GROUP OF COUNCILLORS, 1861-62.

Standing (left to right)—Cr. James Mason, Cr. Edward Sydes.
Sitting—Cr. Bruce Frederic Bunny, Cr. Florence Gardiner, Cr. Benjamin Cowden (first Mayor), Cr. Henry Tullitt.
THE HISTORY OF ST. KILDA

FROM ITS FIRST SETTLEMENT TO A CITY AND AFTER 1840 TO 1930

VOLUME I.

Compiled by Order of the St. Kilda City Council
by
JOHN BUTLER COOPER

"Aut scribenda agere, aut legenda scribere."
"To do what is inset to be recorded, or to write what is worthy to be read."
[Inscription taken from the monument of John Stow, London's 16th Century Historian and Topographer]

Registered under the Commonwealth Copyright Act, 1912

Melbourne:
PRINTERS PROPRIETARY LIMITED
27 LITTLE BOURKE STREET
1931
I thank the Councillors of the City of St. Kilda for conferring upon me the distinguished honor of the appointment of Official Historian of the City of St. Kilda. I hope that my work will be considered by them of such merit as to justify their choice of myself for such an important commission. I am indebted to the Town Clerk, Mr. F. W. Chamberlin, for submitting to me old records of St. Kilda that he has, from time to time, patiently collected, and thoughtfully husbanded for historical purposes. In other ways Mr. Chamberlin has given to me generous assistance; and also inspiring encouragement, in my attempt to complete the difficult task of writing the history, in such a way, as to be worthy of the city.

I have endeavored to make, in the text, adequate acknowledgment of any source of important local information that I have happily tapped.

Throughout the work I have indicated when it is a surmise I am projecting, so that the reader may not accept a surmise as face value for a fact, and so be misled. An apposite instance of my caution, in not accepting a popular belief, without authority, appears on Page 14. A line reads:—"The Lady is usually supposed to have been Lady Grange," etc. This assertion, in a positive form, was believed by almost everyone interested in the question of the lady's identity, with the schooner's name, "The Lady of St. Kilda." Since the words "usually supposed" were written and in print, I have ascertained that the Lady was Lady Dyke Acland. I have indicated my source of authority in the appendix.

Mention, by way of appreciation, is due to Mr. J. A. Sears, of the Sears' Photographic Studios, High Street, St. Kilda Junction, for the fine modern pictures of St. Kilda,
PREFACE

which, through their selective beauty, certainly adorn the
two volumes of the history. Nor can I allow this
opportunity to pass, without reference to the Managing
Director of Printers Proprietary Ltd., Mr. W. A. Comeadow,
who, also, has been keen to ensure that the craftsmanship
of the printing of the History should be in evidence as a
credit to Australian typography. Indeed, I may add, that
the work involved in producing the two volumes of the
St. Kilda History, from its compilation to its
publication, has been the work of Australians.

J. B. COOPER.

Dec. 5, 1930.
# CONTENTS

<table>
<thead>
<tr>
<th>Contents</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preface</td>
<td>vii–viii</td>
</tr>
<tr>
<td>List of Illustrations</td>
<td>xv–xvi</td>
</tr>
<tr>
<td>Appendix</td>
<td>399</td>
</tr>
<tr>
<td>Index</td>
<td>401-405</td>
</tr>
</tbody>
</table>

### CHAPTER I.

Grimes's Survey Party—Fawkner’s Party at the Red Bluff—The Schooner Yacht "Lady of St. Kilda"—Arrives at Port Phillip, 1841—"For Sale or Exchange"—Sir Thomas Dyke Acland The Schooner’s Owners—Wrecked at Tahiti—An Interesting Letter—Lady of St. Kilda, Lady Grange St. Kilda’s Place Name—Village of Fareham First Suggested—Place Name St. Kilda Adopted—Rare Book Dated 1698, Voyage to St. Kilda—The Name St. Kilda and Other Facts... 1-19

### CHAPTER II


### CHAPTER III

CONTENTS

CHAPTER IV.

CHAPTER V.

CHAPTER VI.

CHAPTER VII.
CONTENTS

CHAPTER VIII.


CHAPTER IX.

Captain Kenney, and His Bathing Ship the Old Whaling Brig ‘Nancy’—An Historical St. Kilda Circular—Captain Kenney’s Claims to be the First Baths Proprietor Considered—Corrective Dates—Mrs. Ford’s First Bathing Establishment—Prominent Men of the Day Associate Themselves with Kenney’s Swimming Carnivals—’Orion’ Horne and Others—Chinese Fishermen—Hegarty’s Baths—Demolition of Kenney’s Baths—Agitation for Their Retention... 134-155

CHAPTER X.


CHAPTER XI.

CONTENTS

CHAPTER XII


CHAPTER XIII.


CHAPTER XIV.


CHAPTER XV.

CONTENTS

CHAPTER XIX


Pages 371-397
<table>
<thead>
<tr>
<th>Illustration</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group of Councillors, 1861-62</td>
<td>1</td>
</tr>
<tr>
<td>The Yacht &quot;Lady of St. Kilda&quot;</td>
<td></td>
</tr>
<tr>
<td>Sir Thomas Dyke-Acland</td>
<td></td>
</tr>
<tr>
<td>The Red Bluff</td>
<td></td>
</tr>
<tr>
<td>The Glen Huntly Pioneers' Memorial</td>
<td></td>
</tr>
<tr>
<td>The Royal Hotel, Esplanade</td>
<td></td>
</tr>
<tr>
<td>Moody's Baker's Shop, Fitzroy Street</td>
<td></td>
</tr>
<tr>
<td>Mooney's Royal Hotel</td>
<td></td>
</tr>
<tr>
<td>Notice of Meeting to Elect Council.</td>
<td></td>
</tr>
<tr>
<td>The Junction, Looking Northwards</td>
<td></td>
</tr>
<tr>
<td>The Old Watch House and Lock-up</td>
<td></td>
</tr>
<tr>
<td>The O'Donnell Gardens</td>
<td></td>
</tr>
<tr>
<td>Group of Councillors, 1864-65</td>
<td>36</td>
</tr>
<tr>
<td>Old Fire Station, Inkerman Street</td>
<td></td>
</tr>
<tr>
<td>New Fire Station, Brighton Road</td>
<td>80</td>
</tr>
<tr>
<td>Blessington Street Gardens</td>
<td></td>
</tr>
<tr>
<td>Blessington Street Gardens</td>
<td></td>
</tr>
<tr>
<td>St. Kilda Road Plantations</td>
<td></td>
</tr>
<tr>
<td>The Jetty and Bathing Ship</td>
<td></td>
</tr>
<tr>
<td>Gangway to Kenney's Baths</td>
<td></td>
</tr>
<tr>
<td>Swamp Land, Fitzroy Street</td>
<td></td>
</tr>
<tr>
<td>The Elwood Dredge</td>
<td></td>
</tr>
<tr>
<td>The Coal Mine, Red Bluff</td>
<td></td>
</tr>
<tr>
<td>Carlisle Street, Looking Westwards from Railway</td>
<td></td>
</tr>
<tr>
<td>Oakleigh Hall</td>
<td></td>
</tr>
<tr>
<td>The Village Belle Hotel</td>
<td></td>
</tr>
<tr>
<td>Germain Nicholson's House</td>
<td></td>
</tr>
<tr>
<td>The Junction, Sparrow's Hotel</td>
<td>112</td>
</tr>
<tr>
<td>Reply by H.R.H. the Duke of Edinburgh</td>
<td></td>
</tr>
<tr>
<td>St. Kilda Bowling Green</td>
<td></td>
</tr>
<tr>
<td>The OldSchoolroom Adjoining Christ Church, Acland Street</td>
<td></td>
</tr>
<tr>
<td>Christ Church, Acland Street</td>
<td></td>
</tr>
<tr>
<td>All Saints' Church, Chapel Street</td>
<td></td>
</tr>
<tr>
<td>Holy Trinity Church, Brighton Road</td>
<td></td>
</tr>
<tr>
<td>Free Presbyterian Church, Corner Chapel Street and Alma Road</td>
<td></td>
</tr>
</tbody>
</table>
**LIST OF ILLUSTRATIONS**

<table>
<thead>
<tr>
<th>Presbyterian Church, Corner</th>
<th>Alma Road and Barkly Street</th>
<th>facing page 345</th>
</tr>
</thead>
<tbody>
<tr>
<td>St George’s Presbyterian Church, Chapel St</td>
<td>“ ”</td>
<td>348</td>
</tr>
<tr>
<td>Church of the Sacred Heart, Grey Street</td>
<td>“ ”</td>
<td>352</td>
</tr>
<tr>
<td>Church of the Holy Angels, The Avenue</td>
<td>“ ”</td>
<td>352</td>
</tr>
<tr>
<td>Wesleyan Church, Fitzroy Street</td>
<td>“ ”</td>
<td>356</td>
</tr>
<tr>
<td>Old Synagogue, Charnwood Crescent</td>
<td>“ ”</td>
<td>356</td>
</tr>
<tr>
<td>New St. Kilda Synagogue, Charnwood Grove</td>
<td>“ ”</td>
<td>360</td>
</tr>
<tr>
<td>State School, Brighton Road</td>
<td>“ ”</td>
<td>390</td>
</tr>
<tr>
<td>Park School, Fitzroy Street</td>
<td>“ ”</td>
<td>390</td>
</tr>
<tr>
<td>Central School, Scott Street, Elwood</td>
<td>“ ”</td>
<td>390</td>
</tr>
<tr>
<td>Three Panels of Illuminated Statistics, 1861</td>
<td>“ ”</td>
<td>396</td>
</tr>
</tbody>
</table>
THE YACHT "LADY OF ST. KILDA."

From a pencil sketch in the possession of the Trustees of the Melbourne Public Library.
THE HISTORY OF
ST. KILDA

CHAPTER 1

Grimes’s Survey Party—Fawcett’s Party at the Red Bluff—The Schooner
Yacht "Lady of St. Kilda"—Arrives at Port Phillip, 1841—"For Sale or
Exchange"—Sir Thomas Dyke Acland—The Schooner’s Owners—
Wrecked at Tahiti—An Interesting Letter—Lady of St. Kilda, Lady
Grange—St. Kilda’s Place Name—Village of Fareham First Suggested—
Place Name St. Kilda Adopted—Rare Book Dated 1698, Voyage to St.
Kilda—The Name St. Kilda and Other Facts.

GOVERNOR PHILIP GIDLEY KING, R.N. of New South
Wales, in the year 1802 sent a surveying party from Sydney to
survey Port Phillip. The leader was Charles Grimes, Acting
Surveyor of New South Wales. For purposes of transport
Governor King lent to the party His Majesty’s colonial schooner,
"Cumberland". James Flemming was appointed to be the journal
keeper of the expedition. Very probably the members of the
Grimes surveying party were the first white men to see the lands
whereon now is the city of St. Kilda.

The schooner "Cumberland", anchored in Port Phillip Bay
on Thursday, January 20, 1803, upon which day it is recorded
by Flemming that they had "hot winds most of the day." Grimes
commenced his survey along the eastern shores of the Bay. We
have a facsimile of that survey before us, and by following the
chart, and reading Flemming’s journal, we can trace the passage
of the "Cumberland" as she sailed, and tacked, in those hot
north winds by headland, creek, and marsh.

On February the first the schooner was abreast of the lands
of St. Kilda. On Grimes’ survey plan the swamp at Elwood is
marked "salt". It was at the swamp the surveyors saw "two
large emus." Flemming states in his journal that "the land
appears to be covered with water in wet seasons. Came to a salt lagoon about a mile long, and a quarter of a mile wide, had no entrance to the sea." That swamp we know as the Albert Park Lake. Its area extended southward over the flat lands at the back of the Beaconsfield Parade. In some old maps the swamp, and marshy ground, are plotted close to Fitzroy Street, at the point where the St. Kilda Railway Station stands.

In Grimes’s plan, after he had passed Point Ormond, and before he came to the Esplanade, he wrote “Soil very bad and thinly wooded.” Along the country, now known as the West Beach, the description appears as "Low swampy country."

August 20, 1835. Springtime in Australia Felix! Wattle trees were coming into bloom; gum trees were tipped with reddish brown shoots of new leaves, new life for summer days, and the clumps of ti tree showed a bright mantle of vivid green, upon the arched tops of its groves. In the sunshine, beneath a clear blue sky, was a red bluff headland, with waves sweeping against its stone base. Evidence was in view that the bluff was in the process of falling to pieces. Rocks that had been undermined, and precipitated from the cliff, lay in tumbled disorder, along the line seaward, where the cliff once extended, before its nose had been cut short by the action of the waves. On each side of the red bluff was a small inlet or bay. The one on the north, and the bluff stood with its nose pointing to the West, formed a part of the basin into which a watercourse poured its flood waters. The sinuous line of the watercourse was marked by fringing wattle and small gum trees. Slightly to the north, extending east alongside the stream, was a large marshy lagoon, with an outlet to the sea.

Off this spot, on that Australian spring morning of 1835, stood the schooner "Enterprise", a craft of some 55 tons burden, while her crew lowered "a good five-oared whale boat" to take a party on shore. The expectant, and observant voyagers had noticed the gums fringing the creek, and they wanted to see if the place had water, and if it was hospitable for settlement.

John Pascoe Fawkner, the owner of the "Enterprise", was not aboard of his schooner when, with sails aback, she played patience with the wind off the Red Bluff, St. Kilda. The landing party’s instructions from Fawkner were "not to finally settle
down except on a river or copious supply of fresh water." What is now called the Elster, or Elwood Canal, and the one time Elwood swamp, did not fulfil the conditions required. Fawkner's party therefore returned to the schooner, and she was then sailed across the bay. Her anchor was dropped "just clear of the bar upon the channel to the Yarra Yarra."

Fawkner writing, years afterwards, in the *Diggers' Advocate*, described how his men saw "lovely knolls around the lagoons on the flats or swamps, and how the flocks, almost innumerable of teal, ducks, geese, and swans and minor fowls filled them with joy." Fawkner's men in the "Enterprise" were the first settlers who landed at or about St. Kilda. These Adams in this newly found Paradise were not without an Eve. She was Mary, wife of James Gilbert, blacksmith, one of the party on board the "Enterprise". Some years afterwards Fawkner became associated with St. Kilda by becoming the purchaser, at a Crown Land sale, of a piece of land, nearly three acres in extent, at the corner of Grey, and Barkly Streets.

In the Port Phillip Herald newspaper of July 9, 1841, the following note appears in the "Shipping Intelligence":-

"Arrivals:—

A news paragraph concerning her reads:—

"Lady St. Kilda. This vessel arrived on Tuesday last from Plymouth, which place she left on the 27th February. When South of the Cape of Good Hope she encountered very severe weather her foreyard being carried away, and the gale continuing unabated she was compelled to strike her topmasts. In point of sailing we understand she is a regular clipper. She brings no passengers."

Six days after the arrival of the "Lady of St. Kilda" there appeared in the *Port Phillip Patriot* newspaper a census showing the social condition of the community. The population of Melbourne was given as 4,479; of the County of Bourke 3241; of the District of Western Port 1391; of Geelong 454; of the County of Grant 336; of Portland 597; and of the County of Normanby 1,260. Total 11,728. The dwelling houses were returned at 1,559 distributed as follows, Melbourne 769; County Bourke, including Newtown (now Collingwood) and William's Town 432, besides 67 huts, meaning the old wattle and dab constructions with the bark roofs. How many of those residents of
Melbourne used blacking? The manifest of the schooner "Lady of St. Kilda" contained no less than 34 barrels of blacking!

By August 20, 1841, the "Lady of St. Kilda's" cargo had been discharged. On August 24 she was advertised as in the market:

"FOR SALE or BARTER the A.I. clipper well appointed schooner, 'Lady of St. Kilda,' 140 tons register, now on berth at the Queen's wharf of Sydney. This handsome vessel is abundantly found in stores, is quite ready for sea, and is open for sale, or to be exchanged for stock. Apply at the Counting House of Were Brothers & Co. August 16, 1841."

Apparently she was not sold at that date for a shipping advertisement announces:

"For Sydney. The A.I. Clipper yacht built schooner, 'Lady of St. Kilda' 150 tons, Lieut. J. R. Lawrence, Commander is now lying at the Queen's Wharf, and has room for some light goods, and a few passengers. For freight or passage apply at the counting house of Were Brothers & Co."

In the "Sydney Herald," September 15, 1841, we find a note of her arrival in Sydney. It reads—

"From Port Phillip arrived yesterday, having left on the 4th inst., the schooner 'St. Kilda' Captain Lawrence, with sundries. Passengers, Mr. Duncan, Mr. Splatt, Mr. Inglis, and four steerage. The 'Lady of St. Kilda' brings no news having sailed from Port Phillip some days before the 'Seahorse'."

On the schooner's return journey, the Port Phillip Herald, October 29, states she brought a cargo, 72 tons of cedar. This wood, obtained in the vicinity of the Tweed river, in New South Wales, was in demand in Melbourne for building purposes. Captain Lawrence lost no time in landing his cargo of cedar, and in turning the schooner's prow once more to sea. An advertisement in the shipping column of the Herald states, "The fine clipper yacht built schooner, 'Lady of St. Kilda', Lieutenant Lawrence, Commander, will sail for Launceston on Wednesday next." On November 12 we learn from the news columns of the Herald that: "The 'Lady of St. Kilda' left the bay for Launceston on Tuesday afternoon, but from adverse winds was compelled to put back to her anchorage at William's Town. She started again yesterday morning."

The district of Port Phillip, in common with the Colony of New South Wales, was at the end of 1841 on the eve of a severe monetary struggle—"a land boom burst"—that lasted until 1843. There were more ships lying in Hobson's Bay, and tied up to the Queen's Wharf, than there was merchandise to
fill their holds. Buyers of schooners were not to be found in the market place nor in the vicinity of the Customs House. It was known in Melbourne too that the "Lady of St. Kilda's" timbers were badly strained in that "heavy blow" off The Cape. The few Australian passengers she had carried between Sydney, Hobart Town, and Port Phillip, had heard the alarming clanking of the ship's pumps when she was at sea. A perusal of her log shows that the schooner was pumped every two hours. Nevertheless the "Lady of St. Kilda" was a fine seaboat, though she was but a small boat of 140 tons burden. She had survived many storms; she was sun-blistered, and weather-beaten too with the grey and green seas of both Occident, and Orient; her bottom was fouled with barnacles, and she was for sale by barter.

The advertisement offering the schooner for barter appeared in the Port Phillip Herald, January 18, 1842.

"IN EXCHANGE FOR SHEEP"

The A.I. Yacht clipper schooner 'Lady of St. Kilda' built under particular inspection of Sir Thomas D. Acland, 140 tons register is quite ready for sea, may be inspected in Hobson's Bay. Were Brothers & Co.

Sir Thomas D. Acland did not build "under particular inspection" the schooner as indicated by Were Brothers, but they may well have believed that he did. We have traced the firm's interest in the schooner. The fact that the "Lady of St. Kilda" sailed from Plymouth in 1841 suggested that a word to the Customs House authorities there might bring some news. In reply to our letter, the Collector of Customs & Excise, Mr. W. Woollner, wrote from the Customs House, Plymouth, under date September 24, 1912, as follows:—

"Fortunately for the purposes of your enquiry I have been able to find an old Shipping Register containing the entry of the schooner "Lady of St. Kilda." She was at one time owned by Sir Thomas Dyke Acland of Killerton, Devon, but was sold by him in 1840 to Jonathan Cundy Pope of Plymouth, who subsequently disposed of part of his interest. Her ownership at the time of sailing was as follows:—

Jonathan Cundy Pope . . . . 24 shares
Nicholas Were of Plymouth . . 24 “
James Duck of Plymouth, Devon . . 16 “

The Register was closed on transfer of the schooner to Sydney N.S.W. on 31st October 1843."
Nicholas Were, the owner of 24 shares in the schooner, was the father, or the brother, of the members of the Melbourne firm of Were Brothers, who were the schooner’s agents in Melbourne. The head of the Port Philip firm of Were Brothers was Jonathan Binns Were, the third son of Squire Nicholas Were, who owned entailed, and others lands in Somersetshire. Jonathan was born at Wellington, Somersetshire, on April, 25, 1809. He came to Port Phillip with his wife, his daughter Sophia, and his son, Jonathan, and with two servants, on July 25 1839. He bought land at the east end of Collins Street at 13/10/0 per foot, and, settling in Melbourne, he founded the firm of Were Brothers, Merchants, Commission and Ship Agents. He was appointed a Magistrate for the Port Phillip District by Sir George Gibbs in 1840. Later he was elected a President of the newly constituted Chamber of Commerce in 1853. Were was financially interested in Brighton for he held a half share in Henry Dendy’s Special Survey, which purchase of 5,000 acres at £1 per acre from the British Government included the whole of Brighton and some parcels of land at Moorabbin. Were represented the electorate of Brighton in the first Parliament of Victoria held in November 1856. He lived at one time in Hotham Street, St. Kilda, in a house made of galvanised iron, which he had imported in loose numbered sheets, ready to be reassembled.

J. B. Were attended the Crown Land sale held at the Village of St. Kilda on December 7, 1842. He bid in a "spirited manner" against Robert Deane for Section 14, containing three acres of land, which Deane eventually obtained at £35 per acre.

It has been loosely asserted by various writers copying each others' doubtful statements that sometime before the first Crown Lands' sale was held at St. Kilda His Honor, the Superintendent of Port Phillip Settlement, Charles Joseph Latrobe, gave a picnic (at St. Kilda) to the leading merchants of the growing town of Melbourne, "in the beautiful Tea Tree scrub, growing along the eastern shores of Hobson’s Bay." The time of the outing is supposed to have been at the end of the year 1841, or in the early months of 1842.

As a Port Phillip magistrate, and a leading Melbourne merchant, J. B. Were was probably, if the Latrobe picnic was held, one of the guests of Superintendent Latrobe. We have
been unable to trace the elusive contemporary record of this picnic. At the picnic the forthcoming land sale is alleged to have been mentioned and, it is written, that Superintendent Latrobe pointed to the schooner, "Lady of St. Kilda," anchored some distance from the shore, and said "Let us call the place St. Kilda." This breezy burst of spontaneous nomenclature may be a true story, but it is far too loose a tale to have any historical value here. It was given currency by an easy going Irishman, who compiled some interesting and valuable Chronicles of Early Melbourne.

We have a letter on the subject of the picnic, written by the late Henry Gyles Turner, a well known banker, and a literary man, who compiled a History of Victoria. He was a resident of St. Kilda and the Chairman of The St. Kilda Cemetery Trustees. He writes, "Mr. J. B. Were told me that his firm gave the picnic in honor of the Captain of the 'Lady of St. Kilda,' which was consigned to them, and promised the opening of a good business. My old friend Mrs. Jas. Duerdin, who died at 94 often referred to it as 'Mr. Were's picnic.' " This is probably the true account of the much referred to picnic. At least this version has some indicated authority behind it. Apparently the late Mr. Turner did not know that the Were's were part owners in the "Lady of St. Kilda," and that Captain Lawrence was employed by the ship's owners, and there was no need to seek the captain's commercial favors whatever else the compliment of the picnic might have implied.

James Duerdin, the husband of the lady Mr. Turner refers to was an English solicitor who came with his wife to Port Phillip in the year 1840, and he commenced to practice his profession in Melbourne in 1841. Thus he, and his wife, being friends of Were were able to speak with personal knowledge of Were's picnic at St. Kilda. Probably, on the occasion of that picnic, there was a going, and a coming of guests, between the schooner, and the shore. The ship lay within easy distance of the beach for a row boat as is shown by a recorded visit to the vessel paid by John Stafford, Customs House officer. James Duerdin bought property in St. Kilda. In the year 1850 he owned the Prince of Wales hotel, in Fitzroy Street, and, also he paid rates on land in Acland Street. Increases in land values made
him a wealthy man. James Duerdin's connection with the Were's and the "Lady of St. Kilda" is established by the fact that his firm, Hinton & Duerdin, advertised, in the Port Phillip papers, that they had the vessel for sale, in June 1843.

St. Kilda’s first locality name was known to the residents of Melbourne as "Green Knoll." In the diary of the Rev. William Waterfield, first Congregational Minister of Port Phillip, St. Kilda is referred to as the "Green Knoll." An extract from the diary, which is in the Mitchell Library, Sydney, reads:

"1842, Oct. 10, Thursday, dull morning. Mrs. W. & I drove to the Beach along which we went to the ‘Green Knoll’ and then home."

The circumstances that encircled the renaming of the lands of "Green Knoll," with the place name "St. Kilda" arose, in our opinion, in the train of the following incidents—

The schooner yacht, the "Lady of St. Kilda," in the year 1841, or '42, lay anchored off Williamstown. Some of her crew went ashore, and they began drinking at the grog shop until they became quarrelsome. They returned to the vessel in a "very drunken and mutinous condition," facts that are recorded in the log of the schooner yacht, and which log was in the possession of the late E. A. Petherick, the Commonwealth Archivist. The Williamstown water police arrested the sailors, and bundled them aboard the "Lady of St. Kilda." She was subsequently anchored off St. Kilda possibly to effectually maroon her disorderly crew. The mate made an entry in the schooner's log, when probably the sailors on board were sleeping off their drinking bouts:

"Midnight, that it is a clear night and thank God! peace on board."

There was a busy time on board the "Lady of St. Kilda" on July 25 1842. She was taking in cargo and preparing for a voyage to Canton. The original log of her voyage to Chinese Ports opens with the words:— "Log of the Schooner 'Lady of St. Kilda' from Port Phillip towards Canton. Captain Gildon Manton, master; James William Usher, Chief Mate." At this time Captain J. R. Lawrence had surrendered his command of the schooner, and settled down in Melbourne. An inquiry made by us at the British Admiralty showed that Captain Lawrence's service in the Royal Navy though not a distinguished career
was an honorable one. That he was the friend of Sir Thomas Dyke Acland and the sailing master of his private pleasure schooner yacht, the "Lady of St. Kilda," was not without its influence in the nomenclature of the city of St. Kilda.

We note in the ship's log that the crew on July 25, 1842 are employed taking in cargo from a lighter called the "Port Phillip," and that Captain Manton left the schooner at nine o'clock in the steamer "Vesta" for the shore. By noon all the cargo was on board, and the crew sent to dinner. On being ordered after dinner to resume work three seamen, who were drunk, refused duty. A general row ensued, and John Kennedy, John Williams, and David Dibbs were duly logged for insolence by the indignant mate. At 9.30 the three seamen mentioned (we again quote from the log) came aft on the quarter deck and called out, "Capt. Manton. Are you going to give us any grog?" which the Captain refused. They then said "They would be damned if they would not have grog or know the reason why." The Captain then ordered them off the quarter deck. A scuffle took place when the mate received a blow that made his mouth bleed. The Captain sent to Liardet's Beach for the Water Police. At eleven p.m. the police boat arrived alongside the schooner, and the sailors were taken to prison. And then Chief Mate Usher, notwithstanding his sore mouth, again thankfully concluded:— "Thus ends this day's log. Once more peace, and quietness reigning on board, with fine clear moonlight."

That ship brawl, or minor mutiny, took place in Hobson's Bay eighty-eight years ago! Could Usher have foreseen that the ti-tree fringed eastern shore outlined in the moonlight of a clear winter's night in July, would become the beach of a city such as St. Kilda is to-day, he must indeed have marvelled, but that a copy of his entry made that night in the schooner's log book should ever be read by the citizens of the city would have seemed to James William Usher, first mate of the "Lady of St. Kilda" little short of miraculous. And that it is so, is remarkable, when one surmises at what must have been the fate of most of the log books written eighty-eight years ago by the mates of such stormy petrels of the sea as the "Lady of St. Kilda."
On the following day the William's Town justices dealt with the three seamen and sentenced them to fourteen days imprisonment in addition to forfeiting all their wages, and everything belonging to them on board the schooner. Mr. Usher engaged three sailors to take the places of the mutinous ones, and the schooner then proceeded on her voyage to Canton. On May 7th 1843 the schooner had once more arrived in Port Phillip Bay. The newspapers' shipping news tells us that she left Canton on February 7 and cleared Manilla on March 4. Again on May 23 she sailed for Sydney with 14 passengers. On June 20 she was once more in St. Kilda waters, moored at her old anchorage, and being daily advertised for sale in the Port Phillip newspapers by Hinton & Duerdin. Eventually the schooner was sold, and her new owners were registered in Sydney, on October 31 1843. A brief record in the Sydney Customs House states she sailed from Sydney, and was "Wrecked at Tahiti, date unknown."

The schooner's stay in the immediate vicinity of the St. Kilda Beach waters was of a sufficient duration of time to associate the shore line with the schooner's name. Shore lines, wanting more particular features, were sometimes identified by a name taken from a ship at anchorage adjacent to the shore, or from the name of a seaside hotel, or from the hotel owner's name.
That was what took place, further along the bay line, in the locality now called Port Melbourne. The first hotel keeper on the water front, was named Liardet, and the beach opposite his hotel, licensed in September, 1840, was referred to as Liardet's Beach. We assume the place name "St. Kilda's Beach" was on the tongues of men before the time the name was recognised officially. When the Government decided to lay out the site of the village, the name of the village was suggested by the name of the shore line, if the authorities desired to use it. Apparently they were not in favor of plucking the place name St. Kilda from off the Beach. Nevertheless the place name "St. Kilda" survived its neglect, and the powerful fact that the authorities first chose the name of "The Village of Fareham" for the lands about to be sold.

Mr. H. Selkirk, an officer of the Lands Department, Sydney, who has been specially empowered to conduct researches among
early official archives, has favored the Victorian Historical Society with a copy of the following letter:—

"Council Office,
Sydney, 3rd Aug., 1842.

No. 42/26.

"Sir,
'I have the honor to transmit to you herewith the plan of the village of Fareham (St. Kilda) near Melbourne, which was laid before the Executive Council on 15th ultimo, Minute No. 41, 18.

'I have &o.,
'Francis L. S. Merewether
'Clerk of Councils

Plan Catalogued K 1185
Sir Thomas Mitchell Knt.
Surveyor General."

In the original document the name "Fareham" is struck out and "St. Kilda" substituted. The following pencil notes also appear on the letter:—

"The descriptions were sent down and must be got up when the name is determined. J.T." (probably J. Thompson, Chief Draughtsman).

"Mr. Ryan: The name is 'St. Kilda' catalogue now, J.T."

"Catalogued T.W.R."

Portions of Early St. Kilda were laid out by Thomas H. Nutt, in January, and February, 1842. It is possible, following a common practice of early surveyors, that Nutt may have suggested the place name "Fareham", which seems to have been taken from a watering place near Portsmouth, England, though there is no indication of that in Nutt's plan, but there is evidence of the birth of the name St. Kilda, and it may well have been that Nutt, not unmindful of "St. Kilda Beach" marked his plan with the name "St. Kilda," and that the authorities abandoned the name "Fareham" when they saw Nutt's plan. The plan is now in the plan room of the Lands Department, and is headed "Plan of 22 urban allotments in the Parish of South Melbourne, County of Moonta, for a village to be called "St. Kilda." The plan was laid before the Executive Council on July 15 1842 and
approved, as well as the name of "St. Kilda" for the name of the village on August 29, 1842, which information is contained in the Chief Secretary's letter No. 414 August 29, 1842.

In connection with the debated question as to who it was that sponsored the name of St. Kilda, some newspaper contributions on place names, written by us in The Argus newspaper were the means of bringing to light a claim for the distinction. The claim was advanced and verified by Mr. E. M. S. Stafford. If his statement made in all good faith, be accepted as a correct one, then the question of who suggested the place name St. Kilda is answered. The letter reads:—

PLACE NAME.

To the Editor of The Argus.

"Sir,—For Mr. Cooper's information I beg to state that it was my father, Mr. John Stafford, Customs House officer, appointed in England in 1835, who named St. Kilda, after a yacht called the St. Kilda, owned by Mr. Acland. The yacht came ashore on a sandbank, and my father went out to her in one of his boats and had an interview with the captain, and then said, 'I call this the 'St Kilda foreshore.' Later he told Governor Latrobe, who said it was a very appropriate name.—Yours, &c.,

"EDWARD M. S. STAFFORD.

"Carlisle Street, St. Kilda, April 7."

At the St. Kilda sale of the allotments a block of land containing 2 acres, 2 roods, and 16 perches was bought by Lieut. J.R. Lawrence, the late Captain of the schooner, the "Lady of St. Kilda." The block was situated at the corner of the Esplanade and Fitzroy Street, and it was Lieut. Lawrence who named Acland Street in honor of Sir Thomas D. Acland. Acland Street ran partly along the eastern boundary of Lawrence's land.

In 1903 a memoir of Sir Henry Wentworth Acland Bart, K.C.B. Regius Professor of Medicine, was published, the author being J. B. Atlay, Scholar, Oriel College. Mr. Atlay writes in the memoir, on page 475: "One trip, however, that to St. Kilda, though often projected was never destined to be realised, and to the last Dr. Acland was never able to reach the island west of the Hebrides which had given a name to his father's yacht. One
of his treasures on board was the chart which had belonged
to Sir Thomas on which were marked the positions of the "Lady
of St. Kilda" when more than 40 years previously he had made
what was thought the rather perilous voyage to this outlying
part of the British Isles."

In the course of our inquiries we received the following letter
from Sir C. Thomas Dyke Acland, Bart:-

"Killerton"
Exeter,
22 Octr. 1912.

"Dear Sir,
Mr. Atlay to whom you wrote on 17th Aug. about the "Lady of
St. Kilda" and my grandfather has sent your letter to me (the
present Sir Thomas Dyke Acland. I am so called (though my
real name is Charles Thomas Dyke Acland) in order to make it
clear that I am the Baronet of Killerton, because there is also a
Sir William Acland, my first cousin, the son of my uncle Sir
Henry, whose life Mr. Atlay wrote. People would not have
known (between Sir Charles and Sir William) which was the
real head of the family and owner of Killerton.

"I have been hunting up sketches etc. and I have found a pencil
drawing of the Lady of St. Kilda of which I will send you a
facsimile as soon as I can get one made. Also two very graphic
sketches of her cabin, and of her quarter deck, both of which will
I daresay interest you.

"One day, in 1871, when I (travelling alone) was wandering about
St. Kilda, I noticed the name of Acland Street, and knowing that
none of my relatives, as far as I knew, had ever been in that
colony I hunted up the reason of my family name appearing there,
and I was told, I cannot now remember by whom, that the
suburb was so named after a ship called the Lady of St. Kilda which
was wrecked, and broken up there, and that each street was
given the name of one of the owners of the yacht.

I believe that she was originally built for the fruit trade
between the Mediterranean and Great Britain, and that my
grandfather bought her in 1834 and owned her for about 5 years,
and then sold her. I never heard the date on which she was
wrecked. He certainly never went further than the Mediter-
ranean in her. I will endeavour to send you a photograph of him and either his autograph or a facsimile of it.

There are several of my cousins (his grandchildren) in New Zealand.

I am, Sir
Yours faithfully,
C. T. D. Acland."

In a letter received from the late Mr. Atlay he states that one of Sir Thomas Dyke Acland's sons went to Australia and "founded a family." The family name of Acland occurs in a distinguished early Victorian, and military family, the Anderson Aclands, at one time residing in Acland Street, Punt Hill, South Yarra. The late Colonel Anderson served in India, and he named his son after a brother officer, one of the Aclands. Colonel Anderson was an early proprietor of lands in St. Kilda, and, at one time, he was the owner of the triangular allotment of land whereon stands the St. Kilda Junction Hotel. The land was known, partly through the Colonel's connection with it, and also partly from the shape of the allotment as "The Cocked Hat."

St. Kilda City owes its place name, in the first instance, to the circumstance of the schooner yacht, "Lady of St. Kilda," being present, in Hobson's Bay, at the time the proposed Government village allotments, at this new seaside location, were given an associative name. The schooner, in its turn, was named after the "Lady of St. Kilda." The Lady is usually supposed to have been Lady Grange, who was imprisoned on the island St. Kilda, by her husband in 1734-42. The incident of Lady Grange's imprisonment is referred to in Boswell's "Journal of a Tour to the Hebrides."

Writing to The Argus newspaper under date July 14, 1928, "D.B." states:—"Lady Grange was an ancestress of mine. Lady Grange's husband was scheming with his political friends to restore the fortunes of Bonnie Prince Charlie. She remonstrated with him. On April 22, 1732, Lady Grange was forcibly taken from her family with her husband's consent, and removed to the almost barren Island of St. Kilda. Here she was kept a prisoner for 17 years. The suffering of this refined and cultured woman beggars all description, A clergyman at last arrived on
the island, and she prevailed upon him to write an account of her sufferings. She afterwards found an opportunity to conceal this account in balls of yarn, which found their way to a friend. This friend applied to the proper channel for redressing her wrongs, and a ship of war was sent to remove her, but it was too late. She was dead. Probably Captain Acland knew this lady, and called this yacht after her.

When the recent Scottish Delegation left Melbourne on a tour of the United Kingdom, the Town Clerk of St. Kilda, Mr. F. W. Chamberlin, thought an excellent opportunity had arisen to have inquiries made by some of the delegates, when in Scotland, concerning the island of St. Kilda, and also to convey to the school children on the island an Australian flag from the school children of St. Kilda, and in addition to take for the elders a photograph of the landing at St. Kilda of their Royal Highnesses the Duke and Duchess of York, on April 21, 1927. The thought turned out to be a happy one. The Rev. F. McQueen, one of the delegates visited the Island of St. Kilda in the "Hebridean", and on his return he delivered an address on the island to the St. Kilda councillors on December 2, 1928. He was fortunate enough, when in Scotland, to obtain a somewhat rare book on the subject of a voyage to St. Kilda. This book is the earliest authority extant, so far as a personal narrative is concerned, at least the writer of the book, which bears the date 1698, says so in these words, "The accounts given by Buchanan, and Sir Robert Murray, being but relations from second, and third hands, neither of them ever having the opportunity of being upon the place which I attempted several times to visit, but in vain, until last summer. The Laird of Mack Leod, heartily recommended the care of the inhabitants of St. Kilda to Mr. John Campbell, Minister of Harries, who accordingly went to St. Kilda. We embarked at the Isle Esay in Harries, the 29th of May, at six in the afternoon, 1697, the wind at S.E." He speaks further of himself as being "prompted by a generous curiosity, to undertake a voyage, through several isles to St. Kilda, and that in an open boat to the manifest hazard of his life."

The book in question is not the only copy of the work in the State. Upon the shelves of the invaluable Melbourne Public Library is another copy of the same work. The copy of the
book belonging to the Rev. F. McQueen lies before us as we write these lines. The book is in an excellent state of preservation, and it is still in its original leather binding. The title page reads:

A LATE
VOYAGE
TO
ST. KILDA
THE REMOTEST OF ALL THE
HEBRIDES
OR
WESTERN ISLES OF SCOTLAND
WITH
A History of the Island, Natural, Moral and Topographical wherein is an account of their Customs, Religion, fish, fowl &c. As also a Relation of a late Imposter there, pretended to be sent by St. John Baptist.

By M. Martin Gent.
London.
Printed for D. Brown & T. Goodwin at the Black Swan and Bibles without Temple Bar, and at the Queen's Head against St. Dunstan's Church in Fleet Street, M.D.CXCVIII

The book is dedicated to
"The Right Honorable Charles Montague Esq., Chancellor of His Majesty's Exchequer, President of the Royal Society &c."

The adventurous traveller "M. Martin Gent" assures the Right Honorable Charles Montague that:
"The World is in general so well acquainted with those noble endowments and great Abilities for which our most wise and Discerning Monarch so early raised you to the highest places of trust and dignity that only these poor Islanders of whom I write seem to be unhappily excluded from the knowledge of these many rare and excellent virtues which under your Administration do so signally bless Mankind.

On page 14, the old voyager of the year 1698 states "This isle is by the inhabitants called Hoit and likewise by all Western
Sir THOMAS DYKE-ACLAND, 10th BART.

From a drawing by G. Richmond, R.A., in 1845.
Islanders; Buchanan calls it Hoita, Sir John Narbrough, and all Seamen, call it St. Kilda, and in sea maps St. Kildar, particularly in a Dutch Sea map, from Ireland to Zeland, published at Amsterdam, by Peter Goas in the year 1663, wherein the isle of St. Kilda is placed due West betwixt Fifty, and Sixty miles, from the middle of the Lewis, and the Isle answers directly to the fifty eighth degree of Northern Latitude, as marked upon the ends of the map, and from it lies Rokol a small rock sixty leagues to the Westward of St. Kilda, the inhabitants of this place call it Rokabarra, this map contains the foundings of some places near St. Kilda, these not exceeding twenty or thirty fathom, it contains only the larger isle, and a part of the lesser isles; this island is also called St. Kilda by a company of French and Spaniards who lost their ship at Rokol in the year 1686 which they nam'd to the Inhabitants of St. Kilda, whose latitude is fifty seven degrees and three minutes."

With regard to a lady of St. Kilda no less than an "Amazon", our old time author states, on Page 21, "Upon the west side of this isle there is a valley with a declination towards the sea, having a rivulet running through the middle of it, on each side of which is an ascent of half a mile, all which piece of ground is call'd by the inhabitants, The Female Warrior's Glen. This Amazon is famous in their traditions, her House or Dairy of Stone is yet extant, some of the Inhabitants dwell in it all summer, though it be some Hundred Years old; the whole is built of Stone, without any Wood, Lime, Earth, or Mortar to cement it, and is built in form of a Circle Pyramid rise towards the Top, having a Vent in it, the Fire being always in the centre of the Floor, the Stones are long and thin which supplies the defect of Wood. The Body of this House contains not above nine Persons sitting, there are three Beds on low Vaults, a Pillar betwixt each Bed, which contains five Men apiece, at the Entry to one of these low Vaults is a Stone standing upon one end fix'd, upon this, they say she ordinarily laid her Helmet, there are two Stones on the other side, upon which she is reported to have laid her sword. She is said to have been much addicted to hunting, and that in her time all the space betwixt this isle and that of Harows was one continued Track of Dry Land. There was some years ago a pair of large Deers horns found in the
top of Oterveaul Hill, almost a foot under ground, and there was likewise a Wooden Dish full of Deers' Grease found in the same hill underground. 'Tis also said of this Warrior that she let loose her Greyhounds after the Deer in St. Kilda making their course towards the opposite isles. There are several traditions of this famous Amazon with which I will not further trouble the Reader."

"M. Martin, Gent" goes on to say, "In this Isle there are plenty of excellent Fountains or Springs. That near the Female Warrior's House is reputed to be the best, the name of it Toubirim-tuey, imparting no less than the Well of Qualities or Virtues, it runneth from East to West being sixty paces assent above the sea. I drank of it twice, an English quart at each time; it is very clear, exceeding cold, light and diuretic; and was not able to hold my hands in it above a few minutes; in regard to its coldness the inhabitants of Harries find it effectual against Windy Chollicks, Gravel, Head-aches; this well hath a Cover of Stone. There is a very large well near the Town called St. Kilder's Well, from which the island is supposed to derive its name; this water is not inferior to that above mentioned; it runneth to the South East from the North West."

"This Isle (St. Kilda) belongs in Property to the Laird of Mack-Leod, Head of one of the Ancientest Families of Scotland; it is never Farmed, but most commonly bestowed upon some Favourite, one of his Friends or Followers, who is called Steward of the Isle. The present Steward's name is Alexander Mack-Leod, who pays yearly to his Master an acknowledgment of the various Products of his Isle. This Steward visits St. Kilda every Summer, and upon his arrival he and his Retinue have all the milk of the Isle bestowed on them in a treat .... The Stewards Retinue consists of Forty, Fifty, or Sixty Persons, and among them, perhaps the most meagre in the Parish are carried thither to be recruited with good Cheer, but this Retinue is now retrenched, as also some of their ancient and unreasonable Exactions."

In this book no reference is made to a monk Kilda, who is asserted by some of the encyclopaedists to have lived on the island, and to have been called a Saint after his death by the islanders. There does not appear to be any evidence existing
for such a statement. How the word Saint came into the place name appears to be inexplicable, without Peter Goas (1663) canonised the island Hirta in his Dutch sea map as "St. Kilder."

While this history was going through the press the Daily Mail newspaper, London, published a paragraph stating that the inhabitants of St. Kilda Isle were reduced in number to 35, and that they had petitioned Mr. Adamson, the Secretary for Scotland, for help to enable them to leave the barren hills, surrounded by storm tossed seas, and to settle on the main land. Arrangements were to be made by the Scottish Board of Health to remove the petitioners. It was surmised that "some families may be given crofts on the main land, and the elderly people, and those who cannot support themselves will possibly be accommodated in institutions."

Thus it may well happen in years to come that the deserted isle of St. Kilda will be known in history more through its name association with the city of St. Kilda, at the antipodes, than through any knowledge attained of the quaint Dutch map of the sixteenth century publisher Peter Goas of Amsterdam, or even by its island legend of the "Female Warrior," or by its romantic reality of Bonnie Prince Charlie's cause that was responsible for the imprisonment of Lady Grange, or by the pitiful story of the final departure of its starved islanders, some of whose forefathers, to the number of 35, in the years of the fifties, emigrated to Victoria, and settled, it is said, in or near Geelong. The Rev. F. McQueen was the son of one of those who emigrated. The evacuation took place on August 29, 1930, and a picturesque, and pathetic account of the exodus appears in the Glasgow Herald of August 30. Reference in the paper is made to the greatest cragsman of them all, Finlay McQueen, white-bearded, and 69 years of age, with a heavy box strapped on his shoulders, waiting in the group, for the steamer, the "Dunara Castle," to take them from the barren, everlasting, storm-wracked island of "gloom," i.e., "Hirta," the Norse place name for St. Kilda.
CHAPTER II


The Creek near to the Red Bluff, noticed by Fawkner's party, when sailing to the head of the bay, in the schooner "Enterprise", is stated to have been named some years after its first discovery. The man who is reputed to have sponsored the creek's name is Charles Hotson Ebden, one of the adventurous group of the second flight of the pioneers of Victoria. He established, and owned a sheep station, on the Campaspe river, in the Kyneton district, and he called his property Carlsruhe. As time went on and settlement increased the station gave its name to the town of Carlsruhe. Ebden was educated in Germany at the German town Carlsruhe. He was treasurer of the Colony of Victoria in the Haines Ministry for the years 1857-58, and represented the Electorate of Brighton in Parliament. At the second Crown sale of lands held at St. Kilda and Elsternwick Ebden was among the purchasers of allotments. Ebden Street, in "South Elwood" now Elsternwick, recalls his name. A belief exists that he had a home in South Elwood, and that he called his dwelling place "Elster", which happens to be in the German language, the word for a magpie. The place name "Elster" extended, it is alleged, from Ebden's property to the creek, from the creek to the district, when it took on the addition of the Anglo Saxon word, "wick", hence Elsternwick. The creek's banks were the summer playground of magpies. The presence of these birds is asserted to have influenced Ebden in naming his home "Elster", and his early school memories account for the selection of the
THE RED BLUFF.

*Taken from a pencil drawing by Mrs. Elizabeth Parsons about 1875.*
German word “Elster”, meaning a magpie. Magpies still (1928) frequent the vicinity of where the creek once ran, now called the Elster, or Elwood Canal, though only a few odd pairs of birds are seen each season.

That the creek Elster came by its name in this fashion may well be believed, since we have a leaning towards accepting an interesting, and an ingenious story, until, perhaps, a better story be told. Though Ebden bought allotments in South Elwood, we have not found any evidence that he lived there, or that he named “Elster” creek. A large house stood in two, or three acres of ground, having a frontage to Brighton Road, and also a frontage to Ebden Street. Local tradition said that Ebden lived in the house, and that he built it. These Elsternwick lands were sold in the year 1857, and that was the year in which Ebden was treasurer of the colony, and member for the Brighton parliamentary electorate. Ebden was credited with being partial to place naming. He built the castellated dwelling, still standing, at Black Rock, and he called the house Black Rock after a place in Ireland. If we can draw accurate conclusions from this act, it is suggested that he built the house in North Elwood, that was demolished in the year 1927 and he called it “Elster”.

On the other hand, “Elster” is a word that is used as a place name in quite a number of localities in England, as well as in Germany. In Germany, rivers and streams, have "Elster" for their place names. The root, and reason of the name of Elsternwick is, we think, as likely to be found in England as in Germany. Early Government surveyors named hundreds of outstanding Victorian landmarks in the country they surveyed. Moods, and temperaments, mental outlooks, and historical knowledge, classical, and modern, all played their parts, at different times, in building up a mental complex that formed the place name box from wherein a puzzled surveyor drew a suitable name to place upon his map of newly surveyed unnamed country. Often the surveyors called local places after overseas localities, associated in their memories with pleasant thoughts of their homeland. That practice should be remembered before commitment to a final assertion of the correctness of the history of any Victorian place/lame, when its commonly accepted line-
age is cloudy, or without any documentary title that is available, or known to exist.

Elster Creek, now Elster Canal, but really a drain at the end of a fosse, owes its name, we think, to Elsternwick, not Elsternwick to the creek. We surmise so for the following reasons, and we hesitate to accept the picturesque story of Ebden and the magpies, notwithstanding its seductiveness. In the County of York, East Riding, Domesday Map, is an Astene-wic. The modern name today is Elstonwick, and it is on the place where Astenewic is given on the Domesday Map. The name is truly English, and a Yorkshire native probably brought the name of this English village to Victoria. We have intimated the large share in naming places the first surveyors had. Edward William Bagshawe, son of Colonel Samuel Robinson Bagshawe, East India Co's Service, was born at Midnapore, Bengal. He was sent to England, and was educated at Elstonwick near Hull, and afterwards he emigrated to Victoria with letters of introduction to Superintendent La Trobe. He assisted Surveyor Urquhart to survey Kyneton, Woodend, and Carls-rue, (Ebden’s country location) in 1853. He died at South Yarra December 16, 1899. Though we are unable to find the precise link connecting him with the place name of Elster Creek, or Elsternwick, we feel that the solution of the place name questions may be associated with Bagshawe.

In the first days of “The Settlement” at Port Phillip, when Victoria was a South Eastern district of New South Wales, the Government authorities, stationed at Sydney, leased the lands of Port Philip as grazing areas. Cattle, and sheep were driven overland from stations in New South Wales, or they came by ship, across Bass Straits, from Van Diemen’s Land, the live stock cargoes from Launceston consisting chiefly of sheep. Under the terms of those grazing leases we find that in 1836 Archibald McLaurin, and his brother, are recorded as grazing sheep over an area of land extending from Caulfield, as far as the Red Bluff, including the southern parts of St. Kilda. Lands whereon the city of St. Kilda now stands, were made available for a grazing area in the year 1839. A lease of those lands was granted by the authorities, in Sydney, to Captain Benjamin Baxter. His leasehold grazing license permitted him to pasture
his cattle over an area to the South West, as far as the Red Bluff, or Point Ormond. When these notes were Originally written, in 1912, some of the old residents, who have since died, remembered the currency, in their youth, of the words “Baxter's Stockyard,” but they were unable to say whereabouts its site was. Since that time we have seen, in the Government Lands' office, of Melbourne, a plan drawn by Robert Hoddle's assistant surveyor, H. B. Foot, in December 1842, on which Baxter's Stockyard is marked. The spot was the south west corner of Robe and Acland Streets. Captain Baxter had a license to graze stock on the lands of St. Kilda in 1842, probably a renewal license of leases formerly held. At that time, he had gone from St. Kilda and had taken up land, at a place, still known by his name, called Baxter's Flat.

Captain Baxter, like dozens of the pioneers, closed when he died, the record of a most interesting life. Through accounts of the lives they led we gather something at least, through the mists of time, of the class of men they were. Captain Baxter's story warrants our telling it, since his name is identified with the very first settlement of St. Kilda. Captain Baxter was born in Ireland. He received his commission, when he was 20 years of age, as an Ensign in the 50th West Kent Regiment on February 10, 1825. The Regiment was drafted to Jamaica, where constant insurrections were taking place, the disturbances being the work of maroons, or runaway slaves. Ensign Baxter was transferred from Jamaica to India, and from there to England, when, in the year 1836, he obtained his captaincy. He left England in command of a company of His Majesty's 50th Regiment, engaged in guarding a batch of expatriated prisoners on board the convict transport ship, the "Royal George," bound for Botany Bay. On arrival in Sydney in 1836, Baxter found that the ship "Hope", on which Mrs. Baxter travelled, had finished its voyage, and anchored in Port Jackson. When the convicts from the "Royal George" were discharged by Baxter into the custody of the Colonial gaol authorities, Governor Major General Sir Richard Bourke K.C.B., by virtue of Government's despatches, received from England, sent Captain Baxter, and the soldiers, under his command, to India. Baxter had had enough of India, and he desired to settle in Australia. He sold his commission in His Majesty's Military
Forces, and emigrated to Melbourne, December 1837, where he was appointed Melbourne's first post master, in the year 1838, with a salary of £150 per annum. He lived in John Batman's house. In 1839 he retired from the position of post master to become a cattle master. He died at Baxter's Flat in 1892 at the age of 87 years.

When Baxter left St. Kilda the firm of Thomas, Enscoe & Co. appear to have taken up the balance of Baxter's lease. On the first Government plan of the village of St. Kilda a hut is shown at the south west corner of the reserved allotment—now Prince Alfred Square—then known as the Custom House Reserve. The hut belonged to George Thomas, and John Enscoe, of the firm of Thomas, Enscoe & James, who had a business at the corner of Flinders and Williams Street, Melbourne. They also had an office on the Queen's Wharf, and advertised themselves as "shipping agents." The firm's notice to buyers showed that the goods it had for sale ranged from a bottle of whiskey, to a Durham bull. The whiskey was in their stores, the Durham bull, as likely as not, was fattening on the pastures of St. Kilda.

Thomas's hut is the first building in St. Kilda that can be referred to with contemporary documentary proof as being in existence in the year 1842. No doubt the hut was used as a dwelling place of Captain Baxter's stockman. Captain Lawrence of the Lady of St. Kilda was probably among the earliest of settlers who named an unmade public road, when he named Acland Street. A cottage was placed upon Lawrence's land, and its position is indicated on an old plan. The corner of the Esplanade, at Fitzroy Street, was not built on for some time. In the year 1857 there were three houses grouped at the corner, and they were sufficiently close to each other to allow of them being turned into one house with connections made by verandahs. The corner house had two stories, the upper story consisting of one room. These houses were joined together for the purpose of transforming them into the St. Kilda Club Hotel, a very early hostelry now long since forgotten. The third cottage, in Fitzroy Street, we think was Captain Lawrence's house. The two cottages were destroyed by fire, but the third cottage was saved from destruction, Mainly owing to an East wind. The site of
Lieut. Lawrence's cottage was marked for years by an old copper plate, nailed on to the gateway of a brick house, with the name "St. Lawrence" upon it. In our youth in passing we often noticed the plate, without knowing that our eyes rested on an historical relic.

Thomas Enscoe & Co. were in possession of the lands of St. Kilda, when it was decided by the Government to sell allotments of land, and to establish a village on the site of Enscoe & Coy's cattle, or sheep run, and it was advertised that such village was to be called the "Village of St. Kilda."

Such decisions, when made, were followed by a notice of the forthcoming sale in the Government Gazette. The notices were sometimes printed as news in the Port Philip Gazette. A notice concerning the Sale of St. Kilda land appeared in the Port Phillip Gazette, and the following paragraph, woefully out in its geographical information was published in The Port Phillip Herald, November 18, 1842.

"VILLAGE OF ST. KILDA"

"A site has been fixed upon for a village at St. Kilda in the County of Bourke on the sea coast, about three miles from North Melbourne and a mile Eastward from the present landing place at the beach. A copy of the approved plan can be seen at the office of the Surveyor General in Sydney, or the Survey office in Melbourne."

Sale notices were seen by the members of the firm of Enscoe, and they became concerned as to how the sale would affect their interests. In July, 1842, they wrote a letter to Superintendent Latrobe at Port Phillip, on the subject, and that letter is preserved among original documents in the custody of the Melbourne Public Library authorities. The following is a copy of the letter, and of the endorsement thereon:

29th July, 1842.

"Messrs. Thomas Enscoe & Co.

"Melbourne, 20th July, 1842.

"Sir,—Having by your Honor's kind permission been living for nearly two years past on the site of the future St. Kilda and perceiving in the newspapers that it is to be put up for sale in November next we would further trespass on
your Honor's kindness by requesting your permission to renew our license and to remain there till the land is sold. We shall then be enabled possibly to purchase ourselves, or by disposing of them to some party purchasing obtain something for the buildings we have put up. We may be allowed to remark that as our residence is on the reserve our remaining until the time of sale cannot in any way militate against it.

"Requesting your Honor's favourable consideration of our case we have the honor to be

Sir,

"Your Honor's most obliged and humble servants,

"George Thomas and John Enscoe."

The letter is endorsed, "Mr. Airey is authorised, if he judges proper, to accede to this proposal on the condition that the buildings in question are removed from the reserve at the expiration of one month after the day of sale of allotments at the spot in question."

"C. J. Latrobe

"28th July, 1842.

St. Kilda lands were offered for sale by auction in December 1842. In that year Brighton was a hamlet of about 600 residents. From St. Kilda a well defined bush track led to the place. One track is shown on old maps of St. Kilda as running down Fitzroy Street, with a swamp on its north side, and a hill on its south side. Naturally the early settlers took the road that was the easiest to travel. That road led along the foot of the hill i.e. the corner of the Esplanade and Fitzroy Street. The bush track, straight over the hill, extending the line of St. Kilda road, was the more direct way to Brighton, but the climbing bush track was a drawback to the majority of travellers. The track over the hill of that time is the High Street of to-day. When the road turned the Esplanade corner it forked into two roads, just as Fitzroy Street does now. The two highways were known as the Upper Road and the Lower Road.

A pen picture of the St. Kilda road, and of the St. Kilda country, is contained in a letter of Mrs. Perry, the wife of the first Anglican Bishop of Melbourne, Richard Perry D.D. Mrs. Perry was writing to her friends in England. The letter is
dated, "March 10, 1848, Southern Cross Hotel, Australia Felix."
Mrs. Perry is describing the road from St. Kilda to Brighton—

"It was along" she writes "a deeply sandy road full of tree stumps, and the surrounding country pretty thickly strewn with gum trees and wattle or mimosa, some dead, some half dead, some in full vigour, some standing upright, some prostrate, some leaning in grotesque attitudes. There is not the slightest approach to underweed to be seen anywhere, and from the appearance of the grass in its present perfectly yellow state I should say it was closely nibbled by sheep. Indeed it is a marvellous country—it appears to be one interminable park."

At the sale of Crown lands at St. Kilda, twenty-two sections were submitted. They were situated on the high land, close to the sea, abutting upon the Esplanade, and Fitzroy Street.

Commenting on the sale the Port Phillip Patriot writes "the bidding for the first seven lots went off with average competition, but on the eighth put up, a spirited contest took place between Mr.Were and Mr. Deane, which terminated in favor of the latter gentleman. For the last seven lots there were no bidders above upset price, and they were accordingly knocked down to their respective purchasers. Upwards of sixty gentlemen were present at the sale, which seemed to excite much interest in consequence of the land put up to auction being only three miles from town, and the site of the new village of St. Kilda."

We abstract the following particulars of the sale from the Government Land Sale book used on that notable occasion. The upset price was fixed at £30 per acre.

<table>
<thead>
<tr>
<th>Section</th>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2 2 16</td>
<td>Lieut. J. Ross Lawrence</td>
<td>£86</td>
</tr>
<tr>
<td>2</td>
<td>2 3 4</td>
<td>Js. M. C. Airey</td>
<td>£74</td>
</tr>
<tr>
<td>3</td>
<td>3 — —</td>
<td>Captain Hutton ..</td>
<td>£75</td>
</tr>
</tbody>
</table>

The south boundary line of the allotment purchased by Captain Hutton was "reserved for public purposes." It is now known as Prince Alfred Square, but it was then called the "Custom Reserve," and it covers an area of one acre three roods, and eight perches.
On the north its depth is 400 feet, and on the south its depth is 200 feet, while it measures 600 feet frontage on its Eastern boundary. Two sections abut on its eastern boundary, having a frontage of 300 feet to Acland Street. The land so plotted by Surveyor T. H. Nutt was known as Sections 4 and 5.

<table>
<thead>
<tr>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 4</td>
<td>1 3 8 J. P. Maine</td>
<td>£66</td>
</tr>
<tr>
<td>5 1 3 8</td>
<td>J. F. Palmer</td>
<td>£73</td>
</tr>
<tr>
<td>6 2 1.24</td>
<td>D. Ogilvie ..</td>
<td>£81</td>
</tr>
<tr>
<td>7 2 1 —</td>
<td>Dr. Thomas Black ..</td>
<td>£78</td>
</tr>
</tbody>
</table>

Sections 11 and 12 have their frontages to the road, each frontage consisting of 300 feet.

<table>
<thead>
<tr>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 11</td>
<td>1 2 — J. J. Peers</td>
<td>£66</td>
</tr>
<tr>
<td>12 1 2 —</td>
<td>Captain W. Lonsdale</td>
<td>£36</td>
</tr>
<tr>
<td>13 3 1. —</td>
<td>George Sherbrooke Airey</td>
<td>£38</td>
</tr>
<tr>
<td>14 2 1 —</td>
<td>Robert Deane</td>
<td>£35</td>
</tr>
</tbody>
</table>

Then we arrive at Section 15, which had a frontage of 1000 feet to Melbourne Parade, the first name given to Fitzroy Street.

<table>
<thead>
<tr>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 19</td>
<td>3 — Major W. Firebrace</td>
<td>£30</td>
</tr>
<tr>
<td>16 4 —</td>
<td>J. H. H. Spencer</td>
<td>£30</td>
</tr>
</tbody>
</table>

This section has also a frontage of 1000 feet. The two sections with their total of 2000 feet frontage to Melbourne Parade cover the distance from Acland Street to Grey Street. The latter was then an unnamed road. Section 17 has 400 feet and the balance of the sections have 300 feet frontages to Grey Street.

<table>
<thead>
<tr>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 17</td>
<td>4 — J. H. H. Spencer ..</td>
<td>£30</td>
</tr>
<tr>
<td>18 3 —</td>
<td>Captain R. H. Bunbury</td>
<td>£30</td>
</tr>
<tr>
<td>19 4 —</td>
<td>Major W. Firebrace ..</td>
<td>£30</td>
</tr>
<tr>
<td>20 3 —</td>
<td>R. Deane ..</td>
<td>£30</td>
</tr>
<tr>
<td>21 3 —</td>
<td>R. Deane .. ..</td>
<td>£31</td>
</tr>
<tr>
<td>22 3 —</td>
<td>R. Donaldson ..</td>
<td>£30</td>
</tr>
</tbody>
</table>

On the south boundary of Black's land was a Government unnamed road, now called Robe Street. Crossing the road another section, numbered 8, was made available for purchase.
"GLEN HUNTLY" PIONEERS.

Unveiling the Memorial in the St. Kilda Cemetery over the remains exhumed from the Red Bluff.
and it was bought by J. Howard, who afterwards built the "Royal Hotel" upon it. It contained one acre two roods and thirty five perches, and its depth, like all the foregoing allotments, extended to Acland Street.

Next to Section 8 was a section reserved on behalf of Presbyterians under Act 391 for church purposes. Permission was given years afterwards to the Presbyterian Authorities to sell the land. One section had a frontage of 288 feet to the Esplanade, running to a point in Acland Street, where the land had a frontage of 604 feet. All these blocks face the west, with the exception of Sections 4 and 5, and their west frontages constitute the east boundary line of the Esplanade. Section 9 starts at the north western corner of Acland Street, with 300 feet frontage to that street, and it has a depth along Robe Street of 1000 feet.

<table>
<thead>
<tr>
<th>A R P</th>
<th>Per acre</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 9 3 — — Dr. T. Black</td>
<td>£162</td>
<td>£186</td>
</tr>
<tr>
<td>16 4 — — David Ogilvie</td>
<td>£54</td>
<td>£162</td>
</tr>
</tbody>
</table>

At this point land is shown on the plan as reserved for the Church of England, and School. It has a frontage of 464 feet to Acland Street with a reserved space for a road running round the block.

The above sections were the first lands sold. They formed the "Village of St. Kilda," the germ of the future city. Some of the purchasers’ names recur on the plans of neighboring suburban Crown Land Sales. Most of them were Melbourne merchants and professional men, others were like James P. Maine, sheep and cattle masters, or as they were called, "squatting settlers."

Before the land sections were planned for sale, irregular settlement had taken place. In picturesque spots of the Crown Lands by the seaside, temporary dwellings were to be found in the tea tree scrub. One of the reasons was that Melbourne Town was not regarded by its residents as a healthy place. Sanitary arrangements in the town were bad. As a result of inattention to such governing factors of proper living, "colonial fever" was more or less prevalent, and in summer season it often raged with virulence. Naturally a seaside residence, built on clean soil, away from the smells of town drains, was desired,
and sought for, by the early settlers, but they had no security of tenure. They took the risk that the Crown would not turn them off as trespassers. The Government later issued licences to allow huts, or tents, to be placed on Crown Lands. This concession led in the year 1859, to complaints being made by the St. Kilda Council to the Government. The Councillors asserted that their municipal officials had no control over a new undesirable class who had come to live in tents about St. Kilda beach. Some of these Ishmaels defied the council officials. They even impudently waved their Government licences in the officials' faces! As will be seen hereafter (Chap. XIII) the council rated these "Beach Squatters."

Two years before the first Crown Land sales at St. Kilda took place, 1840, the Government authorities had established a quarantine station at the Red Bluff. How little was then known, in Melbourne, of the Red Bluff at St. Kilda, may be judged by a paragraph in the Port Philip Patriot newspaper explaining to its readers, in its Thursday's issue, dated April 23, 1840, that "the Red Bluff was a projecting point of land, about 14 miles, from Melbourne." The "Red Bluff" the Patriot referred to was probably the Red Cliff at Sandringham. That cliff was the "Red Bluff" of the early colonists, though the Bluff at St. Kilda was, in 1839, officially termed the "Red Bluff."

The necessity of appointing the Red Bluff at St. Kilda, to be the first quarantine station at Port Phillip arose along a tragic chain of circumstances. In December, 1839, a barque of 430 tons, called the "Glen Huntly," Captain Buchanan in command, left Greenock and Oban, Argyleshire, with 157 Government emigrants for Australia Felix. She arrived in Hobson's Bay, on April 17, 1840, and came up to the usual harbor anchorage off William's Town. The port authorities then learned that the "Glen Huntly" was a "fever ship." Ten emigrants had died from fever during the voyage. The Port Phillip authorities acted promptly, ordering Captain Buchanan to at once cross the Bay, and anchor the barque off the Red Bluff. "Several cart loads of tents," says the Port Phillip Patriot "having been previously sent down, and every comfort provided for the accommodation of all parties, the disembarkation of the emigrants commenced yesterday." That was Wednesday, April 23,
1840. The report proceeds, "A sergeant and four privates are sent down as a guard to prevent any intercourse with settlers or others, and the most rigid quarantine laws will be observed to prevent, if possible, a calamity similar to the visitation which has so recently befallen Hobart Town."

Two quarantine camps were established at the Red Bluff, one for the fever patients, and one for the emigrants who were free from disease." The sick camp was in charge of Surgeon Superintendent Browne, and the "Healthy Camp" was controlled by Dr. Barry Cotter, who, on the arrival of the "Glen Huntly" volunteered his services. A report of Dr. Cotter's read as follows: "Healthy Camp," Quarantine Station, Monday April 27, 1840. "The remainder of the emigrants were landed yesterday from the "Glen Huntly" with an addition of six fresh cases for the sick camp. There are at present in the 'Healthy Camp' 108, including children. Many of them appear much emaciated from long and continued illness." The doctor anticipated that the change from the barque, and of diet, would restore them to health. Three days afterwards the doctor reported that the weather was bitterly cold, with occasional showers, and that the situation of the canvas camp was a very exposed one. A female emigrant in the "Healthy Camp," Ann Cummins, fell from the Bluff on to the beach, and was very much injured. His Honor, Superintendent Latrobe, frequently visited the Camp.

A newspaper paragraph appeared, at this time, with regard to Scotch emigrant ships, to the effect that it was "repeatedly asserted" that they were sent out "badly provided, wanting comfort and provisions." The inference was that the "Glen Huntly" called the "Fever Ship" belonged to that class. It was notorious that ships condemned as quite unfit for further service in any trade were patched up, and chartered to convey emigrants to Australia. In a London paper, the "Weekly Dispatch," published a month before the "Glen Huntly" left Greenock, an article was devoted to the scandalous conditions obtaining on board emigrant ships. The paper declared that "there were many shipowners between London and Blackwall who possessed sufficient influence to get a leaking waterbutt, if they wished it, chartered to take out emigrants or convicts." The Government inspection was a farce. Pumps had to be kept going to prevent
the ships sinking; provisions were of a most inferior quality, the ships were overcrowded below, and, as a consequence, on reaching certain latitudes, fever broke out, decimating the emigrants. The loss of child-life was fearful. Finally, the trade of carrying emigrants as then practised by unscrupulous ship owners, was deemed to be "a wholesale traffic in human life." How far that scathing denunciation applied to the owners of the "Glen Huntly" we are unable to say, but the ugly facts remain obtruding through years that have passed since then, that the barque was 430 tons burden, and that she had 157 emigrants men, women and children—as well as her crew, stowed somewhere, and somehow, aboard of her. In the circumstances, that only ten emigrants died at sea, and three more at the Quarantine Station, is surprising.

The last passenger who died at sea was George Denham. He was buried at the mouth of the Exe, known to-day as the Little River, sixteen miles north of Geelong, and close to Station Peak, now called Flinders Peak, upon which Matthew Flinders R.N. stood on May 1, 1802 to survey Hobson’s Bay.

The news of the arrival of the "Glen Huntly" as a "fever ship" alarmed Melbourne Town. The alarm was not abated when it was remembered that typhus was "raging in Hobart Town," and that there were also numerous fever cases in Sydney. On April 24 there were fifty emigrants reported as ill with fever. The first death, that of a young man, James Mathers, took place on Wednesday, and he was buried in the crown of the Red Bluff on Thursday, April 23. Another death, that of John Craig, followed, and then another was reported on May 5. It was the death of an old man, George Armstrong. He did not die from fever but from dysentery. He had concealed his illness and was, when he landed from the ship, in an extreme state of debility. John Craig was a weaver, of Paisley, and he brought with him from Scotland his wife and seven children.

George Armstrong was a locksmith, a widower, and James Mathers was a single man. The last two emigrants who died in the quarantine camp were placed in graves dug alongside the first grave. A special Board of Inquirers, appointed by His Honor, the Superintendent, made a satisfactory inspection of
the Camps on May 27. The healthy emigrants were released from quarantine on Monday, June 1. Twelve days later, on June 13, the rest were allowed to go to Melbourne.

The graves, enclosed by a picket fence, marked the place of tragedy for years. Like the homes referred to by the gravedigger in Hamlet, the graves were built to 'last till Doomsday,” but the waves, as time went on, gradually encroached on the sea face of the Bluff, washing the rocks and earth away. Apparently the remains of the bodies in the graves were not to be allowed, even by nature, to rest undisturbed. As their owners had voyaged in life, so had their bones in death to take a journey ere they reposed forever in their last narrow bed.

On August 27, 1898, in the presence of the Civic Authorities of St. Kilda, and representatives of Government Departments, at 7 a.m. the graves were re-opened. The grave-digger found the red gum coffins, made in 1840, had mouldered away to dust, but the skeletons of the bodies the coffins once enclosed were discovered almost intact. One skull, with a good set of teeth, was in "perfect condition." The remains, the bones of the men, were put into three coffins, and taken to the St. Kilda Cemetery, and at three o’clock in the afternoon they were buried in the presence of about one hundred spectators.

In addition to the Mayor of St. Kilda (the late Councillor John Stedford) and Councillors there were present, relatives of those who came in the ship "Glen Huntly." Mrs. Bowman, of Caulfield, who was a daughter of John Craig, was a child of eight years of age when the "Glen Huntly" arrived. She stood beside the second grave of her father. Three other children of John Craig were alive in Victoria, but they were not present at the re-interment of their father’s remains. A Miss Cameron was seventeen years of age when she arrived by the barque. As Mrs. McGonagle she was also a witness of the re-interment. A choir, under the control of Mr. George Andrews, sang "Oh God our help in ages past," and "Days and Moments quickly flying." The Town Clerk of St. Kilda (the late Mr. J. N. Browne) read a history of the voyage, compiled from Customs Records, the Port Phillip Patriot and the Port Philip Herald newpapers by the chief Civic clerk (now Town Clerk of St. Kilda) Mr. Fred W. Chamberlin. Subsequently a public subscription
was made, and as a result a suitable memorial was placed on the grave. The tombstone is in the south west corner of the St. Kilda cemetery, and it bears the following inscription:—

"On December 13th, 1839, the emigrant ship "Glen Huntly" left Greenock, Scotland, and arrived at Hobson's Bay on 17th April, 1840. Many of the passengers suffering from fever were landed at the Red Bluff, St. Kilda, on 24th April, 1840, that being the first quarantine station in Victoria. A few days later John Craig James Mathers George Armstrong succumbed to the disease, and were interred at the Bluff. Owing to the encroachment of the sea, their remains were exhumed, and removed to the St. Kilda Cemetery, on 27th August, 1898, by the Board of Public Health.

This memorial was erected by public subscription to mark a notable event in the early history of the Colony. Glen Huntly Pioneers."

A memorial hymn was written for the occasion, and sung by the choir of St. Martin's C.E., Hawksburn. The hymn was set to the tune of The Old Hundredth. Two of the verses were:—

"They dared the perils of the sea
To win with hope the promised land
To find new homes was not to be
But lonely graves upon its strand.
"For almost sixty years they slept
Unmindful of the troubled waves
Till the encroaching tide o'er stepped
The limit of their sea girt graves."

The barque "Glen Huntly," as an emigrant ship, made other voyages to Melbourne. A Melbourne Shipping Register speaks of the barque arriving in Melbourne on January 9, 1850, under the command of Captain Robert Barr, consigned to Dalgety, Gore, & Co., Melbourne, shipping agents. Her cabin passengers were Mr. and Mrs. Heathcote, Mr. Foxhall, and Dr. Burley, surgeon, with 46 emigrants in the steerage. She carried 157 emi-
grants on her fatal voyage! Her tonnage, in the Register, is given as 505 tons, not 430 tons, as in the Customs House books. This voyage, in the year 1850, was the third voyage of the Glen Huntly to Melbourne. On the previous voyage, she left Melbourne on Oct. 5, 1848, for Sydney. She had been absent from Melbourne for 15 months and 4 days. Finally, she left Melbourne for London, on March 6, 1850, and she did not, so far as records go, return. Her owners, or managers, were Marshall and Eldridge of 34 Fenchurch Street, London.

