edward Chapman, Hon. Secretary of the Club, to the Council, he intimates that the surveyor has notified that the fence erected encroaches upon the land marked out for the embankment for the Moray Street extension, and that its removal will be necessary. He asks permission for the retention of the fence until its removal is actually required in the prosecution of the work of road extension.

On 20th February, 1862, the Club was, on application, granted a lease from the Crown Lands Department of about six acres at Albert Park for the purposes of the game. The first President of the reconstituted Club was Mr. John Finlay; the Hon. Secretary, Mr. A. Graves.

Much preparation, involving a deal of voluntary labour and some expense, had to be undertaken to make a satis-factory ground with level surface and grassy sward. In time, with pecuniary help from the Council and generous supporters, this was accomplished. A chain fence 400 feet long, lent by the Council, the forerunner of a picket one, and some seating accommodation, were provided. An unpre-tentious pavilion and rooms at length appeared, to the cost of which proceeds of entertainments and gifts contributed. A fine spirit animated the members of the Club. Capable Presidents and officers unselfishly furthered its interests and progress. Year by year saw additions to its attractions and conveniences, not only as a perfect cricket ground, but as a centre of encouragement for kindred sports. Water, sewerage and electric light services were successively provided. Gar-dens were tastefully laid out, trees planted, and the South Melbourne Cricket Ground, in its pleasant environment, gained a high reputation and became a favourite arena for holding athletic games, school displays, celebrations and sports gatherings. When, a few years ago, the old wooden pavilion stand and rooms were destroyed by fire, the present

handsome brick grandstand, replete with every convenience, was erected.

The Council gave ready assistance to the Cricket Club, according patronage to their concerts, dramatic performances and other entertainments for raising money. As occasion required, it furnished expert advice in laying out the ground, levelling, etc., gave loads of loam for top-dressing, and helped in any project to improve conditions. The Council were sympathetic to the Club's frequent demands, approved of the Park Committee's action in granting extension of area, and were reasonable in rating the Club.

In 1912, the Club successfully celebrated its Jubilee with much enthusiasm. The President for the year, a staunch supporter of athletic sports, was Cr. J. Baragwanath, J.P.; Vice-Presidents, Messrs. C. Monteith, G. A. Elmslie, M.L.A., and Cr. W. O. Strangward; Secretary, Mr. W. H. McCormack, and the Hon. Treasurer, Mr. W. H. Dow, a veteran in office for eleven years as Assistant Secretary, seventeen years as Hon. Treasurer. Mr. G. H. Trott was Chairman of the Match Committee. Delegates to the Victorian Cricket Association were Messrs. J. Baragwanath and A. A. Duke. Mr. C. R. Dyson was the Club's honorary recreation officer, with Mr. P. Cantwell as scorer.

The report furnished was a most favourable one. The well-appointed training rooms were being freely used by members of the junior clubs and many associations engaged the ground for special matches and functions. Appreciative notice is made of the valuable services rendered by Mr. Aughtie (M.INST.C.E.) in regard to the Skinner memorial, the bowling green and the sewerage. In this Jubilee year H. Trott had been runner-up for the V.C.A. pennant; Mr. W. J. Scott had the best batting average, having scored 220 runs in an innings against an East Melbourne team; A. C. Facy had the best bowling average. Two Saturday teams were in play and a mid-weekly team also. The first eleven had for the season won seven, lost two, drawn one out of a total of ten matches played.

In the list of many past Presidents of the Club may be

specially mentioned John Finlay, the first President, who held office for two terms of three years each, John Whitelaw, M.L.A., who held the office for six years, Andrew Lyell, M.L.A., for five years, James Aitken, seven years, H. Skinner, M.L.A., five years—the last-named, an enthusiastice supporter, infusing his personality into the Club. In his first year of office the Club's membership went from 548 to 911, and the receipts from £350/15/- to £834/9/6. The accommodation and conveniences were increased, and electric light installed in the buildings and on the bowling green.

Mr. Skinner dispensed generous ■ hospitality. To the business of the Club he brought acumen, energy and ripe experience. On one memorable occasion he provided amusements and refreshments for over 7,000 children. His death in 1912 was deeply regretted, and to his memory a statue was erected by the citizens within view of the entrance to the cricket ground, of which he had been so generous a patron and upholder.

In the list of Presidents of the Club no one stands out with more prominence than his successor, Mr. John Baragwanath, a veteran member for more than sixty years, and an active player in the 'eighties and 'nineties. He has the remarkable distinction of having been President of the Club for about thirty years, and continuously so from the year 1912 to date. In 1912 he accompanied the Club team on an invitation tour of New Zealand for two months, all expenses of the team being paid by their hosts.

Among the many loyal supporters who devoted themselves to the interests of the Cricket Club were Mr. W. J. Runting, Hon. Secretary for eight years, and Mr. E. D. ('Teddy') Heather, the capable Secretary for twenty-five years. With his colleague, Mr. W. H. Dow, he represented the Club on the Victorian Cricket Association, of which, for the long period of thirty years, he was the esteemed Secretary. The example of such men still animates their successors in maintaining the high traditions of the Club.

The balance sheet of the Club for 31st August, 1912, showed the receipts to be £2,687/14/5, and the credit

balance £385/16/2. This satisfactory statement o£ affairs, with the fine membership, excellent ground and appointments, was a matter of which members could reasonably be proud. In connection with the report, among past champion bowlers of the Club were the names of F. E. Allan, W. Midwinter, W. H. Cooper (four years in succession), Harry Trott, J. E. Barrett, C. Kemp and A. C. Facy. In the batting list some of the Club champions were John Conway, B. B. Cooper, the two Slights, William and James (the latter for no less than five years), G. H. S. Trott (five times also), J. Horan (twice), J. M. Blackham, F. Walter, W. H. McCormack (three times), and W. J. Scott—a famous company.

At one time or another W. Armstrong, J. Lyons, G. E. Palmer, A. E. Trott, J. Worrall, R. W. McLeod, J. W. Trumble, T. Horan, J. Groube, H. Graham, T. Morton, W. M. Woodfull, C. Grimmett, J. Saunders, L. Darling, G. Alexander, T? Walters—all players of the first rank— were members of the South Melbourne Club, which has had the distinction of furnishing so great a number of international and inter-colonial players of high repute.

Within the last few years, among several cricketers showing special promise, L. Nash and L. Hassett were pre-eminent. Their claims for inclusion in Test matches were strongly supported and successfully urged, their subsequent performances amply justifying their inclusion. Hassett's brilliant exhibition as a batsman places him among the foremost cricketers of to-day. Not since the days of Harry Trott had the South Melbourne Club been represented in Test matches, and Hassett's success has been a great incentive to the younger players to attain proficiency.

The important part which the South Melbourne Club has always taken in the affairs of the Cricket Association and the high standing accorded to its delegates may be gauged from the fact that for eight successive selections all representative teams at one period were chosen by its delegates, W. H. Cooper acting for four seasons, G. B. Gordan for one, and A. G. Major for three as sole selectors

for Victorian teams. The influence and prestige of the Club are well sustained, meriting fully the fine public support which it receives, for the Cricket Club in South Melbourne is recognized as an institution, the foster-parent of various kindred sporting clubs.

S.M.C.C. BOWLING CLUB

It was good policy on the part of the South Melbourne Cricket Club to establish as early as 1885 a Bowling Club as accessory to their own pastime. In 1860-2 attempts had been made unsuccessfully in Melbourne to form clubs for playing this very old English game. In 1864 the Melbourne Club was founded at Windsor by John Campbell, an enthusiastic bowler. In the following year several other clubs were formed, and in July, 1880, the Victorian Bowling Association was formed, since which time the friendly game has in a remarkable degree spread far and wide.

The success of the South Melbourne Club, under Mr. E. D. Heather as Secretary for eleven years, was undoubted, and has been continuous ever since. In 1912 a member of the Club, Mr. W. J. Stanhope, gained the unique distinction for himself and honour for the Club of securing the dual titles of Victorian Bowling Champion and Champion of Champions. To commemorate such an outstanding achievement the S.M.C.C. presented the Bowling Club with a framed portrait of Mr. W. J. Stanhope.

It was in connection with the South Melbourne Bowling Club that matches and play at night by electric light were first introduced—a practice which is now widespread in bowling circles.

In 1899, a Ladies' Bowling Club was instituted, the first President of which was Mrs. E. D. Heather, who occupied the position for five years, and that of Hon. Secretary for another five years, her daughter also having the position of Secretary for three years. These two clubs, complementary in character, have been a splendid adjunct to the Cricket Club, providing, with their good fellowship and social intercourse, much pleasure and healthy recreation in their attractive environment.

SOUTH MELBOURNE SKITTLE CLUB

Another club, started under the auspices of the Cricket Club, was for the practice of the game of skittles. This game was at one time very popular on all the goldfields, but, with the increase of new sports, lost favour, and was seldom played. However, it still has its votaries. There are several clubs in Melbourne, also a Victorian Skittle Association, to foster the old English game, which was also a favourite German game.

BASEBALL

In the late 'eighties, owing to a considerable influx of Americans—'Yankees' they were called then—in connection with the production and distribution of the *Picturesque Atlas* of Australia, a very large and expensive work in three volumes, published by subscription in the heyday of the boom, a beginning was made with the American game of baseball. Milford, Tom Smith and others, of the *Atlas,* and Calkins, chemist, of Rowlands and Co., were the leaders. A little later strong reinforcements were added by the arrival of two young men, Allen and George Tye, who founded, in a small shed in South Melbourne, the then unknown industry of the manufacture of wire mattresses, the nucleus of a later extensive business.

As a result of sending to Spalding and Co., of Chicago, for baseball material, that firm decided, as a means of introducing the game and incidentally advertising their own sporting goods, to send two baseball teams, the All-America and the Chicago, around the world. They were accorded a great reception and played several exhibition games on the Melbourne Cricket Ground. A local team of Melbourne and East Melbourne cricketers were allowed to use bats instead of clubs; but they were quite unable to put up even a decent show. The result, however, was discouraging, as the cricketers, fascinated by the game, proposed to make it a winter game to keep them in practice for the summer cricket. At a joint meeting of the three existing clubs and the cricketers, the latter carried the day, and baseball was

relegated to a subordinate position. Lacrosse, which also used to be played in Albert Park, was smothered by the rising Australian game of football. The firm of Ferguson and Mitchell had the first baseball club.

The South Melbourne Baseball Club was also associated with the Cricket Club, for whose members it supplied an opportunity of a change of practice of distinct benefit to their alertness and dexterity in the cricket field. Baseball, as a sport, attained considerable popularity. The local club, financed by the Cricket Club, played at Albert Park; but in course of time, owing to the prominence given to football, had to transfer practice to the Royal Park, a change which was inimical to the Club's progress. Mr. J. W. Baragwanath, a first-base player, was chosen to play about 1912 in an inter-colonial match between Victoria and South Australia at the Baseball Carnival.

In addition to the well-established senior cricket club, other clubs also desired to use the inviting spaces of park lands. One of the earliest was the Warehousemen's Cricket Club, which for some years had their ground to the east of the lake. At a later period Middle Park and Albert Park Cricket Clubs were formed, which, with minor clubs, had their respective pitches in the Albert Park.

BOWLING CLUBS

The first independent club established was in 1873 at the St. Vincent Gardens, where the South Melbourne Bowling Club was permitted by the Council to use on approved conditions as to upkeep, etc., half of the eastern portion for the formation of a green, which was dug up, levelled and planted with grass. A clubhouse was erected, and later on, as the Club progressed, the use of the other half of the ground was applied for and, though at first refused, was subsequently granted for Club purposes. Mr. W. P. Buckhurst was the first President, and Mr. A. Ford, the first Secretary, of the Bowling Club.

In the formation of the green, information was sought from the Melbourne, Fitzroy and Richmond Clubs. The

greens were sheltered by hedges. The Club found the water rate somewhat heavy and sought relief from it. After agreement the Council, in 1884, accepted £12 in full settlement, the Club to pay £5 per annum for the future. The Club, in its garden environment, has had a prosperous career, a Ladies' Club also being formed and improvements tending to comfort and convenience introduced. Of the Ladies' Club, Mrs. Marks was President for a period of over twenty years.

In 1907 a green was opened in Albert Park by the Middle Park Bowling Club, the area being increased with the advancement of the Club. A pavilion was erected and a liquor licence granted. In connection with all of these clubs, the Council was repeatedly petitioned for concessions and rebates. In 1929 the Middle Park Club agreed to look after the fencing and gardens, the Council to attend to the environment.

HORSE-RACING

Naturally also among those who lived in a country where horses were indispensable, and who loved ᵗa fast thing over the grass,' horse-racing received attention. The earliest race meeting was held by the Melbourne Race Club on a course between Batman's Hill and the site of the present North Melbourne Railway Station. The meeting was held for two days. 'All horses entered had to be the real property of a subscriber of Two pounds.' Four events were listed—the Town Plate of £25, the Ladies' Purse of £20, the Hunter Stakes (Gentleman Riders) and the Beaten Horses' Stakes. Both Fawkner and Batman entered horses. A race dinner at Fawkner's Hotel in the best style was served up at night, to the evident satisfaction of the guests.

On the second day, says *The Melbourne Advertiser* 'there was running for pigs with their tails greased, climbing greased poles, and leaping in sacks, and the usual routine of race accomplishment.' In 1839 a similar race meeting was held, and in 184-0 the Flemington racecourse was the place of meeting, initiating the well-organized gatherings renowned the world over.

At South Melbourne, horse races at first were simple in character, and probably without pre-arrangement to any extent. In August, 1855, there is a notice of Emerald Hill Races. Three races were held, the first race for a silver cup valued at £20 3 the second for a prize of saddle, bridle, whip, spurs, valued at £20 y the third race for a gold hunting watch and guard, valued at £20. A scratch match or two completed the meeting. There does not seem to have been any regular racecourse, the occasional meetings being held about where St. Vincent Gardens now are. In July, 1865, Mr. F. Trotter—a suggestive name—on behalf of several owners and trainers of racehorses at Emerald Hill, applied for a lease under permissive occupancy of land for a race-course between 'the Volunteer Shooting enclosure and the Railway Fence.' He furnished the names of J. Finlay, P. J. Martin, G. Garton, R. Atkinson, as trustees, but was informed that trustees were not required. The previous site, gazetted in 1862 and used for racing purposes, had evidently been partly built on, hence a renewed application, which was granted, the applicants to fence the area. Cr. Whiteman had moved that a site near the baths be recom- mended. It is recorded that on 6th December, 1856, the Melbourne Turf Club proposed to transfer the racecourse to Emerald Hill, but the suggestion was not supported.

With the continuance of closer occupation of the outer spaces of South Melbourne, although race meetings were occasionally held, the facilities for the same became less readily available, and the habitues of the course, as in most other congested suburbs, sought their pleasure further afield at Flemington, Caulfield, Moonee Ponds and else where, where the sport is now concentrated and organized under the most favourable conditions and under the aegis of the Victorian Racing Club or the Victorian Amateur Turf Club. Horse-training, however, was for a long time carried on at Emerald Hill. In the year 1888 Lander's Riding School at the Emerald Hall was in good repute and well patronized.   •:   ;

FOOTBALL

The popular game of football was first introduced into Australia by officers of the Imperial regiments stationed from time to time at Sydney. In the early years of the game it was somewhat of an indiscriminate melee or scramble without much order or method.

In Victoria, although freely played as a winter game, it was not until the year 1858 that an attempt was made, with considerable success, to organize the game. Mr. H. C. A. Harrison, a fine athlete, known as 'the Father' of the game, with other enthusiasts—W. Hammersley, J. B. Thomson and T. W. Wills—established the Melbourne Football Club, and clubs were formed soon after at Richmond and South Yarra. The game at first, as played, was somewhat rough in character, 'hacking' or kicking, 'rabbiting' and tripping an opponent not then being offences; and there was an absence of uniformity in club costume. Within the next decade other suburban clubs were formed, among which were Emerald Hill and St. Kilda, but, without some general standard of rules for conformity, it was apparent that the progress of the game was hampered in a great degree.

With the desire to place the game on a satisfactory basis, on 8th May, 1866, a conference of delegates from metropolitan clubs was held, and rules, few in number, for the Victorian game were adopted; e.g., the length of the playing ground was increased from 170 to 200 yards; and in running with the ball, a player had to bounce it every five yards, afterwards increased to ten yards. The rules then framed formed the foundation of the game as played to-day. In the light of experience, changes were made as considered advisable. In 1869, a time limit was fixed for playing, as previously the team which secured two goals in however short a time was adjudged the winner of the match. Change of sides at half-time was introduced in 1872, and later, at quarter-time. The field umpire was entrusted with wider powers than before. The first match played under the rules was between the rival teams of Carlton and Melbourne, the

field umpire being Mr. Dunkinson; no whistle was used and there were few free kicks.

In 1876, the need of a governing body being apparent, the Victorian Football Association was formed by the clubs to control the game. Mr. W. T. Clarke was elected President, and Mr. H. Budd, Secretary. With the lapse of time the Association, for some reason, lost popularity; and in 1897 the eight chief metropolitan clubs, of which South Melbourne Club was one, the others being Melbourne Carlton, Collingwood, Essendon, Fitzroy, Geelong and St. Kilda, withdrew from the Association ,to form the powerful Victorian Football League, which has ever since been paramount. The Association, however, still controls the clubs of the outer suburbs..

In the revision of rules by the League, the number of players on each side was fixed at eighteen, the ground limits at 200 yards by 150 yards, with a minimum of 150 yards by 100 yards. The game was divided into four quarters each of 25 minutes' play, with change of ends each quarter and a rest of fifteen minutes at half-time. The ball, if out of bounds, was to be thrown in. The Australian game is played in Victoria, Tasmania, South Australia and Western Australia. It has never been popular in New South Wales. In 1907 it was started in Queensland. The first inter-colonial match was played in 1879. Matches for the championship of the Australian game are played every three years.

In the 'eighties, Melbourne, Carlton and Geelong Clubs were the great rivals. Later, Essendon was very much to the fore, and then South Melbourne came into prominence. In this well-organized game, in which the contests are so spectacular and almost Homeric in character, players are chosen and trained with the greatest care, physical fitness, stamina, resourcefulness, skill and self-control being qualities desirable in the players, whilst full knowledge of the game, keen judgment and tact are required for selecting the team. Both in the conduct of the affairs of the League and in the strenuous contests for the premiership, the South Melbourne Club has always held a prominent position.

The League matches, more particularly by teams of athletic prowess, attract the widest interest and closest attention of the Victorian public, who, sometimes attending in tens of thousands, derive pleasure and satisfaction from the thrilling incidents and exciting changes pertaining to the game. With such generous support and appreciation the clubs have aimed to maintain the high standard and prestige of the game.

The South Melbourne Club, formerly Emerald Hill in name, which has produced many notable players, has, in the great premiership matches, fully held its own and secured its share of honours. From humble beginnings the Club has achieved its present prominent position in the game.

About the year 1870 there were two clubs at Emerald Hill—the Albert Park and the Hotham. Their playing ground was usually the spacious Albert Road, although the game was also practised at St. Vincent Place and the Military Reserve. The residents in the vicinity of Albert Park complained to the Council of the noise and damage to property occasioned, and asked for intervention. The Council, always sympathetic to field sports, had to protect the ratepayers, and passed a by-law forbidding the playing of football and cricket on the roads of the municipality. The Albert Park Football Club, apparently the principal one, the membership of which was three shilling and sixpence, there being little expenditure except for occasional footballs, amalgamated with the Hotham Club.

Tradition relates that in a match arranged a few years before against the Hobson's Bay Football, Club, the latter, at the time fixed, refused to play, only fourteen out of the twenty players of their, side having turned up. Not to be daunted, the Albert Park team, ready for the fray, took the field against their non-opponents, kicked off, secured two goals, then retired and claimed the game, which was duly allowed. In 1878, with amalgamation, the Club, now South Melbourne, applied for a grant of ground in Albert Park, which was approved, posts and panels to be removed at the end of the season.

Early in the next year, the Club was allowed a temporary enclosure. By 1882 the Club was well established, having obtained permission to make its ground of oval shape. Ten years later it was so firmly established and had made such progress that the expenses for the year amounted to the considerable sum of £2,462/12/3, including £923 spent on excursions for players, and £325/10/- expended on trophies. Much attention has been given to the effective physical training of the players, and a well-equipped gymnasium and training room were established by the supporters of the South Melbourne Club.

The head trainer of the Club for fifty years was Jack Marshall, who kept a gymnasium at Coote Street. Among early players at Albert Park were 'Professor' Miller, the exponent of physical culture; also 'Bill' Farnham, the pugilist. An outstanding player was Fred Baker, son of the chemist, whose prowess is well remembered.

The strenuous nature of the game, and the intense rivalry, personal as well as club, among the players, make the quick Victorian game spectacular in a high degree—a constant source of enthusiastic interest and attraction to onlookers. At the League match between Geelong and South Melbourne on the Albert Park ground on 18th June, 1932, 40,000 spectators were present, vocally appreciative of the players' efforts, and making the welkin ring with their excited applause. In the next year South Melbourne gained the coveted premiership.

The game of Soccer has been introduced and a club formed, but the Victorian game, as an exhibition of skill, courage, agility and stamina, remains undiminished in popularity. Rugby has also had its votaries, and has been played at Albert Park.

TENNIS

The game of tennis, now so universally played, was, although an old English game, late in the field for popularity in Australia. In the year 1883 permission was given by the South Melbourne Council for the formation of the Albert Park Tennis Club at St. Vincent Gardens.   Next year the

Club, receiving good support, was actively in operation, the Council allowing a fence to be built half the height of the existing one, and a turnstile to be erected. Subsequently, a pavilion was built, the Club contributing £10 to the Council towards painting it and the fence.

This Club has been a leading one in the game in Victoria, and has produced some well-known champion players, like T. Tatchell, A. Dunlop, J. Blair and others. Its well-appointed courts, amid pleasing surroundings, are well frequented by ardent players.

In 1891, permission was granted for a tennis club to occupy part of the cricket ground adjoining Queen's and St. Kilda Roads, which ever since has been a favourite and convenient ground upon which seasonal tennis tournaments have been regularly held. In 1909 the Tennis Club was permitted to erect a clubhouse in Albert Ground, adding to the comfort of members and visitors.

Tennis has grown in favour so widely that courts have sprung up in connection with all kinds of institutions, social and business, and also in private grounds. In 1920, at the request of the local branches of the Australian Natives' Association, the Council agreed to establish public tennis courts in Albert Park.

Among other sports within the accommodating ambit of Albert Park may be mentioned the Polo Club, also tent-pegging and tilting for military practice; the games of lacrosse, croquet, hockey, basketball, horse-riding, etc. The Park furnishes room for the organized school sports and competitions of State, Secondary and Technical Schools. In 1934, on 26th December, the Australian Handball Association held its championship meeting at Albert Park.

With the unavoidable removal of the early rifle ranges, rifle shooting has had to be carried out at Williamstown, so there was little encouragement for a local club; but with the introduction of miniature ranges for small-bore rifles, and the influence of the Boer War, and later of the Great War, rifle shooting revived. About 1902 permission was given to a local rifle club to use the old Fire Brigade Station

for practice. The Scottish Rifle Club was allowed, in 1912, to have a range within the railway reserve near York Street. In 1922 the South Melbourne Rifle Club applied to the Council for a grant to erect a clubhouse and rifle range, towards which the sum of fifty pounds was voted. Some years later the Club appointed the Council as patrons of the Club.

Bicycling, or cycling, from the days of the primitive machine in the 'seventies called the 'boneshaker,' with wooden rims and iron tyres, to the heyday of active bicycle clubs under the Association, when the great Austral Wheel Races and long-distance road races were run on the 'spider' machines with front wheels up to 60 inches in diameter, had always been an attractive form of sport.

The days of the high machines and moderate speed were noted for the fine organization of touring clubs and the pleasant social intercourse engendered. The great acceleration in speed and especially the introduction of motor cycles were fatal to this inter-club movement, for motor cycles and sociability do not go well together. However, during the depression there was a great return to the ordinary pedalled bicycles, which are now in thousands, and a revival of cycling clubs took place.

In 1919 a South Melbourne Amateur Cycling Club had their quarters in the railway reserve, Ferrars Street, and in 1926 applied to the Council for approval of their new buildings, which was granted, and the Club in 1930 appointed the Council as its patrons. There is also a club for professional riders, and cycling is a popular sport in South Melbourne.

The winter pastime of skating has for many years been indulged in at the Glaciarium. Roller skating was popular in the 'eighties. Skating on ice is a much more recent innovation.

Boxing, also a fine winter exercise, finds its place in various gymnasia and athletic clubs, and occasionally a saloon is opened, as in 1907 at Park Street, for systematic practice in the 'noble art of self-defence.'