The christening of Glen Huntly road was commemorative of the pathetic story of "The Fever Ship." The Quarantine Road, now known as the Marine Parade, led into the then unnamed road through the site of the coming village of Elsternwick. What was the origin of the hyphenated name Glen Huntly is obscured. Presumably the owner of the ship could have given a reason for his choice of the name, but considerable research has not yielded the secret. No glen in Scotland so far as has been ascertained is registered officially as Glen Huntly, though there may be a glen near Huntly, the largest town in Aberdeenshire, which is called locally the Glen of Huntly. Huntly is the capital of the old territorial division of Strathbogie, a name perpetuated in Victoria in the Strathbogie Ranges near Benalla. The lords of Strathbogie sided with the English in the wars of Scottish Independence, and their lands were confiscated by Robert the Bruce (1314) and given to Sir Adam Gordon. His descendants became Lords and Marquises of Huntly. The last Duke of Gordon, the Marquis of Huntly, was known as the "Cock of the North." Sir Walter Scott addressed him in the lines :

"Cock of the North, my Huntly braw
Whaur are you wi' the Forty twa?"

Gordon was the colonel of the 42nd Highlanders.

The St. Kilda Cemetery, in East St. Kilda, wherein all that remains of the "Glen Huntly" pioneers is laid finally to rest, has served since June 9, 1855, as the God's acre of St. Kilda. At least that is the date of the first burial recorded in St. Kilda Cemetery Register. There were earlier burials. Sir Archibald Michie told Dr. Charles Bage that he attended the first burial in the St. Kilda cemetery. It was that of a school girl, the fact of whose burial was not recorded until fifty years after her
death. Originally the Cemetery extended from Orrong Road (East) to Hotham Street (West) but the area was reduced to its present proportions of twenty acres. The deed of grant from the Government to the Trustees was issued on February 7, 1861. Well known names of early St. Kilda residents appear in the list of Trustees. Augustus Frederick Adolphus Greeves, William Lane, John Matheson, Francis Edis Beaver, Charles H. Symonds, Robert Kerr, Benjamin Cowderoy, Henry Tullett, William H. Lacey, and James Stodart. The trustees were then under the control of the Crown Law Department, but they are now appointed by the Governor-in-Council, under the advice of the Board of Health. They number eleven, and represent the leading religious denominations, and four of the trustees are elected by the councillors of the cities of St. Kilda and Prahran.

A memorial was signed by East St. Kilda residents, in the year 1864 to close the St. Kilda Cemetery. The new Health Act gave the Governor-in-Council power to close the cemetery against burials, and those who had signed the memorial of 1864, launched a more active, but unsuccessful, protest against the continuance of the cemetery in February, 1865. Among the memorialists were Archibald Michie, J. B. Were, and William Peterson. It was alleged that the cemetery was a sand hill, that streams of underground water brought undesirable drainage to the surface. It was estimated at the time that 3,953 graves had been sold, and that 12,000 graves were unsold. For some reason the memorial, which had been prepared to present to the Commissioner of Lands was not presented, and the agitation, for a time, ceased. Another attempt to close the cemetery was made in the year 1868, but the Council of St. Kilda, with the Trustees of the cemetery, succeeded in preventing the threatened closure. Those opposed to the cessation of burials in the cemetery alleged that certain men, who had bought land in a healthy situation, and who had built their dwelling places thereon, wished to have the cemetery removed entirely, because, in their opinion, the burial ground depreciated the value of their properties. The St. Kilda Council had an influential body of men to fight over the question of closure. To the memorial to close the cemetery was attached the signatures of the Chief Secretary, James McCulloch and the Hon. Archibald Michie, who had been
THE ROYAL HOTEL.
St. Kilda Esplanade, 1864.
Minister of Justice in the McCulloch Ministry of July 14, 1863 to July 18, 1866. Fifty names, out of a population of 10,000 were attached to the petition. The Commissioner of Lands refused the prayer of the petitioners. Another attempt to close the cemetery, upon the plea of offensive drainage, was made later by certain interested residents but that also failed.

An unusual, but understandable request was made by memorial to the St. Kilda Council, at its meetings held on March 23, 1874. The memorial read "We the undersigned landholders, and residents of Mort street, East St. Kilda, respectfully beg you will change the name of this street from Mort to Alexandra, or any other name you may think more desirable, but less suggestive of death. The road leads to the Cemetery so we think you will see the desirability of changing it at once to a name more cheerful, and pleasing to those residing in this neighbourhood." The Council acceded to the request.

In November, 1873 it was found that the St. Kilda Cemetery was infested with snakes. Numbers of these reptiles were killed by the gardeners, and the grave diggers. Such was the menace caused by the reptiles that all the loose rock work in the Cemetery had to be removed. Snakes that were found were killed, and the harbors afforded by rockwork were not, at that time, replaced.

It was not until December 31, 1900, that the land sites in the St. Kilda Cemetery available for graves were declared exhausted, and the cemetery was closed for all time except to holders of certificates of the right of burial which had not been used. At that time there had been 20,329 burials. Up to, and inclusive of December 24, 1912, 34,239 persons lay buried in the St. Kilda Cemetery—a city of the dead.

Because the main source of the income of the Cemetery Trustees, the sale of graves, was no longer available after December, 1900, the condition of the cemetery, without having any maintenance money spent upon its upkeep, became deplorable through weeds and overgrowth. In 1928 it was decided to put an end to such a growing wilderness. To enable the Trustees of the St. Kilda Cemetery to raise money for maintenance the Minister of Health agreed to an Order-in-Council authorising the reopening of the cemetery, and the sale of
allotments for 500 graves at £10 each. Some months before a special order was made to allow the sale of 500 graves in the Roman Catholic section of the Cemetery. The last order referred generally to the whole of the burial ground. This forced source of revenue can only prevail so long as there are grave allotments to sell. Once the graves are sold the cemetery must, in time, revert to its former deplorable condition. In sympathy with the Trustees, in their difficult position, the St. Kilda Council, and the Prahran Council, are, at the present time (August, 1930), in conference on the subject.
CHAPTER III


TO-DAY it is somewhat difficult to believe the assertion, without examination, that St. Kilda by the sea, in the days of its first settlement, had a large portion of its area covered by swamps, or swampy land. If, however, the terrain of St. Kilda is visualised without its present encumbering houses, and without its network of streets, the lay of the land suggests that the drainage from the hill of St. Kilda ran south west, and north west, and the water found its levels in the flat country of West and South St. Kilda from where it percolated slowly, forming swamps in its passage, to the sea. And that is what did take place when the copious rains of winter fell upon the land.

The West Beach land from the St. Kilda lagoon to the sea was marshland, and in South St. Kilda, there was Elwood, with its swamp lands. This flow of local drainage was largely increased in volume by the drainage from the inland watersheds, St. Kilda forming a basin, wherein the waters collected. The hill of St. Kilda started, in an undefined way in the table land, about where the Alma Park is, and as the hill land extended west, it formed into a ridge, that became more marked in outline, until its apex was reached, about the corner of Alma road, and High Street, from where, after a short crown, it sloped away, still going west, till it reached the Esplanade and shore edge. In its passage the fall, on each side of the hill, flattened out, as the rising land of the hill was left, at Fitzroy Street on the
north side, and Inkerman Street, on the south side, and so to the marshy country of Albert Park lagoon lands, and the Balaclava flat, with its creeks, now a large city drain, both north and south parcels of land having more or less arrested falls, not with falls in inches, always diverging to the lowest level, the sea. What is obvious is not always seen. The constant sight of landscape conditions leads in most cases, to a dull acceptance of things as they are without any further thought why they are so. For a hill, the St. Kilda Hill had a steep and sharp elevation at Windsor. The railway train, immediately after leaving the Windsor railway station, enters into a steep bricked cutting, that continues, with a bow like sweep, as far as Dandenong Road, and then the cutting, no longer a bricked one, enters St. Kilda's territory, to score its way through the original Crown Lands' Churches' reserve, Alma Park, cutting the reserve into two pieces. For the Brighton railway company's purposes it was necessary to make a cutting through the hill of St. Kilda. Traces of that hill, at Windsor, do not obtrude themselves to-day. Chapel Street, Windsor, has been built up to meet the crown of the hill, and the crown has been cut down considerably. The crown, extended, a small table land, as far as Alma Road, where Chapel Street dips suddenly, following the lower side of the hill's surface.

It is worth noting, in passing, that the famous Chapel Street, extending, from the river Yarra to the Brighton Road, St. Kilda, was originally a street blocked on the north, at the Yarra, by a hill, through which was wrought by bridge builders a cutting. On the south, Chapel Street was incumbered with a hill, the St. Kilda Hill, over which a road was made. The railway contractors had to make the cutting through the Hill of St. Kilda. More pronounced features of the steepness of St. Kilda's Hill are still visible in High Street, St. Kilda where the contour of the hill's original surface remains almost the same, but not quite, as it was in the days of Port Phillip settlement. The peak of the road, over the hill, was cut down by two feet. From Alma Road to Charles Street, the highway was a somewhat dangerous one. More accidents took place at the foot of the hill, opposite Charles Street, than at any portion of the road. The curvature of the road, from gutter to gutter up to the year 1877, was so
great that it was impossible to keep it in good repair. The wheels of heavy drays, and the well laden market gardeners' carts, worked through the surface of the macadam formation, squeezing the stones to the sides of the road, where dangerous holes were formed. When rains drained down the hill, and found lodging places in the holes, the sinking of a carts' wheel to its axle was not uncommon. The condition of High Street, St. Kilda, in those days, was, a newspaper said a standing rebuke to the St. Kilda Corporation. It may have been if the Council was responsible for its condition. The advantages of road making by wood blocks were not known to the St. Kilda Councillors, nor had they learnt how to overcome the drawback of a hill road, with a heavy traffic going over it; nor had they the money to spend, if they did know, what was to be the solution of the difficulty. Today, the road, laid in wood blocks, recalls nothing of its bogging and its dangerous ways with man, horse and cart.

It is arresting to think, and to realise, the remarkable transformation that has taken place, and how the face of St. Kilda has been improved literally out of sight, if not out of mind.

On October 30, 1843, Robert Latham of Queen Street, Melbourne, advertised in the **Port Philip Patriot** that he had at "St. Kilda—To be let and may be entered upon immediately, a snug house, neatly furnished, with garden in front." This is, we think, the first advertisement that told Melbourne residents that a furnished house was to let in St. Kilda. The advertisement proceeds, "Attached to the house there is good stabling, coach house and servants' room; also three acres of land, with promising crops of barley and potatoes. Rent moderate."

The fleeting record of the growing crop of barley, and the promising crop of potatoes, shows the rural character of the village of St. Kilda, aged then just one year and eight months.

We learn from Agent Latham's advertisement, that the bush track (St. Kilda road) was sufficiently made to permit a settler, residing at St. Kilda, to drive to Melbourne. In the years of the forties a punt boat was the means used by residents of St. Kilda, Prahran, and southern districts, to cross the Yarra into Melbourne. One day the punt boat sank for ever. Two weeks passed before the boat was replaced by another, with a capacity to ferry man and beast over the river. To avoid any
future delays caused by such accidents the settlers decided to build a wooden bridge. In October, 1845 that bridge, made out of red gum piles and hardwood planks, was opened for traffic.

In 1847 the St. Kilda residents, while enjoying the advantages the bridge gave to them, felt the want of a better road than a bush track. They met together, and agreed to give £25 towards trying to improve the highway to Melbourne. In recognition of the public spirit shown by the residents of St. Kilda the Melbourne Corporation also gave £25 to make "a road from St. Kilda into Melbourne." Such was the modest beginning of the work of improvement of that now broad and beautiful highway to the City—St. Kilda Road.

In the first months of 1847, land in St. Kilda was changing ownership. In January 11 of that year, William Easey, a land agent, was "favored by instructions from the proprietor, who is in England, to sell by public auction allotment 3, situate at St. Kilda, containing three acres having a frontage to the bay and to Acland Street." The allotment 3 Easey referred to is Section 3, with 300 feet frontage to the Esplanade with a depth of 1000 feet to Acland Street, and next to the north side of Alfred Square. It was bought by Captain Hutton at the Crown Land Sale for £225. The advertisement continues, "This allotment is allowed by all to be the best in St. Kilda. It commands the most beautiful and extensive views, and to parties desirous of privacy it is situated as never to be annoyed by neighbours, or have the views impeded by buildings hereafter erected."

The three acres under Easey's hammer brought £180. The price obtained was referred to as "a high figure that showed the brisk competition for land around Melbourne." The sum realised for the three acres could hardly have caused other owners of land in St. Kilda to put up their lands for auction, since Captain Hutton by the sale lost £45.

A flowery advertisement appeared in the Port Phillip Patriot newspaper in 1847 of the sale of Sections 15 and 21. The first was owned by W. Firebrace; section 21 by R. Deane. Firebrace's section was divided into six lots, each of which had a frontage to Melbourne Terrace (now Fitzroy Street) of 821 feet by a depth to a right of way from Acland Street 20 feet wide. Lot one had a depth of 264 feet, and the land was "nearly
enclosed and had an extensive frontage to Grey Street."
And this is what Mr. G. S. Brodie, the official Government
auctioneer of the day, and the vendor's agent says in his
advertisement.

"It would be no easy matter," advertises Mr. Brodie,
"without incurring the odium of exaggeration to picture the
many inducements held out by this "Scarborough of the
South" to those in search of health, retirement or an
exquisite semi-rural residence. To parties setting any value
on such excellencies there is no spot on the face of the globe,
from the fabled 'Gardens of Ghul in their bloom' to the Vale of
Tempe, more deserving admiration than this miniature
Eden. The Village of St. Kilda is distant from Melbourne
about half an hour's drive, and the road (as level as one of
Thurston's billiard tables) abounds in scenery never
surpassed, or rarely equalled on either side of the
Equator."

The future vice-regal residence, and the Botanical
Gardens; are also mentioned—as additions to the beauties
of the half hour's drive "the town is situate on a slightly
elevated piece of table land, and commands a view
which" etc "the neat and picturesque habitations at
William's Town and beyond them are amphitheatre of
mountains, forming a coup d'ceil at once striking and
imposing." Notwithstanding that Mr. Brodie said that St.
Kilda was placed on a tableland he could not resist the
temptation to compare it to "Auburn sweetest village of the
plain." It is further—"a panoramic El Dorado that will
replace the bloom on the pallid cheek, or restore vigor to the
weak. St. Kilda's sea breezes keep the atmosphere at a
cool and healthy temperature. Like Southeys's night:—

"A dewy freshness fills the silent air
No mist obscures, nor cloud, no speck nor stain
"Breaks the serene of Heaven."

After that display of Mr. Brodie's auctioneering
persuasiveness, more may have been hoped by him than was
realised. The report of the result of the auction appears in the
Port Philip Patriot of February 2, 1847. It may be that the
reserve price put upon the land by Messrs. Firebrace and
Deane was considered too high, and for that reason the sale
was not successful so far as the number of allotments sold
was concerned. Lot 1, with a frontage of 76 feet to Acland
Street, with a depth of
60 feet, brought £10. Lot 2, same frontage as Lot 1, with a depth of 60 feet to Melbourne Terrace, £11/0/3. Lot 3, with a frontage of 96 feet to Melbourne Terrace, with a depth of 152 feet, £21. Lot 4, same as Lot 3, £24; another allotment at St. Kilda with a frontage to Melbourne Terrace of 821 feet and a depth of 264 feet brought £33.

The name "Melbourne Terrace" was superseded by that of Fitzroy Street about this time. A proclamation authorising the Crown Land Sales in the parish of South Melbourne was made in February 1847, by "Sir Charles Augustus Fitz Roy, Knight Commander of the Royal Hanoverian Guelphic Order, Captain General, and Governor-in-Chief of the Territory of New South Wales, and its Dependencies, and Vice-Admiral of the same." Three acres abutting upon Grey Street were advertised for sale, the upset price being fixed at £30 per acre.

Two travellers came out to Australia with the intention of spying out suitable pastoral country to be taken up by their principals in Britain. Their names were Messrs. Mosman and Banister. They published their colonial experiences in 1853 in a book called "Australia Visited and Re-Visited." They tell us something of Hobson's Bay, and how its shores looked from the deck of an emigrant ship.

According to Mosman and Banister "There was not much for the artist to sketch in the low sand flats, thinly covered with stunted trees, in the immediate vicinity of the bay. On the eastern shores a clearing upon some rising ground, with a cottage or two visible through the telescope, is all we have for the village of St. Kilda, a watering place in the environs of Melbourne. Later, the travellers wrote: 'Proceeding along the beach of about a couple of miles from the landing in a southerly direction you come to St. Kilda, a pleasant spot, with some agreeable residences on its rising ground, facing the shipping in the bay. It is scarcely large enough to be considered a township. Brighton, however, two miles further on, has more pretensions to that title. The road to it is not by the beach, but by a tolerably good road a considerable distance to the left of it, through some very agreeable open forest land.'"

The Rev. C. Stuart Ross writes that the camp on the St. Kilda Beach was 'a favorite resort of sonic of the young people.
THE FIRST BAKER'S SHOP IN ST. KILDA.

Opened in Fitzroy Street by William Moody on the 6th December, 1852.
as far back as 1849-50. Tasty suppers were served there, and tough sea yarns were told which, even more than the suppers, allured us to these hospitable tents. Some of us joined the fishermen in their boats when the night was clear and calm, while others preferred the comforts of a bedroom at Howard's Royal Hotel, which was built in 1847, and was a favorite house much frequented in those early days. The native bush had been cleared away to some extent, but still it was largely in evidence in the neighbourhood, and in front of the building a broad belt of tea-tree fringed the shore. A few small houses, with, here and there, a more commodious residence, were built further on and back from the seaboard. The Junction Hotel stood then in the primeval bush, and a few chains from the building, on the Melbourne Road, there was a stump which was a standing peril to traffic. On the discovery of gold in 1851, and the consequent irruption of population into the colony, in the immediate succeeding years, St. Kilda made rapid progress, and became a favorite residential suburb.

St. Kilda remained in its primitive state and provided little for man” according to a St. Kilda resident of 1853, “except the trees to which convict bushrangers used to tie St. Kilda residents after they had bailed them up.” At the time of the gold discoveries, convicts, ticket-of-leave men, bond-breakers, and others of the convict classes, joined the stream of reputable gold seekers, and swarmed into Victoria. Some of these escaped felons came from Van Diemen’s Land in pirated boats, others from New South Wales on stolen horses. Their descent on the Port Phillip District has been likened “unto a rush of a horde of hungry rats stealing by night into a barge filled with a cargo of rich cheeses.” These human wolves, lurking about the southern portions of Melbourne, frequented the St. Kilda and Brighton Roads.

The late William Moody, who was employed by the St. Kilda Council in the year 1882, and who held his positions of town hall keeper, and later cattle inspector, till he resigned his position, on September 28, 1903, was a very early tradesman, a baker, in St. Kilda. He died on April 2, 1904. Moody opened his shop in Fitzroy Street on December 6, 1852 and it stood about the north east corner of where the George Hotel now stands. At the time there was not a house after Grey Street.
was crossed between his shop, and the Esplanade, on the south side of Fitzroy Street. On the north side Fitzroy Street slumped downwards into the West beach swamp. When Moody decided to build his shop, and to start business as a baker, he had great difficulty in carting the timber along St. Kilda Road because of the bad bush track. Moody when on his delivery rounds with his bread, one day in October, 1852, had an encounter with a bushranger.

Moody's story was that "he was riding a heavy draught horse with some packages in front of the saddle, and was making tracks through the wattles, and timber, in the direction of Cochrane street, Elsternwick, when a man on horseback came out of the scrub, and ordered him to 'bail up'! Moody did not comply with the request because he knew there was another traveller on the road a little in front of him, and so he shouted to the man ahead of him. His doing that seemed to frighten the bushranger, who went back again into the cover of the scrub. Presently Moody heard the 'ping' of a bullet, which frightened him. Moody did not draw rein, but made his way to what was then known as Swanton's Paddock. Swanton lived at the corner of Point Nepean Road and Cochrane Street, and his paddock extended south as far as Elster Creek. The house Swanton lived in was at the time Moody speaks of an hotel, a well known Brighton road side inn called "The Busy Bee."

Moody continuing his story, said that Swanston's paddock led into Little Brighton Road (Cochrane Street) and that when he got near to a brickmaker's place the bushranger had disappeared. He told Sergeant Draper, in charge of the St. Kilda police, but no arrest followed.

We learn from The Argus, and also from the “Domestic Intelligence of the Melbourne Morning Herald that it was on Saturday afternoon, October 16, 1852, on a bright sunny day, at half past three o'clock, that four or six armed bushrangers, armed to the teeth, swept the country between St. Kilda and Brighton, bailing up and robbing several persons. As fast as they disposed of one they tied him up to their other victims, in order to thereby effectually guard against alarm, or interruption, hiding them in a thicket, where they were ordered to
sit down in a ring, facing each other, whilst one fellow stood guard, the rest plundering away until they had secured nineteen persons in all.

After keeping the tied captives in terror for three hours, they left them and went to a public house, the "Busy Bee" in Little Brighton Road. At dusk they saw a man on a well bred horse, cantering by. They called upon him to "Bail up!" He dug his spurs into his horse, and was out of the range of the bushrangers' guns before they could hit him. In a flurry of haste the bushrangers mounted their horses and started in pursuit. The escaping man left the Brighton Road and, jumping his horse over a fence, entered the "Bullock paddock." Every fence he came to his horse cleared in flying style. The bushrangers were not so well mounted as he, and their homes smashed through the fences. Going well, the pursued one galloped on but he could not shake the bushrangers off. Skirting the shallow bed of the Elwood Swamp, and galloping hard, he passed the St. Kilda Slaughter Yard, and then he reached the south end of the Esplanade.

James Mooney, the licensee of the Royal Hotel, heard the clattering of the galloping horse as it came towards the Hotel. Then he saw, through the bar doorway, a man leaping from his horse. Terrified, the man rushed into the bar shouting, "The Bushrangers are after me." Even as the man shouted, Mooney's customers hurried to the open doorway to see if what the panic-stricken rider said was true. One glance down the Esplanade was enough. Back into the bar they went, crying, "Yes, here they come!"

Mooney hurriedly shut, and locked, the bar door, barricading it with an iron bar. The bushrangers arrived just too late. Hammering at the closed door they ordered Mooney to open the door. The dusk of the October evening merged into night with the bushrangers prowling about the hotel, all outer doors of which were shut and barred, and with armed men behind them. Mooney, loaded gun in hand, tried stealthily to watch the desperadoes. Tired at last of their inaction the bushrangers commenced to try to smash in the bar door with the butts of their guns. Under blows, the door's panels began to splinter. Mooney, with his gun ready for fire, waited behind
the door. Just when the bushrangers looked like succeeding, their blows on the door stopped. They were heard cursing, and afterwards there was silence.

The cause of this sudden stoppage was that the horses of the bushrangers had stampeded. A young man, George Francis, afterwards a Melbourne architect, was one of the imprisoned customers in the hotel. He had crept out, taking advantage of the darkness to do so, to where the bushrangers' horses were tethered. With a sharp knife he had cut their tethering ropes and made them stampede.

The late Henry Tullett, one of the first Councillors of St. Kilda, arrived in Melbourne on the same day as the Royal Hotel was "stuck up" by bushrangers. He went out to St. Kilda and pitched his tent in High Street. His first night as a settler in a new land was a disturbed one. When he had curled himself in his blankets to sleep he was greatly alarmed by hearing a number of horses galloping almost over his tent. In the darkness he could locate them smashing their way through the light scrub that grew on St. Kilda High Street hill. Those animals were the bushrangers' horses that young Francis had stampeded.

Horses and bushrangers disappeared that night. Some days afterwards The Argus stated, on the authority of a mounted policeman that the St. Kilda bushrangers had been seen by him at Bacchus Marsh. Four of them were known as convicts from Van Diemen's Land, who had broken their ticket-of-leave in South Australia, and feloniously entered Victoria.

The Government offered a reward of £2000 in the Government Gazette for the capture of the St. Kilda bushrangers, in the following terms:—

"Colonial Secretary's Office,
"Melbourne, 19th October, 1852.
"£2,000 REWARD.

"INFORMATION having been received to the effect that several persons were waylaid and robbed in the road between St. Kilda and Little Brighton (Elsternwick) on the afternoon of Saturday the 16th inst. by five armed Bushrangers His Excellency the Lieutenant Governor has
MOONEY'S ROYAL HOTEL,
ST KILDA.

Public Luncheon at 7.30
The Premier Omnibus & from Melbourne daily

Family Hotel
Private Apartments
been pleased to direct that a reward of £200 be paid for each of the offenders apprehension in any country, and that the reward be doubled on the apprehension of all.

"Fuller information may be obtained at the office of the Superintendent of Police, Melbourne.

"By His Excellency's Command

"W. LONSDALE.

The bushrangers were not caught and tried for their highway robberies in St. Kilda. A well known contemporary artist, William Strutt, painted a picture of the scene, which he visited a few hours after the "hold ups." In the picture the bushrangers are shown surrounded by their bound victims. This picture was, some years ago, reproduced in colors in the "Windsor Magazine." The original oil painting is in England in the possession of C. B. Crawshaw, and it is called "Bushrangers".

With such highway robberies taking place in St. Kilda, and its district, loud protests were heard against the police for allowing the lawless element to terrorise the country side. The Argus complained that St. Kilda had not a police constable to protect life and property. Sometimes, it was stated, the police pitched a tent in St. Kilda, and the tent became a moveable police station, the address of which, it was sarcastically said, was "somewhere in the bush."

When the police made an arrest, their prisoners were chained, and the chains were padlocked to logs prior to the prisoners being taken to Melbourne. It was said that out at St. Kilda "bad characters were harboured in bush huts; that cattle stealing habits were fostered, and sly grog practices existed." St. Kilda residents "out back", meaning settlers about Caulfield or Brighton, frequently complained of the loss of their horses and cattle.

Among other places the newspapers urged the police to visit was the bay line from the Esplanade to the Red Bluff, where several tents were occupied by an undesirable class. Sly grog selling, it was said, was going on in the tents. The vicinity of the tents was strewn with broken bottles. These vagabonds along the sea shore had changed what was once a beautiful walk into a scene of desolation. They had "broken down and walk into a scene of desolation. They had "broken down and
nearly destroyed the beautiful scrub that not long ago was such an ornament, and was so much noticed in this part of the township."

The Argus, with satirical humor, recorded that Mr. Sturt P.M. had "actually been seen in St. Kilda riding out there to dine with a gentleman on Sunday." The Clerk of Courts at Melbourne, Mr. Belcher, made a complaint in Court, October 13, 1852, that St. Kilda was without police protection, and that a riot had occurred there on Sunday that was carried on for some time, but no constable could be found to interfere. Police cadets, he said, rode through St. Kilda but they were more ornamental than useful. As a resident of St. Kilda, Mr. Belcher objected to its utterly unprotected state. The Argus supported Mr. Belcher, and urged the authorities to station one or two constables permanently at St. Kilda.

On June, 1858, six years after Mr. Belcher voiced his complaint, St. Kilda was protected by one sergeant of police, Sergeant Fenton, and nine constables. Fenton lived in Park Terrace, near the police reserve at the Junction.

With the exception of its sea frontage, the Esplanade, St. Kilda is surrounded by vice-regal names. It may be described as edged with the golden braided names of authority. It has Fitzroy on the north, Grey Street on the east and Robe Street on the south. Robe Street was called after Colonel Robe who succeeded Governor Grey as Governor of South Australia in 1845. Grey Street after Captain George Grey, the Governor of South Australia. It has been suggested that Grey Street was so named in honor of Sir George Grey, the nephew of the great Reform leader, Earl Grey. He was Home Secretary in Lord John Russell's ministry when Lord Russell became Premier in 1846. In view, however, of the juxta-position of vice-regal names, the probabilities point to the South Australian Governor as the Colonial Consul after whom the street was named, but we do not know which statement of the two is correct.

Sir Charles Fitzroy was popular in Victoria because he, in 1849, was the means of preventing a cargo of "exiles" in the convict ship "Randolf" from being dumped upon its shores. Prahran, in admiration of his firmness, honored him by changing the name of Chapel Street to Fitzroy Street, which change
lasted long enough to be shown on some early land titles. Confusion
was caused by the two Fitzroy Streets, and to remove it, Prahran
abandoned the new name and returned to the old one of Chapel
Street.

Fitzroy Street is known throughout the English speaking world.
Very few globe trotters come to Melbourne who do not visit the
Esplanade, St. Kilda. And all visitors admire Fitzroy Street. This
passage to the Esplanade is both easy and pleasant to walk. Its
broad open way is an invitation to stroll along its well kept paths
to the sea. The gentle slope of the road from the St. Kilda railway
station tempts the visitor so easily do his footsteps fall as he
saunters to the beach. Who can deny that streets have
characters? There are "mean" streets, as well as "fashionable"
and "wealthy" ones.

Fitzroy Street is worthy of Sir Charles Fitzroy. We can fancy
it has a dash of his pleasure loving vice-regal spirit. Sir Charles has
been described as "a plump John Bull of the free and easy school; a
gentleman whose hospitality extends over a wide circle of his
friends. He is a bon vivant in its liberal sense, and is as good a
judge of Claret or Burgundy as you will find in the Colony. S.
Sidney, an Australian writer, told the truth when he said you
would seldom find 'A better governor than this good natured, ball
giving, George the Fourth style of Fitzroy.'"

Sir Charles was the "Champagne Charlie," of the Colonists. His
name appears to be as permanent in Victoria as the name of Lord
Melbourne.

The first days of the village of St. Kilda were linked with the
bush track that went through the heart of the place on its way to
Brighton, and beyond that to the small cattle runs along the eastern
shores of the Bay, as far almost as Point Nepean. The track was
what we know now as St. Kilda Road, High Street and Brighton
Road. It was first called Great Arthur's Seat Road. In time, about
1842, Brighton as a name for the road superseded Great Arthur's
Seat Road. Its continuation became High Street, since it ran up and
down a hill, while the southern portion of the road was called Brighton
Road in 1841. Reaching Elsternwick the continuation of the road
was known as the Western Port Road as late as 1855. That name
recalls the memory of one of the first settlements at Western Port,
1826, of a few soldiers, and some convicts, under the command of Captain Wright. Subsequently the road was called Point Nepean Road.

The name—Nepean—carries us back to December 1800, when Lieutenant James Grant, on his voyage out from London to Sydney, in Her Majesty's little 40 ton brig, "Lady Nelson" sighted a point at the entrance to a bay—Port Phillip Bay. He it was who named the point Point Nepean, after Evan Nepean, a Secretary to the Admiralty. In that way Point Nepean Road—a Southern highway leading to and impinging upon the southern side of St. Kilda—has probably the foremost claim of any Victorian road name to be considered as the first actual link name with Britain.

An interesting place name of Early St. Kilda has been discarded, which is a pity, for it linked a St. Kilda lane with a well known place in London. One of the first plasterers who came to St. Kilda was named Pummeroy, and members of the same family are resident in St. Kilda. He bought land on the crown of the hill off High Street, and assembled the parts of one of the iron houses which were at that period imported from England. He ran a lane from his place to High Street, and named it St. Mary Axe, and the name is well remembered by old St. Kilda residents, who still remain to spend the winter of their days among the changing scenes where they lived, toiled, and settled in the days when life was young and St. Kilda was little more than a seaside village. Pummeroy was born in the neighborhood of St. Mary Axe, in London pronounced Simmery Axe, but it was in Early St. Kilda pronounced as it is spelt. St. Mary Axe was named after the Church of St. Mary At the Axe,—of the sign of the Axe, which no longer exists. It was the old quarter of London where busy Jews were almost as thick as bees, and they were particularly keen traders, which gave occasion for the lines :

"Jews from St. Mary Axe, for jobs so wary, That
for old clothes they'd even axe St. Mary."

For want of historic sense on the part of someone the name of St. Mary Axe was discarded, and the lane renamed Pummeroy Lane, which it bears to this day. Pummeroy's house and his old time garden still exist off from the busy highway of High
THE WATTLE PADDOCK

Street. They are, as they stand, (1912), one of the few relics which the finger of modern improvements has not touched in the remains of Early St. Kilda. Not far away from St. Mary Axe Lane was another lane generally known as "Tin Pot Alley," from the row of iron cabins that lined its sides. The iron walls of the cabins were just driven into the ground, in a most primitive way. These extraordinary tenements were owned by Samuel Griffiths, a Crown purchaser of Elwood land, a Melbourne share broker, and a well known man in Early St. Kilda. We shall hear more of Griffiths, who was a man of some note in the isolated hamlet of Elwood. For some reason which is inscrutable, the early residents referred to him by the nickname of "Pontius Pilate."

One of the outstanding place names, in the very early days of St. Kilda, was that of "The Wattle Paddock." The property belonged to Samuel Jackson. Jackson Street recalls Samuel Jackson. The Wattle Paddock commenced at the junction of Grey Street, and The Melbourne Terrace, now Fitzroy Street. Both Grey Street, and The Melbourne Terrace, were named by the Government. The paddock had an extensive frontage to both of these streets. A considerable quantity of the land, abutting on Grey Street, was sold to Messrs. Dalgety & Gurner. The land was regarded as being in one of the "best sheltered positions in St. Kilda." On November 15, 1853, the Wattle Paddock was divided into allotments and offered for sale by auction by a well known Melbourne auctioneer, W. H. Cropper. In his advertisement of the sale he says, that up to that time, no land had been submitted to competitors with frontages to the Melbourne Terrace. He describes, "How this street begins at the entrance of the township, and continues, in an unbroken line, to the Bay, thence along the sea coast, to the termination of the village."

The termination he refers to, is the south end of the St. Kilda Esplanade. We have found that highway described, in other sale advertisements, as "The Melbourne Terrace"; that is the whole length of Fitzroy Street, and The Esplanade, was called "The Melbourne Terrace." The village of St. Kilda terminated at the southern end of the Esplanade, because its extension, any further in that direction, was arrested by swampy ground. The swampy land, lying seaward, to the
south of the Esplanade, was, eventually, one of the several works of reclamation carried out by the St. Kilda Council. The process of reclamation was nearing its completion, in the year 1887. The south end of the Esplanade, between the Esplanade, and the sea, was the site of a municipal tip. The rubbish dumped there was used for the formation of a street. The height of the tip, including covering material was four feet six inches. The rubbish was kept well covered with sand, and the sand formed the surface of the tip. The tip was within the distance of five chains of the Esplanade. The quantity of rubbish, and household refuse, from St. Kilda houses, buried each day, in the tip, was eleven cart loads.

We retrace our steps to Fitzroy Street, the Melbourne Terrace, and listen to what Auctioneer Cropper has to say to us across the gulf of seventy seven years of time. He assures us that, "It has always been considered that those who were so fortunate, as to hold land, in this street, were owners of the primest parts of St. Kilda, and it is very rare to find anyone willing to part with any portion they happen to possess. It is also the main entrance into St. Kilda. The allotments for sale are within 200 yards of the beach, and have each an ample frontage, and depth. No land can be sold by the Government on the opposite site of The Terrace."

Auctioneer Cropper’s statement of the land, on the north side of Fitzroy Street, not being saleable by the Government was made, no doubt, in good faith, but time showed that the Government was not restricted from selling the land, when an impecunious Ministry desired to do so. At the time of the sale of the Wattle Paddock, the land opposite to it, the north line of Fitzroy Street, was a portion of the reserved land of Albert Park, but at that date the park lands were not permanently reserved. There was no railway cutting the main park off from this sea shore land. This land, abutting on Fitzroy Street, sloped away, (it was the St. Kilda hill’s base), and low lying swampy land, and became in winter, a swamp. Its appearance was such that no man would have coveted it for the site of his dwelling house. According to Auctioneer Cropper, and he knew, if anyone did, "the Government did intend, and eventually may form docks, opposite these very lots; in that case the value of them would be equal to some of the best
situations in the city it." He added in an emphatic way, "The foregoing are absolute facts." Such impediments as sand banks, and the shoaling shores of St. Kilda did not enter apparently into Cropper's mind. The low lying land of the West Beach, commencing at Fitzroy Street, or The Terrace, had suggested to some one, the Government itself Cropper said, that here was a suitable place for a series of docks. We can try to fancy today, how the north side of Fitzroy Street would look, edged with great docks, and with numbers of modern tramp steamers discharging their cargo, along the Fitzroy Street wharves!

That was a probability, made of the stuff of which dreams are made, but let us to the realities, that too, in the prophetic alchemy of the mind of Cropper, were superimposed also with dreams. The St. Kilda Jetty Company had formed their proprietary company, and we have the information given by Auctioneer Cropper that, "at the last meeting of the company, it had determined the site for its pier. The bill for the incorporation of the company had virtually passed the Legislative Council; the funds were all forthcoming, and operations to build the pier are to come immediately. This jetty is to be built in a line with the Melbourne Terrace, and within 300 yards of the allotments to be sold." Then upon these premises Mr. Cropper asks, "Who can calculate or foretell, the enormous passenger traffic, there will be then at St. Kilda, to, and from the Bay, in addition to all the requirements of its inhabitants being landed there, direct, instead of paying the expensive carriage from Melbourne?" The Cropper vision adumbrated St. Kilda with pier, and docks, as a seaside port, but a possible railway to St. Kilda was not foreshadowed. In substance, so far as "the enormous passenger traffic" was alluded to, Cropper was right, but in detail he was wrong. The passengers come not by ships from the West, but by railroad and tram tracks from the East, North and South. He was right, time has proved him to be so, when he said, "the corner allotment of Grey Street and The Terrace is unequalled in its position for an hotel, and a sure fortune could be made there in a very short time," and he discloses, that Mr. Jackson had had offers privately to buy the corner allotment for an hotel site. Mr. Jackson did not sell to those private buyers, or at least we infer so, since a private
buyer bought the opposite corner, and upon it erected the Terminus Hotel, now replaced by the George Hotel.

This sale of Wattle Paddock was no ordinary sale, but one that was conducted on a grand scale, opening with a champagne luncheon, and the proceedings enlivened with a band of music. The land buyers had to pay, of the purchase money, 25 per cent cash, and the terms were bills at 3, 6 and 9 months; the last two months' payments to bear 8 per cent interest. Thomas Clark was the solicitor, capable of telling a buyer everything the buyer was, within the ambit of the sale, entitled to know. It happens that we have a description of one of those "great" sales at St. Kilda, written by a resident of St. Kilda, William Kelly, who was a joint owner of a house with Brice F. Bunny, afterwards Judge Bunny. The type of house they owned was known, in 1853, as a "brick nogged house"; that is a wooden house, with brick fireplaces, and chimneys. The two of them agreed to call the house "Emerald Lodge," though Bunny was not an Irishman, having been born at Newbury, Berkshire, in 1820. According to Kelly, the buyers met, at the auctioneer's rooms, on the day of the sale, and they were driven out to St. Kilda, to the place where the land, purposed to be sold, was situated. An omnibus, and traps of various kinds were the carry ails. As they drove out to St. Kilda, the party was joined by others going to the sale, most of them on horseback, but some were in gigs and such like two wheeled vehicles. What we now know as the St. Kilda Road was not the only road to the village of St. Kilda. The village was on the hills' sea front, and not to any extent along High Street St. Kilda in the years of the forties and even to well into the fifties. The road from St. Kilda to Melbourne was a track that entered the Albert park about where the St. Kilda Railway Station now is. The track skirted the swamps (now Albert Park Lake) and came out, on the South bank of the river, where the first modern bridge crossed over the Yarra. The track was so bad, in the year 1847, that Howard's omnibus was often bogged along the road winding along the swamp's margin. On such occasions, the men had to alight from the omnibus, and push the wheels, in a joint endavour, to assist the horses, to pull the vehicle out of the "glue pot." Such conditions, in a place newly settled, are not extraordinary. It is the comparisons of what the track to
St. Kilda was then, and what the road to St. Kilda is to-day, that is arresting, but marvellous changes have come in every direction along that St. Kilda Village swamp road, and along the Great Brighton, or St. Kilda Road. The St. Kilda Road was being made in June, 1859. Road making had not then attained the proficiency of construction, in the colony of Victoria, that is a common place with every municipal engineer in the state today. Many people in Melbourne were interested, in what the newspapers of the year 1859, called "a Novel Machine, patented by Mr. John Finlay, for the purpose of picking up the carriage way of the St. Kilda Road, to the regular depth of two and a half inches, an operation hitherto performed by hand." Finlay's machine was a plough, on a large scale, fixed to a four wheeled carriage. The plough share was shod with a heavy iron slipper. Two men, and five horses, were required to work the plough. With that plough the road to St. Kilda was first grouted, and so made ready to receive its stone foundations. Statistics from St. Kilda, a year before, 1858, showed that St. Kilda's valuation was £58,520, the number of dwellings 9961, and its population 4,901. In 1868 the valuations had increased to £103,058, the house totals to 1,639, and the population to 7,956. Ten years afterwards, 1878, the valuations were £124,184, the houses numbered 2,129, and the population 10,122.

To resume the story of the auction of 1853. When the auctioneer, with his party of prospective buyers of land, arrived at the place of sale, their ears were assailed by the noise, from a vigorous band of music, the drummer of which, on the big drum, made such a drumming that every resident in St. Kilda knew, that an auction was about to take place. The buyers were driven to a commodious tent. Close in upon the flaps of the tent, they saw waiting a motley group of men. These men were held up from entering the tent by a guard of strong bodied waiters. The guard was necessary to prevent the hungry rush of these free fattening fellows into the tent. A body of them regularly attended auction sales, where champagne, and luncheons, were given away. At times there was considerable difficulty in saving the wine, and preserving the luncheons, for the elect, on the omnibus, and for their brethren in gigs and on horseback. Once the nondescripts started their rush, it was as the rush of fami-
shed wolves on a carcase, as the struggle of thirsty camels at a desert spring.

According to Kelly, free seats were given to all parties on the omnibus, who wished to partake of a champagne luncheon at St. Kilda, "The invitation" he said, "was cut off from all contact with trade by the vile parody:-

"There is a transport in St. Kilda wood,
"There is a rapture in its sea grit shores,

which occupied the first series of allotments for the erection of villa residences on the magnificent and picturesque property of T. B d, Esq. without reserve." Auctioneers were free with their advice to the residents of Melbourne, telling them "to become owners of a cottage upon it, and to enjoy the advantage of sea bathing."

Kelly writing, in his book, entitled "Victoria in 1853, and 1858" states:—"St. Kilda is about 31- miles from the city, on elevated ground, washed by the bay waters on one side, and otherwise mostly surrounded by low lying wastes, which were flooded at the period of my visit. In 1853 there were a good many fine trees, of a venerable stamp, standing about, the last of their race, and several isolated residences, without reference to order, or future arrangement, as far as I could observe. There were a few older villas, and houses, neatly and substantially built, of brick and stone, but by far the greater number were hastily run up, of weather boards, without any intentions of stability, merely to meet the inordinate demand for residences there at most inordinate rents." He states that he saw in St. Kilda, in the year 1853, a two storied weatherboard building, that had fallen, with its face to the ground. He says the house had a balcony in its front, and that the tenants going out upon the balcony overbalanced the house. Kelly was an Irishman, and a barrister, and one who did not allow a story to become dull for want of a little picturesque basting. Bad foundation, and a 'good blow', a "southerly buster," may have levelled the house. Another writer, of contemporary date, Thomas McCrombie says, "At this period, so great was the want of house accommodation, that those whose vocation would permit took refuge in the suburbs. St. Kilda was the favorite place for merchants, and members of the legal profession; it boasted the
twofold advantage of being near the city, and of possessing one of the finest marine views in the world."

When Kelly settled down in Emerald Cottage he found a difficulty in having parcels from Melbourne to St. Kilda delivered. The Royal Hotel licensee, Howard did not allow passengers, on his bus to bring parcels to St. Kilda. To Kelly, and to others, whom Kelly consulted, it was evident that a parcel delivery company, covering the districts of St. Kilda, Prahran, and Brighton would probably succeed. He formed the Parcels Delivery Company, and took an office in Bourke Street. Advertisements proclaimed the company's desire to deliver parcels. Kelly sat in his office, and waited for the parcels that were to fill the carts the company had specially built to carry them. Scarcely a parcel for delivery was lodged. The reason was that Howard removed his ban on parcels being carried by omnibus passengers, and also that three, or four residents in St. Kilda obtained spring carts, put canvas roofs over them, and turned to the work of carrying parcels for a very low figure. They drove through the streets of St. Kilda, in the year 1853, ringing bells, and calling upon the people to bring out their orders for Melbourne parcels. Kelly's company could not compete with the opposition, and sooner than lose any more money than its promoters had already lost, the company sold its carts, and ceased to exist.
CHAPTER IV.


MELBOURNE was constituted a corporation by an Imperial Act of Parliament on December 1st, 1842. The town was divided into four wards, and the election of councillors took place. We have perused the first minute books of the corporation of Melbourne. They bear on their pages the impress of their age and their times, since some of the minutes have been written with the aid of a quill pen. On February 3, 1845, a letter was read at the Melbourne Town Council meeting from His Honor the Superintendent of the District of Port Phillip, Charles Joseph Latrobe, relative to defining the enlarged boundary of the Town. The Council gave instructions to the Town Surveyor to co-operate with the Government Surveyor in laying out the boundaries, and it was also decided "to communicate with the member for Melbourne respecting the desire of the Council that the petition, from the inhabitants of St. Kilda, to have the hamlet excluded from the Town boundaries, be not attended to, without the Council having an opportunity of indicating the reasonableness of including it therein."

This petition aroused the anger of the Editor of the "Port Phillip Patriot and Melbourne Advertiser," and the object of his wrath was Dr. Thomas Black, who was one of the moving spirits of the petition. The newspapers’ presumption was that Dr. Black wanted to throw off the jurisdiction of the Corporation of the City of Melbourne to avoid being rated for land he
owned in St. Kilda. The paragraph in the paper July 3, 1845 is
headed "St. Kilda" and reads "The St. Kilda-ites have like the
Melbourne Hospital suffered from being doctored. The black
dose is administered under the form of a petition to the legisla-
tive Council to disfranchise the St. Kilda-ites of the right they
have of voting for a member of the Imperial Parliament of the
Colonies. The Melbourne Town Council conferred a benefit upon
the St. Kilda folk by allowing them a vote for their trifling rat-
ing. But this did not suit the doctor—he was anxious to be
thought a politician, and the humbug he has attempted upon Mr.
Robinson, the member for Melbourne has recoiled on his own
head. This pigmy political partisan petition sets forth with
we believe an untruth. The distance of St. Kilda from the ferry
was only usually called three miles, but the doctors' black dose
calls it four miles...

The paragraph proceeds for quite a space, but its sub-
stance is made up of evidence of personal spleen on the part of
the writer, and it thereby loses interest. The petition from
"certain proprietors and occupiers of property in St. Kilda" was
presented on July 31, 1845 by Dr. Nicholson to the Legislative
Council of New South Wales, and its prayer was granted, but
no further steps were taken. A paragraph appeared on Novem-
ber 3, 1848, headed "St. Kilda" and it reads, "Monday was the
last day on which the Royal Assent to the St. Kilda Bill, which
passed the Legislative Council two years ago, could be promul-
gated in the Colony so as to bring the Act into law, and if not
done then (which is not very likely) St. Kilda remains part
and parcel of the Incorporated City of Melbourne, and our friend
Dr. Black has had all his trouble in vain. The same Act, it will
be recollected, contained Mr. Foster's Treacherous proposition
for giving all the magistrates of the territory jurisdiction in
Melbourne, which will also be rendered nugatory."

This Dr. Thomas Black, who was so much a bete noir to the
Editor of the "Port Phillip Patriot" purchased at the Crown Land
Sales of St. Kilda allotments 7 and 9. Where Dr. Black's land
was situated was known as St. Kilda. It was in law "St. Kilda
within the City of Melbourne Boundary." Its area was covered by
allotments 1 to 46, the first lands sold in St. Kilda, and the
allotments were purchased in the rude triangle formed by the
Esplanade, Fitzroy Street and Punt Road, (now Barkly
Beyond those boundary lines were the "Outers" who paid no rates. The first purchasers of land in the St. Kilda Village were the pioneers of the Village and later many of them became closely associated with life in St. Kilda. They have a fair claim to be called the founders of St. Kilda. They held the distinction of being the first ratepayers of St. Kilda, though their tribute was paid to a Caesar on the other side of the Yarra, the City of Melbourne Council. Their names were J. R. Lawrence, J. & F. C. Aviey, Charles Hutton, J. P. Maine, J. F. Palmer, Chas. Ogilvy, Thos. Black, J. Howard, Spencer, R. H. Bumbery, Robert Donaldson, T. H. Bardwell, F. G. Dalgety, (5 lots) H. F. Gunner, (3 lots) Chas. Josh Mills, M. Cantlon, Andrew Russell, J. P. Fawkner, (2 lots), J. C. Riddle, N. Guthridge, C. B. Reed, George Annand, Heape & Grice, W. F. Mollison, T. F. Hamilton, Josh Anderson, and John Nivins. Quite a number of these pioneer buyers of St. Kilda land bought two allotments, allowing for that the total of 46 allotments, that comprised the Village of St. Kilda is completed.

At the Melbourne Town Council meeting held on Thursday, January 23, 1845, His Worship the Mayor, Alderman Condell, in the chair, Alderman Kerr, moved, in pursuance of notice of motions, "That His Worship the Mayor be instructed to communicate with His Honor the Superintendent, relative to the boundaries of the Incorporation, as enlarged by the Act, 8th Victoria, No 12, and to request that His Honor will be pleased to direct the officers in charge of the Survey Department to cooperate with the Town Surveyor in defining the new boundaries". There was, said Alderman Kerr, an urgent necessity for prompt measures for the defining of the boundaries. The preparing and fixing the boundary marks would be works of time, and it should not be forgotten that, if the work was not done in sufficient time to permit of the perambulation of the boundaries, during the present year, His Worship the Mayor would be exposed to a heavy penalty.

The Mayor said he would take good care no penalty should devolve upon him. Councillor Johnston seconded the motion, which was carried.

The Melbourne Municipal Council had, under the City's Letters Patent of June 25, 1848, to "perambulate the metes and
In the *Melbourne Morning Herald* of January 31, 1855, a report appeared under the heading of "The Beaters of Bounds." "We are informed," writes the "Herald" editor, "that at half past two on Monday the Melbourne Corporation specially fed itself at Mooney's Hotel, St. Kilda, by way of refreshment after the arduous duties of "beating the bounds" of the corporate jurisdiction. Previous to this, it has been stated that the Corporation—appreciating that fine old maxim that cleanliness is next to godliness took collectively a bath at Picnic Point and felt all the better for it .... We believe indeed that a little confusion was caused by the Major (John Thomas Smith) having been seen riding to bath, or dinner, with a pair of orderlies behind him. Some of the innocent St. Kildaites at first thought the Mayor was in custody ... but we believe the orderlies were a Government loan that the Right Worshipful might proceed to the gregarious feed in state."

The *Herald* hints that the dinner at Mooney's Royal Hotel on the Esplanade was of such a nature that the members of Council party were "elevated" and that they went "beyond the bounds." It was the first time that an official dinner was held in St. Kilda. If Little Peterkin asks "what good came of it" we shall answer him, and say, that some good did come out of this alemanic feast of the Melbourne Corporation at St. Kilda by the sea. About a week afterwards, at a meeting of the City Council, Alderman Clowes moved "the adoption of the report of the Public Works Committee No. 16 recommending that authority be given to the committee to call for tenders for the removal of stumps from the streets of St. Kilda, situate within the city boundary." The motion was carried, and some time afterwards we find in the Melbourne City Council records a payment of £110 to H. Inchbold for clearing trees and stumps from the streets of St. Kilda.

Let us return to the year 1845, and look at what was happening at that time in St. Kilda. *The Port Phillip Patriot and Melbourne Advertiser*, on Friday morning, February 14, 1845, states in the paper's news' columns that "on Saturday Messrs. Bear & Son held a sale of land at St. Kilda consisting
of sundry allotments on the Promenade, facing the beach, and other allotments in the rear. The choice allotments, facing the ocean, having a frontage of 60 feet, by a depth of 187 feet, were knocked down at 7/- per foot; frontages of 100 feet to Ackland Street, by a depth of 200 feet, were disposed of at 5/- per foot; two angular pieces, without any right of way, were knocked down at 3/6 per foot. These prices, considering the times, and the quality, and locality, of the land are first rate."

"Considering the times." The times were the days of a slow recovery. "The appearance of Melbourne in the year 1843 was scattered, the thoroughfares were unformed and studded with stumps of trees and traversed by ravines even in Collins Street, from which a bullock dray had to be dug, and in one instance two children were drowned in the waters at the end of Elizabeth Street.... Wool was so low that it would hardly pay the expenses of shearing, Land and houses did not realise a tenth of their former value." Two years afterwards 7/- to 5/- per foot for land on the St. Kilda Esplanade was regarded as a first rate price, the land being land, in a tree covered paddock, on the hill side, with the indications of an unnamed Government Road, called by the residents, the Promenade, as a boundary line along the western base of the paddock. It is plain that if the streets of Melbourne were in such a condition that bullock drays were bogged in them, and children drowned in the storm waters flooding Elizabeth Street, that two years after that time the condition of St. Kilda must have been only saved from being virgin bush and sea lands, by a few houses and huts scattered along the hill side. It will be seen too that the members of the Melbourne Corporation were afflicted with the land hunger that had a few years before attacked the settlers, and progressed so apace that it had landed the community into bankruptcy. The Town Council had more than enough to do to construct the streets of Melbourne, and to deal with its great drainage problem in Elizabeth Street, other than having the bush lands of St. Kilda to fashion into a creditable outpost of the inner city. The earth hunger sp assailed the corporate body through the like infirmity that possessed its units, that the Melbourne Council clutched hard, and held to the Hill of St. Kilda.
At the meeting of the Town Council of the Corporation of the City of Melbourne, held on August 30, 1845, it was moved by Councillor Stephen, seconded by Alderman Kerr, that His Worship the Mayor be authorised, on behalf of the Town Council, to communicate with the Member for Melbourne, with reference to a petition, stated to have been laid before the Legislative Council, from certain inhabitants of St. Kilda, requesting him to oppose any measure that may be proposed to reduce the boundaries of the town, as fixed by the Amended Municipal Corporation Act. An amendment added the words, "or at least to apportion an area to the East, and West of the town, equal to any quantity that may be taken from the North and South, in order that the total area may not in any degree be abridged." Alderman Kerr then gave notice of motion, that the Legislative Committee be instructed to frame a petition to the Legislative Council, praying, in reference to the appointment of a select committee of that Honorable House to consider a petition from certain inhabitants of St. Kilda, that no step may be taken in the matter involving the rights, privileges, and immunities of the Corporation of Melbourne, without the consent of the Council.

It was moved by Councillor Greeves, seconded by Councillor Fawkner, and carried "That the original motion be adopted omitting all the words after "consent," and substituting the words "giving this council an opportunity of indicating the same," in lieu thereof.

Alderman Kerr gave notice of his intention to protest against the resolution arrived at by the Council. Greeves was an owner of land at St. Kilda as was also John Pascoe Fawkner.

The lands of St. Kilda, hillside, seashore, and swamps, were fair in the corporate eyes of the Town Council of Melbourne. The hill, the Green Knoll, a beautiful place, and worth fighting for; a handful of settlers by the sea shore was not to be regarded as seriously, still a title was desirable; an absorption of the hill and its lands duly made under Crown manuel. To accomplish this the Council caused a memorial to be confided to His Honor the Superintendent regarding the southern boundaries wherein lay St. Kilda. On June 24, 1847, the Superintendent informed the Melbourne Town Council that the
memorial addressed to Her Majesty the Queen on the subject of the alteration of the boundaries of South Melbourne had been forwarded to the Right Honorable Her Majesty's Secretary of State, and in due course the Corporation of the City of Melbourne incorporated the lands of St. Kilda within its boundaries. A resolution was passed on July 17, 1851 on the motion of Alderman Greeves, seconded by Councillor Chambers, that the several streets of St. Kilda within the Corporate Bounds be duly proclaimed and that the Public Works Committee be instructed to take the steps necessary to carry this order into effect.

A report was received by the Melbourne City Council, and read, at the council meeting held on October 24, 1853. Alderman Hodgson brought up the report, which was from a special committee of the Council, appointed to consider, and to recommend upon an application from the inhabitants of St. Kilda, and South Melbourne, praying that that district be constituted a separate Ward of the city. The Town Clerk read the report which was as follows:

"REPORT OF THE ST. KILDA COMMITTEE.

24th October, 1853.

The Special Committee appointed to consider the petition of inhabitants of St. Kilda, and South Melbourne, praying the establishment of a separate Ward of the City, of St. Kilda, and South Melbourne (exclusive of Sandridge, and Emerald Hill) have the honor to report, that, having maturely considered the question referred to them, they are unable to recommend compliance with the prayer of the petition to its full extent, for though the time is, no doubt, rapidly approaching when St. Kilda, and the portion of South Melbourne proposed to be included in the projected Ward, will be fairly entitled to have their request complied with the Committee do not consider there is sufficient stationary population to warrant the City Council in giving them the same extent of representation, as the older, and infinitely more populous wards of the city. The Committee have, however, in the course of their enquiries, had their attention drawn to the fact, that South Melbourne, including St. Kilda, Sandridge, and Emerald Hill, already possess a constituency of 479 citizens, which will, in all probability,
be trebled by the next annual registration, and they are disposed to think that, taking into consideration the population, the number possessed of the franchise, and the completely isolated character of that portion of the city, the time has arrived when South Melbourne may be cut off from Lonsdale, and Latrobe Wards, and created into a separate ward of the city. The Committee have therefore to recommend that application be made to the Lieutenant Governor, by petition from the City Council, praying His Excellency, in conformity with the provisions of the Act of the Governor, and Legislative Council of New South Wales, and Victoria, No. 12 Sec. 3, to increase the number of the wards of this city to six, and to appoint South Melbourne, with the boundaries described in the schedule hereto marked "A", to be an additional ward of the city. And the Committee would respectfully suggest that as some acknowledgement of the gratitude of the citizens of Melbourne to the present noble Secretary of State for the Colonies, the Duke of Newcastle, for his prompt compliance with the prayers, and entreaties of the Colonists to be relieved from the fearful evils of proximity to a penal settlement, and for the liberality manifested by His Grace, in leaving the local legislatures of the Australian Colonies to frame the details of their respective constitutions, his Excellency be requested to proclaim the new ward, proposed to be erected, by the name, and style, of Newcastle Ward.

Signed @John Hodgson
"Chairman.

"Schedule 'A' referred to in annexed report:—

"South Melbourne. Bounded on the East by the continuation of the Eastern boundary of North Melbourne leaving south 299 chains to the South by Hobson's Bay in the north by the River Yarra Yarra, and on the West by the continuation of the western boundary of North Melbourne to Hobson's Bay."

The report was referred for consideration to the 5th order of the day. The petition of the residents prayed, that the separate ward in South Melbourne should be called the St. Kilda Ward. It was proposed to divide it from Emerald Hill, and Sandridge, by a line drawn from Princes Bridge to St. Kilda. This line was the St. Kilda Road. Councillor Davis preferred
the name of South Melbourne for the ward. Councillor Guthridge favored the name of the Yarra Ward. Finally, it was decided, to call it, the Smith Ward, after the then sitting Right Worshipful Mayor, John Thomas Smith.

John Thomas Smith was one of the outstanding figures of the early civic life of Melbourne. When Melbourne was incorporated, in 1842, he was one of those elected to the first city council, and remained a councillor, and alderman, for over thirty five years. He was seven times the Mayor of Melbourne. In business, he was a successful man; he built the Queen's theatre, the first theatre of moment in Melbourne. In other ways he lived the life of a citizen, who desired to promote the welfare of his fellows; of a man who was not averse to having the fullest credit given to him for deeds, he did not allow to blush unseen. Such was the man whose name the councillors of the city of Melbourne desired to attach to St. Kilda as the name of a city ward. The residents of St. Kilda were not flattered. They preferred the name of St. Kilda. On November 3, 1853 a newspaper report states:—

"St. Kilda Ward.—At a meeting of those interested in forming St. Kilda into a separate ward of the city held at the Royal Hotel St. Kilda on the evening of the 1st inst. it was moved, seconded and carried nem. con. that the following address be signed by the chairman on behalf of the meeting.

"To the Worshipful the Mayor, Alderman, and Councillors of the City of Melbourne.

"We, the inhabitants of St. Kilda, and the adjacent country, in public meeting assembled have respectfully to thank your Worshipful Council for your prompt attention in considering our petition, praying to be separately represented in the municipality of the city of Melbourne, but we also have respectfully to state that the conjunction of Sandridge, and Emerald Hill, with this place would almost defeat the object which your petitioners have in view for those portions of the city are quite remote from St. Kilda, and divided by natural boundaries of swamps, and lagoons.

"It appears to your petitioners, that the main objection to forming St. Kilda into a separate ward is the compara-
tively small number of its inhabitants, but it will be obvious to your Worshipful Council that such objection will soon cease, for the present, however, a less number of representatives than those of the more populous wards might be recommended to the Legislature.

"We may also most respectfully observe, that, with every regard for the Chief Magistrate of the city, it does not occur to us that he is in any peculiar manner connected with St. Kilda, that it would be no compliment to a gentleman bearing so common an appellation as that of Smith, to designate any place by his name, and we therefore respectfully repeat our request, that the new ward of St. Kilda should be named the St. Kilda Ward.

"We finally desire that your Worshipful Council would be pleased to reconsider the petition of the inhabitants of St. Kilda, with a view of erecting it into a separate Ward.

"Signed, on behalf of the meeting,

"A. CAMPBELL BROWN,
"Chairman."

Royal Hotel, St. Kilda, November 1, 1853.

At the meeting of the Melbourne City Council held on December 11, 1854, Present the Mayor, Aldermen Reilly, Hayward, Clewes, Hodgson, Cosgrave, Councillors Bell, Groom, McGrath, Gallagher, Davis, Fulton, Bennett, Lane and Smith, Councillor McGrath moved

"That the Right Worshipful the Mayor be requested to request the Commissioner of Police to cause a constable to be placed at that portion of St. Kilda known as the Female Bathing Place, during bathing hours in the summer season."

Councillor McGrath complained that men traversed the locality while women were bathing. Councillor J. M. Smith, seconded the motion. He also hoped that the magistrates would not license any house in the locality. There was at that time an application for a license in the vicinity which he hoped would be refused as it had been before.

Councillor Fulton suggested the erection of a stockade in that locality under the shelter of which ladies might bathe with impunity.
Councillors Bennett and Lane confirmed all that had been said. The motion was carried.

A report, No. 70, of the Public Works Committee to the Town Council recommended on July 3, 1855, that application be made to the Executive Government requesting that the footpath on the South side of Fitzroy Street, St. Kilda, from the Junction Hotel to the Beach and thence southward to the Royal Hotel be proclaimed of a uniform breadth of fifteen feet. The recommendation was adopted. A petition was presented December 17, 1855, to the Town Council from the Revd. Richard Fletcher, a minister of the Congregational Church asking the Council's permission to erect a tent on the Marine Terrace at St. Kilda for divine services on Sunday afternoon, which petition was received and the prayer of the clergyman granted. The Council ordered on March 3, 1856, that the formation and metalling of Robe and Grey Street, St. Kilda be proceeded with for the sum of £17/17/6, the contractor to be Joseph Holmes, and he was to be paid also the sum of 17/- per cubic yard of the work. On August 22, 1856 the Council approved of the recommendations contained in the report of the Public Works Committee that the sum of £30 be appropriated to cutting drains in the streets of St. Kilda. In the same month a petition was received by the Town Council from Purchas, Smith and others with reference to the St. Kilda Sea Bathing Company. The Company sought for permission to erect within the city boundary such portions of its bathing platform as may be necessary. The Council granted permission to the Company to do so with the proviso that in the event of the platform becoming a nuisance it was subject to removal.

In the month of September, 1856, "E. Opie, A. E. Wheatley and others," living in St. Kilda, proprietors, and tenants of land, and houses, complained that the work of road making was carried out in such a way that the approaches to their properties and houses were interfered with. In the same month Charles Willoughby, Barnes and other citizens of St. Kilda, Lonsdale Ward, sent a petition to the Town Council, probably by their representative, Dr. Councillor Palmer, praying that the Council would "cause Clyde Street to be formed and metalled from Grey Street to Ackland Street at an early period." Thomas Gibson,
and others, complained that the access to their houses, in Robe Street, was made difficult to them owing to the work of the road makers.

Complaints having been made to the Melbourne Town Council that men were in the habit of bathing along the St. Kilda Beach after seven o'clock in the morning the Council wrote to the Chief Constable of Melbourne to prevent the practice. In reply the Chief Constable asked the Council to supply him with a copy of the City's by-law that forbade the bathing by males from the St. Kilda seashore after the hour mentioned. Whether such a by-law was in force at the time of the correspondence, January 12, 1857, was not stated.

A proclamation, issued by His Excellency Sir Charles Hotham, under Captain Clark's act, which had just come into force, intitled "An Act for the Establishment of Municipal Institutions in Victoria," was published in the Government Gazette of Victoria on Tuesday April 24, 1855, and in that proclamation a description was given of 'The Municipal District of St. Kilda," which was created at the same time by the provisions of that Act. Before that description was published the district in part, belonged to the territory of the Melbourne Corporation. The West line of boundary of the newly created municipality was Punt Road, sometimes called Hoddle Street, because it was a continuation of Hoddle Street, Richmond, when the river Yarra was crossed by a punt. The road's association with the punt, on the South Yarra side of the river evolved the road name, Punt Road. The Punt Road ran to the Junction, and having crossed the Junction, it continued over the hill, with Brighton Road, or High Street, on its eastern side, and so on to Glen Huntly Road. The old St. Kilda section of the Punt Road is now Barkly Street. It will be seen therefore that the village of St. Kilda, which sat on the hill of St. Kilda, commencing at the hill's base along Fitzroy Street to the shore line, within which angle, extending as far as Carlisle Street lay the houses, huts, tents, and wattledab humpies that comprised the Village of St. Kilda, was not, by the proclamation, included in the new municipality of St. Kilda. The reason was that the Melbourne Corporation had almost all the Hill of St. Kilda within its boundaries. Its responsibilities had been felt financially only so far as the Village of St. Kilda was
concerned. The Corporation of Melbourne had spent sufficient money in constructing some of the streets of the Village of St. Kilda as to make its representatives opposed to any suggestion that the Village of St. Kilda should pass out of their control. The city councillors of Melbourne saw that the Government authorities did not make the mistake when they plotted the municipality of St. Kilda, of including the Village of St. Kilda within the boundaries of the new municipality. Apart from the money the Corporation had spent in the Village, there was the question of Melbourne's dismemberment from its outer jurisdictions, not of much moment then, but those outer lands contained the seed of future cities. And the expectations of such cities to arise have been since realised. The boundary line along Punt road was drawn in a bold black line. There was to be no mistake made. The Village of St. Kilda belonged to the Corporation of the City of Melbourne. Here is the official description of the new municipality, the play Hamlet without the Prince of Denmark:

"Commencing at the junction of Wellington Street with "Punt Road at the north-west angle of allotment 68A thence "by the southern sides of Wellington Street and the Great "Dandenong Road to the north-east angle of allotment 201B "then south by the western side of a Government Road to "the south-east angle of allotment 277 thence west by the "northern side of a road known as the Glen Huntly Road "to its intersection by the Punt Road at the north west angle "of allotment 20B North Elwood thence north by the eastern "side of the Punt Road to the commencing point. And the "said municipal district shall be called by the name of St. "Kilda.

"Given under my hand and seal of the Colony at Mel"bourne this twenty third day of April in the year of our "Lord 1855 and in the eighteenth year of her Majesty's "Reign.

"CHAS. HOTHAM
"By His Excellency's Command.
"WILLIAM HAINES
"God Save the Queen."
The only part of the proclamation that did not leave a section of the residents of St. Kilda unresponsive, was "God Save the Queen!" Viewed in the light of to-day the Government, swayed by the Corporation of Melbourne promulgated an absurd boundary line, a line that decapitated the head of the Village of St. Kilda from its body, and then the Government asked the body to exercise some protean power, and thereby grow a new head. It was not to be done even by an act of Parliament, and though the boundaries of the municipality of St. Kilda were gazetted and the place was expected to start into corporate life, it did not do anything of the sort, but lay a dead thing. No council was elected under the absurd proclamation. The arresting sentence of the proclamation is the place naming of the municipal district in the words, "the district shall be called by the name of St. Kilda." A passive indifferent deadlock ensued wherein the residents showed no interest whatsoever regarding the gift of a municipality, held out to men by the Government. This attitude changed when the residents saw that other districts were taking advantage of the act to form their lands into a municipality; a communion of interests that was foreseen would work for the common good. It was necessary, in the opinion of many residents of St. Kilda, that there must be a fresh proclamation made, which must include the Village of St. Kilda as a part, the principal part indeed, of the municipality of St. Kilda. The opposing interests of the Corporation of Melbourne must be fought, a blow, or several blows, must be struck for the seaside village's emancipation from Melbourne, and for the ending of its lordship over the fairest lands of St. Kilda. Thus it was that on October 29, 1856, the Governor, Sir Henry Barkly, received a petition from the residents of St. Kilda.

The petitioners, who numbered 301 residents, the first names to the petition being those of John Hood, A. Purchas, Richard Edwards, and H. Cooper, stated "That it has been found that the limits, and boundaries, of the said municipal district, as defined in the said proclamation, are not suited for the successful establishment of a municipality therein, and it is desired that they may be altered so as to render them more suitable, and, at the same time, to include the portion of St. Kilda at present comprised within the city of Melbourne the majority of the householders resident in that locality desiring such inclusion,
The petitioners prayed to have the limits and boundaries of the said municipality altered, and then followed a description of the amended boundaries.

The Town Council of Melbourne anticipated that the new municipality, through its promotors, would endeavour to have the Hill of St. Kilda included within the boundaries to be finally defined. The Aldermen and Councillors were fully apprised of the positions, a little later, when a letter was read at the Town Council's meeting from J. Westley, a secretary of the sub-committee of the petitioners, for the inclusion of a portion of the City of Melbourne in the municipality of St. Kilda. He requested the Town Council to furnish him with particulars relating to the interest due on the Gabrielli loan.

The Gabrielli loan loomed very large in Victoria in the years of the fifties, and it was a financial debt that had always in Municipal Corporations to be considered. The Gabrielli loan was lent by a syndicate of English capitalists, headed by one Gabrielli—William Westgarth a Victorian pioneer of 1840, and afterwards in 1857 when he left Victoria, head of the financial firm of William Westgarth and Co., of Finch Lane, London, thus, in one of his books on Victoria, explains the Gabrielli loans: "The loans we have alluded to formed an aid to the respective corporations from the public revenue, and the arrangement was that the Colonial Government should discharge the principal of the loans by equal yearly instalments spread over twenty years, while the Corporations paid the yearly interest. This financial operation was for a time familiar in Melbourne under the name of the Gabrielli Loan, so called from the contracting party, who, in those early days, when neither colony nor corporation had introduced itself within the great monetary circles, obtained the loan with its six per cent. interest, at £95 per £100 bond. Latterly the stock of both loans has been mostly transferred to London, where, notwithstanding a rather complex kind of security, "Melbourne Corporations," as they are termed in technical brevity, hold a good position as a Colonial Government security on the Stock Exchange."

The Town Council referred the letter of the secretary of the sub-committee of petitioners to its own Finance Committee. The Town Council's members foresaw, at that stage, that they
would be unable to retain the St. Kilda lands within the Melbourne City boundaries. They had spent money in St. Kilda, and they feared that the seceding residents of St. Kilda would break away without paying compensation to the Town Council for the works that had been done in St. Kilda with moneys obtained from the Gabrielli Loan. The Town Council must have already officially voiced its fears of a monetary loss for on December 11, 1856, the Council received a reassuring letter from the Under-Secretary, stating that the Chief Secretary "had taken measures for having the requirements of the municipalities' Act, as respects liability for the Gabrielli Loan complied with, prior to the portion of St. Kilda within the city being severed from it, and joined to any other municipality."

The Corporation of Melbourne could not stay the victorious march of the St. Kilda severance petitioners, but the Melbourne Councillors could, and did play the role of a noisy creditor, insisting that the Council had spent money, and time upon St. Kilda, and now the advance section of St. Kilda residents desired to avoid paying Melbourne its just debt. The attempt to form the municipality did not meet with the approval of some of the residents of the southern part of St. Kilda, nor were the citizens, any more than the Council of Melbourne satisfied with the proposals of the advance severance section of St. Kilda residents. There was a wide divergence of views. One contention was that the country annually endowed the Corporation of Melbourne with the sum of £25,000, and also encouraged that corporation to borrow £500,000 on the security of the annual grants. Of that sum some critics alleged that £15,000 had been expended at St. Kilda, and that St. Kilda having "got away" with £15,000 of the Melbourne Corporation money "starts a new municipality and goes in for another endowment."

Opposition to the municipality was made manifest in the southern end of the district. The residents there constituted the body of discontents who were called the "Withouts"; their opponents were known as the "Withins." The "Withouts" were active in their opposition. On January 16, 1857, the moving spirits of the "Withouts" advertised—

"A public meeting of the inhabitants of St. Kilda without the city, residing between the Greyhound Hotel and
Elsternwick, will be held at the Greyhound Hotel this evening, Friday 16th inst., at 8 o'clock, to consider matters of importance connected with the St. Kilda Municipality."

D. P. Keogh was in the chair, and he explained to those present that the object of the meeting was "to express the dissatisfaction of the inhabitants at being included in the Municipality recently petitioned for in connection with that portion of the township of St. Kilda which is known as St. Kilda proper, or within the city boundary, upon the ground that, not having participated in an expenditure to the extent of some £15,000, which had been made exclusively upon St. Kilda proper, and which still remains as a debt due to the Corporation of the City of Melbourne, they were indisposed to share the burden; but they were quite agreeable to join provided that legal arrangements were effected for the exemption from any rate levied on property in the district going towards payment of that debt or any interest thereof."