Shooting clubs have from time to time been formed for trap-shooting, the earliest mentioned being the Victorian Shooting Club, which in 1869 applied to the Council for a site in the south-west of the town. Minor inside games are also played in clubs and societies.

The earliest use of facilities offered at the lake was to erect boatsheds with boats for hire. In 1870 there were three of these—James Edwards, W. T. Greenland and C. Smith being lessees respectively. Then by 1880 the Albert Park Rowing Club, with sculling boats, had been formed, also a Lake Rowing Club for friendly rivalry. Mr. W. Chamley, of the Albert Park Club, was a most successful oarsman, winning 105 races. The Albert Park Yacht Club came into being, each of these clubs having its own quarters at the lakeside.

In the 'seventies and 'eighties, the Yacht Club had several smart craft, such as the *Emerald, Foam, Reporter,* etc., and sailing matches were regularly carried out and regattas held, in which clubs from Geelong and Ballarat participated.

Yachtsmen, however, seem to have found that the lake limited their scope, and preference was given to sailing on the bay, to which, unfortunately, there is no entrance from the lake. However, in spite of restriction, yachting is still a favourite pastime on the lake.

Many of the yachts of the earlier period and later were built in South Melbourne at Chessell's slips on the Yarra River near the bottom of Clarendon Street, and proved their superiority in many bay matches.

The Park lake lends itself well for spectacular displays and regattas, which are held from time to time. On its eastern side are the boathouses of the Power Station, the Institute for the Blind, and that of Wesley College, for convenient sculling practice on the lake. The boating shed of the Church of England Grammar School is on the north-west of the lake; and on this frontage are also the sheds of the Middle Park Boating Club, Albert Park Yachting Club, South Melbourne Rowing Club, Victorian Sea Scouts, Albert

Park Ladies' Rowing Club, and the Outboard Motor Boat Club.

For the purposes of the general public or occasional rowers desiring healthy exercise or a pleasant outing, boats are always available on hire.

In regard to the formation of clubs for sport and physical exercise the South Melbourne Council has always shown a sympathetic attitude to senior and junior clubs alike, giving encouragement, timely concessions, expert advice, material for filling and top-dressing, patronage to entertainments, and a considerate and patient hearing to petitions and complaints not always of a reasonable character.

The good feeling and friendly spirit between the Council and the various clubs is for mutual satisfaction, and is shown in many ways.

Periodically, the members of the Council and officers receive invitations or challenges to play matches at bowls, cricket, even football, or to take part in club pageants. In 1880 the Council was invited to play a football match. As early as 1884 the Melbourne City Council challenged the combined metropolitan Councils to play a match at bowls, Emerald Hill to take part. Cr. James Whiteman, a good sport, was nominated by the Council as their representative in the opposing team. Then in 1887 the Mayor of South Melbourne, Cr. Wright, was authorized by the civic fathers to arrange bowling contests with other Councils. In 1891 Crs. Heather and Dinsdale were commissioned to arrange, under the Victorian Bowling Association, matches for the Moss bowling trophy, which the Council's representatives proudly won. Games have been played also with the South Melbourne Cricket Club Bowling Club at the Park. Crs. Dinsdale and Thistlethwaite upheld the honour of the Council in the municipal matches, and Crs. Smith, Dinsdale, Heather and Larkin formed a strong combination in the inter-Council contests. In cricket, the Council has met in friendly contest teams from Parliament, the banks, the traders and other bodies, and well maintained 'the mettle of their pasture.'

On the eastern side of the lake area the Albert Park Golf Club has one of the most convenient links in the metropolitan area, easy of access by train and car. The clubhouse in Queen's Road is replete with all the requirements for comfort and relaxation in this very popular game. The membership of the Club is very satisfactory, and the links are kept in excellent order and are well patronized. They furnish an excellent course for the tournaments which are so popular a feature of the Club.

In regard to the exercise of swimming, South Melbourne, from its proximity to the sea, and also to the river, offered great advantages, not so readily taken in the early years. The earliest mention is of Jackson's Baths, on the south side of the river. Being only on permissive occupancy, the site had to be taken over in 1860, when extensive operations in connection with the construction of the Yarra Bank were undertaken. Jackson, in asking the Council for some pecuniary consideration on account of removal, said that he had spent £1,000 on the baths, and had only received the sum of £11 at the sale of the buildings. With industrial progress, bathing at the Yarra front disappeared. Mention has been made of the erection of baths for ladies and for men at the Beach. Somewhat crude at first, they were steadily improved, and let on lease.

In 1872 a Mr. B. Rodier applied for a site to erect baths for the Emerald Hill Sea Bathing Company Limited, concerning which there is scant information. In 1873 the Ladies' Baths were leased to him for three years. In the following year he offered to purchase the cottage and baths. He asked for a reduction to £10 per annum in rent if they were not repaired; or if given a five years' lease at a nominal price, he would carry out repairs.

Sea-bathing facilities as population increased, and the sea-front was made accessible and attractive, continually improved. From time to time certain restrictions were lessened or removed. Beaconsfield Parade became an attractive resort. Ample provision was made for bathing for both sexes. In time, mixed bathing and open conditions became popular,

and the practice of swimming very general. In connection with the South Melbourne Baths, the name of Mr. Stubbs was familiar for many years. A popular swimming baths was formed at Middle Park. No exercise during the last twenty-five years has made more headway than the healthy and invigorating exercise of swimming, with a consequent increase in swimming and life-saving clubs, with their open-air and sun votaries. In the summer season school children above a certain age are regularly taken to the baths and instructed in swimming. Annual competitions are held between the schools, and certificates for juniors and seniors given by the Education Department, which, with the Royal Humane Society, has done fine work in fostering instruction in swimming, life-saving, and treatment of the apparently drowned. Several teachers in South Melbourne schools, of marked proficiency as instructors, have been detached for teaching swimming elsewhere.

The general indulgence in this attractive exercise has a marked effect on human physique and bodily health. A feature of later years has been the growth of life-saving clubs on the sea-front, of which Middle Park and Park Street Surfing, Albert Park Surfing, Middle Park Baths Swimming, Wright Street Swimming, and South Melbourne Swimming Clubs are the principal. Middle Park has a good clubhouse. Dressing-sheds, lifebuoys and diving platforms have been provided, the clubs served with first-aid outfits, and the appointments for life-saving are adequately furnished. The carnivals and demonstrations held from time to time show the efficiency in methods, and the bodily fitness produced by the best of all physical exercises.

Thus the City of South Melbourne, specially fortunate in the possession of the extensive area, wisely set apart in the early days for the purposes of healthful recreation, has the advantage of ample space for the activities of all kinds of outdoor sports, giving needful exercise and entertainment to her citizens, who fully appreciate their good fortune in this respect. The City Council and the Park Committee have pursued an enlightened policy in improving the natural

advantages, fostering public interest, and at great expense providing and maintaining the ready means for engaging in field sport, whilst according every facility and opportunity for legitimate physical culture.

The Council also, with forethought and consideration, supported by the active interest and generosity of kindly people and societies, has established, equipped and provided for supervision many children's playgrounds throughout the city environs, examples of which are at Park Street, formed in 1909, Sturt Street, 1919, and Thistlethwaite Street, 1929. The sum of £3,000 was expended on their formation, and £202 is annually paid to the Playgrounds Association towards three instructors. The Council also maintains the grounds and equipment required.

THE MELBOURNE HARBOR TRUST

A T an early date, in order to make the harbor safer, more
^ accessible, commodious, and replete with every facility
for the anchorage of the largest vessels, the desirability of
having some organized body, authorized to regulate, control
and have jurisdiction over the shores and waters of Port
Phillip and the rivers Yarra and Saltwater, was recognized.
It was not, however, until 1858, after frequent proposals,
that on Mr. James Service's motion in Parliament, 'that a
select committee to consider the instituting of a Rivers and
Harbor Trust be appointed, a committee of fifteen prominent
public men was appointed for the purpose. The committee
recommended the formation of a Harbor Trust. Again, in
1860, a Royal Commission was created to report on Hobson's
Bay and its accessory rivers. This Commission also recom-
mended the formation of a Harbor Trust of practical
persons, entrusted with wide powers and jurisdiction. The
usual inaction followed, so that not until the year 1872, after
much expenditure on port and rivers for scant results, was
the necessity of such a Trust again affirmed.

Owing to vigorous action and a comprehensive report by
the Chamber of Commerce and the Underwriters' Associa-
tion in 1875, a Bill to create a Harbor Trust was drafted,
and in 1876 Sir James McCulloch and Mr. Kerferd intro-
duced the measure as a Harbor Trust Bill, which was passed.
The composition of the Trust was fifteen members; two
elected by the City of Melbourne, one each by a majority
of all Councillors in the Municipalities of Emerald Hill,
Sandridge, Williamstown and Footscray respectively, three
by the owners of ships registered in Melbourne, three by
the merchant traders of Melbourne, Emerald Hill, Sand-
ridge, Williamstown and Footscray, and three by the
Governor-in-Council.

Thus, after this long period of Parliamentary vacillation

and delay the Melbourne Harbor Trust Commission came into being. The Governor-in-Council elected Messrs. James Lorimer, James Orkney and W. Couche; the Melbourne Council, Messrs. T. Mowbray and J. Mcllwraith; Sand-ridge, Mr. W. Morley; Williamstown, Mr. R. Dowman; Footscray, Mr. W. Mitchell.

The Commissioner elected by the Emerald Hill Council was Mr. John Phillipson, the three by the merchant traders, Messrs. C. E. Bright, T. Loader, F. T. Sargood; the three by the owners of ships, Messrs. H. Piggott, J. Paterson, H. R. Reid. Mr. J. Lorimer was the first Chairman; Captain R. Fullarton (Harbor Master), Secretary, *pro tern.*

The Commissioners, notwithstanding early legal troubles, soon got down to practical work.

In regard to projects for widening and deepening the Yarra River, and for changing its course, the Harbor Trust Commission wisely advised obtaining an eminent engineer on marine works from England and appointed a Home Committee to select the same and submit terms. Sir John Coode was chosen, who came out and made a careful inspection. From all data available, supplemented by additional levels, boring, sounding, and a close survey of the harbor and adjacent streams, Sir John made an exhaustive report, which was adopted, his estimate of cost, allowing for deepening the river twenty feet, being £1,163,000. He recommended that the Harbor Trust be given full power over the Yarra, as far as Dight's Falls, and the Saltwater River as far as Solomon's Ford. In 1879 the Trust was ready to begin cutting the channel from Fishermen's Bend, 2,000 feet long, 300 feet wide, 25 feet deep. Sir John Coode advised construction of a dock or docks with accessories and modern appliances close to the mercantile interests and chief railway terminus. He also urged that ample provision should be made for accommodating large overseas vessels and liners, and for the discharge of flood waters. Perfect immunity from such would only be secured by removing the rock obstructions from just above Prince's Bridge to below Falls Bridge, enlarging and improving the waterway,

v

and raising substantial embankments from the Botanical Gardens Bridge to the sea. He would form No. 1 Dock on a portion of the swamp very suitable for the purpose, and also make convenient railway connection around the quays and wharves from the dock south of Spencer Street to Flinders and Elizabeth Streets. He advised reclamation of the Sandridge Lagoon for building purposes, leaving a channel for discharge of drainage to the sea, the Commission to be recouped for expenses incurred. In 1880, 229 acres were reserved for operations, and the unemployed were engaged on relief work at the canal, and in the disposal of soil for reclaiming low areas of land.

The Harbor Trust sought for an Amended Trust Act, which, after the usual protracted delay, was passed to amend the Act of 1876. It gave the Commission wider powers, validated their acts, vested land for the new cut in the Trust, and empowered them to borrow £1,000,000. Commissioner Nimmo, of South Melbourne, was thanked for his helpful and persistent advocacy of the Trust's claims. South Melbourne profited greatly from the Trust's operations on the river front—the extension of wharves, widening and deepening of the Yarra, reclamation by silt deposit, pitching and metalling of wharf roads, and the improvements generally for industrial progress.

In regard to the Falls Bridge, now requiring repair or preferably replacement, the Trust offered £10,000 towards a new bridge to cost £40,000, suggesting that Emerald Hill should contribute to the cost. At this time, owing to the withdrawal of the annual subsidy to the Council and the abolition of the tolls, this was not easy to do. The maintenance of Sandridge Road for 1880 had cost £1,994, but Emerald Hill agreed to pay one-sixteenth of the cost of the erection of the bridge.

Eventually, it was recommended and approved by Mr. Langridge's Government that the Government and the City Corporation should repair the old bridge, sharing the cost 3 and that the Government pay one-half the cost of a new bridge, the Harbor Trust £10,000 as offered, and the

City Council, Emerald Hill and Sandridge Councils supply the
rest, in contributions mutually agreed upon in conference of the
three bodies. The plan of a new iron bridge was designed, with
not more than five spans 70 feet wide in the clear, with a road
50 feet wide and footpaths 10 feet wide, the centre to be 11 feet
at low tide, the top not more than 15 feet at low tide. Next year
the old bridge was in further disrepair— a disgrace to the City.'
The Government asked the Harbor Trust to vote £1,000 for the
removal of the Falls Reef, the Government to contribute
£3,000. This was agreed to for action the next year. Nothing
was done, and, as blasting operations were dangerous in the
state of the bridge, the Trust withdrew its men from working in
the vicinity.

In another direction no satisfactory arrangement had been
arrived at in the case of the Sandridge Lagoon, which was
insanitary and malodorous. The Trust offered to exchange the
Lagoon for Coode Island. This was refused, and the Lagoon
long remained as a source of trouble and irritation to all
concerned. In 1881 the Trust designed a highway for the south
side of the river to the bay, and in view thereof, on 19th
November, offered to the Emerald Hill Council to reclaim and
fill up the low area from Duke's Dock to Johnston Street, at an
expense of £1,500, provided that the Council would share the
expense. The Council agreed to metal the portion specified. By
1883 the filling was finished, but no metalling had been done.
The Trust requested the Council to do this and they would
furnish the stone in spalls at 1/6 per yard. In 1884 Lorimer
Street was proclaimed as an official highway. Lorimer Street
was the southern and eastern boundary of the Trust's
jurisdiction on the south of the Yarra. The street itself was
outside the Trust's boundary. It was desirable that Lorimer
Street should be formed and metalled from Ferrars to Johnson
Streets, and the South Melbourne Council was asked to proceed
with the work at a cost of £1,691. The coal trade was appointed
to be opposite Lorimer Street, just below the Swinging Basin,
and extending westerly opposite the West

Melbourne Gas Works.   On this area of 20 acres 1 rood-5 perches, between street and river, the Trust marked out seven coal storage allotments,   and fourteen at the rear fronting Lorimer Street.

One of the aims of the Harbor Trust was to prevent the pollution of the river water. To this end they sought to get the permissive occupancies of certain industries on the south bank terminated. In this way the nuisances attached to three boiling-down works, a glue factory, a bone-mill, two candle-making factories, and a cow-keeper's location were removed from the river front, compensation being allowed where considered deserving. The lime wharf was also removed further down the river. To obtain the river frontage to his dock site, Mr. G. Duke received adequate consideration from the Trust. The Trust desired the Government to reserve the land from sale south of the river, parallel to Lorimer Street, and 20 chains south of it. This was declined. In 1884 the Trust asked the Board of Health to suppress an offensive drain from the Abattoirs leading to the river, but outside their jurisdiction. This provoked a long-continued dispute between the Harbor Trust, the Department of Lands, Board of Health, and the Councils of South Melbourne, Sandridge and St. Kilda, in which, owing to some protest, every settlement proposed was negatived. Even in 1890 the matter was unsettled, the suggested removal of an obvious nuisance elsewhere only changing the venue of strong opposition.

The Falls, which, as early as 1859, the Emerald Hill Council had asked the Government to remove, were effectually removed by blasting operations and, with the widening of the river, the liability to flood was greatly minimized. The depth of water in the Yarra in 1881 was 15£ feet, in 1882, 16 5-12 feet, in 1883, 17£ feet, and in 1890, over 18 feet. The widening of the Falls Bridge from 70 to 100 feet was carried out, the Government, Tramways Trust and Harbor Trust sharing the expense.

Hanna's ferry in 1882 had been licensed for four years at a charge of £80 per annum, but in 1884 the Trust voted

a sum of £8,825 for a new steam ferry at Spencer Street, which proved a great convenience. It was licensed in 1886 to D. Newell for *£6,666.* Meanwhile, the long-delayed project for the erection of a new bridge had at last been approved.

The prize design for a new bridge in line with Market Street, crossing the Yarra almost exactly over the falls, to replace the old timber bridge, had been won by Mr. Rampant in 1884. Mr. Ford, a railway engineer who had been entrusted with the work of removing the falls by blasting, was entrusted with the making of plans and specifications of the structure with the object of inviting tenders. After much delay the Government issued instructions towards the end of 1887 that plans were to be ready and tenders invited in six weeks. The task was entrusted to Mr. F. M. Hynes, Engineer for Ports and Harbors, and his staff—E. Checchi, C. Catani, P. Morton and A. S. Kenyon. By dint of almost continuous work night and day the job was accomplished. David Munro, the builder of Prince's Bridge, was the successful tenderer, and he had as his engineer Ebenezer Shaw, then just fresh from the University, and later on Commissioner for Water Supply. Owing to the strenuous and successful opposition of the Railways to the raising of the South Melbourne railway line, the bridge had to be kept at such a low level that all river traffic was completely blocked and the lofty arches of Prince's Bridge spanned the Yarra in vain. Another objectionable feature was the direction to make the bridge curved in side elevation instead of, as in prize design, two approaching ramps and a horizontal portion. The result was that the beginning of the approaches was the steepest grade and sorely tried the horse teams which were then universal. This defect was removed after a few years by grading the approaches so that the road profile does not now coincide with that of the continuous girders carrying the load. The bridge was completed in 1889 at a total actual cost of £43,600. It is 334 feet in length and 99 feet in width, the roadway being 70 feet, with two footpaths 14 feet 6 inches each. There are five

spans, the end ones being 64 feet and the three central, 68 feet 8 inches. The abutments are of Milestone masonry and the piers, cast-iron cylinders filled with concrete. There is only 11 feet clearance between the bottom of the girders and ordinary low water. In May, 1890, the control of the bridge was handed over to the Melbourne City and South Melbourne Councils.

In 1890 the ferry at King Street was discontinued, the opening of the new bridge on 18th April, 1890, rendering the ferry no longer necessary. Towards the cost of this bridge, which crosses the Yarra from Queen's Bridge Street to Market Street, Melbourne, the following contributions were made by:

The Government of Victoria......................................	£20,000
Melbourne Harbor Trust Commissioners	10,000
Melbourne City Council	5,929
South Melbourne...	3,000
Port Melbourne	3,000
Tramways Company	2,3 8 J
Total...	£44,314

The descriptive name of 'The Falls Bridge' was displaced by the new name of 'The Queen's Bridge,' the former title, however, being still applied to the railway bridge across the river in the vicinity of the old rocky barrier, the removal of which effected the disappearance of 'The Falls,' so noticeable a feature of the Yarra River since the early years of settlement.

In 1886 Messrs. John Nimmo and James Lorimer, having been appointed Ministers of the Crown, had to resign from the Commission, on which they had served well. In 1889 Mr. W. J. Mountain, another capable representative, was appointed for South Melbourne, and for the merchants and traders, Messrs. Matthew Long, T. Loader and W. Siddeley were elected on the Trust. The opportunity was taken in this year to place lamps on the wharves and piers, which were the property of the Trust.

The physiography of the delta appertaining to the Yarra

and Saltwater rivers renders the area out to Port Melbourne specially favourable for the construction of extensive docks at a moderate cost, which also have the advantage of proximity and ready communication with a busy manufacturing and shopping area, convenient road and railway service, at no distant date the establishment of air stations also.

The splendid work of the Harbor Trust since its formation has successfully transformed the primitive scrub-lined stream of the Yarra, originally between 6 and 7 feet deep at its mouth, into a river navigable for large vessels and of great commercial importance.

In 1912 a conference of the bodies interested was held to discuss the question of constructing a bridge at Spencer Street to relieve the congestion of traffic and facilitate transport, greatly increasing westward along the river. Sundry meetings of a Committee were held, but no definite action was taken.

On 31st December, 1912, the constitution of the Trust was altered by Act of Parliament from the provision made in 1876 to a Board of five Commissioners replacing the old Board, and appointed by the Governor-in-Council. In addition to the Chairman of the Board it required one member to be an owner of ships registered at a British port and trading at Melbourne, one to be an exporter by sea of Victorian produce, one an importer of goods to Victoria, and one engaged with primary production in Victoria. The Chairman's salary was not to exceed £1,500 per year, Commissioners' fees to be £2/2/- per sitting, but not to be more than £250 in any year. When this body of experts was appointed the change made was of material advantage. Mr. G. H. T. Holden, who had been the able Chairman of the Geelong Harbor Trust, was appointed as Chairman, and Messrs. W. J. Appleton, the Hon. J. A. Boyd, D. McLennan and F. Duncan, experts in shipping and commerce, were the other Commissioners. Under this capable management there was very material progress. The harbor is now recognized as one of the best in the world.

The creation of the Harbor Trust Commission, with its technically efficient methods in the control and improvement of the river courses and bay front, its vigorous and practical handling of wharf and dock construction, berthing accommodation and shed building, of flood prevention, drainage, river and port navigation, of reclamation and road formation, etc., has proved of the greatest material benefit to South Melbourne.

Thus, in 1927-8, with the anticipation of the construction of the Spencer Street Bridge, the Trust widened the river over a length of 5,000 feet from 350 feet to 700 feet at a cost of £375,000. In 1927, the Jubilee year of the Trust's foundation, the working expenses were 32 per cent, of the revenue, the latter being one shilling and fourpence per gross ton of vessel, and the revenue per ton of goods was three shillings.

Up to the year 1937 a length of 8,934 feet of berthing has been constructed at the South Wharf, with a depth of 27 feet. Boats drawing 27 feet can now come to Spencer Street Bridge; those with 30 feet draught can come to the Victoria Dock.

Liability to severe floods in the Yarra has been greatly reduced, no great flood having occurred since 1891, and the southern side of the river, from a far-reaching, swampy waste, has become a busy hive for human industry, with the possibilities of indefinite expansion. In view of the increasing shipping trade at the Yarra River and the consequent demand for even greater berthing accommodation, the Melbourne Harbor Trust contemplates further extensive construction in regard to wharves, docks, sheds and roads. One of the major projects, directly affecting South Melbourne, is the reconstruction of Lorimer Street, running parallel to the Yarra River from Normanby Road to Boundary Street, and giving access on the south side to shipping berths, mostly set apart for coal and lime. The present surface foundation of bluestone blocks, laid down in 1917 at a cost of £9,311, will be replaced by a concrete base with a bitumen surface, a work which is now in progress.

On the bay side the Trust had given permission to the
Corporation to erect a jetty at the extremity of Kerferd
Road, the berthage at which is 200 feet, and the depth of
water 12 feet.

CHAPTER XX

MUNICIPAL MATTERS OF IMPORTANCE

ELECTRIC LIGHTING

EARLY in the 'eighties attention was being given to the question of electric lighting. As customary with new utilities or inventions, some time must elapse before general acceptance or establishment after satisfactory trial. In 1882 the Council had granted permission to S. Lawler to light portion of his premises with electricity, but its use as a lighting power was slow for several years. In 1890 the Australian Alcock Electricity Supply Company offered the Council a trial of electric lighting for the streets, and there was much discussion and negotiation with the Company for several years. The advisability of lighting the whole of South Melbourne was debated, for its use in private places was extending. At the suggestion of the Company, and at their expense, a poll or referendum was taken on the subject, resulting in 1,136 votes for and 834 against its application for street lighting. In May, 1899, the Town Hall and the Market were lighted by electricity. The Electric Light, Heat and Power Company in 1900 made overtures to light the city, facilities for which were being formed by the installation of transformers in suitable places in the industrial area, but the electric company could not for some years compete with the Metropolitan Gas Company when tendering for public lighting contracts.

In 1923 the State Electricity Bill was passed, and on 31st October the use of electricity for street lighting in South Melbourne was adopted by the Council, the rivalry between gas and electricity for street lighting being ended. The discarded lamp-pillars, having done their service, were removed and sold for £433. The change-over from gas to electricity as a street illuminant cost £2,607 for installation. In 1929, there were 1,000 electric lamps in South Melbourne. In the period of depression and financial stress

which now occurred, the Council, in common with the Municipal Association, had sought for a remission of charges made by the Electricity Commission, which was now in control. This was refused, and in July, 1932, the South Melbourne Council called a conference of representatives of municipalities on the subject of charges for public lighting made by the Electricity Commission. A resolution moved by Cr. McKenzie and seconded by Cr. Merrett was passed, 'That, in view of the present financial difficulties from which Councils are suffering, this conference protests against the action of the Victorian Electricity Commission in refusing to consider in any way a reduction in the cost of public lighting to those Councils which are under the Electric Supply System, and that the Minister of Railways and Electric Undertaking be approached by this Conference with a view to obtaining such a reduction.'

The deputation was received, and Cr. McKenzie pertinently suggested to the Commission that 'by increasing the bulk charges to certain fortunate municipalities which were at present making a profit of £81,000 per annum, it would be easy for the Commission to grant relief to other less fortunate municipalities by reducing the public lighting charges, and it was submitted that 20 per cent, might be a possible reduction, but at least 10 per cent, should be granted.' The Commission, on the grounds of financial depression, inability to make a concession to urban municipalities without doing so to country municipalities also, and the impracticability of increasing charges to municipalities supplied in bulk, replied that they could not without financial loss make any concession. However, on 20th January, 1934, it was publicly announced that public lighting contracts were to be reduced by a possible gross amount of £7,000, equal to 6 per cent, on charges, the reason being stated that *general improvement in business for the half-year* has made a reduction possible.' With this statement appeared also another, 'that charges for electricity in bulk to certain municipalities that distributed in their own cities and showed a handsome profit were to be increased.' This showed that

the seed planted by Cr. McKenzie's cogent argument had not fallen upon barren ground, but at length had borne pleasing fruit. Since 1934, further reductions have been made by the Commission in public lighting charges.

GREATER MELBOURNE MUNICIPAL AMALGAMATION SCHEME

The recurring subject of the Greater Melbourne scheme had been revived in 1906 when Cr. Cockbill proposed, and Cr. Sloss seconded, a motion approving of unification with Melbourne upon certain conditions. These included differential rating for Port Melbourne and South Melbourne, the creation of two new wards each with an alderman and three councillors; the liabilities and the revenues of the municipalities to be taken over by the unified bodies, and the Melbourne by-laws to operate in the new wards, except in reference to building for the next ten years. Officers in similar positions were to have equal status, and remuneration; also, Councils to have the authority to affix their own seals. An 8th August, a public meeting was called respecting unification, but was inconclusive, opinions being much at variance, and no result achieved. From 1912 onward the proposal of a Greater Melbourne was prominently before the public and was widely discussed. Again in 1918, the Greater Melbourne scheme appeared, with the customary ineffectiveness as to result. In 1922, reverting to previous conferences, a resolution was carried by the South Melbourne Council in favour of amalgamation with Port Melbourne A Committee of the whole Council was formed and the Port Melbourne Council invited to confer on the matter. The conference took place on 7th February, 1923. Cr. Edwards (Mayor) and Crs. Howe, Crichton, Cremer and Murphy represented Port Melbourne, which approved of the proposal, and Cr. Craine (Mayor) and Crs. Murphy, Cuthbertson, Knight and Kent the local Council. The prospect of union seemed favourable. The report of the Greater Melbourne Conference came to hand and did not receive the approval of the Council. The union with Port Melbourne

seemed to be a more practical thing. In 1926 the South Melbourne Council called for a further conference with that of Port Melbourne, but the latter refused to attend, pending an answer to a letter sent to South Melbourne on 9th May, 1923. A conference was again suggested, but Port Melbourne again refused to attend, so no further action was taken. In 1936, a sub-committee of the South Melbourne Council recommended the rejection of the Greater Melbourne Council Bill, also the recommendation of the Municipal Association in regard thereto, and the sub-committee's report was agreed to. After much careful deliberation and thought the project of a Greater Melbourne was considered as offering no advantages at all compensatory for the loss of status, of civic individuality, of revenue and of local interest which would inevitably ensue. As against that of the individual system, the cost of centralized administration of the public utilities, now so satisfactorily carried out by the separate municipalities and constituted boards having intimate knowledge of local existing conditions and requirements, would be enormously increased under a central council as proposed of paid members with divided interests. The effects would be direct loss of revenue, increased taxation, higher rating, less efficient administration in departments, and a lowering of the standard of prestige and dignity in the municipal Councils.

The scope of the undertaking would deter Councillors of a Greater Melbourne from obtaining sufficient acquaintance with the diversity of needs, etc. The cost of elections would be much enhanced, necessitating payment of members, and virtually a second State Parliament would be evolved, for which there was neither need nor justification.

TRAMWAYS

Under the Tramways Act 1883, by which the cable tramways were constructed, the municipalities were given two alternatives, viz.: (1) to allow a Tramways Company to construct the lines and the municipalities to share in the profits to the extent of one-third in excess of 10 per cent.

of the money expended by the Company; (2) the municipalities to construct the lines themselves and to lease them to the Tramway Company for thirty-two years without any share in the profits. The municipalities adopted the second alternative, relying on the undertaking falling into their hands at the end of the term and in anticipation that Parliament would honour the rights of the municipalities at the end of that term. The alternative scheme laid down in the Act was the formation of a Tramways Trust. With regard to the Trust, the position was that the tramways were to be constructed not by the Company but by the Trust, so that in that view the municipalities, through the Trust, were to undertake the whole of the work and were to do the financing. It was to be practically their concern from beginning to end and they were to give a lease to the Company so that the Company would become the tenants from the municipalities, who, under the name of the Trust, would be the landlords. In that view, the municipalities did not take any share of the profits at all but relied upon the undertaking as a whole falling into their hands at the end of the term and becoming their property, and in that way recouping them for standing out during the whole term of the lease from the profits which would otherwise have fallen to them. They thereby decided to forgo all the present advantages which would have come to them year after year from the share of the profits which they would have got if they had adopted the other proposal.

Having adopted the Tramway Trust scheme, they gave a lease to the Company. Under the Act the lease was for thirty years, but an amending Act extended it to thirty-two years. This lease would expire on 30th June, 1916. On that date the rights of the Company would disappear and the whole of the assets in the ordinary course of events would belong to those municipalities which gave the lease and which formed the original Trust. It will thus be seen that the municipalities acquired the rights to construct the tramways by the authority of Parliament in 1883, and that they constructed them and paid for them by loan moneys

borrowed for the purpose and pledged their rates and revenues as security for the repayment of the moneys so borrowed, and, on the other hand, they received rates from the Melbourne Tramway and Omnibus Company, which were paid from year to year, the same as rates on other rateable property; but apart from that, they had not had any financial return whatever from the exceedingly valuable lease granted by them in their own interest to the Company.

Under the provisions of an Act passed in December, 1915, the control of the cable tramways was temporarily vested in a Board. That Board operated the cable tramways until October, 1919, when it was dissolved by the Governor-in-Council and its assets and obligations became vested and transferred to the present Tramways Board. During the period of its administration, the Board, appointed in 1915, accumulated surplus funds amounting to £866,319, including £115,000 received from the Melbourne Tramway and Omnibus Company Ltd. This sum, less £100,000 (transferred to the present Board), was paid to the Melbourne and Metropolitan Municipal Loans Redemption Fund.

With regard to the Municipal Loans Extension Act, it would be as well to point out here that under the Local Government Act 1890, a municipal Council borrowing money had either to set aside a certain sum annually towards a sinking fund for the redemption of the loan at its maturity, or to repurchase yearly a specified number of its debentures. Several of the Councils at the time fell or were likely to fall in arrears with their annual sinking fund payments, and to relieve them of their financial difficulties, the Municipalities Loans Extension Act 1898 was passed. At the time of the consideration of the Melbourne and Metropolitan Tramways Bill, the total loan liability of each municipality at 1st July, 1918, was ascertained. From this was deducted the municipality's proportion of the accumulated surplus tramway revenue on a population basis, and also the municipality's sinking fund (both on ordinary loans and under the Municipal Loans Extension Act), with interest thereon to date at which the loan matured.   The difference

thus obtained represented the liability of the municipality, and division by the number of years over which the repayment was spread gave the annual contribution to the municipality, or, in other words, the Council's net loan liability at the time of the creation of the Board. A statement prepared by the Government at the time is as follows:

Liability taken over......................................		£2,038,573
Cable tramway surplus	£816,130	
Sinking Funds, plus interest from investments, etc	189,861	
Repayments to be made by Councils . .	1,032,582	
	£2,038,573	£2,038,573

Under this arrangement, loan liability of the Council amounting to £169,370 was taken over, set off against which there were accumulated sinking funds and allowances under the Act amounting in all to £68,782, leaving a net loan liability of £100,588, which was repayable by the Council by half-yearly instalments over a period of twenty years. Despite the loss of this lucrative undertaking, ratepayers not only of this but of other municipalities have indirectly suffered by the diversion of tramway revenue towards the maintenance of the Fire Brigades Board, the Infectious Diseases Hospital and the Licensing Fund, from the inception of the Board, to the extent of £1,900,000.

When the Tramways Act was passed in 1883, the Melbourne Tramway and Omnibus Company was formed and cable tramways were laid in the metropolis. In South Melbourne, three cable lines were constructed, the first traversing St. Kilda Road to St. Kilda, the second crossing Queen's Bridge and passing through Queen's Bridge Street and City Road to Port Melbourne, the third branching from the Port Melbourne line at City Road, and continuing along Clarendon Street, Park Street, Montague Street, Bridport Street and Victoria Avenue to the Beach.

In 1919, the Melbourne and Metropolitan Tramways Board was created to deal definitely with tramway extension. The Board, in November of that year, took over the cable

Mr. A. E. Aughtie, M.Inst.C.E., City Engineer and Building Surveyor.
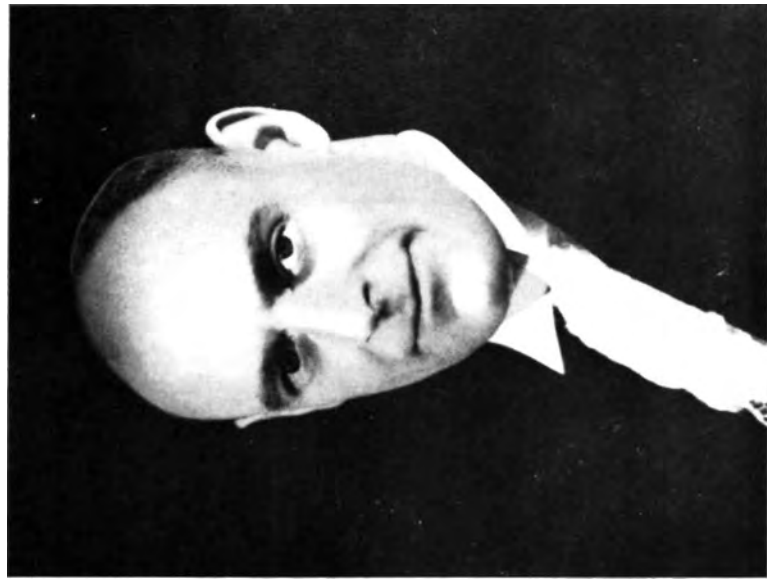
Harold Alexander, Town Clerk and Treasurer.

Old tenements in Gladstone Street.

Old tenements in Gladstone Street.

Houses replacing them. THE

COUNCIL'S HOUSING SCHEME.

service, and, at a later date, the control of all existing electric tramways, which were controlled by various trusts. When the electrification of tramlines was decided upon and undertaken in Melbourne, the South Melbourne Council and citizens were naturally anxious to secure the benefit of the electric tramways system.

As early as the year 1914, the residents of South Melbourne were desirous of having a tramway constructed via Sturt Street, Albert and Middle Park to the Bay. It was calculated that the tramway could then be laid down for £60,000. For some years, the project was considered, without result. Then, with the Melbourne and Metropolitan Tramways Board being constituted by Act of Parliament from 7th January, 1919, renewed interest and negotiations took place to have an effective and satisfactory line laid down.

The Council had prepared a scheme for an electric tramway from Prince's Bridge via Sturt Street, Eastern Road, Park Street, Clarendon Street, Albert Road, Canterbury Road, Mills Street, Danks Street, Patterson Street, to St. Kilda. The construction of this line was undertaken by the Tramways Board and it was routed through to the northern suburbs. The line was completed and opened on 30th October, 1925. The Council expended a sum of £7,000 in connection with the necessary alterations at the subway crossing the St. Kilda railway line at Albert Road.

The electrification of the St. Kilda Road line was completed in 1926. An application by the Tramways Board to lay down ballast tracks to replace the existing reserves was refused by the Governor-in-Council in 1925.

Considerable delay occurred in connection with the electrification of the remaining cable lines and repeated representations were made by the Council to the Tramways Board to complete this very necessary work. In 1927 the Board decided upon the construction of an electric tramway across Spencer Street Bridge along Clarendon Street to City Road to junction with the cable line at this point, and the conversion to electric traction of the line along Clarendon Street, Park Street, Montague Street, Bridport Street and w   '" "

Victoria Avenue to the Beach. The first pole was erected on the south side of the Spencer Street Bridge on 23rd July, 1936, and the cable system ceased on 13th March, 1937. The last cable trams were run to South Melbourne and Port Melbourne, in anticipation of the introduction of electric trams. A number of people, intent on hilarity and souveniring, accompanied the trams, whose final runs ended after a midnight encroachment on Sunday. It was decided later to remove the old cable tram-lines and wood-block the routes. Pending the starting of the electric trams, motor-buses and cars were used on the routes for some weeks. The official trial run along the newly electri-fied route to South Melbourne took place in the presence of the Chairman and members of the Board and the Mayor and Councillors on 24th July, and the electric tram service actually commenced on 25th July, 1937. The cable line from Queen's Bridge to Port Melbourne was abolished at this date and motor-bus service substituted.

SPENCER STREET BRIDGE

As far back as the year 1862 the Government was asked to construct a swing bridge over the Yarra River to Spencer Street, and some years afterwards designs were submitted for the same, the Emerald Hill Council giving support to the movement but without any result. In 1872 another design was prepared. Cr. Nimmo, in proposing that strong representations should be made to the Government, stressed the urgency of constructing the bridge. For the next forty years conference after conference vainly affirmed the desirability of constructing a bridge at this vantage point. In 1915 an estimate of the cost was made at £100,000, and it was proposed in allotments that the Government should contribute £33,000, Melbourne Municipality £25,000, South Melbourne £25,000, Port Melbourne £25,000, and others £15,000. Meanwhile, for want of an outlet, congestion in traffic at the river-side had increased very much, and it was imperative that a bridge should be built, but inaction was the policy pursued. It was not until 1920 that the Government intimated that the construction would be undertaken. As a diversion, next year Mr. George Higgins, C.E., sub-

mitted a proposal for connection by a tunnel under the Yarra. In 1922 a fixed bridge was definitely decided upon, with an arterial road from Clarendon to Hanna Street. The Board of Works was consulted, and eventually, after further discussion over a period of two years, it was determined, in order to minimize the great expense in building the bridge, which retention of the shipping wharves and swinging basin between Spencer Street and Queen's Bridge would necessarily entail, to take the bold step of closing altogether to shipping that river-front above Spencer Street. This wharf frontage was diverted from the Harbor Trust and vested in the Crown.

In 1927 an Act was passed by Parliament authorizing the construction of a fixed bridge at Spencer Street and the final contributions were allotted amongst the municipalities, as follows:

	£	s.	d.
Box Hill	957	11	8
Brighton	2,473	15	2
Brunswick	3,112	3	0
Camberwell	3,989	18	8
Caulfield	5,506	2	2
Coburg	1,675	15	5
Collingwood	2,633	7	2
Essendon	3,191	19	0
Fitzroy	2,792	19	1
Footscray	2,633	7	2
Hawthorn	2,952	11	0
Heidelberg	1,516	3	6
Kew	1,915	3	4
Malvern	4,468	14	6
Melbourne	*79,792*	13	10
Moorabbin	1,037	7	8
Northcote	2,234	7	3
Oakleigh	877	15	9
Port Melbourne	1,196	19	7
Prahran	6,942	9	9
Preston	1,516	3	6
Richmond	3,191	19	0
Sandringham	1,595	19	6
South Melbourne	14,363	15	3
St. Kilda	5,825	6	1
Williamstown	1,196	19	7
	£159,597	7	7

Competitive designs were invited and the design submitted by Messrs. A. R. Le Gerche, E. Saunders, A. Wilson and W. Gower was accepted.

The construction of the bridge to a modified design was carried out by the Railways Construction Branch. The first pile was driven by the Hon. the Minister of Public Works on 28th October, 1927. The opening ceremony was also performed by the Hon. the Minister of Public Works on 12th February, 1930. The final order declaring the date of completion of construction of the bridge was 5th May, 1938.

Cr. Williams, on 12th February, 1930, reported to the South Melbourne Council of the official opening of the bridge by the Minister of Public Works, and moved the resolution 'That the Council place on record its gratification on the completion of the work of construction, and its high approbation of the Chief Engineer of the Railways and his staff and all concerned therewith.' It had been decided to take the electric tram over the bridge to South Melbourne.

In 1933 the southern approach, which had been permanently constructed, was taken over by the Council.

To both Melbourne and South Melbourne the erection of this bridge was of the greatest advantage not only in providing a ready and convenient means of communication, and in relieving traffic congestion, but in stimulating industrial expansion. To South Melbourne the gain was very great. Clarendon Street became at last a main thoroughfare to Melbourne and suburbs, giving easy access to the central railway, and an additional outlet for the productions of the factories and stores along the river-front.

CHAPTER XXI

INDUSTRIAL DEVELOPMENT

THE outstanding feature in the history of South Melbourne is the surprising development during the century of an extensive water-logged grazing area or cow-pasture into a great centre of industrial activity with a closely packed population principally dependent thereupon. In this evolution South Melbourne has had manifest advantages conducing to a satisfactory result. First may be mentioned, possession of a natural central elevation as a suitable nucleus for settlement, from which, radiating outwards, the transformation of low-lying into habitable areas was successfully effected. Secondly, the geographical position was very favourable, with Hobson's Bay on the southern boundary, and a navigable river on the northern side, separating and also more closely linking South Melbourne with the metropolis and its interests. Then on the eastern limit is one of the great highways leading into the heart of the metropolis. In addition, through the City of South Melbourne passes the main approach and shortest route from Port Melbourne, the main shipping port, to Melbourne itself. The development of industries naturally started from the river with its ever-improving connection with the sea, facilitating the arrival and departure of passenger and trading vessels to the river wharves.

As previously mentioned, the first industries established in a modest way were connected with seafaring and boatbuilding operations, and with the requirements of small vessels. Then, as river and harbour improvements provided ready access for much larger sea-going vessels, there followed the establishment of foundries and factories on a larger constructive scale, and of industries for the convenient supply of local needs, and for exporting their products. With these were of course required the stores and depositories for coal, oil, lime and foodstuffs in bulk for shipping.

Wharves, quays, docks, sheds, dredges, cranes, lighters as accessories in river traffic were provided as need arose. The machinery for official supervision, for customs and dues, was put in operation, and necessary buildings erected.

With increase of population associated with riverside operations arose the different industries ministering to their wants, distributing produce, and assuring food supply of every kind, either for local consumption or outside export. Among many industries, mostly wholesale in character, are those dealing with sugar, tea, coffee, biscuits, confectionery, patent medicines, fruit, potatoes, condiments, meat, flour, soft drinks, fruit, chemicals, etc., as well as every requisite for domestic purposes and building construction.

The building of bridges on the River Yarra—Prince's, Queen's, of Spencer Street successively, extended industrial works farther along the river banks, advantage naturally being taken of the lessening of distance and easier communication between the cities which bridge construction provided. A notable example in South Melbourne is shown in the multiplication of factories to the west of Clarendon Street, and north of City Road, which has followed the completion of the serviceable but unpretentious Spencer Street Bridge. This extension of factories down the river-side will inevitably create the demand in time for another connecting bridge. Of course, the erection of the Spencer Street Bridge as a fixed structure necessitated the abandonment of the long-established wharves between it and the Queen's Bridge. This was compensated for by the economy in time and labour to the shipping, wharfage and industrial business of South Melbourne by being conveniently brought into closer touch and communication with the Spencer Street railway, the receiving and distributing centre for inland traffic in Victoria. How rapid has been the progress since the erection of Spencer Street Bridge is particularly noticeable in the north-western area of the city. Where a few years ago the 'Robur' Tea property stood almost alone, extensive factories and bulk stores have been built from Clarendon Street westward in great numbers and of large extent.

With the discontinuance of the wharves east of Spencer Street more space for shipping was required west of it, and wharves were extended. On the south side are the convenient and now more readily accessible berthing places of different inter-colonial and coasting steamship companies, such as the South-western Steamship Company, Belfast and Koroit Company, Howard Smith and Co. Limited, Holyman and Son, Tasmanian Line, J. B. Ellerker, Gippsland South Co. and Queenscliff Steamboat Co., the Melbourne Steamship Co., Huddart Parker Co. Ltd., etc. Down the river are the steam crane, opposite Lorimer Street, the steam ferry, customs sheds, docks, various lime and cement companies, the Stevedoring Company's store, several engineering firms, ship-builders, and boiler-makers, etc., the swinging basin, public weighbridge, the Harbor Trust's water office, a third ferry, and a succession of coal yards mainly for the intercolonial shipping firms. Going southward from this closely packed river-front, to and beyond the railway lines are stores, depositories and factories in close order to City Road, and occasionally encroaching beyond it into the business and residential areas; in some cases displacing the former crowded tenements of workers.

INDUSTRIAL EXPANSION

Then the Melbourne Harbor Trust, in its great achievement of systematically utilizing, adapting, adjusting, reinforcing and co-ordinating the resources of river and harbour, has in operation a comprehensive and progressive scheme, the ultimate evolution of which will make the Port of Melbourne one of the greatest industrial shipping centres of the world.

Another important factor of industrial progress in South Melbourne has been the triumphant development of road communication of a high order in every direction, quickening trade, transport, and intercourse between the metropolitan centres. The closer links with Melbourne have been to mutual advantage and an incentive to enterprise. The great improvement by road and ferry giving convenient connection

with Williamstown,- unites more firmly the interests o£ harbour and river. In the north-east of the city between the Military Barracks and Moray Street, and between Park Street and the Yarra, there is also a close assemblage of substantial buildings in which every kind of machinery imaginable is made, stored, applied or distributed, and its parts assembled. Every phase of mechanical engineering is here exemplified.

The motor industry alone, with its many ramifications and accessories, maintains scores of factories, large and small, dealing with every possible detail, supplying every require-ment, remedying every defect, and exchanging new or rejuvenated cars for old ones. The phenomenal growth of this industry is marvellous. In the year 1901 only two motor-dealers were registered in Melbourne, the first motor garage started in 1906—now the numbers of both are legion, perhaps only rivalled in number by the contributory service stations for petrol and lubricants. It is interesting to note as a typical case the evolution of Hanna Street, named after Pat Hanna, who, from one of the early ferries, amassed considerable wealth. Originally a creek issuing from a swamp towards the Yarra River, in due course it became an obnoxious, troublesome drain, the object of many complaints. Then it narrowly escaped inclusion in a projected canal scheme that did not materialize. Finally, under skilful engineering, with filling, levelling and elevating the surface, its objectionable features were eliminated, and it became transformed into an expanse that was soon occupied as a busy part of an important manufacturing area. The low-lying Aikman Street and vicinity have also under reclamation been rendered suitable and available for the erection of the factories and business premises now on their frontages, proximity to the metropolis assisting their progress.

In this northern field of bustling human industry there is a wonderful diversity in the nature of the products of manufacture, of which a few may be mentioned. There are metal-working and engineering in every varied branch of operations, timber-yards, furniture factories, shop fittings,

stone-cutting and polishing, asbestos, cement, paint and varnishes, lacquer, duco, plating, galvanizing, rubber, chemicals, radiators, harvesters, hides, skins and furs, paper-works, textiles, breweries, wire work, rope works, knitcraft, condiments, cordials, medicines, sewerage pipes, foodstuffs, etc.; in fact, almost every article necessary for simple or luxurious domestic wants, business operations, mechanical contrivance, carriage or transport, on land or sea, in country or city environment. Here are congregated the numerous factories, bulk stores, and depots for assembly and distribution. Also in this crowded sphere of energy and action, in addition to the considerable area occupied for military requirements, various Government Departments and Commissions have storage buildings or depots. The Melbourne and Metropolitan Tramway Board has an extensive depot east of Hanna Street.

As the time progresses, and land space becomes limited, the factory area is ever extending" along the line of least resistance. In South Melbourne that is westward, absorbing closely packed residential areas of the poorer class. Already this penetration has overlapped to some extent the western boundary of the city, and passed on to Fishermen's Bend, and the sea-line. The needs for room for expansion of $_t$ industries, and for those dependent thereon, urge the occupation of the great flood plain near the estuary of the Yarra and Saltwater Rivers as a convenient field for further manufacturing enterprise. The once-despised Fishermen's Bend—a no-man's-land—under the pressure of economic circumstances, has come into its own, and its sodden expanse bids fair, under the exercise of human knowledge, skill and labour, directed to its reclamation, to provide eventually scope for great projects and undertakings conducive to the advantage of the State.