All present pledged themselves to oppose to the utmost of their power the incorporation of the district in any municipality of which St. Kilda within the city should form a part. Speakers in favor of the municipality as proposed, and on the terms suggested, were the Hon. John Hood, M.L.C. and Thomas Loader, afterwards a Minister of the Crown 1860-61, both of whom pointed out the advantages of good roads and jetties. The meeting was against the views of the speakers. In the words of a dissentient "it was war to the knife with St. Kilda proper."

Events moved quickly. That meeting was held on January 16. On January 26, the Melbourne Town Council Minute Book records that, at the Council meeting, held on the same date, "a letter was read from Mr. J. Westley, signing himself Secretary to the Committee for the establishment of the proposed municipality of St. Kilda, intimating that the Committee had submitted the question of the liability of the district for the Gabrielli Loan to the decision of His Excellency the Governor."

Councillor Kerr on February 9, 1857, brought up the report to the Melbourne Town Council of the Finance Committee, No. 13, informing the Council of the particulars of the arbitration by His Excellency the Governor and the Executive Council, between the petitioners for the separation of St. Kilda from the
city, and the City Council as to liability of the Gabrielli Loan. The report was received. The Governors’ decision had been made known on February 7. It was to the effect that one equal fortieth part, or share of the Gabrielli loan should be borne by the said municipal district of St. Kilda when, and so soon as the limits, and boundaries thereof should be varied and altered.”

The opposition section of St. Kilda residents was unable to effect the question of boundaries, for a proclamation referring to that of April 1855 was published in the Government Gazette in February 1857, defining the boundaries and limits of the St. Kilda District, thus:—“Commencing at a point on the shores of Port Phillip Bay, being the south east angle of the municipal district of Emerald Hill, thence by a line bearing north 26 degrees 25 minutes east 16 chains and 90 links to a marked post, thence by a line bearing north 57 degrees east 58 chains to a marked post on the west side of the main Brighton Road, thence by a line easterly, and by a line passing through the centre of High Street, Parish of Prahran, to the Punt Road, thence by a line passing through the centre of Punt Road to Wellington Street, thence by a line passing through the centre of Wellington Street, and through the centre of the Main Dandenong Road to the centre of a Government Road forming the eastern boundary of portion 154B, Parish of Prahran, thence by a line passing through the centre of the said Government Road to the Glen Huntly Road, thence by a line passing through the centre of the Glen Huntly Road to the Punt Road, thence by a line passing through the centre of the Punt Road to the shores of Port Phillip Bay, and thence by the shores of Port Phillip Bay to the commencing point aforesaid.”

At this time the insanitary state of the suburban dwelling places was shocking. The Health Authorities were powerless to cause a change as the provisions of the Health Act did not extend beyond the boundaries of municipal Melbourne. In an article published in the *Melbourne Morning Herald*, in support of municipal institutions, the writer commented on the advantages to be derived from local laws to deal with local necessities. He wrote “What is everybody’s business is nobody’s business,” but there is no spot on the face of this colony where you have stronger evidence of its truth than in any of our suburbs of St.
Kilda, Collingwood, Prahran or Windsor. Old shoes, decomposing coats, dead dogs, broken champagne bottles, and green puddles everywhere dot the foreground of almost every landscape in the above localities. Accordingly every place such as we have named, finding its eyes, nose, health and safety insufficiently cared for by mere individual action, is perforce driven to make itself as comfortable as it can by law.”
THE decision of Sir Henry Barkly to grant the prayer of the petitioners, to alter the municipal boundaries of St. Kilda so as to include the portions of St. Kilda territory within the boundaries of the City of Melbourne was regarded as a victory and the 301 residents who petitioned for the original municipal district of St. Kilda were in great spirits. While waiting for the amending boundaries to be declared, they pushed on the business of constituting the municipality, quite regardless of the storm of hostile criticism breaking in Carlisle Street and about the vicinity of the Greyhound Hotel. They held a meeting at the Junction Hotel, but as the Chairman had not been gazetted, as was required under the Act, the meeting was fruitless. A Committee was, however, appointed, and steps were taken to ascertain the proper legal course to be followed. Then it was decided to issue a notice to all the residents of St. Kilda. One of these historical notices, written on foolscap, is at present hanging in the Councillors room in the St. Kilda Town Hall. It reads:

MUNICIPALITY OF ST. KILDA.

The committee appointed at the meeting held at the Junction Hotel on the Sixth day of January last for the purpose of establishing the Municipality beg to remind the Electors that a Public Meeting will be held on Saturday, 7th of March, at 3 o’clock p.m. (at the large building used for the opening of the Athenaeum, in Acland Street, nearly opposite the English Church) for the purpose of erecting the District into a Municipality and for electing the Municipal Council. The Committee would beg to impress upon the Electors the
imperative necessity of attending, so that all parts of the
District may be fairly represented.

James, J. G. Foxton, S. Kidner, Florence Gardiner, A. Purchas,
Edwin Fowler, Jno. R. Pascoe, Edw. Sydes, Jas. Mc Nicholl,
Joseph Parker, Henry F. Gurner.

25th February, 1857.

These residents of St. Kilda played an important part in the
beginning of the municipality. Particulars of the men, and their
station in life, are of interest to-day in St. Kilda. Henry Jennings
was a member of the firm of Jennings and Cook, Solicitors, Queen
Street. He resided in Alma Street, as the Alma Road was then
called. John Hood was a gold buyer, and a member in the first, and
second Parliaments, for the Central Province, from 1856 to 1857.
He was in business a partner in Bligh & Harbottle, Merchants,
Queen Street, Melbourne.

J. R. Pascoe was a merchant, 52 Collins Street, East. He lived
in Alma Street. Edward Sydes was a writer to the Signet, and also
the auctioneer of the firm of Bigwood, Sydes & Co. His home was
in Grey Street. Thomas G. James lived at 6 Grey Street. J. G. Foxton
was a wool broker, of Foxton, Jones & Co., and he resided at 75
Wellington Street. Samuel Kidner was a homeopathist, living at
123 High Street. We have found no trace of James McNicholl, nor
of Joseph Parker.

Florence Gardiner, his christian name was spelt with an "E",
was a grocer at 71 High Street, at the time of his death, January 20,
1908. He was supposed to be when living among the earliest born
natives, for he was born at Port Jackson, on July 9, 1815. Thirty-
seven years afterwards, he came to Port Phillip, and took up his
residence in St. Kilda. In the latter part of his life he was a
contractor. For 36 years he was a trustee of the St. Kilda
Methodist Church, and a lay preacher. He had four daughters living
when he died.

Albert Purchas was an architect, who lived in Alma Street.
Edwin Fowler belonged to the firm of Gill Fowler & Co. merchants,
13 Little Collins Street, and he lived in Alma Street. Henry Field
Gurner was the Crown Solicitor of the Colony of Victoria for twenty
years. He built, and lived in, Gurner House, Gurner Street, and died
there in April, 1883. The street’s name
Municipality of St. Helens,

The Committee appointed at the meeting held at the Sessional Hotel on the first of January last, for the purpose of establishing the Municipality, beg to assuring the Electors that a public meeting will be held on Saturday 17th of March, at 3 o'clock PM, at the large building used for the opening of the Athenaeum in Woodlawn Street, nearly opposite the English Church, for the purpose of making the District into a Municipality, and for electing the Municipal Council.

The Committee would beg to impress upon the Electors the importance of attending, so that all parts of the District may be fairly represented.

Henry James, Thomas James, Thomas Gardner, John Wood, J. G. Wiggins, A. Purchas

Edward Bowler, J. M. Provost, Edward Bowler

Edward Bickerdike, James M. Scott, Henry Ferrance

25th February 1857.

NOTICE CONVENING A PUBLIC MEETING TO ESTABLISH THE MUNICIPALITY,

7th March, 1857.
when first christened, was called Collegiate Street, but Gurners' house and personality dominated the street, and affixed his name thereto. The early records of the colony had a great interest for Gurner. He published, in the year 1876, a book entitled, "Chronicles of Port Phillip."

The public meeting of the electors of St. Kilda as fore-shadowed in the residents' circular was held as advertised on Saturday, March 7, 1857 in a tent in A. E. Wheatley's garden, in Acland Street. Wheatley was an estate agent, who had his office in Queen Street, Melbourne. A press paragraph, notifying the public that the meeting was to be held reads :-

"The embryo municipality of St. Kilda is at the present moment the centre of much local excitement about the approaching civic election. The incorporated district is bisected by the City of Melbourne boundary line, and the contending interests are known as the St. Kilda Withins and the St. Kilda Withouts. The Withouts are displeased at being united to the Withins for they must thereby pay a moiety of the interest of the Gabrielli Loan, and they would prefer starting in the world for themselves and free from debt. Sed diis aliter visum and they must therefore have the Withins as municipal partners for better or worse. The consequence is that a tremendous effort will be made by both Withins and Withouts to secure a majority at the approaching contest, and that some fun may therefore be expected at the meeting to be held at three this afternoon in the large building used for the opening of the Athenaeum in Acland Street."

Residents to the number of 250, as was estimated at the time, attended the meeting. John Hunter Patterson, M.L.C. was voted to the chair. He explained to those present that the official meeting was to be held then and there, and it therefore became necessary, in accordance with the 12th section of the Municipal Act, to consider the question of the appointment of two persons to act as assessors. A motion was carried, appointing the Honorable Denis Patrick Keogh, M.L.C. and Mr. Edward Sydes, Assessors.

The meeting then considered, under the 10th section of the Act, the number of members who should compose St. Kilda's
municipal Council, and the number was unanimously resolved to be seven. Under the same section it was decided that the members should not receive any pecuniary remuneration. The nomination of candidates for the office of Municipal Councilor then took place. Owing to an omission on the part of the Chairman, the candidates were not called upon to address the electors before being voted for by a show of hands. This oversight on the part of the Chairman was pointed out to him. The Chairman thereupon ascertained that the meeting had no desire to hear, at that stage, the municipal views of the candidates.

The votes received by the various candidates nominated are given below. The Chairman said it was only fair to state that he had experienced some difficulty in counting the hands held up:—

Joshua Mooney 93
Alexander Fraser 90
Benjamin Cowderoy 70
Thomas Hale 68
Alexander Sutherland 65
F. Spicer 65
Thomas Gates James 63
Samuel Marshall 62
Alexander Young 50
Henry Tullett 45
Martin Fitzgerald 35
Charles Willoughby Barnes 35
Henry Jennings 35
John Randall Pascoe 32

The number being in excess of the number of councillors required, a poll was demanded. The Chairman appointed March 9, 1857 as the day upon which the poll was to take place. Some discussion followed regarding the site of the polling booth. Objections were lodged against the Junction Hotel, but the Chairman overruled them. The polling booth at the Junction Hotel opened at 8 a.m. and closed at 4 p.m., with the following results:—

Alexander Fraser 321
Thomas Hale 321
Benjamin Cowderoy 276
Alexander Sutherland  266
Joshua Mooney  259
Frederick Spicer  256
Samuel Marshall  237
Thomas Gates James  230
Alexander Young  183
Martin Fitzgerald  149
Henry Tullett  139
John Randall Pascoe  132
Charles Willoughby Barnes  132
Henry Jennings  113

The Chairman, J. H. Patterson, and the Assessors, D. P. Keogh and Edward Sydes, declared the following gentlemen as duly elected to the first municipal Council for the district of St. Kilda:—

Alexander Fraser, J.P.
Thomas Hale
Benjamin Cowderoy
Joshua Mooney
Alexander Sutherland;
Frederick Spicer, and

St. Kilda was fortunate in its selection of the members of its first council because they had the necessary administrative talent, and business capacity to deal with the primitive conditions present in the district. The mental force of the Council's composite mind was represented by the blending of the intelligent thoughts of an auctioneer, a publican, a broker and valuator, an architect, a surgeon, a timber merchant, and a wholesale ironmonger. The commonsense and knowledge pertaining to such a group of brains was equal to the municipal problems that might arise. Melbourne has been described as the mother of local municipal institutions. If so, Melbourne was a mother of somewhat spartan ideas, for when her municipal children went forth to the north, the south, the east, and the west, they were left by her to swim, or to sink, as fate decided.

Alexander Fraser, J.P. was a member of the firm of Fraser & Cohen, auctioneers, and he also was a member of the Legislative Council of Victoria, 1858 to 1881. He looms large in the history of St. Kilda.
Few public meetings were called, with regard to the welfare of early St. Kilda, or its residents' well-being, that did not have in them Alexander Fraser taking a prominent part. He lived in Alma Street, East St. Kilda. Thomas Hale was an architect, of the firm of Robertson & Hale, 9 Elizabeth Street, Melbourne.

Benjamin Cowderoy, whose name became so closely associated with public movements in the early days of St. Kilda, was a Berkshire man, having been born at Reading in 1812. He was educated at Christ's Hospital, where he received a classical education that years afterwards enabled him to design the crest, and select the motto of St. Kilda. He arrived in Melbourne at the end of 1852, and shortly afterwards became associated in business ventures with F. J. Sargood, Thomas Fulton, Lachlan Mackinnon, and other prominent men. In 1864 he was appointed secretary of the Melbourne Chamber of Commerce.

Joshua Mooney was the well known St. Kilda publican, the licensee of the Royal Hotel.

Frederick Spicer was a surgeon at 81 High Street, St. Kilda. Samuel Marshall was a timber merchant of Marshall & Sons, timber yard, 140 High Street, St. Kilda, while Alexander Sutherland was a machinery merchant in Melbourne, who later on built a large house in North Road, Brighton, where he died in the year 1911.

At the first meeting of the St. Kilda Council held in a room beside the Junction Hotel, St. Kilda Junction, on Wednesday, March 11, 1857, Benjamin Cowderoy was elected Chairman of the Council for the ensuing municipal year. The Council resolved to meet once a week. At the close of the first half year the Councillors had held 32 meetings, including adjournments. The attendance of the members was as follows: the Chairman, Councillor Cowderoy, 32; Councillors Marshall, 32; Mooney, 32; Fraser, 31; Hale, 31; Sutherland, 28 and Spicer, 26.

Most of the early Councils of Municipalities adjoining Melbourne held their first meetings in hotels of the best repute in their locations. Rooms outside of the public meeting rooms of hotels, were not to be easily found for the purpose of meetings, a want that was indicative of the early country-like conditions that prevailed.
THE FIRST COUNCIL MEETING

The meeting of the St. Kilda Council held at the Junction
Hotel on Wednesday, March 24, 1857 is full of interest since
the doings at the meeting were among the first acts done that
launched the municipality on its career. At the meeting there
were present the Chairman, Councillor Benjamin Cowderoy and
Councillors Fraser, Hale, Mooney, Spicer, and Marshall. When
they were gathered together in the Junction Hotel the Chairman
told them that he had received a letter from the Board of Works
authorising the Council to occupy two rooms at the Court
House. He invited them to go at once to that building which
the councilors did, walking from the Junction Hotel across the
road to the St. Kilda Police Court, and police station. We must
explain how this was possible, since not a vestige of the police
station buildings remain, and the police reserve, as such, no
longer exists. The late Councillor Jeans had his show rooms, for
his gas stoves, on the site of the police station. Even today his
show rooms and the stout, genial smiling, Councillor Jeans, are
remembered only by the "oldest inhabitant." It is over forty
five years since Councillor Samuel Jeans interestingly told us,
that his shop was built on the site of the first police station, and
council chambers, in St. Kilda, and that, behind the shop, was
the place where the South Yarra Water Works Company had
its stand pipe that supplied St. Kilda with river water. The
service requirements of a motor age have hidden the earliest
historical corner in the city of St. Kilda, and though the inter-
esting corner is passed by thousands of people, in tram cars,
and motor cars, every day, very few of them, if any, know that
there the seed of the municipal city of St. Kilda germinated.
The building of the police station consisted of an imported iron
house.

The first St. Kilda Police station was situated, on the trian-
gular piece of land, that had been reserved for police purposes,
at the corner of Punt Road, and St. Kilda Road. The land pro-
jects, southward, like a wedge, into The Junction, and forms
by its snubnosed point the northern boundary of the cross road's
place. The land was considered by the police authorities to serve
admirably for the situation of a police station, and as a starting
point to police the bush lands as far as Dendy's Special Survey,
at Brighton. Not until the hamlet of Brighton was reached, was
there any police station, wherein was a police sergeant and two
constables. These forces policed St. Kilda and Brighton hinterlands. In the year June 1, 1858 the strength of the police force at St. Kilda was one sergeant, and nine constables, and they were stationed, in a building built on the police reserve, at the Junction. The building erected in the year 1854, contained two rooms intended to be used for police offices and a Court of Petty Sessions. The court was not then constituted, but provided for in the Government Gazette proclamation, which reads:—

"COLONIAL SECRETARY'S OFFICE
MELBOURNE, 14th OCTOBER, 1854
PETTY SESSIONS AT ST. KILDA.

The Lieutenant Governor in pursuance of the 17th section of the Act 3 William IV. No. 3 has been pleased to constitute, and appoint, the New Court House, at the Police Station at St. Kilda, in the County of Bourke, to be a place for the holding of Courts of Petty Sessions, under the provisions of the said Act.

By His Excellency's Command,

JOHN FOSTER.

At the time of the constituting of the St. Kilda Council the place was only used as a police station. The Court already gazetted three years before, was brought into being, in response to a request from the Council. The letter from The Commissioner of Public Works stating "that there was no objection to establish a Court of Petty Sessions at St. Kilda" was dated 23 March, 1857. The police station then became in official references "The Police Court," and the transition, in the description was made in two days, for, in answer to a request by the Chairman of St. Kilda Municipality, to be allowed to use the police building, as a municipal office, and meeting place the Chairman received the following letter, which is a copy of the one he mentioned at the Council meeting:—

"Public Works Office
Melbourne 25th March, 1857.

Sir,

In reference to your letter, dated 12th March, addressed to the Chief Commissioner of Police, applying for the use of two rooms, at the Police Court, St. Kilda, for the purposes of the Municipal Council, I have the honor to inform you, that your letter has been referred to the
2. The Chairman of the Bench has been informed of the arrangement.

I have the honor to be

Sir

Your most obedient servant,

For Inspr. Genl. of Public Works

THO. C. BALMAIN.

B. Cowderoy, Esq.
Chairman of the Municipal Council,
St. Kilda.

We anticipate somewhat by explaining, that the St. Kilda Council was still using the Police Court, and station office for municipal business in March, 1859. On the ninth of that month, the Public Works Department asked the Council, upon what date would the Council be prepared to vacate the building? In the middle of the year before, June, 1858, the Council had heard a rumor, that the Police Department was closing the St. Kilda police station at the Junction. The Council endeavored to persuade the Public Works and Survey Department Executive to transfer the police reserve lands, to the Council, for the purposes of using the land for a market place. The Executive referred the Council’s letter to the Chief Commissioner of Police, and he, in reply, stated, rather emphatically, that the Police Department had no intention of giving up the police court buildings which were in good order, and condition, and quite suitable for the use made of them. The site itself, he added, was in a good position for police purposes. He stated he was at a loss to understand, how the St. Kilda Council heard such an unfounded rumor. Since numbers of Ministers, or ex-Ministers of the Crown, and Executive officers of Government Departments, lived at St. Kilda, it was not too difficult to surmise correctly where the councillors heard the whisper, which, as it happened, was a whisper of truth, though its promise was more akin to a prophetic one, than to one of immediate realization. On April 13, 1859, the Public Works Department was prepared to transfer the Court House to the Council, but at that time the Council was looking ahead to another location, since the Commissioner of Public Works had informed the Chairman, Councillor Cowderoy, on January 8, 1858, that a sum
of £1,000 had been provided for the erection of a new Court House at St. Kilda.

The Chairman of the St. Kilda Bench, the Hon. Alexander Fraser, M.L.C. who had been made a territorial magistrate in 1855, was informed by the Public Works Department on August 17, 1859, that the plans for the lock up, police quarters and police court had been prepared. On April 13, 1860 the watch-house, and buildings were completed, and taken possession of by the police. The St. Kilda Council was not long in following the police to their new location, the police court, and offices. The following advertisement was inserted in the newspapers, so that the world might know, that the St. Kilda Council had moved its offices:—

NOTICE.

NOTICE IS HEREBY GIVEN that the offices of the Municipal Council have been removed to the New Court House, Junction of Grey and Barkly Streets, and the weekly meetings of the Council will be held there after that date.

E. BRADSHAW,
Town Clerk.

An important letter dated May 7, 1859, was received by the Council from the Public Works Department wherein the Commissioner said that the Attorney General had no objection to convey the Court House recently erected, to the Municipal Council of St. Kilda, provided the Council undertook to keep the building available, not only for their own Court, but also for a separate District or Territorial Court of Petty Sessions, if required for that purpose.

We revert to the year 1857, and we resume the story of the first acts, of the newly constituted Council. The Councils' immediate necessity was an executive officer, a Town Clerk. In reply to the Councils advertisement, inviting applications for the position, 34 persons, desirous of being appointed to the office of the first Town Clerk of St. Kilda, applied. William Goldie was appointed Town Clerk of St. Kilda on March 18, 1857, at a salary of £250 per year. An official letter of his, written on a blue sheet of foolscap, is filed in the Plans' Strong Room at the Crown Lands' office, Melbourne. It reads:—
ST. KILDA JUNCTION ABOUT 1858.

Looking northward along St. Kilda Road and Port Road. The white building in the apex of those roads was the Police Station, wherein the Municipal Offices were located until April, 1859.
THE OLD ST. KILDA WATCH-HOUSE

Built in 1859, adjacent to the first Town Hall. The belfry of the first Fire Brigade is shown on the roof.
Sir,

I am instructed by the Council of the above municipality to request that AT YOUR EARLY CONVENIENCE you will be pleased to depute an officer to mark out the carriage and footways in the various streets of this municipal district in accordance with the provisions of the Act 18 Victa. Feb. 14 (Management of Towns Act) Section II.

I have the honor to be,

Sir,
Your most obedient Servant,

W. Goldie,

Town Clerk.

To the Hon.
The Chief Commissioner
of Public Lands.

At the first meeting of the Council the Chairman placed upon the table eleven tenders for the valuation of the municipality received by him in answer to an advertisement. After consideration of the tenders the one proffered by Edward Hughes was accepted. Councillor Sutherland was not present at the Council meeting to move a motion as it was intended he should do, with regard to the appointment of a rate collector. Councillor Fraser therefore moved "That the Council proceed to the appointment of a rate collector to be paid on a percentage of the rates collected. On the motion of Councillor Spicer, it was ordered, "That tenders for collecting the rates be advertised for in terms of the proceeding motion." On the motion of Councillor Mooney, it was resolved, "That the valuator, when making his valuation, shall be accompanied by the collector, who shall assist him therein." Councillor Hale moved, "That a surveyor be appointed for the municipality with a salary at the rate of £250 per annum." That motion was seconded by Councillor Marshall, and carried. An amendment, by Councillor Fraser, "That the salary be £300 was put and lost. On the motion of Councillor Hale, advertisements were ordered to be inserted in the newspapers for the purpose of inviting appli-
cations for the office of Surveyor, such applications to be made by Wednesday the 1st proximo, at noon.

Several notices of motion were given. They are instructive, far off echoes of what was being done in those early days of the Council's existence. Councillor Spicer gave notice of motion: "To consider, and resolve upon the state of the postal delivery, and situation of the post office." Councillor Hale: "To move that three permanent committees be appointed viz. a Public Works Committee, a Finance and Rate Committee and a Legislative Committee. When the motion came on for discussion the following councillors were appointed:—

PUBLIC WORKS COMMITTEE.—Councillor Hale, Chairman and Councillors Marshall, Sutherland and Spicer.

FINANCE AND RATE COMMITTEE.—Councillor Fraser Chairman, Councillors Mooney and Sutherland.

LEGISLATIVE COMMITTEE.—Chairman of the Council, Councillor B. Cowderoy, and Councillors Fraser and Hale.

The duties of the Legislative Committee were principally the preparation of by laws, and other documents.

Further notices of motion by Councillor Hale were "That as soon as possible the Surveyor proceed to make a survey of Inkermann Road, and the lands lying south of the same, with a view to draining those lands." That the clerk be instructed to apply to the Government for copies of all correspondence relative to the establishment at St. Kilda of baths, bathing ships etc." "That tenders be invited, by advertisement, for furnishing a common seal for the use of the Corporation." Councillor Fraser gave notice of motion that he would move at the next Council meeting "That the Council consider the immediate necessity of applying to the Government for the control of that piece of waste land, lying south of the park, and bounded on the East by Brighton Road, and on the South by Fitz Roy Street.

The following motions were brought on without previous notice, and discussed, the various subjects being introduced by the Chairman. Councillor Spicer moved "That the Clerk write to the Commissioner of Crown Lands, requesting that an officer be deputed, as soon as possible, to mark out the carriage, and footways in the municipality, in accordance with the provisions
of “The Management of Towns Act” Section I. That motion was carried. Councillor Hale then moved, and Councillor Mooney seconded, “That the funds of the municipality be lodged in the name of the Council in the Oriental Bank, and that all cheques drawn thereon be signed by the Chairman, and two councillors, and countersigned by the Town Clerk. An amendment was moved to this motion, and the amendment by Councillor Spicer, and seconded by Councillor Fraser, was carried, the effect of which was to place the funds of the Council in the Colonial Bank of Australasia, and that two councillors instead of one councillor had to sign the cheques of the council. Councillor Spicer moved, “That the Chairman apply to the Government to pay into the Colonial Bank of Australasia to the credit of this council, the sum of £2,500 recently voted by the Legislative for the use of this municipality.” That motion was seconded by Councillor Hale, and carried. On the motion of Councillor Spicer, the Council then adjourned till Friday evening at seven o’clock. So ended a notable meeting in the annals of the municipal history of St. Kilda.

In accordance with its duty, and to procure the necessary funds wherewith to carry on the business of the newly fledged municipality the St. Kilda Council caused an estimate to be made of the probable sum required for the current year’s expenditure. With that knowledge available the Council decided to levy its first rate, and the sum was fixed at one shilling in the pound on the annual value of all assessable property. The amount of the rate was to be payable in two moieties, one on July 1st and the other on November 1st. The assessment was assented to by the Governor and so the St. Kilda municipality was fairly launched. At the time the Council estimated the number of tenements in the municipality to be 900; the number of ratepayers 1,000, and the population of St. Kilda at 2,700. Several appeals were lodged by the ratepayers against the assessments of their properties. These appeals were heard by the magistrates of the St. Kilda Court of Petty Sessions with the results that some appeals were allowed, while others were dismissed.

The proportion of the Gabrielli Loan payable by the municipality having been fixed by Sir Henry Barkly, the St. Kilda
Council had when its first report was issued paid interest thereon as follows:-

| From date of Proclamation, 13th February, 1857 to 30th April inclusive | £146 8 0 |
| First moiety of the year from May 1, 1857 to 30th April 1858 | 337 10 0 |
| | **£483 18 0** |

The interest decreased by £37/10/- annually till the debt was extinguished, the principal of the loan being repaid by the Government. The portion of the loan upon which interest was paid by the St. Kilda municipality was supposed to have been expended by the Melbourne Corporation on those streets in St. Kilda which formed part of the City territory before the St. Kilda municipality was constituted.

When the St. Kilda Council made its first report the assessment was :—Number of properties charged, 1287; gross assessment, £114,723/14/-; nett amount, £96,779/4/-; fractions, 17/8; total, £96,780/1/8; amount of rate per roll at 1/- per pound, £4389/0/1.

At the close of the first half year, which was little more than two months after the first moiety of the rate became payable, there had been realised £1,352/5/3, leaving then due of the first moiety, the sum of £1,067/4/91.

The first work undertaken by the St. Kilda Council was the repair to a culvert in Punt Road (now Barkly Street) at a cost of £10. A guard rail to the culvert cost £3, and the formation of connecting streets £1,182/3/-, of which the sum of £810 had been paid when the Council make its first report. Alma Road formation had cost £450, and also £21 to repair certain parts of the road. Formation of Argyle Street cost £140, and "Ackland Street" £464/15/-; alterations in Robe Street, £115/11/6; Seats for the Promenade, £9; manure depot, posts and boards 17/11/-; General notice boards, £9/10/-; Boundary posts £40; an expenditure of £2,453/5/6 upon the first municipal works.

The Council's first report gives a list of the buildings in St. Kilda that were exempt by Proclamation from the jurisdic-
tion of the Council, and therefore non-rateable. The list is informative, since it incidentally shows the churches that were in being in St. Kilda, in the year 1857. The list includes two schools then called National Schools to distinguish them from Denominational and Private Schools. The list reads:—

1. The Church of England Church.
2. The Church of England School-house.
3. The Wesleyan Church and Land, Fitzroy Street.
4. The Presbyterian Church, Inkermann Road.
5. The Presbyterian Church, Alma Road.
6. The Independent Church, Alma Road.
7. The Roman Catholic School, Great Dandenong Road.
8. The National School, Brighton Road.
9. The National School, Punt Road.

The recurring name of Inkermann Road shows that in the first days of the St. Kilda municipality the place name InkermEum Road was always spelt with its last syllable carrying two "n"s. The war in the Crimea was quite fresh in the minds of the St. Kilda residents and they spelt correctly the village of Inkermann, that was situated on the harbor of Sebastopol, with two "n"s.
DURING the first year of activities the St. Kilda Council had had the municipality carefully surveyed, and the councillors had agreed upon the streets to be formed throughout the area. On April 29, 1857, the Public Works Committee was authorised, in conjunction with the Government Surveyor, to supply names for the various streets in the municipality. Care was to be taken to retain, as far as possible, the generally received names that the street had already assigned to them.

Street names in St. Kilda may be broadly sorted into five groups, and they, in some instances, indicate the approximate date of the birth of the municipality. In the first group we have the sources of the names derived from Australian Governors, such as Fitzroy, Robe, Grey and Barkly. Next we find the war group, then the poetical group, the marine group, and the personal group. Street names often disclose, when traced to their source, hidden facts in topographical history, others on the other hand come from obvious sources. Such a one is Neptune Street, arising from its proximity to the sea. Neptune Street in the "Village of St. Kilda" was the forerunner of others of a like breezy character. At Elwood we find Foam, Wave, Tide, and Spray Streets.

In the personal group we have Octavia Street, associated with Octavius Browne, a purchaser at the Crown Lands Sales at St. Kilda. He owned the block of land that extended from Alma Road to Wellington Street, from Chapel Street to High Street. He built, in 1853, a large house that was an early St. Kilda land-
mark. He called his dwelling "Charnwood House," after Charnwood Forest in Leicestershire. From the house's title the place name of Charnwood Crescent was resolved.

Gurner Street, already mentioned, running through from Grey Street to Barkly Street, recalls of course Henry Field Gurner. He was a purchaser of Crown Lands at the second Crown Lands Sale, and he bought Sections 27 and 28, each having a frontage of 300 feet to Grey Street, and also Section 42, with a frontage of 600 feet to Princes Street. The western boundary line of Section 42 ran along the base of Sections 27 and 28. Gurner Street appears, however, to have been made through Sections 24 and 41 belonging to F. G. Dalgety, the purchaser of four sections south of Gurner's. Dalgety Street runs through one of Gurner's sections.

The Public Works Committee of the St. Kilda Council submitted to the Council a report, No. 11, on July 29, 1857, containing a list of streets for proclamation. The Council made some alterations in certain of the names assigned to the streets in the committee's report.

The names of the first named streets, and the amendments were—Hotham Street, formerly William Street; Bull Street, Great Dandenong Road; Wellington Street; Alma Street, formerly called Alma Road; High Street, formerly called Brighton Road, being that portion of it lying between the Junction and Carlisle Street; Argyle Street East; Argyle Street West; Charles Street; Inkerman Street, formerly Inkerman Road; Carlisle Street, formerly Beach and Balaclava Roads; Brighton Road, from Carlisle Street to Glen Huntly Road; Glen Huntly Street, formerly Glen Huntly Road; Barkly Street, formerly Punt Road or Hoddle Street; Fitzroy Street; Princes Street; Gurner Street; Burnett Street; Grey Street; Robe Street; Clyde Street; Fawcner Street and Acland Street.

Three months later, October 28, 1857, the Council decided to name the streets lying to the "south of Balaclava Road," i.e., Carlisle Street. In accordance with instructions, the Public Works Committee submitted its report to the Council with a plan of the unnamed streets, and a list of the names the Committee proposed to call the streets. The streets in question were the roadways formed when the Government surveyed the Crown Lands for the purpose of selling the land in sections.
Councillor Sutherland moved, and Councillor Hale seconded, that the Public Works Committee's report be adopted.

Councillor Mooney moved as an amendment that the names of British authors be given to the streets.

Councillor Spicer seconded the amendment.

Councillor Marshall moved a further amendment: "That the names of British and Colonial Statesmen be given to the streets."

The Chairman, Councillor Cowderoy, seconded Councillor Marshall's amendment.

The second amendment was lost, and Councillor Mooney's amendment was carried. A further amendment, that consideration of the names to be given to the streets be postponed for a week, was lost. After consideration, and much argument, it was agreed that the streets' names should be officially proclaimed as follows:

<table>
<thead>
<tr>
<th>In place of</th>
<th>To be called</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keogh Street</td>
<td>Burns Street</td>
</tr>
<tr>
<td>Monaghan</td>
<td>Scott</td>
</tr>
<tr>
<td>McCombie</td>
<td>Byron</td>
</tr>
<tr>
<td>Willis</td>
<td>Milton</td>
</tr>
<tr>
<td>Goldie</td>
<td>Dickens</td>
</tr>
<tr>
<td>Emu</td>
<td>Blessington</td>
</tr>
<tr>
<td>Nankerville</td>
<td>Southey</td>
</tr>
<tr>
<td>Bennett</td>
<td>Tennyson</td>
</tr>
<tr>
<td>Prell</td>
<td>Mitford</td>
</tr>
</tbody>
</table>

At the time of proclamation of these newly named streets, the old streets in "The Village of St. Kilda" were also given official recognition in the "Government Gazette."

Considerable personal interest lies behind some of the names that were rejected. We will take the first one, Keogh Street, which was cast out in favor of Burns Street. Keogh, after whom it was sought to name the street, was a relation of Tom Monahan. Manahan was the purchaser of Crown Sections 255, 257 and 258, containing about 20 acres of land starting at Scott Street and narrowing into a northwest corner block with 950 feet frontage to Glen Eira Road immediately south of Ripponlea station. The Brighton railway line cuts off the south-west corner of Monahan's Section 255; passes almost midway, but a little to the
east, through Section 257, and so through the top, coming out precisely at the south-east corner of Section 258.

T. J. Nankivell was the purchaser of Crown Sections 125b, 125c of land at St. Kilda. The land was close to Glen Huntly Road in Elwood. "Nankerville" Street, despite the name's spelling, was apparently named after him. He was a merchant, member of the firm of Fanning, Nankivell & Co., Elizabeth Street, Melbourne.

The name of "McCombie" Street was suggested by that of Alexander G. McCombie, an auctioneer. McCombie & Co. were land speculators at St. Kilda. They bought from the Crown, Section 133, the triangular piece of land on which the Elsternwick Hotel is built at the corner of Brighton and Glen Huntly Roads. They also bought land in other places in St. Kilda. Goldie Street owed its name to James Goldie, a doctor, who had a practice in North Melbourne, and owned land, Section 211a, at St. Kilda with a frontage to Carlisle Street. Prell Street was called after Wilhelm Prell, merchant, of the firm of Harge & Prell. He resided in Dalgety Street. Years afterwards he was the agent through whom passed large sums of German money for investment in Melbourne city properties, which were known as Prell's buildings.

Probably the Council was wise in its generation when the majority of its members voted for naming the streets with non-controversial names. The amendment launched during the consideration of the street-naming question and seconded by the Chairman, Councillor Cowderoy, that the names of "colonial statesmen" be selected, had in it the elements of discord. Was the prevailing color to be green, O'Shanassy and Duffy? or of another color, Haines and Childers? Harmony was preserved by the selection of the names of literary men for the streets' names.

Since the poets' names were selected as the names of streets by the St. Kilda Council the number has been added to as new streets have been formed in the vicinity of the parent group. The poets' names are to be found in the southern portion of the city, as well as a place name called "Poets corner." The value of such group-name placing is obviously that of a finger post to their locality. A stranger in St. Kilda seeking a street is
not long in doubt of his vicinity to it when he finds himself within the area containing the war, the poetical, or the official groups of street names.

Tennyson Street is one of the best known of the poetical named thoroughfares. Other street names after authors' names are Shakespeare, Chaucer, Spenser, Dryden, Coleridge, Wordsworth. Then we have in the South at Elwood Meredith Street, Addison Street, Ruskin Street, Goldsmith Street, Shelley Street, Beat's Street, Lytton Street, Hood Street, Cowper Street, and others, quite a full library edition of notable authors in English literature. Thackeray is not forgotten in Thackeray Street. Carlisle Street is supposed by some to have been intended to be called Carlyle Street, and that an error was made in spelling the dour Chelsea sage's name. Australian poets are represented by Kendall, Gordon and McCrae, and Australian story tellers very inadequately by Marcus Clarke, Clarke Street. The influence of the mid Victorian period throughout St. Kilda is very marked.

St. Kilda has other street name legacies from wars, and heroes of wars. Among them are Waterloo, Nelson, Wellington, and Nightingale Streets. Alma Street, now called Alma Road, commemorates the first battle of the Crimea War won by the allied armies of Britain, and France, under Lord Raglan, and Marshall St. Arnaud. Alma Road was the name seed of the group of martial names in St. Kilda, which came to fruition in this way. Thomas Earles, a tailor, was a friend of Colonel Gould, who was killed at the battle of Alma. When the news came to Melbourne of the victory, and of the Colonel's death, Earles was living on St. Kilda Hill in his shop, situated on an unnamed Government Road. He painted on the side of his house the words, "Alma Street," and he told those interested that he would ask the Government to name the road "Alma". The Crown Land authorities agreed to Earles' suggestion, and on consideration went further. They named other streets in honor of military men, and British victories, and ended their newly found inspiration by calling the district Balaclava. Present war place names are Pozieres Avenue, Cavell Street. Such names for streets increase in numbers as time passes.
An instance, in St. Kilda, of a house's name becoming a place-name of a district, occurs in the place-name "Rippon Lea," though, to state the position correctly, the fact is that a new railway station was called after the dwelling place and the adjacent lands became associated, with the name of the railway station. The late Sir Frederick Sargood christened his beautiful home, in the south-east of St. Kilda, "Rippon Lea." Some years after his death, the extensive grounds of Rippon Lea, were, in part, divided into allotments, for buildings purposes. The purchasers of the land, agitated for a railway station, on the Brighton line, that ran alongside the property. The Railway Commissioners granted their request, and the station was called "Rippon Lea." Sargood, in the first instance, named his house "Rippon," in memory of his mother, who was a Miss Rippon. Her father was, for several years, the chief cashier, in the Bank of England.

The land absorbed, in the district of Rippon Lea, was, at one time, known by the long since forgotten name of the Village of Owensville. The late William Augustus Pay, of Rippon Lea, who came from London, and settled there, in the year 1857, and dwelt in Gleneira Road for 72 years, first knew the lands, and houses, in the vicinity of his home, as the Village of "Owens- vine." That name was probably a legacy from a land sale division of an estate. Auctioneers of the years of the fifties, had a strong partiality towards calling any large divisional land sale by the name of some projected village. At least half a dozen of those paper villages, along the St. Kilda-Brighton shore line, have waxed and waned. We do not know of "Owensville" ever having had official recognition, but, in an old diary of the Rev. David Seddon, he states, that he held a service at "Owensville," at the house of one of his communicants, Mr. Lane. That was in November, 1858.

The sources from which the street names of St. Kilda came are fairly well known. We select some street names, that possess a small personal interest though we leave others untouched. Blanche Street was named after Miss Blanche Barkly, the daughter of Governor Sir Henry Barkly; Cyril Street after Cyril, the son of an ex-councillor T. Kelly; Farmer Street after John Farmer, a property owner in High Street; Fuller Street after Governor Sir John Fuller; Gourlay Street after Robert E. Gourlay, owner of land; Henryville Street after
Charles Henry Galliers; Herbert Street after George Herbert, poet, 1593. How George Herbert's sixteenth century works appealed to the Council we can only surmise. His life, a writer asserts, had the attributes of a courtier, a gentleman, and a saint so perhaps his name is well placed in St. Kilda. Johnston Street after ex-Councillor Johnston; Lambert Grove after Alfred Lambert who subdivided the land through which it runs; Loch Street after Governor Sir Henry Lock; Lynott Street after Charles Lynott, auctioneer; Linton Street after George Vale Linton, auctioneer; Marriott Street after ex-Councillor Robert Marriott; Mary Street after the late Mrs. Mary Tullett, wife of ex-Councillor Henry Tullett; Moy Street, named by T. Kilpatrick, owner of land, after a town in north of Ireland; Patterson Street, after Dr. J. H. Patterson, Mayor of St Kilda, 1867-1868; Pilley Street, after ex-Councillor Pilley; Quat Quatta Avenue, after John A. Wallace's station in Riverina; Robe Street, after Lieut. Colonel Frederick Holt Robe, Governor of South Australia 1845-48.

In October, 1927, the St. Kilda Council requested the St. Kilda Fore Shore Committee, to name the area of lawns, on the Lower Esplanade, adjoining Luna Park, and Shakespeare Grove, the O'Donnell Gardens as a mark of honor to Councillor Edward O'Donnell, who had then, for thirty-eight years, been a member of the St. Kilda Council and a member of the Fore Shore Committee since its inception, in 1906. At the same time, the large reserve, at the West Beach, opposite Beaconsfield Parade, was named the Catani Gardens, in honor of their creator, and also the creator of all the foreshore landscape beauties, the late Carlo Catani.

The early streets of St. Kilda required metal for their making. The St. Kilda Council was granted by the Government a site on the north bank of the Yarra, where the Council was at liberty to quarry the stone for road making purposes. With the stone obtained from that quarry, the roads of St. Kilda were first metalled by the Council.

A complimentary dinner was given to Councillor Henry Tullett J.P., at the George Hotel, St. Kilda, by the members of the St. Kilda Council, on the occasion of his retirement from the office of Mayor of St. Kilda, August 19, 1879. In his reply to the toast of his health, Councillor Tullett related, from per-
EX-COUNCILLOR TULLET'S STORY

sonal knowledge, the genesis of the municipality. "It was," he said, "in 1855 that he first made himself a sort of tail end to municipal institutions in the form of a budding town clerk...."

"Some of the people of St. Kilda thought it would be a very desirable thing to establish a municipal institution in their midst. In those days the greater portion of what is now St. Kilda, Emerald Hill, and Sandridge belonged to the City of Melbourne. St. Kilda residents including Messrs. Greves, Thomas Loader, and others, associated themselves together with a view to bringing St. Kilda within the operations of the Municipal Act. He (Councillor Tullett) was appointed a sort of amanuensis for the occasion. He could well remember writing out a full, and particular account of the boundaries of the coming municipality of St. Kilda. Their first attempt came to nothing, but two or three years afterwards, the municipality came into existence, not, however, without considerable opposition from those living on the east side of Barkly Street whose immunity from the tax gatherer they were most anxious to maintain."

"Their first meeting, to elect members, was held in a tent, on a spot somewhere at the back of what is now the Esplanade Hotel, or in Acland Street, near Councillor Simpson's property. He, Tullett, went there, and was asked to consent to stand. He refused, thinking that men of more age, and experience, should hold the position. However, he was proposed by Mr. Brodribb, seconded by Mr. Loader. He thought no more of it, until the following Monday, the day of election, which was held at the old Junction Hotel, when he was reminded during the day, that he was at the bottom of the poll. It was a comical sort of election. There was no roll of ratepayers, everyone supposed to own a piece of land was entitled to vote. However, finding how matters stood, before the close of the poll, he set to work, stuck up every woodcarter, collared their votes, and worked with such right good will, that he found, at the end of the day's proceedings, he had lifted himself considerably from the unpleasant position of being at the bottom of the poll. He was not one of the elected ones on that occasion. The successful ones were Messrs. Fraser, T. Hale, B. Cowderoy, A. Sutherland, J. Mooney, F. Spicer, and S. Marshall. This defeat rankled in his memory, and he was determined, on the first occasion, to go in and win. The opportunity presented itself on the
resignation of Mr. Sutherland, when he, Tullett, easily beat his opponent, Mr. Moore, by three to one. The first election took place on the 11th March, 1857, and he was elected on the 23rd February, 1858, since which time he had had the honor of representing the ratepayers of St. Kilda.

"The Governments," continued Mr. Tullett, "in those days were exceedingly liberal, and the council commenced proceedings with something like £5,000 to work with. They received a subsidy of 40/- for every 20/- collected in rates.... He was not a party to the first erection of what was now the municipal building of the Borough. He was not in the Council when the first portion of the structure was built. At that time, there was a big gully, some 9 ft. deep in front of his place. The present town hall (1879), corner of Gray and Barkly Streets, was erected on the only reserve near the centre of population, and the purchase of land, known as Ireland's corner, would assuredly have been made, in the early days, if the Council could have effected a purchase. The first Council was held in the police quarters, in the old iron house at the Junction. It was one of the houses that had been imported by Captain Mac-Mahon, and it was during that period the first councillors induced the Government to erect the court house on the position it now stands. The speaker knew nothing about it until the foundations were laid. Another plot of ground was obtained from the Government, with right of sale in Barkly Street, which the Council subsequently sold (he well remembered the circumstance as being a party to its purchase, when they fooled away some £200 or £300) and the proceeds, some £2,200 were spent on the land on which the Court House was built. Beyond assisting in the latter, he was not guilty of fixing the present site for the town hall. Circumstances at the time pointed to it as a centre, and a proper place for it"....

To resume our narrative, one of the St. Kilda Council's administrative acts at its initial meeting, was to appoint a sub-committee to enquire, and to report on the subject of a suitable building in which, for the future, to hold the council meetings. The Council's approach to the much petitioned Government for financial help in its quest to find a civic resting place. is shown by an answer it received, contained in a letter, read at the second meeting of the Council, wherein the Government
stated it refused to sanction a special grant for the Council for the purchase of land for the erection of municipal chambers. The letter also intimated that the Government “had retained no land suitable for the purpose.” The Government also informed the Council that it had decided “to erect a Court House on the reserve, at the junction of Grey and Barkly Streets, for which a grant of £1,500 was obtained from Parliament, and that the work would be proceeded with immediately.” The Council, in these circumstances, had under consideration the necessity of purchasing a desirable site for the municipal buildings.

When the Sub-Committee of ways and means to secure a municipal place of abode reported progress on March 30, 1857, the chairman of the Committee submitted to the Council correspondence that had taken place with the Chief Commissioner of Police and the Secretary of the Board of Works, referring to the occupation of rooms in the building attached to the Court House. On the motion of Councillor Fraser, it was resolved, that in the event of a favourable answer from the Commissioner of Police, the Chairman proceed at once to put the rooms in order, and to furnish the same in conjunction with Councillors Sutherland and Marshall.

According to the morning newspaper, The Herald of February 28, 1859, the question as to whether the justices should elect their chairman of the Bench, or whether the Mayor of the Municipality should, by virtue of his office, be chairman was a subject that had the elements of discord in it. We have known the question to be raised much more recently than the year 1859, and the arguments used, pro and con, were much the same in both instances, and the human nature revealed in the arguments was the same. The Herald in its paragraph stated: “The Bench of Magistrates, and the Municipal Council of St. Kilda, are not at present on the most amicable terms. The former body have always disputed the right of the chairman of the latter to preside on the Bench, but have hitherto allowed Mr. Cowderoy to sit, out of courtesy to that gentleman, who has acted as Chairman of the Bench, from the establishment of a Court of Petty Sessions at St. Kilda, when he frequently constituted the whole Bench. Things however have changed since then, and the St. Kilda Bench is now probably the most numerous and influential
in the Colony. Mr. Cowderoy's term of office as councillor expires on the 8th March, and the Bench not knowing who may be his successor, have embraced the opportunity to assert their privilege. On Tuesday last a special meeting of magistrates was convened to consider the question, and not only were the whole of the magistrates present, with the exception of three (two of whom are municipal councillors) of the opinion that they should exercise their right of appointing their chairman but, by the same majority, they elected Mr. Cowderoy to the office. The new Chairman or the Council will thus lack one of the chief honors which formerly attached to the office.

This was a daylight spoilation, on the part of the St. Kilda magistrates, of the civic rights, appertaining to the Mayor or Chairman of the Municipality of St. Kilda. The assumption of such powers incensed the Councillors, and they summoned their supporters to rally about them. We do not suppose that the majority of the ratepayers of St. Kilda felt the hurt like the Councillors did of “the blow struck at representative principles,” for so “the blow” that had fallen, was described; a blow which upset the official social harmonies of St. Kilda. The Council countered the magistrates' assembly by calling a meeting of indignant ratepayers, and thereby afforded those, who desired to do so, to give these Bench-proud justices verbal thrusts from the vantage stage of a public platform. The meeting was held at the unanimous request of the Councillors of St. Kilda. The Hon. Alexander Fraser, M.L.C., Chairman of the Municipality, called the meeting for the purpose of giving the residents of St. Kilda the opportunity to express the public opinion of St. Kilda, upon the doings of the St. Kilda magistrates. The residents assembled, at the Junction Hotel, on the night of March 3, 1859. They elected Fraser as their chairman, and he opened the proceedings by stating that the future chairman of the municipality, whoever he might be, had been insulted by the action of the magistrates of St. Kilda in electing a chairman to preside over them at the St. Kilda Court of Petty Sessions. The magistrates had filled the position of Chairman of the St. Kilda Bench by electing one of their colleagues to the place of honor. The position belonged to the yet unknown Chairman of the St. Kilda Council, the Councillor who was affronted before he was appointed. Chairman Fraser was not falling out personally with the St.
Kilda magistrates, so he made it quite plain that he believed "a more respectable bench of magistrates did not exist in Victoria." It was not the magistrates he disliked but their action. They had done that which caused the constitution of the body politic to tremble as an aspen leaf. They had touched the free institutions of the Colony! They had struck a blow at representative principles by electing their own selected chairman, regardless of the civic rights of the St. Kilda Council to possess, in its own municipal chairman, the first magistrate in the municipality. Was there ever, by a group of magistrates such vaunting ambition, such improper skurrying to snap their fingers at the Council and at its claims, nay its rights, that had been overridden? Were men, who did not observe justice in their personal relations with the Council, likely to hold the scales of justice equally in the courts of law? Who could truly say? And what if Melbourne residents did regard the magisterial trouble at St. Kilda, as a storm in a teacup? It was not to be supposed that the citizens of Melbourne, at the other end of St. Kilda Road, knew what was happening in the south of St. Kilda Hill in the secret chambers of ambitious justices of the peace. The councillors did not know. They only judged by the fruits the justices brought forth, and the fruits they offered to the councillors were bitter to their taste.

A. Sutherland moved the first resolution, "That this meeting condemns the appointment, by the Bench of Magistrates, of Mr. Benjamin Cowderoy as their chairman for the ensuing twelve months, whose connection with the Municipal Council is about to terminate, as a covert attack upon the principles of local self government having a tendency to lower the status of the Council, and calculated to bring municipal institutions into contempt." Sutherland in speaking to his motion said—he was evidently a man of strong expressions—"that a diabolical insult had been thrown in the face of their representatives." Sutherland said he chose the word "diabolical" because he could not find a milder term. Continuing he remarked, "Mr. Cowdroy for this reason ought to have declined the honor offered to him as he could not accept it, without insulting those whose representative he was. If he himself were the Chairman of the Council he would take his seat in the Chair of the Bench, and would defy all the J.P.'s to turn him out of it—(cheers)—and he trusted that he would
have the good sense to give way, if any district case had to be investigated."

Richard Heales, M.L.A., in seconding the resolution, said that he thought the worst result of the step taken by the magistrates would be that it would remove a prize, a stimulus looked forward to by gentlemen who came forward as municipal candidates. Councillor Tullett supported the resolution, and Mr. J. A. J. Macgregor declared that the magistrates had acted illegally for they had no power to elect a permanent chairman. The motion was then put, and carried unanimously. Another motion was launched by a Mr. Marshall to the effect, "That this meeting is of opinion that the Chairman of the Municipal Council of St. Kilda should be the Chairman of the local Bench of Magistrates, and preside at the hearing of municipal cases." Speaking of Mr. Cowderoy he said that he put "that man in the chair of the Council, and therefore he deeply regretted the mistake he had made."

Councillor Hale seconded the resolution, remarking that he also had special reason for regret, as he had seconded Mr. Cowderoy's nomination to the chairmanship. The next speaker, Councillor Spicer, said the question involved in the dispute was whether the system of local government should be sustained, or whether the nominee system should be carried on—(cheers)—and when he looked at that assembly and saw the intelligence beaming from their eyes (loud laughter, and cries of "No 'buncombe'!") he had no fear for local government.

The resolution was put, and carried unanimously.

Councillor Florence Gardiner moved the third resolution, "That this meeting pledges itself to support the Council of St. Kilda in its legitimate efforts to maintain the dignity and privileges of its chairman." That resolution, seconded by Mr. Crate, was also carried unanimously. Mr. Broman moved the fourth, and last, resolution, which was also carried unanimously. It was to the effect, "That this meeting requests the Municipal Council of St. Kilda to take the necessary steps for the establishment of a Municipal Court of Petty Sessions." He said that he regretted that nearly all the actions of the St. Kilda Council had been carried out by Councillors. These gentlemen were their own representatives, and it was the duty of their constituents, the "outsiders," to support them in their extremity. He assured
them, the Councillors, that he spoke the sentiments of that meeting, and of the entire body of ratepayers, when he said, the Councillors had the general sympathy. He was ashamed of Mr. Cowderoy, and he thought that the magistrates were not to blame so much as Mr. Cowderoy. His (Cowderoy's) great fault was ambition. The speaker had observed this ambition through the whole course of Mr. Cowderoy's life in the Colony, and ambition, in a public man, frequently proved injurious to social interests. ("Hear, hear!")

The Hon. W. Nicholson, M.L.A., stated that some years before the Government did all in its power to injure representative institutions, and as one of the means of doing so they never appointed aldermen magistrates, and probably would not have allowed the Mayor to sit on the Bench if they could have helped it. To that policy he attributed the degenerate condition of the City Council.

In acknowledging a vote of thanks, moved by Mr. McNaughton, and seconded by Mr. Phillips, the Chairman (the Hon. Alexander Fraser) said that though he had decided two months before to resign his position as a councillor he would change his mind, and he would "stick by the old ship till she was in good sailing trim," which declaration was acclaimed by loud cheering.

But after the cheering was over, the populace departed, and everything was quiet. Cheering did not charm the magistrates off the Bench, nor the public meeting put the municipal chairman of St. Kilda in the chair. It was plainly a position for compromise, a round table talk; and so it came about, and thereby an amicable arrangement was made that the justices of the peace should elect their own chairman, and that he should preside on the Bench on Tuesdays, and that the Mayor of St. Kilda was to be the chairman of the St. Kilda Police Court Bench on Fridays. A characteristic newspaper note on the occasion of such an election is, "At a meeting of the Honorary Magistrates, held on Friday, 2nd September, 1878, the Mayor, Councillor Marriott, was elected chairman of the Bench on Fridays, and Major Krone on Tuesdays."

St. Kilda in its early days did not lack for justices, who were residents in St. Kilda. The municipal magistrates for St. Kilda, in the year 1863, were Francis John Bligh, Henry Wilkinson Farrar (Alma Road, St. Kilda), Germain Nicholson, James
Patterson, M.D. (Robe Street, St. Kilda), Frederick Spicer and Edward Sydes. The jurisdiction of these justices was limited within St. Kilda. With more extended powers than they had, were the territorial magistrates whose jurisdiction extended throughout the Colony. Among the residents of St. Kilda was a number of territorial magistrates, their names being Edmund Ashley, Robert Bennett, M.L.A., Thomas Black, Brice Frederick Bunny, Henry Samuel Chapman, Benjamin Cowderoy, John De Pass, Alexander Fraser, John Gemmell, Charles Prendergast Hackett, Richard Heales, Matthew Harvey, John Hood, Berkeley Westropp Hutchinson, James Stewart Johnstone, Dennis Patrick Keogh, John Mackenzie, Edward Manning, Thomas Shannon Martin, John Matheson, James McCulloch, Thomas James Nankivell, William Nicholson, James Patterson, M.D., Robert Patterson, John Peter Quarterman, James Hunter Ross, Frederick James Sargood, Robert Sellar, Francis Guy Smith, William Henry Tuckett, Henry Tullett, George Urquhart, Dr. F. T. Van Hemert, Joseph Henry Williams, Thomas Le Mesurier Winter. This list of justices contains the names of several well known men, distinguished in Melbourne professional and business circles, and it shows also the popularity of St. Kilda as a seaside residential suburb with the "gentry of Melbourne."

St Kilda, as a dwelling place, during the golden years of the fifties, was a favourite one. Lands upon which to build substantial houses were sought for by men suddenly enriched by, or through the abundance of gold, that was being won at the various diggings. These demands for lands led to an increase in prices of real estate property. On the crest of the financial wave of prosperity the Colony was enjoying, rode groups of hungry, and expectant speculators, who had bought beautiful acres of land at St. Kilda. Through astute auctioneers, who at that time flourished, these speculators, and land company syndicates, Jews and Gentiles, offered their properties for sale. The auctioneers were laughed at because of their "flowery eloquence." Their methods to attract purchasers included "lunches with champagne." What prices were realised for such lands we do not know, nor are we likely to know, since the auctioneers, and their books are no longer available. An odd auction book or two may have survived those hectic days, but where do they rest? We
will select, out of the many sales by auction, some characteristic, and important sales that recall well known landmarks. For instance:— An advertisement, under the heading of 'sales by auction' appeared in The Argus newspaper, June 9, 1852, wherein Peter Davis announced that he had received instructions from Mr. Alderman Nicholson to sell by public auction, on Friday, June 11, a "delightful situated suburban property known as Allotment A, of Portion No. 68, situated at the entrance of St. Kilda." From the description of the land we learn that it is located on the slope of St. Kilda Hill, within a few minutes' walk of the Beach, and that it is admirably sheltered by the hill from the bleak winds of winter. "Independent, however, of these great natural advantages, the importance," declares the auctioneer, "of this property is considerably enhanced by being made the focus from which all the Government roads in the neighbourhood radiate. The grand road from the Princes Bridge to St Kilda, three chain wide, runs up to, and terminates at, the north-west angle of this property."

We are informed then that "From this point diverge the following roads: The road separating South Melbourne from Prahran, and leading to the Yarra Punt, near the Botanic Gardens; the road, or street, bounding St. Kilda to the east, and leading to the Esplanade, in front of the St. Kilda Hotel; the Dandenong Road, to which this property has a frontage of nearly twenty chains; the Brighton Road, which bounds it on the west, and the road, or street, which commences at this point, and bounds St. Kilda on the west, leading to the margin of the Bay. The possession of these important advantages renders this the most suitable site round the entire circuit of Melbourne for an extensive hotel, whilst its nearness to town (2½ miles from the Bridge), its salubrity, and its proximity to the margin of the Bay establishes its superiority as a site for suburban residences."

After explaining that the land had been subdivided into lots suitable for suburban residences, the advertisement reads:— "Persons unacquainted with the exact situation are informed that after passing over the Bridge and its abutments, they may immediately pick up the stripe cut in the ground, defining the grand St. Kilda Road; this stripe is continuous and direct as a gun shot to the property. The property is entirely enclosed with
a substantial 3-rail fence, and so much as bounds each lot
will be given to the respective purchasers. Title: A grant from
the Crown to Mr. Alderman Nicholson.”

That was in June, 1852, and we learn the interesting
fact from the advertisement that at the date mentioned St.
Kilda Road was regarded as the "grand St. Kilda Road"
though it was still only a road of such uncertain complexion
and area to the eye of the traveller that it had to be defined
by "a stripe cut in the ground."

In January, 1852, two superior six-roomed houses, "at
the entrance to St. Kilda, and fronting the Bay" were to let.
They were houses described as under one roof, and ones that
could be conveniently occupied as one house. The house had
a coach- house, and a stable, and land sufficient for a good
garden. Intending tenants were told to apply to Mr. Powell
Ironmonger, Collins Street, or Mr. James, builder, St.
Kilda. A Mr. J. S. Johnston had also a house in. St. Kilda to
let.

Land values increased with "boom like" rapidity in
1853, and purchasers at Crown Land Sales rushed their
properties into the market. F. G. Dalgety offered for sale by
auction on April 12, 1853, all of his St. Kilda land to the
extent of twelve acres, known as "Dalgety's Paddock." He
selected for his auctioneer, W. H. Cropper, who told the public
in the advertisement announcing the sale that Dalgety's
Paddock was situated at the entrance to the village of St.
Kilda and that it was unequalled in position.

"The whole of it," advertised Mr. Cropper, "lies on the
top of a hill, and it is approached by three main Government
Roads. It commands unrivalled views over the whole of the
township, and the Bay, as far as the eye can reach.
Williams Town, the shipping, and the whole of the country
from the blue mountains on the west, the Goulburn
Ranges, Mount Macedon, Station Peak, Indented Head,
etc. It is situated only three minutes' walk from the
beach, and it is protected from the heavy southerly
gales. It is close to the princely mansions of Octavius
Brown, Esq., Nankivell, Jennings, and others. The
whole of the timber (by the liberality of the proprietor)
is left on each lot, and there are some magnificent
trees in full growth."
An additional inducement to become a purchaser of Dalgety's lands was the statement that the "St. Kilda Jetty would soon be built. Prospective purchasers were further informed that there would be a band of music in attendance, and that Dalgety's title was a grant from the Crown. To facilitate the sale of his land, Dalgety, in addition to making Gurner Street through his sections, also made Burnett Street, naming the street after John Alexander Burnett, one of the founders of the firm of Dalgety & Co., Bourke Street.

Three allotments at least of the original division of Dalgety's paddock were not sold. They were offered for sale on October 6, 1857 by William Green, an auctioneer, who conducted the auction in the iron store, containing five rooms, of Alfred Aveling, grocer at the corner of Grey and Robe Streets. In later years it was a butcher's shop occupied by F. Smiley. The building was imported from England by Miles Kingston & Co. for the purpose of using it in Bourke Street, Melbourne, as a bazaar. Owing to the Melbourne City Corporation passing certain building regulations excluding iron houses from erection within the city, the building, when it arrived, could not be put to the purposes for which it was imported. Miles Kingston & Co. had the iron sections of the building carried to St. Kilda, and there the house was assembled and erected. About the same time an imported house was built in Fitzroy Street opposite the Park Gates, and it became, The Cricket Club Hotel.

The allotments the auctioneer Green had to offer in Dalgety's paddock had frontages to Grey Street of 123 feet 6 inches by a depth of 120 feet to Burnett Street. Two other lots of land had frontages of 83 feet 4 inches to Burnett Street by a depth of 123 feet. Another piece of land was situated in Robe Street. It was part of Allotment 22 in the Parish of South Melbourne, and it had a frontage to Robe Street of fifty feet, by a depth of 182 feet. Land at that time in Robe Street was valued at £7 per foot. On this piece of land was a large shop, and a private house occupied by Doctor Thomas, who paid a rental of £150 per annum. Joseph Dittmar was the licensee of the Star and Garter Hotel, which had 30 rooms and a coachhouse. Alongside his hotel was a shop, with two rooms, and from the shop protruded a barber's colored pole, Robert Christian the occupier being
A barber, whom the boarders at the hotel said was as good as his name. Dr. Charles Lempriere lived in Burnett Street, on the hill, next to a house called Etooe Hall. He advertised that he treated all poor people when they came to him free of charge. Allotments of land, of an area of almost an acre each, at the corner of Inkerman Road and Chapel Street, in the immediate vicinity of the residences of Sir George Stephen, Henry Jennings, and F. Bunny, were sold in October, 1857. It was claimed, at the time, that "this land was soon to be the centre of St. Kilda." "The best sites in St. Kilda," we further learn, "are being rapidly taken up, and built upon."

Two types of investors bought freely of St. Kilda lands. The first bought with the intention, carried out in most cases, of building villas suitable for people, who were able, and willing, to pay high rents for a comfortable dwelling house. Some of these investors owned rows of houses, others preferred to place their capital in terraces. The result of these movements may be seen in the rows of houses in St. Kilda to-day, that have a family likeness to each other. For instance, in Dalgety Street, Thomas Edens owned eight brick houses, each house having ten rooms, with the appurtenant conveniences of a coach house and stables. He had for tenants of these houses Marcus Sievwright, a solicitor well known in the Melbourne Police Court, John Frenchman, Thomas Davis, Antonio Perrigalli, Walter Williamson, Thomas Edin, and George Watson. The gross assessment of the houses was £250 each, and the net assessment £212 10/-.

Another investor was James Thomas, and he had six cottages, of nine rooms each, and there were several more landlords of that class of property in St. Kilda. The other type of investor was the man who built two and three-roomed cottages, mostly of iron construction. John Anderson, a baker, in Clyde Street, occupied one containing two rooms, and we have mentioned others. The man who built the greatest number of these habitations was the resident of Elwood, Samuel Griffiths, who was so well known in St. Kilda as an agitator in various complaints to the Council.

Important sales of land belonging to private owners took place in the year 1854. A most successful sale was made of allotments described as being comprised in William Easey's paddock. It was number 3 allotment at St. Kilda, County of
GROUP OF COUNCILLORS, 1854-55.
(Left to Right)
Sitting: Cr. John Oldham, Cr. Briice Frederick Bunny, Cr. Alexander Fraser, M.L.C., Cr. Benjamin Cowden (First Mason), Cr. James Turner.
LAND SALE AT ESPLANADE  

Bourke, Parish of South Melbourne. The land was laid out in ornamental walks, and planted with fruit trees. Edward Cohen was the auctioneer, and the sale took place in February. The land had frontages to the Esplanade, and though we do not know what prices were obtained they were such as to make a record, for other auctioneers, in their advertisements of land at St. Kilda, referred to the great demand manifested for allotments of land at the sale of Easey's paddock. Here is an instance, quoted from an advertisement, in the Argus, announcing that on February 25, 1854, would take place a "grand sale of land" of marine allotments on the choicest portion of the Esplanade, having the Government Beach Reserve in the front, Easey's Paddock on the one side, and on the other side the property of W. Campbell, Esq., M.L.C. W. M. Tennent & Co. were the auctioneers, having received instructions to sell the land from W. F. Splatt, M.L.C. The land was described as "a beautifully situated paddock between Acland Street and the Beach Reserve."

"Easey's Paddock" is shown on T. J. Crouch's "Map of the Municipalities of Prahran and St. Kilda," published without date, probably 1853, as consisting of Lots. 1, 2, 3, 4. Allotment one was bought at the Crown Sales by Captain Lawrence, the other allotments, in order, by J. M. C. Airey, Captain Charles Hutton, and J. P. Main. Easey probably bought the land from these original Crown Land purchasers. The paddock had a frontage to Melbourne Parade (now called Fitzroy Street), and a frontage to the Esplanade extending as far as the Alfred Square, and the land ran through to Acland Street.

The auctioneers called the public's "attention to the fact that this is the very last portion of land at St. Kilda with Beach frontage, which can be offered to the wants of the wealthy citizens of Melbourne, every other disposable section having been already subdivided, and sold, and there is no land, even in this delightful and healthy locality, &c. . . ." The auctioneers concluded their verbal fireworks, with the intimation that "they expected a very spirited competition for this last, the best—the cream of St. Kilda."

Two days after that sale, P. Davis & Co. sold Bay frontages near the Royal Hotel, "an entire Government allotment, Government Portion 36, 28 lots, some with frontages to Gibson's Road." The auction took place at eleven o'clock, and a champagne lunch was advertised.
In the same month, February, 1854, the Junction Inn, St. Kilda, was for sale. The advertisement stated, "This magnificent hotel contains 29 apartments, and stabling for 20 horses, and its situation for beauty and business is unrivalled. John Mackenzie, Queen Street." May be it was at this sale that James Mason bought this hotel.

Such were some of the movements of real estate in St. Kilda at the time of the gold rushes. An idea of the stirring times may be gleaned from the statistics taken two years after the private sales of property, just quoted, at St. Kilda. The figures showed that in 1856 there were 82,428 persons, or one in every five of the population, engaged at the diggings, and in that year they won 3,053,744 ounces of gold worth £12,214,976.

The foreshore of St. Kilda beach was used by smugglers as a place of hiding, for the goods they brought off in boats from ships anchored in the bay, in the dark hours of the early morning. On November 23, 1853, Frederick Bale, William Kemp, William Taylor, and John Miller, were brought, under an armed escort, from the St. Kilda Watchhouse to the Melbourne City Court on charges of smuggling. A newspaper report states, "The prisoners were found at, about midnight, bringing brandy, and gunpowder ashore, which they were in the act of burying when they were arrested by the police. His Worship the Mayor, also Mr. Sturt, the Police Magistrate, and Mr. Balburnie, J.P, remanded them in order to inform the authorities at the Customs House of the affair." At that date, 1853, there was no police court held at St. Kilda, and anyone arrested in St. Kilda was taken to Melbourne for trial.

We insert here the memories of the late William Spottiswood, who belongs to this period, 1854. He was born at Montreal, Canada, in 1834, and he left his native place with his father, brothers and sisters for Toronto at the age of eight years. He resided in Toronto till 1853, when he went to New York. In May of that year he sailed for Liverpool, and went to Glasgow, where he stayed for three months. He then sailed for Australia in the "s.s. Birmingham," and arrived in Hobson's Bay on New Year's Day, 1854. He landed at Sandridge from a tug boat on January 2, and went straight out to St. Kilda the same day. In Glasgow his family had bought two tents, and they erected the
TENTS IN CARLISLE STREET

Tents in Carlisle Street, St. Kilda. When they had got their tents up they saw, not far from them, a game of iron quoits in progress. They watched the game, and learnt after it was finished that the players were F. J. Sargood, father of one who was, years afterwards, Sir Frederick Sargood, Robert Sellars, Appleton and McDougall of Briscoe & Co. After living in the tents for two months Spottiswood decided to "try his luck" at the Maldon diggings. Two months at those diggings convinced him that gold was not so easily found as he had supposed. He returned to the tents in St. Kilda, and started to follow his trade, that of contracting. His first contract was to erect the building of the Immigrants' Home on St. Kilda Road, long since pulled down. Another early contract was for erection of Marli Terrace on the Esplanade for the Hon. J. S. Johnstone, which is one of St. Kilda's landmarks and may be seen from a ship in the Bay.

The only means of public conveyance to Melbourne, in 1854, was by a coach 2/6 each way, and after seven o'clock in the evening, the fare was 5/-.

The coaches started from Mooney's Hotel, the Esplanade, and ran along Robe Street, thence to Gurner and Alma Roads, along High Street to the St. Kilda Road, and so on to the city. In 1854 the St. Kilda Road was a bush track. Dr. Dick of St. Kilda was "stuck up" by bushrangers on the road near the Domain.

Spottiswood bought land in Vale Street, in the year 1854, at £3 5/- per foot, and he could, at the same time, have acquired land in Chapel Street, at £2 a foot. He saw a bush race meeting held on the ground opposite the Village Belle Hotel, and also a bullock roasted on the ground on a New Year's holiday. The aboriginals, who came from Mordialloc, at frequent intervals, to visit St. Kilda for the purpose of begging, always camped on the ground upon which now stands the City Hall in Carlisle Street. They were a great nuisance to the local shopkeepers.

Spottiswood claimed to be one of the founders of the St. Kilda Presbyterian Church in Alma Road, and he was present at the opening of the St. Kilda to Melbourne Railway. He died in August, 1916, and his wife died in April, 1911. Their family consisted of three children.
CHAPTER VII.


In the first years of its being, the municipal Council of St. Kilda was fortunate in having for its Chairman Benjamin Cowderoy, 1857-58, and also in the year 1861. For five years afterwards, he held the office of a municipal councillor of St. Kilda. He gave his valuable services to the ratepayers at a difficult time—at a time when municipal legislation was in its experimental stages. When he was the secretary of the Melbourne Chamber of Commerce (1852), he was regarded by the merchant members as one of the guiding lights of the commercial world of Melbourne. Again, take the case of a notable man, who sat at the Council Chamber with Cowderoy in the years 1862 to 1864, the Hon. James, afterwards Sir James, McCulloch, K.C.M.G., and who was the Premier of the Colony in 1863. Nearer to our own times, St. Kilda Council had as a member, Councillor George Turner, who was schooled in public business through his experience in the St. Kilda Council. The high offices to which he attained both in State and Federal Parliaments, form a portion of the political history of Australia. These men are among several of the St. Kilda councillors who rose to parliamentary and civic distinctions. St. Kilda Council has never wanted for men with administrative ability and common sense, and the result of their corporate labors is seen in what St. Kilda City is to-day.
Many times in the world’s history it has happened that the human overflow of vigorous expanding cities has advanced over intervening fields, and absorbed villages, changing their status from villages to towns, until, in time, the microcosmic cities have swallowed them up, leaving little more than the villages’ names to recall to those, who are born long after the time when the absorption took place, that hereabouts, in the hearts of the cities, were once villages that the cities have made a part of their expanding radius. The “village of St. Kilda” has not since the days of its municipal emancipation, had the sanctuary of its isolation invaded by any such extensions of the City of Melbourne. Unlike some of the suburbs to the north, and northeast, of the boundaries of Melbourne, St. Kilda, lying south of the river Yarra, will retain its character, since the city has become Victoria’s metropolitan watering place.

Merchants, and members of the professional classes, who had made St. Kilda their abiding places, represented a very fair proportion of the leading men of Melbourne. Possessing them, the status of St. Kilda was unique among the other municipalities of Melbourne, and the isolated position of St. Kilda became of importance, since it imparted a community interest that was warmly fostered. The residents were very loyal to the spirit of St. Kilda, or rather to the local spirit they created. They made a compact group that had not its likeness in any suburb around Melbourne. If St. Kilda Councils did not lead the clannish spirit, they at least fostered a desire in the residents’ hearts for the St. Kilda Council to enhance the beauties of the municipality. From the days when the councillors took up the burden of their honorable office, we find them anxious to lay down ornamental plantations, and also they are busy asking the Government to plant its Crown park lands, to the north of Fitzroy Street, with suitable trees.

During the first half year of its being, the Council received ten petitions from “ratepayers, residents and householders.” The majority of the petitions had reference to imperfect drainage. One petition, from some of the inhabitants of Alma Road, complaining of the Council’s system of drainage, and the formation of Alma Road, was returned to the petitioners because it was considered to be discourteous in its wording to the Council.
A list of the first by-laws passed by the St. Kilda Council, and which by-laws were in force in the year 1857, is given in the Council’s first half-yearly report. The report states the following:

"To regulate by means of Standing Orders, the proceedings of the Municipal Council." Assented to 9th April.