In the growth of the metropolitan suburbs it is curious to note how each in some particular way, directed by situation, advantage, choice, or even chance, may develop. Thus, while some, like Toorak, Kew, etc., are wholly residential, or partly so, as St. Kilda, Brighton and Malvern, others are

industrial—Collingwood noted for its footwear and various other factories; East Melbourne partly residential, Fitzroy for clothing factories, Caulfield and Flemington for horse-racing, Brunswick for brick-making and pottery, Oakleigh for bricks and tiles, North and West Melbourne for markets, Footscray for wool-scouring, tanneries, and other contingent occupations. Each has some outstanding feature in its make-up. South Melbourne is the suburb that has become essentially a centre for engineering works of every kind. Its proximity to river, sea, docks, piers, wharves and railways, with facilities of approach, gives it special advantages in this mechanical age of continuous and widespread advancement.

ROAD-MAKING

In all new settlements a prime necessity is to make negotiable tracks, and to form roads and highways for ready communication to give access to and egress from the town. In Emerald Hill days the plan restricted the sale of allotments to a certain restricted area. With buildings, streets, roads and lanes were formed within the precincts of the town, and as habitation increased the streets were slowly extended, provision being made for proper alignments, levels, etc., and by-laws passed to regulate building construction and prevent encroachments.

In connection with Clarendon Street, on 20th February, 1861, the Board of Land and Works considered that the proclamation re streets in Emerald Hill, made on 28th February, 1857, should be revoked and re-proclaimed, because the original survey was effected with a chain longer than the standard. In the allocation of streets they were wisely made 99 feet wide, the carriage-way being 59 feet, the footways 20 feet. Some time had to elapse before the little town assumed shape by adaptation and conformity to the plan set out. Traffic at first was confined to the centre of the roads with their deep ruts, mud in winter, dust in summer, and beyond the boundary no semblance of formation. Materials at hand for road construction were unsuitable

for substantial formation, being alluvial in origin, without bedrock or gravel. Clay and sand were not of much use in the making, and more suitable material was costly. However, when construction was commenced, nothing that could be used was wasted. Clay, sand, rubble, gravel, the slag from the factory furnaces, the silt from the river, ashes, the surface soil removed in levelling, and material from excavation were all utilized.

As the town grew, metal from the vast bluestone deposits on the northern side of the river was in much demand, basalt being one of the best road-making materials. Much filling of depressions had to be done with the extension of the streets beyond their original limits. Clarendon Street, the central street, was the base from which road construction was extended, and its formation to the highway of Sandridge Road, rough as it was, was at once undertaken.

From the nature of the land surface, the Council's resources were considerably taxed. Fortunately, the Government assisted with grants to new municipalities. Tolls on the roads brought in considerable revenue} and subsidiary help later came from the Metropolitan Board of Land and Works, the Melbourne Harbor Trust, also from other corporate bodies, and from the co-operation of neighbouring municipalities, such as Melbourne, St. Kilda and Port Melbourne, snaring in the expense. In the course of nearly a century of purposeful effort the difficulties which hampered progress, in the form of quagmires, swamps, floods, sand-drifts, inequalities, etc., have been surmounted, and the roads of South Melbourne established on an efficient basis, embodying the latest improvements in this important work. The first advance on the bush track or corduroy road was in the direction of macadamizing the surface, a method much in vogue in the 'fifties, laying a sure foundation for improved methods to follow. In the first forty years this served its purpose well, with bluestone as a valuable help. In the 'nineties, as a step in advance, the rough pitching of bluestone was taken up, broken into fragments and relaid as macadam.

Asphalt with tar and sand had been in use for some time

for footpaths. It was used freely in the vicinity of public buildings. How much so in South Melbourne may be gauged from the fact that the sum of £13,318 for asphalt accounts was written off by the Council. Then experiments were carried out in regard to the use of tar as applied to the macadamized surface in preserving and protecting it. About 1907 the tar-painting of a macadam road surface was tried on one section of the St. Kilda Road. This proved a great success as a dust preventive, and was gradually extended throughout the municipality. As heavy horse-drawn traffic dislodged macadam, surfaces were removed and bluestone pitchers nine inches deep were substituted. In 1908 the sum of £15,000 was applied to the expense of laying them down in Queen's Square, Ferrars, Lorimer Streets, Clarendon Street North, Yarra Bank Road and Maffra Street. For light traffic roads tarred macadam came into general use.

With the advent o£ motors and the ever-increasing traffic to and from the city, it became necessary to adopt a still more permanent type of road construction, and the Council expended many thousands of pounds in building roads of" very high-class formation with concrete foundations reinforced with steel fabric and surfaced with wood-paved blocks, the timber used being red gum or jarrah. Excellent examples of the high-grade wood-paved roads are St. Kilda Road, City Road, Sturt Street, Clarendon Street. During the last decade the use of bitumen has become general in the construction and surface treatment of all roads carrying medium traffic.

The splendid highway of St. Kilda Road, which is the main approach to the City of Melbourne, carefully planned with a view to picturesque effect, convenience and utility, is a fine example of how the skill of the engineer and road-maker has, with knowledge and foresight, transformed an unpromising area into a perfect thoroughfare. Originally it was simply a bush track or cattle path leading out from the ferry, and afterwards from Balbirnie's wooden bridge across the Yarra, over which at early morn and even numerous

cows were driven to and fro by the herdsmen for depasturing on the low-lying stretches below the green sward of Emerald Hill. The winding track followed the eastern edge of the swamps and marshy depressions, on past the South Park lake to Baxter's stockyard at St. Kilda, and thence through scrub and bush past the spreading Elster swamp to Dendy's Survey at Brighton, and through the Mornington Peninsula, to which, as settlement spread, it became the natural outlet, a highway not always safe for lonely wayfarers in the digging days.

With the construction of the Prince's Bridge the southern approach had to be raised considerably and embanked. The road was brought up higher above the margin of swamps, and its formation progressed with the passage of time and urgency of need; but, even in the days when the outskirts of Canvas Town stretched over it, it was practically little more than a rutted dray track.

As settlement grew and traffic increased, a rough, unformed road came into shape which, with the creation of the municipalities in the vicinity brought systematic improvement, in which Melbourne, Emerald Hill, Prahran and St. Kilda bore some share, the two first-mentioned municipalities having the most difficult and expensive part to attend to, owing to the liability of destructive floods, which poured over the northern part of the road, sometimes inundating the southern side for miles.

The embanking to some extent formed a barrier to flood waters, which, inundating it, scored the road surface, and at times caused subsidence, which had to be remedied. Gradually, as suitable material gave firmness and resistance, the road gained in   consistence and stability.

For many years the tolls established on St. Kilda Road provided money for formation, repair and reconstruction. With their abolition in 1878, and consequent reduction in funds, St. Kilda Road suffered, until, with Government aid and the apportionment of municipal contributions towards upkeep, it assumed a permanent character in the maintenance and beautification of which the municipalities evinced pride.

Just previous to the visit of the Duke of Edinburgh in 1867 the military marshal directing the procession along the City Road to St. Kilda Road complained to the Emerald Hill Council concerning the abruptness of the junction of the two roads, and asked the Council to co-operate with the Melbourne Council in rectifying it. 'The arc of curve needs revision/ said he. 'At present it is unsightly in the highest degree, and gives the appearance of haste and want of consideration in planning, and somewhat more than economy in erection. The procession must follow the line most awkwardly dislocated at two prominent points directly in view of the town.' Needless to say, this offence to the marshal's critical eye was at once removed, and the 'arc of the curve' given approximately the requisite graceful proportion.

The building of the three-arch bridge, and the widening and deepening of the river considerably relieved liability to flooding of the river and consequent damage to the road.

As great advances were made in road-making the St. Kilda Road was always the first to profit, experiments being made thereon to its advantage, and new methods applied, so that to-day, with its broad expanse, its free vehicular traffic, perfect surface on road and path, its leafy avenues, garden effects, and pleasing environment, St. Kilda Road more than favourably invites comparison with city roads in other lands.

With the severance of areas for residential purposes from the parks adjoining the road on both frontages, wise provision was made for the erection of handsome buildings on roomy allotments by purchasers, so that the architectural features might conform to, or enhance the appearance of, the road.

Thus this attractive and busy highway is creditable alike to those who, with wisdom, planned it, and to those who fulfilled the purpose, adapting it to modern needs. The road from Prince's Bridge to St. Kilda is three chains wide, divided into roads and pathways with intervening plantations of palms, eucalypts and deciduous trees interspersed with brightly flowering clumps and rockeries.   The wood-

blocked central roadway, 63 ft. 6 inches in width, provides for a double-track electric tramway and commercial traffic. There are two side carriage-ways each 30 feet wide, providing respectively for inward and outward light vehicular traffic.

The plantations separating the carriageways are of variable width, and the footpaths, including a green margin, are 18 feet in width.

The road is well lighted, and several sections have been equipped with automatic electric light signals to ensure safety and regulate the traffic which, from the eastern and southern routes, conjoins at many points with this popular arterial entrance into the very heart of the metropolis.

Albert Road, with its broad expanse, landscape gardening features, and facilities for vehicular traffic through the city, is also a fine example of utilizing spaciousness in conjunction with efficient road-making. Beaconsfield Parade and its approaches also show how, by skilful and definite planning, expert direction and persistent and patient work over many years, an extensive sandy waste may be transformed into a substantial and commodious highway with an attractive sea-front, built up and embellished, satisfactorily providing not only the purposes of public utility in traffic and transport, but also those of healthful recreation and enjoyment.

City Road, or, to use its first name, 'Beach' Road, is the oldest of the South Melbourne highways. At first it was simply a rough, ill-defined track from the 'Beach' through sandhills and scrub to a point at the river, whence by ford, punt or ferry the settlement could be reached. As immigration rapidly increased, and 'The Beach' became a recognized landing place, the track, by the efforts of beach residents, and Government relief labour, was made more easily negotiable. Scrub-lined and sandy in summer, boggy and heavy in winter, the track skirted the foot of Emerald Hill above the swampy expanse. In Hoddle's map of Melbourne in 1837 a line drawn from the beach to the river evidently marks the approximate course of the track used, terminating at the river just opposite to Batman Hill.   Later, this

deviated to the more accessible place for transit above the Falls, where punt and ferry were available. After Balbirnie's Bridge was built, the track diverged to the bridge, by which passengers and vehicles had readier facility for crossing the river. The final section of the road joined the cattle-path coming from the bridge to the grazing ground below the raised approach to the bridge which subsequently became St. Kilda Road. This divergent continuation of the Beach Road became more frequented than the Falls route. With the construction of Prince's Bridge the approach thereto was raised considerably above the adjacent swampy depression below, necessitating through the years much labour in filling, raising and grading before what had now become Sandridge Road, became substantially formed. A staircase for pedestrians was built. The steep rise to St. Kilda Road and the sharp angle of contact made the junction with it very awkward and abrupt, until obviated and much improved by gradually rounding the corner of approach towards the bridge as is apparent to-day.

When the town of Emerald Hill was formed, Sandridge Road was practically its northern boundary, from which the plank-roads through the paddocks gave access to the river punts, and bridge. Railway construction, owing to the contumacy of the Company, made road extension difficult, and delayed it over Sandridge Road to the river from Ferrars, Cecil,, Clarendon and Moray Streets. Sandridge Road, towards the formation and maintenance of which Melbourne, Emerald Hill and Sandridge contributed, became the main highway between port and city, the revenue from the tolls materially assisting in its maintenance.

At very great expense this consistent and substantial high-way was formed for the stream of traffic which poured over it. No road in Melbourne has had more historic associations or has had closer connection with more varied character or vivid contrasts than what is now City Road, linking the overseas through a populous city with the metropolis itself; from humble beginning as a foot-trail in a sandy waste to

Railway Bridge Heft) and Queen's Bridge over the Yarra River.

Spencer Street Bridge.

The Herald | TODAY'S PICTURE OF STEAMER AGROUND IN SWIMMING BATHS

('Herald.')

The S.S. 'Malaita' aground at South Melbourne Beach.

Interior of the South Melbourne Town Hall, 1905.

(Jubilee History: SM.)
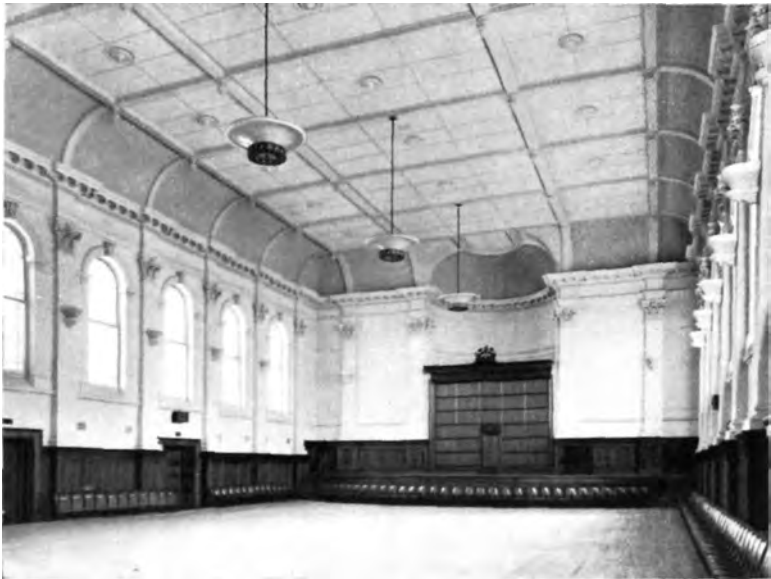
Interior of the South Melbourne Town Hall, 1939, after renovation.

a bridle-path, a bullock track, and country road to the well-established, smoothly surfaced, concrete foundation and wooden-blocked thoroughfare of to-day. Over its varying surface have passed pioneers of settlement, immigrants in thousands of the early 'forties, the inrush of goldseekers in the 'fifties, some to return to the home lands with rapidly acquired fortunes, others with disappointed hopes. On foot, horseback, by coach,. waggonette, hansom and every kind of vehicle, there have passed to and fro, countless travellers and passengers in every station of life. Royalty on several occasions, vice-regal rulers, fitly acclaimed, peers of the realm, visiting parties from the world's naval squadrons, officers, sailors, soldiers, marines, dignitaries of church and State, diplomats, artists, economists, authors, lecturers, tourists, musicians, adventurers and charlatans, princes and beggars, rich and poor, grave and gay, have come and gone. Truly in trade, commerce, business and pleasure, pageantry, war and peace, the City Road has played its part. It has bravely resounded, amid acclamation and enthusiastic farewells, to the rhythmic tramp of Australian soldiers *en route* to embark for the Boer War, or to the march of thousands of gallant spirits, in horse, foot or artillery regiments for imperial service in the Great War. At one time thronged with gay pleasure-seekers, anon lined with cheering crowds in holiday guise, or again, with others in subdued mood to greet wounded soldiers over what to many is a *via dolorosa* as they think of loved ones among the thousands who would never return from overseas.

LABOUR

After the feverish years of the early gold rushes, came a gradual settling down, and resumption of ordinary trades and avocations, but the spirit evoked by experience on the goldfields, of insistence upon due rights, just demands and fair conditions for work, remained as a leaven to ameliorate the working relations of more regular employment. In 1856 James Stephens and James Galloway were the pioneers who voiced the demand for a day of eight hours' labour,

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which was afterwards granted, and legalized. The Trades Hall League was formed in 1859 and affirmed the demand. In 1860 the South Melbourne Council demurred at recognizing the eight-hours movement, but a public meeting was held on 25th January, at which resolutions were passed, that in the Council's contracts, eight hours' labour per day should be specified, that employment should be for eight hours, and sub-contracting should not be allowed. At a meeting on 20th February the Council accepted the principle of eight hours' work, agreed to specify it in contracts, embody it in a by-law, and also to fix the rate of pay at 8/- per day.

By the year 1868 the movement for improvement in labour conditions generally had made much headway, and on 21st April a large demonstration was made at Melbourne, a holiday being granted by the Council for its employees to take part therein. The Labour movement grew in strength, but it was some time before it had representatives in Parliament to voice its views. In 1885 its claims received favourable consideration, and legislation was passed to ameliorate conditions, making factory registrations compulsory, enforcing improved working conditions, effective sanitation, provision for the protection of workers from contact with machinery, and for escape in case of fire; in general, measures conducive to the comfort, safety, health, convenience and satisfaction of the workers in their spheres of labour. The first champion directly representing Labour in Parliament was William Trenwith in 1890. In 1891 there were four representatives—Messrs. John Hancock, W. A. Trenwith, W. Maloney, W. D. Beasley. In 1892 the number had increased to ten; in 1894, sixteen; and in 1898, twenty-one, so that the interests of labour were increasingly set forth in this decade. In 1896 the Wages Boards were appointed, with beneficial results. Subsequent to recovery from, the effects of the great depression, the political power of labour greatly increased.

In 1879 the Saturday half-holiday was granted to employees of the Council at South Melbourne, working hours being fixed from 7.30 a.m. to 5 p.m. from Monday to

Friday; and on Saturday from 7.30 a.m. to 1 p.m. In 1888 early closing was made compulsory. A by-law was passed by the Council, and proposals made for an amendment to allow more open trading in specified trades. In South Melbourne the attitude of the Council has always been helpful and sympathetic to reasonable labour ideals, and in times of adversity special endeavours have been made to provide relief and employment. In the financial depression of 1892-4 the Council, in order to help local workers, carried out extensively public works in road-making, reticulation, reconstruction and reclamation, etc., with great success. A passing light is shed upon the Council's readiness in giving relief by the fact that in 1921 the auditors challenged relief expenditure, which, according to the Local Government Act, could only be given in 'cases of distress due to age, sickness, infirmity or accident.' A few items of industrial legislation may be mentioned. In 1914 a universal half-holiday became law. Later, a Government Labour Exchange was set up. In the Federal sphere a Court of Conciliation and Arbitration was created. The principle of the basic wage was legalized. Recently in South Melbourne the Council adopted the forty-four hours per week. At the recurrence of a period of depression and unemployment in the early years of the present decade the Council exercised wise discretion in regard to the provision of work for sustenance, helping to tide over the lean years of scanty work and much distress. On account of this reasonable and sympathetic consideration and practical interest in all industrial matters, good feeling has been preserved in the municipality with comparative freedom from labour troubles.

As an industrial suburb, South Melbourne has naturally had many representatives in Parliament who were in favour of labour ideals. At no time have these representatives been extreme in advocacy of party measures. There have been members of the Labour Party who have done much to improve industrial conditions, to raise the standard of living and comfort among the workers, and to provide them with favourable opportunities for success in life.   Among these

may be mentioned the Hon. George Alexander Elmslie, Premier and Treasurer in the first Labour Ministry, representing Albert Park from 1902 to 1918. Mr. J. L. Murphy, M.L.A., the veteran champion of slum abolition, and of better housing conditions in healthy environment, has for over twenty years worked consistently for the amelioration of working conditions. The late Hon. R. Williams, M.L.C, is gratefully remembered for his keen interest and kindly sympathy in all industrial problems. These members, with others, have efficiently represented their constituents in the Labour policy.

BUILDINGS

Very noticeable in South Melbourne is the gradual improvement in the character, appearance, construction and conveniences connected with shops and residences, successive stages being plainly visible.

In the vicinity of the encroaching factory areas we find the earlier buildings of weatherboard of four or more small rooms, built in haphazard fashion on scant subdivided allotments, inconsiderately together in comfortless surroundings. Most of these tenements are in east, north-east and northwestern parts of the city. In some cases buildings of corrugated iron still remain intact.

The outward extension of residential areas is seen in the greater space, improvement in design, more commodious nature and substantial appearance of brick buildings going southward, giving evidence of civic control, and attention to matters of health and sanitation under expert direction. In the newer residential areas, such as Middle Park and the frontage to Beaconsfield Parade, are evident the advantages of careful survey and purpose on town-planning lines, giving regularity of streets, a better class and style of houses with garden plots, and modern conveniences to minister to satisfaction and comfort. Some very old residences of the 'fifties of wood, stone or iron remain here and there, still defying the action of 'Time's effacing finger,' especially if constructed of the first building stone so effectively used by the skilful stonemasons of that time, solid basalt or bluestone,

now relegated for use in concrete, or for road metal. Thus in the sequence of progress we get canvas, weatherboard, iron, brick, stone, wood, concrete used for building construction.

In shops with shingle, slate or iron roofs there are the extremes from a one-room structure destitute of all conveniences up to the palatial plate-glassed fronts of business firms—spacious, well-lighted, with goods attractively displayed. In the factory area the contrast in building construction is also noticeable, the early corrugated iron sheds in contrast with the brick and reinforced concrete structures dwarfing their proportions and humbler appearance.

In the wise reservation of adequate space and specified conditions in the erection of houses on St. Kilda Road and Queen's Road, a fine type of residences in attractive surroundings was ensured. Many of these comfortable homes in verdant surroundings, so long the charm of the St. Kilda Road, are being demolished, being replaced by piles of brick and cement flats, the utilitarian aspect of which has imparted a disturbing feature into the old-time atmosphere of domestic serenity which marked this favourite highway.

Generally in South Melbourne the church architecture, more conventional than most, is substantial and- of good type, imposing and dignified in character, with subsidiary buildings more modern in build in harmonious conjunction. The church interiors are tastefully and fitly equipped and adorned, with many gifts in wood, stone, brass, etc., dedicated for service by faithful worshippers.

MEMORIALS

In memorials to events or to persons, the City of South Melbourne has not been very lavish. Mention has already been made of the handsome Jubilee fountain in front of the Town Hall, which was contrived 'a double debt to pay'—of commemoration of the foundation of the city, and of honour to soldiers of the Boer War. There is also the imposing public monument of more than local

significance on the South Melbourne boundary in St. Kilda Road, erected to the Victorian participants in the Boer War.

On the same front, towards Prince's Bridge, are public memorials to the memory o£ Edith Cavell and to Robert Burns.

In the city itself, however, memorials are rather scant in number, although at the Town Hall, the schools, churches, and other institutions, the memory of those who volunteered for military service is well preserved by honour-boards and tablets. Mural tablets and stained-glass windows in churches, etc., also perpetuate the memory of good churchmen and estimable citizens. In Clarendon Street, near the Albert Park—an appropriate situation—is the statue in tribute to the late H. Skinner, the kindly patron of athletic sports. The memory of the Hon. Robert Williams is fitly recalled by the handsome wrought-iron gates erected by his many friends at the entrance to Albert Park, for the beautification of which, among many activities, he did so much. At the Town Hall a record board tells of the long line of Chairmen and Mayors of the municipality, and opposite to it is the honour board of South Melbourne's gallant soldiers who, in the Great War, fought and bled in the Empire's cause. In the Council chambers also are paintings and photographs of past councillors and officers notable in civic work. There is also an honour board of the Town Hall employees who responded to the call in the Great War.

Last year, in a corner near the Treasury Building at the top of Collins Street, a life-size statue of George Higinbotham, Chief Justice of Victoria, 1886-1892—'the noblest Roman of them all'—was unveiled; but there is not even a tablet on the site of his former residence in Charles Street to recall that he began his distinguished public career in South Melbourne.

There are other citizens of the strenuous earlier days who might well be gratefully remembered by some memorial 'close erected nigh,' in marble or bronze, suitably inscribed. The residence of James Service, the first Chairman of the municipality, which is still standing, might be marked with

a bronze tablet, stating the fact. The weather-beaten structure, 'Withers' Great Iron Store,' before its future demolition, might well see an ironite tablet let into the footpath testifying to its past usefulness in divers way in the golden 'fifties.

At the United Friendly Societies' Dispensary the memory of its founder, H. Fowler, has been rightly preserved by a tablet suitably inscribed, and the site of the first Dispensary indicated by an inset slab in York Street. Early in the history of South Melbourne, Surveyor Hodgkinson was instructed to choose a cemetery site. An area to the southeast of South Park, and adjoining Brighton Road, was recommended and approved, but was never used, satisfactory arrangements for sepulture being made with cemeteries outside the town boundaries. So it is that in South Melbourne there is no area thus set apart where 'storied urn or animated bust' may be erected in commemoration over the remains of departed residents. Thus the suggestive influence as to public memorials, derived from contemplation of such tributes, does not so readily operate in South Melbourne, or find expression in monuments of stone or bronze. Buildings such as the Soldiers' Memorial Hall and the Boyd Domestic College are examples of commemoration for practical and useful purposes of benefit to the community, as also are the several ornamental fountains erected for public use by thoughtful councillors, now deceased, John Cockbill, Donald McArthur, and W. O. Strangward.

THE CENTENARY PERIOD THE

CENTENARY OF VICTORIA

IN 1934, with the celebration of the Centenary of the first settlement at Portland by the Hentys, attention became directed to the more elaborate preparation for celebrating the Centenary of Melbourne. As with every other part of the State, South Melbourne entered heartily into the commemoration of the great event in 1934 and 1935.