"For the appropriation of £2,500, being the first instalment granted out of the public revenues for the Municipal District." Not assented to till after the expiry of the half-year.

"For imposing a rate of 1/- in the pound on the rateable property of the Municipal District for the current year." Assented to 26th May.

"To empower the Municipal Council to stop or close against public traffic, any street, roadway, or footpath during the progress of the works." (No. 5.) Assented to 5th June.

"For the regulation and government of sea-bathing on the sea coast." (No. 7.) Assented to 3rd July.

"For the regulation and government of building operations, and the licensing of Builders." (No. 9.) Assented to 17th July.

"For the regulation and government of Nightmen." (No. 10.) Assented to 17th July.

"For preventing damage to public Footpaths and Water Courses, and for regulating the formation of private Drains and Crossings." (No. 11.) Assented to 3rd July.

"For the regulation of Water Carriers." (No. 12.) Assented to 11th September.

By-law No. 7 is the forerunner of several such regulations. It contains the germ of a practice that has remained more or less under changing conditions, controversial to this day. The "regulations of water carriers" recall the days when the want of an adequate supply of fresh water was a source of anxiety to the residents of early St. Kilda. Attempts were made very early in the history of the village to obtain a permanent service of water. In the official statement of the Votes of Proceedings of the Legislative Council, issued before the days of Responsible Government and of the parliamentary recorder, "Hansard," there is a note made on Friday, 13th August, 1852, which states:

"WATER PIPES TO ST. KILDA.—Mr. Miller moved pursuant to notice, that an address be presented to His Excellency the Lieutenant-Governor, praying His Excellency to cause a branch pipe to be laid down from the main water pipe to the Beach, such branch pipe to commence at, or near, the Emerald Hill, and to be laid down to St. Kilda, in order that that rising town, and its neighbourhood, may be supplied with fresh water from the river Yarra Yarra."

"Debate ensued. "Question—put and negatived."
The *Morning Herald* newspaper, of that date, states that the reason why the question was negatived was, that it was "considered inconsistent that such a locality should be supplied with water, whilst Melbourne, and Geelong, containing such a vast number of inhabitants were left to shift for themselves. It was elicited from the Colonial Secretary that the subject had already occupied the attention of the Government, but from the plans that had been prepared a difficulty presented itself with regard to the levels. It was urged on the Representatives side of the House that the work when undertaken should be at the cost of the territorial revenue as the Government lands in the neighbourhood of St. Kilda would be greatly enhanced in value by an adequate supply of water being brought to the spot."

The "Beach" referred to in the official note is now called Port Melbourne; the name of "Liardet's Beach" was no longer in general usage. The main water pipe service, "at, or near the Emerald Hill," was for use of ship masters, and others, at the Beach.

St. Kilda residents were dependent for their water supplies upon rain water they were lucky enough to catch, and to conserve in iron tanks, or in bricked underground tanks, of which quite a number was in use. This rain water was supplemented by water brought to St. Kilda, in barrels, from the river Yarra, by a group of men who formed a little guild-like nest to advance their own interests, that was the price of water. These water carriers, their high prices, and their impudent independence, became so annoying to the householders, who had to trade with them, that they protested against the tyranny, and exploitation they were daily subjected to. In the end, as a result of the residents' indignation, a deputation, representing the inhabitants of St. Kilda, Windsor and North Brighton, led by the Hon. F. S. Chapman, M.L.C., and Messrs. A. S. Wheatley, John Mackenzie, and S. Toynbee, waited on the Governor, Sir Charles Hotham, on October 8, 1855, and asked him to grant a portion of the Police Reserve, at St. Kilda, to the South Yarra Water Works Company, as a site for a fountain, or water tank, wherefrom the residents of St. Kilda could draw their supplies of water. The South Yarra Water Works Company had a pumping station, placed high on Forrest Hill, at the corner of
Chapel and Church Street bridge, between South Yarra and Richmond. The company’s water main reached south to where now the railway bridge crosses Chapel Street, South Yarra. The deputation desired that the water main might be extended from its Chapel Street stand pipe to the St. Kilda Junction, where it was to terminate with a St. Kilda water stand pipe placed upon the Police angular reserve, that was a portion of the police station "barracks," at the Junction. This old, and forgotten, police reserve is shown on a map, compiled by James Kearney, in the years 1856-7. The deputation for the water stand pipe was so far successful that the Governor, acting under the advice of the Surveyor-General, granted to the company a triangular plot of ground, situated between the Punt Road, and the main St. Kilda Road. The area of the grant of land was twenty-one perches.

The company placed a water tank and five stand pipes at this spot, at a cost of nearly £6,000, and the ground was enclosed by a fence. The fence obstructed the highway past the water tank, that is, from Nelson Street, Windsor, to the St. Kilda Road. A large gum tree stood alongside the tank. The tree was considered to be valuable to the company, because of the shade that its spreading branches threw over the tank. It was a busy corner. Often twenty water carts would be waiting to be filled at one of the stand pipes. The time occupied in filling a water cart was one minute. The company charged 2/- per load for the water, pumped from the Yarra, when it reached the water tank at the St. Kilda Junction, as against 1/- per load the water carriers paid at the company’s stand pipe in Chapel Street. The charge of two shillings was considered to be too high by the St. Kilda residents, since they had to pay the water carriers three shillings, and more, per load for cartage. The total cost of each barrel of water delivered to a St. Kilda household was five shillings.

Water carriers’ charges had been high enough in the first days, but the residents found that the South Yarra Water Works Company’s service was still more expensive. They had assisted to obtain the water tank site for the company. They felt they had a justifiable grievance. Protesting letters appeared in the newspapers. The directors of the company did not answer them, and so the directors became very unpopular with the St..
Kilda residents. The directors assumed the independence that sometimes accompanies the owners of a monopoly.

One resident of Windsor, who was a publican, and also a councillor, 1856-7, of Prahran, named William Oliver, regarded the water tank and its fence at the Junction with disfavor, as obstacles preventing market gardeners, and others, who did not purpose to quench their thirst with water, from entering his hotel, the Windsor Hotel, at the corner of Nelson and Punt Road. Oliver was a man of mettle, to be reckoned with, if the company directors had only known of his humor in time. When the directors caused the area of the police reserve granted to the company, to be fenced they, by doing so, cut off direct access from St. Kilda Road to Oliver's public house. Oliver considered that the volume of his bar trade which was mainly derived from travellers along St. Kilda and Brighton Roads, was less than it should be owing to the presence of the obstructing fence. He asked the directors of the company to remove the fence and to refrain from interfering with public rights of way. They refused to do so. Hot-headed, Oliver hired some men to cut the fence down. Police Magistrate Hackett was sitting in sessions in the St. Kilda Police Court at the Junction, at the time Oliver's men were chopping the fence down. James Munro, father of the late James Munro, of Parliamentary fame, was in charge of the stand pipes. He rushed into the Police Court, and hurriedly lodged a complaint before Mr. Hackett. The magistrate left the Bench, and taking with him the visible arms of law in the form of two or three constables, he went to the company's tank, and made Oliver and his men stop their daylight work of destruction. Oliver, who was truculent, declared that he was a councillor of Prahran, and that he was not to be cowed by Police Magistrate Hackett, and that he only ceased action because he was faced by a greater force than he himself had at his command.

In some respects Oliver was not unlike a greater Oliver than himself. He was determined that the fence, like the historical bauble, should be taken away. One morning, to the surprise of the Water Works officials, when they came to work, they found that the fence had gone, and, to their still greater surprise, the tree that had shaded the tank was not only cut down, but it also had been carted away!
This Cromwellian act of Councillor Oliver was the talk of St. Kilda and Prahran. Not a great time passed before Councillor Oliver found that he was known in Melbourne, as the man who had razed the fences of the Water Works company, as the man who had cut down the company’s favorite gum tree. Oliver even went further. He sold the tree, when he had had it cut into blocks, to a firewood dealer for £4, and then he spent the £4, in paying the men for their services in laying waste the company’s property.

The angry directors of the company filed a writ against Oliver for trespass. They claimed damages for the destruction of the gum tree. At the trial, learned counsel, in the person of Mr. Archibald Michie, urged in defence, that the passage way blocked by the company’s fence was a public convenience. Oliver was represented by his counsel to be a champion of the public rights of highway. The Chairman of the Prahran Council, Councillor F. J. Sargood, swore, in Court, that the company’s tank was so ugly that his horse had shied at it. The St. Kilda residents gave a general chuckle of merriment when the company was awarded 40/- damages. A public subscription paid Oliver’s law costs, and the damages.

Dour and defeated, the company held the key of the St. Kilda fountain, and waited patiently for the time when the St. Kilda residents would smart for their laughter, and pay for their newspaper abuse; and the opportunity came with a hot wind on December 23, 1856. On that day the first large fire in St. Kilda took place in High Street, two hundred yards away from the Junction Hotel. The fire started at 2.30 p.m. in a wooden building, used as a boarding school, and known as Gordon’s Academy. Dalmahoy Campbell, Captain in the Victorian Yeomanry Corps, was the owner of the building, which contained fourteen rooms on two floors, as well as a stable, and attached out-houses. At the outbreak of the fire, a rush was made by the residents to the water fountain, when the company’s officials told them that no water would be supplied to put out the fire for less than two shillings a load. The usual price for water to quench fires was sixpence per load. While the price was being discussed the fire, favored by the north wind, consumed the school.
Twenty minutes after the fire started, Superintendent Dalton arrived with the Melbourne Corporation Engine, and almost at the same moment the fireman of the Emerald Hill Fire Brigade, with their engine, pulled up their galloping horses alongside the burning place. The residents in the neighbouring houses had, under the duress of a roaring fire, agreed to pay the water company the two shillings its officials had demanded. Meanwhile the wind’s force increased, causing other buildings to catch fire, and they were completely burnt. Some £2,000 worth of property was destroyed. Great indignation was expressed at the company's refusal to supply water at the usual rate. The company again did not take any notice of criticism.

The residents of St. Kilda, while not forgetting the refusal of the company to supply water in the hour of common peril, had no alternative but to continue to buy water supplied at the company's stand pipes. A whole year passed before the residents were in a position to try to make other arrangements. On the night of Tuesday, December 29, 1857, a meeting of the residents was held in the Junction Hotel, St. Kilda, for the purpose of taking steps to have a main extended from the newly-opened Yan Yean water works to St. Kilda. The Chairman of the municipality, Councillor Cowderoy, was in the chair. He stated that those residents who had requisitioned him to call the meeting, were strongly in favor of obtaining the Yan Yean water service for St. Kilda. He assured them that the Council was of the same mind, so far as the extension was concerned, but the Council objected strongly to a clause in the "Melbourne Sewerage and Water Bill" which governed the Councils', and the ratepayers' position. The clause was objectionable to them because it provided that the St. Kilda Council, and any other Council, served by the South Yarra Water Works, must pay to the company the full amount of its capital expended in the district that had used its service, and this payment had to be made before the district concerned could be connected with a main from the Yan Yean. Resolutions in favor of securing the main were passed by the meeting, but every speaker objected to any payment being made to the South Yarra Water Works Company. A petition to both Houses of Parliament to that effect was ordered to be prepared and presented.

In the year 1858 the Council waited as a deputation on the Government, and also, by communication, and co-operation
with other municipalities, and the Commissioners of Water Supply, as well as by petitions to the Legislature, to further the object of having a supply of Yan Yean water laid on to St. Kilda. The Council, in its report of such actions, explained that the delay, in passing the bill, before the Legislature, for amending the Water and Sewerage Act had prevented any definite results being arrived at, so far as St. Kilda was concerned.

In the meanwhile, water being so scarce in St. Kilda, a deputation of the St. Kilda Council waited on the Commissioner of Lands and Survey, on March 7, 1859, for the purpose of obtaining a grant of money for the construction of a well to conserve a spring of water. The Hon. Attorney General, H. S. Chapman, introduced the deputation, consisting of Councillors Cowderoy, Fraser and Hall, the municipal surveyor, Sydney Smith and Messrs. Hatchell Brown and Handyside, representing the Caulfield Road Board. It was explained to the Minister that "the deputation sought to obtain the sum of £250 to expend on the excavation of a well, or reservoir, and to wall the sides of the same, for the preservation of a perennial spring, reserved for public use, near the Alma Road. The spring had never been known to be dry, but for want of proper reservoirs the water, which was of the purest quality, was, for the most part, wasted through being permitted to flow over, and be absorbed in the surrounding sandy soil. It was proposed to sink a good-sized well to a depth of twenty feet, and to wall it round with stone. The sum asked for would cover the estimated cost."

Councillor Cowderoy said he had known the spring for five years, and during that time it was perpetually flowing.

The Hon. J. G. Duffy said that if the money required could be taken out of the Park Lands’ Improvement Fund, it would be a legitimate appropriation, as it was for the improvement of a fountain. He was of the opinion that, in this country, any claim for a water supply ought not to be overlooked.

The spring in question was situated in a reserve, marked "water reserve," and it was close to the St. Kilda Cemetery. The spring was used by the residents of the eastern parts of St. Kilda, though whether the spring's outlet was bricked into the form of a well we do not know. At a much later time, complaints were made by property owners in the
vicinity of the cemetery, that the drainage from the burial ground was altogether too copious, and was also perhaps a menace to health. The existence of this spring did not appear to be known to the writers who were engaged in the extended newspaper controversy.

Not long afterwards St. Kilda was given a service of Yan Yean water. We have found that, in the year 1860, the Council, desiring to sweeten the streets, to lay the dust, had bought a water cart. The cart was regularly used, in the summer months, to sprinkle with water the business sections of the St. Kilda streets. The larger volume of the water used for that sprinkling was supplied by the Commissioners of the Yan Yean water supply free of cost. The Commissioners had erected two stand pipes to supply water to the inhabitants at the cost of one shilling per load. The Council was trying to persuade the Commissioners to place two more water stand pipes in St. Kilda, one at the Greyhound Hotel corner, at the junction of High and Carlisle Streets, and one in Brighton Road, near the Elsternwick Hotel.

The St. Kilda Council continued to be industrious in other directions to promote the well-being of the residents. In a report of its activities at that time, 1858, the Council mentioned two by-laws which had been assented to by the Governor. They were:—"For the better prevention of fires, and the suppression of nuisances arising from the burning of bricks and offensive matters; or from insufficient chimneys in manufactories. (No. 4), gazetted 23rd February, 1858." "For the conducting of elections and public meetings of the ratepayers, the determining the validity of disputed elections and regulating the proceedings at the election of Chairman. (No. 13), gazetted 23rd February, 1858."

The question of taking steps for the better prevention of fires came into prominence towards the end of 1859, when the St. Kilda Club Hotel was destroyed by a fire. The circumstances were unusual. The licensee was one Albert Edelmann, and he was away from the hotel on the night of the fire. He employed a Russian, named Aba Manaski, who had been a close friend of his, and whom he had known since 1846. Some trouble arose between them, and Manaski was suspected of having set fire to the hotel by way of a revenge for a threat that Edelmann made regarding the Russian's conduct towards the publican's wife.
The Russian was arrested. A coroner's jury found that "the hotel was wilfully set on fire, and the circumstantial evidence pointed to Manaski being the culprit."

The story of the fire, and of how the Wesleyan Church bell was rung, has the atmosphere of early St. Kilda in it. The fire was discovered at 1.45 a.m., on Saturday morning, December 3, 1859. The St. Kilda Club Hotel stood at the corner of Fitzroy Street and the Esplanade. It was a composite building, consisting of what were originally three private houses, and they had been joined together to form the hotel. The house nearest to the beach was rather larger than the other two. A connecting archway was built, at the end of the house, and the space over the archway was utilised for a room. In the archway was placed the bar of the hotel. All the rooms of the houses were used by boarders, and for other purposes, the hotel being a favored one by visitors desiring to stay by the St. Kilda beach. It was described in a Melbourne newspaper as "one of the finest hotels in St. Kilda."

At the time of the fire, the licensee of the hotel, Edelmann, was away on holidays in Sydney. He had allowed the Russian, Manaski, to occupy his upstairs room during his absence. When the fire started, Manaski refused, when the alarmed hotel boarders hammered at the door of his room, to at once open it. When he did so, the boarders saw that the walls of the room were on fire. Ten boarders in the house, and the servants tried to put out the fire, but they had only a few buckets, and into these buckets they had to pump water from an underground tank, and carry the buckets upstairs. What little wind there was to fan the fire came from the east. Trifling in strength though the breeze was, it served to keep the fire in the western portion of the hotel where it started. "Every exertion was made to remove the furniture, which was of a very valuable description. Nearly the whole of the furniture in the lower stories of the hotel was saved, as was also the stock in the bar."

As soon as the outbreak of the fire was known, the bell at the Wesleyan Chapel, Fitzroy Street, was rung by a policeman, and the chapel keeper hurried to the scene of the fire, where he is credited with having been helpful before the arrival of the puffed and panting members of the Prahran Fire Brigade. Captain J. B. Crews, and other members of the
brigade, were aroused from their sleep at about half past two a.m., and shortly after three o'clock they reached the burning hotel. They had had to drag their fire engine from Prahran to the Esplanade, for they were unable to procure the use of a horse in Prahran because there was a well-founded doubt whether the insurance company would pay for the hire of one. Captain Crews placed the end of the water supply hose in the underground tank. After the pump had been going for some time, the supply of water in the tank dribbled out. Then it was that the brigade captain had the visitors, and others, running to, and from, the sea, with buckets of salt water wherewith to feed the pumping engine. To visualise the early morning scene of the fight to put out this fire, at the corner of the Esplanade, in the year 1859, to see men hurrying across the sands, and up the sand-stone road, with buckets of salt water, is to re-create a remarkable scene that once took place at the Esplanade in early St. Kilda.

In the end the fire was quenched. The portion of the hotel where the fire started was burnt out. The loss, including damage done to the furniture, was estimated at between £1,200 and £1,500. The building was insured in three insurance offices, viz., the Victoria, the Northern and the Tasmanian, in various proportions, in the sum of £6,000, and the stock and furnishings, in the same offices, for £2,500 more, making in all £8,500. "The Argus newspaper, commenting on the fire, stated :—"It certainly does seem extraordinary that a municipality, that is one of the most flourishing in the neighbourhood of Melbourne, and perhaps more than any other, is inhabited by gentlemen, who have large properties at stake should not possess a fire brigade."

In view of the loss of the hotel for want of adequate means, to extinguish the fire, the St. Kilda Council passed a resolution, "that it is desirable to have a fire engine located at St. Kilda, and that a committee be appointed to make arrangements with the united insurance companies, for procuring the same, as early as possible, subject to the best arrangements the committee can make, respecting payment for labor and water." A further motion, "that the Public Works Committee be directed to prepare plans, and specifications for an engine house, and keeper's room, at a cost not exceeding £200" was negated.
It was true that St. Kilda had not a local fire brigade in December, 1859, when the fire at the St. Kilda Club Hotel took place, but it had had a fire brigade in the year 1857. There was also a fire brigade belonging to Prahran that was called the Prahran and St. Kilda Fire Brigade. It had some St. Kilda residents, living in the vicinity of Wellington Street, Windsor, in its ranks. The brigade was of little service to St. Kilda, but there was a reason for using the word "St. Kilda," and that was in an endeavor to obtain from the fire insurance companies payments for the brigades' services at St. Kilda. The St. Kilda residents were well aware of the methods of the members of the Prahran fire brigade, who would not attend at times a fire across the Wellington Street boundary if they did not receive from the insurance companies a subsidy for fire protection in St. Kilda. The position was most unsatisfactory, and it was this conduct that led to the residents of St. Kilda forming a local fire brigade of their own. Later it was owing to the action of the Melbourne United Fire Brigade Committee that the St. Kilda Volunteer Fire Brigade ceased to exist, in circumstances to be related.

The first volunteer fire brigade in St. Kilda was foreshadowed at a meeting of the residents held in the Bay View Hotel, High Street, on March 19, 1857. About forty residents were at the meeting, including members of the Prahran Fire Brigade. The meeting decided to obtain certain information, and then it was adjourned until Thursday evening, March 26, at the Bay View Hotel, when a larger muster of those interested in the formation of the fire brigade was present. Councillor Hale was voted to the chair. He asked W. S. Woolcott to read the report of the deputation, appointed at the last meeting, to call upon the different insurance companies, to seek from them aid to establish, and to maintain, the proposed fire brigade. The deputation reported that the different insurance companies had promised their assistance, and also to give to the proposed brigade a fire engine if, and so soon as, its members were enrolled. It was reported that a great deal of argumentative conversation took place. but ultimately the following business was transacted:—

"Proposed by Mr. Woolcott, and seconded by Mr. Booker:
"That the St. Kilda Volunteer Fire Brigade be now established, and that it do consist of a captain, a lieutenant,
treasurer, secretary, twenty working members, and such honorary members, as shall subscribe to the objects of the Brigade.'

"Carried.

"Proposed by Mr. Woolcott, and seconded by Mr. Earls:

" 'That this meeting proceed at once to the enrolment of members.'

"Carried.

"Between twenty, and thirty members enrolled their names on the spot, and after a vote of thanks had been called for, and given to Mr. Dalton (who was present), and the Chairman, the meeting separated, on the understanding, that those present were to meet on the following Wednesday at the Junction Hotel."

The "Mr. Dalton" referred to was connected with the insurance companies. He had attended the meeting for the purpose of informing those present that he had a fire engine he was authorised to give to the brigade, immediately the brigade was in a position to accept it.

An odd copy of the Prahran and St. Kilda Advertiser, dated July 8, 1857, is preserved in the Melbourne Public Library. Under the heading of "Local Intelligence," we find in that issue of the paper:—"Prahran and St. Kilda Fire Brigades. On Monday evening, the Prahran and St. Kilda Fire Brigades met on the practice ground in Westby's Paddock for a friendly trial of skill; both parties mustered in force, and went through their manoeuvres with spirit, but in point of quickness, and general efficiency, we are informed the palm lay with the Prahran Brigade, and obtained the merited encomiums of the Superintendent."

On July 29, 1857, the St. Kilda Council resolved to appropriate a sum not exceeding £150, for the purpose of erecting a movable fire brigade engine house. Later, a municipal note explains that, "a proper site for this building not having yet been obtained the money has not been paid." Evidently the members of the St. Kilda Volunteer Fire Brigade were not treated well by the insurance companies of Melbourne, but they struggled on for a time. If we may accept the brigade secretary Watt's word, written on March 2, 1859, a "monstrous injustice was done" to the members of the St. Kilda Volunteer
Fire Brigade. In disgust, they resigned their positions as firemen. The Brigade thereupon ceased to exist. The cause of such a drastic decision was a resolution passed by the Melbourne United Fire Brigade Committee. The composition of that committee was of men representing insurance interests. The resolution was:

"Resolved that notice be given to the St. Kilda Volunteer Fire Brigade that in consequence of the heavy expenditure attending the working of two volunteer fire brigades—Prahran and St. Kilda—in one district, the committee will not contribute towards the St. Kilda Brigade in future."

The St. Kilda Volunteer Fire Brigade had, before the resolution was passed, cost the committee £30 per year. The insurance companies obtained hundreds of pounds as insurance premiums from the householders in St. Kilda. Other arrangements for a time were made by the insurance companies, but the St. Kilda Volunteer Fire Brigade was persuaded to once more resume its work. In the year 1861, the captain of the brigade wrote a letter to the editor of the "Argus" newspaper complaining that the brigade received no encouragement, and it had no money, therefore, once more, the members were about to resign their positions.

In January, 1861, the St. Kilda Council decided to call for tenders for the erection of an engine house to be put up on the Town Hall reserve. That locality was fixed upon because it was thought that the expense of keeping someone specially in charge of the engine house, and engine, would be obviated as the policemen, who were always on duty, at the station alongside, could take charge of the engine. The "engine" was the word used to describe a reel, and hose, with a pump, and canvas troughs to hold the water. At a fire, water was poured out of buckets into the troughs, and from there it was pumped into the hose. Active residents carried water, others worked at the pumping handles, made in the form of an oblong frame, that allowed room for six helpers to pump on each side of the troughs.

The St. Kilda Council anticipated that the police would take charge of the engine, in connection with the "municipal workmen, employed by the Town Surveyor." The policemen declined to have anything to do with the engine. The Council found that the position was not quite as satisfactory as the councillors desired. A fresh site for the housing of the engine
was sought. Some of the residents thought that the engine should be stationed in a building nearer to the Junction than the police station, preferably on the top of the High Street hill. William Nicholson, M.L.A., offered to let the Council have a piece of ground in Barkly Street, for the purpose of a fire station, free of cost. Apparently the Council did not accept the offer, but selected a site in Inkerman Street. When the Council made its twelfth half yearly report, ending March 10, 1863, a fire brigade was in full being. We learn that the insurance companies committee had "granted a reel, and hose, for which a suitable shed has been erected, also a bell tower, on which a powerful alarm bell has been placed." A belfry without a bell, is still to be seen (August, 1930) on top of the old St. Kilda watch-house, but its wooden frame will soon disappear, when the "house wreckers" begin to demolish the abandoned building.

When the service of the Yan Yean water was laid on to St. Kilda, it was hoped, that a direct pressure of water, from a main pipe, would be a great improvement on the power of the jet of water, forced from the old fire pump, but as the water pressure of the Yan Yean service proved to be very small, the saving of houses from fire was not greatly improved. In the year 1863, and in subsequent years, the St. Kilda Municipal Fire Brigade appears, from records that exist in the archives of the Council, to have been an efficient body, apart from defective hoses and want of water pressure. Several reports, written on blue foolscap, and signed by Sergeant Farrell, have survived the wrack of time. A valued officer was Sergeant Farrell, Inspector of Slaughter Yards, and other doubtful places. When the Chief Commissioner of Police told the Council, it was usual to appoint, each year, different policemen, to such positions, carrying a small honorarium, the Council said they wanted Sergeant Farrell to occupy the offices he held, and, though "it was unusual to grant such a request," Captain Standish, the Chief Commissioner of Police, complied with the Council's wish. Such was the officer, who made the detailed reports of fires in St. Kilda, and recorded just what happened. Every report contains in its first few lines, the information that the Superintendent of the Municipal Fire Brigade, Henry Tullett, J.P., was present at the fire. Accounts filed show that the firemen were supplied with refreshment, at
the fires—i.e., beer. "Refreshment for Brigade, 11/-," is a recurring account. The man, or woman, who first gave the alarm of the fire, at the police station, received 10/- . The firemen were paid 5/- for each fire they attended. The foreman (David Johnstone) of the firemen received 6/- . Amounts allowed for hours of practice with the reel varied from 5/- to 2/6. Cabmen who drew the reel to a fire earned 10/-. Among the list of firemen's names are John Norris, John Mooney, F. Fitch, William Armstrong, W. J. Baxter, John Stenmedel, B. W. Kelker, Louis Anderson, and cabmen, John Rayner, F. Higgins, John Devereaux. On the outbreak of a fire, the cabmen raced to the fire station, and the first to arrive rang the fire bell. Afterwards he drew the reel, behind his cab, to the fire, receiving for the services of giving the alarm and for cartage, £1. On January 1st, 1867, a fire started in Jacob Speicher's tobacconist's shop, in High Street, close to the Junction. The fire consumed thirteen shops, including three cottages of Councillor Florence Gardiner, in Wellington Street. The pressure of water, from the Yan Yean pipes, was always insufficient, and was so at this fire, yet in April, 1867, Sergeant Farrell reported that the condition of the Brigade's hose was so rotten, that each time the water was turned on, though its pressure was so small, the hose burst in places. He suggested the hose be exchanged for another, though he did not indicate where such a rotten hose might find an owner. Why the police sergeant made the report to the St. Kilda Council about the condition of the fire hose, and not the "Superintendent of the Municipal Fire Brigade, Henry Tullett, J.P.," is not evident.

From the Council's report of 1882, we substract the information that, "new and substantial quarters have been erected at the market for the fire brigades." In the year 1885, a volunteer fire brigade was formed at Balaclava, and the Council "in pursuance of its policy of supporting such useful volunteer organisations" erected a fire station at a cost of £64/16/- in Carlisle Street. The land upon which the building stood was rented from the Victorian Railway Commissioners. The end of the volunteer fire brigades movement, which had served the public well, came when the Metropolitan Fire Brigades Board was created, under the Fire Brigades' Act 1890," which Board came into being in February, 1891. The whole business of firefighting passed into professional hands, and paid firemen. The
THE OLD FIRE STATION

cor. Inkerman & Greeves Sts. Now part of the Municipal Depot.
city of St. Kilda, for the purposes of representation on the Board, was placed in the southern group of the newly-created metropolitan fire district.

On January 25, 1927, an up-to-date fire station, to serve St. Kilda, was opened at the corner of Scott Street, and Brighton Road, St. Kilda. The official ceremony was performed by the Chairman of the Metropolitan Fire Brigades Board, Mr. F. T. Hickford, the Mayor of St. Kilda, Councillor Burnett Gray, and councillors of St. Kilda, and others, being present. The fire brigade station was stated to be a model station, and the most efficiently equipped of any station in the suburban fire area. The station is staffed by six permanent men, and four partial time men. The brigade gave a demonstration of its efficiency, and afterwards the toasts of the St. Kilda Council, the Fire Brigades Board, and the chairman were honored. Coincident with the opening of the new fire brigade station the old fire brigade station in Inkerman Street ceased to exist.
CHAPTER VIII.


The St. Kilda Council took the necessary steps to have the proclamation, dated June 1st, 1857, under Act 18, Victoria, for promoting public health in populous places, extended to the municipal district of St. Kilda. Through the provisions of that Act the Council became the local Board of Health, and the Council did, on July 29, appoint the following additional committee of the Council, for the purpose of carrying out the provisions of the Act. The new committee had for its members the Chairman of the Council, Councillor Cowderoy, and Councillors Fraser, Hale and Spicer. In connection with this paramount question of the health of the district we note that "the Council has had under its anxious consideration, for some time, the most effective mode of draining the lower lands of the municipality." Land levels were facts the councillors had to recognise, and it is not surprising when the terrain of the district is remembered that the Council, in its report, admitted that "it had not yet been able to surmount all the difficulties by which the question is surrounded." A full survey had been made of St. Kilda, and the district surveyor was completing a plan of his work. In the Victorian Government Gazette, of the issue of September 25, 1857, twenty-four of the principal streets of St. Kilda were proclaimed. The work of improving several streets, the report adds, had been let by contract.
The first applications of the newly-formed St. Kilda Council to the Victorian Government, as shown in its first official report, for the half-year ending on March 11, 1857, are not without interest. Two years before the date of the report, responsible Government had been proclaimed by Governor Sir Charles Hotham in Victoria on November 23, 1856. So that, while the St. Kilda Council was in its infancy, the Government to which the St. Kilda Council made application to for various grants, concessions, and permissions, was not so much the elder institution. We note, by the way, that in 1860, when a new street, leading from Barkly Street to Acland Street, was made, the Council named it Hotham Street. The first applications are among the steps that the Council took to set the municipality on a well-administered footing. Such steps, though they were small ones, have proved to have been the forerunners of the greater ones, that succeeding groups of St. Kilda councillors have taken towards the accomplishment of beneficial acts to ensure continued municipal progression. The Council’s report thus epitomises its applications, and how they were dealt with:

1. For making the Great Dandenong Road. Agreed to.
2. To mark out Carriage Roads and Foot Paths. Granted.
3. For information relative to the establishment of Public Baths or Bathing Ships. No information yet given.
4. For formation of Chapel Street to its junction with the Brighton Road. Still under consideration.
5. Calling attention to the dangerous state of the Channel and Foot Paths on part of Brighton Road. Representations attended to.
6. On the subject of the Reserves. Agreed that the Council should be consulted before there is any appropriation.
7. For control of the Land set apart for slaughtering purposes. Granted conditionally.
8. For Grant of Land from which to procure Stone for the use of the municipality. A site on the banks of the Yarra granted.
10. For the establishment of a Public Pound. Under consideration.
11. For Grant of the Land, North of the Police Reserve, and between the Brighton and Punt Roads. Not complied with.
12. For a Grant for the formation of Peel Street. £50 agreed to be given.
13. For the "Government Gazette." Agreed to be regularly supplied.
14. For permission to enclose the Custom House Reserve. Agreed conditionally, and the work about to be done, the neighbouring owners contributing £100 towards the expense.
15. For Grant of a Piece of Land for an Abattoir. Granted since the expiry of the half year.
16. For Control of the Town Herdsman and information as to his privileges. Not yet obtained.
17. For Appropriation of an Additional Reserve from which to take Sand. Granted.
18. To Withdraw Licenses given for taking Loam from Great Dandenong Road Reserve. Complied with. And a variety of minor and collateral questions were submitted to Government.

We gather from the applications that the "Great Dandenong Road" must have been, in the year 1857, not far removed from the state of nature. Many trees were still awaiting to be cut down, and grubbed. Its condition more nearly approached a broad bush track than a main boundary road of a growing town. When the winter rains fell there was a surplus of surface water that, draining along the levels, which sloped to the west, cut irregular and often deep channels in the old road, originally intended for the use of drovers and herdsmen, travelling sheep, and cattle to and from Dandenong, the town of entry, from the east, to the fattening pastures of Gippsland. A most important understanding between the Government and the Council, was the one on the subject of Reserves, and the obtaining of a promise that the Council should be consulted before there was any appropriation of Crown lands that abutted on or were within the municipality of St. Kilda. Experience was to teach the Council the wisdom of not putting its faith in princes, that is
THE NEW METROPOLITAN FIRE BRIGADE STATION

cr. Brighton Rd. & Scott St., Opened 25th January, 1927.
Governments, since their component parts changed, and men, or ministers, arose, who did not always honor their predecessors' promises.

Other applications of the St. Kilda Council to the Government were for land for municipal storage purposes, between the St. Kilda railway terminus in Fitzroy Street, and the bay. The Council asked for the improvement, and repair, of Brighton Road, proclaimed as the High Street of St. Kilda, or for a grant for that purpose out of the surplus tolls collected on that road. At the time, the Council reported that no answer had been returned. The note makes it clear that the name "Brighton Road" was one in general use for the whole of the road. Even after the hill portion of the road had been proclaimed High Street, the force of constant usage kept the name Brighton Road for the newly-named High Street still alive, even in the Council's own reports. In the case of Chapel Street, the Government refused the Council's wish "for the formation of Chapel Street, St. Kilda, as a continuation of the main road from Collingwood and Richmond through Prahran to Brighton."

On August 9, 1857, the St. Kilda Council resolved to increase the salary of its first town clerk, William Goldie, from the commencement of the second municipal half year, by the sum of £50, bringing his salary up to £300 per annum. For some reason, unknown, he resigned the position of town clerk. On August 26, the Council placed David Prophet, in the office of town clerk, at a salary of £300 per year. A record was made of the satisfactory way in which Mr. Goldie had attended to his duties.

By March, 1858, the Council had erected lamp posts in the most frequented streets, and those streets were lighted at the points most conspicuous. The Council was, at the same date, having other lamps placed where most needed. A new set of lanterns having been made, the old city lanterns were removed from the lamp posts, and the new ones fixed in their places. The new lanterns were found "to act most efficiently." There were 34 of them. The "old city lanterns" were the first lanterns used in St. Kilda. They were a legacy from the days when the village of St. Kilda was within the jurisdiction of the Melbourne City Corporation. In the year 1859, the Council made arrangements with the Melbourne Gas Company to light 28 lamps by gas in St. Kilda. We are informed by the Council's contemporary
report, that the remaining ten lamps of the municipality, were out of the reach of the company's mains, and that those lamps were still lighted by oil. Thus the report discloses, that, in September, 1859, St. Kilda, at night, had its streets illuminated by gas, and oil, burnt in 38 lamps.

We interlope a current news note here taken from the Prahran and St. Kilda Advertiser, date July 8, 1857. The editor says:—"We are happy to be able to announce that arrangements have been made by the Post Master General to give a partial letter carriers delivery to the districts of St. Kilda, Prahran and South Yarra. We say partially, because we believe it is only contemplated to deliver on the west of Chapel Street." The General Post Office authorities informed the Prahran Council on July 6, 1857, that "each place, Prahran, and St. Kilda, and South Yarra were to have one letter carrier, and that he would have to deliver letters in South Melbourne."

Through the medium of its half yearly report of civic progress, issued in March, 1858, the Council informed the ratepayers that it had the satisfaction of saying that since the improvement in the delivery of letters, during the former half year, considerable advantageous alterations were made in the immediate past year. Letters were despatched to Melbourne twice a day, and twice a day a return mail was received. Instead of letters being sent out for delivery at eleven o'clock as was formerly the case, they were taken out by the letter carriers at eight o'clock in the morning. Receiving boxes, for letters, had been placed in convenient places in St. Kilda.

In the same year, 1858, the St. Kilda Council was able, with satisfaction, to report that the Melbourne to St. Kilda Railway Company had withdrawn its works that had encroached upon Fitzroy Street, and that the street was now left with the width of two chains. The Government had enclosed the South Park with a fence, and the road line of Fitzroy Street was clearly defined. The roadway no longer merged into the park land. The Government had "erected gates at the permanent entrances, making this street, Fitzroy Street, (the leading entrance to the Esplanade from Melbourne) the most capacious street in St. Kilda." At that time the Esplanade had been fenced on the crown of the slope "with a suitable post, rail, and chain fence. The slopes of the Esplanade had been planted with shrubs, and sown with grass and other seeds."
The planting committee of the St. Kilda Council consisted of Councillors Cowderoy, Sykes, and Ford. In their work they consulted Dr. Ferdinand Mueller, afterwards Baron Von Mueller, the Government Botanist. Dr. Mueller supplied the Council with young gum trees. As the years passed, the great worth of Baron Von Mueller, as a botanist, was recognised throughout the world of science. He was a lovable old man, and he delighted on local social occasions to pay court to the mayors, and mayoresses of St. Kilda, and to attend mayoral balls, wearing all his orders and ribbons. They blazed on his dress coat, in such a way that, the magnificence of the "dear old Baron" made a marked impression, much to the delight of the baron, for his orders of merit came next in his mind to the orders of botany that he had fathered in Australian flora. It was the baron who advised the Council to plant marrum grass on the west beach to arrest the sand from drifting. In April, 1861, the doctor wrote to the St. Kilda Council with regard to fencing the South Park for the reception of a herd of fallow deer. The letter was referred to the consideration of a sub-committee, but nothing came of the proposal.

Fitzroy Street, from the railway station at Grey Street, the Council's report of the year 1858 states, has been as far as the Junction, and thence down the St. Kilda Road, to the crossing of the Brighton and St. Kilda railway, planted with trees, and shrubs. Tree guards to the number of 122 had been used. While the St. Kilda Council paid tribute to beauty in the shape of street planting, it did not fail to inform the ratepayers that it was giving "anxious consideration" to the further improvement of the streets, and the effectual drainage of low-lying lands. The Council had decided to open a quarry at Stony Creek to obtain the necessary stone for channelling, and metalling the roadways. The quarry situated on the river Yarra was granted to the Council by the Government. Small sailing craft brought the stone to St. Kilda. At the time the Council issued its report "a considerable quantity of stone had already been quarried." The stone was "about to be worked up for pitching, channelling, and for road metal. A portion of the main drain had been constructed, and bridged crossings had been placed over Barkly, and Acland Streets. A substantial bridged crossing was about to be constructed by the Government Road Board in High Street (Brighton Road)."
It is interesting to note in the Council’s fifth half yearly report, dated September 10, 1859, a reference to gravel pits in Mitford Street, and also to tree stumps, awaiting grubbing out in Southey Street. The Council used bluestone metal, and also red sandstone, and gravel, for the upkeep and repairing of its streets and roads. Brighton municipality was articulated with red roads of sandstone formation. The memory of them was often revived by early residents of Brighton, but red sandstone roads were also to be found in St. Kilda, and they have also been mentioned as a highway feature of early St. Kilda. The last surviving road of that color was the road through Albert Park. When Blessington Street was formed, in the year 1861, the Council found beneath its surface a bed of red gravel. This gravel pit yielded more than 700 cubic yards of gravel that was used in metalling Patterson Street, Alma Street east, continuation, Inkerman Street east, Dickens Street across the Elwood Swamp, and part of Neptune Street. The whole of the gravel, within the reserve, between Blessington and Dickens Streets, and contained in 16 acres of land, was dug out. By having that work done the Council won 2,000 cubic yards of gravel for use on the St. Kilda roads. The excavations left by the removal of such large quantities of gravel were used as dumping holes for the town’s rubbish. The Council applied to the Government to be allowed to take red gravel from the Red Bluff. The Council was told, in reply, that the Government certainly would not consent to have gravel removed from the top of the Red Bluff, the favourite picnic ground for seaside holiday makers, but the Government had no objection to gravel being taken, by the Council, from the base of the cliff.

One report, dated 1859, states further that "the Council has continued its labors as follow:—The pits in Mitford Street have been levelled, Southey Street cleared of stumps, 200 yards blue metal bought and spread for repairs. Several notice boards and two new lamps have been erected, and nine crossings have been pitched. It being considered necessary to protect the property in High Street, the Council have purchased the land in Carlisle Street east of Messrs. Edmonds, Martin and others, through which they have constructed an open drain 31 chains long as an auxiliary to the main open drain, together with the bridge over the same under Carlisle Street east, and
by this means they have entirely relieved the High Street from all the storm waters flowing from Caulfield and the south-eastwards." Acland Street was metalled with blue stone and other streets were "blanketed" with red metal.

At the St. Kilda Council meeting held on September 28, 1859, a motion was carried, affirming "the desirability of the reserve, bounded by Tennyson, Blessington, and Dickens Streets, in the neighbourhood of the swamp, being granted by the Government, for the purpose of a Botanical Garden, and that the proper steps be at once taken to procure the necessary conveyance." The motion brought forward by Councillor Tullett, and seconded by Councillor McNaughton, met with the warmest support from the chairman, the Hon. Alexander Fraser, M.L.C. Councillor Hale was the only councillor who did not approve of the proposed site for the gardens He expressed the opinion that some of the land east of the Brighton Road, and below the Greyhound Hotel would be more suitable.

The Council enclosed the Blessington Street land with a substantial picket fence, six feet in height, and then made the announcement to the residents, that it was proposed to form the land into a "public gardens, and promenade." Designs for the gardens, and promenade, were announced. The premium for the accepted design was fixed at M.O. The design of Mr. Gloystein was adjudged the most suitable one in the contest, and he was paid the £10. The lines of the walks, and flower beds were "trenched out agreeably with the design, and a nursery commenced, in the gardens ready for the next season's planting." In September, 1861, the half yearly report of the Council informed the residents of St. Kilda, that "a considerable proportion of the walks, and paths in the Public Gardens have been formed and gravelled, and the beds laid out, and several hundred plants and shrubs, principally contributed by the Botanical Gardens, and also by private gentlemen, have been planted, and a gardener is now kept at work, the Government having contributed £100 as a grant in aid. The slopes of the Esplanade have been trenched, and soiled, in various places where the rock protruded, and a great number of plants, and trees, planted, and seeds sown on same." "A gardener (September, 1862) has been kept constantly at work in the Public Gardens, which are now in good order, and attract a
great many visitors." In the year 1869 the fencing of Alma Street Reserve, Fitzroy Street Reserve, and Barkly Street Reserve, was completed. Upwards of 2,500 trees were planted in the reserves, in Alma Street, Barkly Street, Fitzroy Street, in the public gardens, on the Esplanade, and along the St. Kilda Road. The trees selected for the purpose were pittosporum, pines, cypresses, and tamarisk. According to the report, all the reserves in St. Kilda were in "very good order, and condition."

The St. Kilda Council was sitting on Monday, March 24, 1873. Present: The Mayor, Councillor W. G. Murray, and Councillors McNaughton, Tullett, Lord, Crouch, Simpson, Con nibere, Johnston, and McIntyre. The planting committee's report was under consideration. A clause in the report stated that in the event of the Council agreeing to carry out the planting recommendation, in this report, the committee suggest that the corporation of the City of Melbourne be requested to continue the planting on the west side of the St. Kilda Road, on the same plan, herein recommended from our boundary to the River Yarra, and then there would be an approach to the City of Melbourne, from the south, which, for magnificence and beauty, might in time, vie with the world-famed avenues, which adorn many of the capitals of Europe."

The St. Kilda Council therefore can claim to be perhaps the first public body, we know of no other, that had vision clear enough to see the possibilites of beautifying St. Kilda Road, that the highway should be one of the finest boulevards in the world. These municipal records, dusty and forgotten, are not known, and new generations, are naturally ignorant of the true stories of the inceptions of many such city improvements, without they read municipal histories, wherein such records should be found.

From the St. Kilda Council's half yearly report (September) 1873, we extract the following paragraph referring to the gardens:—"The Public Gardens, bounded by Blessington, Tennyson, Dickens, and Herbert Streets, under the care of Gardener Kimpton, have been greatly improved, and the Council acknowledges the liberality of those Ratepayers in the Borough who contributed between £50 and £60 towards the cost of planting forest trees around the main drive and other improve-
ments. The Alma Street Reserves, the Plantations in Fitzroy Street, Barkly Street, and the St. Kilda Road north of the Junction, under the care of Gardener Burton, have progressed satisfactorily. In a few years the value of the late planting operations will be more apparent."

During the year 1884, the Council was active in having "tree planting largely carried out, more especially along the Brighton and Melbourne Roads. Two rows of trees are now planted from the northern boundary to the Junction, and from Carlisle Street to the Elsternwick Hotel on the southern boundary, which in a few years' time will resemble the far-famed 'Rotten Row' of London. Street planting has also been carried out in other portions of the Borough."

Complaints, to the Council, of the awful insanitary condition of the newly created municipality, were made, on various occasions, by the Central Board of Health. To drain St. Kilda, to compel residents to observe sanitary rules, and to restore the healthful record of the village, were among the most pressing problems, which the councillors found awaiting them. One of the Central Board of Health's complaints referred to the south of Inkerman Road, where this is (May 15, 1857) a large swamp, which after continued heavy rains receives the washings of the upper ground, and which, as well as the offensive condition of the low streets of this locality, cannot fail to exercise a prejudicial effect upon the health of the inhabitants of that portion of St. Kilda." In some cases the inhabitants kept swine in their back yards, which was, "a practice very objectionable in the neighbourhood so populated as the western portion of St. Kilda." Remittent fever was prevalent. Two cases had occurred within a few doors of the shop of Priestley & Limon, butchers, Fawkner Street, a few days before the complaint was dated. Too many dead fowls, etc., were lying about the streets. Sanitary conditions, bad drainage, manure heaps and offensive rubbish, were to be found in houses near to and past the Star and Garter Hotel, and to the shop of Patrick Matthews, the druggist, of Robe Street; also, at the Junction Hotel, at Brice Brothers, butchers, in Clyde Street, at the Hare and Hounds Hotel, Grey Street, in Fawkner Street at Priestley & Limon's, butchers, where there were pig styes," and so, the comprehensive report runs on, and half the tale was not told. Drainage! Drainage!
and the enforcement of sanitary laws are the thoughts ever pricking at the corporate mind of the Council. The Councillors were not allowed to forget that St. Kilda was, when rains fell, overflooded, in its low-lying parts. They knew more of the difficulties they were faced with than those residents, who were free with their suggestions of how St. Kilda should be drained.

James A. Hanan, on September 3, 1857, wrote to the Central Road Board, complaining of the flooded state of his properties, on Brighton Road, and suggesting that channels be cut across Brighton Road, to drain the water, instead of a ten-foot open drain, as intended by the Town Council of St. Kilda. The Secretary of the Board, John Steavenson, sent the letter on to the Council, with a covering note, in which he said:—“I have informed the Council that, on the adoption of any plan of drainage by them, this Board would co-operate, so far as the drainage of the Main Brighton Road was concerned. I have referred Mr. Hanan to the Council.”

Hanan’s letter, which is before us, is informative of how St. Kilda and Brighton Road looked to him on September 3, 1857. He wrote, inter alia: “The Brighton Road and the new road (Clyde Street) by the Hare and Hounds Hotel stops the water from getting away.” He describes where, in his opinion, the channels for the water to escape should be cut. One of them was opposite the Inkerman Road, by Marden's, the butchers. And then he goes on: “From where I am writing now (there is) from the Main Brighton Road, to the other (Clyde Street) by the Hare and Hounds Hotel, a distance of a quarter of a mile, is one sheet of water, and likewise, in the opposite direction (a sheet of water), on both sides. A boat could be propelled for some distance, and yet the water has not yet flowed over the crown of the main road. There is a wooden culvert, about five feet by two, opposite my house . . . where the water forms two edges, with pieces of wood, and empty bottles, revolving in a circle, and dancing the polka to the amusement of the bystanders.”

Hanan was opposed to the open ten-foot drain, and to the expenses that would be incurred by putting a stone bridge over it. The water, he said, could be conveyed through a sandbank, by the Royal Hotel, to the sea. He writes that in the main drain that was to be enlarged, ‘one man, coming home drunk, by
THE LILY POND, BLESSINGTON STREET GARDENS, 1930.
the name of "-----", was drowned in the present drain." Men, women, and children were liable to be drowned in the proposed drain. The flood water was then percolating under his house's foundations, and softening the bricks. He was "deeply concerned to save his house from falling down." So were many others, too, living on the flats of St. Kilda, liable to be flooded, by overflows of storm water, from what was known as the main drain.

The present line of the main drain, running west, between Blanche and Vale Streets, sufficiently indicates the levels of this low area, where the flood waters always rose to their maximum height. Roughly, the main drain is the bed of an old creek, that served in part to carry storm waters from Caulfield, and Malvern watersheds to the sea. The Central Road Board was concerned with the drainage of the whole district, and with the main creeks, or channels, just as it was responsible for the upkeep of the main roads. When the drainage, from a municipality, was delivered on to a main road, such as Brighton Road was, the Board was prepared to carry the water onward to the sea. In October, 1857, the Board told the St. Kilda Council, that it would provide for any water brought on to the Brighton Road, and it proposed to do so, in part, by using the main drain of St. Kilda. It had carried the drainage of the Great Dandenong Road to St. Kilda, and the Board admitted its liability to help St. Kilda in forming the Main Drain. The Board's engineer, Crawley, estimated the cost of constructing the drain would be £8610/10/6, and the Board was willing to pay half of the cost.

A deputation from the St. Kilda Council, consisting of Councillors Hale, Tullett, Mooney, Gardiner, Bradshaw (town clerk), and Smith (municipal surveyor), waited on the President of the Board of Land and Works, Dr. Evans, on Monday, April 18, 1859. The Hon. Alexander Fraser, chairman of the municipality, acted as spokesman. The Council was concerned about various works. The first subject mentioned was the deepening of the main municipal drain, from the east side of High Street to the level of the high water mark. This drain was one in connection with a culvert built in High Street, under the supervision of Mr. Higinbotham, and by his evidence low enough for the permanent, and improved level, but too low for the present drainage. The St. Kilda Council claimed that £1,500
was due to it by the Government for the drainage of Brighton Road in accordance with the improved level. The deputation informed the President, that the Council only required a definite promise, of a definite amount, and the Council would immediately set to work, and come to the Government for money after the completion of the drain. The President replied that he would consult his colleagues, and with their concurrence, place a sufficient sum for the purpose in the estimates for next year.

As a consequence of that deputation, in the year 1860, a sum of £5000 was placed on the Parliamentary estimates for the purpose of making the main municipal drain of St. Kilda, but the money was not voted. In the same year storm waters from outlying districts swept into St. Kilda, and flooded the lower lands lying between Barkly Street, and the eastern boundary. Residents of the flat had to leave their houses, and seek shelter in the higher parts of the town. Along the line of the main drain much damage was done by the overflowing waters. Then the Caulfield Road Board started to drain Leman's swamp, that was one square mile in area, and the Board sent the swamp waters along to St. Kilda Council to deal with. The Council had, at any cost, to meet these recurring invasions of water from the neighbouring districts, and in the year 1861, they entered into contracts for enlarging, and for making the main drain to the sea. In 1861 the Hon. the Treasurer, George Frederic Verdon, a member of the Heales Ministry, obtained the sanction of the Legislative Assembly to cut the grant-in-aid to St. Kilda by 50 per cent. That financial shearing of the Council's resources crippled its power to carry out the drainage works of St. Kilda. We have recalled these initial difficulties the young Council faced in trying to construct the main drain, as a sample of the ways in which the Council was harassed in its endeavour to drain St. Kilda. There were many more difficulties faced, innumerable deputations formed to wait on Ministers of the Crown, before the drain was constructed as it exists to-day.

To return to the deputation of the councillors before Dr. Evans, the President of the Board of Land and Works:—

The Councillors made a further request to the President for the repayment of the moneys the Council had expended on High Street, and the cab stand, at the Junction. There was
also the cost of pitched dished crossings in High Street. It had been intended that the money to pay for these improvements was to have been taken from the surplus receipt of tolls. That money had been swallowed up in paying £60,000 for the building of Princes' Bridge, and the extra cost of substituting blue metal for red metal, in the formation of adjacent roads. Dr. Evans promised the Council that, if the money did not come out of the surplus tolls next year, he would insert the amount due to the St. Kilda Council, in the next year's estimates. The deputation then submitted a claim on behalf of the St. Kilda Council, to share in the proceeds of the Richmond Bridge Toll, more particularly for the formation of a very bad piece of road at the St. Kilda end of Chapel Street. The councillors were given the promise that if there were any surplus receipts, from the Richmond Bridge Toll, after paying for the maintenance of the bridge, he, Dr. Evans, would expend the surplus, as far from the bridge itself as it would reach. Such deputations, past and forgotten, by the St. Kilda Council, were not infrequent, and though perhaps the records of them may not appear to modern readers to be of much moment, still the outcome of such deputations was the laying of the foundations of the roads, and drains of St. Kilda, and that is local municipal history.

The Brighton Road, and its intermediate section—High Street, was a highway that crippled the young Council. There was no permissible alternative to the plain necessity that the Brighton Road had to be kept in a passable condition. In the year 1859 the St. Kilda Council spent the sum of £2,481 in making the St. Kilda-Brighton Road. A promise was made to the Council by the O'Shanassy Government that it would contribute the sum of £600 towards the cost of the work. Before the O'Shanassy Ministry could redeem that promise it was defeated, and William Nicholson "the father of the Australian ballot" came into power (October 27, 1859), with James Service as President of the Board of Land and Works, and Commissioner of Crown Lands and Survey. Some of the members of the Government refused to vote for the payment of the sum to the St. Kilda Council, even after the money was placed on the estimates. James Stewart Johnston, Archibald Michie's fellow member for St. Kilda, moved a resolution on March 8, 1860, in the House to the effect:—
"That this House will, on Thursday next, resolve itself into a committee of the whole to consider the propriety of presenting an address to His Excellency the Governor requesting His Excellency to place upon the additional estimates for 1860, the sum of £885, to reimburse the municipal Council of St. Kilda, a portion of the cost of kerbing and channelling the main road through St. Kilda, and the cost (£120) of constructing a cab stand on the main road; also the cost of a pitched crossing on the main road at the intersection of Carlisle Street."

Johnston said he quite admitted that the items should never have appeared on the Estimates, and the arrangement was that a portion of the sums expended by the Municipal Council of St. Kilda was to be repaid from the toll funds. It was found, however, that the revenue from the toll fell short, and the Government then said it would place the amounts necessary to reimburse the municipality of St. Kilda on the estimates. If the reimbursement was refused it appeared as though the Government had laid a trap for the Municipal Council of St. Kilda. The expenditure was incurred on the distinct guarantee from the Government for its repayment.

The President of the Board of Land and Works deplored any display of warmth on the part of Johnston, who, he said imputed into the discussion some of the warmth that the gentleman at the head of municipal affairs at St. Kilda had recently manifested.

In saying that, the President referred to Councillor Cowderoy, who had denounced the Ministry for what he considered its repudiation of a former Ministry's promises.

The President went on to say, that the fact that the Treasurer did not support the vote was merely an expression of his personal opinion, but it was absurd to say, as had been said, that the Government was not bound, in cases like the present, to sanction promises of the Government, even if given in excess of their powers.

John Myles (member for South Grant) did not see why an exception should be made in favor of St. Kilda, because it was a wealthy suburb, and the residence of many honorable members.
Dr. Evans told the House that it was during the period he was in office that the money had been put on the estimates. Certain works had been promised the St. Kilda Council both by Mr. Duffy and Mr. Moore. The Government had appropriated for the maintenance of a considerable length of road, which belonged to the municipality of St. Kilda, and that the municipality had, in order to save time, undertaken the several necessary works, which it was the business of the Government to carry out. He thought the House was bound to reimburse the sum expended.

John O'Shanassy, member for Kilmore, supported the motion, while Johnston, in reply, pointed out that it was not to be expected that the St. Kilda people would make a road if they were deprived of the tolls.

Richard Heales said the cab stand was not in the main road. If a municipality made a cab stand on an off road, he, the member for East Bourke Boroughs, thought that the Government should not be called upon to pay for that cab stand.

Johnston read a letter to prove that the St. Kilda Council had been requested to make the cab stand by the Government, and promising that they would be repaid the money they had expended.

On being put, the resolution was carried, and the members of the Council, after a considerable amount of trouble, and not a little fighting, obtained after many days, what was legally due to the Council on demand at the completion of the work.

Johnston, as member for St. Kilda, fought shoulder to shoulder with the Council to secure the ratepayers' rights. He had studied at the Edinburgh University for the medical profession, but owing to his health breaking down, he went a voyage to the West Indies. In 1838 he arrived in Tasmania, where he was appointed, by the Government, Superintendent of Convicts. Eventually he crossed the Straits, the Rubicon of many a man's fortune in those days, to Victoria, and started as an hotel keeper in Melbourne, but he ceased being one in 1840. He purchased, with Mr. Edward Wilson, in equal partnership, "The Argus." He afterwards sold his share in the newspaper to Mr. Gill, who resold the share to Lauchlan Mackinnon, one of the early purchasers of Crown Lands on Dandenong Road, in St. Kilda.
The town clerk of Melbourne, E. G. Fitzgibbon, informed the St. Kilda Council in July, 1877, that tenders for the lease of the Brighton Road toll had been received. The tenders were Robert Atkinson, £686/8/- per month; Mitchell & Newell, £683/10/-; David Waddick, £680; Richard Meagher, £675/3/4; George Boileau, £666/15/-; Hugh Hunt, £655. Atkinson’s tender was accepted by the Melbourne City Council.

The toll gate was close to the barracks on St. Kilda Road. The old toll gate and house were taken down and removed in December, 1878. We can further contrast St. Kilda Road to-day with the St. Kilda Road made of bluestone in 1878, the public vehicles on the road consisting of cabs and omnibuses, mostly coming from St. Kilda and Prahran, and returning to those places. Some of the cabs were two-wheeled, and called Albert cabs, but the cabs were colloquially known as “jingles,” for it was a “jingling” ride in them at times. “Jingles,” as a word in common use for the cab, ousted the princely name of “Alberts.” The jingles were built like Irish jaunting cars with the difference that the seats were run across the cab, instead of lengthways as in a jaunting car. We remember that the springs rising from the axle were very large for the size of the two-wheeled vehicle, and the back seat was not a safe one when the cab was travelling on a bad road, and St. Kilda Road, in places, filled that condition. We can recall the cabs stopping at the toll gate, and the driver giving the toll gatekeeper threepence. The cab with four wheels, called a waggonette, came in but slowly, but they were popular as a carry-all for picnic parties driving to St. Kilda. Dozens of such cabs, on a holiday, were to be found waiting on and about the Upper and Lower Esplanades.

In the year 1860, the St. Kilda Council had a “very substantial iron roller cast for levelling the surfaces of roads.” By way of an experiment in the same year, the Council laid down in Fitzroy and High Streets a pavement formed of cement. Worn and tested, as to its qualities beneath the tread of countless men and women, the Council considered the pavement had proved satisfactory. Its durability induced the Council, in the year 1876, to lay a like pavement on the Esplanade, and in High and Grey Streets. We learn that the pavement was used “on an extensive scale,” and that its quality met with the inhabitants’ “very general approval.”
We find, in the year 1860, a reference to lowering Bull Street to meet "the deep cutting in the Dandenong Road, made by the Government." The Council had purchased land in order to connect Grosvenor Street with Brighton Road, and complete the main line of drainage. In 1861 "Inkerman Street east, the hill next the boundary, Orrong Road had been cut down and formed, rendering the ascent now comparatively easy." Work at the Esplanade was referred to in the words, "the western footpath, from Fitzroy Street to the lower road, near Acland Street, has been kerbed and metalled, and the width increased to 18 feet, making it a most agreeable promenade." In the year before (1860) "the bridge at Barkly Street had been lengthened to the full width of the street, thus completing this line of communication." In 1861 the bridge at Acland Street had been widened from 25 feet to 66 feet, and stone piers placed to same."

At the beginning of the St. Kilda Council's administration of the streets of St. Kilda, the streets were cleanse under a contract system, the contractors being mostly laborers. These petty contractors were kept up to the work of scavenging by "the vigilance of the Inspector and all nuisances were prevented." In the year 1861 the Council deemed it desirable to place some men at the disposal of the town surveyor. Three draymen were kept constantly at work cleaning the streets and attending to the channels. Under the surveyor's directions they repaired damages, and carried out many minor works that were too small to be let by tender. The councillors stated in one of the Council's reports that the change made in the system of cleansing the streets had proved satisfactory. Work done in that way had saved time and money. Later, in 1865, a note states that the draymen had been constantly at work cleansing and repairing the streets. "One man is constantly kept at work repairing and maintaining the Brighton and Dandenong Roads." No doubt the "one man" found much to occupy his time in attending to the two roads.

We learn from the Council's half yearly report (1864) that the Municipal Corporations Act, 1863, had come into operation, and that the powers of the Council were increased. Under the Act the councillors in office were constituted the Council of the Borough. On August, three councillors, Councillors Tullett, F. Sydes, and Ford retired, under the operation of the Act. The
number of councillors had then to be made up to nine, five
vacancies having to be filled. Ten candidates offered themselves
Ford and W. Peterson were returned. In 1863, the Council
established a free public library, contributing towards its upkeep
£75. This amount was supplemented by private subscriptions,
and by gifts of books. The library contained, in the first year
of its existence, 500 volumes. Subscribers to the library paid
£1 per annum. The average attendance of visitors to the
library, which was opened at night, was 16. Councillor B. F.
Bunny, barrister-at-law, afterwards Judge Bunny, held the
office of mayor during 1864.

In July, 1910, the St. Kilda Library was still located in
the St. Kilda Police Court building, the old Town Hall. The
Council was asked by the Balaclava Mutual Improvement
Society to transfer it to the City Hall, and to stock it with
suitable fiction, and works of reference. It was said by
Councillor Stedeford that to do so would require £1,000 a
year. Councillor Barnet said the library was only one in name,
not in fact. On the contrary, Councillor O’Donnell asserted that
about 6,000 people visited the library every year. Councillor
Hughes gave notice of motion, to move that the library be
removed to the City Hall, where a suite of rooms had been for
many years set apart for the library. For the whole of the
winter months the notice of motion “that the Public Library be
removed from its present location to the Town Hall,” stood
upon the business paper of the Council. In December the sum
of £150 for the library was placed on the annual estimates,
that sum being double the ordinary expenditure. At the
Council meeting held on December 12, 1910, the mayor moved
the adoption of the resolution. By the Council’s permission, the
Rev. Dr. Watkin and ex-Councillor Simpson were present to
oppose the motion being carried. The Rev. Dr. Watkin said the
St. Kilda Library was no credit to St. Kilda. The reading
room in it was only open from 7 o’clock to 10 o’clock in the
evenings. He said there was an understanding that when the
new Town Hall was erected the library should remain in the old
Town Hall. The mayor denied that there was any
understanding that the library should remain at the Court
House. The Council had only permissive occupancy of the
room. He thought that the library should be closed, and
what there was of its contents of value should remain at the new Town Hall as the nucleus for the future. Councillor Billson asserted that the attendance at the library was 10 to 12 a day, out of a population of 34,000. Councillor Hewison favored the library being at the new Town Hall, but he was opposed to a library when money was wanted for making roads. Councillor O’Donnell said there had been an agreement that the library should remain at the Court House when the Government gave the Council permissive occupancy. The Government had not asked them for the room. It paid the Council £2,500 for the old Town Hall, which money the Council spent in putting mantel-pieces into the new Town Hall, the west ward's share of the purchase money going there. Councillor O’Donnell was in favor of postponing the motion for twelve months, and that a librarian be engaged to go through the stock and report. The motion was carried that the library be removed to the City Hall.

The St. Kilda Public Library, though it started well, in the year 1863, in the old Court House, was not altogether a success, though, on that point, different opinions, during the course of the library's existence, were held by successive councillors. When the City Hall was built in Carlisle Street, provision was made, as stated by Councillor Hughes, for a library room, but it became necessary, owing to office expansion, and the need of a lodge room, to take the library room, and to use it for purposes more nearly related to materialism than to literature. The books were removed from the old Court House to the City Hall where they were housed and protected from dust in book-cases with glass doors. Among the books are some valuable files of early Melbourne newspapers. Books, and papers are stored safely now, in the City Hall's basement, awaiting the day, when space will be available in the City Hall to re-establish a Free Public Library in St. Kilda. Some isolated attempts, by motions in Council, have been made. notably by Councillors Hughes, and Burnett Gray, to re-establish the library, but after consideration by the Council, the proposal has repeatedly slipped back into the pigeon box of things, that are coming, but upon which, as yet, is endorsed the halting legend, "No action taken."

Foresight on the part of the St. Kilda Council is responsible for many conveniences and privileges which the citizens enjoy. We have already observed the repercussional effects of past acts
of the Council on present day social conditions and also on the outline of the city’s topography. Had not the mayor of St. Kilda, Councillor Bunny, waited on the Minister of Lands and Survey on Wednesday, January 18, 1865, to ask him to have removed a dilapidated building on the beach, which had been used for a bathing establishment, and also to urge upon him the desirability of retaining a block of land known as the Church Reserve (Alma Park) in East St. Kilda, for recreation purposes the whole aspect of that portion of Dandenong Road might well have been different to what it is to-day. The park site would be traversed by streets, and the “lung” would not exist, but instead of an opening breathing space so necessary to cities, the area would have been congested with a nest of modern suburban houses. Fortunately, the mayor of St. Kilda attained success in his interview with the Minister, who issued instructions that the objectionable building was to be removed, and the block of land was to be temporarily reserved from sale. In the year 1865 the St. Kilda Council, through its persistence, obtained the permanent reservation of the block of land lying between the Great Dandenong Road and Alma Street as a place of public recreation. In the following year the Council extracted a promise from the Government to earmark £140 out of the Parliamentary grant for public parks and gardens for the purpose of fencing the Alma Street Recreation Reserve. In addition to that sum the ratepayers and residents made a private subscription towards the cost of the fencing.

St. Kilda Council was not a powerful corporation in those days, and though it spent modest sums per year, the expenditure was liberal so far as the Council’s means went. The estimated expenditure for 1865 was £10,982/8/-, and of the sum the Council purposed spending £7,968 in public works. Compare this with a modern expenditure on roads alone to-day, the spending of £65,000, and yet the day there was when the St. Kilda Council argued whether it could afford to have four or six lamps on the Esplanade for lighting purposes! The town clerk, Mr. F. W. Chamberlin, interviewed in the year 1928 stated to a newspaper reporter that provision had been made by the Council to repair certain St. Kilda roads, and here is the advance that appears so extraordinary when compared with the modest expenditure of the first municipal days of St. Kilda. Mr. Chamberlin said
"Of the £102,000 loan recently authorised, £65,814 would be for street reconstruction, and £19,000 had been set aside for the reconstruction of Brighton Road, on both sides, from Carlisle Street to Milton Street, in wood paving. The completion of the reconstruction of Brighton Road to Glenhunty Road by penetration asphalt macadam would cost £4,000. That work, Mr. Chamberlin said, was already in hand, and was complete to Kendall Street. The reconstruction of Wellington Street, in wood paving on concrete had called for the allocation of £10,500. In connection with the reconstruction of Wellington Street, the roadway would be widened by reducing the width of the footpath. The sum set aside for the reconstruction of High Street was £18,500, which would provide for the continuation of wood paving to St. Kilda Junction. That would complete High Street, from the Junction to Carlisle Street, in wood paving. The reconstruction of Chapel Street on the east side from Argyle Street to Carlisle Street in wood paving on concrete, from Argyle Street to Dandenong Road (east side), and from Argyle Street to Wellington Street (west side), in penetration asphalt macadam, would absorb another £8,000 of the loan. Other streets not referred to in the article, but which however had been provided for in the loan, were Goldsmith Street (£2,000), Shelley Street (£2,364), and Morris Street (£650)."
CHAPTER IX.

Captain Kenney, and His Bathing Ship the Old Whaling Brig
"Nancy"— An Historical St. Kilda Circular—Captain Kenney's
Claims to be the First Baths Proprietor Considered—Corrective
Dates—Mrs. Ford's First Bathing Establishment—Prominent Men
of the Day Associate Themselves with Kenney's Swimming
Carnivals—"Orion" Horne and Others—Chinese Fishermen—Hegarty's
Baths—Demolition of Kenney's Baths—Agitation for Their Retention.

To many Melbourne men, early St. Kilda was, to a large extent,
visualised as Captain Kenny's Bathing Ship Baths. The
Captain and his Bathing Ship were known throughout Australia.
Men visiting Melbourne from "way back," at the times of
holiday, and racing carnivals, invariably found themselves in
Kenney's baths, washing off, as it was said, the dust of the hot
plains, by taking a "dip" in the sea, at the "old bathing ship." The
captain was pleased to talk, in after years, to his patrons, dwindling
in numbers, of the squatters and the wool kings who made his baths
their cleansing Mecca when they came to town.

So outstanding was this ship bathing establishment on the St.
Kilda beach front, and so early in the settlement of St. Kilda did
Captain Kenney make his appearance, that the Captain has been
commonly supposed to be the pioneer of bathing establishments on
the St. Kilda shoreline. The Captain advertised in a circular,
issued in the years of the sixties, that he was the original projector
of sea-bathing accommodation at St. Kilda. The preservation of
this advertising circular was due to the care of his daughter,
Miss Kenney, who gave it to us some seventeen years ago. In
the circular the reader may hear speaking, in his characteristic
style, the short, stout, freckled, bluff, choleric, good-natured
Captain William Kenney. He was born at Harwich, the seaport of
Essex, in the year 1820. As a boy the tang of the sea was in his
nostrils, and the hollow- sounding noise, the plunk! plunk! of
shipbuilders' hammers while being used in caulking decks with
oakum was in his ears. Strange, bearded seamen, suggesting
adventure, came to
THE FIRST ST. KILDA JETTY AND KENNEY’S BATHING SHIP.

(About 1855).

From an oil painting in the possession of the Municipality.
Harwich, fresh from the foreign ports of Antwerp and Rotterdam, and then there were the sailors from the port of wonderful London. These sea associations stirred thoughts of voyaging in the mind of young Kenney. He spoke of such things to us—of his youth—in the days of our own youth, though he was usually a man of few words.

The Captain's life environment made him a fighter, since the days of his disillusionment, when he went to sea as a ship's boy in a collier that sailed the cold grey North Sea. Brighter days came with his manhood, when he rose to be a ship's captain. He arrived in Melbourne, from Liverpool, on December 16, 1852, in command of the ship "Yarmouth," which he had chartered to convey emigrants to Victoria. After completing that charter successfully he decided to make his home in Melbourne. He bought a small vessel called "The Apprentice," and commenced to make trade ventures in her along the coast, and continued to do so until "The Apprentice" was wrecked on King Island. Marooned on that island, Captain Kenney decided to attempt to make the adventurous voyage through Bass Straits to Port Phillip. A small open boat, the ship's dinghy, had been saved from the wreck. She was partly boarded over before Captain Kenney, with his crew of two men, started for Melbourne. They reached Hobson's Bay, and the Captain's dauntless seamanship was admired by shipmasters, who knew the perils of the passage, and by others. That experience closed Captain Kenney's sea career as a ship's captain.

With such knowledge of the man, the reader may the more readily appreciate the hardy Captain's circular, wherein, by the way, his name is spelt Kenny, without the "e." The circular reads:

"THE BATHING SHIP," ST. KILDA BEACH.

This Bathing Establishment has peculiar claims upon the support of the Public, inasmuch as its Proprietor, Capt. William Kenny, was in the year 1853, the original Projector of Sea-Bathing accommodation to the inhabitants of Melbourne and its vicinity. Up to the above period, all persons, no matter what their degree or position, must, in order to enjoy a Sea Bath, have submitted to an al fresco toilette on the open Beach, exposing themselves (however unwillingly) to the gaze of persons within range of observation. To most persons this mode of obtaining a bath was absolutely objectionable, and but few persons ventured on Sea-Bathing under such circumstances. Consequently there was but small encouragement for "capitalists" to provide an accom-
modation manifestly required, but which, nevertheless promised only very remote prospects of "interest on capital." With this difficulty apparent to him Captain Kenny, however, in the year 1853, invested all his available capital in the purchasing and placing the Bathing Ship "Nancy" in her present condition, firmly believing that our citizens would sooner or later appreciate the advantages of a "comfortable and decent plunge in the open sea." The first season did not pay. The second season did pay, and the profits were devoted to improvements in the accommodation. The third season was a "decided success." So decided, indeed, that the speculation was considered too good a thing to be enjoyed by Captain Kenny alone—even though his private enterprise had led to the result, and very soon after his success becoming apparent, he found his unaided "Private Enterprise" was opposed by a Public Company. Captain Kenny does not complain of this competition, for success in any undertaking naturally leads to opposition; but still, in competing with his powerful opponents, he would remind the Public that "The Bathing Ship" is the original St. Kilda Bath. Notwithstanding his private resources must of necessity be more limited than the means of competition possessed by a Public Company, Captain Kenny now with confidence, and some amount of honest pride, asserts that, although it may not be so ornamental in exterior, yet still his old unpretending establishment will bear favourable comparison with his opponents in all material points, and that he can now offer to his liberal patrons a Bath in the best Bathing Site in the Colony! FENCED IN AND FREE FROM FISH! The bottom is composed of a thick layer of fine sand, and consequently the Diver can enjoy his plunge without danger. The depth of water varies from 12 to 3 feet, affording facilities, as well to the inexperienced as to the experienced Swimmer. To the latter, the site is peculiarly advantageous, inasmuch as it contains the largest swimming area in the Colony, fenced in and free from observation.