In anticipation of the visit of His Royal Highness the Duke of Gloucester, who was to land at Port Melbourne, preliminary arrangements were made at South Melbourne to welcome the royal party, and take an active part in the celebrations.

Suggestions had been invited by the Council through the press for suitable events or functions to mark the celebration. One was the proposal for a boulevard from Port Melbourne to the city, another a floral pageant, a light car race, etc., none of which was entertained. A Centenary Celebration Fund had been inaugurated. Cr. C. E. Merrett was appointed as representative on the Central Centenary Celebrations Committee. Regarding local participation the Council voted £1,000 to be spent as follows: In illuminations £600, the business people to pay half the amount on £ for £ basis $ in floodlighting the Town Hall, and in providing bunting for decoration, and commemoration medals for children. Of these, 6,412 were taken for distribution. The R.A.C.V. had generously contributed £300 towards the purchase of 325,000 medals for Victorian children, the Councils paying the balance of cost, amounting to 1^-d. each medal. A circular letter from His Excellency the Governor was read in the schools.

It was arranged to form strongposts on the route to be taken by the Prince, the special one being at Kerferd Road.

On 18th October, his Royal Highness the Duke of Gloucester and his suite landed at Port Melbourne, and were met and welcomed by His Excellency the Governor, the Premier and Members of Parliament, the Mayor of Port Melbourne and Councillors, and influential citizens and military authorities. The imposing cortege, under military escort, proceeded along Beaconsfield Parade, which was lined with a multitude of cheering spectators. The procession continued on to Fitzroy Street, St. Kilda, and then along St. Kilda Road to the city, amid the acclamations of thousands of eager observers. The Duke of Gloucester formally opened the Centenary Celebrations at Parliament House on 18th October, 1934, and thenceforward a succession of brilliant functions took place, in which both Melbourne and suburbs found enjoyment and delight.

Among those most readily available to all and witnessed by immense numbers of citizens were the splendidly organized physical display by 18,000 children from the metropolitan State schools, at the Melbourne Cricket Ground on the 19th October; the charming, spectacular Centennial Floral Pageant on the 25th October; the colourful Pageant Procession; the Military Tattoo; the Combined Churches' Service of thanksgiving at the Melbourne Cricket Ground, and the impressive and never-to-be-forgotten Dedication of the Shrine on 11th November, 1934. Many other displays, conferences, pageants and functions marked a celebration unequalled in the annals of Victoria. Mention may be made of the gathering at Frankston of Boy Scouts from many lands under the great soldier and scoutmaster, Sir Robert Baden-Powell. At night Melbourne was transformed into a vision of splendour by the brilliance and radiant beauty of the illuminations.

South Melbourne contributed a fine display in the illumination of Clarendon Street and Dundas Place.

With the widespread Centenary Commemorations of a local character held throughout the State, the occasion was taken at South Melbourne to organize a great re-union of past and present residents. It was decided to have the

popular 'Back-to' Celebration, from the 6th to 13th April, 1935. Under the direction of His Worship the Mayor, the Hon. Cr. A. Crofts, M.L.C, a full, varied and attractive programme of functions was arranged, consisting of a Centenary Sporting Carnival for three days as a great feature; an official welcome to former residents by His Worship the Mayor, the Hon. Cr. A. Crofts, M.L.C, and Councillors at the South Melbourne Town Hall} a Life-saving and Swimming Display at Kerferd Road Pier; a Combined Centenary Thanksgiving Service at the Cricket Ground} a Children's Picnic and Sports Gathering} Tournaments for Golf, Bowls and Tennis were provided} also the attractive entertainments of a Grand Centenary Ball, a Regatta on the Lake, a Centennial Concert, and, as a farewell function, an old-time dance at the Town Hall. The celebration was a marked success, a fine spirit of cordiality and kindly feeling being manifest among those who forgathered at ʾThe Hill' and revived old associations.

A commendable feature, worthy of mention, was that the takings from stalls and sideshows, conducted during the Carnival by the Auxiliaries of the institutions named, were for the benefit of the Prince Henry Hospital, Women's Hospital, St. Vincent's Hospital, Royal Victorian Institute for the Blind, SS. Peter and Paul's Orphanage, and the League of Sailors' and Soldiers' Womenfolk and R.S.S.LL.A.—a thoughtful and gracious act arising from the festivities in which so many found enjoyment.

On 5th February, 1936, the record board of councillors who had occupied the Mayoral chair was unveiled, Cr. R. Nuzum being its occupant at the time. The board, with the names of Mayors in letters of gold, a fine piece of workmanship, was conspicuously placed in the entrance to the Town Hall. The occasion was taken to have a re-union of past Mayors who had survived. One of sixty-six who had held the office in the eighty-three years since establishment, seventeen were alive, of whom sixteen were present. Cr. J. Baragwanath was the oldest, and had, in his long and active career, known all the others. The late Cr. J. Sturt

had, from 1st March, 1872, of his year of office, been the first entitled to the name of Mayor of the Town, but Cr. J. Nimmo had been first elected Mayor in August, 1872. Interesting reminiscences were exchanged at this civic gathering.

DEATH OF KING GEORGE V

Early in the year came the news of the death of George V. The Council, on 24th January, passed the resolution proposed by the Mayor, Cr. Cogan, seconded by Cr. Sir Charles Merrett, 'That this Council, on behalf of the City of South Melbourne, places on record its deep sorrow and regret at the loss the nation has entertained by the death of His Most Gracious Majesty King George V, and that His Excellency the Governor be requested to convey to Her Majesty Queen Mary and Members of the Royal Family the Council's sincere expression of deep sympathy and condolence with them in their great bereavement.'

It will be remembered that in the 'eighties the late King, then Prince, had, with his brother, unofficially visited Australia in H.M.S. *Bacchante,* which had anchored off Port Melbourne; and as the Duke of York and Cornwall, had made a second visit in 1901 at the inauguration of the Commonwealth.

A further resolution by the Council affirmed allegiance to King Edward VIII. A civic Memorial Service, unde-nominational in character, was held on Sunday, 2nd February, at the Town Hall, a 'two minutes' silence' being reverently observed at the Town Hall on the Tuesday preceding.

FORESHORE EROSION

The question of foreshore erosion was requiring much attention, and the Council agreed to Mr. Aughtie's services being available as a member on the Commission appointed to investigate and report to the Government as to the means for remedying and preventing the work of erosion.

The report of the Foreshore Erosion Board, on which Mr. Aughtie's long and valuable experiences had been rendered available by the Council's permission, was received,

much useful information, reliable data, suggestions and recommendations being embodied as the result of the observations and enquiries made, especially in regard to the eastern shore-line of Port Phillip. The sum of £70,000 had been made available by the Government for immediate work; although it was estimated that for remedial and preventative works against erosion £280,000 could be spent, and probably, to secure a higher measure of permanence, even £500,000.

FISHERMEN'S BEND

In this long-neglected and unoccupied area of 'Siberia,' adjoining South Melbourne, and industrially connected with it, great activity and interest have been aroused. On 5th November, 1936, occurred *on.* the north side of 'The Bend,' the opening of the great and extensive factory for motor construction of the noted firm of General Motors-Holden's, whose enterprise has set the example for other leading industrial ventures and subsidiary factories.

The Aircraft Factory, with a capital of £600,000, in which the Broken Hill Proprietary, Imperial Chemical Industries and General Motors Companies are jointly concerned, has been established, and many applications have been made for leases on what must become a manufacturing area of great importance, giving employment to thousands of workmen. An area of 140 acres for a landing-ground has been set apart for aircraft. In view of the increasing prominence which Fishermen's Bend has acquired as a desirable area for future manufacturing projects on a large scale, it is interesting to recall that in February, 1863, on the occasion of the Emerald Hill Council suggesting the Bend as a suitable place for deposition of manure, refuse, etc., and subsequently as a site for a town common, a dispute arose as to the municipal control of the area. The Colonial Secretary referred the matter to Messrs. C. McMahon and J. S. Johnston as Arbitrators for 'deciding the merits of the claims made by the Municipalities of Emerald Hill and Sandridge to a certain piece of land known as Fishermen's Bend.' The .Sandridge Council submitted its case, then Emerald Hill,

and the decision seems to have been that the disputed area was in the Municipality of Sandridge, as part o£ Macarthur Ward, when first constituted.

CORONATION OF GEORGE VI

Perhaps the greatest event of the year was that of the Coronation of His Most Gracious Majesty George VI. Following the unexpected course of events, which inevitably led to the abdication of the Crown by the heir, Edward VIII, a national crisis of supreme importance arose, which deeply moved the minds of His Majesty's subjects throughout the wide-flung British Empire. Great relief to a tense situation and deep satisfaction were everywhere felt at the acceptable issue when George VI was chosen to assume the sovereignty of the Empire. The magnificent Coronation on 12th May, 1937, with its dignified and reverent accompaniments, its many stately and well-ordered functions, and the wonderful manifestation of devotion and loyalty to the throne from all classes, parties, creeds and nationalities throughout the Empire is an outstanding event, unequalled in British History. In Melbourne and the suburbs the Coronation was celebrated with rejoicing and pleasure, the unusual circumstances intensifying interest in the ceremonies. At South Melbourne the usual loyal resolution from the Council affirming allegiance and devotion to the Sovereign was forwarded. In the Coronation week a Civic Service was held at the Town Hall, arranged by the Ministers' Fraternal, when the Rev. W. H. Abbey gave an appropriate address. A general public service was also held at the Melbourne Cricket Ground. The event was particularly impressed on the children, Coronation medals being given, a letter from the Governor read, and addresses delivered. A holiday allowed participation in functions and festivities, especially in Melbourne itself, where the celebration was mostly centred, and the city decorated and illuminated. At South Melbourne a Coronation Ball was held at the Town Hall in honour of the occasion.

On the occasion of the departure of their colleague, Cr. Sir Charles Merrett, in command of the Australian Rifle

Team to compete at Bisley and in Canada, the Council, in making the presentation of a travelling rug, expressed best wishes for the team's success.

THE SOUTH MELBOURNE BEACH The gradual transformation of the foreshore at a cost of £50,000 into a popular and inviting seaside resort with an attractive environment has been a signal achievement on the part of the Council and the Foreshore Trust. The beach at South Melbourne has the advantages of being readily-accessible by tram, train or bus, with every convenience for bathing and surfing. It is fairly well sheltered, and every precaution has been taken to ensure to bathers confidence, comfort and safety.

Through the last fifty years the Council, in common with other Councils of municipalities bordering on the bay, has, not without argument and protest, striven in its by-laws to regulate conditions for sea-bathing in accordance with public opinion. To this end it has advanced slowly by stages from the staid primness of the Victorian age, in which the 'human form divine,' unless clothed as rigid convention demanded, was deemed unnatural, to the unabashed boldness of semi-nudity as revealed in the 'irreducible minimum' (so one would think) of modern bathing costume. In like manner, segregation of the sexes has also disappeared, and mixed bathing in open sea under approved conditions has become generally accepted as reasonable.

Removal of the restrictions formerly imposed, and more tolerant views, have given freedom to bathers, and greatly enhanced the popularity of sea-bathing, tending to a marked improvement in the health and bodily physique of the young people of to-day, who enjoy in swimming practice the exercise which, above all others, tends to produce symmetrical bodily development. As a rule on the bathing beaches of Hobson's Bay, fatalities from drowning or from attacks by sharks are very rare. In the former case the provision of life-saving stations, with expert swimmers and apparatus at hand, is an effective safeguard. From time to time sharks

appear, and warnings are given. In February, 1937, the presence of a shark said to be 10 feet in length was reported as being in the bathing area at Albert Park. Much temporary concern and alarm were manifested. Off the Port Melbourne piers in the deep water sharks are frequently seen, but the only case of direct attack by a shark on the South Melbourne beach which is recorded since the foundation of the municipality was as far back as February, 1876, when a bather named Peter Rooney was attacked and, in 5 feet of water, his leg was bitten at the thigh by a shark 6 feet long, which was caught and killed three days later. The victim died shortly after being rescued by Harry Pritchard on horseback. The latter was presented with an illuminated address and a cheque for £25 by admirers of his bold and timely action. The extreme rarity of such an occurrence as this fatality is a reasurring testimony to the safety of sea-bathing in this area. Although not so openly exposed to the fierceness of the south-westerly gales as the eastern beaches, the foreshore at South Melbourne occasionally gets the brunt of the tempests, which may be injurious to shipping or to the masonry protecting Beaconsfield Parade. Boats or yachts may be set adrift from their moorings, and driven on to the beach. A notable instance in a severe gale a few years ago was the case of the vessel *Maldta,* which was driven from anchorage, and, crashing through the southern end of Stubbs's Baths, found a resting place for some months within, as the keel bedded in the sand of the shore. Eventually the vessel was removed from its strange 'haven of refuge,' being taken out by the way it had come in.

In regard to the Port Melbourne Lagoon, concerning which for so many years differences had arisen periodically between Port Melbourne, South Melbourne, the Harbor Trust and the Public Works Department, without satisfactory results, a great part of the Lagoon was reclaimed for building sites, South Melbourne and Port Melbourne being given other sites for depots. They desired to get the remainder, which was under the Harbor Trust's care, also dealt with to complete the reclamation.

EARLY REMINISCENCES OF SOUTH
MELBOURNE

SIR JAMES BARRETT, recalling his youth, writes: [C]*I was born in South Melbourne in 1862 and lived there practically until my departure for England in 1883, and on return for about two years from 1887-8. It is difficult to recall the state of South Melbourne in proper chronological order.

South Melbourne, in my earliest recollection, then known as Emerald Hill, was a small residential suburb inhabited by business and often well-to-do men.

The central portion, where the Town Hall now stands, was the property of the Melbourne Orphanage, then conducted by a well-known oratorio singer, Mr. Exon. The area was; large and surrounded by a wooden fence.

As the city expanded, authority was obtained to lease the whole of this ground and apply the income to the maintenance of the institution, which moved to Brighton. But the outstanding feature of the suburb was the open spaces and parks. West of Montague Street, or thereabouts, there were no houses until one reached Port Melbourne, or Sandridge, as it was then called. On this open space, which extended to the Port Melbourne Lagoon, now filled in, and where bait was then a commodity, football and cricket were played, notably by a local team—the Montagues, and a Collingwood team—the Capulets. At the conclusion of the matches the spectators often entered into physical discussions on the basis of 'Montague versus Capulet' in classical style, and the police were at times required. I don't think it was the players who conducted the discussions.

From Montague Street to the Beach, where the baths were situated, there was a footpath, and over the sandhills a raised wooden pathway. There were no buildings—simply marsh and sand dunes. To the west of the baths there were batteries of guns, which were often manned and fired at

targets to the east of Williamstown. As a boy I often watched this artillery practice.

But from the St. Kilda Road to the railway Albert Park was an open space, marked at its south-eastern end by a railway embankment which carried a railway, then disused, from the St. Kilda to the Windsor railway station. In those days all railway passengers were locked in and could not get out at their destination until the porters unlocked the carriage doors.

On the St. Kilda Road, near the Barracks, there was a toll gate, and payment was made for right of way. On the west side of the railway to the beach in the area now called Middle Park there was much swampy land, the abode of water fowl, over which shooting took place at night.

These wide open spaces on the west, south and east made South Melbourne a most attractive suburb. From the Port Melbourne Road to the river there were few buildings of any kind, Miller's rope works being the principal object. At that time, too, many people caught fish in the Yarra and the pools in its vicinity. The Albert Park Lake was well stocked with birds. It is a former mouth of the Yarra, and when a great flood came, I think about 1870-75, the river broke across the St. Kilda Road near Prince's Bridge, where it was depressed, poured behind the Victoria Barracks, ran through the lake and found its old way to the sea. The whole area between Port Melbourne Road and the railway was covered with water and connection with Melbourne was by boat.

Early in my life the Park trouble began. A Minister of Lands, I think Mr. Duffy, said Melbourne had far more open space than it needed and he started to sell. Before then I had seen wild duck nesting close to the St. Kilda Road. He sold what is now the Queen's Road and his successors sold the whole of Middle Park and, in the latter case, caused a mild local land boom. Little by little the vacant spaces were filled up. Buildings appeared in the parks and the alienation has never ceased. Of the various parks in Melbourne, 800 acres have gone for ever, about one-third or rather less of the total.

Y

With these changes and the appearance of factories South Melbourne gradually became an industrial suburb, though a very large one. A number of incidents linger in memory. In 1873 Melbourne and South Melbourne were playing a close match for the cricket premiership. Dr. W. G. Grace had just arrived on the ground when the Melbourne captain, by a piece of sharp practice, put down a wicket after a run had been finished, and the match terminated by the crowd rushing the ground and becoming excited and very noisy and troublesome.

One's thoughts go back to communication. Trams were not frequent, but cabs were abundant and the fare was 3d. to Melbourne. While the suburb was small everyone knew everyone else. The leading cricket and football players were to the young almost heroes, and were in their game the admiration of all young people. There were two main football clubs—one of which played in the Albert Park, the other in the Cricket Ground. The amalgamation of the two resulted in the foundation of the South Melbourne Football Club.

When a boy, during the summer months I usually went to the beach, where there was a small jetty where we bathed. Sometimes we left before dawn and took a boat out for fishing, the usual catches being flathead, rock cod and sharks. One morning a young man was killed by a comparatively small shark, which severed his femoral artery. A particularly brave man on a horse went in and recovered him, though the shark, attracted by the scent of blood, threatened the rescuer. The injured man died on the beach from haemorrhage. Yet, day after day before this tragedy, men swam out to some hundreds of yards and were never molested. I believe there have been only three, possibly four, deaths from sharks in Port Phillip, but the danger is always there.

Looking back over that period and life in Victoria at that time one can but realize that two inventions have completely altered our lives—the internal combustion engine, which means motors and aeroplanes, and the thermionic valve, which means wireless. It is only when we look back that we

realize how profoundly these inventions have altered our lives. My father, who was in extensive practice which extended to many suburbs, kept a stable of fast trotting horses to enable him to get through heavy days and nights. These horses wanted much attention and were not easy to obtain. The horses and buggies have gone. What will be the next step?   Has the motor come to stay?

But as in all these changes much is gained and, due to our neglect, something lost. Trams, motors, etc., add to our convenience, but there was no need to lose the magnificent open spaces and some wild life, which have now gone for ever. When I see palms occupying open space and boat-houses which might have been more beautiful, I sigh for statesmen with vision who will think of these things beforehand.

I am of opinion that the remaining open spaces can only be saved by one method. If some part of a park is really wanted for a public utility, such as a school, the area should be valued and purchased and the money placed in a trust fund to enable other areas to be purchased. Otherwise, the parks will go unless the outlook of men is altered.

If it were possible now to recreate Emerald Hill, surrounded by beautiful open spaces and room for everyone, it would be rushed as a residential area. But you cannot put back the hands of the clock.'

Mr. A. S. Monk, one of our earliest residents, the oldest living boatman in the district, who had fifty years' experience of boating in Hobson's Bay, remembers the time when the only residence between St. Kilda and Sandridge in the 'sixties was a Chinese fisher's hut opposite Mary Street. The Rifle Butts were then about the foot of Mills Street, mounds being raised at the back, with pits in front for the markers. Mr. Robertson was in charge of the Butts. Close to the Butts was the racecourse, where also rabbit-coursing and pigeon-shooting were carried on.

Clarendon Street, outstripping its rival, Cecil Street, became one of the busiest streets in Melbourne. At the lower end people had to walk up steps to the shops. Nelson

Road was quite open and a favourite place for drill of the Artillery Corps, detachments of which, under Capt. Swallow, from Sandridge, and Capt. Cowper, of South Melbourne, used to meet there, the evolutions carried out, owing to the captains' want of knowledge or inexperience, although prompted by the instructor, sometimes produced movements unknown to the drill manual.

Port Melbourne Lagoon in the 'sixties was a beautiful sheet of water, clear as crystal, until later, through neglect, the mouth became silted up, and it became a nuisance. A dish of shrimps and several kinds of fish for the table could be got from the lagoon. There was a Yacht Club, with headquarters at the Victoria Club Hotel. Regattas were held from the back of the flour mills to the Graham Street Bridge. Dr. Thomson, of South Yarra, built beautiful model yachts, and was a prize-winner. The Cullen brothers, Nat and Jim, built a boat designed to beat the doctor's. It was a cutter yacht, Dr. Thomson's a fore and aft schooner. On the day of the race two hundred persons were present. The race caused much excitement. The yachts being got ready, turned round, with all sheets set to leeward, the cutter led the Doctor's yacht to Graham Street Bridge, where the openings except the centre one were narrow. It was expected that the boats would, in passing, be dismantled, but they passed through the wider middle arch safely and Cullen's won the race.

In the record flood of the Yarra in 1863, the railways were stopped, the Port Melbourne one being submerged. Boats were placed on the train from the Port to North Port for town transport. Boats were used across the lagoon and South Melbourne through Richmond to the city. Swallow and Ariell sent their biscuits by boat across the lagoon, and South Melbourne; then they were distributed to South Yarra, St. Kilda and Melbourne.

The lagoon, past Kitchen's, was a raging torrent, carrying ducks, fowls, pigs, etc., out to the bay. Mr. Monk's father, living on its western side, sailed his whaleboat from the town pier past the houses, never taking in sail until he reached

Clarendon Street, then up Sturt Street to Prince's Bridge. His first job there was to save the horse and driver o£ a cab. Then he carried passengers by boat from the foot of Clarendon Street to Prince's Bridge. A high tide and strong south-westerly gales banked up the flood waters. A vessel called the *Dunedin* parted cables and came ashore at the mouth of the lagoon. At the bridge at Rouse Street, as the lamplighter had lit the kerosene lamp, the flood water carried the bridge away to St. Kilda.

Mr. Monk states that Sandridge, in the early 'seventies, was a great place for business. Sailing-ships thronged the Town Pier and Railway Pier. Forty ships would be there at one time, and twenty-eight boatmen plied their trade. In his experience he had seen ships stranded, burnt, sunk and in collision; e.g., the *Cafe Verde* in 1892. This vessel had been placed close to two other ships, inside and overlapping each other. Mr. Monk had called the captain's attention to the *Cafe Verde's* unfavourable position. The captain said that if he removed it from the place where the pilot had placed it, in case of accident he would have no claim for insurance. Some time after, upon Mr. Monk visiting the pier, he was surprised to see the Customs launch landing with a crowd of men with handkerchiefs tied round their heads. The captain of the *Cafe Verde* called to him that the vessel was a wreck, and asked him to purchase twenty-eight second-class tickets to Melbourne. The *Cafe Verde* had been rammed before the poop by the vessel *lolanthe,* which, coming up the south channel with wind in the quarter, saw the first ship but not the second, and going hard-a-port for a clear berth, did not until too late see the *Cafe Verde,* which, when struck, sank in five minutes, the captain not having time to get his watch, nor the crew to get anything at all.

During the next two years the cargo of the sunken vessel was partly recovered by divers. Then Mr. Miller, using a tender, essayed to lift her by building coffer-dams on the after-hatch and the fore-hatch, whilst 'tomming' the main hatch with jarrah and between decks with 200 bags of sand.

Two engines were ready to start operations when, on Mr. Monk rowing up to the vessel, he heard a report like the discharge of a cannon. The main hatch had collapsed. A *Daily Telegraph* reporter present was projected overboard. The attempt to raise the vessel failed.

Another attempt was made by building oregon timber along the decks, fastened with kauri with bevelled edges to slide iron doors. Only one more door was to be put down when a southerly gale of great severity brought this attempt to an end. Then Mr. James Moore took a contract to lift her, building two large caissons, with a special wire rope, shackled to the caissons after they were sunk, to pass under the bottom, before pumping began. One caisson was sunk and the wire placed under to hook on. Once again a fierce southerly gale blew up and rendered this third attempt to raise the vessel of no avail. In the end the wreck was blown up, as, said Mr. Monk, the *Kakariki* will probably be.

Mr. Monk's opinion is that the Port Melbourne Lagoon would have made one of the finest dry docks in Australia. The underlying strata in the vicinity was a hard red sandstone, extending from the Red Bluff across to the lagoon and ending at the back of the Sandridge Town Hall, west of the Prince Alfred Hotel. A bore was put down close to the lagoon mouth, which, when taken up, disclosed about four feet of hard red sandstone. When the Battery east of the lagoon was demolished, the powder magazine was found built in this red sandstone. When the contractor for the main sewer down Danks Street branched off at Foote Street, he came on the red stone, which, in crossing the lagoon, he had to cut through. Mr, Monk also thinks that the Coode Canal had the effect of ruining Hobson's Bay as a fishing ground and of silting it up to a considerable extent. The direct canal through the Bend advocated some years ago by Messrs. McPetrie and J. H. White at a meeting at Sandridge, would, in his opinion, have been effective and economical.