NOTE! ADMITTED TO BE THE BEST BATHING GROUND UP TO THIS DATE!

Captain Kenney's claim to be the first person to provide accommodation for bathers on the St. Kilda Beach, was not literally correct, though he may not have considered an earlier fugitive attempt to establish baths as insufficient to deprive him of his claim. In newspaper articles written about Captain Kenney and his ship baths, and such public references were numerous at one time, the date of the Captain's arrival in Melbourne has repeatedly been given as in the year 1850. Man's memory is a frail reed to lean upon alongside the support that is given by the written word, and documented dates. Captain Kenney, according to the Melbourne Custom House Shipping Register, now in the Melbourne Public Library, arrived during the close of the year 1852, viz., December 16. For business
purposes the new year must have seen the launch of "The Apprentice" adventure, and its unfortunate end on the rocks of King Island. During this time the record for providing the first commercial bathing facility at St. Kilda was made by a woman, Mrs. Ford, who provided, in the year 1853, a bathing shelter for bathers, wherein they could undress, and dress, in private. Her baths were on the south side of the jetty. When Captain Kenney was safe from the perils of shipwreck in Melbourne, and began to contemplate a sea baths speculation, and when he visited St. Kilda he thought that Mrs. Ford had secured the best bathing site on the beach, and he bought what rights of site and material Mrs. Ford had.

In his circular Captain Kenney says: "Captain Kenney, however, in the year 1853, invested all his available capital in the purchasing and placing the Bathing Ship Nancy in her present "condition" (position ?), firmly believing that our citizens would sooner or later appreciate the advantages of a 'comfortable and decent plunge in the open sea.' " This circular has always been regarded by those interested in early St. Kilda as authoritative on the question of the date when the old bathing ship, the "Nancy," was first anchored at her St. Kilda moorings. It can be regarded no longer as authoritative in that particular. The shipping records show:—

**SHIPPING INTELLIGENCE.**


The Melbourne Customs House Shipping Register states that the brig arrived on February 23, 1854. She brought a mixed cargo, mostly packages, and cases; contents not specified. Among the items of cargo enumerated were:—30 bales of salt fish, 5 tombstones, 71 pine planks, and a considerable quantity of brandy, sherry, and champagne, in casks and cases.

"The Argus" newspaper, on February 21, 1854, says: "This Swedish brig sailed from Hong Kong on 13th July, and came to Melbourne via Swan River" (Perth, W.A.).

The same paper published a paragraph, in its news columns, in the form of a warning notice:—"Look out. We perceive forty steerage passengers by the Nancy from Hong Kong, via Swan
River. Are these men bond or free?" The reason of the paragraph was that Melbourne people were suspicious of those who came from Swan River, which was then a Crown convict colony.

The date shown in the Register of the arrival of the "Nancy," 23/2/54, is evidently three days out. The date the 20th is shown on the ship's passenger list. That the brig arrived in the month of February, 1854, is a fact, and that being so, it is obvious that Captain Kenney blundered when he stated he placed the "Nancy" in St. Kilda waters as a bathing ship, in the year 1853.

Thus it was, in the year 1854, that Captain Kenney bought the Swedish brig, of 200 tons, the "Nancy," after a protracted voyage from Hong Kong. At the time of her purchase she was laid up in the port of Melbourne for sale, in the same way as dozens of other ships were deteriorating in Hobson's Bay, wanting, and unable to obtain, crews. Sailors of such ships had deserted them, and made off to the gold diggings. The seagoing conditions of the "Nancy" were probably much worse than those of the ships for sale anchored about her. It was said that her timbers were worm-eaten, green with marine growth, and carpeted with barnacles. The ship's surveyors condemned her as unseaworthy. She was believed to have been sailing the seas for a period of one hundred and fifty years, or more. Made of teak throughout, she was built in the dockyards at Gothenburg, and her timbers were bolted, and clamped together by experienced Norsemen. She had no claim to beauty. Her bluff-apple-faced bow was the type of bow designed in those pre-clipper-lined days of ship building, but the bows were ones that gave the waves buffet for buffet, and it was man, who made her, who wrecked the "Nancy" brig at last. Her construction showed that she was originally built as a whaler to stand the crush of pack ice in the Arctic seas. The wooden beams, forming her sides, were six inches by four inches, and on the top of her timbers there was a heavy covering of felt, and the felt blanket had over it a sheath of iron plates. Inside the ship was a network of wooden knees, measuring eight inches by twelve inches in thickness. A three-inch decking was supported by beams, eight inches by eight inches, placed together unusually close. She was 96 feet in length, and she had a beam
of 26 feet. She was sailing the seas when Captain Cook was cruising along the Australian coast line, in the "Endeavour," in 1770. The brig "Nancy" was slightly larger than the "Santa Maria," in which Columbus bravely sailed into the unknown seas, and discovered the new world. The "Santa Maria's" measurements were 90 feet of a keel line, and a beam of 29 feet.

Captain Kenney dismantled the brig, selling her fittings, but he retained her bell. Reality and romance lay about the brass-tongued voice of the brig. Through fair weather and foul it had sounded over many seas. Hundreds of sailors, when the brig was alive on the waters, had sprung from their berths, with strange, and foreign oaths, at the bell's call in the early watches of "dirty nights at sea." So Captain Kenney would not part the bell from the hull, and the bell went with the brig, when she was towed across Hobson's Bay to St. Kilda.

When the Captain anchored the brig he did so at the spot to the south of the present pier, about half-way from the south end of the Esplanade. The place was Mrs. Ford's bathing area which Captain Kenney had bought as a suitable place for the ship's baths. The brig was scuttled and beached in the depth of ten to twelve feet of water, and she lay well out from the shore. Captain Kenney provided a boat for intending bathers, and the "Nancy" was linked to the shore by a rope that had threaded on it a large iron ring. To the ring was attached the painter of the boat. Intending bathers on the shore entered the boat, and pulled themselves, by aid of the connecting rope, to the brig. After the Captain's vessel had been in that location for a few weeks, the Hobson Bay Harbor authorities gave the Captain notice that he would have to remove the brig to the other side of the jetty, in a line with Fitzroy Street. When he received the summons the "Nancy" was settled in a sand bed, with twelve feet of water in her hold. A square hole, about two feet by one, had been cut in her stern, and this was made watertight to allow the water to be pumped out of the hold to refloat her. The refloating of the brig, with the aid of two barges, and the removal of the scuttled hull of the heavily timbered whaling brig was a tedious and an expensive work.

Captain Kenney grumbled to the last at what he considered was the arbitrary action of the Government in supporting the
Harbor Trust authorities in the enforcement of the ruinous order for removal of the brig to the north of the jetty. He had personal knowledge of the action of jetties, groins, and the encroachments of the sea at his native town of Harwich. His grievance, and his claims for compensation against the Government, for the enforced removal of the ship bathing pool, were that the St. Kilda jetty would act as a groin or piled breakwater, and it would cause the floating sand, and shingle, to accumulate within the limits of his sea lease on the north, and be hurtful to him when the time came for him to extend seawards from the "Nancy." Already he said the peak of the jetty had diverted by its thrust the channel of the shore scour of the bay waters running southward to the Red Bluff.

The shoaling of Captain Kenney's baths was obvious at low tide at the time the mouth of the River Yarra was being deepened, and the silt barges discharged their contents into the bay waters. The baths area then extended seawards from the "Nancy" for some distance. Further extensions of his baths fence were made by the Captain in the hope of retaining the depth of twelve feet of water for bathing. The continual sand filling, tide borne, was injurious to the baths' depths, and ruinous to what the Captain called "my vested interests." The same sand shoaling has since proved beneficial to tens of thousand of holidays makers who frequent St. Kilda beach to-day. The diverted scour of the sea current by the pier has caused long, clean-floored sandbanks to form with graduating western edges to the deepening water.

The sand accumulations precipitated by the scour destroyed acres of sea grass beds that were spawning grounds for fish. How prolific these waters were with harvests of fish is shown by a newspaper paragraph in the Bendigo Advertiser, Jan. 5, 1857, which states that two wealthy Chinese had established fish curing houses for fish caught at St. Kilda, Geelong, and Schnapper Point. The cured fish were exported to China. A dozen boats, manned by Europeans and Americans, in numbers from 20 to 40 persons, were engaged in catching schnapper, and selling the fish to the Chinese, who paid to the fishermen as much as £1000 a year for their harvests from the sea. Some of the coolie Chinese fishermen lived in tents, and huts, on the West Beach, St. Kilda, then, in winter, a dismal shore line.
between marshlands, and the sea. In dry seasons the place was a drifting desert of sand.

Buvelot, the Swiss-Australian painter of "A Winter Morning in Heidelberg," and other pictures, in the Melbourne National Gallery, thought the Chinese shanties on the St. Kilda beach picturesque enough to make a lead pencil sketch of them. The St. Kilda Council eventually ejected the three or four old Chinese, from their collection of old iron, bags, wood, and mud bricks, which the fishermen called their homes. Years afterwards a tin box was found in the sand, close to where the shanties stood, by one of the men engaged in the work of construction of the military road now called the Beaconsfield Parade. The box contained twenty or thirty sovereigns of the reign of George IV. As the box also had in it water worn gold, there was room for speculation as to whether a Chinese, or European miner had hidden the treasure trove, and what had become of him?

During one stormy night, in the year 1858, a "southerly buster" swept the fences of Kenney's baths away, and the shore of St. Kilda was littered with the baths' wreckage. To obviate the chance of such a wreckage happening again, the Captain drove large redgum piles into the sand so deeply, that they remained immovable until the baths and fencing were finally demolished. Again, in the great floods of 1862, the bathing ship was washed over on its side, such was the force of the flood waters rushing out of the mouth of the Yarra, and swirling along the St. Kilda shore. Captain Kenney at that time lived with his family on the brig, wherein most of his children were born. In trouble he succeeded in landing them on the St. Kilda beach. He returned to the brig. The flood waters increased, and he was marooned for three days, his food and water supplies running short.

When the brig "Nancy" was settled in its new position, at the shore foot of Fitzroy Street, the use of the roped ferry boat, from shore to brig, was abandoned. Captain Kenney, knowing his ship was permanently anchored, connected the shore with the ship by a small slender pierway. Thousands of bathers in the years passed along that narrow pier, for Kenney's Baths were popular. In the heyday of their prosperity they were the accepted place for Melbourne people to hold marine sports, and
sea carnivals, specially at the beginning of the New Year. High prices, from three to five shillings, were charged by Captain Kenney, but still crowds (for those days) numbering seven or eight hundred spectators, paid for entrance to the baths. What some of the newspapers of the day called the "gentry of Melbourne" patronised these displays. One group of umpires and committee consisted of the Hon. J. H. Patterson, M.L.C., W. Nicholson. M.L.A., Claude Farie, the Supreme Court Sheriff, the Rev. J. H. Gregory, of All Saints Church, Albert Barrett, Dr. W. Thompson, M. A. Krohn, and John Stevenson. Swimming stars, of the first magnitude, now the dimmed "stars" of a forgotten sporting world, swam in Kenney's baths. Among them was G. Pewters, the champion swimmer of England. He thought it only a breather, the public was told, to jump off Vauxhall Bridge, and to swim to Greenwich, and to dive from the centre of each of the seven bridges crossing the Thames. Then there was the champion of the Serpentine and Westminster Baths, and also other Britishers. They were all beaten by an Australian, residing at Williamstown, named Charles Stedman. The distance of the race was 300 yards, and time recorded 31 minutes. The trophy was a silver cup valued at £35. Sharp disputes arose, and continued, between the baths' swimming committees, and the race competitors, who were in favor of nudity, as to whether the swimmers should wear "drawers, or at least girdles," when in the water. Some of the competitors left the baths, refusing to compete in the races if they had to use bathing garments.

A display of swimming was given at St. Kilda on March 5, 1859. The Argus newspaper's report of the affair states: "There was a large number of persons present. The Bathing Ship was completely crowded, and the beach for some distance, on the Sandridge side, was lined with spectators. A heavy rolling sea, we are informed, was not conducive to the success of the swimming exhibition. A trial of skill between two expert swimmers, Horne and Stedman, was the attraction of the afternoon. Horne was awarded a gold cup, though the opinion of the spectators was divided as to whether Stedman was not quite as good a swimmer." Visitors to the Bathing Ship wrote letters of complaint to The Argus editor, saying the price of admission to the swimming races, three shillings, was again too
high. Three shillings was the charge to watch the races from the
deck of the 'Nancy,' the grandstand. Among the spectators interested
in Horne's trick swimming was Professor Irving, a graduate of
Balliol College, Oxford, and who had been appointed a Professor of
Classics at the University. He afterwards became the Principal of
the Wesley College.

William Hengist Horne was an outstanding figure in the circle
of literary and official personalities of Melbourne. He was also an
influential man at St. Kilda, a man who had "done things." He lived
at the Star and Garter Hotel, Robe Street, where, in the dining
room, Shakespearian and other literary readings at times took
place. Home was known to most people as "Orion Horne", "Orion"
being the name of an epic he wrote, which he sold for one farthing
a copy. He was a friend of Charles Dickens, and a contributor to
the English magazine "Household Words." He had emigrated to
Victoria with his literary friends the Howitts. Displays by
himself of fancy swimming in Kenney's Baths afforded him
pleasure, and Melbourne Punch endeavoured to increase that
pleasure. The paper's editor thought it was a great joke, that.

"The Horne, the Horne! The lusty Horne!" a one-time
commander of the Gold Escort in Victoria, a Territorial Magistrate, a
gold warden, and a Commissioner of the Yan Yean Water Supply,
should thus disport himself at St. Kilda. The writer in "Punch"
says:—

"It was with some surprise that Punch last Saturday
afternoon beheld Mr. R. H. Horne (Orion) in puris
naturalibus, lying, on his back, in the water, outside
Kenny's Bathing Ship, with about a thousand people looking at
him, and admitted to the sight at eighteenpence and two and
sixpence a head. Walk up! Walk up! Walk up! A real live
poet, unsophisticated as when born into the world."
The paper says: "Mr. Horne's situation did not look epic in this
new 'water commission.'" Messrs. Facie, Nicholson, Gregory,
and Patterson, on a raft, were the judges.

Horne, at the time, was the Commissioner for the Yan Yean
Water Works. He had been educated at the Royal Military
College, Sandhurst, and had an adventurous and honorable
career, including fighting as a naval unit in the Mexican-Spanish
War. After his arrival in Victoria, in 1852, he was employed for a time as Archibald Michie’s clerk. In the year 1853, C. H. Dight, address Elizabeth Street, the Chairman of the Private Gold Escort Company was advertising for two, or three, escort guards, stipulating that "none but men of unexceptionable character will be engaged. Respectable references will be required." "Orion" Horne applied for and obtained the position of Superintendent of the Private Escort, known as "Dight’s Horse," running between Melbourne, and Ballarat. It consisted of an assistant superintendent, ten guards, and three Yankees, drivers of the carts. As superintendent, Horne must have made a brave show, for he tells us he wore a cavalry sabre, pistols in belt, and in holsters. He was dressed in long mud boots, an old frock coat, and a broad-brimmed slouched beaver hat, with a black cloth Templar cap for night work. His first trip has a moving tale attached to it of accidents by flood, and field. Outside Gisborne, on the down journey to Melbourne, the Escort ran into a storm of thunder, lightning, and heavy continuous rain. The troopers mutinied, and refused to pass the shelter of the Old Bush Inn. Horne had laden on the three carts two tons of gold. The troopers said they supposed if they were in the army, Horne would have had them shot. They left the gold, and went into the bar parlor, and caroused around a blazing log fire during the night. Horne unloaded the three carts, and piled the gold boxes in the middle of a little room, at the end of the hotel's verandah. He overheard the half-drunken armed men talking, during the night, what they would do with the gold if they were bushrangers. Horne, and his officer, stood guard over the boxes throughout the long and stormy night. Next day, through torrents of rain, over the awful roads, the escort was urged on by the impatient Horne. One cart smashed under the strain, and the gold boxes were placed on the remaining two carts. Three troopers dropped out, beaten with the struggle against mud, and rain, and Horne left them, still pressing grimly onward to safety, to Melbourne. They arrived in Melbourne, men and horses dead-beaten. They were drenched scarecrows, as they slowly drove down Collins Street, their pistols, and carbines, red with rust, and useless as weapons of defence. The two tons of gold reached the Treasury.

Henry Vizetelly, of Vizetelly & Co., publishers, London, who published the epic poem "Orion," tells us in his memories of
life, how Horne abandoned authorship in his middle age, and emigrated to Australia, where "for half a dozen years he filled the post of superintendent of the mounted police in one of the colonies." In view of the storm at Gisborne, it is interesting to learn from Vizetelly that "This was a strange duty to be undertaken by an epic poet, and especially one who had such a mortal dread of wet feet, that he always carried about with him a pair of reserve socks, wherewith to replace his damp ones, when the streets happened to be slushy. I have known him, on several occasions, to make the change quite unconcernedly in our counting house, while he was waiting for proofs."

"Some two years ago," writes "Orion" Horne in 1859, in his book "Australian Facts and Prospects," "I received a letter from Dr. Southwood Smith in which this passage occurs: 'So you come from St. Kilda every morning by the omnibus. What a wonderful country Victoria is! Why it seems only the other day that you were all horsemen, or had to wade through a swamp, and wander through the bush to get to town!' Almost by the next mail I informed the doctor that I no longer came in by an omnibus, but by the St. Kilda railway, in eight minutes, fare the same as the omnibus or cab." Horne's friend Dr. Southwood Smith, was "the great sanitary reformer and the late medical member for the Board of Health, Whitehall, England."

Horne returned to England in the year 1869. In 1874 he was granted from the British Civil List a literary pension of £100 a year, and when he died at Margate, on March 13, 1884, a picturesque character of early St. Kilda, and an early and continuous resident of Robe Street, ceased to live.

Horne was contemporary with Miss Clara Aspinall, who came on a visit from England to St. Kilda in the year 1858. She stayed with her brother, the well-known barrister and politician, Butler Cole Aspinall. She wrote her impressions of her stay under the title of "Three Years in Melbourne," published by L. Booth, London, 1862. She says that "few families reside in Melbourne unless their business avocations compel them to do so. The favourite localities are St. Kilda, Brighton, South Yarra, Studley Park, Hawthorn, Toorak, Richmond, and Heidelberg. Then she proceeds, "St. Kilda is decidedly the favourite of all these suburbs, and the most thickly populated, chiefly on
account of its good sea bathing, and the convenience of getting from it into town by the train. There is an esplanade overlooking the pretty bay, where it is pleasant to drive, and to walk up and down before sunset on a summer's day. It would be drawing rather extravagantly on the imagination to say that it reminds one of the East, and West Cliff of Brighton, in Sussex; still, this favourite Australian resort commands a very much more enjoyable view, the bay being dotted over with every description of vessel from the magnificent clipper ships to the tiniest of sailing boats, painted all colors. The bathing at St. Kilda is excellent, much better, I think, than at many English watering places. The bathing establishments are three-sided wooden erections, open to the sea. These are divided into innumerable little apartments, rather smaller than a bathing machine, but very much more comfortable from the fact of their being stationary."

Among those who took their morning dip at Kenney's Baths were Archibald Michie, William Riggall, Kelson, H. J. Jennings, the Webb Brothers (Parliamentary Shorthand Writers), the Beauchamps, Tullett, Joshua Mooney, the publican, Thomas, the chemist, the Rev. John Herbert Gregory, the first vicar of All Saints', St. Kilda, and others. The late Rev. Henry J. Wilkinson, told this anecdote of Mr. Gregory's love of bathing. "He," said Mr. Wilkinson, "was very fond of bathing, none more so; he could undress more rapidly than any man I ever knew—his clothes seemed to 'rip' off him. One day we were going to the St. Kilda Baths, and met coming back from there a young Rabbi. 'Ah,' he exclaimed, 'Mr. Gregory, I beat you this morning? 'Yes,' came the reply, 'it is as it should be, perfectly orthodox—the Old Testament before the New.' "

In October, 1857, Captain Kenney petitioned the Crown Lands authorities, to give to him permission to place another bathing ship, some 300 yards north, from his bathing ship, towards Sandridge. He explained that he designed the second bathing ship, "for the use (more particularly) of the working classes." He purposed to charge each person using the baths, threepence. The building to be constructed, in connection with the ship, was to be placed on piles, and the baths would be screened from observation. The approach to the ship was to be by a jetty. The Secretary for Crown Lands, informed the Coun-
cil that, as he understood, 600 yards was the least distance, from the present bathing ship, towards the Battery, that the Council approved of, he would not issue a license to Captain Kenney, until he heard from the Council. Captain Kenney’s intention was not carried out. The Battery north of the Beaconsfield parade foreshore was one of those along the shore that belonged to the Victoria Volunteer Artillery Corps, which was commanded by Lieut.-Colonel Anderson, and had a corps strength of 684 men.

Mrs. Ford’s bathing license was renewed in January, 1858, by the authorities of the Crown Lands Office, Occupation Branch. In June of the same year, the Council complained, that two bath proprietors, Mrs. Ford, and Mr. Jackson, had constructed, in connection with their bathing establishments, on St. Kilda Beach, certain rooms for restaurants. Letters were sent by the Crown Lands Office, June 29, to Mrs. Ford, and to Jackson. Jackson was told, that if he did not desist from using part of his premises as a restaurant, his license would not be renewed. Mrs. Ford was informed, that she had a restaurant, and that she had placed a signboard thereon, with "Mrs. Ford’s Restaurant Room" painted on it. The Secretary of the Crown Lands warned her: "This must be at once removed, and the rooms, which you have erected, must be converted into private rooms, for the use of the ladies, frequenting the bathing establishment."

The St. Kilda Council was informed, by the Secretary of the Crown Lands Office, that proprietors of bathing establishments had no claim to the shore, only so far as it was necessary to use it for the free ingress and egress to their baths. This rule was departed from, in the case of Captain Kenney, who obtained permission to occupy a small portion of the ground, to be used as a yard to accommodate his patrons’ saddle horses. In the year 1876, some of the old stalls, sand choked, were still to be seen. The shore line was closely watched by the St. Kilda Council. Questions, to the Crown Lands Department, concerning the doings of the Crown tenants, on the shore line, were frequent. In January, 1860, the Secretary of the Crown Lands, forwarded, at the Council’s request, a report by the Head Crown Ranger, W. M. Bickford, showing the names of the licensee occupants, of the sea frontages, within the municipality of St. Kilda. The names were those of William Kenney, with bathing establish-
ments 1, 2, 3, for each of which he paid a rental of £10 a year; John Webb, who paid a like rent; Mrs. Ford, a like rent. Law- ranee Tulloch was a fisherman who paid 10/- a month, as did, also, two other fishermen, McFarlane and McGregor.

In February, 1864, there was on the beach, a disused bathing establishment called the Pavilion Baths. It was on the south side of Mrs. Ford's baths, and the shore derelict was owned by Captain Kenney, who let it to some fishermen. For some reason the name "Pavilion" went out of favor, and the baths were rechristened the Victoria Baths. The names of bathing establishments on the beach, changed as freely as hotels' names did in the town, rendering identification in these later years of any particular hotel, or baths, difficult. In November, 1864, the Victoria Baths were not in use. The Council notified Captain Kenney that he would have to remove the whole structure at once, because it was a harbor for disorderly characters, and fishermen, to the great annoyance of ladies, bathing at Mrs. Ford's Baths. Ford's Baths then happened to be licensed by G. L. Headen. Captain Kenney explained that he allowed the fishermen to occupy the baths, and that the other men complained of, were his servants, who were engaged in repairing his other bathing establishments, and also, at the time he received the complaint, the Victoria Baths had been closed for some weeks, and that no one was allowed to bathe there. It was his intention to put the place into a good state of repair.

In the bow of the brig "Nancy" there was a cabin where, in the year 1856, the Victoria Yacht Club members met, and transacted their business. In the cabin many seamen of the seventeenth century must also have sat during the brig's voyages. The rules of the club always lay on a table in the cabin for the use of the members. The book of rules bore the imprint, "Wilson, Mackinnon & Fairfax, 78 Collins Street East, 1856." We learn something from the "Rules and Regulations of the Victoria Yacht Club." Rule 31 states that the club button bears the initials V.Y.C. and Foul Anchor, and that it is optional to members whether they wear the button or not. Rule 32 defines the yachtsman's dress with the precision of a Professor Teufelsdrockh. The book gives a list of members, mentioned among whom were Samuel Henry Bindon, afterwards a County Court judge. Bindon was a member of the St. Kilda Council.
from 1863 to 1867, and a member of the Legislative Assembly from 1858 to 1861; J. M. Crosbie, Thomas Miller, a Melbourne Police Court lawyer, who kept a pack of beagles at St. Kilda; George C. Ross, George Mansfield, A. J. Kenney, Robert Robinson, W. IL Belcher, Clerk of the Melbourne Police Court; Brabazon Purcell, Nicholas Riordan, McGregor, R. C. Bagot, Robert Brown, W. Hocken, Thomas Graham, H. Hellins, A. S. Wright, Mathew Cantlon, Robert Bennett, A. Sutherland, R. D. Ireland, Thomas Mathews, W. Pender, Captain Kenney, Charles Hackett, P.M., and others.

Fifteen bathers regularly met every morning at the Bathing Ship, and had their swim. They did not, as a group, miss one morning in the year, and individually they kept the record intact, at least The Argus newspaper in telling of the following incident implies such was the case. Just before midnight, on the night of December 31, 1861, the fifteen bathers entered Captain Kenney’s Baths. Precisely, as twelve o’clock midnight was struck, the fifteen bathers, as one man, dived into the water, into the New Year 1862. When they came out of the water, and they were dressed, they adjourned, with the Captain, to the old cabin of the “Nancy” brig, where, with whisky to cheer them, they all had a merry time celebrating the coming of the New Year.

Soon after the time when the St. Kilda Council came into being, Captain Kenney chartered a ship called the “Gazelle” to act as a collier to carry coal from Newcastle to Melbourne. He applied to the St. Kilda Council to allow him to land the coal at the jetty, but the Council told him it had no power to do so. The “Gazelle” had brought emigrants from England, and had called in at Adelaide. She was available at cheap rates for charter, tempting Captain Kenney to make the venture in coal importation. The speculation was a failure. The captain of the “Gazelle” piled the ship on to a reef off Green Cape. Captain Kenney’s one and only shipment of coal that reached Melbourne was landed and sold at a loss. Captain William Howard Smith, and Captain Kenney were the first two men to import coal from Newcastle into Victoria. Captain Kenney, after the loss of the “Gazelle,” abandoned the enterprise. He said the settlers obtained wood too easily for them to want to buy coal. Captain Howard Smith differed, and thought that coal must, in the end,
make its way. Fortified by his belief, he remained in the coal trade, and as a result the great interstate shipping company of Howard Smith & Sons Limited was founded.

Early in the year 1912, the continuing work of beautifying the lands and shore line, in the vicinity of the Esplanade, resulted in the "Nancy," and the sea fences attached to her, being removed. In compliance with an official order, the old vessel was broken up. So passed away the staunch "Nancy," the craft that had weathered storms in the four quarters of the world.

The name "Nancy," by which the brig was known in Australian waters, is probably not the name she bore, when a whaler, in the Arctic seas. It was quite in harmony that a ship which had sailed the world's oceanways, found, in the end, a safe harbor, and that the brig became the home of a sea captain, who, like her, had weathered storms, and who, also, was destined to find a quiet haven in the peaceful waters of a friendly bay. True, the combination of the captain, without a crew, and the seaworn brig, recalls thoughts of another "Nancy Brig," about which Gilbert, the author of "Bab Ballads," tells us the editor of the London "Punch" objected to, because the incidents recorded in the ballad were "too cannibalistic" for "Punch's" readers.

Dismembered, "Nancy's" timbers still served a period of usefulness. A contractor bought her strong, seasoned teak boards and beams. He was building, at the time, additions to the Church of England Grammar School. He had the boards made into trays, to use to carry mortar to the masons laying the bluestone cubes. On the prow boards of the "Nancy," the cunning craft of old ships' carvers was evident, and these carved boards, with the brig's bell, were retained as mementos of St. Kilda's historical bathing ship, by Captain Kenney's eldest son, William.

In 1861, Captain Kenney had established a bathing establishment for ladies. "The Argus" newspaper, in a sharply-worded paragraph, accused the proprietor of the Ladies' Baths, St. Kilda, of issuing a misleading advertisement card that was displayed in various places, including the precincts of the St. Kilda railway station. From the card's letter-press it was
gathered that a lady could obtain a return railway ticket from Melbourne to St. Kilda, which ticket included admittance to the baths for 1/6. Many ladies had been deluded by the advertisement. When they reached the ladies' baths, they were informed by the baths' attendant that before they could have their "dip in the briny," they must pay one shilling. For some days it seemed as if the criticism would go unanswered. At last, Captain Kenney wrote a letter to "The Argus," stating that the advertisement had been misread. The 1/6 return ticket, and a bath had reference to a bath at the bathing ship. In the years of the seventies the cost of a bath at Kenney's had fallen from one shilling to sixpence for men, and for boys to threepence. Hegarty's, if we remember aright, charged a shade less than Captain Kenney did for a bath, with further concessions to the bather if he provided his own towel.

The Royal Gymnasium Baths and Sea Bathing Company was formed with G. H. F. Webb, as the chairman of the company, and W. Elsdon, C.E., as the architect, and engineer. At first Henry P. Taylor was the secretary of the company, but he did not retain the position. E. Bradshaw succeeded to the vacant office. The company held its meetings at James' Terminus Hotel, St. Kilda, where a resolution was carried, in 1858, to erect baths on the St. Kilda Beach at an approximate cost of £6,500. The baths were to be called the Royal Gymnasium Baths. It does not seem to signify what name is given to bathing establishments at the sea-side; they will not be called so if the name is anything as cumbersome as the "Royal Gymnasium Baths." Bathers not only abbreviate their gowns, but also the names of baths. "The Bathing Ship" soon became known as Kenney's Baths, and the Royal Gymnasium Baths as Leggetts, and afterwards (1862) as Hegarty's Baths.

Leggett was the St. Kilda Sea Bathing Company's manager, and he was well known, apart from the position he held, on the sea front. Under the Fisheries' Act he exercised the duties of an inspector. In October, 1860, Leggett, described as the manager of the St. Kilda Sea Bathing Company Baths, prosecuted three woebegone, poverty-enveloped Chinese, Ah Fow, Ah Pah, and Ah Gib, for fishing, with a net, that had in its bunt a mesh of one third of an inch in diameter. The Chinese beachcombers, who lived in the ramshackle shanty on the West
Beach offered no defence. Evidence was given that the Chinese were so poor that they could not have had much less than they had and continue to live. The net represented everything to them. They just scraped enough by working hard, morning, and evening, in salt water, with the aid of a leaky boat, to get enough to eat, and so to continue their hapless lives. The Chinese were fined 1/- each and the costs were fixed at 6/8. The net was ordered to be destroyed. An appeal was made by a Mr. Pain, on behalf of the Chinese, to stay the destruction of the net until such time as a memorial could be prepared to present to His Excellency praying him to allow the Chinese to send the net out of the colony. While the justices were in sympathy with the three unfortunate Chinese, they said there was no option but to destroy the net according to the Act. The Chinese survived the legal proceeding, and even multiplied upon the beach front. By the year 1873 there were twelve of them living on the West Beach.

A letter, referring to the Chinese, and their ways, appeared in The Argus newspaper signed "Clavering Redmayne, Captain late 7th Dragoon Guards, Village Belle Hotel, St. Kilda, January 30, 1873." The writer wanted the authorities to restrain the Chinese from netting for a distance of 100 yards, on either side of Kenney's ladies' and gentlemen's baths. He asserted the Chinese "left stingarees, and sharks, to pollute the otherwise refreshing breezes by putrefaction and filthiness." Another writer, who signed himself "Ah Jim," said, "To Redmayne it appears monstrous that some twelve Chinamen should obtain a living to the detriment of the invalids, and visitors, at St. Kilda, whose particular amusement may be fishing. As the two companies of Chinese fishermen, located on the beach, supply almost entirely the demand (for fish) at St. Kilda, besides forwarding no small quantity to the Melbourne market, it can readily be imagined the consternation of the individuals, and visitors, living there when informed in the morning if they wanted fish that they would have to 'fish for it'." The writer, "Ah Jim," said he was surprised to read the complaint, and that it was the first complaint that had been made against the Chinese in fifteen years. The complaint was not taken any notice of, so far as removing the Chinese was concerned, for we
saw some of these alien fishermen on the west beach, in the
year 1876 or '77.

The Royal Gymnasium Baths, afterwards Hegarty's Baths,
were situated on the south side of the pier. It was free from
the disadvantages Captain Kenney's baths suffered from.
Michael Hegarty bought out the company, and afterwards
the baths became the property of his brother. At the time of the
transfer from brother to brother, Melbourne, and its suburbs,
were billed with many posters asking, "Where is Sam?" Every
hoarding asked the question. In train and bus the question
"Where is Sam?" met the eyes. Melbourne residents began to
ask each other as a joke, "Where is Sam?" Various surmises
were favored, "Sam was in gaol," "He was out with his best
girl," and so on as the wit of the day expressed itself.
Eventually the reply appeared, "Sam is at Hegarty's Gymnasium
Baths, St. Kilda." Melbourne laughed, and then went down to
St. Kilda to see "Sam." Sam sent to England an order for a
lithographed picture to be made of the baths in the form of an
advertising illustrated poster. This poster was pasted on
hoardings throughout Melbourne. It bore the inscription,
"Hegarty's Royal Gymnasium and Railway Baths, St. Kilda;"
and the imprint "C. Ramsay, Belvedere Place, Southwark,
London, England."

Michael Hegarty lived to be an old man, and he was alive
in May, 1928, looking forward to his birthday in October. Come
that month to him he would be ninety years of age.
According to his memory, the baths cost the sum of £10,000 to
build. The company held a yearly license, but it failed to
make the baths a payable business. When Hegarty became
the owner of the baths it had three hundred dressing room
boxes for bathers. Through the mist of years, Hegarty, when
interviewed, recalled the memory of some notable men who
visited his baths for what was commonly called, in those days,
"a dip in the briny." The names of the men he mentioned were
Germain Nicholson, Alston of Alston & Brown, the Collins
Street drapers; Mowbray, of Mowbray, Rowan & Hicks; Judge
McEvoy; Joseph Jefferson, the great actor; John Drew,
comedian; Harwood and George Fawcett, the actors; Jack
Conway, the cricketer; the All-England Eleven, brought out by
Spiers and Pond, who were the licensees
of the Theatre Royal bars, and of the Brighton Railway Refreshment Rooms at Brighton.

During a great storm in the year 1863, one part of the baths was washed away. Michael Hegarty, at the end of two years, transferred the baths to his brother, Sam Hegarty. Michael went to Sydney, and became the lessee of the Queen's Theatre in York Street, and remained there for fifteen years, associated during that time with many stage celebrities of the day, Alfred Dampier, Harry Rickards, J. C. Williamson, and Maggie Moore and others. He also had at the Queen's Madame Simonsen's Italian Opera Company. His early memories of St. Kilda include the memory that there were in his years 1862-64 six cabmen, and ten policemen in St. Kilda. They were on the free list at the Baths. Melbourne had only two railway station masters, one at St. Kilda, and one at Melbourne.

In January 1865 the Council was complaining of the inadequate screens there were at the baths to hide the bathers from the view of people on the beach. The Council also complained that the bathers were not as careful as they should be. They swam out to the fences, and climbed upon piles, and exposed their nudity quite unnecessarily. The Council decided to issue notices to bathers cautioning them about their conduct. These notices were not popular with the baths' proprietors. The Council, to give publicity to the notices, placed them on boards erected in the vicinity of the bathing establishments. In January, 1865, Andrew Campbell, employed by the St. Kilda Borough Council, was nailing up one of the bathing caution notices against undue exposure in front of Hegarty's baths, when Hegarty came out of his premises, and abused and threatened the Council's servant with violence if he posted up the notice. Nevertheless, Campbell refused to be intimidated by Hegarty, and posted the notice as was his duty to his employers. Thereupon Hegarty abused Campbell still more violently, but he went no further with the business of assault as threatened, the hot words seemingly having eased his mind, and stayed his hand. Campbell, feeling he had been scurvily used by Hegarty, in the performance of his duty, brought Hegarty before the justices of St. Kilda, sitting in Petty Sessions, and the justices having heard Campbell's story, said that Hegarty had done wrong, and that he must pay to the Queen's revenue 5/-, or go
to gaol in the St. Kilda lock-up for 24 hours, whereupon Hegarty elected to pay the 5/- rather than to remain in the lock-up. The wording of one of these warning notices, issued by the Council's Baths' Committee in March, 1873, reads:—"In consequence of the proximity of the Esplanade, and the houses bordering on the same, gentlemen using these baths are particularly requested not to unnecessarily expose themselves. Instructions have been given to the police to take action against any persons who may offend in this way."

There was more behind the prosecution of Hegarty than appeared in court. The Crown Lands Department, at the desire of the Council, and by way of enforcing upon baths' proprietors the task of adequately screening the bathers, in their baths, from public view, decided, at the end of 1874, not to renew any baths' licenses, until the screening boards were satisfactory. Owing to a Crown Lands clerk's ignorance of what had been decided, Hegarty's license, when Hegarty presented and paid his £10 year's advance rent for the baths, was renewed. The St. Kilda Council was annoyed, and complained to the Crown Lands authorities, who were equally annoyed, at having been outwitted by Hegarty, whether by him knowingly, or not. To repair the mistake of issuing the license, the Crown Lands, and Law Departments, evolved the procedure of the notice, telling the Council the notice would be quite legally effective. The St. Kilda Council fired the bullet, and brought Hegarty's anger about the head of their own officer, but Hegarty had to erect suitable screening, or be constantly prosecuted.

At this time, the St. Kilda Council was so anxious to check the practice of bathing, without sufficient screens, that it requested the Commissioners of Lands, and Survey, "to place the sea frontage to the Borough of St. Kilda, in its control, or to vest it in the Council, as a lessee, at a moderate rent." In reply, the Commissioners intimated (March 7, 1865), that it was "inexpedient to accede to the request," that the Council already possessed the power to check improper displays by bathers.

In 1873 the St. Kilda Ladies Sea Bathing Company Limited was in existence. Its directors were Messrs. W. Simpson, Shaw, Smith, Barnet, Doyne, Lazarus, Lord and Murray. W. Simpson was the chairman, and Mrs. Goode, the manageress of the baths. The annual report showed that 26,000 baths had been taken in
the season. The balance of receipts for the half year was £1,109/18/11. The baths were so successful that the directors decided to increase the length of the building, seawards, 200 feet.

At one time, Councils collected the fees for publicans' licenses. Sergeant Holmes, in charge of the St. Kilda Police Station, complained to the St. Kilda Council on February 5, 1877, on behalf of the licensed publicans of St. Kilda, of the unrestricted sale of alcoholic liquor at Captain Kenney’s Bathing Ship, and also at Hegarty’s Bathing establishment. Neither of these bath proprietors had licenses to sell liquor, yet they did so, in large quantities, to the loss of the publicans who paid heavy license fees. The Sergeant explained to the Council that it was a question of local revenue. The bath proprietors were clearly amenable to law. It rested with the Council to deal with such illegalities. The police, said the Sergeant, only took action in certain special breaches of the liquor law. Councilor Tullett observed that the infringement of the law, by the proprietors of the bathing establishments, had been winked at for such a long period that the Council might give them a short notice to desist from breaking the law. The mayor, Councillor H. C. Fraser, asserted that there was more liquor drunk in each of these bathing establishments than in any two hotels in St. Kilda. He was in favor of prosecuting the proprietors. The complaint was left in the power of the mayor to deal with as he thought fit.

There were in the year 1881 upon the beach-front, the Ladies’ Royal Baths, owned by Captain Kenney; Victoria Railway Ladies’ Baths, also owned by Captain Kenney. The Captain made a great bid for the ladies’ custom, and where he missed catching them in the Royal enclosure, he hoped to land them within the Railway section. If he failed, John Hegarty offered the ladies “superior” accommodation at the St. Kilda Ladies’ Sea Bathing Company’s Baths. For men’s use, there were Kenney’s Ship Baths, and Hegarty’s Railway Baths.

Hegarty’s baths came into the possession of Isaac Barnet, J.P., and he leased them for a number of years. In June, 1906, an important change took place when Barnet floated the baths business into a company consisting of J. C. Williamson, George Tallis, J. H. Riley, and himself. The company remodelled the baths, and made a new facade to the baths, and installed a
system of electric lighting throughout the building. Other improvements were made, the whole cost of which was £4,500. The company intended to allot certain days to mixed bathing, but that intention was not carried out for want of official permission to do so.

Kenney's Baths did not pass out without a desperate struggle being made by many residents who favored their retention. The final round of a long-drawn-out battle took place in the Premier's office, the Hon. John Murray, on March 2, 1900, when for nearly two hours he heard both sides of the question. A petition was submitted, from residents in Fitzroy Street, and a larger one, signed by 4,000 persons, protesting against the abolition of gentlemen's swimming baths north of the St. Kilda Pier. The Premier was curious to know what persons residing in Yarragon, Gippsland, Carlton, Williamstown and Lake Bolga, who had signed the petition, had to do with Kenney's baths at St. Kilda? A representative of the opinions of the Prahran Branch of the A.N.A. was present to express the opinions of the branch. He said there were thousands of children, and adults, in Prahran, who made use of the beach. It was proposed to take a large slice of the St. Kilda beach away, and make it into ornamental gardens. The Premier, who took the greatest interest in the beautification of the St. Kilda foreshore, and which interest had been made the subject of complimentary remarks at the St. Kilda Council table, asked the A.N.A. representative, "Have you any objection to the improvements, if the Foreshore Committee is giving more sand, and better sand to the children?" The representative confessed he had not. Mr. Shew, a very old resident of St. Kilda, and first to start the St. Kilda Football Club, objected to the stone wall proposed to be put down from the pier to the baths. It meant a danger to shipping. The Premier asked Mr. Shew if he thought there was any danger of one of the large ocean liners becoming a wreck on the stone wall. Councillor Jacoby, said that the St. Kilda Council had always acted in the one way—in the interest of the ratepayers. Twenty years before that time they had learned by accident, that the late Captain Kenney had obtained, from the Lands Department, baths' extension of three acres, north of the pier. At the eleventh hour the Council heard of the proposed lease. The Council had just sufficient time to prevent the Order-in-Council from being
issued. Every councillor was in favor of the non-existence of the baths. Happily, they check-mated the grant. Kenney's Baths, as they existed, were not fit for a cow shed. As to the dangers of the charges of bathing being raised, when there was a bathing proprietors' monopoly at St. Kilda the charge was made of one shilling per bath, and ladies had to pay eighteen pence. Now (1910) a State school child paid one penny for a bath and other children were charged two pence. Captain Currie, one of the original members of the Foreshore Committee, at the meeting, paid a tribute to the Premier, the Hon. John Murray, saying that it was Mr. Murray "who saw the dire necessity of cleaning the St. Kilda beach where, in former times, he (Captain Currie) had often gone down with his hand to his nose, owing to the number of dead cats, and to heaps of offensive rubbish on the west beach."

The Premier said the Foreshore Committee should be judged by the works it had already done. The members of the Committee were beautifying the foreshore in a most artistic manner; they were doubling the sand area, and giving to the children better sand, whiter, cleaner sand. Some, with a burst of sentiment had cried, "Save us the dear old sacred baths, with their rotting timbers, in which we bathed fifty years ago." These people need not be afraid, everything along the St. Kilda foreshore was going to be improved, and those loudest in opposing the present advance, would be ashamed of the part they had taken that day in opposing progress. Kenney's baths had to go, and that was the Amen. And so it proved to be.

In 1918 the Council bought from the surviving children of Captain Kenney, the baths known as Kenney's Ladies' Baths, at a cost of £1,250. Subsequent repairs and alterations to the baths represented a further sum of £375. The Lands Department gave to the Council a lease of the site of Kenney's Ladies' Baths, at a nominal rental, and the baths became the municipal Ladies' Baths. In October, 1918, a Council by-law was drafted, and gazetted regulating the management, and use of the Ladies' Baths, fixing the amount payable for admission, and defining other details. Tenders were invited for leasing the baths and they were leased to Mrs. J. Miller for a period of about three years expiring on September 30, 1921, at a rental of £320 per annum. The Council decided to add to the attractions of the baths by having put in them an installation of electric light. And thus ended the old era of sea bathing on the St. Kilda beach.
GANGWAY TO KENNY'S BATHING SHIP AND BATHS.

From a photograph taken just prior to demolition on the commencement of the Foreshore Committee's improvements.
CHAPTER X.


IN the Plan Room of the Lands' Department of Victoria is the original plan of a survey marked "North and South Elwood." The land was surveyed by Robert Hoddle in 1850, assisted by Henry Boom Foot. We have not been able to find the information of how Elwood came by its name. Having said that much, lest a reader should unwittingly accept a conjecture, for a fact, we say that to trace the probable source of the place named "Elwood" we had to find a record of Ellwood in Louisiana, which again took us back as far as the Pilgrim Fathers, leaving Plymouth in the "Mayflower" in 1620. The reader, who already knows the part the men of Devon played in the first days of St. Kilda, may observe how the thread of records is interwoven with Plymouth men, and St. Kilda place names. "The Lady of St. Kilda" started from Plymouth, her former owner, Thomas Dyke Acland, was a Devonshire man, and her captain named the street, beside the first allotment sold in St. Kilda, purchased by him, after his friend and employer, Acland Street. The Pilgrim Fathers named Ellwood in Louisiana after the Quaker, Thomas Ellwood, who was a friend of the poet Milton, who, at Ellwood's suggestion, wrote "Paradise Regained." When the part that Lieut.-Governor Latrobe is supposed to have taken in the naming of the projected village is remembered, and when his well-known friendship towards Quakers is recalled, it is not difficult to assume that he may have suggested the place name Elwood in memory of the great Quaker, Ellwood. In early

181
St. Kilda there was a family of Quakers named Sayce, but their descendants were unable to say how Elwood came by its Quaker name, nor could the late Ellwood Mead. He told us that until he came to Melbourne to be the chairman of the Victorian Water Commission, he only knew of one place name Ellwood in the world, and that was the town in Louisiana wherein he was born, and after which his parents named him Ellwood. He supposed, when he found, to his surprise, an Elwood at St. Kilda, that Quakers had settled there, and it was they who had given the name of Ellwood to the district.

Latrobe arrived in Melbourne on October 1, 1839, two years after James Backhouse, the Quaker Missionary came on a visit to Melbourne, in the company of George Washington Walker. Latrobe must have been aware of the Quaker’s visit, since Latrobe was a friend of John Gardiner, whom Backhouse went to see at Gardiner’s homestead built on Gardiner’s Creek. Backhouse rowed up the Yarra Yarra to do so. In some of the early maps of the St. Kilda district, Elwood is spelt with two “l’s,” in the same way as the Quaker’s name was spelt, “Ellwood.”

The place name of Point Ormond was named after Captain Ormond, who visited Port Phillip in 1839. He was so pleased with the country’s prospects that he determined to settle in the new land. To carry out his purpose, he returned to England, and bought a small ship in which he brought out his family, including his son Francis Ormond, the Victorian philanthropist, a statue of whom stands in front of the Melbourne Working Men’s College.

Francis Ormond was twice married. His first wife was the daughter of Dr. Augustus Frederick Adolphus Greeves. Greeves, from March 11 to April 29, 1857, was the Hon. the Minister of Trade, and Customs, in the O’Shanassy Ministry, and from September 24 to November 26, 1860, President of the Board of Land and Works, and Commissioner of Crown Lands, and Survey in the Nicholson Government. He was one of a syndicate of land speculators who bought ten acres of land in Barkly Street. When they divided the land into allotments, for sub-division sale, they named one street, Greeves Street. Another parliamentarian of some note, who was an early resident of Elwood, was the Hon. John George Dougharty. He was a member of the Legislative Council of Victoria from the
year 1880 to the year 1888. He came to Victoria from Sydney. Dougherty had acted as Dr. Daniel King's assistant in looking after a company of Highlanders, who had boarded an emigrant ship at Glasgow. They reached Sydney in the beginning of the year 1842. Dougherty, when he arrived in Melbourne, commenced business as a stock and station agent.

One of Dougherty's daughters, who was born in the Gothic house on the Elwood Esplanade, married Louis Huon, who was a direct descendant of the proscribed aristocrat, Louis Huon de Querilleau, who, with his wife, fled from Brittany during the French Revolution. Almost stranger than fiction is it to find the widow of a descendant of the refugee Huon, residing in Elwood House, and to look at the yellow parchment Breton title deeds of the de Querilleaux. The story of Louis Huon de Querilleau's life, after he left France, and joined the British Army, and later the 102nd Regiment, in New South Wales, and then disappeared mysteriously, as related in the "Sydney Monitor," under the date of February 3, 1829, is a moving romance.

In Mrs. Huon's girlhood days, Elwood was covered with wattle trees. She remembers how hundreds of magpies frequented the creek, and how too, her brothers caught fish in the creek's waters. Aboriginals came to the Red Bluff, the sands thereabouts containing large beds of cockles. After storms, in the bay, dozens of nautilus shells lay stranded on the shore. Her father, when driving home at night, in winter time, often had the waters from the Elwood swamp wash over the floor of his buggy. The swamp was the home of fenland and sea shore fowl.

Elwood House is a composite structure of two houses that were built to form a terrace, by the Rev. Joseph Docker, who bought land from Joseph G. Vautier, one of the purchasers of Crown lands on September 18, 1851, when six blocks of the Elwood land were first sold. The upset price at the Crown Land sales at Elwood, was two pounds ten shillings per acre. The sale, which took place in Melbourne, realised:—

<table>
<thead>
<tr>
<th>Section</th>
<th>a. r. p.</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>8 0 0 @ £45 0 0 per acre J. Murphy</td>
</tr>
<tr>
<td>13</td>
<td>8 0 0 @ 37 10 0 &quot; J. G. Vautier</td>
</tr>
<tr>
<td>12</td>
<td>8 0 0 @ 35 0 0 &quot; J. G. Vautier</td>
</tr>
</tbody>
</table>
These blocks have frontages to the Esplanade at Elwood, extending back to Ormond Road. Wilmot's, Section 9, has a frontage south-east to St. Kilda Street in addition to its west frontage to the Esplanade. On May 29, 1853, Vautier offered for sale by auction on the ground, Hore's Saxhorn band in attendance, Sections 12 and 13. It was at that sale Docker bought his land. Those lands, in addition to the following, sold in Melbourne on October 10, 1851, form the kernel of Elwood:

Section 17 8 acres £42 per acre J. Murphy
  " 16 8 " £48 " S. Griffiths
  " 15 8 " £44 " S. Griffiths

A line about where Ormond Street is, forms the north-west frontage of Murphy's Section 17. All the houses built on the west side of these sections look over what were designated as "the Public Gardens, 54 acres, permanently reserved, south of Point Ormond," extending as far as St. Kilda Street.

James Murphy, and also J. R. Murphy, bought Elwood lands for speculation purposes. On February 24, 1857, the auctioneers, William Easey & Co., were offering for sale, on behalf of the Murphys, land "at North Elwood fronting Ormond Beach, one mile south of St. Kilda." The land "consisted of eight seaside allotments, adjoining the buildings of Joseph Docker. Lot 1 had a frontage of 102 feet 6 inches to Ormond Beach, by a depth of 396 feet. Lot 5, having a frontage to Beach Road of 132 feet by a depth of 308 feet, had a six-roomed wooden cottage on it." Lots facing Glenhuntly Road had frontages of 198 feet, with depths varying from 286 feet, to 700 feet. Land for sale, at South Elwood Section 5, containing 4 acres 3 roods and 22 perches, all fenced, with a frontage to the Bay, was also offered at the same auction sale.

The Rev. Joseph Docker's name remains on the map of Elwood in Docker Street. After Docker built the two houses, he lived in one for a short time, and rented the other to J. G. Dougharty. After a while Dougharty moved to the Gothic house wherein the future Mrs. Huon was born. Left empty, Docker's houses fell into great disrepair, being used by passing swagmen,
and frequented by the flocks of goats that browsed about Elwood. Docker had left Melbourne and taken up pastoral holdings. Elwood being such an out of the way place, house and land agents found a difficulty in taking care of the property. Docker put the houses up for sale. Dougharty then bought them, and made the buildings into one house. Mrs. Dougharty called the reconstructed dwelling "Bleak House." She was a great admirer of Dickens, and she thought that the name was appropriate to the locality, and to the southerly gales, that swept over Elwood. The late Mrs. Dougharty, when seen by us, was a fine old lady of 84 years of age, bright with intelligence. She told us how she grew tired of the name of "Bleak House" sounding as it did to her, at the last, as inhospitable, and so she changed the name of her house to "Elwood House." Since Mrs. Dougharty's death, her daughter, Mrs. Huon, has informed us that her mother often told the story, as we have related it, but it was a *ben trovato* story. The building was called, according to Mrs. Huon, from the first, Elwood House. Mrs. Huon says there was a dwelling in Elwood named "Bleak House," but it is now renamed "Wiltonia." It was occupied by a family named Osborn in the early days of Elwood.

Only a handful of residents lived at Elwood in the year 1868. Their names were:—T. W. Binney, evidently of the Binney Brothers, one of whom lived in Cochrane Street, Brighton; and the other brother, Richard H., had his home in Tennyson Street, St. Kilda. Richard was a member of the firm of J. A. Irvine & Co., wine merchants of Flinders Street, Melbourne. Thomas Boxshall was a gardener, and was one of the family of the Boxshalls of Brighton that came to Victoria in Henry Dendy's batch of emigrants. Their name survives in Boxshall Street, Brighton. John Broadbent, there were two others of the name of Broadbent in St. Kilda, one of whom was a carrier. Broadbent claimed to be the first resident of Elwood. He lived in a tent there, when, as he said, nobody else had tent, or house, in Elwood, in the year 1852. Broadbent at that date was engaged in cutting down timber on Point Ormond. Thomas Dickson, an accountant and public auditor, lived at Elwood. And then we come to J. G. Dougharty, who in his zeal to protect the lands of Elwood from wood cutters had himself appointed one of the Government's honorary rangers. Robert Eddington was
the lessee of the abattoirs. Others at Elwood were G. P. Evans, a contractor; J. K. Fry, an accountant; Hastings, a gardener; Mrs. Hunter; A. A. Le Souef, usher to the Legislative Council; C. Le Souef; J. C. McCausland; Mrs. McGregor; Samuel Griffiths; W. R. Merry, contractor; John Montague, gardener; James Osborn, senr.; John Owston; William Owston, of W. Owston & Co., merchants, 108 Bourke Street, West; Sherbourne Sheppard, of J. B. Were & Son.; and Joseph Thompson.

A very early resident of Elwood was Peter Snodgrass. His daughter, Janet, married Sir W. J. Clarke, Bart. Another early resident, who lived at North Elwood, next to the property of J. G. Dougharty, left Elwood for England in January, 1861. His household effects were submitted to auction by G. Walstab. The little-known place of Elwood was described to intending purchasers as "on the Beach, between St. Kilda and Brighton." Apart from first-class furniture, a cottage piano, by Addison, cow, poultry, and a small assortment of superior colonial wines, there were also for sale "a superior American four-wheeled buggy, and a splendid English dog-cart, built to order by Wyburn of Long Acre," necessities of a pre-motor age to any "gentleman with business in the city," if he lived at Elwood. Old Londoners will remember Long Acre with its coach-builders' shops. Of the chattels sold that day at Elwood there was one lot that it were a pity not to record in full, since the lot seems to have been a worthy one. The lot was, to quote the description in the advertisement, "the favorite grey horse, Tattle," formerly the property of the late F. M. Selwyn, is too well known to require much comment. He is equally good in single, or double harness, or in saddle, and is in first-rate condition."

The St. Kilda Council has in its possession an original plan of Elwood, dated January 26, 1869, and signed by Clement Hodgkinson, Assistant Commissioner of Lands and Survey. The special purpose of the plan is to show some proposed beach reserves. The map has written upon it three notes, copies of which read:

"Proposed that the allotments indicated on the plan be surveyed with a view to early sale, subject to the same conditions as the sale of allotments on the Brighton Road, and to the further conditions that the allotments be enclosed within a period of three months from the date of the sale."
"Proposed that the blocks indicated by letters A, B, C, D be vested in the Borough of the Council of St. Kilda with a view to their enclosure, and planting thereof with trees and shrubs."

"A" on the plan indicates the Blessington Street gardens, and "B," an extension of the land to the south, across Blessington Street. "C" and "D" are foreshore strips of land extending from the west end of Blessington Street south to a line west of about where Shelley Street is now, the St. Kilda abattoirs being shown on the plan, allotments No. 1 and 2, resting on the creek as a south boundary. "E" is the crown of Point Ormond extending west as far as Barkly Street, and sweeping round along what is now Elwood Esplanade. Practically "E" was what now constitutes Elwood Park.

The third note reads:

"Proposed that the strip of land indicated by the letter "E," and comprising the bluff at Point Ormond, be placed under the control of a Committee of Management to consist of four owners of land in Elwood, and the Mayor of St. Kilda, for the time being, subject to the condition, that this land will be enclosed by private subscription of landholders, at Elwood, with a view to being subsequently converted into an ornamental plantation, and recreation ground."

So far as the Assistant Commissioner's suggestions went, the "Committee of Management" came into existence, but the Mayor of St. Kilda does not appear to have been one of them, at least there is no reference to him in any of the Committee's proceedings, so far as we have seen them.

The residents, and the land-holders of Elwood, were, in the years of the sixties, in a unique position, since they paid no municipal rates, because the Elwood lands were not within the jurisdiction of a Road Board, nor had the Council of St. Kilda, nor the Brighton Borough authorities any control over Elwood. The residents managed their own public affairs by means of the aforesaid "Committee of Management." The members of the first locally-appointed committee were the Hon. J. G. Dougharty, James Osborn, Samuel Griffiths, H. V. Duigan, and R. E. Jacomb. For what length of time the committee, and the residents, expected to remain in the enjoyment of non-rated land the Government had surveyed, and they had bought, is
conjectural, but that they believed that they were an admirable anomalous committee, exercising a sort of imperium in imperio, there is no doubt. The residents of this little seashore kingdom, by the Red Bluff, were given to chuckling when they regarded their rateless condition. Unfortunately for them, the members of the committee had in their composition the seeds of discord. There were too many kings wanting to rule the kingdom of Elwood, and rifts crept in to disturb the harmony. They were so isolated, and so much of a family, that one would have supposed that the friendship of the early settlers’ Elwood Brotherhood would have prevailed over jealousies. May be it did at first, but the change came when the Government created a trust, the first shire trust in St. Kilda! and settlers, other than the majority of the first committee, were created by the Minister of Lands, trustees of Elwood lands. These trustees absolutely could not agree in their non-rateable nest. They sought the aid of the Minister of Lands, the Hon. J. G. Casey, in order that he might exercise his power and eject the disturbing spirit.

On October 28, 1873, two of the trustees, James Osborn and —. Houston, waited as a deputation on the Minister of Lands to ask him to remove their co-trustee, Samuel Griffiths, from the trust. John Steavenson, the remaining trustee, was not present, but Osborn informed the Minister that Steavenson was favorable to the application. The listening Minister heard the story of the Elwood quarrels. The trustees had been quarrelling for quite a long time among themselves on general affairs, but the specific complaints they laid before the Minister against Griffiths were:—

“No. 1. Mr. Griffiths had ceased to attend the meetings of the trustees.

“No. 2. Mr. Griffiths had declined to sign a cheque for money to the credit of the trust without assigning any reason for such refusal.

“No. 3. Mr. Griffiths had declined to give up seventeen posts and rails, the property of the trustees.

“No. 4. Mr. Griffiths had declined to pay a promised subscription of £10; and finally his conduct towards his co-trustees was offensive.”
Griffiths was present at the interview. He listened to the statements made by Osborn, and Houston, regarding his numerous alleged shortcomings, and his alleged illegal detention of posts, required for fencing the reserve. In his defence, Griffiths said, relative to his subscription of £10, his answer was that the other trustees had said they would not act with him. In such circumstances, was it to be expected that he would pay to them £10? As to £10, he had spent more money than that sum in repairing the reserve. As to his own offensiveness to his co-trustees, he answered they were offensive to him. The Minister declined to have any part in their disagreements. He advised them to try to work harmoniously together.

According to dates, Elwood was at this time under the jurisdiction of the St. Kilda Council, though that body had not actually taken over the district. Elwood was in the situation of a "private street not yet taken over by the Council." The Council's jurisdiction, established by a description of the boundaries, which appeared under the heading of "DISTRICT ANNEXED TO THE BOROUGH OF ST. KILDA," described in the Victorian Government Gazette, September 1, 1870, and authorised, at an Executive Council meeting, held on August 29, 1870. The district was described as :-

"Commencing at the southernmost point of the boundary of the Borough of St. Kilda, on the shores of Port Phillip Bay, thence northwards along the centre line of Barkly Street, to its intersection with the Glen Huntly Road, thence eastwards along the centre line of the Glen Huntly Road, to its intersection with a street, or road dividing North Elwood from the village reserve of Elsternwick, and known as St. Kilda Street, thence southwards along the centre line of said street to its intersection with Park Street, thence along the centre line of said Park Street westwards to the shores of Port Phillip Bay, thence north-westerly, along the shores of the said Bay, home to the commencing point at St. Kilda boundary aforesaid."

The St. Kilda Council received a letter from Samuel Griffiths at its meeting held on June 25, 1877, in which he informed the Council that at a meeting held at the Elsternwick Hotel on June 14, Thomas Bent, M.L.A., in the chair, it was
moved by Mr. Briggs, and seconded by Mr. Broadbent:—"That the Chief Secretary be urged at once to gazette Elwood as severed from the Borough of St. Kilda, and joined to the Borough of Brighton." An amendment was moved by Mr. Griffiths, senior, and seconded by Mr. Clarke, to the effect, "that the connexion between Elwood and St. Kilda be continued." The original motion was carried by a majority of one. It was then urged by Griffiths senior that it was unwise to act in haste, and before steps were taken Mr. Bent should be requested to ask definitively, what the Brighton Council was prepared to do, and when? Bent agreed to make inquiries of the Brighton Council, and to suspend further action for a week, as to removal. Bent said that, if the St. Kilda contract for the Elwood Road was put in hand, it would be hopeless to expect the Chief Secretary, or any future Secretary, to sever Elwood from St. Kilda. Griffiths informed the Council that he understood from that remark of Bent's that the blow for severance should be struck at once. Indeed, he added, that when Bent was with the Chief Secretary, Mr. Odgers, on the previous day, Odgers asked if he should gazette Elwood for transference without further delay? Bent replied, "Wait till after Thursday's meeting." Griffiths begged the Council "to put the road in hand, if possible without a day's delay. If not, the Council would be defeated, for Elwood would slip through their hands." The St. Kilda Council replied to Griffiths reminding him of the Council's willingness to form the road to Elwood, for which tenders were called, provided the requisition for severance was withdrawn.

Griffiths wrote once more to the St. Kilda Council. His letter was read at the Council meeting held on October 1, 1877. He told the Council that strenuous efforts were being made by a minority of the Elwood ratepayers to remove Elwood from St. Kilda, and to annex the lands to Brighton. He thought it could be shown that a clear majority of four persons at Elwood were in favor of Elwood remaining a part of St. Kilda. In these circumstances, he thought that the Chief Secretary should be asked, by the St. Kilda Council, to reconsider the proposal. Commenting on the letter, Councillor Tullett said the Council had already lost a large part of the eastern portion of the borough, and the Council ought to make every effort to
prevent Elwood being annexed to Brighton. Mr. Bent, it appeared, was anxious that Elwood should be separated from St. Kilda, but it was to the interests of the residents that it should remain part of the borough of St. Kilda. Mr. Griffiths himself was the cause of the present movement. When Elwood first joined St. Kilda, the agreement was that the St. Kilda Council should not be called upon to spend money on that locality for some years. However, the Council had agreed to expend £350 on the road, near the beach, between the abattoirs and Brighton, and had determined to go on with the work upon the petition for severance being withdrawn. In his opinion, the Council should wait upon the Chief Secretary, make explanations, and ask, on what grounds the separation was asked for? This action was decided upon. Incidentally, it was stated, by Councillor Balderson, that Griffiths was entirely to blame, as he had caused the movement for separation to be initiated. Councillor Dixon did not think that Griffiths should bear the whole blame.

The St. Kilda Council, residents from Elwood, and the Brighton Council waited on the Chief Secretary on October 10, with regard to complaints made by some of the Elwood residents that their wants were not attended to by the St. Kilda Borough Council, and the residents asked that the district of Elwood might be incorporated with the municipal district of Brighton. The Chief Secretary decided that the dissatisfied residents of Elwood should petition the Governor-in-Council, and show what were the numbers for, and against the severance. Upon the majority vote the decision would be based. Thomas Bent, M.L.A., was present, and spoke for the Brighton Council, and E. J. Dixon and G. D. Carter, M's.L.A., for St. Kilda.

The Chief Secretary informed the St. Kilda Council, on November 26, that no petition had been received from rate-payers, resident at Elwood, relative to severance from St. Kilda. The Council then decided to go on with its road making to Elwood. Mr. Broadbent had told Mr. Balderson that the residents he represented had decided not to separate from St. Kilda. The history of the establishment of the abattoirs at Elwood began when in March, 1858, the Government gave the St. Kilda Council a piece of land, in Barkly Street, for the purpose of using it as a place where butchers could kill sheep and cattle. To aid the butchers, and stockmen, in their work, the Council
decided to place a bridge over the creek. We reproduce a copy of the advertisement calling for tenders to erect the bridge:—

MUNICIPALITY OF ST. KILDA.

"Tenders will be received until half past 4 o'clock on Tuesday next, the 22nd inst., for building a wooden bridge over the creek in Barkly Street at the Slaughter Yards.

"Plans and specifications to be seen at the office of Mr. Sydney W. Smith, Town Surveyor.

"E. BRADSHAW,
Town Clerk.

"Town Clerk's Office, St. Kilda, February 17, 1859."

In the year 1861, the Council decided to erect the abattoirs. Instructions were given to the town surveyor to prepare plans, and these plans were submitted to a meeting of St. Kilda butchers, called for the purpose of asking them if they had any suggestions to make, whereby the plans might be improved. The butchers generally approved of the plans, whereupon the Council called for tenders to build the slaughter house. The successful tender was one amounting to £1,229. By the end of the year the building was completed, and it was leased for the year 1862 to a man named Rodwell. In 1869 alterations were made in the brick building to allow of cattle being slaughtered there as well as sheep. The yards for herding the cattle were floored with stone pitchers. It will be seen that the abattoirs dated seven years or more before the Elwood residents began to agitate for its abolition.

It was in November, 1868, that the residents of Elwood, 28 in number, in an attempt to prevent what they considered to be overt acts of encroachment by the St. Kilda Council, appealed to James Macpherson Grant, Commissioner of Crown Lands and Survey, in the McCulloch Ministry. They sent to him a memorial containing complaints reflecting on the doings of the St. Kilda Council, and they asked the Commissioner to put up for sale land at Elwood that had shore frontages. The memorial was forwarded by the Minister to the Council for its consideration.

Elwood residents and the St. Kilda borough councillors appeared to the Commissioner to be at cross purposes. He essayed to play the difficult part of peace-maker. On January 15, 1869, at his request, he was waited on by the residents of
Elwood, and by representatives from the St. Kilda Council. The Elwood residents opened the proceedings with a list of their plaints. They complained that nuisances to them arose from the abattoirs at Elwood; from the manure and nightsoil depot at Elwood to which the market gardeners of Brighton came to load their waggons; from the undrained swamp, near the beach. The swamp was the least objectionable of the nuisances, but they thought the swamp should be drained, and the reclaimed land sold for building allotments.

One of the speakers was Thomas Dickson, who stated that if the St. Kilda or Brighton Councils had had the power to annex the lands of Elwood, the councillors would have seized them. He objected to the rifle butts at Elwood, as a source of public danger. With regard to the sale of bay frontages, he foresaw that they would yield a large revenue to the St. Kilda Council. The beach front, which was then a "gigantic nuisance," would be converted into one of the "most magnificent" drives in the world. A plan submitted to the Commissioner showed a road along the Elwood beach of thirty-one chains in length by two chains in width.

Samuel Griffiths, the purchaser of Crown Sections 15 and 16, at the Crown Land Sales held in 1851, for which he paid at the rate of £44 and £48 per acre, told the Commissioner, that he was a pioneer resident of Elwood. He said that some of the land sold at Elwood, in 1851, brought as much as £1,000 per acre. Not half of that sum, he asserted, would now (1869) be obtained for the land. When the abattoirs were placed at Elwood, there was in existence the Elster Creek, the course of which ran close to the slaughter house. The streams of water, used by the slaughter-men, enabled the shambles to be kept clean, but it was otherwise, since only a dry ditch remained in the place where the creek was. No lessee of the slaughter house could keep the yards in a sanitary condition without he had command of an ample supply of water. Prevailing winds at Elwood came from the sou'-west, and these winds, sweeping over the southern part of St. Kilda, carried with them the smells arising from a dirty slaughter yard.

The Commissioner was curious to know why Griffiths did not oppose the establishment of the abattoirs at Elwood in the year 1861 when the site was proclaimed a slaughter yard.
Griffiths said he had been told, at that time, that the slaughter house would only be a small one, and the building would be rather an ornament than otherwise to the Elwood beach. Great stress was always laid by the St. Kilda Council upon the circumstance that the residents of Elwood were not ratepayers of St. Kilda, but he, Griffiths, could not see why, because of that, they were to be stifled. “Was human life,” he asked, “of no value at Elwood?”

Griffiths condemned the manure depot. The Commissioner answered that plaint by saying that in 1859, authority was given to “deposit rubbish not of an offensive character,” in a spot near Carlisle Street east.

The Commissioner was referring* to the land upon which the city hall of the city of St. Kilda now stands. Formerly the site was swamp land, and it extended to where the Brighton Road State School has been built. The land was reclaimed by the St. Kilda Council. The main drain runs through it, passing under the Town Hall. The Commissioner made a mistake when he referred to the land, granted as a rubbish tip in 1859, as the one complained of by the Elwood residents. His mistake was corrected by the mayor of St. Kilda, Councillor Tullett.

In the year 1857, the land at Elwood was granted for the express purpose of being used as a manure depot. Ninety pounds a year were paid to the Council for the right of grazing cattle on the Elwood Recreation Reserve, known as “The Common.” According to the pioneer Griffiths, the fence enclosing the reserve was so bad that “cattle were always getting out and sticking up people. Sometimes the trouble was caused by stockmen driving bullocks, and sometimes the bullocks drove the stockmen.”

Another resident of Elwood, one Owston, said that not only was there a slaughter house, but the lessee had a boiling-down plant. He, Owston, had seen six or eight loads of nightsoil openly exposed for days together at the manure depot. And yet the tally of complaints was not finished, for Owston declared that the St. Kilda Borough Council by its neglect of the beaches allowed the tea trees to be destroyed. Elwood, he said, had not had sixpence spent on it by the Government.

The mayor of St. Kilda, Councillor Tullett, replied to the complainants’ case by informing the Commissioner that the
abattoirs were not the real source of complaint. The head, and front, of the Council’s offending was the making of the road the residents were pleased to call Punt Road, that united Elwood to St. Kilda.

This was the road that made the peaceful penetration, and crossed the “boundaries” of the comical, dreaming, autonomous kingdom of Elwood, this the highway that caused the financial pulses of the residents to flutter with the well-grounded fear that their lands would become a part of municipal St. Kilda, and that they, rate-free seasiders, would be so no more, and that they would no longer enjoy immunity from a Council’s rate-collector’s visit. Before the road was made, the ooze and sluggish flow, at times, of the swamp towards the beach, prevented the Elwood residents from reaching the beach except when the creek, and the marshlands, about it were dry, and they had to pass to the east, the Elsternwick side of the swamp.

The mayor explained that the Government had authorised the establishment of the abattoirs, and the Council itself had made regulations restricting the slaughtering of sheep in St. Kilda to that place. At first the Elwood residents did not object to the abattoirs, because they knew that a road would have to be made to the slaughter house. They anticipated being able to travel on that road to Melbourne. The road’s construction cost the Council the sum of £2,000, and the rent the Council received from the lessee of the abattoirs was £200 per annum. The Council’s rates were deducted out of that amount, and the expenses of all necessary repairs to the yards were paid by the Council. The unpleasantness of passing the manure depot could not be overcome so long as the road remained where it was. As to a statement that the Council received £90 per annum for rights of grazing on The Common, the Council had only received that rent during the previous three or four years. Improvements along the beach in the form of tree planting, and the construction of a coast promenade, were on the Council’s estimates, but owing to the uncertainty about the sale of land, which Elwood residents desired, the Council paused before going on with the work. On drainage the Council had spent £8,000 beyond the Government Grant. If the Government consented to assist the Council, the Elwood swamp would be drained. As to the proposal to have a marine parade from Sandridge to
Brighton, the councillors would be delighted to see it, but the work would cost £70,000 or £80,000. Such improvements the mayor regarded as coming under the description of national works. Its cost was far beyond the Council’s means. If the Elwood land was sold, it would not realise the prices expected, and instead of having good buildings upon it, shanties would disfigure the beach line.

Land, according to the Commissioner, had realised ten, or fifteen, per cent more than it had done ten years previously. He regretted that the residents of Elwood had not conferred in a friendly way with the St. Kilda Borough Council. The Council on its part should not have called a passage in the memorial "an impertinence." The abattoirs could not be interfered with; the nightsoil might be stored in a large covered shed, surrounded by high walls. He suggested that the councillors and residents should confer together. He intended to ascertain the cost of draining the swamp with a view to selling the land.

His intention was to carry out a comprehensive scheme for a grand parade along the coast. He would ask his colleague, Mr. McCulloch, to obtain the consent of the military authorities to have all rifle butts in the locality removed.

Following this interview, an inspection of the "nuisances" at Elwood was made. The abattoirs were found to be in such a good sanitary condition that the Elwood complainants said they had not ever seen the place so clean! Mr. Hodgkinson, from the Commissioner’s Department, consented to make the reserve known as "The Herdsman’s Run" into a "botanical plantation" on the condition that it was fenced, towards the cost of which fence the Elwood people were expected to contribute. It was calculated it would cost £400 to lay on a service of Yen Yean water to the abattoirs. The policy of the Government was to abolish suburban slaughter yards, and to have, eventually a central Melbourne abattoirs. In view of such a policy, the expense of laying on a water service, to the Elwood abattoirs, could not be entertained. Such was the outcome of the memorial of the Elwood residents.

In March, 1884, the Superintendent Inspector for the Central Board of Health, Mr. Le Capetain, inspected the St. Kilda abattoirs. At that period a well-known character of St. Kilda South was in charge of the abattoirs. His name was
Matthias Lyons, and he was a stalwart, shaggy-haired individual, with a gruff voice, often heard when he was restraining the three savage dogs he owned. Lyons lived in a little farm-like cottage, and he grew maize crops alongside his dwelling. When we visited the place, in March, 1884, Lyons had sixty pigs grouting about the unfenced land. According to Lyons, the then agitation to close the abattoirs was due to a land syndicate, the members of which had bought the “bullock paddock.” They purposed to hold a subdivisional sale, and to attract buyers to the sale with the promise of a plentiful free supply of cheap champagne. The fat boiling activities at the abattoirs, Lyons said, had ceased. If there were any smells, they arose from the scum on the half-stagnant waters of the Elwood canal.

The superintendent inspector’s report to the Board of Health was sent on to the St. Kilda Council for consideration. According to the report, there was no serious fault to be found with the way the St. Kilda abattoirs were kept, but the report added “without doubt it had been, and would be as long as it was allowed to remain there, a source of occasional air pollution, and annoyance to the neighbourhood, which was fast increasing (1884) in buildings and population. The Central Board of Health wrote also, and told the St. Kilda Council that the Board’s intention was to abolish all such abattoirs, unless they were carried out under official supervision. At the same meeting the Council had a report before them on the “noxious vapours,” caused by the drain, from the southern part of Brighton, which ran across the swamp to the bay. The continuance of the St. Kilda abattoirs was plainly nearing its end. The trend of official thought in Government and municipal circles was towards the establishment of a central metropolitan slaughtering house, under the safeguards of modern health laws.

A less persistent group of residents might have been disheartened after having been rebuffed for a period covering about twenty years over the abolition of the slaughter yards, but it is a fact that in some cases, the living sons took up the fight that their dead fathers had begun, and so the fight was continued. Circumstances, brought by the passage of time, worked more powerfully in favor of the protesting petitioners than the old-time arguments, threadbare with use, could accomplish. In May, 1899, there was every indication that the long fight was
nearing a close. A deputation to the Council, headed by Dr. McAdam and F. C. Loader, was told that the Council had already decided to close the abattoirs. Steps were being taken to remove the old building. Sheep only had been slaughtered there for some time, but even that must have been very offensive to the residents, if what Dr. McAdam alleged was true, that the offal from the slaughter yards was thrown into the Elwood lagoon.
H O WEVER welcome to the eye of a fowler a reed-covered "swamp may be, it is inevitable that when such a swamp retards the advancement of a municipality the civic authorities will make efforts to have the swamp lands reclaimed, and turned into a harvesting area for the collection of municipal rates. St. Kilda had within its area two swamps, though the area of the swamps spread over the St. Kilda boundaries lines into neighbouring lands. One of the swamps was called the Western swamp, and the other one was known as the Elwood swamp. The Western swamp was a continuation of marshy land from the south end of the present Albert Park lake. The surface of the marshland, in a south-westerly direction, sometimes in very wet seasons reached as far as the north end of Beaconsfield Parade. Ordinarily the swamp, following the falling levels, extended to the other side of the present St. Kilda railway embankment. Settlement was sufficient, in and about Fitzroy street, to make it desirable that the swamp should be drained. The railway loop line from St. Kilda to Windsor ran through the eastern portion of the swamp. We recall memories of the time, some fifty-five years ago, when we, with other schoolboys, thought it fun to step over a portion of the swamp by means of railway sleepers that were nailed to a small wooden viaduct, which had survived the demolition of the disused railway track. The line ran close to the south end of Albert Park lagoon, the main source of the swamp. This western swamp, within the boundaries of St. Kilda, was partly reclaimed by the St. Kilda Council in 1870. In the Council's first annual statement,
made under the Boroughs Statute, 1869, and dated the year ending September 30, 1870, the Council States:—"The principal works undertaken by the Council during the year have been the completion of the main drain, which was let for the sum of £1,997/4/6, and the drainage of the Western Swamp, which was undertaken at the instance of the Central Board of Health, through whose assistance one half of the cost was contributed by the Government. This contract was let for £2,096, one half being contributed as just stated, and £210 by the Borough Council of Prahran. The total valuation of the property in the Borough for the year 1869-70 was £99,899/10/-, upon which a rate of one shilling in the pound was stuck on the 7th day of March, 1870."

The Elwood swamp and marshy lands presented a more difficult problem to solve. The swamp's area was largely on Crown land, and out of the jurisdiction of the Council, though the waterflow knew no limits of man-made boundary lines. For lack of money for reclamation works the Councils of the first years of municipal administration were forced to leave south St. Kilda much as nature's forces had fashioned the terrain. The marshlands extended as far as the Garden Vale railway station, and thence came to St. Kilda north west, along Elster Creek, spreading out into two shallow lagoons, that commenced on a desolate area, now the Elsternwick Municipal Golf Links. The lagoon waters flowed towards the sea, and the further west from Garden Vale that flood waters drained to Elwood, the deeper Elwood swamp was surcharged with water. The actual area of Elwood swamp was 108 acres, though the swamp lands often exceeded that area.

In September, 1885, the Government instructed its surveyor to take the levels of the Elwood swamp for the purpose of reclaiming the land it covered. The Government let a contract to George Higgins, C.E., to fill up 134 acres of Elwood swamp adjacent to Barkly Street. The contract was signed on June 1, 1888. The remainder of the swamp, consisting of 26 acres, lay between Barkly Street and the beach. Those 26 acres belonged to private owners. The reclamation of this privately-owned portion of the swamp was made possible by the cooperation of the St. Kilda Council with the Government. The Council served the owners of the land with notices to raise their
VIEW OF FITZROY STREET.

Showing the unoccupied land on the North-West side, and the swampy nature thereof.

From a photograph taken about 1853.
land, and to dry up the swamp covering their property. Compulsion thus placed on the land owners, caused them to make arrangements with the Government to fill in the land under the general scheme of improvement, and to pay their share of the expenses to the Government. The amount of the Higgins contract for filling in the swamp was £40,000.

Higgins placed a small office on the edge of the swamp as a commencement of the work, but after some loads of filling had been tipped into the swamp, the effort to continue faltered. The delay was caused by Higgins’s inability to obtain in Australia the necessary machinery to do the work. Higgins went to America for the purpose of buying a Von Schmidt suction dredging machine. Time was the essence of the contract. On inquiry, he learnt that he could order a machine to be made, and Von Schmidt undertook to ship it at San Francisco for Melbourne within ninety days. That was not satisfactory to Higgins. He decided to have the dredge made in Victoria. Accompanied by Captain Von Schmidt, the proprietor of the patent dredge, Higgins returned to Melbourne in August, 1888, and Schmidt came to St. Kilda, and had a look at the Elwood swamp. Higgins gave the order for the construction of a Schmidt dredging machine to the proprietors of the Langland’s Foundry. They were to be assisted by Pye Buyers & Campbell, of South Melbourne.

When everything appeared to be in order, two labor strikes caused delay. The first strike was that of the coal miners in New South Wales, and it was followed by a strike of the iron-moulders in Victoria. With the machine, Higgins expressed his expectation of completing the contract in six months. The time agreed to in the contract, wherein the work was to be completed, was three years.

Higgins made a series of borings on the foreshore of the bay at Elwood. He found that splendid sand, and good clay, admirably suited for filling, could be obtained there. Elwood swamp was, with the aid of Von Schmidt’s machinery, filled with clay and sand. The machine at the same time spread the clay and sand. The water, by means of chutes, drained into the bay. The Elwood swamp was in parts three feet six inches in depth. Banks of earth were placed around the swamp to retain the sand, and water, pumped into it by the dredge.
Connected with the reclamation of the Elwood swamp was the construction of a channel designed to further drain the marsh lands, and also to carry off the water from the eastern watershed. Roughly, the channel followed the line of the bed of the Elster Creek, where the creek's line conformed to a straight line. The work on the new channel was begun in May, 1889. Messrs. Hendon, Clarke & Anderson were the contractors, and their price for the making of a specified channel of the length of three quarters of a mile, 54 feet in width, and 11 feet in depth, was £14,000. Sixty men were employed on the work.

A contemporary report states the "channel will extend from highwater mark on the beach to Glen Huntly Road, taking the water from a natural creek that comes from miles inland and skirts the Elsternwick racecourse." The work was to be completed within twelve months. The sides of the channel were to be formed of concrete walls, estimated to enclose at low tide five feet of water, and at high tide eight feet of water. Streets, made through the swamp, were to be extensions of St. Kilda streets already made running north and south. Where these streets crossed the channel, bridges were to be constructed with brick pillars and iron girders. "The banks of the channel," continues the report, "will be provided with ring bolts for the purpose of mooring pleasure boats in the stream. The streets traversing the reclaimed swamp lands will be drained into the channel by 18 inch iron pipes, fixed in the concrete walls. The street on the beach will be called the Marine Parade, and it will necessarily be a beautiful spot for seaside residences, commanding, as it will, an excellent view of the bay, with large ships going hither and thither in the distance, and the vessels at Port Melbourne piers forming a forest of masts away in the north-west."

In July, 1889, the portion of the swamp lying between Barkly Street and the seashore, had a few houses erected upon it close to the beach, at places where the land was high enough to be immune from flooding. On other parts of the land were numerous sale boards of land agents. "Punch" had a sketch showing "Desirable Suburban Allotments at Elwood." In the picture, the sale boards were standing in a lake of water. At the time, a channel to drain swamp waters was being cut. The Government had purchased a strip of land for drainage purposes near the sea, measuring 300 feet by 100 feet.
Proposals were in the air to connect the St. Kilda railway by a loop line from Fitzroy Street station with the Brighton railway line, and it was suggested that the connecting rail link should run diagonally through the swamp. That railway was to immensely increase the value of the land when reclaimed, and this expectation explained why so many sale boards of land agents stood in marshy pools announcing "land for sale."

In February, 1899, the Inspector-General of Public Works made a survey of the Elwood canal. As a result, a five feet barrel drain was built at the joint cost of the St. Kilda and Caulfield municipalities. At the time the, drain was built it carried to the sea both domestic drainage and storm water, from about 1,300 acres of closely-settled country. The drainage scheme was not a success on account of the tides holding back the water. Though the man in the street, and the residents of Elwood, did not refrain from criticising the St. Kilda Council for the whole of the annoyances which arose from the Elwood canal, the construction of the drain, and also the Elwood canal, which is 90 feet in width, were works carried out by the Public Works Department. No responsibility was recognised by the Council for the improvement, or the maintenance of the drain, or the canal, though the Council did, on many occasions, urge the Public Works Department to try to improve the canal, and to mitigate the nuisances arising from it.

We have before us the report of the St. Kilda Council for the municipal year of 1905. It states:—"The most important work initiated in the municipality during the corporate year ending 30th September, 1905, was the completion of the reclamation of the Elwood swamp, undertaken by the Bent Government. This work was commenced by the Hon. J. Dow, Minister of Lands in the Gillies-Deakin Ministry in 1887, when the filling was obtained from the bay by dredging, Mr. George Higgins, C.E., being the contractor. The canal, which cost a large sum of money, was also constructed in place of the Elster Creek. Included in the improvement now being carried on at Elwood is the partial reconstruction of the canal, at a cost of about £8,000. In addition, it has been extended from the weir at Glenhuntly Road bridge, beyond St. Kilda Street. In order to raise the surface of the reclaimed land to a proper level, a portion of the Red Bluff has been removed to provide the necessary material.
Roads have been marked out, and partially made, a plan of subdivision having been prepared by the Surveyor-General, and a total frontage of about 25,000 feet will be available for sale, in suitable building allotments. The whole area has now been effectively drained. Fully £30,000 has been expended to date upon the works, now nearing completion, with the result in the near future, that a new ward will be added to the city."

Sales of Elwood Crown lands took place on January 21, 1908. Allotments 7, 8, 9, Section 2a, frontage about 49 feet each by a depth of 132 feet were offered at the upset price of £2 per foot. Allotment 6, Section 2, with a frontage of 50 feet 9 inches by a depth of 118 feet, on which was erected a weather-board dwelling, containing eight rooms, in good order, and also stables, had an upset price of £500 the lot. At the corner of Thackeray Street and Marine Parade, allotment 5, section 28, with a frontage of 56 feet by a depth of 117 feet had an upset price of £2/10/-; fronting Thackeray Street, an allotment 66 feet frontage, by a depth of 107 feet, had its upset price fixed at 30/- per foot.

In November, 1908, the Premier, the Hon. Thomas Bent, issued the following balance sheet with regard to the improvements at Elwood:—Dr. works, material plant, £42,717; Bridges, £4,343; purchase of land, £3,475; filling purchased and private land (cost of latter borne by owners), £2,746; lining canal, £7,360; metal for and forming of tramway road, £1,367; estimated cost of completion, £2,000; balance estimated profit, £27,574. Total, £91,582. Cr. By filling private land (partly collected), £1,417; preparing metal for tramway road, £974; land sold, £1,191; estimated present value of unsold land, £88,000. Total, £91,582.

When the reclaimed lands of Elwood were ready for sale the question arose as to the method of their subdivision, and also as to the locality of restricted areas, if any, wherein shops could, or could not be built. These questions were within the jurisdiction of the Council, all subdivisional plans having to be approved by the Council before the vendor can sell his land in the form of subdivisional allotments. The St. Kilda Council was keen enough for the creation of a new residential area at Elwood, not only from the view-point of utilising the waste lands, but also for the material reason of the acquirement of a new rating area, and for a service by an electric tramway from Brighton.
to St. Kilda, but the St. Kilda Council, while conscious of these accruing advantages, was determined also that the new area should be subjected to an application of town planning principles, and that there should be residential areas, and shop areas. The Council did not err in allowing too much space for shop areas. The Lands Department felt the power of the St. Kilda Council's authority, and it drew a long breath and waited. The Council considered that the Lands Department was somewhat dilatory, in selling the lands. It urged the Department, in September, 1922, to sell the balance of the Crown lands at Elwood. The Department, in replying to the request, asked the Council if it was prepared to relax its residential area by-law, to permit the erection of shops, and business premises on the Broadway and Glenhuntly frontages? The Council replied that the erection of business premises in Glen Huntly Road was permissible under the Council's by-laws, but the Council could not approve of the erection of other than residential premises on the Broadway frontage.

On February 19, 1923, a letter was read at the St. Kilda Council from the Lands Department forwarding its plan of the proposed subdivision of Crown land at Elwood, between the canal and Glen Huntly Road. The street on the west side of the subdivision was a continuation of Goldsmith Street, and the Department requested that the street be so named and proclaimed. The Department asked in view of the rapid development of Elwood, that the Council would reconsider the question of permitting the Broadway frontage to be used for business sites. The town clerk, Mr. Fred. W. Chamberlin, told the Council that the sites for the police station, and the public hall, had been fixed on the Broadway frontage, instead of upon Glen Huntly Road as originally intended. A considerable amount of discussion on the subject took place between the councillors. Various motions were floated that found no resting place. The councillors decided to inspect the locality, and they did so. It was not until the Council meeting held on April 9, 1923, that finality was reached, when the following motion, on notice, was carried unanimously:—

"That a by-law of the City of St. Kilda be and is hereby made and numbered 100 for the purpose of further amending by-law No. 98 by excising from the streets or portions of
the streets therein prescribed as residential areas the portion of Broadway on both sides between Glenhuntly Road and Shelley Street.”

A sale of Crown lands took place at Elwood on November 14, 1913, the Government auctioneers being Baillieu, Patterson & Allard. Thirty-two allotments of land were offered for sale, and each lot was promptly sold at a price in excess of the upset price.

For an allotment with a frontage to Dickens Street, measuring 111 feet 10 inches by varying depth, the sum of £387/10/- was paid. The upset price was £300. Another lot having 63 feet frontage to the same street by a depth of 140 feet, realised £575. Other lots in the same street were bought at the rate of 15/10/- and £5/5/- per foot. A block of land at the corner of Dickens and Barkly Streets, one rood ten perches in area, with frontages to both streets by irregular depths, was sold for £520. The upset price was £400. For lots fronting Barkly Street, towards the Esplanade, the prices ranged from £5/10/- to £4; the upset price being £4 and £3/10/-. On the Broadway, on the line of the electric tramway, some four, or five lots, were sold at £3/17/6 down to £3/10/- per foot, while allotments fronting Rusden Street brought from £3 to £3/5/- per foot. Each of these allotments had a frontage of 66 feet, by a depth of 166 feet 8 inches. Land fronting the electric tramway, near to the Glenhuntly Road, 66 feet frontage, by a depth of 166 feet, was sold at £4/17/6 per foot, and £4/2/6 per foot, the upset price being £3/10/- per foot. Some half dozen allotments, fronting Glenhuntly Road, were bought from £4/2/6 to £4/18/- per foot. These lots had an area of 68 feet by a depth of 162 feet, down to 152 feet. The upset price was £3 per foot. The upset price of the land sold fixed by the Government was evidently, judging by the prices paid, a conservative one.

The prices realised at this Crown lands sale appeared to astonish holders of real estate, and several auctions followed of land, subdivided for suburban building allotments, in Elwood. For some reason the sale results were not so good as those obtained by the Government. At this time the land owned by Broadbent was offered for sale. The late John Broadbent claimed to be, and was, one of the earliest residents of Elwood,
and his name is mentioned in connection with public movements in Elwood. We recall that he said he had waited for years to see a railway to Elwood, and that he had given up hoping to see it in his lifetime. It was his son, Thomas Broadbent, of Vautier Street, Elwood, who was the vendor. The properties fronted Ormond Road, Docker, and Vautier Streets, and the Elwood Esplanade. Thirty-three allotments were offered by auction on the Saturday following the sale of the Crown lands. A large attendance at the sale suggested that the bidding was to be spirited, but the bidding proved to be sluggish, almost lifeless. Two allotments, on the crown of the hill, were the most desirable ones. The first allotment brought £6/10/- a foot, and was bought by an ex-mayor of Brighton, R. A. Edmanson. The sum of £6/5/- per foot was offered for the adjoining piece of land, which was below its reserve value, and it was not then sold. Out of 33 allotments offered for sale, only twelve were bought. A shop in Ormond Road, near Vautier Street, 26 feet by a depth of 110 feet, brought £5 per foot. Two allotments of land on the Esplanade, each 66 feet, by a depth of 165 feet, brought £6/10/- per foot. The Vautier, and Docker Street allotments realised from £3/14/6 to £3 per foot. The sum total of the land sold was £2,700.

The condition of the Elwood canal in the section next to the beach has always been more or less offensive in the summer months, though hundreds of pounds have been spent in attempts to mitigate the recurring conditions of a sea-locked drain. It was with relief that the St. Kilda Council learned that the Government was about to introduce a bill to bring the streams and main drains under a central control, and such bill became "The Metropolitan Drainage and Rivers Act, 1923."

Under the Metropolitan Drainage and Rivers Act, the Elwood canal has been declared a main drain, and so, if possible, its control is still further removed from the St. Kilda Council, being in charge now of the Melbourne and Metropolitan Board of Works. The Board’s assistant engineer of rivers and streams has made proposals for adequately dealing with the Elwood canal. These proposals were before the St. Kilda Council in May, 1928. The scheme is to abandon the canal by filling it up, and if that were done, about 30 acres of land would be won, and available for sale. The cost to carry out the work is esti-
mated at £197,000. About £22,000 would be realised if the land between Glenhuntly Road, and the sea, were sold. The Engineer for Water Supply, Mr. E. G. Ritchie, stated the estimate was made on the assumption that any spoil from the new Cole Street drain at Brighton could be made available. Further, it was estimated that by utilising spoil which became available later for filling the canal between Glenhuntly Road and Garden Vale railway station, land would be recoverable to the value of £28,000. The cost of cleansing the canal in the year 1927 was £1,110. It was supposed that the cost of cleansing would increase to £2,000 a year. It will thus be seen that the expenditure of £197,000 should be credited with £50,000, plus £33,000, leaving a total of £114,000 as the net cost of the project. Three schemes were projected. The first provides for closing the canal entirely against the entrance of sea water by gates to open automatically during floods, and to be closed by hand, when the floods had passed. The total cost of this scheme was estimated at £57,000. The second scheme was to enlarge the existing canal and to regrade the bottom at a cost of £73,000. The third scheme was the one which Mr. Ritchie recommended to the Melbourne and Metropolitan Board of Works.

The particulars of these schemes were brought before the St. Kilda Council by Councillor Renfrey as a subject of local interest, but the proposed work was outside the province and jurisdiction of the Council. The obvious trend of the intentions of the Board is towards the abolition of the canal as it now exists. If this reclamation comes to pass, the last link with the first conditions of creek, swamps and fernlands that were associated with the place named Elwood will have passed away, and those who come hereafter, who are sufficiently curious to learn something of the original terrain, of acres of land, covered with modern suburban villas, will have to turn to such historical records as this municipal history to enable them to visualise the appearance of Elwood, in its early years of settlement. From a municipal point of view, if the proposed work is carried out, the size of the rate-returning area of St. Kilda will be increased. Clearly, the proposed reclamation works, the last of a series undertaken and accomplished at Elwood, will remove every source of complaint arising from the effluences from a sluggish stream of water in a canal that does not permit of sufficient fall.
BORING FOR COAL ON THE RED BLUFF.

By the Victorian Coal Mining Co., 1895. The Brick Building on the left is the St. Kilda Abattoirs.
VIEW OF CARLISLE STREET

Looking westward from Balachera Railway Bridge. From a photograph taken about 1862 by Mr. Sydney W. Smith, then Surveyor to the Municipality.
to force the water forward with a powerful enough impetus to overcome the sea water barrage at its mouth.

Having concurred in the decision to reclaim the canal, the Government allowed the proposal to drift. The residents of Elwood, represented by the Elwood Progress Association, became impatient at the continued delay. The St. Kilda Council was in full sympathy with its ratepayers at Elwood. At the Council meeting, held December 3, 1928, the Public Works Committee made a recommendation, which was carried, on the motion of Councillor Robinson, seconded by Councillor Morley, "That, in regard to the recent complaints, of the insanitary condition, into which the Elwood canal is again drifting, that the Hon. the Minister of Lands be urged to expedite a decision on the proposal submitted by the Melbourne and Metropolitan Board of Works, as to the future treatment of the Elwood canal, which proposal is heartily endorsed by the Council, as an effective remedy of the present conditions." So far (1930) the work has not been commenced, but the member for St. Kilda, Councillor Burnett Gray, M.L.A., does not fail to urge the Minister of Lands to comply with the request of the St. Kilda Council. That the work will be done some time, is a foregone conclusion.

Two persons have been found drowned in the Elster canal. One was a curious derelict of a man, a well-known beach character, a "suburban beach comber," who sold "lily white mussels," and spent the proceeds of his sales in beer. He is supposed to have stumbled into the canal on the night of a great storm, and, being drunk at the time, was drowned. The other man was a journalist, Arthur Davis, who was drowned in the canal, on the night of July 31, 1898. At the inquests on both men, the coroner commented on the danger the canal was to wayfarers at night, owing to its unfenced condition. William Downe, the city engineer of St. Kilda, said the canal was nearly three-quarters of a mile in length, and it had only two lamps on its banks. The canal was under the control of the Crown Lands Department, but the Public Works Department had charge of the canal for the Crown Lands Department. He had urged that a fence be placed along the banks, but the Departments concerned did not follow his suggestions. Once a person fell into the canal, he would find great difficulty in getting out, as the walls were smooth and straight.
Snakes were numerous, in the year 1861, about the southern lonely parts of St. Kilda. The swamp land supplied the reptiles with a plentiful supply of food, and the fallen timber, reeds, and scrub afforded them a good shelter. In the out-lying parts of the municipality of St. Kilda, the huntsman could still, on odd occasions, find a kangaroo, or a dingo, in the bush, extending from where the golf links are now to Brighton. It is on record that two police troopers, "cadets," were reprimanded for losing time through galloping after a dingo that passed across their path when they were on duty, and on their way to Brighton. At the weekly meeting of the St. Kilda Council, held on Wednesday, January 9, 1861, the town clerk informed the Council that the whole amount paid as yet in the 2/6 premium per head for the capture of snakes on the lands of St. Kilda was 7/6. In proof of the probability of attempts being made to impose on the Council by dishonest persons claiming the reward in respect to snakes submitted to him as reptiles killed within the boundaries of the municipality, he told the story of a boy who had produced to him that day four snakes for the destruction of which he claimed 10/-.

On the Monday before, the boy had applied to the town clerk of Emerald Hill for a reward, but that Council had not then offered rewards for the destruction of snakes. On being refused the reward at St. Kilda, the boy said he would apply to the Council at Sandridge. In the same month (January), a butcher named Mawby was riding on horseback past the Elwood swamp, after leaving his work at the abattoirs, on his way home to Elsternwick. In a paddock, near to the rifle butts, he saw, coiled in the long grass, two black snakes. Dismounting from his horse, he succeeded in killing both of the reptiles. One snake measured four feet four inches, and its companion was, in length, four feet seven inches.

We can recall the time when it was said that there were beds of peat beneath the brackish waters of the Elwood swamp, but there was no evidence that such was the case, nor did it ever prove to be so. Some there were, who asserted the peat was coal, and that the run of the coal was to the Red Bluff, and so west to beneath the sea bed of Hobson's Bay. A company called "The Victorian Coal Mining Company," was floated to bore for coal deposits around the shores of Hobson's Bay. The Government granted a license to the company that allowed
its members to bore for coal within a radius of fifty miles. The company's advisers thought that a site near to the Red Bluff, St. Kilda, was a promising place whereat to start the search. The bore was put down at a spot opposite the slaughter house. In January, 1894, the company's engineers placed a stout angle-ironed poppet head, such as is used for boring operations, on the cliff, and there they commenced work, using a drill, that was said to have cost £2,000. When the drill reached a depth of 101 feet, it passed through a seam of brown coal, about 4 feet 6 inches in depth. Afterwards, the bore reached a bed of fine blue clay, depth, 230 feet. The company was more than disappointed, since it was coal the company sought, not lignite. The roseate spiritual dreams of the members of the company of turning Elwood into a coal mining district were never materialised.

This Victorian Coal Mining Company was an extraordinary company, since its actions were subject to the directions of an unknown quantity known as "Pat." "Pat" was the medium, in the spirit world, who communicated the information used in the drilling to Miss Geraldine Helena Minet, and it was from "Pat" that she received the 'tip'—if such a common word may be used in such an uncommon relation—that beneath the Red Bluff Cliff a deposit of coal awaited discovery by the drill. Miss Minet came from England to Melbourne in the year 1888, and she was a woman of means. She remained in Melbourne until 1895, when she returned to England. She is now about eighty years of age. While in St. Kilda she met Miss Agnes Simmons, who lived then at 94 Pakington Street, St. Kilda. They became great friends, a friendship that continued until Miss Simmons' death. Miss Simmons, too, was a remarkable woman in her own way, and quite in advance of the fashions for the day, for she wore bloomers—a sort of plus four combination—in her walks abroad in St. Kilda. She taught swimming in Hegarty's Baths, and was associated, in doing so, with a well-known teacher of swimming of those days, Miss Elphistone Dick. Miss Simmons was, too, a convert to spiritualism, and shared Miss Minet's unwavering faith in "Pat," who, in the end, appeared, by results, to have been a bit of a rascal, for he deceived the ladies, so far as he did not lead them to black coal. Miss Simmons invested some of her money in the mine. There were also other shareholders, though
Miss Minet was the backbone, financially and spiritually, of the whole venture. The driving engine beneath the poppet head was named "Helena." A very large brass tablet on the boiler of the engine proclaimed that was so. The actual depth bored was 3957 feet 2 inches, and the estimated cost of the attempt to find black coal under the Red Bluff at St. Kilda was £6496. R. H. Blackwell was the manager of the coal company, and W. Milne was the foreman. The books of the mine are at the Melbourne University. The Misses Minet and Simmons owned land at Clayton, which was farmed after a fashion, awaiting the time for coal to be found at St. Kilda. The bore was then to be removed to Clayton. At least, that was supposed to be the intention of Miss Minet. Neither Miss Simmons nor Miss Minet would allow a masculine member of the furred, haired, or feathered tribe on the farm. At her death, Miss Simmons, who was a friend to all animals, left her estate to the Society for the Protection of Animals.

Reference to utility works, such as the construction of the main drains of a municipality is necessary, though such works, in themselves, may not be interesting to read about. Main drains were difficult and expensive works for young councils to undertake to make, and though to-day the beds of such drains are permanently fixed it was not so, in the first days, when the Councils' surveyors had to take advantage of the lowest levels, and at the same time to bear in mind the general topography of the municipality, and the situation of the houses and the location of the streets such main drains had to be designed to serve. The Government opened up the suburban country by holding Crown sales of land contiguous to Melbourne. To enable that to be done, the Government surveyors plotted roads. They drew divisional lines on their maps, and called them "Government Roads." The roads' names came afterwards by chance, or design. No provision was made when such Crown land sales took place for drainage of the allotments sold. That was the purchaser's business Many purchasers found that when the general scheme of municipal drainage was evolved they would have to allow the municipal drains to go through their properties, subject to certain compensations to be paid to them.

In December, 1857, a notice was inserted in "The Argus" newspaper of considerable interest to St. Kilda landholders,
whose properties were affected. The St. Kilda Council was about to commence the work of the drainage of St. Kilda. The notice was to this effect:—

**ST. KILDA MUNICIPALITY.**

"NOTICE.—The Municipal Council of St. Kilda, being about to contract for the formation of a watercourse, about ten feet wide, for carrying off the rain, and surface water, and otherwise draining the low lands of the municipality, extending from Chapel Street to, and across High Street, Brighton Road, thence to Barkly Street, Punt Road, running about equidistant from Inkerman Street, on the north, and Carlisle Street and the Beach Road, on the south, hereby intimate to the owners, and occupiers of the land, that, in virtue of the powers conferred on them by the Municipal Act 18, Victoria, No. 15, they have entered upon the land, and marked out the line along which they purpose to conduct the said watercourse.

"And that plans thereof will be seen at the surveyor's office, Court House, St. Kilda, until Friday, the 11th inst.

"D. PROPHET, Town Clerk.

St. Kilda, 4th December, 1857."

A deputation of the St. Kilda Council waited on Dr. Evans at the Public Lands office on July 19, 1859, and he then promised the Council to place a sum on the estimates for the ensuing year, for the purpose of forming the portions of Chapel Street, which lay within the boundaries of the municipality. The Government, he said, intended to carry out the work themselves. Dr. Evans also promised the Council to place another sum upon the estimates to carry out the drainage of East St. Kilda.

In September, 1861, a note is made in the municipal records of the urgent necessity for completing the proper drainage of the low lands of St. Kilda, that had been so frequently pressed on the Council. The "pressure" came from the residents, who in the time of winter and heavy rains had been flooded out. The town surveyor was instructed to examine his original plans and estimates, to check his calculations of the quantities of water to be discharged, and when he had done these things, to report to the Council the result. The town surveyor, in due course, furnished the councillors with particulars of the data upon which he had made his calculations. He gave an estimate
of the cost of the whole work, and also the probable cost of various sections of the drainage scheme. The Council decided to complete the portion of the drainage scheme from the open beach to Acland Street. The work was thereupon let by tender. The contractor's tender, £2,000, was the same amount as the town surveyor had estimated to be the cost of the work. In March, 1862, the first portion of the main drain had also been completed. The main drain, at that time, was found to be amply sufficient to discharge all the waters of St. Kilda, and also those that came from the watershed of Caulfield, and elsewhere. In the year 1865, we find a note to the effect: "The contract for the main drain has been satisfactorily completed, and answers the Council's most sanguine expectations." In the year 1881, the Council's report states that the health of a considerable portion of the borough has been improved by the construction of that portion of the main drain, passing through the grounds of the Balaclava State School, and extending beyond Woodstock Street. This work, to the extent of one half of its total cost, was assisted by the Government. The Council add, that it is proposed, in the same manner, and with a like subsidy from the Government, to complete the drain, to join the drain constructed in Grosvenor Street.

In the year 1883, the important work of constructing the main western drain was begun. Its cost, when completed, was estimated at not less than £5,260, but the spending of such a sum was considered to be of incalculable benefit from a sanitary standpoint. The adequate drainage of the land had the effect of greatly increasing the value of the west beach lands.

In March, 1884, the St. Kilda Borough Council made an inspection of the new works undertaken out of a £25,000 5 per cent. corporation loan which the Commercial Bank had taken up. The report of the inspection gives a clear idea of the state of St. Kilda and the improvements going forward in the year 1884. At the Esplanade, the Council, out of the loan moneys, had formed a "new carriage drive," which it was purposed to call the "Lower Esplanade." The drive was a chain in width, and the broad footpath (12 feet) was to be asphalted and channelled. A neat close iron fence was placed on the outer side to keep the beach sand from encroaching on the roadway. The report states "the St. Kilda Council is not yet satisfied that
everything has been done to keep St. Kilda in the forefront from a national point of view. The road is some day to go to Point Ormond, with the sea on one side, and public gardens on the other. So far, the highway breaks off abruptly for want of funds, and the gardens are represented only by a worthless desert, which belongs to the Government, but the Council is going to ask the Government to hand it over to the municipal body, on the condition, that a garden is made of it. The cost of the Lower Esplanade was £3,000."

A work of equal importance, the report said, was the main western drain, which was opened in the beginning of March, 1884. The drain was described as a stone culvert 4 feet 6 inches in diameter, and it replaced an 18 inch drain, which was too small, and ran in a more tortuous course through Albert Park to the West Beach. From the St. Kilda railway line to its outlet, a distance of 27 chains, the culvert which is 41 chains in length, is covered in. The cost was £5,300. The Government contributed £1,125. The Prahran City Council was to be asked to bear a proportion of the cost, as part of the drainage from Windsor was carried in the drain. "The drain was scoured by each tide," the report said, but hope was father to that remark. A sum of £150 was paid by the St. Kilda Council to the Railway Department for a brick culvert running under the line.

The third largest sum provided out of the loan was the reconstruction of the Brighton Road from Carlisle Street to the Glen Huntly Road, the southern boundary of the St. Kilda borough. In 1875 tolls, which on this road yielded about £1,700 per annum, were abolished. Owing to the heavy traffic of the market gardeners from Brighton and neighboring districts the road fell into disrepair, and became almost impassable. The Council voted £3,500 to remedy this neglect, and the work of repair was very thoroughly done. The road was straightened. Where necessary, it was cut down to its appointed level and metalled, so that, from one end of the road to the other end, there was a pleasing perspective of double rows of young trees on either side. Those trees were planted three or four years before the road was repaired. The trees were, in 1884, growing well. Loads of gravel to the extent of 2,500 cubic yards were taken from Brighton Road in St. Kilda when the cutting down of the road took place, and the spoil of gravel was used to improve other roads in St. Kilda.
In the year 1893, with a view to still further improve the sanitary condition of the city, and to provide work for a number of men unemployed, the Council decided to apply to Parliament for authority to vary the application of certain loan moneys, comprised in Loans 1 and 2, amounting to the sum of £14,373/5/8. Through the efforts of Councillor the Honorable George Turner, M.P., was prepared and passed, by Parliament, the St. Kilda Loan Act, 1893. The second schedule of the Act authorised the Council to spend £4,061/9/6 for metalling the streets; £940/19/6 for channelling; £3,367/8/- for tar paving; £5,290/2/8 for sewers in Carlisle, Fitzroy and Inkerman Streets; £60 for alterations to the bridge at Queen’s Road; £181/10/- for the completion of the footpath on the Lower Esplanade; £150 for fencing at the dust tip; £90 for a crossing, Upper Esplanade, at Victoria Street and Alfred Square; £151/16/- for fencing at Alma Park and £80 for a culvert at Orrong Road. These works were commenced by the Council after the necessary consent of the holders of the loan debentures had been obtained. As a further advance in the sanitation of the city, the Council, on September 7, 1893, entered into a contract with Williams, Turner & Nance, for the removal of nightsoil upon the double pan day service system.

That was hailed by the residents as a sanitary blessing, and no one who had gone through the repulsive period when sanitary carts polluted the air of night could feel otherwise than that a new and better era had dawned. In Elwood, the night-soil depot was admitted to be an abomination. With the public so well educated as it is to-day, on the means to be taken to preserve the health of the community, it is almost unbelievable that the authorities were so blind as to have appointed the paddock, that now forms the Blessington Street gardens, as a place where the nightsoil of St. Kilda could be buried in furrows scored by the plough. Whatever individual members of the St. Kilda Council thought about the horrible practice, the St. Kilda Council, as a corporate body, permitted the burying of the night-soil to continue. A deputation waited on the Hon. Francis Longmore, in October, 1877, with regard to the practice of depositing nightsoil in the reserve near Blessington Street. The St. Kilda residents, adjacent to the reserve, complained that a great nuisance was committed thereby. The Minister, in answer to
the deputation, stated that if the Council was permitted to continue depositing nightsoil in this place, it would be only on such stringent conditions as would provide that the health of the neighbourhood should not be endangered. The Secretary to the Central Board of Health wrote to the Council with regard to the deposit of nightsoil on the Recreation Reserve. He said that the water which lodged on one portion of the reserve was liable to pollution, by the percolation of the nightsoil, through the very sandy soil of the place. In order to avoid offence, he suggested that the Local Board of Health should have the low-lying portion of the reserve filled up to such a level as would prevent the collection of stagnant Water, or the Local Board should have a drain cut to carry off the water to the beach.

We think that the Council ceased depositing the nightsoil in the Reserve in deference to the wishes of the residents, but the depot for nightsoil at Elwood was surcharged in consequence of that remission. At a later date, depots were established far afield at Moorabbin, but the trouble was the cartage. The greatest of all administrative acts for the sanitation of cities came when the Melbourne and Metropolitan Board of Works was constituted, and began its beneficent works under powers given to it under the Melbourne and Metropolitan Board of Works Act.

During the year 1894 the Council accepted the tender of S. Willis Brothers for constructing sewers on both sides of Carlisle Street to Hotham Street at a cost of £1,490. This work had the effect of improving the appearance of the street in addition to making its drainage perfect. In the same year a contract was accepted of Messrs. Tighe, for paving Fitzroy Street, from Grey Street to the Esplanade, and thence along Beaconsfield and Military Road, to the main western drain, in a line with Cowderoy Street. The approximate cost of the work was £957/15/4.

All these works speak of the steady progress of the municipality of St. Kilda. They were among the principal activities of the Council, but there were, in addition to them, many other works of minor import carried out that added to the sum total of the St. Kilda Council's excellent work, year in, and year out.
CHAPTER XII.


IN the year 1853, emigrants, who arrived with their families, in Melbourne, found it very difficult to find houses to rent. The house shortage grew more acute as numbers of ships, full of gold seekers continued to arrive in Hobson's Bay. Landlords of houses asked high rents, and they received them for houses with but few conveniences. Some house-renting experiences of "an old St. Kilda resident" of 1853, were published in the "Illustrated Melbourne Post." "We," he writes, "enjoyed a joint stock share in a crazy wooden structure, which we were fortunate to obtain at the rate of four guineas a week. It was built of palings, and shingles, and comprised four rooms on the ground, only one of which had a calico ceiling, but the other three offered nightly facility through the roof for star-gazing, and allowed our beds to be watered by every genial shower. Servants were then about as plentiful as balloons, and we had to fetch our own milk, and make our own nests. We are not sure that we are much the worse for it."

In his reminiscences, an "Old St. Kilda Resident" tells how the want of a pier at St. Kilda involved him in a minor misfortune. "Well do I remember," he writes, "the temerity with which on my arrival in 1853, we left the ship with our baggage, at the wilful solicitations of a couple of unscrupulous 'cockatoo' watermen, who declared we could land in perfect safety, our valuable body, and cargo, upon the hospitable beach at St. Kilda,
close to that perforated house we had so fortunately secured. Alas, for our first faith in Victorians—it was rudely dashed, with our property, headlong into the breakers, and buffeting up to our armpits through the surf we saw the boat bottom upwards; and our household goods wildly floating around us. But such troubles are of the past. A good landing stage now awaits the visitor, and craft even up to a firewood schooner, ride safely in the compact little harbour formed by the jetty, and the old Bathing Ship."

The reference to the firewood schooner is topical. A trade was carried on between St. Kilda and Melbourne in firewood. Among the sources of Melbourne’s wood supply were the Yarra banks, and the wooded lands of Prahran, and those of East St. Kilda. In each case the advantage of cheap water carriage was an element in the price of the fuel. Some of the early residents of Prahran, who were woodcarters, found it less trouble to load wood at St. Kilda jetty than to cart it over bush tracks, and to pay punt tolls before they could deliver it in Melbourne. The wood was therefore shipped across the bay, and carried up the river, to be discharged at Queen’s wharf.

In 1853, a joint stock company, called the St. Kilda Pier & Jetty Company, was formed in anticipation of the profit its promoters expected to receive from pier dues, paid by the owners of boats bringing timber, and building material to St. Kilda, and also from dues paid for the right to load firewood in the boats upon their return journey to Melbourne. The company was incorporated by Act of Parliament on October 5, 1853. When the jetty was built, it consisted of wood palisading, filled in with earth, which formed an embankment, leading to a small pier. Not long afterwards, it was built, the sea, on a, stormy night, washed the pier, and half the embankment away. For a considerable time the company’s pier was left lying a wreckage. The Government was asked for money towards the pier’s restoration but it declined to give any. In December, 1856, Frederick James Sargood, one of the first two members for St. Kilda, gave notice in Parliament of his intention to ask the Commissioner of Public Works, Captain Pasley, if it was his intention, during the then summer months to render any assistance to the populous district of St. Kilda, and Prahran, by the erection of a pier? Captain Pasley replied that the necessity
of having such a pier had never yet been brought under his notice, and therefore no steps had been taken for the purpose.

Sargood's question directed attention to the public want of a jetty at St. Kilda. When, therefore, on April 22, 1857, Thomas Howard Fellows, the other member for St. Kilda, asked the Hon. Charles Gavan Duffy, the Premier, concerning the jetty, Fellows was told officially that the survey for the jetty had been completed, and that the site selected was a ledge of rock, on the south side of Fitzroy Street, and that the probable cost of the work would be £4,000.

The original design for the jetty showed a jetty of 1000 feet in length, with a depth at least of ten feet of water. It was to be so constructed as to allow extended landing room at the sides. The jetty, which remained unfinished, was considerably less than 500 feet in length, and alongside it the depth of water was only 7½ feet. A large quantity of material was spread, by the sea, during the erection of the jetty. The side protected from the wind was thereby converted into a dangerous shallow, and the landing room was confined to a small platform, at the end of the jetty. The jetty as it stood in July, 1858, was totally inadequate for the reception of the material, it was designed to receive. The St. Kilda Council was seeking, in 1858, to have the jetty extended, and curved to the north, so as to afford shelter to vessels, discharging their cargoes, and also to boats, lying off the jetty. Failing the curve, the Council favored a T piece, at the end of the work. The Council urged the President of the Board of Land and Works, to extend the jetty to the original designed length of 1000 feet, and to recommend that the sum of £6000 be placed on the Government estimates for that purpose.

The Government made available the sum of £4,000 for the construction of a jetty at St. Kilda. Thirteen contractors tendered for this work, which was given to Abram Crawford, whose tender amounted to £3,146 3/-. The tender was let to him on October 22, 1857. Among the unsuccessful tenderers was the firm of Cornish & Co., who became well known railway contractors. Later it was found that extra work would have to be done in connection with the construction of the jetty. The road approaching it required filling up and the slopes of the Esplanade had to be pitched. This extra work cost £423/6/8/,
Crawford was again the contractor. His tender papers when the works were finished were endorsed "How did he fill his contract? Satisfactorily." John Keys was the successful tenderer for the necessary fencing to the pier, at the sum of £164/15/-. Five tenders were received for that work.

The St. Kilda Council, in its annual report, dated March 11, 1858, alludes to the pier in these words: "This desirable work referred to in the former report is approaching completion. The Government having declined to form a roadway to the pier, from the southern end of the Esplanade, the Council determined to undertake its permanent improvement, by forming an upper, and lower roadway, which with the intervening slopes will, it is hoped, add greatly to the beauty, as well as to the permanent usefulness of this very important part of the municipality."

In the following November, members of the St. Kilda Council went to see the President of the Board of Land and Works for the purpose of pointing out to him that only half the money which had been promised, had been spent on the work of the pier's restoration. The jetty was left in such a state of incomplete repair, that it was unable to resist the percolating actions of the assaulting waves. A sum of £1,000 had been made available on the Parliamentary estimates, for spending on the jetty's preservation, but that sum was much too small an estimate, inasmuch that no less than £4,000, and more likely £6,000 would have to be spent, if the jetty was to be made a serviceable one for trading purposes. The councillors also asked that the jetty be placed in charge of the municipality because, as things were, it was left without any supervision whatsoever. Captain Pasley, who accompanied the councillors, and who was Commissioner of Public Works, in the Haines Ministry, when the vote for a grant of £4,000 to construct a jetty was authorised, said the Government's intention was to construct a jetty suitable for landing bluestone from Williamstown for use on the roads of St. Kilda.

On April 14, 1859, the Council was informed that the Government was agreeable to placing the jetty under the control of the Council. In addition the Government told the Council that £1000 was to be spent on the jetty. The Council's attention was drawn to the large deposits of cargoes of stone discharged on to the jetty and left there. This stone had been brought
across the bay, and belonged to the railway contractors for the St. Kilda railway, and they had abandoned it. The Council asked the Government whether the removal of the stone had been a clause in the contract for the jetty, and were told it was not. On July 4, the Council learned that the contractor for the jetty was unable to proceed with his work, owing to the railway contractors having made the pier impassable with loads of railway material. Who eventually removed the stone we do not know.

When Sargood first questioned Pasley about the jetty, the yachtsmen of the Victorian Yacht Club were wanting a breakwater. On February 22, 1873, a number of the class "The Argus" newspaper had described as the "broad cloth class" of St. Kilda, went to see the Commissioner of Public Works, the Hon. Alexander Fraser, for the purpose of asking that canny Inverness Scotsman to have a breakwater built at St. Kilda. Among those present were:—James Wilberforce Stephen, Angus Mackay, Robert Murray Smith, all notable politicians. The Mayor of St. Kilda, Councillor D. McNaughton, and Captain Turnbull of the Yacht Club were also of the party. The speakers told Fraser that they wanted the St. Kilda pier lengthened and made solid, and also a T shaped breakwater built. The speakers urged their case at length. The Commissioner replied that a solid pier was out of the question. His last words were, "I will not do anything until I make inquiries."

Apparently the Minister, after his inquiries, was only satisfied so far as to allow an extension of the pier. An addition to the pier was made in the same year, 1873. The contractors were H. Turnbull & Co., and the price paid was £1,430. The St. Kilda Council was notified by the Department of Trade and Customs in November, 1873, that Sergeant Holmes had been appointed an officer to carry out that portion of Part 2, of the "Passengers' Harbour and Navigation Statute, 1865, relating to the management of public wharves, at St. Kilda. A week or two afterwards the St. Kilda pier was gazetted as a legal quay, or wharf, for the loading, and unloading of free, and dutiable goods coastwise. Sergeant Holmes was the officer in charge of the police at St. Kilda.

A further proposal to form a breakwater at St. Kilda uncorked the vials of wrath of several members in the Legislative Assembly, in September, 1874. A sum of £1,500
THE "PREMIER" OMNIBUS

was proposed towards the cost of the breakwater. Those in opposition to the proposal said it was a vote of money to be spent for the benefit of the St. Kilda Yacht Club. A breakwater could have no other effect than to collect sand. In a few years, if the breakwater was built, there would be no water at the pier. Robert Murray Smith, member for St. Kilda, told the House that he expected the opposition the proposed vote had received. He was not surprised. "Perhaps it was," said he, "because St. Kilda so seldom asked for anything, and so much more seldom got what it asked for. It was notorious that at one time, members for St. Kilda could not get any money spent in their district. Was that opposition gone?" The Hon. Angus Mackay, Minister of Mines, had admitted the condition of the foreshore was disgraceful. St. Kilda was one of the elder, and wealthier suburbs of Melbourne, and yet it had no pier, at which a vessel could land a load of passengers. It was necessary to protect the pier's landing place with a breakwater so that boats could come alongside the jetty in all weathers. As it was then, boatmen, and others, dare not bring their boats alongside the jetty when there was a south-west wind scudding across the bay.

When the vote was taken, notwithstanding the spirited opposition Smith had encountered, the Legislative Assembly voted with him, and £1,500 was granted to St. Kilda, in September, 1874, for the purpose of building a breakwater. In 1883 Parliament allocated a sum of £4,000 for the extension of the pier. On April 2, 1884, the Public Works Department accepted the tender of Messrs. Cox & Carter, for an extension of the pier, for the sum of £4,360. This contract, when finished, lengthened the pier by 1944 feet. The last section of the newly-constructed pier was designed as a breakwater.

In October, 1851, according to contemporary notices in the Melbourne newspapers, St. Kilda had a bus service, and it was considered a sign of progress to have a bus service, even if the conveyance made but two journeys a day. The omnibus was appropriately named the "Premier," and so far as our researches have disclosed, it was the first public conveyance travelling between Melbourne and St. Kilda. The "Premier" bus left the "Bull and Mouth" Hotel in Bourke Street daily for St. Kilda, at a quarter past 10 o'clock in the morning, and at five o'clock.
in the afternoons, calling for passengers at the Prince Albert Hotel in Swanston Street. It started from St. Kilda at nine o'clock in the morning, and at four o'clock in the afternoon. The fares were one shilling each way, children under seven years of age were carried at half price. The "Premier" bus service was owned and carried on by W. Wilson, the proprietor and licensee of the Royal Hotel, St. Kilda. Wilson subsequently sold his interest in the hotel, and in the "Premier" bus service, for we found, also in 1851, an advertisement in "The Argus," stating that "the St. Kilda omnibus still continues to run as heretofore, leaving the Royal Hotel, Joseph Howard, licensee, at nine in the morning, and 5.30 in the afternoon, starting from the under-mentioned places:—Passmore's Hotel, Sugden's Royal Mail Hotel, and the Prince Albert Hotel. Fares each way, one shilling; children under seven years, half price."

A contemporary news paragraph states:—"Mr. Howard, the landlord of the Royal Hotel, St. Kilda, has had built by Messrs. Liddy and Passfield, of this city, an omnibus after the London fashion, and combining all the latest improvements effected in the construction of those vehicles, which he intends running between his house and Melbourne during the summer season. To the inhabitants of St. Kilda, and those of the city who occasionally escape from the close and choking atmosphere of its streets to breathe the free and invigorating air of that delightfully situated marine village, Mr. Howard's enterprise will be productive of great advantages."

Champion shooting pigeon matches took place frequently at the Brighton Retreat Hotel in the years of 1859 and '60. On the days of the pigeon matches, a five-horse omnibus started from the St. Kilda Junction, and ran to Brighton, carrying sportsmen. The fare was 2/6 each way. The same omnibus on race days, left the Retreat Hotel, Brighton, at 9 a.m., called at the Devonshire, Brighton, Elsternwick, and the Junction, St. Kilda, hotels to pick up passengers. The fare out to Flemington and back to St. Kilda was 20/-.\n
William Johnson Sugden was well known in Melbourne in the year 1845, since his name frequently appeared in the "Port Phillip Gazette" as holding the office of inspector of distilleries. Two years afterwards his name still appeared as the "Chief Constable in the Melbourne Police," under notices of sales of
goods, seized by officers of the Court, in satisfaction of judgments. Happily for Sugden, perhaps, had he remained a Government official, and had he not embarked upon the career of a publican, which eventually led him to St. Kilda and Carlton House, and to his goods being seized as he was wont to seize the goods of others. His own goods were sold under the hammer of a Supreme Court Sheriff.

Sugden's Royal Mail Hotel was in Bourke Street, and Passmore's Hotel was on the site of the Union Hotel in the same street. Howard sold the right of his service, with the proprietorship of the Royal Hotel, St. Kilda, to James Mooney, who was at the time the licensee of the Brighton Hotel at Brighton. The Mooney family were fortunate when they changed their skies by emigration. In the year 1852, they sent for their father, and he came to them from Ireland. James Mooney, senior, did not enter into any business, but he was a well-known man in St. Kilda in those early days. He died on July 23, 1873, at the house of his son, James Mooney, who had left St. Kilda, and was living in Swanston Street. He was aged eighty-six years. According to the St. Kilda Ratepayers' Roll, for 1859-60, James Mooney, senior, lived in Neptune Street; James Mooney in Robe Street; William Mooney in Barkly Street; John Mooney in Robe Street. No wonder the tribe of Mooney was well known in St. Kilda. John Mooney, in May, 1872, was working for the Council, road repairing, and he was paid out of the Main Road Toll Fund. He was, in 1865, one of the members of the St. Kilda Fire Brigade. He seldom missed being present at outbreaks of fire, for which he received 10/- each fire, several receipts for which sums of money still exist.

When James Mooney was the licensee of the Brighton Hotel, he promoted an omnibus service that ran from Brighton, through St. Kilda, to Melbourne. Even before Howard and Mooney's bus service a coach started from Cheltenham, and passed through Brighton and St. Kilda on its daily way to Melbourne. Mooney's transfer from Brighton to St. Kilda proved to be a notable one for the fortunes of the Royal Hotel. Mooney added a story to the two-storied building he bought from Howard. Aged people in the years of their sixties, alive to-day, who passed their early life in St. Kilda, have evolved a belief, or tradition, that the Royal Hotel, Mooney's Hotel, was the only
hotel of any note on the beach. The Royal Hotel is spoken of
by them as something unique, but this regard arises from not
knowing there were other hotels of considerable pretensions on
the beach front in the year 1859, powerful rivals of the Royal
Hotel, which hotel in that year was kept by Fritz Schluter,
late licensee of the Criterion Hotel, also on the Esplanade. Fritz,
by the way, was one of the best rifle shots in the St. Kilda Rifle
Corps. The St. Kilda Club Hotel was at the corner of Fitzroy
Street and the Esplanade. Then there was the Criterion, after-
wards called the New Baths Hotel, one of the favourite hotels
of St. Kilda, and one, too, with extensive grounds and gardens.
Early in the history of St. Kilda in the year 1857, November 7,
the St. Kilda Horticultural Society held an exhibition in the
garden, and grounds, of the newly-named Baths Hotel. The
numerous seats the licensee of the hotel had placed about the
hotel grounds were appreciated by the large number of ladies
present. The exhibition of flowers grown was satisfactory. An
extensive collection of bouquets was shown, and also choice
specimens of geraniums, fuchsias, and pansies. During the
afternoon the band of the 40th Regiment played a varied
selection of music. Schluter did his best to advertise St. Kilda
in the newspapers as "a fashionable and delightful watering
place."

A man named Johnson was, at one time, the licensee of
the New Baths Hotel, and he advertised the attractions of the
hotel, informing the public that the house had a splendid
frontage to the beach, at St. Kilda, "nearly opposite the new
bathing establishment, as well as the proposed jetty, and within
five minutes walk from the railway terminus." Continuing, the
advertisement said: "Visitors to this hotel will enjoy the
advantage of the large, and extensive pleasure grounds, covering
three acres, which the proprietor intends shortly to open as tea
gardens, to which will be added two bowling alleys upon the
American principle, a large quoiting ground, throwing the
hammer and a variety of other amusements. Johnston
advertised that he made special provision for wedding parties.
He was appealing to those who had "diggers' weddings," who
arrived in St. Kilda in drags drawn by four horses, gay with
Wedding favors, and to diggers' wives, resplendent in dresses
of startling colors. The digger and his wife sat on the box
seat, and a hilarious party, shouting and yelling, drinking to all and sundry, occupied the body of the drag. The sanitary conditions of the Criterion Hotel during Johnson's tenancy were not such as would be permitted to-day. A complaint in the newspaper, *The Argus* (March 6, 1861), states that "the open sewer, exuding from the hotel, and running along the foot-path is a detriment to the health, and the pleasures of the inhabitants, and numerous visitors frequenting the beautiful walk on the Esplanade."

Johnson sold the license of his New Baths Hotel to a publican named Charles Wedel, who was the licensee of the Criterion Hotel, Melbourne. He was one of those who saw the opportunity there was to attract visitors to the Esplanade, and so to increase his trade. In January, 1861, he had the ear of the editor of *The Argus* newspaper, and the editor inserted in that paper's town news the following paragraph:—

"A subscription, we understand, is about to be raised to pay for a band to play on the Esplanade at St. Kilda several evenings a week during the summer. The Marine Parade is now a very pleasant resort in the evening, and a good band would be sure to attract numerous visitors both from the neighbourhood, and probably even from town, as Melbourne residents, now that return tickets are available by the trains on the railways up to midnight, might be glad to escape, for a couple of hours, from the heat, and turmoil of the city, to get the benefit of a sea breeze, on the shores of the bay, and be enabled at the same time to enjoy the strains of a good band. We are requested to state that subscriptions will be received by Mr. Wedel at either the Criterion Hotel in town, or the establishment bearing the same name, late the New Baths Hotel, on the Esplanade, St. Kilda."

The Criterion Hotel has long been an inn of the past. After the foundations of the hotel had been carted away, and the land on the site the hotel occupied had been levelled, a great crop of vigorous Scotch thistles sprang up and flourished amazingly. The thistle seed was supposed to have been brought out from Scotland in the straw packing placed, to protect the bottles from breakage, in cases of Scotch whiskey. For some years after the hotel buildings had been removed the three acres of
land that Johnson used as a tea garden, and a playing ground, was known to St. Kilda residents as the "Criterion Paddock." The Esplanade Hotel now stands on the site of the one-time Criterion Hotel.

Before the year 1852, when a well known resident of St.Kilda, George Watson, bought Kirk's Bazaar, and so to partnership with Cyrus Hewitt, head of Cobb & Co., the world-famed coaching proprietors, the Mooneys, Joshua and James, of the Royal Hotel, St. Kilda, were coach proprietors. According to the story of their descendants, the coaches started from St. Kilda, and carried mails to Frankston and Geelong. After a period of prosperity, as carriers on country roads, the brothers Mooney retired from that business, unable to compete with the newly-laid-down railways. It is recorded of George Watson that he drove a horse and buggy, from Wangaratta to his home in Burnett Street, St. Kilda, in one day, between sunrise and sunset, a distance on the old coach road, of 160 miles.

The Melbourne Omnibus Company started running omnibuses in March, 1869. Six buses were imported from New York for the purpose. Each bus had accommodation for from twelve to sixteen passengers, and three passengers outside on the box seat, with the driver. The service commenced at six o'clock in the morning, and ended at midnight. The fare was threepence. Collingwood was the first town to have the bus service, then Richmond, Carlton, Prahran, and St. Kilda, in the order named. The bus drivers were unpopular with the cabmen, who not only jeered at them, but also assaulted them, though the cabmen were fined in police courts for doing so.

After leaving St. Kilda, James Mooney became the licensee of the "sport-frequented hotel" in Swanston Street, Melbourne, the Princes Bridge Hotel, an hotel that was associated With another early publican of South St. Kilda, the late W. F. Young, of the firm of Young & Jackson, publicans.

The Royal Hotel, St. Kilda, was on the way to a dusty death. Memories of its days of prosperity were sinking deeper and deeper into forgetfulness. Modern St. Kilda did not know its past. The hotel's ownership changed, and finally the hotel was delicensed. The building was demolished, the walls, in their fall, clouding, for a brief space, the roadway with the dust of other days. And so the famous Royal Hotel came to its end, in March,
1927. The building material in the hotel was poor. It was built of indifferent bricks taken from a clayhole in High Street, on the south side of the Hill of St. Kilda, a name now not in use. Upon the site of what was once the clay hole stood, for years, the Bay View Hotel, an hotel that suggested an English hostelry. The building was placed well away from the alignment of the road, allowing the hotel's customers, travelling on wheels, to drive up to the door of the hotel and so refresh themselves, and water their beasts, without molestation from the current of traffic in High Street. The Bay View Hotel, as its name suggests, had once a view of the bay, but the erection of houses, and shops, in its neighbourhood shut out that view. In the heyday of its existence the Bay View Hotel enjoyed a profitable patronage from travellers passing along the Brighton Road, including the custom of gardeners from the Brighton district. Sports were held on holidays on the vacant green opposite the hotel, and the licensee erected a greasy pole. The man who succeeded in climbing the pole was given a pig as a prize. Patrick Guaran, who succeeded Joseph Attridge, was one of its best known licensees. For fifteen years he occupied the Bay View Hotel, and then went down High Street hill, to the south, to the Post Office Hotel, where he remained for a term of nine years, dying there on July 8, 1900, the last of the middle group of hotel keepers at St. Kilda. This hotel, before the Post Office was built, was called the Buck's Head Hotel, and was kept by Joseph Hyndman, at least, in the records the selected site for the Post Office is spoken of as opposite to the Buck's Head Hotel. The Terminus Hotel was opposite the railway station, at Fitzroy Street. It was the forerunner of the George Hotel, which hotel now has almost a cosmopolitan reputation.

Other old-time publicans were Morris Griffin, of the Victoria Hotel, Fitzroy Street, and John O'Rourke, of Grey Street. Mooney's Royal Hotel omnibus was driven by a youth, a "tall, lanky fellow" named William Killick, who was generally alluded to as "Billy, the bus boy." Killick, being of a frugal mind, saved his wages and kept safely his passengers' tips, and prospering in his worldly wisdom, and his goods, he eventually became a well known publican in St. Kilda, as the licensee of the Star and Garter Hotel. In the year 1867, there was an hotel at the corner of Brighton Road and Carlisle Street, close to the
historical Greyhound Hotel, called the Inverness Castle, the licensee was A. Fraser. Quite recently the Town Clerk unexpectedly received a photograph of the old place from Miss H. Fraser, now a resident in Euston Square, London. The picture shows a primatively designed horse trough in front of the hotel, and also, presumably, the licensee and his wife and child standing at the door of the public house.

The conditions of life in early St. Kilda created a demand for constant carriage of residents to and from Melbourne, and a large company of cabmen came into activity on the roads to supply the demand. In the sphere of their activities they were an important body of men, and some of them, at times, presumed on the necessities of travellers, causing their fares to write letters of complaint to the newspapers. Trains ceased to run to St. Kilda at night after nine o’clock, and the last train to Melbourne from St. Kilda started at 9.15 p.m., so that residents of the municipality who had not horses and buggies, and gigs, were at the mercy of extortionate cabmen.

The St. Kilda Council sought to regulate the cabmen’s actions, and to draft drastic rules of the road for their observance with a penalty not exceeding ten pounds if they offended against any of the twelve clauses of By-law No. 24—municipal year 1859-60—for the regulation of public vehicles within the municipal district of St. Kilda. Clause 7 is not without its unconscious humor. It provided that no driver, or conductor, was permitted to carry in his vehicle a noisy, or violent passenger except that he carry him to some police office or watchhouse. The stands for public carriages plying for hire within St. Kilda were in number 8 as follows:— (1) On the Melbourne Road at the junction of Fitzroy Street; (2) Alma Street East on the north side, at the junction of High Street; (3) Brighton Road, west side, at the Greyhound Inn; (4) Glen Eira Road, north side, at the junction of the Brighton Road; (5) Brighton Road, west side, at the Elsternwick Hotel; (6) Barkly Street, west side, at the junction of and south of Fawkner Street; (7) Esplanade, west side, at the Royal Hotel; (8) Railway Terminus, Fitzroy Street. In each case the direction in which the horses’ heads were to be turned was indicated. Among other things, cabmen were warned to place a muzzle upon the bead of any vicious horse; to use nose-bags to contain forage;
and not to remove a horse's blinkers while he fed, nor was a driver to interfere with any other cabman about to obtain a passenger, nor was he allowed to stand his cab within ten feet of the corner of any street, and generally when in line on the authorised cabstands, all cabmen were warned to leave a space of six feet, at least, between every fourth vehicle, for people to pass through.

The horse era in St. Kilda was a prosperous one for saddlers and blacksmiths. These two trades were well represented in St. Kilda. One of the early St. Kilda blacksmiths was James Freeman, who was born at Bristol, England, in the year 1798. Freeman emigrated to Victoria in 1852, and made his way to the Fryer's Creek gold diggings. Leaving the gold fields, he came to St. Kilda and opened a blacksmith's shop in High Street. He died in the year 1898, within five months of celebrating his hundredth birthday.

In 1873, "Gunn's Railway Cars" ran from St. Kilda railway station for the Village Belle Hotel, via Grey Street, on the arrival of each train, and vice versa. Gunn's cars also left the St. Kilda railway for the baths, and the Esplanade, and vice versa. The fare was three pence each way at all hours. Gunn advertised that "sober and steady drivers may be relied upon." Gunn, who was authorised by the railway directors to ply for hire, within the precincts of the railway premises, had opposition against his business as a public carrier. The "St. Kilda Time Car Association" ran cars from 9 a.m. till a quarter to 12 p.m., charging sixpence fare each way, so it was not surprising that Gunn secured most of the passengers. George Gunn had his stables in Commercial Road, Prahran. He established the Red line of cabs—Prahran to Melbourne. "Red light by night, red flag by day, and threepence each way." In the years of the seventies, Gunn's large stables were consumed by fire, and a number of horses were burnt to death. The poor terror-stricken animals, paralysed by panic, would not leave their stalls, and their squeals were heart-rending. On the morning following the fire, we, in company of hundreds of people, saw the ruins of the stables and the bodies of Gunn's horses. Gunn never quite recovered from the shock, and he died a year or two afterwards.
When the Melbourne to St. Kilda railway was completed, the omnibus no longer ran from Mooney’s Royal Hotel to Melbourne. The railway made an alteration in the everyday life of the residents of St. Kilda who daily went to Melbourne. At the railway’s terminus in Fitzroy Street there was a refreshment room, of which Frederick Wimpole, of the George Hotel, afterwards Councillor Wimpole, was a licensee. In 1865 the refreshment rooms at the St. Kilda railway station were kept by William Dicksin, the licensee of the Prince of Wales Hotel, Fitzroy Street, and afterwards by William B. Mallan and A. King. Spiers & Pond, the famous caterers at the Exhibition in London, the men who introduced maids to serve behind hotel bars, were usually the successful tenderers for refreshment rooms attached to these new railways. They leased the refreshment rooms of the Theatre Royal, in Bourke Street, which was built and owned by a St. Kilda resident, Ambrose Kyte. Kyte was the man who, regardless of expense, built Oakleigh Hall, Dandenong Road, East St. Kilda, the finest dwelling at the time around Melbourne, but its magnificence was a little beyond Kyte’s early environment. He was not quite happy in its possession. Financial troubles assailed him. In June, 1865, the St. Kilda Council sued Kyte for arrears of rates due on his mansion, Oakleigh Hall. The case, Borough Council of St. Kilda v. A. Kyte, terminated by Kyte paying the amount claimed, £69/0/11. On June 16, the town clerk informed the Council that the judgment had been satisfied, and that he, the town clerk, had made a formal application to the Court to have the settlement entered on the records of the Court.

Ambrose Kyte was one of the remarkable men of his day in Melbourne. He belonged to the class of self-reliant workers, not uncommon in the history of the days of the first settlement, who often rose to undreamed-of affluence with the expanding prosperity of the colony. Byte was born in a small village in Tipperary. He emigrated from Ireland when he was eighteen years of age, arriving at Port Phillip in the year 1840. He obtained work as a laborer until, by his industry and frugality, he was able to rent a small store in Bourke Street, where he set up as a hay and corn merchant. In his prosperous days he had an annual rent roll of £10,000. He was on two occasions elected to Parliament, once as the representative for East Mel-
bourne, and once as the member for Richmond. He gave £1,000 towards the expenses of the Australian exploring expedition of Burke and Wills, and £500 every year for a silver cup as a prize to encourage agriculture. He died on November 16, 1868.

Samuel Wilson, afterwards Sir Samuel Wilson of Ercildoune, near Burrumbeet, bought Oakleigh Hall and lived in it for some time, during which term he wrote several letters to the St. Kilda Council as a ratepayer with grievances and desires. He was an Irishman like Ambrose Kyte. In 1873, the Council was desirous of sending some photographs to the Vienna Exhibition, of palatial homes in the borough. Mr. Wilson offered to give to the Council some photographs of Oakleigh Hall, but the Council declined the gift because the photographs were not the proper size. It is interesting to record what photographs the Council did send to the Vienna Exhibition as indicating what houses, in the year 1873, the Council judged were the best in St. Kilda. Among the houses selected were the residences of Messrs. Major Sargood, Thomas Alston, George Twentyman, James Service, William Peterson, T. J. Couch, Archibald Michie, H. Moore, and Emil Thoneman.

When Samuel Wilson was the squire of Oakleigh Hall, he spent large sums of money in ornamenting the grounds. The flora he had planted was as rare as it was beautiful. When he left Oakleigh Hall for England, where he rented Hughendon, formerly the residence of Lord Beaconsfield (a contrast to a miner's tent on Fryer's Creek, once occupied by Wilson!), Oakleigh Hall was allowed to fall into disrepair. The beautiful garden became choked with weeds; the rare plants died. For a time Oakleigh Hall stood untenanted. It was regarded by children, playing in its neglected grounds, as somewhat in the nature of a haunted grange; only lacking the deep moat, and the presence of a ghost flitting each night through the deserted halls of Kyte to be the real thing. The grounds that once formed the domain of Oakleigh Hall have been considerably reduced, through part of the estate being cut up, and sold as building allotments. For a time the late Andrew Fisher, ex-Prime Minister of Australia, lived at Oakleigh Hall.

Most of these houses belonged to distinguished Melbourne merchants, but apart from such merchants' manifest wealth in dwelling places, the evidences of prosperity were to be seen in
the streets of St. Kilda, in the form of well-bred pairs of horses, driven in carriages, and also in many smart gigs, and American buggies. St. Kilda streets had a considerable amount of traffic. We have found a record of a census of traffic for six days in the year 1873 in St. Kilda. It reads:

<table>
<thead>
<tr>
<th></th>
<th>North Ward, Alma Rd., East side of, and at junction with High St.</th>
<th>South Ward, Carlisle st., east, on east side of and at junction with Chapel St.</th>
<th>West Ward, Fitzroy St., opposite to Wimpole’s George Hotel, east of railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four-wheeled Wagons, Lorries, Carriages</td>
<td>53</td>
<td>13</td>
<td>371</td>
</tr>
<tr>
<td>Four-wheeled Carriages</td>
<td>351</td>
<td>413</td>
<td>379</td>
</tr>
<tr>
<td>Drays and Carts</td>
<td>516</td>
<td>398</td>
<td>771</td>
</tr>
<tr>
<td>Buggies and Spring Carts</td>
<td>1001</td>
<td>545</td>
<td>891</td>
</tr>
<tr>
<td>Horsemen</td>
<td>290</td>
<td>244</td>
<td>434</td>
</tr>
<tr>
<td>Cattle</td>
<td>223</td>
<td>-</td>
<td>96</td>
</tr>
<tr>
<td>Totals</td>
<td>1921</td>
<td>1369</td>
<td>2412</td>
</tr>
</tbody>
</table>

(Traffic taken going both ways.)

No doubt, in the record of traffic for the six days, the same vehicles were counted more than once into the sum total by the traffic checkers. Horsemen were common sights in the streets of St. Kilda, and also in Albert Park. Once an attempt was made to establish in Albert Park a fashionable parade of horsemen and horsewomen, after the manner of Rotton Row, but the attempt wilted after a few trials. The numbers of cattle passing along the streets of St. Kilda are accounted for by the custom of the residents keeping cows, which were grazed in Albert Park, as well as on "The Common" at Elwood. Some of the cattle enumerated were on their way to the abattoirs at Elwood. Often, such cattle were a source of danger to those in the streets. A police court record, July 11, 1865, tells how Robert Hughes was summoned before Messrs. Alex Fraser and Tullett, justices sitting in the Court of Petty Sessions, St. Kilda, "for allowing a furious cow to be at large in the public street." Hughes was fined 10/-, and ordered to pay a further sum of 20/-, expenses incurred in securing the dangerous animal.

Such, by the official tabulated record, were the traffic movements in St. Kilda in the year 1873. The inference to be drawn from it is that there were wealthy, prosperous and respectable people in St. Kilda Carlyle quoted the evidence of a witness
in Thurtell's trial: "I always considered him a respectable man." "What do you mean by 'respectable'?" "He kept a gig!" Many residents in St. Kilda kept their gigs, while others had their buggies, carriages and saddle horses. Such possessions had in their background commodious dwelling places, with horse and cow paddocks, orchards, stabling and carriage houses. We quote the particulars of such a home belonging to "one of the gentry." It shows what was considered, in St. Kilda, even in so early a period as the year 1857, to be a "first-class residence for a gentleman." The owner was a "gentleman" by Act of Parliament since he was a lawyer, and he also happened to be a member of Parliament. He was George Samuel Wegg Horne, who came from Chiswick, in Middlesex, where he was born. He served his articles as a solicitor, and practised in Lincoln's Inn Fields, London, until the year 1834, when he emigrated to Van Diemen's Land, where he followed his profession until 1843, when he returned to England. After remaining there for a year, he set sail for Victoria. On arriving at Melbourne, he took up his abode at St. Kilda, recommenced his practice, and, entering Parliament, he became, in the O'Shanassy Ministries, 1857 to 1859, Commissioner of Crown Lands and Survey, and Commissioner of Public Works.