The late Captain J. H. Watson, in some personal recollections of Melbourne, wrote: 'On a Sunday afternoon in

February, 1864, the ship *Yorkshire* dropped anchor in Hobson's Bay, ninety days after having left Gravesend.' . . . 'It was about 3 o'clock in the afternoon that a waterman's boat took several of us off and landed us at the Railway Pier, at its shore end, at Sandridge. Many ships were moored along its sides, whilst crowds of people were promenading on it, displaying the last novelties in the way of dress, the ladies wearing the immense crinolines then in vogue, and the men having their hats covered with some white material, with two tails about 18 inches long fluttering about on their backs. This addition to one's headgear was so general that I found myself the next day similarly adorned, so that I should not be taken for a new chum.

'It appeared that the crowd of people on the pier had not come to welcome the new arrivals, but that on Sandridge Pier was the popular place to spend the Sunday afternoon. ... As my destination was Emerald Hill ... a one-horse conveyance, called an Albert Car, was engaged, in which two passengers sat in front with the driver, and three at the back, sitting back to back with those in front, and we set out. The way was along the Sandridge Road, which was in a very rough state, being broken up in several places, the water passing through, and connecting with waterholes or lagoons on both sides of the road, and timber bridges connecting the broken-up road. This state of affairs, the driver of the car said, had been caused a few weeks before by a most disastrous flood in the Yarra. . . . The drapers and clothiers seemed to have taken advantage of it, as several of their shops were passed which exhibited great calico signs . . . setting forth that they were "established before the flood," and could therefore sell cheaper than their neighbours.' . . . 'Emerald Hill in 1864, and for some years after, was an isolated suburb; that is, there was no continuity of houses connecting with the city. The houses did not reach down from the upper part of Clarendon Street to the Sandridge Road, and there were none between that road and the river. The river-bank was higher than the adjoining land, which was a marsh right back beyond the Sandridge

Road, which had been constructed on it, . . . and behind the Barracks to the Three-chain Road, which connected the Hill with St. Kilda Road.'... 'Shortly after my arrival I became a gunner in the Emerald Hill Battery of the Royal Victorian Volunteer Artillery,... then under the command of Captain R. S. Anderson and Lieutenants Sandilands and Buchanan. To celebrate the formation of the Battery a ball was held in the local Mechanics' Institute, at which many local celebrities were present.'

Mr. A. W. Greig, who spent his early boyhood in South Melbourne near St. Kilda Road, writes:

'My knowledge of The Hill itself was confined to a brief period of attendance at a private school held in an underground room in the eastern portion of Bank Street, my impression being that there were several houses in the locality with these rooms below the street level. I suppose the reason was that the street itself had been banked up until it was some 10 feet or so above the foundations of the houses. The school was kept by a Miss Davidson. Apart from this daily attendance, after a walk across the "flat" from St. Kilda Road, I had occasional visits to the shopping centre of Clarendon Street, with the result that I knew of the existence of a bookseller named Aitken, a fruiterer named Paulin, and a furniture manufacturer named Brown. I had also heard of a baker named Fulton, whose shop was, I think, in Park Street. I have a distinct recollection that at its eastern end, after descending the hill from St. Kilda Road, it ran along an embankment about four or five feet high. This is evidence, I suppose, that the "flat" I spoke of before was continuous   with   Albert   Park   originally.

Coming nearer home, I remember seeing a military funeral (Captain Stubbs) going along St. Kilda Road in 1880. I also remember the Yarra flowing across St. Kilda Road and expanding, over the flat. This may have been the flood of September, 1880. The Agricultural Show, which was held in the grounds on St. Kilda Road from 1871 to 1882, was a source of free entertainment to me, for I could sit on the post-and-rail fence alongside our front gate and

SOUTH MELBOURNE 1939

CITY COUNCIL 1940

Councillor J. L. Murphy, M.L.A., J.P. Elected August, 1904

Councillor H. A. Layfield, J.P. 1917-1922. Re-elected August, 1923.

Councillor P. B. Hoadley. Elected August, 1926.

His Worship the Mayor, Councillor J. J. Curtain, J.P. Elected July, 1930.

Councillor W. A. Wright, J.P. Elected September, 1928.

Councillor R. G. McKenzie. Elected August, 1929.

Councillor R. Nuzum, F.C.A. (Aust.), J.P. Elected August, 1930.

Councillor R. J. Morris. Elected August, 1937.

Councillor Sir Chas. E. Merrett, C.B.E., V.D., J.P. 1915-1937. Re-elected October, 1939.

Councillor H. T. Chapman, J.P. Elected August, 1937.

Councillor the Hon. **A. Crofts, M.L.C., J.P.** Elected August, 1931.

Councillor G. R. Holland. Elected August, 1938.

Councillor P. K. Sutton. Elected August,

Councillor D. Duncan. **Elected August, 1939.**

Councillor V. A. Hicks. Elected August, 1939.

watch the gaily bedizened stallions and other live stock going up the hill to the Show. Another source of enjoyment was the circuses, which camped across the flat just about where Hanna Street is now. I remember especially Cooper and Bailey's big show, which was here in January, 1877. About March, 1874, the parents of the present Chief Justice had their wedding breakfast in what was then the school-house of the Immigrants' Home. This is the earliest recollection to which I can put a date. The only other trifles which occur to me are the testing of a fireproof safe by placing it in a, fire built on the flat, about 1879, and the continuous stream of traffic which debouched on the old Prince's Bridge from Sandridge Road, past a rubbish tip which smouldered below the fence, somewhere about the present Snowdon Gardens.'

Mr. Greig left St. Kilda Road in 1882.

Mr. W. H. Ferguson recalls that in 1853 there were two houses on the green hill, one the 'Iron Store,' the shop of a general produce merchant and grocer. 'The other house was brought from Scotland in sections by Mr. David Buchan, later Registrar of Births, Deaths and Marriages at Bendigo.' . . . 'The place was soon known as the Model Borough. Labour was early in the political field and John Whiteman, M.L.A., a local blacksmith, made himself pre-eminent. Later, the Hon. John Nimmo, M.L.A., kept the place before the public. An early resident was George Davis, later the Hon. M.L.C. He became a successful pastoralist at Maffra, and on his rich lands he bred "David," a noted Sydney Cup winner. . . . Penny readings and concerts were held at the Temperance Hall, which helped to train young speakers and bring them before the public. One young reciter was Daniel Ferguson, later LL.B., Sub-collector of Customs, Melbourne. One who took a keen interest in all temperance affairs was Mr. William Ferguson. Tom Smith and Sam Mauger were later temperance advocates.' . . . 'There were three chemists—C. G. Imes, who started business in 1868, and later, Nichol and Baker.'

'Every Queen's Birthday the Victorian Volunteers had a

review. Old muzzle-loading cannons were brought along and much powder exploded. . . . The glory of Albert Park was the lagoon, a marshy place with brackish water. At times it was quite dry, and boys, muddied to the eyes, groped in the sludge for eels. When full of water it was an ideal place whereat boys could learn to row, as many did in the *Native Youth,* and other uncapsizeable boats, and many small sailing boats glided over the surface. F. Faram kept boats there. The wonder craft of their time were two Chinese junks imported from China by W. P. Buckhurst, of the auctioneering firm of Buckhurst and Buxton. Whether these junks were sailed from China or brought on a ship I do not know.

Early at Emerald Hill there was a Chinese joss house, where when devils were abroad, thousands of crackers were exploded to banish evil spirits. It was a weird sight to see a couple of hundred Chinese in single file, each carrying a bundle, bag, or box on both ends of a bamboo pole, dressed in the bizarre garments and hats of China, all jabbering like a flock of birds. They would just be landed from a ship from China, and trotting along Clarendon Street to the joss house. One day there was great excitement among the Chinese, when a sailor" mounted the horse kept for "joss" when he went on his journeys. At other times a number of aborigines, men, lubras and piccaninnies, and especially dogs, would stroll along Clarendon Street to the Park. There were no motor cars then so children went to school. The Park on the west is bounded by the railway line, and along this two fussy little locomotives, the *Rapid* and the *Meteor>* took passengers from Melbourne to St. Kilda. Across the line at Middle Park there was a row of Jewish alms-houses, and between these and the sea were the rifle butts (caretaker, Duncan Macutchison). This was a sandy area of land. There were miniature dunes 5 a tramway extended from there to Sandridge, and prisoners were employed to load these trucks and carry sand to the Sandridge lagoon. A warder with a musket accompanied the gang. On the beach were Chinese fishermen, who netted along the shore.'

Mr. Ferguson refers to a plank road from Bridport Street to the baths, with a small pier near them. 'During a gale a vessel broke from her moorings and drifted right to the end of the pier. She was the *Frowning Beauty*.[3] Of the Orphanage Mr. Ferguson writes: 'Orphan boys were housed here 5 they assisted in the growing of vegetables for the use of the home. Fine gum trees surrounded the block, which was referred to as the "Lungs of the Hill." Mr. Exon was Superintendent.'

'Early in the 'seventies a Juvenile Exhibition was held in the Council chambers. . . . One rather surprising exhibit was a model of a bullet, which had wings. These were closed into the bullet, which was then to be rammed home in a cannon and, when fired, the wings expanded, and in clearing wire entanglements or ships' rigging, would cut four times as much as an ordinary bullet. Judge Cope, who was present, considered this was "something in the boot trade." It is very strange that a recent news item records a new invention in England exactly the same as this bullet.'

Early estate agents were W. P. Buckhurst, Thistlethwaite, and later, McFarlane and Nichol.

Of the early Baptist Church Mr. Ferguson writes: 'Mr. John Pater started hymns with a flute, or Mr. William Minty with a tuning fork. At the Mechanics' Institute the Rev. William Poole, in 1874, was minister; he was subeditor of the *Age* at one time, and was a passenger on the *Lye-e-moon* when she was wrecked at Gabo Island. The first superintendent was William Ferguson, solicitor, and Mr. Sedgefield later.'

On the Red Hill, which was between the Market and the Emerald Hill railway station, there was a rope-walk. Clothes lines were the principal articles manufactured. The sands and gravels of the Red Hill were long ago carted away for filling, etc.

Of the doctors, Dr. Barrett lived at Howe Crescent. His sons were Dr. Sir James Barrett, Edgar Barrett and others, and a daughter, Dr. Edith Barrett, notable in hospital work.

Drs.   Iffla and Clavey practised early in the history of Emerald Hill; also Drs. Haig, Daret and Foster.

A Mr. Carter, who kept a glass-house or hot-house in Ferrars Street, had some Italian greyhounds used for coursing rabbits in the Park.

The coming of omnibuses were at first resented by the drivers of old-fashioned cabs, seating about six persons. 'When a bus was driven along Clarendon Street for the city, cabmen, driving along, surrounded it in the effort to try and prevent it getting passengers. The buses were not large, and if four crinolined women got in, other people had to walk.'

Flood water frequently in winter reached Sandridge Road at Clarendon Street. 'The plank roads from the foot of Clarendon Street to Spencer Street ferry or to Falls Bridge enabled people on most days to reach the city.'

Mr. Ferguson recalls that at Cooper and Bailey's Circus, towards Prince's Bridge, Annabella Link, an armless woman who threaded a needle with her toes, and an awful steam piano, were among the chief attractions. Referring to the cabs, Mr. D. B. Ferguson gives the note: 'One-horse cabs ("growlers") carried all passengers from the city to Clarendon Street. The cabman's cry was "Keb, sir, keb." Later we got buses, and these had to be constructed with roofs lower than usual so as to pass under the Railway Overhead Bridge at City Road. Even so, one had to duck one's head when the bus passed under the bridge.'

'We talk of the old railway carriages as dog-boxes. Actually, most of them had real dog-boxes, which were built under a carriage seat. A small door, lowered for air, on either side of the carriage, let the animal in and out. A big dog had to back out at times. Melbourne's open gutters ran like creeks after heavy rains. There was a huge one in Flinders Street near Falls Bridge. The cabs bumped terribly when crossing. One day a lady with a baby in arms was so jolted that the child was jerked from her arms, and fell into the fast-running water of the gutter, down which it was quickly swirled into the swollen Yarra and never seen

again.'   (The Messrs. Ferguson knew the mother of the child.)

Mr. J. Baragwanath, who was born at White Hills, Bendigo, in 1856, was brought with his brother in the following year by his parents to Melbourne. The journey was made in a spring dray, and a tent was used for shelter *en route.* After a temporary stay at Flinders Street, the family settled in Bank Street, Emerald Hill.

The first school attended was the 'Scotch' school in Bank Street, where Mr. Smith was headmaster} and, at a later period the college in Albert Road, kept by Mr. McGregor, at which several boys, who afterwards distinguished themselves, were educated.

Leaving school in 1870, the prospect of work was kept in view. In those days avenues for employment were very limited, and boys had to take anything that offered.

Mr. Baragwanath's early experience was varied, comprising a beginning in 1871 at White's boot factory in Fitzroy, then Ferguson and Moore's, Troedel's in 1872, who first started their business opposite to the *Age* office, and founded lithographic printing in Victoria, their establishment being now at Port Melbourne. Essays were made by the young worker in printing, plumbing, bootmaking, etc., but a definite trade was thought advisable, and that of brushmaking was taken up at Zevenboom's factory, at the corner of Elizabeth Street and Lonsdale Street, where Marshall's building is to-day. Mr. Baragwanath in time reached the position of manager. In 1881 he married, and ten years later started as auctioneer and land and estate agent, which business he followed for thirty-nine years.

In connection with the failure of the South Melbourne Building Society under Matthias Larkin, Mr. Baragwanath was secretary until its affairs were wound up. He mentions, as a contrast to present appreciation in values of property, that he unsuccessfully offered the corner block on the eastern side of St. Kilda Road, opposite the corner where £'Chevron' Mansions now stand, for five pounds per foot.

He remembers as a boy the houseless expanse of the large

Barracks reservation, where he used to find the nests of ground-larks, arid the open sewer of the Hanna Street drain, now successfully dealt with, covered over, and fitted with its pumping station. In the 'seventies there were no wharves on the south side, and boys fished from the muddy bank of the Yarra. Pat Hanna had the ferry below the bridge, and Cook one lower down. When the tide was out and the river low, venturesome boys used to cross the stream precariously on the boulders at the Falls, afterwards removed by blasting operations.

In the flood of 1863 Mr. Baragwanath, then a boy of seven years, looked from the foot of Bank Street over a sea of water to Hobson's Bay. He remembers the construction of the Military Road on the coastline, and how prison labour was used, the prisoners, in prison garb marked with the broad arrow, being brought from Melbourne gaol under warders with loaded rifles, who supervised the work.

In those early days the site of St. Vincent Gardens was a racecourse extending to Bridport Street. There were no houses in the vicinity, and race meetings were well attended. Mr. Baragwanath remembers cricket being played below Nelson Road; and as a lover of the game was present at the match with the first English team under Stephenson as captain on the Melbourne Cricket Ground.

In the 'eighties Clarendon Street, on a Saturday night, when the shops and hotels did not close until eleven o'clock, was a favourite and brilliantly lighted promenade, the Emerald Hill band, on moonlight nights, enlivening the scene with their music. There was twice the number of hotels then as compared with the present. The Golden Gate was the oldest hostelry. The Emerald was the first, kept by the father of 'Bill' Farnham, a well-known pugilist. When the Silver Gate was a wooden hotel it had two silver gates as a sign on the top of it. The Red Hill was to the north of Coventry Street, near the Market site. Mr. John Danks lived opposite St. Peter and St. Paul's. Steet was one of the earliest grocers. Atkinson was a butcher, who evidently, without any claim to possession, had built upon a block of

land. A noted case was when Mr. J. B. Slack, notorious for litigation, successfully claimed ownership of the land, which, with buildings upon it, was awarded to him by the court. The well-known firm of Watkins, butchers, commenced in South Melbourne. The double-fronted butcher's shop in Bank Street, below Ferrars Street, is remarkable as a continued business for seventy-three years.

Mr. Baragwanath recalls the days of penny readings at the Mechanics' Institute, one penny admission} front seats, twopence. There were crowded attendances when Theodore Dwight, of the Customs, and H. Allnutt, and a skilful impersonator delighted with their comic songs, recitations, etc., in the programmes submitted. Here also Tom Thumb and his wife, Commodore Nutt and Minnie Warren appeared before good audiences. Mr. Baragwanath also remembers the belligerent cricket feuds of the Montagues and Capulets, who played at the foot of Dorcas Street. From 1877 to 1880 he played football with the club until his marriage. One well-marked date was November, 1881, when, in a cricket match to decide the ownership of Boyle and Scott's Challenge Cup, Mr. Baragwanath played on the proviso that he should go in early to bat as he was to be married later in the day. The local team was badly beaten, Mr. W. Treadway, a fine player, being the captain.

Mr. Baragwanath also speaks of the extensive patronage given to Lander's Riding School at the Emerald Hill} of 'Professor Miller,' the great athlete, boxer, wrestler, who had practising rooms in York Street} of Cooper and Bailey's mammoth circus, where the Forty Club now stands} and of the Agricultural Society's ground of limited area south of the Barracks. A picture impressed on memory is that of Blondin, the rope-walker, giving a spectacular exhibition on a rope as thick as his arm, somewhere between the present site of the Shrine and the Alexandra Gardens. At a stove on the wire Blondin cooked pancakes to throw out to the spectators.

Referring to Mr. Andrew Lyell, M.L.A., and a public-spirited citizen, Mr. Baragwanath recalls how, owing to an

unforeseen delay, Mr. Lyell, while visiting England, fortunately missed the train which was engulfed in the terrible Tay Bridge disaster in Scotland, thus escaping the fate of other passengers.

Intimately and actively connected for a long lifetime with South Melbourne, in business relations, municipal activities, civic progress, social life and sport, Mr. Baragwanath still retains keen interest in the city's welfare. Elsewhere reference is made to his participation in, and unfailing support of, the Cricket Club and its allied associations, for over half a century.

The names of a few early residents of special note, in addition to some referred to, might be appropriately men tioned here, e.g.: Robert Russell, of the first Melbourne survey, first lived on the south side of the Yarra near the Falls, and in later years in Coventry Street, near Clarendon Street, before finally residing at Richmond. Marcus Clarke, the brilliant author and journalist, lived for a while at Bridport Street. J. B. O'Hara, ripe scholar, capable teacher, tuneful poet, was born and lived at Emerald Hill. Samuel Mullen, founder of the old-established publishing firm of Robertson and Mullens, was an early resident interested in the Mechanics' Institute and St. Luke's Church of England. Later, King O'Malley, the originator of the Commonwealth Bank, and closely connected with Canberra, the Federal Capital, lived at Albert Park. Andrew Fisher, a former Federal Premier, was at one time a resident in Dinsdale Street.   '
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THE YEAR 1938 DEATH OF THE HON. R.

WILLIAMS, M.L.C.

SELDOM have the people of South Melbourne and Port Melbourne had the occasion to express such widespread sorrow and regret as at the news of a motor crash at Yamba Creek, near Wagga Wagga, in which the popular member, the Hon. R. Williams, M.L.C, sustained fatal injuries, his death occurring on 17th March, 1938. By conspicuous public service as councillor, Mayor and member of the Legislative Council for many years, Mr. Williams had gained the esteem of all. No undertaking for the public good—civic, social, or philanthropic—failed to receive his active support. In the encouragement of sport, and the improvement of Albert Park and the foreshore, he was a leading and enthusiastic spirit. His untimely death was severely felt.

The Council, to mark respect for their late honoured colleague, accorded a civic funeral, a reverent service being held at the Town Hall, at which a large congregation attended. The Reverend E. Finniss, of Holy Trinity Church of England, Port Melbourne, conducted a memorial service, paying tribute to a useful and purposeful life so prematurely and tragically closed.

At a subsequent Council meeting the Mayor, Cr. Cogan, feelingly expressed the sorrow of the members of the Council at the loss sustained, a resolution in accordance being passed and recorded in the minutes. A suggestion for a public memorial in the Park was approved, and subsequently carried out, the memorial in the form of handsome wrought-iron gates being placed at the entrance to Albert Park, opposite to Clarendon Street.

RENOVATION OF THE TOWN HALL

During this year it was decided to undertake the recon-struction of the Town Hall. Without interference with the

general features of the Town Hall, as previously described, this important work comprises considerable interior alterations, additions, and rearrangements in order to provide more convenience, readier communication, up-to-date requirements, and satisfactory conditions for the dispatch of civic business. In accordance with the latest modern views, the Libraries have been reconstituted and much improved. Both the Public and the Children's Libraries have been made more attractive, popular and easily accessible. At the rear the offices on the ground floor are surmounted by the Assistant Librarian's flat. The Lodge room above has been considerably enlarged. In the main hall the stage and accessories have been remodelled, and redecoration tastefully carried out. The proscenium, frame and part of the stage have been removed, the steps altered, a new floor, ample space and suitable retiring rooms at the sides provided, adding much to the general pleasing appearance of the stage-front as re-designed.

On the first floor the gallery has been made more comfortable and attractive, the supper room, servery and kitchen accommodation improved in conformity with the general design of combining utility and efficiency, with an effective, pleasing appearance. To ensure this, the necessary fittings and connections of approved character for water, gas, electricity and sewage services have been well co-ordinated for the best use and purpose. Wherever necessary, reinforced concrete floors and fibrous plaster ceilings have been introduced, and staircases, landing and partitions altered or removed as the occasion demanded. Alterations and readjustments, economizing space and time, have been effected by suitable rearrangements of the Town Clerk's offices. Easier communication has been made with cloak rooms, toilet rooms, lavatories, etc., with close attention to comfort and convenience.

On the first floor the plan provides for adequate accommodation in the rooms of the Mayor and the Mayoress; also in the Council chambers. Both lighting and ventilation throughout have received careful attention.   Suitable pro-

vision for giving easy exit by fire escape doors has been made, and no detail making for effectiveness seems to have been omitted.

The result of these interior reconstructions should be to make the Town Hall not only more attractive, but replete in everything pertaining to the enhanced comfort and convenience, not only of the Mayor, councillors and officers in the performance of their respective duties, but also for the general public, whether on business bent, or engaged in pleasure and enjoyment within the precincts of the Town Hall, which, refurbished and redecorated, affords so many advantages for public assembly and social reunions.

The plans were prepared by Messrs. Oakley and Parkes, architects, and the work carried out under the supervision of Mr. A. E. Aughtie (City Engineer). The building contractor was Mr. Geo. Farnsworth, and the clerk of works, Mr. R. Sealey.

PROGRESS OF THE CITY

For the municipal year closing on 30th September, 1938, the statistics show a very satisfactory state of affairs, giving evidence of the stability and steady progress of the City of South Melbourne, and the capable and prudent administration in the best interests not only of the residents but also of the general community.

For the year ending 30th September, 1938, the population of South Melbourne was 43,500, the tendency being, with increased industrial expansion, for a greater number of persons to live in residential suburbs in preference to those more strictly industrial, in which they pursue their customary avocations.

The valuation of property amounted to the satisfactory total of £789,134, on which, in rates, £98,641 was received, the total revenue being £146,055. The city rate was fixed at 2/6 in the £, and the Mayoral allowance was £500. There were 9,829 dwellings. The ratepayers' book showed 10,624 names, the voters' roll, 10,124. Loans (general) amounted to £297,200, repayments, £40,375.   Loan, Spencer Street

Bridge, £14,363. These figures show continued development and a condition of prosperity.

The constitution of the Council for the year 1938-9 is as follows: Cr. H. A. Layfield, J.P., Mayor; for Beaconsfield Ward—Crs. Arthur Llewellyn Parry, Henry Thomas Chapman, G. R. Holland} Canterbury Ward—Crs. Ray Nuzum, Robert James Morris, Jeremiah James Curtain; Fawkner Ward—Crs. Roderick G. McKenzie, Robert McLauchlin, Thomas Henry Craine; Normanby Ward— Crs. Hubert Allan Layfield, Robert Hennesy Cogan, James Laurence Murphy, M.L.A.J Queen's Ward—Crs. Peter Benjamin Hoadley, William Arthur Wright, Hon. Archibald Crofts, M.L.C.

Council meetings are held on every alternate Wednesday at 7.30 p.m. The various committees are the Public Works Committee, with oversight over the affairs of the Abattoirs and Market, the Legislative, Finance and Health Committee, and a Library Sub-committee.

The Council has also delegates or representatives on the following bodies: Albert Park Committee (two representatives), Baby Health Centre (one), Foreshore Committee, (three), Heatherton Sanatorium (one), Infectious Diseases Hospital (one), Metropolitan Board of Works (four), Metropolitan Fire Brigades Board (one), Trustees' Retiring Allowance Fund (two for the Council, one for the employees). The principal officers of the municipality are as follow:

Town Clerk's Office

Town Clerk and Treasurer	H. Alexander
Chief Clerk	R. E. Darling
Receiver and Paymaster	J. J. Cox N.
Senior Typiste, etc.	Porteous
Typiste..........................	A. Williams
Typiste..........................	B. Pitt

Rate Collector's Office

Rate Collector ………..	E. K. Lane

Bridge, £14,363. These figures show continued development and a condition of prosperity.

The constitution of the Council for the year 1938-9 is as follows: Cr. H. A. Layfield, J.P., Mayor; for Beaconsfield Ward—Crs. Arthur Llewellyn Parry, Henry Thomas Chapman, G. R. Holland; Canterbury Ward—Crs. Ray Nuzum, Robert James Morris, Jeremiah James Curtain; Fawkner Ward—Crs. Roderick G. McKenzie, Robert McLauchlin, Thomas Henry Craine; Normanby Ward— Crs. Hubert Allan Layfield, Robert Hennesy Cogan, James Laurence Murphy, M.L.A.J Queen's Ward—Crs. Peter Benjamin Hoadley, William Arthur Wright, Hon. Archibald Crofts, M.L.C.

Council meetings are held on every alternate Wednesday at 7.30 p.m. The various committees are the Public Works Committee, with oversight over the affairs of the Abattoirs and Market, the Legislative, Finance and Health Committee, and a Library Sub-committee.

The Council has also delegates or representatives on the following bodies: Albert Park Committee (two representatives), Baby Health Centre (one), Foreshore Committee, (three), Heatherton Sanatorium (one), Infectious Diseases Hospital (one), Metropolitan Board of Works (four), Metropolitan Fire Brigades Board (one), Trustees' Retiring Allowance Fund (two for the Council, one for the employees). The principal officers of the municipality are as follow:

Town Clerk's Office

Town Clerk and Treasurer	H. Alexander
Chief Clerk....................	R. E. Darling
Receiver and Paymaster	J. J. Cox N.
Senior Typiste, etc. . .	Porteous
,	A. Williams
Typiste...........................	B. Pitt
Typiste....................	

Rate Collector's Office

Rate Collector	E. K. Lane
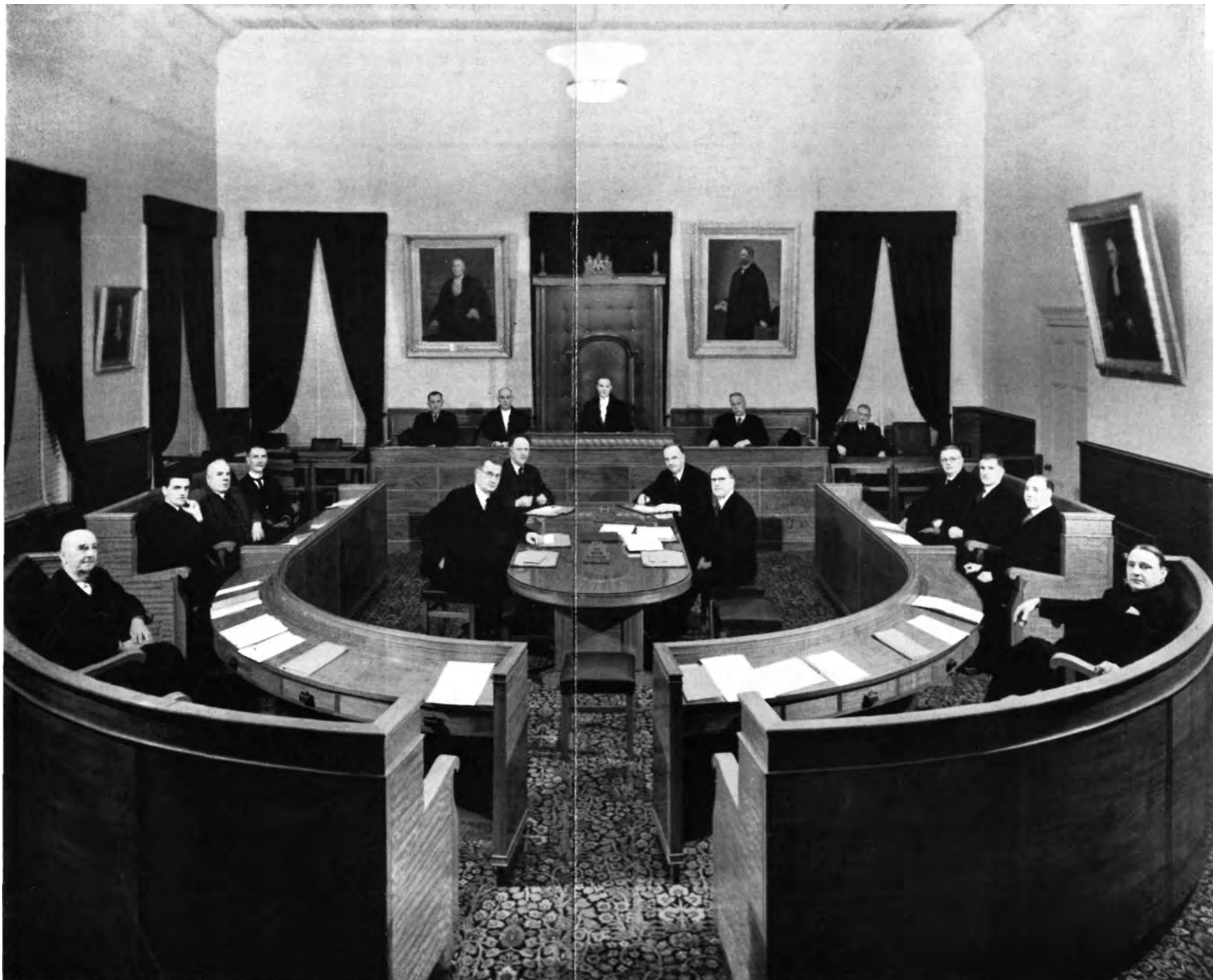
Council in Session, 1939 l eft to right) : Councillors W. A. Wright, R. J. Morris, R. McLaughlan, J. L Murphy, M.L.A.; Mr. R. E. Darling (Chief Clerk); Mr. H. Alexander (Town Clerk); H.W. The Mayor (Councillor H. A. Layfieldl; Mr. A. E. Aughtie (City Engineer); Mr. W. S. Day (Hallkeeper); Councillors J. J. Curtain, R. Nuzum, R. H. Cogan, H. T. Chapman.

Inspector's Office

City Inspector	C. R. Anderson
Assistant Inspector..........................	Vincent McKenna
Assistant Inspector..........................	J. K. Davidson
Traffic and Prosecuting Officer	R. J. Cullen

Librarian's Office

Chief Librarian	F. J. Perry
Librarian...	F. R. Sinclair
Assistant Librarian	L. I. Cuttriss
Children's Librarian........................	Mrs. A. Mott

Baby Health Centres

Sister in Charge..............................	Sister E. Perrett
Sister in Charge..............................	Sister C. Becker

Surveyor's Office

City Engineer and Building Surveyor	A. E. Aughtie, M.INST.C.E.
Assistant Surveyor...........................	R. A. Hiscock
Foreman of Works ., ...	S. S. Sherwen
Curator	L. G. Robertson
Engineer at Depot	J. W. Anderson
Abattoirs Superintendent	J. Howse
Market Collector and Building Inspector	S. Bourne
Hallkeeper......................................	*W.* S. Day
Junior Clerk....................................	M. Curtain

Medical Officer of Health...............	Dr. J. H. D'Amer Drew, M.B., B.S.
Solicitors..	Messrs. Gillott, Moir and Ahem
Analyst	B. V. Heath

RETROSPECT AND PROSPECT

Making a retrospect of this story of the evolution of a great city, we have had the picture of an area in its natural state, untouched and unaltered, with the aborigines of the Stone Age, a nomadic race, as the only human occupants, leaving no permanent impress upon the country.

Then the coming of the early navigators and discoverers of the white race one hundred and thirty-five years ago, who revealed the possibilities of settlement, and of development

of a land of promise with great natural advantages. There soon followed an attempt at occupation, which failed through the ill-judgment and prejudice of the leader in authority.

Later, the report of the explorers from beyond the Murray River, in their overland expedition to Corio Bay, and the need of 'pastures new' for the settlers in Van Diemen's Land brought an incoming tide of graziers, who occupied the pastoral lands, and founded the first towns, which the Government of New South Wales had perforce to recognize and acknowledge as under its jurisdiction. Then followed immigration rapidly from Van Diemen's Land, from beyond the Murray River, and from the homeland in increasing intensity; the foundation, growth and incorporation of Melbourne; and the attainment of self-government and existence as a new colony. With the growth and development of Melbourne as a city came the expansion outward and rise of the suburban areas to civic dignity.

South Melbourne, at first a pasture land, with Emerald Hill as an eminence in marshy and swampy expanses of scrub or sand-blown rises, in course of time attained, owing to the energy and persistence of the early pioneers, separate municipal existence. Out of a rural environment, from stage to stage, it developed in spite of difficulties and drawbacks to become a spacious city and a centre of industrial activity.

Too much praise can hardly be given to the early pioneers, who so well and truly laid the foundations, and ensured the progress of the municipality. The public spirit which they evinced has animated their successors, and has never been found wanting in the maintenance of the institutions and privileges, as well as the many utilities, the possession of which mark the status of a progressive modern city.

The present seems fair with promise for the future of South Melbourne, with its great industrial activity, its vigorous life, spirit of enterprise, and its cultural institutions ministering in a favourable environment to health and fitness of mind and body.

The opening up of the Fishermen's Bend delta will give a great impetus, and a fresh accession for trade, investment

and population in the near future. It is well within the
bounds of possibility that Port Melbourne and South
Melbourne, with so many interests in common, may yet
unite to form a greater city, possessing all the advantages
for an extensive maritime port, and an expanding centre for
widespread industrial and commercial enterprise.

FIRST LAND SALE HELD AT EMERALD HILL (MELBOURNE), 18/8/52

Sect.	Allot.	Name of Purchaser	Area Ac. R.		p.	Upset Per Acre	Total
1	1	James Gill	0	1	0	£300	£680
	2	Moses Benjamin	0	1	0	£300	£455
	3	Joseph Sutherland ..	0	1	0	£300	£420
	4	"William Degraves . .	0	1	0	£300	£440
	5	David Barry	0	1	0	£300	£400
	6	George Evans	0	1	0	£300	£400
	7	Edward Butterworth	0	1	0	£300	£385
	8	Henry Thompson	0	1	0	£300	£365
	9	"William Degraves	0	1	0	£300	£440
	10	John Orr	0	1	0	£300	£420
	11	Solomon Benjamin . .	0	1	0	£300	£625
	12	Joseph Raleigh	0	1	0	£300	£490
	13	John Fowler	0	1	0	£300	£510
	14	C. J. Whyte	8	1	0	£300	£490
	15	Benjamin Mawson . .	0	1	0	£300	£500
	16	Henry Jennings	0	1	0	£300	£480
	17	Hugh Chambers	0	1	0	£300	£560
	20	John P. Bear	0	1	0	£300	£720
2	1	William J. London	0	1	0	£300	£705
	2	R. B. Chomley	0	1	0	£300	£440
	3	Louis H. Le Plastrier	0	1	0	£300	£440
	4	James Murphy........................	0	1	0	£300	£430
	5	Robert Sutherland . .	0	1	0	£300	£435
	6	James Malcolm	0	1	0	£300	£440
	7	Ebenezer Smith	0	1	0	£300	£455
	8	Moses Benjamin	0	1	0	£300	£580
	9	Alfred Harris (deposit forfeited)..............................	0	1	0	£300	£45
2	10	William Johnson	0	1	0	£300	£450
	11	David Benjamin	0	1	0	£300	£650
	12	David Benjamin	0	1	0	£300	£475
	13	Leslie J. Montifiore (deposit forfeited) ..	0	1	0	£300	£46

CHURCH OF ENGLAND

STREET

CITY

STREET

MELBOURNE AND

MARKET

STREET

ROSS STREET

YORK

STREET

RESERVE FOR GARDEN

NIMMO STREET

COVENTRY

PUBLIC BUILDINGS AND MARKET RESERVE
5

STREET

COVENTRY

SOUTH MELBOURNE STATION

STATION GROUND

WARD STREET

Leased to STATE SCHOOL 10
Land acquired by Emerald Hill Town Council

ST. LUKE STREET

PALK STREET

SCHOOL HOUSE

CHURCH OF ENGLAND

DORCAS

STREET

CATHOLIC CHURCH SCHOOL

PRESBYTERIAN CHURCH MANSE

WESLEYAN CHURCH SCHOOL HOUSE

MARSHALL ST.

FISHLEY ST.

DALY ST.

TOWN HALL
Act 547

POST OFFICE ST.

PRESBYTERIAN CHURCH

BANK

STREET

WEST

Section originally reserved for ORPHAN SCHOOL
Subdivided under Act 590
14

PERRIN ST.

BANK

PARK

STREET

STREET

PLANTATION RES.

Allot.	Name of Purchaser	Area Ac. R. P			Upset Per Acre
14	W. Smith and G. Kirk ..	0	1	0	£300
U	James Murphy	0	1	0	£300
16	James Galbraith Reid ..	0	1	0	£300
17	John Orr	0	1	0	£300
18	John Orr	0	1	0	£300
19	John Orr	0	1	0	£300
20	James Smith	0	1	0	£300
S	Robert Newstead	0	1	0	£300
6	Joseph Hooper.......................	0	1	0	£300
7	James Smith	0	1	0	£300
8	Thomas Monahan	0	1	0	£300
9	Thomas Monahan	0	1	0	£300
10	John Pinney Bear	0	1	0	£300
11	John Pinney Bear	0	1	0	£300
12	John Pinney Bear	0	1	0	£300
13	John Pinney Bear	0	1	0	£300
14	John Pinney Bear	0	1	0	£300
1	Andrew Russell....................	0	1	0	£300
2	George Harris Warren ..	0	1	0	£300
3	James Murphy	0	1	0	£300
4	James Murphy.......................	0	1	0	£300
5	John Page.............................	0	1	0	£300
6	Peter Scott	0	1	0	£300
7	"William Degraves	0	1	0	£300
8	John Dane	0	1	0	£300
9	Peter Nettleton	0	1	0	£300
10	Edward Duckett	0	1	0	£300
11	James Murphy.......................	0	1	0	£300
12	James Murphy.......................	0	1	0	£300
13	John Wood............................	0	1	0	£300
14	John Page.............................	0	1	0	£300
15	Edwin Stooke........................	0	1	0	£300
16	Edwin Stooke	0	1	0	£300
17	Edwin Stooke........................	0	1	0	£300
18	John Samuel Patterson ..	0	1	0	£300
19	Robert Williamson and W. Alexander Sweetingham Williamson ..	0	1	0	£300
20	Patrick Mornane	0	1	0	£300

CHAIRMEN, AND MAYORS, TOWN CLERKS AND CITY SURVEYORS

On 26th May, 1855, the Municipality of Emerald Hill was incorporated, the Chairmen of the Council in successive years up to 1863 being as follow:

1855-56	Cr.	James Service	1860-61	Cr.	R.	S. Anderson
1856-57	Cr.	James Service	1861-62	Cr.	S.	Gardner
1857-58	Cr.	R. S. Anderson	1862-63	Cr.	C.	Faussett
1858-59	Cr.	R. S. Anderson	1863-64	Cr.	W.	Thistlethwaite
1859-60	Cr.	R. Palk				

Emerald Hill became a Borough in 1863, the Mayors in succession being:

1863-64	Cr.	W. Thistlethwaite	1867-68	Cr.	W. Thistlethwaite
1864-65	Cr.	J. Whiteman	1868-69	Cr.	B. N. Sandilands
1865-66	Cr.	C. Roy	1869-70	Cr.	J. Nimmo
1866-67	Cr.	C. Roy	1870-71	Cr.	J. Nimmo

The Borough was gazetted as a Town on 1st March, 1872, and in 1879 the Council Chambers were transferred to Bank Street. Cr. Sturt was the last Borough Mayor.

1871-72	Cr. J. Sturt Cr. J.	1878-79	Cr. J. Boyd
1872-73	Nimmo Cr. J.	1879-80	Cr. S. Iffla
1873-74	Page Cr. J. Danks	1880-81	Cr. *W*. J. Mountain
1874-75	Cr. J. Danks Cr. J.	1881-82	Cr. J. Stead
1875-76	Phillipson Cr. R.	1882-83	Cr. F. Mackay
1876-77	J. Mills	1883-84	Cr. J. Stead
1877-78			

Emerald Hill was proclaimed a City on 21st September, 1883, and re-named South Melbourne on 23rd September, 1883. Cr. Stead was the last Mayor of the Town, and the first of the City under its new designation.

1884-85	Cr. H. Dodds	1910-11	Cr. J. Murphy Cr. D.
1885-86	Cr. A. Moore	1911-12	McArthur Cr. J.
	(d. Jan., '86)	1912-13	Baragwanath Cr. E. D.
	Cr. W. E. Wells	1913-14	Thompson Cr. J. Morris
1886-87	Cr. R. Wright	1914-15	Cr. J. H. Disney Cr. L.
1887-88	Cr. E. D. Heather	1915-16	Tate* Cr. F. J. Skinner
1888-89	Cr. T. Smith	1916-17	Cr. R. M. Cuthbertson
1889-90	Cr. J. S. White	1917-18	Cr. E. A. Wells Cr. T.
1890-91	Cr. J. S. White	1918-19	H. Craine Cr. T. H.
1891-92	Cr. H. Dinsdale	1919-20	Craine Cr. C. E. Merrett
1891-92	Cr. T. A. Thistle-	1920-21	Cr. F. G. Knight Cr.
	thwaite	1921-22	Murray-Jones Cr. J. S.
1892-93	Cr. T. A. Thistle-	1922-23	Kent Cr. J. J. Behan Cr.
	thwaite	1923-24	Hon. R. Williams,
1893-94	Cr. T. Gittus	1924-25	M.L.C.
1894-95	Cr. J. Baragwanath	1925-26	Cr. P. J. Esmonde Cr. H.
1895-96	Cr. D. A. Madden	1926-27	A. Layfield Cr. W. A.
1896-97	Cr. W. Hall-Owen	1927-28	Wright Cr. A. L. Parry
1897-98	Cr. F. G. Hartley		Cr. R. G. McKenzie Cr.
1898-99	Cr. J. Cockbill	1928-29	A. K. Wallace Cr.
1899-1900	Cr. J. Cockbill	1929-30	Hon. A. Crofts,
1900-01	Cr. J. McArthur	1930-31	M.L.C.
1901-02	Cr. W. J. Mountain	1931-32	Cr. R. Nuzum Cr. R.
1902-03	Cr. T. Craine	1932-33	McLaughlan Cr. R. H.
1903-04	Cr. J. Baragwanath	1933-34	Cogan Cr. H. A.
1904-05	Cr. J. Baragwanath	1934-35	Layfield
1905-06	Cr. A. Parker		
1906-07	Cr. E. A. Wells	1935-36	
1907-08	Cr. W. O. Strangward	1936-37	
1908-09	Cr. F. G. Farr	1937-38	
1909-10	Cr. J. Cockbill	1938-39	

*Mr. Tate enlisted for service abroad, and Cr. J. Baragwanath acted as deputy-Mayor in his place.

TOWN CLERKS

At the inception of the Council under municipal government on 4th July, 1855, Mr. James Knight Leake, the Honorary Secretary of the vigilant Local Committee, temporarily acted as Clerk to the Council until, on 23rd July, Mr. James Eville was chosen out of five applicants for the positions of Town Clerk and Treasurer, which he occupied until the year 1880. The opportunity was then taken of some rearrangement of offices, and the appointment of a separate Treasurer, Mr. F. G. Miles, who as quite a young man had been, in 1861, a Councillor in the town of Brunswick, was appointed out of

thirty-six applicants, and with ability performed the onerous duties of Town Clerk for thirty years (1880-1910). At one occasion during that long term of office he unsuccessfully contested the Albert Park election for the Assembly against Mr. J. Nimmo.

Mr. Miles was succeeded by Mr. E. C. Crockford, whose capable tenure of the position for twenty-six years was unfortunately terminated by his death from the result of a bicycle accident (1910-1936).

Mr. Harold Alexander was promoted to the office of Town Clerk on 15th April, 1936—the fourth holder of the responsible office—the duties of which have been so conscientiously carried on to the satisfaction of the Council and the citizens.

CITY SURVEYORS

Mr. James Nimmo was the first appointed to the office of Surveyor, holding it until 1863. His successor was Mr. S. *W.* Smith, C.E. (1864-1884). Then Mr. P. J. Nolan, C.E., performed the duties from 1887 to 1896, an apparent hiatus occurring in the period between the two last-mentioned. In 1897 Mr. T. B. Muntz, C.E., was Surveyor; and in 1901 he was succeeded by Mr. A. E. Aughtie, M.INST.C.E., who still occupies this important position.

Appendix C TABLE OF PROGRESS

	Population	Valuation	Revenue	Assessments	Ratepayers on Ratebook	Dwellings	Rate in &	Mayoral Allowance
1856	33,500	£	£	5,036	3,000	8,000	1/-	
1867		36,718	8,815		(Voters' Roll 2,459)		1/3	
1876		88,831	20,000		3,572 5,862		1/3	
1886		135,466	36,164				1/6	
		303,297						
1896	35,671	297,837	49,244	10,291	8,000	9,000	2/-	
		278,472			(V.L. 6,678)			
1906	38,091	316,389	45,760	9,828	8,000 (V.L. 6,470)	8,537	2/-	
		321,567						
1916	48,000	466,343	64,043	10,549	10,258 (V.L. 9,535)	9,876	2/-	£300
		472,786						
1926	47,000	802,039	129,583	10,702	10,600 (V.L. 10,044)	9,688	2/6	£400
		823,147						
1936	43,000	635,642	139,156	10,701	10,600 (V.L. 9,878)	9,758	2/6	£400
		720,000						
1938	43,500	789,134	146,03 5	11,110	10,624 (V.L. 10;i24)	9,829	2/6	£500
		815,145						

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1938	43,500	789,134 815,145	146,03 5	11,110	10,624 (V.L. 10;i24)	9,829	2/6	£500

MUNICIPAL SEALS

At the formation of the Municipality of Emerald Hill in 1855, with the British coat-of-arms, and the motto, 'In ordine p officially authorized.

Later, a supplementary crest with armorial bearing, and varie quarterings and devices was instituted.

1

2

These were in use until 1883, when, after the proclamation as seal was introduced. This had lion and unicorn rampant, in opp the shield which was emblazoned with five stars, and had the S emblem below.

Accompanying the seal was a crest with the figures rampa shield which had the five stars, and was surmounted by a griffin the Southern Cross emblem being below the shield, a new mo Fide,' replacing the former one.

3

A lighter variant of the seal has a single instead of a double encircling line, and the Southern Cross emblem suspended a little lower.

In the superabundance of these armorial bearings confusion arose, and in 1938, after due enquiry and consideration, the South Melbourne Council unanimously adopted as an appropriate official seal: "The Arms of Lord Melbourne,' after whom the city was originally named by His Excellency, Sir Richard Bourke, Governor of New South Wales.

ARMORIAL BEARINGS OF VISCOUNT MELBOURNE

THE BLAZON

ARMS—*Sable* on a fess erminois between three cinquefoils Argent, two mullets of the field.

CREST—On a wreath of the colours a demi lion rampant *Gules* holding between the paws a mullet *Sable.*

SUPPORTERS—Two lions rampant *Gules,* collared and chained *Or,* two mullets *Sable.*

MOTTO—'Virtute et Fide.'

PARLIAMENTARY REPRESENTATION

When in 1842 the first measure of representative government was granted to the colony of New South "Wales by the Home Government, of which Port Phillip was then a much neglected portion, the composition of this Parliament was thirty-six members, of whom twelve were nominees, and twenty-four were elected. Of the latter, six were allotted to Port Phillip, one of them to represent Melbourne, five to represent the district. At the first election on 20th June, 1843, the candidates elected for Port Phillip district were: C. H. Ebden, 228 votes; T. Walker, 217; Dr. Nicholson, 206; Dr. Thomson, 184; Dr. Lang, 166 votes. For Melbourne, on 24th June, Henry Condell, the first mayor, defeated Edward Curr.

It was soon found that with the predominance of Sydney interests in the Parliament, these members had no voice or influence. With the early withdrawal of Condell, Ebden and Thomson, representation of Port Phillip was practically left to Sydney candidates.