Horne's house was in Beach Road, not far distant from the Royal Hotel. His place was advertised for sale on January 14, 1857, by Symons & Perry, auctioneers. Horne's home was described as a substantial residence with an entrance hall, dining room, five bedrooms, pantry with slate slabs and well ventilated. A covered passage way from the house to laundry and wash houses, kitchens and servants' quarters. There were stoves, heating plates, and "every appliance to the requirements of a first-class family." In addition to these conveniences, the ways and carriage, are clearly set forth. A covered carriage-way leads from the front to the outer offices. Enumerated are stables, looseboxes, harness room, hay house, and other conveniences, and means of travelling on wheels, and the housing of horse also a carriage house that has room for the parking of three vehicles. Brick flooring is used throughout the outhouses. One of the important features of houses mentioned in those days, was the state of the roof, and that the building was "well spouted." "Well spouted" meant that the spouting was in a condition to catch the rain water, and to convey it to the storage
Wells usually found in the yards of any house in St. Kilda with pretensions to be called "modern" in the years of the fifties. Horne's house was supplied with "an immense reservoir and a force pump" that solved the problem of an ample water supply at about the time when the residents of St. Kilda were served with water drawn from stand pipes at the Junction. Additional attractions to this gentleman's residence were a garden stocked with fruit trees in full bearing, conservatories on both sides of the house, and two acres of land, securely fenced. In February, 1859, William Easey & Co. sold a brick cottage with four rooms, a kitchen, detached stable and coach house, in Carlisle Street, opposite to the residences of G. S. W. Horne, M.L.A., and J. H. Patterson, M.L.C., which cottage was "let to a respectable tenant for £130 per annum."

An enterprising house agent, Thomas Taylor, who had offices opposite the railway terminus, and at 97 High Street, St. Kilda, was accustomed to issue monthly lists of houses he had "to let." One of these lists is before us, that for January, 1873. We select a few examples of the houses he had to let, their conveniences and their rents. "Ellerslie," in Wellington Street, seven rooms, gas, bath, kitchen, and washhouse and garden, £160 per annum. Ormond Villa, in Southey Street, eight rooms, no gas, five-acre paddock and orchard, £150. Fitzroy Terrace, Fitzroy Street, seven rooms, gas, £120. Larra Place, Alma Road, seven rooms, gas, £104. Esplanade, seven rooms. coach house, two yards and a garden, £100. Acland Street, six rooms, gas laid on, shed, large yard, £85. "Inverness Castle," Brighton Road, could be had for 15/- per week.

In Taylor's list, rents of houses ranged from £168 per year to 4/- per week for cottages near to the beach, park, train and cabs. He had houses to suit all applicants, and shops, too, in Grey Street, at the Junction, in High Street and Fitzroy Street, all "presenting good business openings with low rentals." The fact that so many shops were available for tenants did not seem to suggest that everyone shared Taylor's optimism.

On November 8, 1873, the "St. Kilda Advertiser" newspaper has the following paragraph: "As an example of the augmentation of price which land in suburban localities attains by simple lapse of time, the result of a sale by Messrs. Gemmell & Tuckett on Tuesday last, of Mr. Robert Smith's property in Barkly Street,
known by the quaint name of 'Berochah,' may be noted. The land comprises 1 acre 1 rood and 24 perches, and was originally bought by Mr. Smith in 1851 for £400. It is laid out in a neat garden with a thriving orchard, full of various fruit trees, and a small enclosed paddock. A commodious villa residence has been erected on the property, but this being about twenty years old cannot be considered now to add a very large item to the value of the ground itself. The property was knocked down to Mr. Clapp, of the Carriage Repository, for the sum of £2,075. As there are 180 feet frontage to Barkly Street, this price would be at the rate of £11/6/- per foot."

At a land sale held in May, 1874, land in Carlisle Street, 135 feet, brought £168/15/-; 41 feet, £63/11/-; 41 feet, £51/10/-; 164 feet, £250/2/-; land in Chapel Street, 42 feet, £65/2/-; land in Camden Street, 47½ feet, £45/2/6; 47½ feet, £40/7/6; 84 feet, £74/11/-; 210 feet, £181/2/6; land in Anne Street, 43 feet, £27/10/-; 82 feet, £49/4/-; Hotham Street, 40 feet, £44; 117 feet, £105/6/-; 234 feet, £187/4/-; land in Susan Street, one allotment, £41; Bible Street, four allotments for £107/6/6. Henry Tullett was the auctioneer. The large frontages show that there was a considerable area of vacant land available for houses in the streets of St. Kilda at the time of the sale. Tullett, on Boxing Day, 1873, sold land in St. Kilda Beach Estate. There were 58 allotments, and out of that number, he sold 33 lots at prices ranging from 10/- to 33/- per foot. The property of George Rolfe was sold, by his executors, on November 28, 1874. The first lot consisted of two double houses at the corner of Westbury Street and Carlisle Streets. They were bought by J. B. Lucas for £2,000. Aston Lodge, on the opposite corner, was sold to W. C. Yuille for £1,225. Three acres of land at the corner of Alma Road, and Mort Street (now called Alexandra Street), brought £210 per acre. An allotment at the corner of Alma Road and High Street, 98 feet by 92 feet, was sold at the rate of £12 per foot. An allotment in Westbury Street with a frontage of 218 feet by a depth of 35 feet, brought £1/17/6 per foot, and an allotment in Blenheim Street, close to the railway, 80 feet by 125 feet, sold at the rate of 27/- per foot.

What was known as the Acland Estate, at the corner of the Esplanade and Carlisle Street, close to the Royal Hotel, consisted of thirty-one allotments, being portion 35, originally bought from the Crown by J. C. Riddell, M.L.A. On January
20, 1874, it was announced by Henry Tullett that he would sell the land between the Esplanade, the Town Hall, and the market. The land had frontages to Acland Street, the beach, the Esplanade, and the extension of Carlisle Street, and Havelock Street. It was stated by the auctioneer that the property had but recently left the possession of the Crown grantee, and the land comprised his original purchase from the Crown about thirty years prior to the date of the sale. The land was the whole of portion 35, St. Kilda, with the exception of that part conveyed to the borough of St. Kilda for the purpose of extending the Esplanade to Carlisle Street. The land was sold without reserve, terms, 1/3 cash, the balance at three and six months, at 7 per cent. interest. At the sale, Timothy Kelly bought a parcel of land in Havelock Street, with the object of having the street so opened up that the drainage might be perfected. Kelly's land was a rectangular piece, part of Crown allotment 35, Parish of South Melbourne, at St. Kilda, County of Bourke, 185 feet to the north-western side of Havelock Street, by 81 feet 6 inches through the north-west boundary of the allotment, and containing 385 feet 6 inches north-easterly from its west-most corner. Kelly opened up the land, and formed the street through to Acland Street. When he had done so, he asked the Council to take over the street, and to metal the roadway, and to put a small quantity of screenings on the footpaths. At the same time he made an offer of six feet of land to the Council to be used by it to facilitate drainage works. The Council accepted Kelly's offer. Afterwards came the extension of the roads from the Upper and Lower Esplanades, one road 66 feet in width with a pathway 12 feet in width, and a roadway of 42 feet, extending from the eastern intersection of the Upper and Lower Esplanade to the Marine Parade. The roads were declared public highways by the Governor-in-Council in March, 1877, within the meaning of the Act 38 Vic., No. 506. Three years before, ten Crown land allotments were offered for sale, near the Royal Hotel, at an upset price of £1 a foot on four of the allotments, and £1/10/- upset per foot on six of them. They varied in area. Crown allotments in Park Road, sold at the same time, had a reserve placed upon them by the Lands Department of £1 per foot. At a Crown lands sale, held in January, 1879, five allotments at East St. Kilda, each having a frontage of 66 feet to Alexander Street, off Alma Road, were sold at £2 and £2/12/- per foot.
CHAPTER XIII.


THE Commissioner of Crown Lands, W.F. A. Powlett, must have felt, when he received a letter dated, “St. Kilda 25 January 1858” from a gentleman, who said he was Powlett’s obedient servant, and signed himself “B. Cowderoy, Chairman,” that he was hearing from an angry man. We cannot do better than quote the letter of the Chairman of the newly created municipality. He writes to the Commissioner “I beg to call your attention to the fact that notwithstanding the promises made to the Municipal Council of St. Kilda, and to the Bench of Magistrates, the tents and other erections along the St. Kilda Beach are still suffered to be a nuisance to the municipality. Even the Chinamen, who were to have been removed, the very day, after my last visit with you, are still infesting the neighbourhood, and only this morning, I have had complaint of the disgusting scenes which are practised in their tents, and around them. Pray be good enough to inform me, at your earliest convenience, whether any of the parties, and, if any, whom, have permission to occupy Crown Lands for these purposes, and if no such permission has been given, and which you promised not to give, I will immediately take measures for abating the nuisance.”

The Commissioner allowed a week to elapse before he replied to the Chairman’s spirited remonstrance. The indignation expressed in the letter still seems to live in the force of the conveying words, that were written over seventy two years ago. Evidently the Commissioner thought a little official calmness in his reply might cool the anger of the Chairman. On February 1st he wrote “Adverting to your letter of the 25th ulto, I have
the honor to inform you, that one of the Rangers of Crown Lands has received instructions to proceed immediately against any persons illegally occupying Crown Lands on the Beach at St. Kilda." The Chairman of the Municipality, Councillor Benjamin Cowderoy, was recognised, by the heads of the various Government Departments, and in Parliament itself, to be a "peppy individual" where the rights of St. Kilda were involved.

We can write with confidence, concerning the condition of the St. Kilda Beach, and of the class of residents, scattered along its shores in the year 1859. These nomadic shore dwellers were there, owing to their lack of pence, in most cases, and in others, to their inability to find cheap housing elsewhere in Melbourne. They were allowed to camp on the shore line, provided that they paid for a licence to do so, and this licence gave them the right to build rude shelters, which consisted of composite collections of old sheets of iron, wood from packing cases, hessian, and tents. Among these immigrants were those who did not take kindly to licences, nor to the paying of rent, nor to taxes in any form. Their environment sharpened their wits, and they knew every shore trick, by which they could dodge the Government ranger through the thick tea tree scrub. The presence of the collector of taxes, in any part of the scrub, was "bush tele-graphed," so that it was seldom he found the defaulter he wanted "at home." A statement of the times, reading almost incredible to-day, was that, on the Esplanade shore lines, and in its vicinity, the tea tree scrub, interspersed with honeysuckle, and she oak trees, made such a dense bush, that some of these small shacks, built so as to be purposely concealed, were often overlooked by the rate collector. When the St. Kilda Council took over, from the Government, the St. Kilda Beach, and began to control the shorelands, these rent evaders did not find it quite so easy to avoid paying their residential dues. They were officially known, under the heading, in the Council roll book, as "Beach Squatters."

We have compiled a list of the St. Kilda "Beach Squatters" for the year 1859, because that is the first official record of these half bushmen, half troglodytes, who boiled their billies, on the sands of St. Kilda, over seventy years ago. Some of them, or others of their class, were in residence before the year 1858, but that is all we know of them. The names of those of the year
1859, and the amount of the rates they each paid, or should have paid, each quarter, to the Council, make curious reading to-day. The address in the Council's old Domesday Book of each tenant is given as "The Beach." We read that George Panson had three rooms, built of wood and iron, and that he was rated at 15/- per year; George McGregor, two rooms, wood and canvas, rate 15/-. George was evidently a Scotsman, and it will be seen, if we can judge by their names, the majority of the St. Kilda Beach Squatters were Scotsmen. Alexander Morrison, tent two rooms, rate 15/-; Laurie Tulloch, tent, three rooms, rate 15/-; John McPherson, tent, three rooms, rate 15/-; John Grimes, tent, one room, rate 6/-; John McDonald, tent, two rooms, rate 11/-. A Scotch woman, surely, the next "squatter"! Janette Stewart, tent, two rooms, rate 11/-; William Rouse, tent, one room, rate 11/-; Lachlan McLaughlin, tent, rate 7/-; Donald McDonald, wood and canvas, two rooms, rate 11/-; Mrs. Grant, wood and canvas, two rooms, rate 11/-; Frederick Calvert, wood and canvas, four rooms, rate £1 2/-; Edmund Jackson, tent, two rooms, rate 15/-; Mary Ford, wood and iron, five rooms, £1 2/-. Mrs. Ford's case is one in point where a beach squatter dates back to 1853, and perhaps before that. Mrs. Ford rented her rooms to bathers, desiring the convenience of a dressing room, and it was she, already in the way to be established, whom Captain Kenney saw before he had placed the brig Nancy to act as a bathing ship in St. Kilda waters.

Perhaps St. Kilda's police sergeant in 1859, Sergeant John Reid, could have told us what these beach squatters did for a living. It was said the majority of them were quite good people, unfortunate immigrants, down on their luck, who had not yet found golden Victoria to be more than a "land of promise". The visit of the energetic Thomas O'Connor, St. Kilda Council's rate collector, must have been an unpleasant financial surprise. A number of them paid their first moiety of rates on the same day, the day clearly O'Connor was calling. Most of them had "removed" six months afterwards when the second moiety became due.

One, and two-roomed houses, were to be found in St. Kilda, outside of those of the "Squatters," on the Beach. In Inkerman Road there were houses of two and four rooms. In October, 1857, Vaughan and Wild advertised land at St. Kilda, on Mel-
bourne Parade, otherwise Fitzroy Street. Their advertisement said, "St. Kilda: For sale, 66 feet to Melbourne Parade, St. Kilda, by a depth of 240 feet. Close to the Railway Station. A first rate site for an hotel." In Fitzroy Street, spelt Fitz Roy on various early papers, and rate notices, there was, in the year 1859, a brick house of three rooms, licensed by the St. Kilda Council as an hotel—the Terminus Hotel. Charles McGirr was the licensee. His rating assessment was £1,020, and he paid £51 a year to the Council. If Charles McGirr could return he would see the George Hotel had sprung from the seed of the Terminus Hotel. The owner of a three-roomed cottage, alongside the hotel, in the occupation of one of the first railway station masters at St. Kilda, William Angus, paid a yearly rate of £35 4/5. Further along Fitzroy Street, opposite the Park Gates, was the British Hotel, of which A. P. Bird was the licensee.

One of the difficulties that confronts a compiler of such topographical data as this, is the recurring shuffle of the names of hotels. Whether publicans find that a change in their hotel's name is stimulative of a thirst in their customers, and that in a hotel named "The Highland Chief" more liquor will be drank than in one named "The Devonshire Lass" we have not decided, but it may be that in hotels there is some custom attached to good names. The Prince of Wales Hotel in Fitzroy Street was, in the year 1850, owned by James Duerdin, and the licensee was James Murray, who quarrelled with his landlord, and the two, together, presented the lawyers with a fat oyster.

John Green dwelt in Argyle Street, in a wattle and dab hut, into which he had compressed five spaces, called rooms, for which John paid in rates 30/- a year. The first nursery man in St. Kilda was named Roland May, and he had a wattle and dab hut, with a garden attached to it. Peter Norsley was a market gardener, and he like May, lived in a two-roomed but of wattle and dab, in Inkerman Street, where he had four acres of land under cultivation. The land was moist from the drainage that came from the hill, and the top spit of the soil of his garden was deep with the accumulations of drift humus from the high lands. Besides Norsley's garden were four acres of land, belonging to Henry Jennings, one of the "influential men of the hill." He employed the land in growing oats for oaten hay, a favourite grain crop in St. Kilda, and in demand with the numerous owners of
HOUSES BUILT WITH IRON

horses. We have seen an advertisement stating the advertiser wanted to sell a crop of growing oats in Fitzroy Street on land next to Acland Street, spelt “Ackland,” in many early entries.

In the year 1859, St. Kilda bore evidences of the passage of its pioneers. We have the primitive settlement, on the Beach, typical of a first settlement, then a sign of a little more permanency in wattle and dab huts, the beginning of house building. Afterwards there came the wood and brick houses. The majority of them was restricted to a small size. The merchant princes and professional men called those who dwelt in them the “cottagers.” St. Kilda had its iron age in the sequence of buildings. We will refer to some samples of these houses, helping to form what was (1859), in an architectural sense, conglomerate St. Kilda. In St. Kilda there were houses built of iron, churches built of iron, and schools built of iron. These iron buildings were imported from England in numbered sections. The Rev. R. Fletcher preached in an iron built church capable of seating 250 worshippers, and he lived in an iron house, still standing, in Alma Road. In Alma Road there was a building, and a stable of iron; off Alma Road was a four-roomed cottage, occupied by Elizabeth Thomson and owned by Henry Jennings, next to her a cottage of four rooms, and one cottage of two rooms, all built of iron, and in Alma Place, an iron cottage of five rooms, and three more cottages of four rooms, likewise built of iron, owned by Samuel Griffiths. In Brighton Road (High Street) William Cox conducted a school in a building of two rooms, constructed of iron, which was also owned by Griffiths. Thomas Loader owned an iron store, in Hoddle Street (Barkly Street). He had as tenants in it, Tullett and Watts. Beside the store was a vacant piece of land, 48 feet, valued at £6 per foot. And since we have mentioned land values, let us say that land, in 1859, in Gurner Street was valued at £5 10/- per foot; in Gray Street at £7 per foot; in Inkerman Street at £3 per foot; in Charles Street at £2 per foot, and in Brighton Road (High Street) at £10 per foot. Well into the Balaclava flat, out of the prospective area of a shopping centre, land values in Brighton Road fell to £6 per foot. That was the price of Thomas Bowles’s land, 160 feet, used by him as a stone quarry to obtain red sandstone for the roads.

A well known land proprietor in Fitzroy Street, and Jackson Street, was Brabazon Purcell. He lived in a “very neat, and
substantial brick cottage." One of Purcell's weatherboard cottages had a frontage to Jackson Street, and it was occupied by John Rigg. Near to that cottage was another, with outbuildings, surrounded by shrubbery. The properties were sold by Wheatley & Bliss on June 28, 1858. The land containing ten acres fronting the Beach, and Alma Roads, purchased at the Crown Land sales by the Hon. W. I. T. Clarke, M.L.C., were bought from him by William Lyall, and Lyall sold the land in allotments on July 1, 1858. Sir James McCulloch consolidated his interest in St Kilda on December 21, 1857, when he bought at a Crown Land sale, land, fronting the Alma Road, in area five acres twelve perches, at the rule of £90 per acre. At the same sale, suburban lots, fronting the Beach Road, were sold, the land offered having an upset price of £2 10/- per foot. Lot 1, four acres, at £121 per acre, was bought by Murray & Ingle; lot 2, three acres two roods and sixteen perches, £161 per acre, was bought by James Gibson; Lot 4, five acres, brought £75 per acre from Jordan and Cooke; Lot 5, four acres, three roods, nine perches, was sold at £98 per acre to the same firm. A report of the sale states that the "biddings were brisk, and that the whole of the lots offered were bought up."

When a person looking for a bargain, in the way of land values, finds, among the auction advertisements, an emotional outburst of admiration, in poetical form, his curiosity may be aroused. Even the passage of 77 years has not quenched the fires of attraction since we quote it

"The sale of each lot
In this beautiful spot
Will ne'er be forgot.
Vivat Regina!"

In October, 1853, land on the Brighton Road, St. Kilda, a highway then called by William Green, the auctioneer, the Great Western Port Road, was sold at the Government Land Sale, at prices, varying from £1,200 to £1,900 per acre. Sections 74 and 75, sold by Tennent & Co., though subdivided, without the concession of rights of way, brought sums varying from £5 to £7 per foot. Intending purchasers were told that an omnibus regularly passed along the road to Melbourne, a fact that—

"Will ne'er be forgot.
Vivat Regina!"
Henry F. Gurner, the Crown Solicitor who resided in Princes Street, sold the property known as Gurner's Paddock on October 15, 1853. The well-known auctioneers of those days, Messrs. Stubbs & Son, described the paddock as the "pet property" of St. Kilda. The land, for the purposes of the sale, had been subdivided, and it showed eight corner lots, with sweeping treble frontages. The plan of sale was prepared by Albert C. E. Purchas, architect and surveyor, Temple Court. The principal street, in the process of the subdivision, was left sixty feet in width. The advertisement of the sale stated that the street "had been named in compliment after one of our most popular merchants." The reference was of course to Dalgety, of Dalgety, Blackwood & Co., merchants, importers and bonded stores proprietors and ship agents, of Chancery Lane and Bourke Street. Some of the allotments had frontages of forty feet to 149 feet in depth, the whole having right of ways 25 feet in width. Allotments 2, 3, 24, 25 and 26 were described as "remarkably beautiful ones, with frontages of 35 feet to Grey Street, opposite Mr. Nankivell's residence." Thomas J. Nankivell was, like Dalgety, also a merchant prince, who made his home in St. Kilda. He was a partner in the firm of Fanning, Nankivell & Co. They were merchants and importers, and proprietors of Degraves' bonded store at the corner of Russell, and Flinders Streets. It was a heavy bluestone building that suggested the strength of a gaol. The place was afterwards altered to serve the purposes of a newspaper office, The Herald. The building has since been demolished. A picture theatre now stands on the bond's site.

Messrs. Symons and Perry, auctioneers, Collins Street, offered for sale on Tuesday, June 21, 1859, "that well known corner allotment of land, at the Junction, St. Kilda, in the occupation of Mr. Levitt, watchmaker, and Excell Brothers, drapers, having a frontage to Wellington Street of 98 feet, and a frontage to Punt Road of 32 feet, with a right of way of 10 feet in the rear. The only corner allotment, at the Junction, not of an angular shape, and most peculiarly adopted for the site of a first class hotel, being situated at the junction of six Government Roads. Immediately opposite the cabmen's stand, and the South Yarra water works tank." The auctioneers added a "N.B.—The auctioneers would particularly call the attention of parties in search of a position to erect a first class paying hotel to the above
unrivalled corner in the suburbs of Melbourne. It is under lease to Mr. Levitt until the end of next year, at a ground rent of £96 per annum." S. J. Levitt had his shop in High Street.

Charles Bower, was one of St. Kilda’s early grocers. His shop in High Street, consisted of two rooms. John Marden, who slaughtered cattle, near where the Balaclava Railway station is now, had a shop in High Street of four rooms, and a brick cottage, and a stable in Inkerman Street. An early chemist, was John W. Finch, who had his shop and dwelling in High Street. Attached to the property was a large garden. The house was built of brick, and belonged to Thomas Glasgow.

Osborne House, was the notable building among the shops of St. Kilda in Brighton Road, or High Street. Derbin Wilder, a draper, occupied it. He afterwards became a stock broker, of the firm of Wilder & Sterne. When Osborne House was sold, under order of the mortgagees, by Mackillop & Cooke on June 17, 1859, the place was described as a six roomed brick shop, and dwelling house, in an excellent state of repair, facing Brighton Road. George Connibere, afterwards so well known in St. Kilda as Councillor Connibere, when he settled in High Street, St. Kilda, as a draper and boot and shoe dealer, occupied this shop and dwelling, and remained in it for many years. Andrew Adams resided in one room behind his smithy in Hoddle Street. Hoddle Street was Punt Road, and Punt Road in 1859, overlapped the street name of Barkly Street. John Spottiswood, who lived to be a very old resident of St. Kilda, had his four roomed cottage, and workshop in Vale Street. Land in Vale Street was worth £1.10 per foot. The Spottiswood family was well represented in St. Kilda. Besides John the senior, there was John the junior, and also William, a builder, all residing in Vale Street, and James too, who lived in Blanche Street. That was in the year 1872. Smith Street, running from Barkly Street to Blessington Street, does not, as a place name, offer any signal distinction, but it is not without its local lineage. It was named after James Smith, who cut up his land into eighteen allotments, and they were valued at from £2 to £2.10 per foot. John Smith, probably a blood relation, lived in a cottage of five rooms for which John paid 30/- in rates per year. His home was more spacious than one owned
by Michael O'Shea, and tenanted by George Beck. It consisted of one room, built of wood in Fitzroy Street. Michael O'Shea was known to almost everyone in St. Kilda as the licensee of the Junction Hotel, at the corner of Brighton Road, and Hoddle or Barkly Street. Built of brick, and stone, the hotel had twenty stalls in its stables, harness, and ostler's room.

Connected with the Junction Hotel was a concert room wherein, we were told by Robert Sparrow Smyth, the entertainments inclined more to the homage of the Queen of Song, and to the Muse of Music, than to the worship of the spirit of tragedy, and of the classic shades of departed genius. The room at the Junction Hotel was frequently hired by professional, and amateur entertainers. Among the aspirants for public favor, heard frequently there, were the talented elocutionist T. P. Hill, and a melodious Scottish vocalist, J. R. Black, who had abandoned a promising business career in Adelaide to follow art. Both of these men, so well known in St. Kilda, in the years of the sixties, and afterwards, in a wider sphere, enjoyed a certain amount of celebrity. Hill became a favourite teacher of elocution in Melbourne, and Black a successful vocalist abroad. Finally Black joined fortunes in Japan with a Melbourne man, who was an ex-Victorian Minister of the Crown, John Henry Brooke. Together they established a European newspaper in Yokohama, and called it the "Japan Herald," and that paper was the forerunner of the "Japan Mail."

St. Kilda was not a favourite dwelling place for professionals, but the usual exceptions were to be found. The Carandinis, and Mrs. Crouch, Madame Carandini's sister, lived for years in Gloucester Terrace. The early owners and builders of terraces in St. Kilda were partial to English place names. Gloucester House is at the corner of Park Lane in the vicinity of Hyde Park, London, so that Gloucester Terrace was appropriately named. William Saurin Lyster lived with Mrs. Lyster (Miss Georgia Hodson) in one of the two wooden cottages, still in existence, between the corner of Fitzroy Street, and Park Terrace. Lyster catered for the higher musical taste of the Melbourne public. Madame Ristori, and her company, appeared under his management at the Opera House. He was a distinguished early Victorian impresario, and his admirers present-
ted the National Gallery with a portrait of him. Lyster came of a good family. His father was Captain Charworth Lyster of Grenane, and his uncle Doctor Saurin, Lord Bishop of Dromore. In Victoria he was known in the profession as William "Swearin" Lyster, a "Christian mutilation," some people thought, more appropriate, if less humane, as a description of the habit in which Lyster lived, than was the word "Saurin". During the last months of his residence in St. Kilda he occupied Sydenham Villa, Brighton Road, St. Kilda. On Sunday, October 11, 1874, while he, and his wife, were absent in the evening, his house was broken into, and his wife's jewellery, valued at £200, taken. No doubt Lyster suitably, according to his habit, expressed his feelings regarding the burglar.

While writing of professional actors, and singers, who lived in St. Kilda we recall that St. Kilda had its amateur actors and actresses. Grand Amateur Dramatic Entertainments took place in the Assembly Hall, now Hampden House, Grey Street. The St. Kilda Dramatic Club gave an entertainment there, in aid of the Indian Famine Fund, on November 1st, 1877. The appeal was under the patronage of the St. Kilda Borough Council, and the Loyal Prince of Wales Lodge M.U. The St. Kilda Brass Band, and the Windsor Drum and Pipe Band, played selections of music. "By particular desire," whose desire it was we know not, but the yearning, or desire, impresses us, the performance commenced with the soul stirring drama of "Harold Hawk, or the Convict's Vengeance." The farce that followed was doubtless selected as a corrective. It was called "The Fearful Tragedy in Seven Dials." The scenery was lent by Mr. Crawford of the Apollo Hall, Melbourne. The prices of admission were Balcony 3/-; Front seats 2; Back seats, 1/-.

Albert Burgen was the stage manager, and W. Wilson the secretary. The performers were Walter Wilson, E. Lyons, Albert Burgess, F. Putt, J. Spencer, Misses C. Herbert, Fitzgerald, Emma Williams. Miss Lena Rance sang a song between the dramatic performances.

The licensee of the Junction Hotel, Michael O'Shea paid £27.12.6 to the St. Kilda Council in rates, the rate being 1/-. Some of the St. Kilda Hotels did not want for rooms. One, in Fitzroy Street, of which Thomas G. James was the licensee, had
twenty six rooms. Alongside the hotel were ten wooden cottages, each of them having four rooms. At the corner of Fitzroy Street, and Grey Street, was a cottage of six rooms, occupied by Edward Harley. On some land, lying off Grey Street, were two brick cottages, and one wooden one each with four rooms. Moody, the first baker, and afterwards the Municipal Inspector of St. Kilda, about whom we have already spoken, was in partnership with a man named Brown, whom Moody, on one occasion, told us was not everything a partner should be. The house Moody lived in, was built of brick. It had three rooms, and the bakehouse. The Wesleyan Church was of wood, and seated 350 worshippers, the Rev. J. Harding being the Minister in charge. Marshall & Sons had a timber yard in High Street, and John Forsyth a sawpit in Brighton Road, where he lived in a cottage of five rooms. In Charles Street, William Mawley had a slaughter house, and a cottage built of wood containing three rooms. It was assessed at £40, and belonged to John Smith.

In Charles Street were what were known as kitchen gardens. They were not uncommon in St. Kilda. Their owners added to their earnings by selling vegetables. The two kitchen gardens were kept by Thomas Glasgow, and Frederick Monteith. We think that the term slaughter house when applied to a place in Charles Street is somewhat misleading. Butchers killed an occasional sheep on their premises and the premises were licensed as slaughter houses. Almost every butcher is described in 1859, as having a slaughter house. Thomson & Heddington, Hoddle Street, had one. John Rodwell, who kept a butcher’s shop in High Street was an exception. His place consisted of three rooms, as did also the premises of Thomson & Heddington.

Quite a number of terraces in St. Kilda date from Queen Victoria’s days. They were the English type of dwelling places. The housing tendency was to centralise in St. Kilda proper, and that area was congested with houses. Large areas of land in St. Kilda proper were locked up, being the grounds of mansions, so that speculative builders made the best of the limited street lands that were available, and built terraces. It was even asserted that the mansions, and their extensive grounds,
retarded settlement in St. Kilda proper, while in the south, south of the Balaclava flat, land held for speculation purposes circumscribed St. Kilda's advancement. It is quite true that the dismemberment of large estates in St. Kilda came slowly, seldom before the owners had died, but the breaking up of the lands appurtenant to mansions did have the effect of translating St. Kilda from a close Borough to an open city. A typical example of one of these large retarding holdings was in evidence in September, 1869. It was in that year that Octavius Brown's paddock was sold. In the paddock, fat kine fattened, chewing the cud, beneath the shade of wattle trees, that grew so luxuriantly upon the hill of St. Kilda. Brown's paddock was the highest site in St. Kilda. Anyone standing in it had a view over to Hobson's Bay. The auctioneer of the lands purposed to introduce new streets in this "Crown of the Borough," intersecting Wellington with Alma Road, and he mentioned Redan Street running along the ridge to the opening of Chapel Street, opposite the St. Kilda Orderly Room.

To return to those good investments of the early years in St. Kilda, the terraces of houses, fashionable and otherwise. The Argus of March 22, 1859, conveyed some unusual intelligence regarding Gloucester Terrace. The author of the advertisement was J. H. Kelson, auctioneer, St. Kilda. After stating that he had to let in the Terrace three first class family residences he went on to say that reports had been circulated that the Terrace was badly drained. He explained that such was not the case. The reports arose because the servants had taken the gratings from the drains and filled them with bones and rubbish. These drains had been cleaned, and new pipes laid, and the houses' drains were in first class order, the drainage running into the park. We might have allowed this advertisement to pass content with Mr. Kelson's assurance that the houses were sanitary that month of March, 1859, if there was not a most extraordinary addendum to the advertisement and this was the addendum:—

"I hereby certify that the drainage of Gloucester Terrace is as perfect and convenient as any in the Colony.

"SYDNEY W. SMITH,
"Municipal Surveyor of St. Kilda."
That certificate, which reveals the free and easy methods of a municipal officer of those days, must have been conclusive even if the drainage was conveyed to the lands of the South Park, a discharging basin that indicates what methods were in use in the year 1859 by the residents of Fitzroy Street desirous of being quit of the waste waters and slops of their household.

Lansdowne Place, Dalgety Street, 1867, with F. Spiro in Lansdowne Terrace, had its name origin from Lansdowne House, between Devonshire House, and Berkeley Square, London, belonging to the Marquis of Lansdowne. In Acland Street was a remarkable house called "Raypootana," which was built of Prahran bricks faced with Brunswick white bricks, on the pattern of an Indian bungalow. The house was built and owned by an Anglo-Indian sporting writer, named William Walker, who was well known to the sporting world of Melbourne as "Tom Cringle" of The Australasian. A special description of the house was published in The Argus of March 15, 1867. Its chief glory was a flat roof with an area of 333 square yards. The house adjoined the beautiful garden of Mr. Mullen's and opposite to "Raypootana" was the Hon. B. Williams' house. The verandah was 130 feet in length enclosed with revolving shutters. Edwin Brett, manager of the London Chartered Bank, lived in Dickens Street, as did Robert Sellar for a time, and the Hon. S. H. Bindon, afterwards Judge Bindon. The Commercial Banking Company owned land with a frontage of 261 feet by a depth of 264 feet in Dickens Street. The land was a grassed paddock with a wooden cottage upon it. Malvern House with two stories, and a larger number of rooms was in Grey Street. W. H. Cropper resided at "Woodbine Cottage" at the corner of Charles and Barkly Streets in 1859.

We have already referred to Ambrose Kyte's historical house in East St. Kilda, "Oakleigh Hall." The house was built for Kyte by James Healy from designs drawn by J. E. Austin. Kyte bought the land upon which the land stands at a Crown Land sale held on November 16, 1857. The buyers were very keen to purchase and good prices were realised. The land Kyte bought was described as "at East St. Kilda, County of Bourke, Parish of Prahran, Lot 1, 2 acres, 1 rood, 14 perches, upset price £2 10/- per acre." To secure the land against other bidders Kyte had to pay £305 per acre. Lot 2, 3 acres, 1 rood, 25
perches, brought under the hammer, on the same day, £365 per acre, Moses Benjamin being the purchaser. Kyte did not decide to build on the land for some time afterwards. His house was finished in the year 1864. Decorations of carved blackwood and of satinwood were used so lavishly to decorate the interior that the house was deemed to be fit for a prince to live in. The house was offered on loan to the Victorian Government as a suitable temporary residence for Prince Alfred, but the offer was not accepted.

In Dandenong Road, East St. Kilda, land was valued at 35/- per foot; in Fulton Street at 30/- per foot. Archibald Michie lived in Fulton Street, and he had a large garden with a frontage of 132 feet to the street. His house was a brick one of six rooms, and attached to the property was the usual stable. In Bull Street land was valued at £1 per foot. In Brighton Road Henry Farrar owned and lived in a house of nine rooms, an imported iron house. In this street land was valued at £3 per foot; in Acland Street at £3 per foot; in Fawkner Street at £2 per foot; in Clyde Street at £4 per foot; in Fitzroy Street at £9 per foot; in Burnett Street at £7 per foot, and in Albion Street at 15/- per foot. Land in St. Kilda was advertised for sale in The Argus of March, 1859, and described as opposite the Greyhound Hotel. The land was in Carlisle Street, as the land opposite in Brighton Road where the City Hall now stands was reserved Crown Lands for the market of St. Kilda. They were very small allotments of twenty feet frontage and eighty feet in depth, and they were available at £16 16/- a piece. The vendor, E. C. Luscombe, Swanston Street, offered to give the titles to the land to the purchaser free of cost. At the Junction allotments of land 17 x 60, 16 x 60 were advertised for sale at £3 5/- per foot, and 59 allotments in Dandenong Road, East St. Kilda, were selling at £2 a foot, that was 5/- above the municipal's valuation.

A place name once current in St. Kilda, Cheetham Place has long since been wiped off the map of St. Kilda. The place was a nest of cottages built of iron and of wood, with the wooden ones outnumbering the iron ones. They had four rooms and there were 24 of them. The owner, Elizabeth Cheetham, lived in a large house built of iron containing thirteen rooms, with a stable as an outhouse. Near to her in wooden and iron cottages lived
Thomas Chuck, Edward Wrixon in a six-roomed house and Alfred Agg in a five-roomed house, both Wrixon and Agg being well known men. Dozens of small brick houses were built in St. Kilda, and most of the bricks used came from the Prahran brick kilns. The one or two clay-holes in St. Kilda suitable for brick-making were inadequate to supply builders' wants. Prahran bricks must have had a reputation for quality, though they were very poor bricks judged by present day standards, because auctioneers offering brick houses for sale in St. Kilda not infrequently mentioned that they were built of Prahran made bricks. In the year 1857, a brickmaker named John Greene owned land, which had a frontage to Acland Street of 250 feet. He used this land as a brick yard. It was assessed for rating purposes at £50 and he paid £2 10/- rates per year to the St. Kilda Council for it.

A distinguished scholar, and cultured man, Augustus Tulk, lived off Brighton Road, in an imported iron house of ten rooms, with stable attached. The house stood in two and a half acres of lands. Tulk was the Chief Librarian of the Melbourne Public Library, and he was probably the best informed librarian that Melbourne has ever had. When he died, David Blair, one time owner of the original St. Kilda Chronicle, and afterwards successively editor of The Age and The Argus newspapers, wrote a most appreciative memoir of him in The Age. He plainly indicated that such men as Tulk were rarely found. Tulk was a librarian first, and a Government official afterwards.

Curious inquirers could, a few years back, trace the growth of settlement, notably in the south-east corner of St. Kilda, by the large Moreton Bay fig trees. These trees were a favourite decorative tree with the early settlers. From the Village Belle Hotel, along Brighton Road, the trees grew in the grounds of old homes. They were the homes of interesting people who strutted their brief hour on the early stage of life in St. Kilda and Melbourne. "Graylings" was a notable house, the first owner or tenant of which was Thomas Turner a'Beckett, a brother of Gilbert Abbott a'Beckett, the London Police Magistrate, comic author, and contributor to London Punch. T. T. a'Beckett's record in the Colony was a distinguished one. After a'Beckett, other well known men lived there, one being the late F. Race Godfrey, a distinguished friend.
and a president of the Melbourne Hospital. Graylings Avenue and Godfrey Street recall the habitation of this excellent man. "Emilton," the old house in Barkly Street, was christened after Emily Fallon, wife of a wine and spirit merchant. She was a daughter of Michael, generally known as "Micky" Dawson, and a sister-in-law of E. G. FitzGibbon. A house of some reputation in the early days was "Tennyson Villa," Tennyson Street, where the late Sir John Madden (then Dr. Madden) resided in 1879. "It was then," writes Sir John in a letter to us, "a large wooden house in a fine garden, with the Elwood swamp lying between it and the sea shore. 'Tennyson Villa' was erected in 1860 by The Hon. Richard Heales who was then Premier of Victoria. He caused the ground to be raised, and he built upon a perfect forest of piles, and at a cost which makes one wonder why, with all the world to choose from at that time, he selected a spot as remote and desolate and wet. The garden soon redeemed the appearance, and the comfort of the place, and the coming of many neighbors and good houses, including the fine mansion of the late Captain Howard Smith, after a time redeemed its isolation. 'Tennyson Villa' was finally cut into sections, and removed on lorries to Moonee Ponds."

Continuing, Sir John says—"R. D. Ireland used to tell a story about 'Tennyson Villa' which, as told by him, was very amusing. It was to the effect following, and it is necessary to state that Richard Heales was an extreme teetotaller who neither 'touched nor tolerated.' Ireland, on the other hand, was by no means bigotted in that direction. He used to relate 'Heales had built a new house, and to have a housewarming he asked all the assembly to dine with him. Aspinall and I and Dr. MacKay went out together in a cab, and after a long drive we reached Heales' place. It stood like a lighthouse out in the middle of a swamp which had become a lake because the heavy rain had flooded it. Heales very thoughtfully had boats provided, and we got at last with very wet feet, and gloomy forebodings to the house."

"Dinner began, and then we three at all events realized the villainy of teetotalism. There was nothing but soda water and raspberry vinegar on the table, and we, chilled to our marrow, in wet boots, couldn't get away, and so we bore it as we could, reflecting on the unreason of good people, who nourished their
own souls by starving the bodies and the tempers of their neighbors. At last we reached dessert, when hope had 'deserted' us, when suddenly the maids brought in quite a lot of black bottles and placed them on the table."

"By Heavens," says Aspinall, "we've been wronging this fellow. He is a good chap after all. The whisky comes late, but no matter, we can make up for lost time."

"You can understand we, in our distress, did not lose much time talking. We all three filled up a good stiff nubber, and tossed it off. My God, I wonder if I shall ever forget that drink! It was lemon syrup. I choked by natural instinct, and got rid of it on the floor, but poor MacKay, in his earnest thirst, swallowed his before Providence could come to his aid. Aspinall's palate was too well trained to do that, but he was paralysed by the shock of what might have happened. I doubt if he and I ever got over that experience, but I am sure poor MacKay didn't. We asked, as a favor, for the boat, and went home, and on the way we drafted a motion of want of confidence in Heales, more sincere than such motions generally are."

The late Sir John Madden, who lived to be the Chief Justice of Victoria, and the permanent Lieut. Governor of the State, was one of St. Kilda's most distinguished citizens. He was kind enough to express his interest in our work of compilation of this record of St. Kilda, and to write his own recollections of Early St. Kilda for our use. Sir John, when Dr. Madden, in 1872, began housekeeping with his wife, who was Miss Stephen, the daughter of the late Mr. Frank Stephen the City Solicitor of Melbourne, in a cottage on the west side of Westbury Street, two doors north of Inkerman Street. They lived there until 1874, when Dr. Madden was elected to the Legislative Assembly. They then moved to Dalgety Street, so that Dr. Madden might be nearer the Railway Station. Then came the move to the Hon. Richard Heales' house, "Tennyson Villa," in Tennyson Street, where Sir John remained until 1885, when another move took the family to "Urolia," Alma Road, next door but one to the Railway. Sir John stayed there until his own house, "Cloyne," was built in Chapel Street. There he resided until September, 1912, when, as his family had almost wholly dispersed by marriage, and "Cloyne" becoming too large for Sir John and Lady
Madden, they regretfully departed from St. Kilda, and went to live at Cliveden Mansions in East Melbourne.

Sir John writes:—"I first knew St. Kilda in January, 1857, when as a boy I stayed there for a time with my uncle, Mr. James Macoboy, a prominent solicitor who was later joined in partnership by his then Managing Clerk, Mr Wyburn, who also became later an active citizen of St. Kilda. Mr. Macoboy lived all his Australian life at the Royal Hotel, The Esplanade, St. Kilda, and he died there very suddenly in 1865."

"At the time I first knew it, The Esplanade buildings consisted as I remember of The Royal Hotel, a small terrace of houses, and a fruit shop of no pretensions except for what it contained. Kenney's Baths constituted the remainder of its then splendors, but a very important remainder it was to the sweltering townspeople of those days, who 'never knew a summer like this present one.' At that period, Fitzroy Street too showed extremely little of its present edificial splendor. There were no houses at all I think on the northward side of it, while on the southward one there was the house called, I think, 'Summerland' which was built by another solicitor, Mr. John Barter Bennett, and was in its day a very notable place. It still stands as it did then."

"Between it and Grey Street there were a few small wooden houses only, as I recall, but there was also a fruitshop of good repute and later a grocery shop kept by the since well known and respected citizen, Councillor Edward O'Donnell. There was also a terrace of rather good houses, which later were reconstructed and added to, I think to constitute the Prince of Wales Hotel. On the east side of Grey Street I can only recall the terrace of houses which is still there, called 'Park Terrace,' but not very long after, 'Fitzroy Terrace' was also built, and was highly thought of as an architectural and ambitious effort. The Junction Hotel stood as now at the corner, but the house of those days was very inferior to that which has since replaced it howsoever the spirit may compare."

"After the discovery of gold, and the ascertained permanence of that industry, commercial and professional business became fully established, and within a very few years the side of St. Kilda which I have been referring to, very rapidly improved, and Fitzroy Street, and the Esplanade, and Grey and
VILLAGE BELLE HOTEL

About 1881.
Acland Streets became very fashionable places of residence, and of public resort. Hegarty's Baths were then constructed and greatly contributed to the attractiveness of the place."

Mrs. E. Knox, a daughter of Thomas Earles, the tailor already referred to in connection with the origin of place names in St. Kilda, states that “our first home was situated at the corner of Alma Road, which my father named after the battle of Alma. When the news came to Victoria of the victory at Alma there was no street named in St. Kilda, not even High Street. It was all Brighton until you came to Brighton. In the battle of Alma a friend of father’s was killed, Colonel Gould. We had nothing but trees and paddocks around us. In High Street, at the north westerly corner of Alma Road, where I think a bank now stands, was a large two-storey weatherboard house, with a balcony on three sides of it. It stood back a little way from the road, and was occupied by Richard D. Ireland, M.L.A. It was there Catherine Hayes, the noted Irish songstress, stayed while in Melbourne."

Ireland's house referred to by Mrs. Knox stood in about an acre of garden, which was for those days, the late Sir John Madden states "fairly well kept." Sir John informs us that "Ireland's house was for several years an assembling place of all the more jovial wits and conversationalists, and raconteurs of the professions, and of the Press. Ireland was essentially a man who held the world but as the world.' He was one of the essence of that genial and lavish hospitality that was still persisting in Ireland, from where he had recently come. He was a brilliantly audacious and well equipped advocate, and a powerful and humorous and impressive orator. He knew enough law to steer his way through its difficulties without allowing his stronger parts to be embarassed by its limitations. These qualifications were especially attractive and potent in those rollicking highly prosperous, and not too definitely settled days, and Ireland soon had a practice as large as, indeed a good deal larger than, he could manage. It was generally and probably truthfully said of him that he never read a brief, but he had a surprising receptive faculty, which enabled him to pick up swiftly from a recital of the facts of a case by his junior what sufficed him to construct his speeches on. As all cases were tried before juries in those days, he dragged in whatever else he thought necessary,
so intermixed with skillful humour and deterrent repartee, that objection was impossible."

"Ireland's court successes were endless and surprising. These powers were also invaluable on the platform, and in Parliament. His politics were nebulous, and changeable, and not too serious, and so he served the fighting side of his various parties gloriously while he left the philosophy of the business to others. Ireland lived at St. Kilda in the same house until about 1869, when he went to reside at Alphington, where he continued till death."
CHAPTER XIV.


We continue Sir John Madden's reminiscences of early St. "Kilda. He writes: "Tom Miller, and Frank Stephen, were two of the best known police court lawyers, of the early days, and both of them were good hunting men. They loved dogs, the gun, and the horse. Tom Miller seldom addressed the Melbourne Police Court Bench, that usually had as Chairman Mr. Joseph A. Panton, on the civil side, and Mr. F. C. Call on the criminal aide, without an elaborate cleaning, and adjustment of his eyeglass. He had a quiet way with him, and his look of feigned astonishment, when Frank Stephen, who was a masterful man, "rushed a verdict" in his client's favor, leaving Tom's poor client lamenting, with fees, to pay, was very amusing."

We resume. On April 22, 1850, George Watson was married in All Saints' Church, St. Kilda. He lived at "Fenagh" in Burnett Street. The main buildings of Watson's house "Fenagh," had undergone but little alterations since they were brought in sections from England. At one time, Watson owned the only pack of hounds in the Colony. As Master of the Hounds, residing at St. Kilda, it was in accord that members of the Melbourne Hunt Club should hold their annual dinners in St. Kilda. These dinners were of such a nature as to almost justify the claim that they were "famous." They were at least famous in St. Kilda in their hour, though perhaps to-day, with dinners eaten, wine drunk, and diners in graveyards, few, if anyone, remain who personally can recall them. The dinners commenced
punctually at 7 p.m. and they generally finished in the early hours of the following morning. Club members were required to appear in pink, and visitors in evening dress. Strict supervision was exercised over the tickets issued, by Mr. M'Candlish, at George Watson's bazaar in Bourke Street. A notable club dinner, with George Watson in the chair, took place in the New Baths Hotel in December 1857. Hunting songs were given so lustily by the huntsmen that the "choruses could be heard a quarter of a mile away."

The New Baths Hotel was selected by the huntsmen for their annual dinner because the licensee, H. J. Johnson, had a reputation for keeping good cooks. Formerly he was the licensee of the Star and Garter Hotel, and that regally named Inn, became, under him, one of the fashionable hotels of St. Kilda. Johnson was careful to observe the old English custom of keeping his proper station "towards the squire, and his relations." Consequently Johnson was popular with the gentlemen of St. Kilda, and he shared their custom with James Mooney at the Royal. When the hounds met at the Royal, Mooney provided a minor imitation of an English hunting breakfast, a welcome reinforcement to the huntsmen with a hard day ahead of them.

In the years of the fifties the meet of the hounds often took place at the Junction, or on the Esplanade, alongside Mooney's Royal Hotel. On the Queen's Birthday, May 24, 1858, a meet of the hounds was held at the Junction, when the late Mr. John Madden, was out for the first time in Australia. In a letter we received from Sir John, he says, "The hounds threw off somewhere about Hotham Street, and Balaclava Road corner. Much of Balaclava was at that time an unoccupied swampy locality, and the country eastward and southward of it was quite open. The hounds ran a drag to about Murrumbeena, and there they found a kangaroo that they hunted towards and killed near Dandenong. These hounds frequently met at the Village Belle junction, where an open space of considerable extent existed between it and the sea."

"As St. Kilda swiftly extended in the early sixties, the hounds retired further out, and they usually met at the 'Plough and Harrow,' a little beyond Brighton, and at 'Oakleigh Steeple' (i.e., near a little church at Oakleigh), whence they hunted kangaroos, then abundant in all the country around these places. They were
found, and hunted too, not infrequently in the valley eastward of the State Government House, and occasionally even nearer to Prahran."

"James Henderson, who was the official judge at the Flemington Races for many years, and who resided at St. Kilda, kept a pack of beagles. Their meets usually took place in Albert Park, then a large open reserve. There they hunted such harmless game as bagged rabbit, or indulged in the wild excitement of following a drag. Tom Miller, the well known solicitor of early police court days, kept another pack of beagles at the south end of St. Kilda, and he hunted round about there. His game was also bagged rabbits, and an occasional wallaby."

We supplement the remarks of Sir John regarding James Henderson's St. Kilda pack of beagles with some of our own gleaned from the newspaper files of "Bell's Life in Victoria." St. Kilda was the most favored place for holding the meets of the beagles, though sometimes in the year 1861 the pack met at the Wattle Tree Hotel, at the corner of that road, and what is now Glendearg Grove, Malvern. They also assembled at the Cheltenham Hotel, Cheltenham, and the Retreat Hotel, Brighton. The game hunted was deer, bagged dingo, and kangaroo, or failing the production of live animals, the beagles followed the trail of a drag. Henderson made Sam Waldock, a well known sportsman of those days, the master of the beagle pack. In St. Kilda the beagles met at the New Baths Hotel, or at the St. Kilda Park gates. "Bell's Life" in its issue of April 27, 1861, states, "Mr. Henderson's Beagles—Sam Waldock will hunt the beagles during the coming season. The first meet will be at the New Bath Hotel, St. Kilda, on Tuesday next, at half past one o'clock. A fine young stag has been given for the occasion by Mr. Wedel of the Criterion Hotel."

Henderson kept his pack of beagles, in kennels, next door to the abattoirs, erected on the Customs House Reserve, at Elwood. This he did, by permission of the Lands' Survey authorities, after they had ascertained from the St. Kilda Council, that the Council had no objection to Henderson doing so.

According to contemporary accounts the unsportsmanlike behaviour of the stags was not always satisfactory to the huntsmen. Apparently the animals did not appreciate the honor done them. They appeared to dislike being hunted, in the same way,
as it is creditably supposed, a worm objects to a fisherman's hook within his skin. At times, the inconsiderate deer went on strike. They refused to leave the shelter of the boxes in which they were brought to the field of honor. They were at other times "sluggish," and they declined to run for their lives, threw in their horns as it were, dog or no dogs. If they were to be worried to death then that worry would be the end of their own. The huntsmen had to whip off the beagles to save the deer. On one occasion the huntsmen had a disappointing surprise. The newspaper reporter of the incident states, "The handsome, and lively deer, was duly carted to the spot for turning him out, and all was anxiety, and holding hard when the looked for moment for uncarting arrived, but, sad to say, when the door was opened, the antlered beauty, proved to have been so eager for liberty that he had broken his neck in the struggle to escape, and the afternoon's chase was literally "knocked on the head." However, two capital drags afforded the desired galloping, and fencing."

The stags were driven in a closed cart on to the Elsternwick, or Elwood flat, and there the animals were turned loose. If the unhappy creatures were in a running mood, they made across the, more or less, bush country towards the east. Henderson eventually sold the beagles to Peter King and then King renamed the St. Kilda pack the Prahran Beagles. We have seen a record of a meet of the Prahran Beagles, at the St. Kilda Park gate, for a stag hunt, on the afternoon of May 2, 1863.

The Melbourne Hunt Club on June 21, 1873, held its meet on the St. Kilda Esplanade. It was a Saturday afternoon, and a large number of sightseers was present. The whole length of the Esplanade was crowded, while the carriage way was almost blocked up with vehicles. After the populace had been gratified with a good look at the "picture in pink" a move was made in the direction of Elsternwick. The hounds were laid on to a drag, the line being taken in the direction of Oakleigh. Just beyond this village a dingo was turned loose. From this point the hounds went along the Dandenong road for about two miles when they inclined to the right, and ran towards Mordialloc. The dingo rushed into a hut in Key's paddock, and so saved his life, the hounds being whipped off.
In some reminiscences, recalled in July 1927, the late Miss Henrietta Jennings, mentioned that hunting was very popular among some of the well to do residents of St. Kilda. St. Kilda was, in a way, the centre point of hunting interests, since George Watson, of Burnett Street, was the master of the Melbourne Hounds. Dr. John Madden was a great hunting man, and he wrote vivid descriptions of the Saturday afternoon hunts each week, for The Australasian. Miss Jennings mentioned the famous "Lady in Grey," for the "Lady in Grey" was quite well known to Melbourne, as a brave huntress who cleared her three and four railed fences, on "Major," in true Diana style. We suspect that the Irishman, in Dr. Madden, when he took his running pen in hand to cry tally ho! and to describe a run of the Melbourne Hounds, overflowed, with admiration, for the St. Kilda horsewoman, and her mount. He loved the picturesque pen touch of the lady in the grey habit among the scarlet jackets. Moreover, the "Lady in Grey" was Mrs. Henry Field Gurner, whose husband, one of the pioneer residents of St. Kilda, was the first lawyer to be admitted to the Port Phillip Courts and he was so admitted at Melbourne, on May 9, 1841. The next year he was appointed to the office of Crown Solicitor, and the clerk of Peace at Port Phillip, and in September he was selected, by Governor C. J. Latrobe, to be the first town clerk of Melbourne. We have spoken of him elsewhere, but it is to be seen here that the legal atmosphere about Henry Field Gurner, must have had some kindred to Dr. Madden’s legal susceptibilities, and that the doctor found pleasure in giving the "Lady in Grey," the brush for her horsemanship, and in pleasing the Crown Solicitor of the Colony at the same time. Gurner held the office of Crown Solicitor for twenty years. He was born at Sydney, and died at St. Kilda, on April 17, 1883, at the age of 64.

Miss Henrietta Jennings was a proud old lady when she told the story of her skill in archery. It is a curious trait in men, and women also, that they are more proud of their college "blues", or their sports' prizes, than they are of their senior wranglerships and such scholastic triumphs. Miss Jennings won the archery competition at Government House, Toorak, when Sir Henry Barkly was Governor. She was then eighteen years of age, and though at the time of her speaking, over sixty years had passed, since that day of success, she was,
womanlike still able to describe the dress she wore. She said: "My costume for the match was a full length skirt, a high collar, a black lace shawl, and a poke bonnet with roses inside the brim." The Alma Archery Club, she remembered, was founded in the year 1858, and the membership was limited to 60. The targets were placed in a paddock, at the corner of Chapel Street, and Alma Road.

Henry Jennings migrated to Hobart Town, with his brother, in the year 1842, and when he arrived in Tasmania, he was 21 years of age. On board the ship he came by were five sisters, named Legge. He recorded in the diary he kept aboard the ship, that one of the sisters "has the gift of the gab, but I find what she says is worth listening to." The sequel showed, that he was interested enough to think it worth while, to listen to the lady's voice, for the rest of his life. He married her in Tasmania. The old tell-tale diary today remains to recall that romance of eighty eight years ago.

In 1853 a bush racecourse was situated south from where the Village Belle Hotel now stands, at the corner of Smith, and Barkly Streets. A two days' race meeting was held on January 12, and 13, 1853. Contemporary reports describe the appearance of St. Kilda Road, with "equipages of all kinds too numerous to particularise," carrying the Melbourne sportsmen to the St. Kilda race, as a very animated highway. "The race course," we are told, "is situated rather more than a mile beyond the township of St. Kilda, and upwards of four miles from town." The crowd on the race course was a large one, and sightseers lined the course, on both sides, in the neighborhood of the winning post, and "in some places the crowd was two, and three deep." The fair sex was well represented. Booths, and stalls, also swings for youngsters, were to be seen. "Cards of the race, with colors of the riders, were cried about the course in true English style, which must have struck the new arrival as being more like 'home' than he could have expected at the antipodes of his native land."

We learn from The Argus newspaper that the great attraction of the day was the contest for the St. Kilda Cup, between "Blind Billy," "Bendigo Nugget," "Shamrock," and "The Doctor." The merits of the two former horses had been, for a considerable time, a theme of discussion in the sporting world of Victoria. Bets of a heavy amount, it was stated, were wagered on the result of the race for the St. Kilda Cup.
A party of mounted police was kept busy on the first day in quelling several disturbances, “but none of much importance.” On the second day the sport was described as “furious.” The personal favors that are reputed to be so freely distributed at Donnybrook Fair appear to have been willingly given, and as willingly returned, at the St. Kilda Races. The Irish element was a strong faction, and when the followers of the Michael O'Rileys, and the Barney McGraths found that “Shamrock” ran second, and “Bendigo Nugget” third, their feelings required an outlet.

The Argus states that “the pleasure of the company was greatly disturbed by the continued fights, and disturbances, occurring around, caused, there is no doubt, by the unlimited sale of spirits upon the ground in the most open manner. ‘Nobblers’ were served round on both sides of the course, and unblushingly cried, as were oranges, or any other comestibles. Sergeant South, and about five mounted troopers, paraded the ground, but on their interfering in several instances they were set at defiance. One fight especially, assumed a most serious aspect.” It was reported that upwards of fifty horsemen appeared to be belaboring each other. A number of gentlemen aided the five mounted troopers, and the police sergeant, who were engaged, with their batons, in dispersing the howling and fighting mob.

At the beginning of 1854, a man with an eye on the custom that future race meetings might bring, built two, or three rooms, on the land now covered by the Village Belle Hotel. His name was Henry Peel, and he applied for a publican’s licence for the wayside shanty. Peel said that if he obtained the licence he would call his hotel the “Village Bell,” and he would be the “peal.” On May 9, Peel’s application was before the Licensing Court. The Argus summarily reports the result:

"May 9, 1854.

City Annual Licensing Day:

Present—E. P. Sturt, Esq., Police Magistrate, and Mr. Inspector Freeman, J.P.

Henry Peel, the Village Bell, St. Kilda. Refused because the premises are unsuitable."

This little rift within the lute made Peel’s music mute. Peel then dropped out, for Edward Stead applied on April 17,
1855, for a licence for the Village Belle Hotel, which was granted. The Village Belle Hotel has enjoyed a celebrity ever since it was a wooden building up to the present day, when it has merged into a modern brick hotel. Originally the hotel was the last house of call before the traveller crossed the then dreary wastes of the swamp lands of Elwood on his way to the Dendy settlement at Brighton. So remote, and so little frequented, were the lands of Elwood, that the promoters of a prize fight, cleared a space there, in the tea tree scrub, as a suitable place where a fight could be fought, bare knuckled, to its brutal finish. The confidential meeting place of the pugilistic crew was in front of the Village Belle Hotel. At the hour just after dawn the company was to move on to the secretly prepared site for the ring, east of the Red Bluff. The police were well informed of the devious doings of "The Fancy." Before a breach of the peace could take place the mounted troopers broke through the scrub, and flushed the unsavory crew. Dozens of men made off in every direction fearful of arrest if they did not escape. The prizefighters, their seconds, and their backers, hurried off in cabs to Brighton, but the troopers trotted behind the cabs, regardless of jeers. They made any attempt to stage the fight impossible that day.

Frequent mention is made in the early minute books of the Council to the location of the Village Belle Hotel. Even to-day the place of the Village Belle has official recognition. Almost unnoticed it appears as if a place name for a municipal district is in the course of evolution, or that the place name is already evolved. Elwood residents dated some of their troubles from the Village Belle Hotel location, not, we make haste to add, from the bar of the hotel. On August 11, 1873, a memorial was received by the St. Kilda Council from G. B. Evans, S. Foy, and James Osborn, of Elwood, calling attention to the want of repairs to the road, leading from the Village Belle Hotel, to the St. Kilda Abattoirs. The carting of heavy material for the new Elster Creek bridge, in wet weather, in addition to the ordinary traffic, that passed over the road, had cut the road up, and made several large holes in it. Since that complaint was received the road has been many times repaired and the Village Belle Hotel rebuilt, and so, with electric tramways, the place moves to further improvements.
Holiday race meetings were generally promoted by enterprising publicans. No one was more to the fore in such affairs than an early boniface named Broad, who was the licensee of the Greyhound Hotel, opposite the present City Hall. On some high days publicans would offer an additional draw for trade by advertising the hunt of a kangaroo at the end of the day’s racing. The Melbourne Morning Herald of January 11, 1855, thus records such an event:—“After another hack race, a kangaroo hunt followed, and afforded intense amusement to a large number of spectators. The animal was caught, after a twenty minutes run, and will doubtless afford further sport on future occasions.”

Upon the walls of the Greyhound Hotel was in its early days a painting of two greyhounds coursing a hare. It was the second hotel in St. Kilda to have such a subject as a sign. The Hare and Hounds Hotel, in Grey Street, was the other. Coursing was a favourite sport in St. Kilda, and meetings were held on the Elwood lands, and in the Albert Park. The St. Kilda Coursing Club was in full running, in the year, 1879. Its patron, was the Hon. W. J. Clarke. President, John Finlay and Vice President, Samuel Willis. The treasurer was “Paddy” Guaran of the Bay View Hotel, and the honorary secretary, W. J. Livingston. The judge was W. Pitt. The programme for 1879, showed ‘The St. Kilda Stakes,” the Prahran Stakes, the Trial Stakes, the St. Kilda Cup, run in July, for thirty two, all aged greyhounds, at 3 guineas each. Winner £10, and a piece of plate, value £10, presented by the club; Runner up, £20. Two dogs £5 each, four dogs £3/3/- each, and so on. The stakes were run under the rules of the National Coursing Club of Australasia. At the time the club was started in March, 1879, Samuel Willis, the vice-president was the Mayor of Prahran, and a member of the firm of Willis Brothers contractors that did municipal work for St. Kilda as well as elsewhere. The coursing meetings were held on Mr. Robertson’s estate Keilor Road. The club’s members were in the habit of training their dogs in the Albert Park. That practice went on for years. The Secretary of Lands wrote to the St. Kilda Council on April 14, 1890, stating the Department had received complaints of the annoyance caused by greyhounds in the park. He forwarded a regulation to “meet the case” and asked the Council to attach
the corporation seal to the document. A St. Kilda resident, John Munday, was for many years and till he died the secretary of the Victorian Coursing Club.

In 1878, the St. Kilda Sailing Club was in existence. Its chairman was P. Oakden, R. Hill was Commodore, Dr. J. Cook and W. Collier vice commodores, and Captain P. Oakden, and William Anderson were respectively treasurer and secretary.

Mrs. Knox, in her memoirs of Early St. Kilda, and Alma Road, states that "no houses were near the Ireland's, but on the side opposite to us (the Knox's) it was all trees, and paddock, until you came to Chapel Street. Away back among the trees, and fronting High Street, was a large two-storied house; I think it was of brick belonging to a Mr. Harvey. We could scarcely see it until some of the trees were taken away, and a lawn made in front of the house. The place was enclosed by a high picket fence; the entrance gates were very plain, and there was no carriage way. The ground extended a long way down High Street. It was the place where, in 1866, the Governor, Sir J. H. T. Manners-Sutton stayed while the Governor's House was being renovated for the expected visit of Prince Alfred, and his suite. There was a large family of the Manners-Sutton, but before he came to Harvey's house the front fence was removed, and a nice new fence, as well as a wide main iron gate, iron side gates, were substituted for the old fence, and gate. The house was done up too. In the grounds were kept numbers of emus and kangaroos."

The Harvey, Mrs. Knox refers to, was Matthew Harvey, and the dwelling, Charnwood House. Harvey was a wealthy squatter, who spared no expense in the construction of the place. He did not, unhappily, long enjoy living in the house which he had built. A series of bad drought seasons, and other financial misfortunes, ruined him. He was found dead on a lonely road, in the bush, a few years afterwards. Both he and Kyte rose to fortune, both of them built notable houses in St. Kilda, and both of them lost their fortunes. Harvey named his house "Charnwood," after the place name of the famous forest in Leicestershire, from which county he is said to have come. Charnwood forest occupies the highest ground of the undulating table land which is the topographical feature of the English
midland county. The place name Charnwood in St. Kilda was not inappropriately attached to the high lands that formed Harvey's property. Selwyn Smith's recollections of the place, as it was, when he was a boy, in the years of the sixties, is that "there were multitudes of goats on the wilds of Harvey's paddock where Charnwood Crescent is now." The old house, divorced from its once ample garden, and paddocks, is hemmed in with modern houses, such as the group called "Charnwood Oaks." In the place where the kangaroos, emus, and goats roamed free, is the St. Kilda Jewish synagogue, a beautiful building wherein to worship the God of Israel, and not far away is the Jewish school, and also buildings, all new corners. Charnwood House still holds its own, with the dignity that remains with it, from the days of its vice-regal patronage.

Continuing Mrs. Knox's recollections, she relates how: "The blacks often visited us then. When father began business at the Junction (160 High Street) some time afterwards, the blacks used to come down to see him. They used to say 'You move! You move! Give old Billy an old coat.' They used to admire themselves in a cheval glass, and then go round to the back of the glass to see if the black they saw in the glass was really the one who was reflected in it. One Sunday afternoon an omnibus going to the Beach struck a stump in front of the shop, and the bus tumbled over, smashing into the shop window. Some of the passengers were cut by the broken glass. They were taken to Patrick E. Matthews, the chemist, who lived in that street, and their cuts and bruises were attended to by him. He was the only chemist in St. Kilda, and the post office was at his shop. The first baker in High Street was John Grant. I think Moses Frazer was the first grocer. A Mrs. Taylor was living in a tent house near Inkerman Street, and she was Joseph Taylor's mother. Our house was the first two-storey house in that part of St. Kilda. It stood alone for a long time. Farmer's paddock was next to us, on one side, and Anstey's three-roomed house on the other. Father was one of St. Kilda's first volunteer firemen, and his uniform had to be on a chair in his bedroom at night. Water was 15/- a full load, and there was only casks to hold it in. The driver of the first water cart at a fire got 10/-, the second 7/6."

To resume. At the corner of Westbury Street, Archie Yuille, senior, who was well known in connection with the sales of
racing horses, had his home. In addition to selling blood stock he owned racehorses, and he won the Championship race of 1859, with a horse he named "Flying Buck." The horse only succeeded in running into a second place in the Derby, in the same year. A St. Kilda school boy, Henry Meend, a pupil of Dr. Bromby's at the Melbourne Church of England Grammar School, rode 'Flying Buck' when he won the Champion Race. Meend, in later life, became the well known racehorse trainer.

A perusal of the St. Kilda section of the first Melbourne directories discloses that a notable company of leading merchants, barristers, and bankers had their homes in St. Kilda. A complete list of them, and of the streets in which they lived, would extend for pages. At the corner of Hotham, and Inkerman Streets, Captain Theodore Boyd resided with his large family of sons and daughters. He had been in the 11th Regiment, and he had served as A.D.C. to General Macarthur during the time he was Acting Governor, or Administrator, in 1856. A notable man, George Collins Levey, resided in Fulton Street. Levey was the proprietor, and editor of the Melbourne Herald newspaper, from 1863 to 1868. He it was who issued The Herald at the price of one penny, and thereby became the pioneer of penny newspapers in Australia. Afterwards Levey found an outlet for his energies in managing exhibitions for the colonies. He received the honor of a C.M.G. for his services.

Among early St. Kilda men none was better known than the late Judge Brice Frederick Bunny, who built, and occupied, a house in Inkerman Street, West. When the judge left London, as a young man, to seek his fortune in Australia at the diggings, his friend Vice Chancellor Bacon advised him to take his law books, his tools of trade, with him in case Mistress Fortune at the diggings should pass him by. After a six months' trial at the diggings, Bunny recognised he was "non-suited," and he turned to law, and soon secured a good practice. In 1861 he was elected a member of the St. Kilda Council, and he was the chairman of the Municipality in 1862-63-64. He was a member of the Legislative Assembly from 1859-60 when William Nicholson's Ministry was in power. Another legal light, Judge Billings, resided in Balaclava Road East, and not far away from him, was the house of Thomas Henry Lempriere, whose father was a lieutenant in the waggon train at the victory of Waterloo.
Carlton House was known as Sugden’s Folly, but whether it was or was not a folly the house was a portion of the insolvent estate of William J. Sugden, and it was sold by the official assignee, Alexander Laing, for what it would bring, on October 10, 1860, subject to a mortgage of £3,000, at £10 per cent. rate of interest, with eighteen months to run. The house was originally known as the Carlton Family Hotel, and it stood at the corner of Acland Street, to which the property had a frontage of 1231 feet, by a depth of 102 feet to Robe Street. Carlton House was three stories in height, with a flat roof, built of bricks, placed on bluestone foundations, and it contained thirty rooms. Beyond that, there was, built also of brick, the kitchen, coach house, granary, harness room and hay loft. In the yard was a water tank, 16 feet 6 inches in square, stone, and cement lined, upon a brick foundation. The tank held water all the year. The hotel was well built; the rooms were large, and lofty, and they were well fitted, “with every regard to comfort, forming, without exception, a first class, and most superior family and commercial hotel. Sugden’s ideas were in the right direction, but Carlton Hotel was before its time, so much so, that it was eventually pulled down. The hotel was not sold by auction, and it was offered for private purchase. The auctioneer, Alfred Bliss, advertised that, in his opinion, the house would give unusual advantages for a St. Kilda club house. We add that William Sugden was a successful Melbourne publican, who made money in the business of hotel keeping, at the "Royal Mail," and the "Bull and Mouth" Hotels, Bourke Street, Melbourne. In an unfortunate hour, he relinquished his licenseeship of the "Bull and Mouth" Hotel, and embarked his savings in the speculation of building Carlton Hotel, St. Kilda. What was intended to have been a revelation in the way of a seaside hotel, the prospectus said so, proved to be an hotel that could not pay its way. That was revelation enough for poor Sugden, and he went to T. B. Payne, a money lender, and mortgaged the hotel. In the end Payne owned the house. Payne let the house to William P. Bonwick who used it for a school, but its vastness was depressing. The thirty rooms, almost all of them unfurnished, were nightmares of loneliness, and productive of reverberating echoes when entered. Bonwick was glad to get out of the ill-fated, almost sinister, building. After a period of neglect, and
of being tenantless, Payne had the building pulled down, and built a terrace of houses on the site of Carlton House in Robe Street, using the bricks of the demolished building for the purpose.

In the year 1859, George Attaways was the licensee of the Royal Hotel, which was described as having 29 rooms, coach house and stalls, and its owner was James Mooney. Joshua Mooney, his brother, had a wooden stable, with 35 stalls in Robe Street. Two cottages, next to the Royal Hotel belonged to this period. The material used in their construction was sent from England, in numbered sections, discharged from the vessel, and they lay unclaimed on Coles Wharf alongside the river Yarra for some considerable period. James Mooney bought the material, and erected the cottages. One of them contained six rooms, and it had a stable in its yard; the other cottage, of five rooms, not only had a stable but a coach house. The first cottage was rented by Edward Alexander, and the second one was let to Hugh Murphy. When house accommodation was hard to find in, and around Melbourne, James Mooney was paid in rent, for the cottages, at the rate of £350 per annum for each one.

Close by, in February, 1854, the storekeeping firm of R. Dransfield & Co. paid £500 per annum rent for two shops with single roofs, and Bryant, a draper, beside them was rented at £500 for a shop, with a frontage of 17 feet to Robe Street. The veranda shop's area was 17 x 11 with a show room, 17 x 12. The building had, within it, two bedrooms, and kitchen, and attached to it a coach house.

When Mooney took over the hotel, from Attaways, he made large profits out of the lucky gold diggers who came to St. Kilda in "great Colonial style." His hotel was a favorite hostelry for successful diggers to drive to with their "temporary wives." They usually hired a carriage, and a pair of white horses, that were owned by a driver named Brewer, who stood waiting for hire in Collins Street. The diggers favored red shirts and their ladies selected flaming green, and yellow dresses. Sometimes three, or four, parties would be seen in drags driving along Fitzroy Street. On arriving at Mooney's they sat down to a sumptuous dinner. Afterwards, the diggers, and female companions, played skittles with the champagne bottles they had emptied.
HOUSE BUILT BY MR. GERMAINE NICHOLSON.
Said to have been the first in the vicinity of the Junction, 1850
The late Mrs. Mooney saw the Port Phillip Settlement in its infancy for she arrived there on May 6, 1840, in the ship "China." From her reminiscences, we learn that on reaching Hobson's Bay she came ashore for the day. On returning to "The Beach," as Port Melbourne was then called, the sea was too rough for the boatman to risk rowing her back to the "China." She had, therefore, to sleep in a tent on the sands, and she did so with Mrs. Liardet lying beside her. Mrs. Mooney had as a fellow passenger in the "China," Passmore, who afterwards owned Passmore's Hotel, mentioned as one of the starting places in Melbourne for the Royal Hotel Omnibus. Mrs. Mooney, when she arrived at Port Phillip, was a girl of seventeen. She was a native of Devonshire, and was yet another of the numerous emigrants from Devonshire who were associated with early St. Kilda.

His Honor Frederick Revans Chapman, judge of the Supreme Court of New Zealand, has written his extended reminiscences of "South Suburban Melbourne 1854-1864" consisting of memories principally of Prahran, and St. Kilda. They were printed in the "Victorian Historical Magazine" in June, 1917. We extract from them his observations, "That at the south-east corner of Alma Road, and Bull Street, was a patch of curious cottages of corrugated iron, built hastily to meet the tide of immigration, and removed long before 1864. They stretched down the east side of Bull Street, and one, perhaps two of them faced Alma Road. Facing them, on the west side of Bull Street, there were residences all the way down Inkerman Road. In one of these lived Mr. Sircom, and in another, Mr. Davis, the drawing master at the Church of England Grammar School. This latter gentleman stated that he tried to dig a well on his premises but struck running water, so that buckets, and other things, disappeared as if in an underground river. East St. Kilda ended at Hotham Street, as far as the line of Alma Road was concerned, although it extended a little further along Dandenong and Inkerman Roads. Beyond us, on the left, with a small gate near the corner, was the cemetery in which diligent search revealed a few scattered graves, hidden in the scrub. Then came a wide uninhabited block, commencing at 'The Springs,' used by those inhabitants who had no tanks, and who came from considerable distances to procure water from a barrel,
which was sunk in a small swamp. The unfenced land continued up to a shallow swamp, just beyond the top of the hill, known to the local cowboys as 'Water Flat.' Here vehicles had to swerve to the left to avoid the lagoon. Sometime in the early sixties drains were cut to lower the water on 'Water Flat' and 'Le-man Swamp.' and I can remember no other course that the surplus water could take than to follow the line of Inkerman Road, probably going to join the big ditch made to drain the swamp near the Village Belle, which had its outlet near the Royal Hotel, at the south end of the present Esplanade.