At the second election, Major T. L. Mitchell was returned as a member for Port Phillip, but upon finding that, although returned as a representative of the people, the Governor expected him to vote for the Government measures, he promptly resigned. In 1844 all the Port Phillip representatives were Sydney men, one of whom, Dr. Lang, strenuously strove for separation of the province from New South Wales. The inadequate and unsatisfactory nature of the representation was in 1848 pointedly brought before the Home Government by the nomination and election of Earl Grey as member for Melbourne in the New South Wales Parliament, a step which indirectly focused attention in the English Parliament on the question of separation of Port Phillip from New South Wales. On 4th June, 1849, a Bill to effect that aim was introduced, and, after amendment, became law on 5th August, 1850. On 11th November, the welcome news arrived by the ship *Lysander,* and the people of Port Phillip surrendered themselves to rejoicing and festivities. On the 12th a formal proclamation of separation was made at Flagstaff Hill, accompanied by a salute of twenty-one guns at the unfurling of the Union Jack. Next day was given up to feasting and congratulations, fireworks and general illuminations at night. On Thursday, thanksgiving services were held in the churches, and on Friday the enthusiastic celebrations found full expression at the contemporaneous functions associated with the formal opening of the Prince's Bridge.

A despatch from England arrived at Sydney on 13th January, 1851, the Act creating the new colony to be operative from the first day

that writs should be issued for the Victorian Legislative Council. By the preliminary legislation necessary from Sydney it was provided that there would be thirty members in the Council, ten of whom would be nominees, twenty elected. Of the latter, three members were given to Melbourne, two to Geelong, two to the County of Bourke and thirteen to that number of single electorates. The Governor-General issued writs on 1st July for the election of members to the newly formed Victorian Council, and proclaimed the District of Port Phillip as a separate colony designated Victoria. Mr. C. J. La Trobe was raised to the position of Lieut.-Governor of the new colony. The elections were held; the first three members returned to represent Melbourne, and inferentially South Melbourne as a part of it, were Messrs. "William Westgarth, John O'Shanassy and James Stewart Johnstone. The first sitting of the Victorian Legislative Council was held on 11th November, 1851, at St. Patrick's Hall, Bourke Street. The Executive Council was appointed and Dr. J. F. Palmer was elected as Speaker of the House.

   In 1852, at the instance of the Secretary of State, the Legislative Council was invited to frame a Constitution embodying the bicameral and Cabinet systems in the form of the institutions of the Mother Country. The Constitution Act, on 24th March, 1854, received the Royal assent on 16th July, 1855, and became law on 23rd November,
1855, the date which marks the introduction of responsible government in Victoria. Just prior to this important change, vote by secret ballot was provided for, Victoria being the first country in modern times to carry out elections on this principle.   Emerald Hill, up to
1856, had common representation with Melbourne.

              THE LEGISLATIVE ASSEMBLY The first duly elected representative for Emerald Hill was Captain Andrew Clarke, R.E., son of one of the first Governors of "Western Australia. He was born in 1824, secured his commission in 1843, and, as private secretary, he accompanied Sir William Denison to Tasmania. In 1852 Captain Clarke came to Victoria, and in 1853 was a nominee member. He became Surveyor-General in 1855, occupying that position in the W. C. Haines ministry. In 1856 he contested the election as candidate for Emerald Hill and Port Melbourne, defeating Mr. David Blair. As Surveyor-General and Chief Commissioner of Lands he showed much ability. He introduced the important Municipal Districts Act, which gave Emerald Hill corporate being. He was actively concerned with the formation of public parks and the National Museum, and as a promoter of the first Melbourne Inter-colonial Exhibition. By many useful services he efficiently carried out his duty to the electorate. Breaking with the Haines ministry, he failed to form a ministry when the opportunity served. Resigning on 27th August,   1858, he returned to England entrusted with 'The Crown

   AA

Interpretation Act' to obtain the Queen's signature thereto. The object of the Act was to nullify the contention of the Melbourne and Hobson's Bay Railway Company in their refusal to recognize the authority of the Acting-Governor-in-Council as 'The Crown' on his demanding their fulfilment of obligations under the Railway Act. 'The Crown Interpretation Act/ although sustained by the courts, failed to secure the Queen's signature, Her Majesty fearing to create a precedent which in its future incidence might possibly have unforeseen complications.

Captain Clarke remained in England. In 1873 he was appointed Governor of Straits Settlements, and was afterwards Minister of Public "Works in India, with a seat on the Council. He had been knighted for his services. Sir Andrew retained interest in the colony, from which he drew a pension, and on occasion acted as *locum tenens* for the Agent-General of Victoria.   He died in the year 1902.

At the elections in 1858, the two close friends and fellow-councillors, Messrs. James Service and Robert Sterling Anderson, were candidates, the latter securing the seat. Mr. Service shortly afterwards commenced his useful political career as the representative of the constituency of Ripon and Hampden.

Mr. Anderson was re-elected in I860, and was Commissioner for Trade and Customs in the Heales ministry, an office continued also in O'Shanassy's ministry until 1863.

After an active career in the Assembly, Mr. Anderson retired in 1864. Some years later he became a member of the Legislative Council, and in the Francis ministry was Minister of Public Works and Vice-President of the Board of Land and Works from May to July, 1874, retaining the offices under the Kerferd ministry to August, 1875. Subsequently, in the McCulloch ministry he again occupied the position of Commissioner of Trade and Customs from October, 1875, to May, 1877.

In Service's first brief ministry, Mr. Anderson was a Minister without portfolio, and in his second ministry was Minister of Justice from March, 1883, to October, 1883, thus completing a long and useful career in civic and political affairs. His death occurred on 26th October, 1883.

Henry Creswick was Anderson's successor in the Assembly from 1864 to 1865. He was succeeded by John Whiteman, a well-known versatile councillor and Mayor of Emerald Hill in 1864-5. He retained the seat for eleven years. Then John Nimmo, who had been the first Surveyor of Emerald Hill, with ten years' experience as councillor and Mayor from 1869 to 1873, contested the seat in 1877, and, with Mr. Andrew Lyell, was returned, defeating four other candidates. Mr. Nimmo held the position of Minister of the Department of Public Works and of Vice-President of the Board of Land and Works, 1886-9, in the Gillies ministry. In 1889, accepting a position on the Melbourne

Harbor Trust Commission as the Government nominee, he resigned from Parliament. Mr. W. J. Mountain was elected to the vacancy for two years.

In the year 1880 a change in representation had taken place, by which Emerald Hill had two members. Robert McGregor, principal of a boys' secondary school in Albert Road from 1863 to 1883, was elected as a colleague of Mr. Nimmo, but died in 1883. Mr. David Gaunson followed until 1886.

Another change, this time in the distribution of electorates, took place, in which three electorates—South Melbourne, Emerald Hill and Albert Park—each returned a member to Parliament. Mr. T. Smith, councillor and Mayor in 1888-9, was returned for Emerald Hill. In 1892 Mr. J. S. White, also with civic experience, and Mayor from 1889 to 1891, held the Emerald Hill seat until 1902, when he yielded place to Mr. George A. Elmslie. For the South Melbourne electorate Mr. J. Winter was member from 1892 to 1896; then Mr. J. B. Tucker from 1896 to 1902.

As mentioned, Mr. George Elmslie in 1902 became member for Albert Park, and achieved prominence as the Premier and Treasurer of the first Victorian Labour ministry of remarkably brief duration. Mr. Elmslie, who took a very active part in the establishment of the South Melbourne Technical School, and in its subsequent progress, retained the seat until the year 1918.

With another turn of the political wheel the three electorates were resolved into two, portion being merged in that of Port Melbourne, the other continuing as Albert Park. From 1904 to 1914 Mr. George Sangster was member for Port Melbourne electorate in its wider significance; then Mr. Owen Sinclair filled the term until 1917. In that year Mr. J. L. Murphy, a member of the South Melbourne Council continuously from 1904 and Mayor in 1910-11, was elected as member for Port Melbourne, and is still the representative.

At Albert Park in 1918 Mr. J. F. Hannan was returned; in 1920 Mr. A. K. Wallace was elected, giving place to Mr. R. M. Cuthbertson in 1926, a councillor for many years and Mayor in 1918-19. In turn Mr. Wallace defeated Mr. Cuthbertson in 1929. He also was a councillor from 1926 to 1937, and Mayor in 1933-34. In 1932 Mr. H. V. Drew defeated Mr. Wallace at the poll, and in 1937 was displaced by Mr. Crawford Haworth, who is the sitting member for the electorate.

THE LEGISLATIVE COUNCIL OF VICTORIA

Names of the members who have represented South Melbourne in the Legislative Council from the establishment of responsible government in Victoria, together with the period during which each such member represented South Melbourne.

From 1856 to 1882 South Melbourne formed part of the Central Province, which was represented by the following members:

John Hodgson	1856-60
John Pascoe Fawkner	1856-69
Henry Miller	1856-58
John Hood	1856-59
Nehemiah Guthridge	1856-58
Thomas Howard Fellows	1858-68
Thomas Turner a'Beckett	1858-78
George Ward Cole	1859-79
William Hull	1860-66
James Graham	1866-82
John O'Shanassy	1868-74
Henry Sallows Walsh	1869-71
Archibald Michie	1871-73
Theodatus John Sumner	1873-82
F. T. Sargood	1874-80 (see below)
William Edward Hearn	1878-82
James Lorimer	1879-82
James McBain	1880-82

From 1882 to 1903 South Melbourne formed part of the South Yarra Province, which was represented by the following members:

J. McBain	1882-92
F. T. Sargood	1882-1901
James Graham	1882-86
Simon Fraser	1886-1901
J. M. Davies	18S9-95
Matthew Lang	1892-93
Edward Miller	1893-1904
George Godfrey	1895-1904
T. H. Payne	1901-04
E. E. Smith	1901-03
Thomas Luxton	1903-04

From 1904 to 1937 portion of South Melbourne was included in the Melbourne South Province and the remainder of South Melbourne was included in the Melbourne West Province, and these Provinces were represented by the following members:

Melbourne South Province

T. H. Payne	1904-28
T. Luxton	1904-11
H. Skinner	1911-12
Sir A. Robinson	1912-25
Sir F. G. Clarke	1925-37

N. Falkiner 1928-29
Col. Harold E. Cohen.............................1929-3 5
A. Crofts..1935   (still in office)

Melbourne West Province

J. G. Aikman 1904-22
W.H.Edgar 1904-13
W. H. Fielding 1913-16
J. H. Disney 1916-37
R. Williams.. 1922-38
P. J. Kennelly.. 1938   (still in office)

Under the Redistribution of Seats Act passed by Parliament in 1936 South Melbourne is included in the new Melbourne West Province, and at the first election held under the Act the following member was elected for that Province:

J. H. Disney (still in office)

In 1940 the old Melbourne West Province will cease to exist and the new Melbourne West Province will thereafter be represented by two members.

The following list shows the ministerial and other offices held by the foregoing members:

Hon. Henry Miller—Commissioner of Trade and Customs, 10/3/58 to 27/10/59; Commissioner of Railways and Roads, 18/7/66 to 16/1/67.

Hon. T. H. Fellows—Solicitor-General, 27/6/56 to 25/2/57 and 29/4/57 to 10/3/58; Attorney-General, 25/2/57 to 11/3/57; Honorary Minister, 27/10/59 to 16/11/60; Postmaster-General, 14/10/63 to 14/3/64; Minister of Justice, 6/5/68 to 11/7/68.

Hon. T. T. a'Beckett—Honorary Minister, 26/1/60 to 11/11/61; Commissioner of Trade and Customs, 9/4/70 to 19/6/71.

Hon. G. W. Cole—Honorary Minister, 27/6/63 to 6/5/68.

Hon. J. Lorimer—Minister of Defence, 18/2/86 to 6/9/89.

Hon. Sir J. McBain—Honorary Minister, 19/8/81 to 8/2/83; President of the Legislative Council, 1884-1892.

Hon. Sir F. T. Sargood—Minister of Defence and Commissioner of Water Supply, 13/11/83 to 10/2/86; Minister of Defence and Minister of Public Instruction, 5/11/90 to 16/2/92; Minister of Defence, 27/9/94 to 20/12/94.

Hon. S. Fraser—Honorary Minister, 5/11/90 to 16/2/92.

Hon. Sir J. M. Davies—Minister of Justice, 5/11/90 to 16/2/92; Chief Secretary and Minister of Health, 26/3/91 to 22/4/91; Solicitor-General, 10/6/02 to 6/2/03; Minister of Public Instruction 6/2/03 to 7/9/03; Attorney-General and Solicitor-

General, 7/9/03 to 8/1/09; President of the Legislative Council, 1910-19.

Hon. T. H. Payne—Honorary Minister, 31/10/08 to 8/1/09.

Hon. Sir A. Robinson—Honorary Minister, 31/10/08 to 8/1/09; Solicitor-General, 21/3/18 to 20/1/20 and 20/9/20 to 7/9/23; Commissioner of Public Works, 21/3/18 to 21/10/19; Attorney-General, 21/10/19 to 7/9/23; Attorney-General and Solicitor-General, 7/9/23 to 11/7/24.

Hon. Sir Frank Clarke—Commissioner of Crown Lands and Survey, 29/11/17 to 21/10/19; Minister of Water Supply, 29/11/l7 to 22/2/21; Commissioner of Public Works, 21/10/19 to 29/8/23; President of the Legislative Council since 29/8/23.

Hon. Col. Harold Cohen—Honorary Minister, 19/5/32 to 20/3/3 5; Minister of Public Instruction and Solicitor-General, 20/3/35 to 2/4/35.

Hon. W. H. Fielding—Honorary Minister, 9/12/13 to 22/12/13.

Hon. W. H. Edgar—Honorary Minister, 1/6/09 to 27/2/12; Minister of Public Health and Commissioner of Public Works, 27/2/12 to 21/6/13; Chairman of Committees of the Legislative Council since 4/7/22.

Hon. J. H. Disney—Honorary Minister, 18/7/24 to 18/11/24 and 20/5/27 to 22/11/28.

Hon. R. Williams—Honorary Minister, 20/5/27 to 22/11/28 and 12/12/29 to 24/6/31; Minister of Forests and Minister of Public Health, 24/6/31 to 19/5/32; Minister of Labour, 1/3/32 to 19/5/32; Commissioner of Public Works, Minister of Mines and Minister in charge of Immigration, 26/4/32 to 19/5/32.

It •will be seen that the list of members of the Council who have represented South Melbourne since the establishment of responsible government in Victoria includes many of the most eminent men who, during that period, have directed the affairs of the State of Victoria. Among representatives of the Central Province stand out John Pascoe Fawkner, the veteran pioneer, who for thirteen years prior to his death in 1869, was a forceful personality in the House of Assembly. Nehemiah Guthridge, a leading merchant, leaving Melbourne, became the first Mayor of the important township of Sale, where his experience was of great value in civic administration.

Thomas Howard Fellows had a brilliant record of public service before appointment as Chief Justice. John O'Shanassy, a conspicuous figure in politics, Premier in several Ministries, was knighted for his public services. F. T. Sargood, also knighted, was the first Minister of Defence, the founder of the Junior Cadet System, and a Minister of Education, with a fine record of unselfish public service. Sir James McBain, as President of the Council, was also a prominent figure.

When South Melbourne, from 1882 to 1903, was part of the South Yarra Province, Sir J. M. Davies was for six years a popular representative with a succession of important ministerial offices, afterwards culminating in that of President of the Legislative Council for nine years. Another representative of South Yarra Province commencing an unobtrusive but useful and long-continued career in the Council, was Mr. T. H. Payne, whose representation from 1901 extended in Melbourne South Province to the year 1928.

Among other members of this Province who attained distinction in various ministerial capacities, fitly representing the constituency for many years, Sir. A. Robinson and Sir Frank Clarke were notable examples, whilst Colonel Harold E. Cohen also rendered good service. For the other moiety of South Melbourne in Melbourne "West Province, W. H. Edgar, in ministerial offices, worthily represented the district; whilst R. Williams, who occupied a seat from 1922 until his death in 1938, not only served efficiently in several ministerial offices, but was indefatigable in forwarding every project and enterprise for the advancement of South Melbourne and the welfare of its citizens. Mr. J. H. Disney, for twenty-two years, has also merited the confidence of the electors for Melbourne West Province.

Although never representing South Melbourne as members of Parliament, there are two names of especial significance in our political history to which reference might fitly be made. These are James Service and George Higinbotham. Both gentlemen, as residents of Emerald Hill, took an active part in the early years of the establishment of the town and its institutions; and afterwards, as members of other constituencies, won their way to eminence in the political sphere, alike retaining the confidence and respect of the community.

James Service, in 1858, after being defeated by R. S. Anderson in a contest for the Emerald Hill electorate, was returned for Ripon and Hampden. In 1859-60, in the Nicholson ministry, he was made President of the Board of Lands and Works and Commissioner of Crown Lands and Survey. He introduced the first land Bill providing for selection; also the 'Torrens transfer of Real Property Act.' In the Kerferd administration, 1874-5, Mr. Service was Treasurer. He became Premier for a short period in 1880, and again Premier and Chief Secretary from 1883 to 1886 in the coalition with Graham Berry, a period of much prosperity. Retiring from the Assembly, Service earnestly worked for the cause of Federation with much success. On two occasions he refused the honour of knighthood for his faithful public service.

Mr. George Higinbotham, one of the most brilliant and honoured of public men in the colony, was born in Dublin in 1827, entered Lincoln's Inn, and became a London journalist. He emigrated to Victoria, and resided for some years in South Melbourne.   He was

connected with the *Herald* newspaper, and then edited the *Argus*. In 1861 he practised his profession as barrister, and entered the House of Assembly, where he was noted for his independence, probity and strength of character. He was Attorney-General in the McCulloch ministry, 1863-8; and was appointed Chairman of the Royal Education Commission, whose valuable report became the foundation for the existing system of 'free, secular, and compulsory' education. In the McCulloch ministry of 1868-9 Mr. Higinbotham was Vice-President of the Board of Land and Works. In 1874 he was returned as member for East Bourke, and retired from Parliament in 1876. In 1880 he was made Judge of the Supreme Court; in 1886, Chief Justice; and he died in 1892 with an unblemished record.

Indirectly connected with South Melbourne might also be mentioned Mr. (afterwards Sir) George F. Verdon, of Williamstown, who had a distinguished career. As a young man he was in the Volunteer Force, and in 1857 assisted in suppressing the outbreak of convicts at Williamstown. In 1858-9 he was Chairman of the Municipal Conference. Entering Parliament, he was Treasurer in the Heales ministry (1860-1). He was sent to England to discuss the question of defence with the Home Government, a mission most satisfactorily carried out with tact and discretion. In 1868 he became Agent-General, being knighted in 1872. He was afterwards appointed Inspector and General Manager of the E.S.A.C. Bank.

LIST OF MEMBERS WHO HAVE REPRESENTED THE CITY OF SOUTH MELBOURNE IN THE COMMONWEALTH PARLIAMENT, 1901-1938, SHOWING TERMS OF SERVICE AND MINISTERIAL OFFICES HELD

Senate

Since Senators are elected to represent the whole of the State, the members of the Senate representing South Melbourne are the Senators for Victoria at that time. The following list shows the Senate members for Victoria in the chronological order of their election: Fraser, Hon. Sir Simon, K.B., 1901-13. Zeal, Hon. Sir William Austin, K.C.M.G., 1901-06. Sargood, Hon. Sir Frederick Thomas, 1901-03. Best, Hon. Sir Robert Wallace, K.C.M.G., 1901-10.   (Chairman of Committees, 1901-03; Vice-President of the Executive Council and Leader of the Government in the Senate,   20/2/07 to 13/11/08;   Minister   for   Trade   and   Customs,   2/6/09   to 29/4/10.) Styles, Hon. James, 1901-06. Barrett, Hon. John George, 1901-03. Reid, Hon. Robert, 28/1/03 to 31/12/03. Trenwith, William Arthur, 1904-17.

Findley, Hon. Edward, 1904-17; and again from 1923-29. (Minister
    without portfolio, 29/4/10 to 24/6/13.)

McColl, James Hiers, 1907-14. (Vice-President of the Executive Council,
    24/6/13 to 17/9/14.)

Russell, Hon. Edward John, 1907-25. (Minister without portfolio, 17/9/14
    to 27/10/16; and again from 14/11/16 to 27/3/18; Vice-President of
    the Executive Council from 27/3/18 to 21/12/21.)

Barker, Stephen, 1910-20, and again from 1923-24.

Blakey, Albert Edward Howarth, 1910-17.

Barnes, Hon. John, 1913-20, and again from 1923-35. (Assistant Minister
    for Works and Railways, 22/10/29 to 3/3/31; Vice-President of the
    Executive Council and Leader of the Government in the Senate,
    3/3/31 to 6/1/32; Leader of the Opposition in the Senate, February,
    1932, to June, 1935.) Re-elected to Senate, General Election, 1937,
    being due to take his seat in Senate on 1st July, 1938, but died on
    31st January, 1938.

McKissock, Andrew Nelson, 1914-17.

Fairbairn, George (afterwards Sir George Fairbairn, KT.), 1917-23.

Bolton, William Kinsley, C.B.E., V.D., 1917-23.

Plain, Hon. William, 1918-23, and again from 1925-38. (Chairman of
    Committees, July, 1926, to June, 1932.)

Elliott, Harold Edward, C.B., C.M.G., D.S.O., D.C.M., VJX, 1920-31.

Guthrie, James Francis, 1920-1938.

Hannan, Joseph Francis, 1924-25.

Andrew, David, 1926-28.

Abbott, Richard Hartley Smith, 1928-29.

Elliott, Robert Charles Dunlop, 1929-3 5.

Lawson, Hon. Sir Harry Sutherland Wightman, K.C.M.G., 1929-35.
    (Assistant Treasurer from 17/10/33 to 12/10/34.)

Brennan, Hon. Thomas Cornelius, K.C., 1931-38. (Assistant Minister for
    Commerce, 12/10/34 to 29/11/37, being also Assistant Minister for
    Industry from 9/11/34 to 29/11/37.)

Brand, Charles Henry, C.B., C.M.G., C.B.O., D.S.O. Elected 1934, taking his
    seat 1st July, 1935, and still a Senator.

Gibson, Hon. William Gerrand. Elected 1934, taking his seat 1st July,
    1935, and still a Senator.

Leckie, John William. Elected 1934, taking his seat 1st July, 1935, and
    still a Senator.

Cameron, Donald. Elected 1937, taking his seat 1st July, 1938, and still a
    Senator.

Keane, Richard Valentine. Elected 1937, taking his seat 1st July, 1938,
    and still a Senator.

Sheehan, James Michael. Elected 12th July, 1938, and still a Senator.

House of Representatives

Electorate of Southern Melbourne:

1901-06—Rev. James Black Ronald.

The electorate of Southern Melbourne was abolished in the redistribution of 1906 and the City of South Melbourne has ever since been divided between the Commonwealth Electoral Divisions of Fawkner and Melbourne Ports. During this period of thirty-two years there has been considerable change in the dividing line, certain subdivisions of the city being changed from one Division to the other, but since 1906 these two Divisions have between them shared and included the whole of the city area.

Members:

Fawkner:

1906-13—George Fairbairn (later Sir George Fairbairn, кт.).
1913-17—Joseph Francis Hannan. 1917-35—George Arnot Maxwell.
1935 to date—Harold Edward Holt.

Melbourne Ports:

1906-31—James Mathews.
1931 to date—Hon. Edward James Holloway.

Note: Mr. Holloway represented Flinders (1929-31), and during that time was Assistant Minister for Industry and Assistant Treasurer, 3rd March to 12 June, 1931. He was a workers' delegate in the Australian delegation to the fifth session of the International Labour Conference, Geneva, 1923.

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articles by Sir Ernest Scott, Messrs. A. *W.* Greig, F. E. Chapman, G. G. McCrae, J. H. Watson and Dr. W. A. Sanderson in the *Victorian Historical Magazine;* notes on South Melbourne by Mr. J. M. Neild; notes on early surveys at South Melbourne by Mr. H. C. Stavely, Draughtsman; minutes, correspondence, reports, etc., of South Melbourne City Council; minutes of Melbourne City Council; Parliamentary representation by the courtesy of the Parliamentary Librarian.

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The History
of
South Melbourne

have realized the desirability of having a reliable record of the city's development, and, while the material is still existent, have initiated the work.

Mr. Charles Daley, who is Past President of the Historical Society of Victoria, has, after much careful research, assembled the facts concerning the history of South Melbourne in relation to contemporary events, thereby presenting in smoothly-flowing prose an accurate and reliable account that will be, from its interest, as easily read as an entertaining new novel.

The varied, illustrations are well chosen with two objectives—to honour those who have done their pioneering work, and to encourage the manhood of to-day to continue and perfect all that the pioneers have left as a worthy inheritance.

Well written, well authenticated, well illustrated and produced, with necessary maps, *The History of South Melbourne,* at the very low price of 1*2/6* net, is marvellous value. It should be in the hands of every citizen of South Melbourne, and of those ex-citizens who still cherish affection for this City. It will also be of value to historians and archivists in future years.