A resident of Early St. Kilda, who afterwards was world wide known in the spheres of concert, and lecturing enterprises, was Robert Sparrow Smythe, generally described as "The Much Travelled." The first St. Kilda newspaper, the "St. Kilda Chronicle," was owned by Goulding and Smythe, the office being in Barkly Street, near Kelson's Auction Mart. Smythe was the editor of the "St. Kilda Chronicle" during the year 1859-60, when he sold his shares in the paper to the late David Blair, who was successively leader writer of "The Argus" and "The Age." Blair bought the "St. Kilda Chronicle" because, as he stated, he wanted, in addition to his work on the "Age" newspaper, something to amuse himself with." Blair did not find a suburban paper "the toy he thought at first it was," and he ceased his ownership in it. Probably afterwards David Blair found the writing of a history of Australia merely a pleasant incursion in letters compared with the labor of editing the Early St. Kilda local news sheet.

Local printers, who sometimes publish suburban newspapers, have not found St. Kilda a profitable field for such enterprises. When Goulding and Smythe's paper, "The St. Kilda Chronicle" flickered out after a sickly career financially, under the ownership and editorship of David Blair, no other St. Kilda local paper appeared for some time. The second local paper published in St. Kilda was the "St. Kilda Advertiser," started, owned, and published by A. R. Ford. He had a printing office in High Street. After publishing the paper for about a period of two years and a half—it reached volume III, number 162, Ford sold the paper and plant, November 28, 1874, to Henry Osment who owned a Prahran paper called, "The Telegraph" wherein Osment essayed to give the St. Kilda and
Prahran news, charging threepence per copy for the paper. When relinquishing his ownership of the “St. Kilda Advertiser” Ford said that “when he came to St. Kilda he was not long in learning that a respectable moiety of the inhabitants were not satisfied with the only local journal they possessed should be “The Telegraph” at a cost of threepence.” Ford sold copies of the ”Advertiser” at one penny, and he published the paper on Thursdays. Osment removed Ford’s printing plant to Prahran, and printed the “St. Kilda Advertiser” in Prahran increasing its price to two pence a copy. When Osment died his son Henry Osment, afterwards well-known in Prahran as a municipal councillor, and Chapel Street property owner, continued to publish the ”St. Kilda Advertiser” in the same way. After his death the property was sold to Arthur Tilley a soap manufacturer. At his death the property passed to his sons. The paper ceased publication at the beginning of the year 1930. The last local newspaper to be published in St. Kilda was “The St. Kilda Mercury” the first copy of which appeared on Saturday, July 2, 1898 published and owned by Wellman and Callander. Later the paper was issued by William John Charles Wellman at his office 238 High Street, St. Kilda. Evidently the support accorded to the newspaper was not sufficient to warrant its continuance for it died after a year or two.

When Smythe entered into partnership with Goulding, the original proprietor of the “St. Kilda Chronicle,” he noticed that the list of subscribers consisted mostly of residents in the old central part of the municipality. The eastern portion of Caulfield was principally occupied by market gardeners. In the hope of obtaining the patronage of these worthy husbandmen, he published weekly a translation of Jean Paul Richter’s novel ”Flower, Fruit, and Thorn Pieces.” The idea was a happy one, for many new subscribers came forward, in the belief that Richter’s book would contain valuable agricultural hints; but as neither vegetables, nor the kindly fruits of the earth, were ever mentioned during the quarter, these subscriptions were not renewed.

The first steam printing press manufactured in the colony was made in St. Kilda by Robert Bell, an engineer, who had his workshops in Acland Street, near Clyde Street in May, 1874.
Bell received a medal from the Melbourne Exhibition Commissioners for the workmanship exhibited in the manufacture of the printing press. Bell's workshops before he went to St. Kilda were in Little Collins Street.
CHAPTER XV.


GERMAIN NICHOLSON, born in Cumberland, England, in October, 1814, was so well known in Melbourne, where he arrived on January 7, 1842, that a street corner, for many years, "Nicholson's Corner," was associated with his name. The corner was on the north-west side of Swanston, and Collins Streets, and it was at that place he started the business of Melbourne's leading grocer, in the year 1845. He became a wealthy man through buying town sites, and making enormous profits by the resale of the land. He also, during the golden years, speculated in gold buying. With his friend, the banker, William Highett, and other wealthy men, he originated the Bank of Victoria. In other commercial ventures, launched in the rapidly-advancing city of Melbourne, he was also an active participant. Early in his successful Victorian career, he was so charmed by the attractiveness of the sea-side settlement at St. Kilda, that he bought land there, built a house, and became a permanent resident.

In the year 1878, it was one of our duties to frequently wait on Germain Nicholson, who had been created a Justice of the Peace for St. Kilda and Melbourne, in 1858. His flattering courtesy to a youth, and his love of exchanging harmless jokes on each visit, left so pleasant an impression that the memory of his geniality has lingered for a lifetime. Germain Nicholson was then 64 years of age. He looked what he was, a benevolent old gentleman, with white hair and beard. He had bright, kindly, laughing eyes, and his smile was almost a benediction. His shop was a long, low weatherboard building.
One side of the shop ran parallel to the footpath line of Swanston Street. The side was a wooden wall, blind but for an ordinary house window. The thirty odd years, that had passed, since the one-storied shop was built, had sufficed to allow the wooden foundations of the floor to rot away. The floor, in places, rested on the earth. It was in that building this esteemed pioneer of the years of the fifties in St. Kilda carried on his business. What a fruitful source Germain Nicholson would have been to draw upon for reminiscences of early St. Kilda, had the youth been gifted with the foresight, and the ability to do so! Failing to have Germain Nicholson's recollections, we are fortunate in possessing a manuscript, "Memories of Early St. Kilda," by his daughter, Mrs. E. M. McMicking. The first impact of the Nicholsons with St. Kilda was in the year 1846. At that time there were, on the Esplanade, only six cottages, and to one of them Mrs. Germain Nicholson with her infant, went for her health's sake. According to her daughter, who was the infant, her mother did not, in 1846, stay long in St. Kilda, being "frightened back" to Melbourne by a 'violent earthquake.'

Mrs. McMicking's memories state that:—"In the year 1850, Mr. Germain Nicholson bought land at the Junction, St. Kilda, a long strip which ran up between Wellington, and Octavia Streets, and built upon it. The house, a two-storied wooden building, was one of a consignment imported from California already prepared for erection, and was put up under the superintendence of a builder named Jennings, and, although the foundations of 'Charnwood,' Mr. Octavius Brown's house, had been laid, 'Nicholson House,' as it was renamed by Mr. Moody, in later years, was the first house erected in this quarter of St. Kilda, and Mr. Nicholson's family were in residence there early in 1851. Mr. Highett, a banker, told people how, in his youth, he used to walk from Chapel Street to the Esplanade for his sea bath, and only passed two houses on his journey, one of which was 'Nicholson House,' the other one was probably 'Garnault Villa,' built by Mr. Edward Sayce, facing Wellington Street. He was a Quaker, who having brought £2,000 to the colony, invested it in a sheep run on the Ovens River, which having turned out disastrously financially, he returned to Melbourne."
We interrupt the lady’s memories to say, that when Edward Sayce died, Germain Nicholson became the guardian of his son, Joseph Sayce, who was born in 1850. He entered him as a pupil, in the year 1860, with Dr. Bromby, Head Master of the Church of England Grammar School. Young Sayce was in the school cricketing team in 1863-64. Subsequently he went to West Australia. This guardianship was one of the good deeds that were characteristic of Germain Nicholson.

Mrs. McMicking resumes:—

"The first house near Wellington Street was a butcher’s shop in Chapel Street. What is now St. Kilda Road was in 1853 defined in a most remarkable manner, viz., by a long avenue of fallen timber, all blown down at the same time, it being the track left behind it of a fierce hurricane. In 1851, the first bus between St. Kilda and Melbourne, carried passengers at 5/- per head. The track in use to Melbourne started from what is now the Esplanade, went through the swampland of Albert Park, and in those days when a few inhabitants of St. Kilda and the old Royal Hotel, drove to and from the city by these tracks, they were at times attacked by the bushrangers. On one occasion, the latter seized no less than thirteen people by the swamp, and tied them separately to various trees, treating them most shamefully. Some of the young bloods down from their far-off stations, hearing of this, joined themselves, with the townsfolk, in a band, and succeeded in dispersing the bushrangers from these their haunts. Yet, whilst Mr. Nicholson was driving at this time an exceptionally high-spirited, and beautiful horse, to and from town, he was never once attacked, although his horse alone was a valuable asset. It was said by Mr. White, of the Melbourne Observatory, this was owing to his goodness, and charity, which had gained for him the title of poor man’s friend,’ and so he was allowed to go about unmolested.

"Howard’s Royal Hotel was built in 1847 in St. Kilda, when a broad belt of tea-tree fringed the shore. At first a few cottages were built there, and later on came more pretentious houses."

Mrs. McMicking refers to Christ Church in her notes as follows:-
"The architect of Christ Church, St. Kilda, was Mr. Charles R. Swyer, and at the time of the dedication of the church, my father and myself were living on the Esplanade, and the Bishop, Dr. Charles Perry, and fifty of the clergy, partook of afternoon tea at our house, previous to the function, and then all walked to the church which was close to our home, 'Esplanade House.' The handsome carved pulpit, which still stands in Christ Church, was built from money obtained through a bazaar held by Miss Mathews, and her pupils, at her boarding school on the beach (Alfred Square). My young friend, Miss Annie Seddon, the minister's daughter, did duty for her mother, who had died previously."

Other notes of the same early resident state "Euro-reka," meaning St. Kilda, was given by Mr. Davis to the big house he built in Burnett Street, off Grey Street. This leads Mrs. McMicking to recall, that George Watson, the Master of the Melbourne Hounds, lived in Burnett Street, and that he was a hard man, though for "all that he was very popular." A story of the day is that Watson, and his wife, were riding along the St. Kilda Road on two hunters. When they were nearing the closed toll gates, situated close to the military barracks, Mrs. Watson thought that they would draw reins as they usually did, and wait for the toll gate-keeper to open the roadway to the horses. Her husband, without any warning to her, struck with his heavy hunting crop the flanks of his, wife's hunter. The animal leapt forward, and bolted along St. Kilda Road. Ahead of rider and horse was the closed six-barred toll gate. The start was so sudden that Mrs. Watson had no option but to ride the horse at the gate. Any interference with the hunter, she thought, spelt a spill on the road, or a smash up at the gate. Therefore, she gave the animal what he had already, his head, and - the animal, in dashing style, cleared the gate. Mrs. Watsges husband followed her lead. What Mrs. Watson said afterwards to George is not history, nor is what the toll keeper said to himself suitable for this record.

Mrs. McMicking writes :—"Mr. William Nicholson, M.L.C., and E. B. Green and some others first settled in Grey Street. Later on, 'Old Grannie's' fruit and sweet shop was built opposite the Royal Hotel. Near the beach, there had been built a little wooden School House, which also did duty for all Church
purposes. First there was only a visiting clergyman, Rev. L—, but later on the Rev. David Seddon became the Resident Incumbent. Some years later, when the consecration of the new ‘Christ Church’ took place, the bishop, with the clergy, met that afternoon in Mrs. Nicholson’s Esplanade house, where they partook of tea, previous to the processional function.

“When the late town clerk of Melbourne, Mr. E. G. Fitzgibbon, was a young man, he resided in Octavia Street, on the brow of the hill. He had as a neighbor, Mr., afterwards Judge, Webb.

“My father, Mr. Germain Nicholson, was one of the originators of the Melbourne & Hobson’s Bay Railway Company, of which he was a director. He was also one of the original founders of the Church of England Grammar School, St. Kilda Road. He declined on various occasions to become an active politician, and stand for election to Victorian Parliament, as he was solicited to do. His death (23rd November, 1888, aged 74) occurred on board the s.s. ‘Salazir,’ of the M.M. Shipping Co. His body was buried in the Red Sea, near the ‘Brother’s Isle.’”

In The Argus newspaper, date May 19, 1928, there are extracts from an original manuscript journal of Mr. and Mrs. Charles Kean, “descriptive of their theatrical tour in the Australian Colonies, and of the social life there.” The manuscript, which is preserved in the Alexander Turnbull Library at Wellington, New Zealand, contains letters dated from the Prince of Wales Hotel, St. Kilda. That hotel in the early days was a favorite hostelry for theatrical "stars," who were birds of passage, to stay at. Writing in a letter under date October 18, 1863, Mrs. Kean says to her daughter, Mary, in England :-

“We are lodged at St. Kilda, a pretty suburb looking on Hobson’s Bay, about three miles from Melbourne. It is a private house adjoining the hotel (the Prince of Wales), with all the advantages of privacy and comfort of a hotel. . . . We are told that we shall find the advantage of this when the hot weather sets in. We begin to ask when will that be, for we are perished with cold. . . . On Sunday, we had a walk with Mr. Coppin in St. Kilda Park, and gathered the most exquisite wild flowers, blue stars, canary colored violets, crimson peas, lemon-colored asters, mauve campanulas, and a creeping shrub all yellow and brown. The prevalence of yellow is extraordinary.
The park and meadows are covered, as thick as buttercups in May, with a yellow sort of dandelion, accidentally brought, some few years since, from the Cape of Good Hope, and it is choking the white clover, much to the disgust of the colonists. The gardens, too, are all yellow. I see no birds except swallows, and few of these. . . . Up to this date, we know nothing of their beautiful climate. Heavy rains that flood the roads are frequent. Two horses were drowned between this place and Melbourne on the common way last week, and the captain of the steam tug who came to us at the Heads was drowned with another passenger in a stage coach 10 miles off. We sometimes have a baking hot sun; even that necessitates a warm shawl or a greatcoat for the wind changes with incredible suddenness, and the rain comes down as in Wales without a cloud to warn you. There are snakes here, Mary, and jolly big ones, too, one six feet long was killed last week opposite the park gates, but then no harm comes of them."

"The yellow sort of dandelion" Mrs. Kean refers to, as carpeting St. Kilda Park, was the cape weed, which had been introduced, but not accidentally as she states, from the Cape of Good Hope as a fodder plant. Its drawbacks have proved to be greater than its food values. The plant spread over St. Kilda, and in spring-time, the paddocks at Elwood were blazing yellow blankets of color, almost dazzling, when the sun shone on the flowers. The useless onion weed, with its small pink flowers, has, in Elwood, eradicated the cape weed, and it is now the weed in possession of the Elsternwick Golf Links.

We do not suppose that a publican, whose name was George Sparrow, was aware of the curious apposition of a name, when he called his livery stables, attached to the Corner Hotel, at the St. Kilda Junction, the Queen's Mews. The word "mew" means, among other meanings, a cage for hawks, but Sparrow employed the word to describe a stable for horses. The king's stables, in London, were called "The King's Mews," because they were built upon the site where the royal hawks were kept, or "mewed," on the northern side of Trafalgar Square. The mews were established on that spot, from the time of Edward I. During the reign of Henry VIII., the mews were converted into stables. The London National Gallery is built upon the place where the King's Mews stood. The Royal Mews were stables.
used for stabling carriage, and other well-bred horses. Sparrow, no
doubt, when he named the stables, attached to the Corner Hotel,
the Queen's Mews, did so in the hope that the public would
regard the place as something superior to a mere livery stable. If
that was his reason, he realised his hope. The Queen's Mews,
St. Kilda, had the reputation of being the best livery stable in
Melbourne. It was patronised by the gentry of Melbourne, when
the gentry rode in carriages, and when its members were
wanting to hire a showy saddle horse. Huntsmen baited their
horses there, and race-horse owners had boxes in the Mews.

The old building, the Queen's Mews, was pulled down in July,
1926, to make room for a motor garage. The new age, like
youth, will be served. The fine "colonial ladies and gentleman who
patronised the Queen's Mews," are dead and forgotten. At the time
the building was demolished, George Sparrow, junior, the son of
the owner of the Corner Hotel, and of the Queen's Mews, stated
that his father was a retired seaman, when he took over the control
of the stables and hotel. The son explained "that time was about
58 years ago, when there was but little settlement in
Melbourne.. He (his father) was one of the greatest hands with
horses in Victoria, and he speedily established himself. At the
time, if you did not live at St. Kilda, you were not regarded as
anybody, and if you did not engage your broughams and other
conveyances from Sparrow's Queen's Mews you were not regarded as
anybody.

"For years my father kept the finest horses, and had his
employees dressed in livery. Sarah Bernhardt, Minnie Warren and
little Tom Thumb all engaged his broughams.

"The stables were extensively used by owners and trainers
of racehorses, as there was a trotting course near the Albert
Park lake, and the Elsternwick racecourse was not such a
distance away. Maurice Griffen had his stables where the Ritz
Hotel now stands. Jimmy King, who was regarded by many as
the finest flat and hurdle jockey Victoria has ever seen, was
apprenticed to Griffen. The stables were also used to hold rough-
riding competitions, whilst on occasions there were cock-fights."
One Sunday morning, George Sparrow, senior, drove a
four-in-hand drag from the Queen's Mews along Fitzroy Street,
on to the St. Kilda pier. He turned his team, and drag on the
pier successfully, and returned safely to the Mews. He relinquished the Mews, and the hotel, to go to New Zealand, and the owner of the Elsternwick Hotel, the late Henry Young, who had made money at the New Zealand gold diggings, became the licensee of the Corner Hotel, Prospering, Young, who was a picture collector, passed on to the hotel in Melbourne that became well known to sportsmen and others as Young & Jackson's. The Queen's Mews, on Sparrow's departure, came under the management of Charles Willoughby. During his tenancy, a fire destroyed the stables, horses, and vehicles. Willoughby left for the Klondike gold fields, and that was the last St. Kilda heard of Willoughby. After the fire, it was decided to rebuild the Queen's Mews. On completion, a livery stable keeper, named Neill, and his four sons, bought them. From the Neills, the Mews passed to Fred Hooper, then to a man named Downey, and so to the present end of the Queen's Mews—a taxi garage.

James Tyrrell was another of the well known livery stable keepers in St. Kilda. He started in business in the year 1854. In turn he kept the livery stables at the Royal Hotel, the Prince of Wales Hotel, Fitzroy Street, and the Newmarket Livery Stables, in Inkerman Street. He died in the year 1900.

Archibald Michie probably knew early St. Kilda as well as any of his contemporaries. In the course of a lecture he delivered at the opening of the St. Kilda Town Hall, he said: "It is now above twelve years since I took my first walk in this now—but by no means then—delightful neighbourhood. Steaming down the coast from Sydney, en route for Adelaide, I dropped in at Port Phillip. Inquiring for the whereabouts of an old friend, and once fellow-counsel of mine in Sydney, the then resident judge, now ex-chief Justice Sir William a'Beckett, I was informed that he was at St. Kilda, about three miles on the southern side of the Yarra. I trudged off, buses and low-backed cars were unthought of in those days, and railways were only mentioned by an occasional mild lunatic. I soon found myself in a pretty thick bush, and reached St. Kilda, which, so far as I could judge, seemed to me to consist of one house, the now Royal Hotel, on the shore. In this house I found my friend amongst some of the members of his family, seated on a dingy and battered old sofa, with a patient perseverance that almost brought tears into my eyes, as he
endeavoured to persuade himself that he was spending a few days at what he called, with the utmost seriousness and good faith, a watering place. For very sympathy’s sake I tried to look as much as if I were at Hastings, or Brighton, as I could; and knowing what my friend had suffered in his official removal from Sydney to this spot, I strove, and I hope successfully, to disguise my consciousness that I was in about the dismallest, and most desolate hole, a civilised, and social, being could be buried in. The everlasting shipless bay in front, the monotonous bush around—such was the spot, now covered with Alma, and Sebastopol, and Inkerman Roads, crowned with terraces, and villas, and rich and unsurpassable in crinoline. And yet, even in those days, Port Phillipians had their fun, their scandal, their picnics, races, concerts, theatres, ladies’ benevolent societies, wedding breakfasts, politics, public meetings; and hearty English life pulsed not the less vigorously, because, as yet, the gold lay undiscovered in the soil. All men—gentle or simple—educated or ignorant—came to work at something or other. We started therefore without an aristocracy, in the common conventional sense of the word, and there was no tyrant called the fashion, for every man was free to follow a fashion of his own. Even Bond Street bucks turned into brigand-looking squatters here; they smoked perennial black pipes, ate no end of clay-like damper and hard beef, and were so many Dr. Johnsons in the number of their cups of tea."

Archibald Michie lived to become a Q.C., K.C.M.G., and he had the sad experience of outliving his generation. It is doubtful if, at the last, many Victorians recognised the man, passing through the old Temple Court on his way to his chambers in Chancery Lane, as the politician who more than once stirred Victoria, from the sea to the Murray, by his addresses. Sir Archibald Michie’s chambers were between those of that great, and good man, George Higinbotham, and those of Hartley Williams. The future, at that time, contained for Higinbotham, the Chief Justiceship and for Hartley Williams, a Supreme Court Judgeship. The past held Sir Archibald Michie’s fame. All that was left to him of his life’s work was its memory. We recall him as we knew him then, in Chancery Lane, as being a thin, delicate old man, with a blue stuff bag, tucked under his left arm, his left hand nervously twitching at the bag, as he
half tottered across the Lane, to see if his clerk in Temple Court, John Gill Tanner, had, by any good fortune, a brief for Archibald Michie, Q.C.

Not only was Archibald Michie a celebrity in Melbourne, but such was the eminence of the man, that his cow also, for a day, was even more talked about than he. A later politician who desired to rob St. Kilda of Elwood lands, Thomas Bent, said he "took off his hat to a cow," but Bent's cow was not the first four-legged cow mentioned in the political history of Victoria.

Some particulars of the locally famous "Cattle Run" throw lights on the domestic troubles of the residents of early St. Kilda, arising from their bovine possessions. The residents were kept in a state of renewed irritation through the repeated disappearances of their cows. The "run" was leased in the years of the fifties, by the Government, first to "Paddy" Devereux, and afterwards to John Beagley.

In the beginning of the year 1860, the inhabitants, who owned cows, complained to the St. Kilda Council, that if they allowed their cows to depasture, on the vacant lands, during the night, it was in vain they told Mary in the morning, to go, and "Call the cattle home, across the sands of St. Kilda." The cows had to be searched for, at times, through a long-lived day, or two. The lost animals were usually found in the tea tree scrub at Brighton, or somewhere, in the bush, near Caulfield. The residents believed that their cows were mustered at night, and driven afield as a protest by somebody against their being found grazing about the suburb. Breakfasts without milk continued to cause widespread indignation. At last, householders were incensed so far that they called a public meeting, where it was decided to take drastic steps to discover, and to punish, if possible, the raiding cattle man. Then the raider made a fatal selection. In the darkness, he did not discriminate between the favored cow, which gave a distinguished Queen's Counsel's household its matutinal milk, and the meadow cow, that dutifully supplied milk to a less distinguished household. The deplorable result was that the Michie household had no fresh milk in the morning, after the previous night's raid. The storm which arose in Michie's tea cup, without milk, was like unto a legal hurricane. At the time, Michie happened to be one of the Parliamentary
members for St. Kilda, and he gave notice, in the House, on February 10, 1860, that he would ask the Chief Commissioner of Lands, and Survey:-

1. "Was it true that the inhabitants of St. Kilda were living in the midst of a cattle run?

2. "If so, what was the nature of the holding, the extent of the run, and what was the license fee paid by the licensee or lessee?

3. "Whether Mr. Beagley, the alleged present licensee of suburban land at St. Kilda had not very lately obtained from one of the subordinates of the Crown Lands Office a certain extension of run, or other advantage beyond any previously possessed by his predecessor, Mr. Devereaux, formerly entitled the town herdsman of St. Kilda?

4. "Whether Mr. Beagley’s lease or license embraced any defined boundaries, so as to give him any exclusive right of depasturing cattle on all the unsold and unreclaimed land of St. Kilda suburb; if so, what were the boundaries?

The Chief Commissioner for Lands, James Service, replied, saying that the inhabitants of St. Kilda were similarly situated to the inhabitants of North Melbourne, and Emerald Hill, there being lands, in the vicinity of each place, which were let for the purpose of a cattle run. The nature of the St. Kilda holding was a yearly license, and the licensee was John Beagley. The extent of the run could scarcely be given in acres, but it comprised a considerable portion of the south part of that triangular piece of ground, on the east side of the Brighton Road, running from the Junction Hotel, to the junction of the Brighton, and Punt Roads. Besides that, it now comprised a few reserves, not included previously, in this so-called run. The amount of license fee paid was £190 for the current year.

Beagley, who was a gardener by occupation, residing in High Street, presented, in November, 1859, a memorial to the Acting Commissioner of Crown Lands, pointing out that certain reserves at St. Kilda were being used by the residents to depasture their cattle, and thereby depriving him of the fees that would have accrued to him, had they been forced to depasture the animals on his run. Beagley, therefore, prayed
in 1860, that the reserves he referred to, might be included, within his run, which request was acceded to upon the receipt of a favorable report from the Chief Ranger.

Beagley's license did embrace certain defined boundaries, but his license did not give him the right to depasture cattle on all the unenclosed land of St. Kilda. The Government had no power over land not actually in the possession of the Crown. The reserves had been alienated from the Crown, and they were in the possession of the St. Kilda Council, which had not, however, enclosed them with a fence. The Government admitted, in the House, that the Acting Commissioner of Crown Lands had made a mistake, in including the reserves in the license, but he was held to be free of blame, owing to the existing state of the law.

As a result of the agitation, the right to graze cattle on the reserves, belonging to the St. Kilda Council, was, at the end of March, excised from Beagley's license, and in consequence of that, it is presumed that Michie's cow, and all the cows, of high and low degree, of the village, were no longer driven at midnight to Brighton, or to Caulfield.

In the list of the Council's first applications to the Government, was a request for the "establishment of a public pound." The Government's reply is given that the Council's request was "under consideration." The Council also asked for "the control of the Town Herdsman, and to be supplied with information as to his privileges." The Government, in the year 1858, complied with the Council's request, as regards the establishment of a pound, which was placed at the corner of Alma Road, and Alexandra Street, where now stands, in Alexandra Street, "Fairholm," a house formerly known as "Holmwood," when an early resident, Edward Fanning, resided there. In a report of the Council, issued shortly after the establishment of the pound, the Council stated that its advantages had "already become very apparent." Wandering cattle, from adjacent suburbs, were driven into the pound, and they were not released until poundage dues were paid. Neighbouring Councils saw in this collection of poundage dues, a possible source of revenue that they had not tapped, besides, if their ratepayers' wandering cows were to be impounded, it was more profitable for their own Councils to do so, than to allow the St. Kilda Council to profit by a monopoly of such arrests.
ST. KILDA JUNCTION ABOUT 1858.

Looking Southward along High Street and Barkly Street.
The adjacent Councils erected pounds within their own boundaries, and the result of their doing so was that the poundage fees at St. Kilda were "considerably reduced." In face of a falling revenue, the St. Kilda pound keeper was glad to be quit of the personal responsibility of pound keeping. In 1864, the St. Kilda pound was placed by the Poundage Act under the control and management of the St. Kilda Council. The Council bought the pound house from the late pound keeper. He agreed then to become an officer of the Council, and to receive wages for his services. The poundage fees were paid into the funds of the Borough. It was found that the reduced receipts of fees just about paid the cost of managing the pound. The Town Common was let for grazing purposes by tender for one year at a rental of £65.

One of the first St. Kilda pound keepers was R. D. Bust, who was succeeded in October, 1858, by Matthew Hunt, who in turn made way, in 1861, for George Richardson Marsack. St. Kilda pound keepers were above suspicion, though pound keepers, as a class, were "suspected" by the police on principle. It was said that many of the pound keepers were in league with cattle thieves. The unsatisfactory working of the Impounding Act was frequently under criticism in Parliament, and a Select Committee was appointed, in 1859, to inquire into its working.

"The Herdsman's Run" for the town herd, the herd comprised of the cows, and horses, of the residents, was the piece of land now beautified and known as the Blessington Street Gardens. At the beginning of its formation only the central portion or the paddock was made into a garden, or "botanical plantation," as it was then the custom to call such ornamental reserves. Enclosing the central garden was a substantial fence, seven feet in height, placed there, to protect the gardens from the animals depasturing on the herdsman's run. Complaints were made to the Council that its employees did not keep the gates of the garden securely shut, and that the gates fastenings were so ineffective that the gates were frequently open. Residents, who grazed their animals, on the run, were liable to be fined 10/- if their horses, cows, or goats, strayed into the garden. One man wrote to "The Argus" newspaper stating that he had been fined 10/- and then he had to pay 15/6 poundage expenses. He blamed the Justice, Edward Sydes, J.P., sitting
in the Court of Petty Sessions, St. Kilda, for having such misty ideas of what justice was; he blamed the Surveyor of St. Kilda, Sydney Smith, who knew that the fastenings on the gates were insecure, yet, he had taken no action to repair them; he also blamed the Council for not seeing to such things. Because of the neglects enumerated, he had had to pay the fine, and the pound keeper's fees.

No cow-keeper in St. Kilda was an admirer of the town herdsman, James Beagley. His office beggared his chances. But he had a fellow in his isolation from communal regard, and he was Matthew Hunt. In their names they were well placed for the work they were employed in Beagle and Hunt. One of their sons, in October, 1860, drove ten cows belonging to William King, a dairyman, into a pocket, of the area of six square yards, that led to the gates of the St. Kilda pound. King came hurriedly, in a cart, on the scene, just in time to see the cows being driven towards the pound. King shouted, and lashed a stock-whip about the cows, causing the animals to stampede out of the enclosure. The boy succeeded in closing the gates of the pound, and securing one cow. King chuckled, as he drove off, with his nine rescued cows. He did not know that releasing animals in pound, or in the custody of a pound keeper, were serious offences. He was prosecuted, and his lawyer, Frank J. S. Stephen, pleaded that the cows were not in the pound; that the boy was not the St. Kilda town herdsman, nor was the boy the pound keeper. These pleas did not succeed. King was fined £10, and the Bench made an order giving £5 to Beagley, and £5 to King.

Michie asked “Was it true that the inhabitants of St. Kilda were living in the midst of a cattle run?” The answer for all practical purposes was “Yes.” The whole of the Crown lands of Elwood to Brighton Road, and along that road north, to the St. Kilda Junction, was an authorised grazing area for cattle. Across the Junction, the Albert Park, sweeping around to Emerald Hill, was a cow pasture. Then the St. Kilda West Beach swampy lands, and so from them along the shore to Point Ormond, Elwood, were also cattle pastures. Thus it will be seen that the St. Kilda residents were practically living in the midst of a cattle run, residing, as the large majority of them were, on, and about, the St. Kilda Hill. Regulations of the Crown Lands
Department existed defining that area as a cow pasturage. The Government authorities leased the lands to men, who farmed the parks and reserves to owners of cows. These men regarded every vacant reserve in St. Kilda as a part of their holding, and seized cows thereon that were not pastured with them. The St. Kilda Council complained to the Department of this wholesale trespass on their reserves by outside herdsmen. The Crown Lands officers expressed their regret that such liberties had been taken by their lessees, and the practice was stopped.

Cows, their pastures, and their impoundings, were very animated questions among residents of St. Kilda, since so many of them kept cows. We have seen a note wherein the wealthy Tom Monahan was described as a cow keeper. He did, in fact, at the bluestone residence he built and called "Erindale," in Brighton Road, keep a beautiful herd of Alderney cows, and his wife sold their rich milk as a regular custom to those who went for it. "Erindale" after Monahan's death was pulled down, the estate was subdivided, and a nest of villas hides the once well known place. From "Erindale," we have been told, Monahan rode almost every morning, an old roan horse which he stabled at Kenney's Baths, while he had his bath in the sea. Monahan's name does not appear on a petition as one who grazed his cows on the Town Common. His lands and the green fodder he grew were sufficient for his Alderneys.

Rules, and Regulations, of the St. Kilda Town Common were issued from the Town Hall, St. Kilda, August 6, 1866, by the managers of the Town Common, Edward Bradshaw, Town Clerk, Sydney W. Smith, Surveyor, and H. Wilkinson. They show, among other things, that the triangular piece of land, with its base on Acland Street, its top resting on Albert and Carlisle Streets, and its other side Barkly Street to the point formed by Acland and Barkly Streets, opposite to the Village Belle Hotel, was one of the mustering grounds for cattle; the other mustering ground was at the west end of Fitzroy Street. Every cow had to be delivered to the town herdsman at either of these two places, appointed by the Council for that purpose, from 7 to 8 a.m., and owners of cows had to attend there between 3 and 4 p.m. to take re-delivery of their cows from the herdsman. Every householder was entitled to depasture one horse, and no more, on any part of the Town Common. Every householder had the right to depasture any number of mulch cows not exceeding
in number six, but no dry cows or sheep were allowed to graze on the Town Common. Cattle had to be registered at the Town Hall with full particulars of their brands and appearance. Sixpence per head was charged for depasturing cows and horses, but if the town herdsman delivered them each afternoon at their owner's residences, then the charge became one shilling. The owner of any cow dying on the Town Common had to remove the carcase at his own expense.

The Council received in March, 1872, a petition from ratepayers of the Borough, extolling the good qualities of Matthias Lyons in his official capacity of Town Herdsman, and asking the Council to appoint him permanently as the Town Herdsman. The Council was told by the petitioning ratepayers that Lyons, if appointed, would continue to pay the sum of 180 per annum to the Council. Several testimonials from residents are incorporated in the petition. Most of the leading burgesses' signatures appear on the petition. The Rev. J. Stanley Low writes: "I have much pleasure in signing this document." Henry Jennings is the cautious lawyer: "I believe Matthias Lyons attends well to his duties, and therefore recommend him, but know nothing more. Henry Jennings." Matthias Lyons, usually called "Mat," and humorously alluded to as the "Squatter of Elwood," was afterwards, when the abattoirs at Elwood were established, appointed to the position of Slaughter House Keeper.

If the "fine folks" kept their cows in St. Kilda in 1860, the "poor classes" also kept their goats. Apparently the goats were, in 1856, regarded as a nuisance, and the owners of wandering goats were liable to be fined. "The Argus," of May, 1856, has a report of the proceedings in a "goat case" at the Melbourne City Court. The owner of the goat, James Hanna, residing at St. Kilda, was fined 1/- by Mr. Sturt, P.M., who said to the mounted trooper, who impounded the goat, that he "could see no grounds for interfering with goats, which were a great convenience to a number of poor families. Goats, in his opinion, did no harm in eating grass off common land."

Notwithstanding the police magistrate's opinion, the majority of the residents of St. Kilda, who had gardens, and orchards, knew that goats, on their hind legs, were a destructive nuisance. The St. Kilda Council did not regard goats with any favor. In February, 1868, Sergeant Boutall, in charge of the St. Kilda Police Station wrote to the Council, requesting
that the order made by the Council, and served upon him, requiring him to destroy his poultry, and his goats, be not enforced, as he had “tethered the goats.”

The keeping of pigs, by residents of St. Kilda, was interdicted by the Council of St. Kilda. A questioning notice, dated October 24, 1873, was issued by the town clerk, George Sprigg. "To all and sundry residents and ratepayers," stating that the Borough Council of St. Kilda has had under its consideration, the question of the prohibition of the keeping of swine, within the borough, and he asked that, if any resident had any objection to that proposal, the objector would lodge his objection with him, the town clerk. An objection did come from one resident, no less than the Premier of the colony, James Service. He said, in his objection, that he considered the prohibition to keep pigs not only objectionable, but unnecessary. He kept a pig to prevent waste, and grow his own pork, and he was at a loss to understand why his liberty, in that respect, should be interfered with. To prohibit the keeping of swine in populous towns, or cities would be a necessity, but, in a semi-rural district like St. Kilda, it was altogether different. "People," said James Service, "came to live in St. Kilda, in order that they might enjoy the luxuries and pleasures of the country, without losing the advantages of proximity to Melbourne. But what was the use, if they were to be subject to all city restriction? He thought the case might be met by prohibiting the keeping of pigs within 40 to 50 feet of any dwelling. The Honorable James Service, by his appeal, saved his bacon, the Council allowing him to keep his pig.

When houses, and populations, increased at East St. Kilda, opportunities to graze cows were less frequent. The necessity of a pound, in East St. Kilda, passed away, and the St. Kilda pound was re-established at Elwood. Like conditions of closer settlement, as had happened at East St. Kilda, took place at Elwood. The pound there was disestablished as from January 31, 1924. The Council then took steps, under the Pounds Act, 1915, to create a pound in the old market place, in Inkerman Street. The residents objected, a petition was presented from them to the Council. The Council took no further action to establish a pound in St. Kilda, recognising perhaps, that the days of cows wandering through the streets of St. Kilda had passed away.
CHAPTER XVI.


ON October 14, 1856, a meeting of the residents of St. Kilda was held in the Junction Hotel for the purpose of considering the desirability of starting a literary club, and reading room, to be called “The Athenaeum, St. Kilda.” H. J. Jennings was in the chair, and a motion was passed, moved by T. W. Jackson, and seconded by H. C. Fraser:—“That it is desirable to establish an institution, in the nature of an Athenaeum, at St. Kilda, for St. Kilda, and its immediate vicinity.” J. Hemming Webb, who lived in Argyle Street, was appointed honorary secretary. The promoters then adjourned until October 21, when they were to meet, in increased numbers, “for the furtherance of this local, and much-needed institution.”

Among the increased numbers present at the second meeting, held also in the Junction Hotel, were the Hon. John Hood, M.L.C., in the chair; G. S. W. Horne, M.L.A.; Dr. Patterson; Dr. McNichol; Rev. James S. Waugh; J. Taylor; E. G. Fitzgibbon; W. C. Northcote, B.A.; Thomas Loader; J. Hemming Webb; George H. F. Webb; P. Malony; R. Kerr; H. C. Fraser; A. W. Fraser; G. Babtie; and J. McWilliam. Letters were read from His Honor, Mr. Justice Molesworth, the Hon. Solicitor-General; Archibald Michie; Alderman Bennett, M.L.A.; Rev. D. Seddon; Rev. R. Fletcher; Rev. A. Paul; Dr. Evans; H. S. Chapman; A. J. Agg; F. P. Stevens; Dr. Van Hemert, and
others resident in the locality, approving of the movement. These apostles of culture formed themselves into a provisional committee to draft the rules of the institution, and with the avowed intention to carry the proposal to a successful issue.

It was purposed that the St. Kilda Athenaeum should have a news room and a library; a lecture, a chess, a committee, and also a coffee room. A course of reading, of original, literary, scientific, philosophic, and historic papers was to be given. Shakesperian recitals and poetic recitals, were also fore-shadowed, as well as literary and social soirees. In the pompous language of the day, adorned with the everlasting flowers plucked from the mythological garden on the slopes of Parnassus, within the walls of the yet unbuilt St. Kilda Athenaeum it was intended, so some of the learned men assured those who were at the meeting, in eloquent words, that Minerva would be the Athenaeum’s presiding goddess, that she would be supported by Euterpe, Terpsichore, and the other beautiful muses associated the world over with the arts and sciences. The promises of intellectual feasts were generous, and the goddess Hope waved to Success. There was a certain E. G. Fitzgibbon, too, who saw to the classical side, and that the goddesses were on parade.

Edmond Gerald Fitzgibbon, who arrived in Melbourne in 1852, and became town clerk of Melbourne in 1856, the year of the meeting of the promoters of the St. Kilda Athenaeum, took a very active interest in the social life of early St. Kilda. It was he, who drafted the rules of the proposed Athenaeum, a work he was competent to do, for he was a barrister who was called to the Victorian Bar in 1860. In the work he was assisted by another notable resident, George Henry Frederick Webb, who a year before, in 1855, had been appointed shorthand writer to the Victorian Government. He was one of two remarkable brothers, the other brother, was J. Hemming Webb, also a Government shorthand writer. They were sons of a naval officer who had served under Nelson at Trafalgar. G. H. Webb read law in James Wilberforce Stephen’s office, another resident of St. Kilda. Webb eventually became the leader of the Victorian Equity Bar, “took silk,” and was appointed a Queen’s Counsel. He was offered a judgeship when the first Mr. Justice Williams died, which offer he declined, but, in 1886, he accepted
a second offer of a Victorian judgeship, a position that became vacant by the death of Sir Robert Molesworth, who was also a resident of St. Kilda. Webb had a very lucrative Chambers, and equity practice. More honorariums, or fees, were to be found in his Queen's Counsel's blue stuff bag, than there was financial profit to him, being gowned in the robes, the wig, and the dignity of a judge.

It will be seen that the members of the committee of the St. Kilda Athenaeum were a learned group, and not merely “bushwackers” on the skirts of culture. If they were not literary men, they were men of letters. A report issued by the provisional members of the committee, displays the literary “mettle of their pastures” in a remark contained therein, where they state that “they are not forgetting the amusement and edification of what Montgomery calls the ‘angels of life—the ladies.’” Who remembers James Montgomery to-day, the minor poet, imprisoned radical of the fifties? The phrase, “the angels of life the ladies.” was one that would have appealed to Fitzgibbon. The remark, indeed, is very much in the way of Fitzgibbon. Those who can recall Fitzgibbon’s speech, with its remarkable, clear metallic-like Irish “burr,” and the nervous energy, and timbre in his voice, strongly pulsating in his body, as if seeking more potent articulation, than were already the prodigal gifts of the gods, to the masterful man from Cork, may be pardoned, if they are misled into an error, when attributing the composition of the report to Fitzgibbon.

The rules of the Athenaeum were in due course drafted, considered, approved, and then ordered to be printed by the committee. We have discovered one copy of the rules indexed, and carefully stored in the archives of the Melbourne Public Library. The first page of the book reads:—“Rules of the Athenaeum, St. Kilda, established October 14, 1856. Printed by Wilson, Mackinnon, & Fairfax, commercial printers, 78 Collins Street East, and 74 Collins Street West.” In those days, newspaper proprietors conducted job printing offices, as a branch of their trade of publishers and printers.

The committee of the Athenaeum announced that a donation of fifteen guineas secured a life membership for a gentleman, and a sum of ten guineas obtained a like distinction for ladies. The annual subscription, for adults, was fixed at £2/2/- per
annum, and for juveniles, (under sixteen), £1/1/-.

The Athenaeum was opened, with a considerable amount of ceremony, on January 16, 1857, in a building on the grounds of A. E. Wheatley, in Acland Street. For the occasion the place was decorated with flags, bunting, and plants. Dr. Sewell was in the chair, and J. Hemming Webb read to those present an address, wherein it was anticipated the Athenaeum would form the centre where the flowers of culture would blossom in St. Kilda. "Orion" Horne read a paper on "Popular Institutions," and then, marvellous to relate, it is suddenly recorded, "the band struck up, and dancing commenced." Truly the Terpsichorean promise had not been forgotten.

What melody the band 'struck up' is not recorded. Whatever the melody may have been, it had not charm enough to sustain, on any lines of permanency, the fortunes of the Athenaeum. The attempt to establish the Athenaeum was a rank, unrelieved failure. Some newspaper correspondence may still be read about the sickly career it ran. From those letters we learn, that the reading room was above a furniture shop, in Acland Street; that the "daily papers were to be found somewhere," that there were very few reviews in the room, and only a few odd volumes.

It was the dance on the opening night, that was the fatal precedent. Other dances followed the first one, and Miss Terpsichore, as time passed, grew bolder, and, in the end, possessed the waxed floor of the Athenaeum, above the furniture shop. Euterpe wept on Minerva's classical bosom, and refused to be comforted, but she had her admirers, who, angered at her exclusion, shot stinging arrows on her behalf; that were visible, from day to day, in the Melbourne newspapers. The correspondents, in their letters, alleged that "promiscuous dancing" took place in the Athenaeum. It was clear that some of the bravest of the committeemen had peeped, discreetly, at the dancers, and that they had seen sights which had pained their senses of literary values. They said the dancing was "shocking," quite as bad as the dancing to be seen in that over gay place, the Cremorne Gardens, Richmond. Alas for the high hopes of the distinguished men of the first days of the St. Kilda Athenaeum! The dance douche made the flowers of culture wilt in the Athenaeum. The bright lights of the committeemen, which
shone so bravely at first, were nowhere to be seen. The torch-bearers of culture; the embryo judges, the town clerks, the captains and the majors, the unnumbered hosts, all, all of them had paid their first, their last, and their only subscription, and afterwards they had stolen away, leaving the dancers to dance their jigs until they sank out of sight into the eternal silences of this lost hope of St. Kilda's suburban intellectual supremacy. The St. Kilda Athenaeum was publicly described in 1857 as "a mockery of a thing, the sooner squashed the better." Apparently it was "squashed," for any further accounts of the Athenaeum have not been found, so that we must conclude that FitzGibbon's work at the rules, while a labor of love, was a work in vain.

Archery in the Victorian era enjoyed a revival as a popular pastime amongst "gentlefolk." The ladies of Melbourne were not behind their British sisters in their love of "making a clout." In November, 1857, a meeting was held at the Terminus Hotel, St. Kilda, to form the Royal Victorian Archery Club. The Hon. Major Hodgson, M.L.C., was the leading spirit; Major Richard Nash was in the chair. Sometimes Nash is spoken of as a major, sometimes as a captain. The reporters of the day regarded him as "something military," and they promoted, and derated him in an amusing if perplexing fashion. The supplies of captains and majors in the Victorian Volunteer Forces anyway, outran the demand. Amongst those present at the archery meeting were Benjamin Cowderoy, Dr. Black, W. Fairfax, T. J. Crouch, G. M. Harris, R. Kerr, M. Mitchell, E. Sandford, F. T. Sargood and G. Windsor. The initiation fee for ladies was fixed at 10/6, gentlemen £1/1/-, with an annual subscription of £1/1/-.

His Excellency Sir Henry Barkly, K.C.B., and Sir W. Foster Stawell, Chief Justice, were elected patrons of the Club. Other office-bearers were:—President, the Hon. John Hodgson, M.L.C.; Vice-Presidents, W. H. Archer, B. Cowderoy and R. Kerr; Treasurer, T. J. Crouch, and Hon. Secretary, W. Fairfax. William Henry Archer was the Assistant Registrar of Victoria, who, in 1854, prepared the first statistical register of the colony, a mine of information for historical students of early Victoria. As one of the Vice-Presidents of the Archery Club, his name served as well as he.

The opening archery meeting took place on Saturday afternoon, December 19, 1857, on the park ground at Fitzroy Street,
near the railway station. The ground was not fenced in along its frontage to Fitzroy Street, but the club members were in hopes that a fence would be placed there without unnecessary delay. Six straw targets were erected, and spaced at 30, 50 and 60 yards. The meeting's social eminence was stressed. The "principal families of Melbourne" were represented. The men wore broadcloth, white gloves, and black belltopper hats, the ladies' hats were floral gardens, their fair limbs were hooped in crinolines. The number present was estimated at 300, all of the women being more or less bright roses, that did not blush unseen, in the social life of Melbourne that found at that time, its most tense expression in fashionable St. Kilda. Flags were suspended from the branches of the gum trees, and the band, of the 40th Regiment, played during the afternoon. The morning had been oppressive, with great heat. In the afternoon a strong southerly wind was blowing, accompanied by odd showers of rain. It was arranged that the ladies were to shoot for the captaincy of the club on the following Saturday. The name of the club as first proposed, and advertised, included the word "Royal." Representations were made by the vice-regal authorities, that the word could not be used, without permission of the Queen. The club members therefore abandoned the use of the word "Royal," and described themselves as members of the Victorian Archery Club.

Miss Clara Aspinall, a one-time St. Kilda resident, says: "It was once my privilege to be at an archery party, at which one of the guests, I was informed on good authority, wore a thirty guinea bonnet!" Miss Aspinall was a lady from Lancashire, the daughter of the Rev. James Aspinall, rector of Althorp, the cradle of the "ancient house of fame," the Spencers of Althorp. Miss Aspinall left the old traditions of Althorp behind her, to cross the seas, to visit her brother, who resided at St. Kilda, and he was Butler Cole Aspinall, the well known barrister, politician, and wit. The late Sir John Madden, in his memory notes of early St. Kilda, favored us with the following personal estimate of Aspinall. "Aspinall," he wrote, "was a young man of marked oratorical power, with a fair knowledge of law, though he was no reader, at all events, in the direction of law books. He was absolutely a disciple of Democritus, and saw all things in the light of laughter. Indeed it may be doubted if the graver
side of human things ever seriously occurred to him though he lived, poor fellow, to be very familiar with them."

"Aspinall had a very peculiar face, somewhat heavy in expression, and his upper jaw distinctly overhung the lower. His nose was large, and was obstructed in some way, so that his enunciation was markedly that of one who, as it is fallaciously said, 'spoke through his nose.' These peculiarities detracted somewhat from his effectiveness as an orator, but they were special 'stage properties' for the effectiveness of his vivid, sparkling, ever-present humor. His gravity gave his sallies the quality of surprise, and so their suddenness, and laughter-moving force swept audiences into waves of irresistible mirth, even on solemn occasions, and his peculiar enunciation accentuated his points in a surprising way, so that it became the common habit to attribute every joke, and story to 'Aspinall,' which the raconteur invariably endeavoured to convey with more or less successful imitation.

"Aspinall was exceedingly well patronised by clients, especially in the then flourishing Criminal Court, and he might have been a wealthy man, but his brilliancy, and geniality, made him such acceptable company everywhere that he gradually dropped away from serious business, and died while still a fairly young man. He resided in Park Terrace, Fitzroy Street, St. Kilda, in 1860, for a short period, and later in Dalgety Street, for about one year. He then moved to Hoddle Street, Richmond, where he continued to reside for some time."

We resume. Miss Aspinall returned on the steamship "Great Britain" to England, in May, 1861, having among her fellow passengers Miss Avonia Jones, and G. V. Brooke. She published a book in 1862, entitled "Three Years in Melbourne," which contains her impressions of St. Kilda, and among other observations she refers to the popularity of sea bathing at St. Kilda. Her brother was one of the regular bathers at Kenney's Baths, and he went there almost every morning, in the company of James Joseph Casey, who had been successively a Minister in the McCulloch, Francis, and Kerferd Ministries. Casey was a political opportunist of the first water, and his appointment to the office of a County Court judge in 1884 was regarded as a "political job." In the political world he was known, by the vulgar, if not by the profane, as "King Casey." "Punch"
frequently tilted a good-natured shaft at his immaculate appearance, and his well-waxed moustache. On one occasion, when he was in the zenith of his political power, he was shown, in a cartoon, as in London, and as walking down Regent Street, dressed in the pink of fashion, smoking his usual cigar, and swelling with importance as if he was at least the landlord of Buckingham Palace. That picture of his Empire greatness was somewhat away from him in one of Kenney's bathing bunks, and *Punch* thought so too. Under this striking picture of prosperity, were words "Casey's Altered Circumstances." Some time after that the whirligig of politics brought about the downfall of Casey's party, and the defeat afforded *Punch* the opportunity to publish another cartoon. Casey's beautiful hat was changed into a broken remnant of past greatness; his clothes likewise were made to look shabby. The cartoon was labelled "Casey's Present Circumstances."

Aspinall owned a wonderful dressing gown with as many colors as Joseph's coat, and ornamented with gorgeous tassels. In this gown, his head crowned by a red smoking cap, his shuffling feet shod with tattered hand-embroidered slippers, he made his way, with Casey, to the baths. Casey, more often than not, carried a law tome with him, and he would read from as they sauntered. Casey, who before coming to Victoria in 1855, had been a pressman at New Orleans, was reading for the bar, and Aspinall was assisting him in his studies. Frequently the two men would come to a full stop in Fitzroy Street to continue with spirit an animated argument. When they reached the baths they occupied the same bunk, the door of which was shut. Therein the two men would remain at times for half an hour. Aspinall always looked well at the water before he took his plunge into the sea. If the waves were rough, he would shake his head to Casey, and without saying a word, shuffle home again. At that time there was a noticeable finger-post-like white board, nailed to two posts, outside the Prince of Wales Hotel; the board bore upon its surface a bold legend, printed in black letters, saying, "To the Bar." Aspinall said that he, as an officer of the Court, could not be indifferent to such a plain direction. Nor was he.

Aspinall, at this time, was one of the two first members for Talbot in the Legislative Assembly. Another St. Kilda resident,
David Blair, was the other. The electorate of St. Kilda was represented by Thomas Howard Fellows, and Frederick James Sargood. Fellows, afterwards Judge Fellows, shared with Aspinall, Michie and Ireland the lion’s share of the briefs delivered in Temple Court, then the classic, and chosen temple of the barristers of Melbourne. It was in the original Temple Court, in the year 1879, where we first became friendly with Sir John Madden, then Dr. Madden, LL.D. He occupied one of the poorly-lighted chambers, upstairs, in the south-west gallery. We frequently visited his chambers, and our memories of the room are distinct. We visualise the appearance of its dusty, threadworn red carpet of sorts, the heap of old briefs that had not been claimed, odd pieces of used red tape, and a yellow holland window blind, that made the yellow walls’ radiation of light more intensive of a yellow hue. We never went up, nor came down, the crooked narrow staircase, that led on to the slate-slabbed, broadly-paved ground floor of the Court to his clerk’s office, G. Harper Brown, but we sensed in our feelings the mustiness of law, and for some reason also, perhaps the subconscious impression of the yellow lights, we thought of Jarndyce v. Jarndyce, for young Australians read Dickens in those days.

Dr. Madden was then coming into eminence as a pleader. Among his rivals in the Supreme Court, as we recall, were J. L. Purves, Hartley Williams, and J. G. Duffy, also a St. Kilda resident. Williams wooed the St. Kilda electors, and sought to represent them in the Legislative Assembly in 1874, but they would not have him. J. H. Hood, afterwards Mr. Justice Hood, was, at the time of Dr. Madden’s initial eminence, the leader of the Bar in the County Court, presided over by Judge Thomas Spencer Cope, whose Bardolf nose was a lamp of attraction to our youthful eyes. The old barristers, Sir Archibald Michie, Q.C., Townsend MacDermott, and others, were sitting in the shadows cast by their setting suns, almost briefless, and almost forgotten. Purves’s young “lion,” who “deviled” for him, the late Walter Coldham, who lived opposite to J. G. Duffy in St. Kilda, had not then pushed the “old lion” Purves, Q.C., out of his practice in the Criminal Court. Not here the place to dwell too long, on the personality of the late Sir John Madden, LieutGovernor, and Chief Justice of Victoria, and one of St. Kilda’s distinguished citizens, except to record that John Madden was
a knight *sans peur et sans reproche*. He had been athletic through his young manhood, and a great hunting man for many years. To the end, he was the "glass of fashion, and the mould of form." He invariably wore a flower in his coat's lapel, his clean-shaven face was relieved by a heavy brown moustache that had a suspicion of barbering, with wax at its ends. The clean-shaven somewhat ascetic legal face was not Sir John's, who was not quite indifferent to the good things of life. He may not have been a great lawyer, as great lawyers are classed, but he served his generation in law, politics, and vice-regal consulships, with distinction and honor.

Sir John was good enough, in the notes he took the trouble to write at our request, to refer to other barristers, who lived in early St. Kilda, and helped to adorn the social life of those in the village. Among them was an Englishman, named Dawson, who came to Melbourne soon after the gold discoveries. Sir John says: "He was really a distinguished lawyer, and in the Banco Court he shone, no one better. He was a very capable speaker of the cultured style, with a peculiarly soft and elegantly modulated voice that told in earnest appeals to juries in a most effective way. His language was choice, and he always spoke with a definite literary style. He enjoyed an enormous practice, but he developed a brain affection, and faded out. He lived in St. Kilda, in Robe Street, near where Dr. Black resided for many years. Mr. Dawson departed from St. Kilda about 1864.

"A great pleader, Mr. Harris, arrived in Melbourne about 1862. He was essentially the logical, and restrained, and precise special pleader, one of the few, who were adversaries in that art to the illustrious T. H. Fellows. In oratory, and Court work, Mr. Harris had but little part, but in the then, no less important process of the law, which was his speciality, he had much success, and good practice. He resided in the villa, still existent, at the north-west corner of Alma Road, and Westbury Street, for several years, and he died there about 1868.

"Mr. Whipham too, was another special pleader of distinction. He was a very big man, with a large voice, and was a genial, pleasant fellow. He resided in a cottage, which stood alone about the west end of where Southey Street is now, but which has now disappeared. He dropped dead at Queenscliff, about 1863."
"Michael Annesley Billing, was another St. Kilda resident, and one of the founders of the Bar in Victoria. He was a man of good appearance, and good manners. Well trained in the law, and full of professional dignity, he came from Dublin, and in Melbourne, he speedily achieved a large general practice. In all important civil proceedings, in which the Crown was a party, Mr. Billing represented it. For many years he acted as lecturer on Law in the Melbourne University. He was a good court man, though his manner was somewhat pompous, and he had no great claims to be regarded as an orator. He was an exception to most of his contemporaries, in that he kept the money, which he so abundantly and laboriously earned.

"Mr. Billing lived in Balaclava Road, in a villa between Hotham Street, and Westbury Street, until about 1868, when he built the mansion now called 'Ontario,' at the corner of Balaclava Road, and Oriiing Road, where he continued to reside, until about 1880, when he was called before a higher court."

To resume. The St. Kilda Mechanics and Literary Institute was established in the year 1859, and its beginning came about in this way. Councillor Dr. Spicer moved at the St. Kilda Council meeting, held on July 20, 1859:—"That the Council, recognising the great value of literary institutions, is desirous of seeing a local Mechanics Institute established in St. Kilda, and would feel justified in appropriating a grant-in-aid, to any such society, which presented features of usefulness, and durability, to the extent of £500." The motion was carried, with a proviso, that the sum of £1,500 should be raised by private contributions. What was described as "a very influential signed requisition" was, on September 27, 1859, presented to Councillor Fraser, chairman of the St. Kilda municipality, desiring him to call a public meeting, for the purpose of taking steps towards the formation of a literary institute in the district. The chairman complied with the request. The meeting was held, and we quote the following newspaper paragraph, wherein is described what took place at the meeting. The report reads:—"A public meeting was held at the Court House, St. Kilda, yesterday (October 1) evening, for the purpose of taking steps towards the formation of a Literary and Mechanics Institute in the district. The meeting had been called in consequence of a very influential requisition, having been presented to the chairman, the Hon.
Alexander Fraser, M.L.C., and because of the Municipal Council having expressed its willingness to grant the sum of £500 in aid of the object, the whole cost being estimated at about four times that amount. Amongst the gentlemen, upon the platform, and some of whom took part in the proceedings, were many well known residents of the district. The Hon. H. S. Chapman, Messrs. Cowderoy, J. S. Johnston, M.L.A., Hugh Chambers, — Brodribb, — Trenchard, Rev. Mr. Draper, Rev. Mr. Fletcher, Rev. Mr. Seddon, etc. Resolutions were carried, in favor of the formation of the Institute, of the subscription to it being fixed at a rate that would enable persons of the smallest means to join it, and of the immediate appointment of a committee, to further the objects of the meeting. The committee appointed consisted of Messrs. Fraser, Cowderoy, Johnston, Chapman, Brodribb, Chambers, Fletcher, Trenchard, Gardiner, Anderson, Heiman, Thomas, Smythe, D. McLaren, Parker, Grant, McNaughton, Bowman, D. Johnstone, Alsopp, Tulliett and Dr. Spicer, with power to add to their number. The meeting was by no means so numerously attended as might have been expected, there being little over 60 persons present, but the amount of earnestness shown in the matter, will probably make up for the paucity of numbers."

At first the editor of The Argus newspaper was in a hopeful mood, but later, when the editor found that the wealthy men did not subscribe for the building of the St. Kilda Mechanics Institute, his paper said, November 28, 1859:—"It can scarcely, however, be a matter of surprise that the broadcloth suburb is so behind, when we state, that some of the oldest and most wealthy residents in the municipality, have refused their mite towards the desired object." Intellectually early St. Kilda had in residence men learned in laws, in politics, and in other subjects, so that there was no lack of lecturers. Writing of the social condition of St. Kilda, in the year 1858, Miss Aspinsall says: "Nearly all the leading members of the Bar, and lawyers, have houses here, which they have built, or taken on lease. In Alma Road, and its vicinity, may be found attorney-generals, past, present, and future, scattered about in profusion." Reference to the early Melbourne directories is instructive in that respect. Many prominent men, other than lawyers, bankers and politicians,
lived in St. Kilda. Lectures were given in the Town Hall, St. Kilda, under the direction of the St. Kilda Mechanics and Literary Institute committee. The rules of the Institute were printed by Goulding Smythe & Co. On the cover of the book it is stated that the rules were adopted at the general meeting of members of the Institute, held at the Court House, St. Kilda, on Monday, October 31, 1859. Ebenezer Flint was the first secretary of the Institute.

On the occasion of the opening of the St. Kilda Town Hall for the first time to the public, on December 19, 1859, Archibald Michie, in honor of the occasion, and also to celebrate the inauguration of the St. Kilda Mechanics Institute, delivered a brilliant address, that was reported at length in the *Melbourne Morning Herald.* The lecture was entitled "Colonists: Socially and their Relation to the Mother Country." We are told that "three or four hundred of the elite of Melbourne" were present. Among the "numerous company who graced the occasion," were:—The Hon. A. Fraser, M.L.C., Chairman of the Municipality, and members of the Municipal Council of St. Kilda; the Revs. David Seddon and Currie; Colonel Pitt; G. R. Rusden, J. S. Johnston, M.L.A.; J. Jennings, H. J. Hart, W. Powell, D. Blair, B. Cowderoy, James Smith; Capt. Nash; D. McDonald, J. Trenchard, Worsely, and G. Rolfe. The lecture was the "talk of the town," and the local paper *The St. Kilda Chronicle,* published it in pamphlet form. The first *St. Kilda Chronicle* has long ceased to chronicle the "small beer" of early St. Kilda. So far as we know, not one copy of the paper has survived.

Archibald Michie has a playful reference, in his book entitled, "Readings in Melbourne," to the business methods of Goulding & Smythe, proprietors of *The St. Kilda Chronicle.* Referring to cheap literature, Michie writes: "You can get a classic for a shilling, and *The Times* newspaper—that 'history of the world for one day'—for fivepence, and *The St. Kilda Chronicle* for nothing; for they always send me the paper, but never call for the subscription."

We have the contemporary authority of Miss Clara Aspinall for stating "that the lectures were well attended by nearly all the rational inhabitants of St. Kilda, those who have leisure to attend them. The room is sometimes densely crowded, especially when the king of lecturers, Mr. Michie, a leading
member of the Bar delivers one. I feel it, however, my duty to state, that the greater proportion of the audience consists of the fair sex. The gentlemen are either unequal to the effort of leaving the dinner table at the uncivilised hour of eight, or they consider that their minds, complete, do not require any further nourishment."

Some of the titles of the lectures are mentioned:—Coriolanus, Ghosts, Shakespeare, the Moon, and Garibaldi. Garibaldi, Miss Aspinall observes with innocent pleasantry, "was a most useful personage at all kinds of re-unions, for no matter upon what subject the lecture, or public meeting, might be, somebody generally managed adroitly to introduce, in thrilling accents, that heart-stirring name, thereby eliciting thunders of applause, which helped very much to make the evening pass off con spirito." The lecturer on Garibaldi was one of Garibaldi’s Englishmen, the late Dr. W. Henry Embling, afterwards an M.L.C., a resident of East St. Kilda. He had early in the Italian Liberator’s campaign, joined the "Red Shirts," and he volunteered his professional services, consequently he was able to speak with the authority of an eye-witness, and to give those touches of color which adorn such recitals.

Johnson’s old hotel, The Star and Garter, was one of the hotels in St. Kilda that had a large room, suitable as a place to use for readings, recitals, and songs, to limited audiences. One of the last occasions when the Star and Garter room was so used, was on January 17, 1859, when Mrs. T. Butler gave what was described as a "disquisition upon the genius of Shakespeare, with dramatic readings to illustrate the same."

His Excellency Sir Henry Barkly presided at least on one occasion, in the St. Kilda Town Hall, when R. H. Horne delivered a lecture on "The Progress of Italy." Italy, and its Liberation, in 1859, were very attractive subjects to English-speaking races, who sympathised with the struggles of the patriot Garibaldi, and with his famous "Red Shirts." Lectures in St. Kilda were so well attended that those who essayed to entertain the public by such means, and to put money in their purses, attempted to exploit the acquired taste for lectures that prevailed in St. Kilda. Miss Aspinall states:—"A cabinet maker latterly was seized with the idea that he was not born to be exclusively a hewer of wood, or manufacturer of sofas, and chairs, and there-
fore it was suddenly announced to the St. Kilda public that he
would, under the patronage of His Excellency the Governor, who
had signified his intention to attend, give a lecture on Chivalry."

Distinguished men gave lectures, to attend which there was
no charge for admission. Less distinguished and less
philanthropic lecturers sought the Council's permission to
lecture in the hall, and to make a charge for admittance. A
daughter of Captain Marryat sought to do so. Captain
Marryat was the author of excellent sea stories, copies of which were
in the St. Kilda Library. One of the books, torn and worn, "Poor
Jack," still survives in the residue of the library housed in the
Town Hall. Miss Marryat asked to be permitted to lecture in the
St. Kilda Town Hall, on Lola Montes. From whence came Miss Marryat
to St. Kilda is not stated, but the councillors were as much
surprised to have a request of that nature, from the daughter of
such a favorite writer of old-time sea stories, as they were
astounded, when they learnt that the subject of the proposed
lecture was to be Lola Montes. The staid, and shocked councillors
of St. Kilda felt, that they could not grant permission to even the
daughter of a popular novelist, to lecture on Lola Montes. They
preferred the father's innocent fictions, to the daughter's
questionable truths. They refused the application.

References appeared in the newspapers to "the theatre at
Mooney's Hotel." The "theatre" was a large room, which the licensee
let for meetings, dancing, and entertainments. Nigger minstrels,
whites blacked with burnt cork, were a standard attraction.
Nigger minstrels toured the suburbs even crossing over to
Williamstown. Monologue performances were also popular,
whether in recitation or song. A popular performer, who showed
in the suburbs, was named Farquharson. We quote (September, 1859)
a notice of his performance. It reads:—"Mr. Farquharson gave one of
his entertainments last evening at the Royal Hotel, St. Kilda. The
room was well attended, and the audience manifested the usual
indication of approval. Amongst the novelties of the performance was
the introduction of Tennyson's, or Tupper's 'Riflemen Form,' which
was well received. There are two musical versions of this song, one
by Balfe, and the other by Lindley. Mr. Farquharson sang the
latter."
We learn from a report, January 18, 1861, that the annual meeting of the St. Kilda Mechanics Institute was held the day before in the Municipal Hall, when fifty persons were present. Mr. Benjamin Cowderoy, the Chairman of St. Kilda Municipality, was in the chair. Twelve months before, the date of the meeting, the Institute was formed with Mr. — Kelsall as the honorary secretary. The subscription was 5/- per quarter, and the subscribers numbered 128. The receipts from all sources were £260, but the expenses of carrying on the Institute exceeded that sum by £119. Numbers of "most eminent, and talented gentlemen, in Melbourne had given, in the St. Kilda Town Hall, a series of interesting, and instructive lectures, which had been very numerously attended." A canvass of St. Kilda had resulted in 150 people giving their promise to become new subscribers. Captain Nash moved, and Mr. Brodribb seconded, that Mr. Archibald Michie, M.L.A., be re-elected President of the Institute. The Hon. T. T. a'Beckett, M.L.C., and H. S. Chapman were elected to the office of Vice-Presidents. The Committee was formed by the following residents:—The Hon. George Rolfe, M.L.C.; Messrs. J. H. Kelson, I. M. Thomas, J. Anderson, Trenchard, Cook, Kelsall, Richmond, Levitt, Alston, N. Billing, and Captain Nash. Messrs. Sydes and Cowderoy, J.'s P., were appointed auditors. Captain Nash, whose name re-occurs, was Captain C. R. Nash, of the First St. Kilda Rifle Corps. He lived in Carlisle Street. He was the first secretary of the Gardiner Road Board, and afterwards a civil servant, and head storekeeper, in charge of the Government stores. While occupying that position he superintended the fitting out of the Burke and Wills expedition. Burke's pistol found in the dead man's hand was taken by Nash from the articles brought back by the relief expedition. Leaving the Government service, he went to New Zealand to the gold diggings, and becoming hard up, sold the pistol. The Victorian Government, at the instance of Sir Redmond Barry, recovered the pistol, which was, at the time, the subject of a copious correspondence in the newspapers. Nash returned to Victoria, and afterwards he went to Sydney, where he died. His wife, well-beloved and most respected by hosts of pupils, some of whom rose to fame, started the first young ladies' school in Elsternwick. It was in her school room in Cole Street the first services of the Presbyterian Church in
Elsternwick were held. She was the sister of Alfred John Agg, who had a distinguished career in the civil service. He took a great interest in sport at St. Kilda, and in 1857 was the vice-president of the St. Kilda Cricket Club. Originally the secretary of railways, he passed to the position of head Government store-keeper, and from that he rose to be the Under-Treasurer of the colony, and then, in 1857, he was appointed to be the Commissioner of Audit. With him as a co-vice-president of the St. Kilda Cricket Club was Kenric Edward Brodribb. The president of the St. Kilda Cricket Club was Sir George Stephen, afterwards Q.C. in 1871. Sir George was knighted in 1837, and he had the distinction of being the first commoner whom Queen Victoria knighted, after her accession to the throne. The treasurer of the St. Kilda Cricket Club was William Fairfax, of "The Argus" newspaper, the secretary, J. Anderson, J.P. A note of the day states the members of the club "meet near Junction Hotel, in the South Park."

In the historical flotsam, preserved by the Town Clerk of St. Kilda, Mr. F. W. Chamberlin, is a letter from Elmslie Stephen, the honorary secretary of the St. Kilda Cricket Club. The letter is headed "Sept. 19, 1860, The British Hotel." It contains a request to the Council, to assist the club to build a pavilion. The St. Kilda Football Club was formed in April, 1873. Its first president was the Hon. J. J. Casey, M.L.A., and the vice-president, Judge Skinner. The hon. secretary was Edward Bage; the hon. treasurer, Edward Shew; committee, Messrs. Anderson, Fulford, Turner, Skinner, and Grey Smith. The club played its first match—"a scratch one"—on April 26, 1873. The whereabouts of the club's ground was a problem, but the Committee decided that the "match should take place on the most suitable piece of ground that can be procured in the vicinity of the railway station." The club's secretary afterwards wrote to the St. Kilda Council, requesting its permission to play on the "Alpaca paddock," adjoining the Prince Alfred Bowling Green. The sought for permission was granted. Later, a special meeting of the club was called, because there had been a liberal response to the invitation, issued by the provisional authorities of the club to: "Any gentleman, desirous of joining the club, must apply to Mr. Shew, at the Bank of Australasia, Collins Street, or to any member of the Committee." On June 11, 1873,
the St. Kilda Football Club held its first meeting, as a club, at Young & Jackson's Hotel, Swanston Street, for the purpose of electing office-bearers for the season. E. J. Fulford was in the chair. The following appointments were made:—President, the Hon. J. J. Casey; Vice-President, Judge Skinner; Captain of the team, Arthur Greenwood; Vice-Captain, Frank Fulford; Honorary Secretaries, G. L. Skinner, for the first twenty, and E. Curr, Secretary for the second twenty; Treasurer, Edward Shew; Committee, George Watson, and Frank Fulford. The number of members of the club was stated to be 60. The great match of the season was the one between the St. Kilda Football Club and the Southern Football Club, which had its ground in Fawkner Park, and was in composition a Prahran Football Club, captained by James Kelly, fireman, national school teacher, and general good citizen of Prahran. The inter-suburban rivalry that was aroused at the two matches—one played on the Alpaca Paddock, and the other in Fawkner Park, opposite the Alfred Hospital—was very great indeed. The playing circles were black with spectators. The games were fast, and furious, and even pugilistic towards their ends, spectators fighting, too, and loudly disputing over the merits of their own teams. We know, because regularly we were one of the juvenile members of the crowd. There was no gate money in those days, and no gates. Nor was there a ring line. The crowd frequently surged on to the ground, but still the game went on, amidst the skurrying spectators. The police, three or four constables, were present, but what were they among so many? The game was played for the game, and the men who played the game were sportsmen, who received more spills and kicks than halfpence, for, of the latter, they received none.

We turn the leaves to reach modern times, when the St. Kilda Cricket Ground, as a playing oval is in existence, and the St. Kilda Cricket, and the St. Kilda Football Clubs have become established organisations, as athletic clubs. We find that, in July, 1924, the St. Kilda Branch of the Australian Natives' Association was dissatisfied with the St. Kilda Cricket Club. The association forwarded a resolution to the Council to the effect, that "in view of the St. Kilda Cricket Club, having quite failed to realise its responsibilities to the public, in connection with the management of the St. Kilda ground, the Albert Park Trust
is urged to place the ground under dual control as requested, by the
St. Kilda Football Club, the Managing Committee, to consist of three
representatives each from Cricket and Football Clubs, with the
Mayor of St. Kilda as Chairman."

Ultimately a conference took place between the Albert Park
Committee, the St. Kilda Cricket Club, and the St. Kilda Football Club,
but they failed to agree. Councillor Burnett Gray then gave notice
of motion in Council that he would move for a scheme of
municipal control of the St. Kilda Cricket Ground. This motion
provided for equitable representation of all concerned, and also,
which was the cause of Australian Natives’ Association’s resolution, ‘for a
general, and much-needed improvement of the ground, and to provide
more effective, and modern accommodation for the public.’ When the
motion came on for discussion, Councillor Gray sought permission
to delete the word “municipal” before control, and this alteration led
to the motion being carried over to the following meeting of the
Council, when its consideration was further postponed for fourteen
days. At the Council meeting of September 15, Councillor Gray moved
his motion, which was seconded by Councillor Renfrey. Councillor
Taylor, in speaking to the motion, referred to an arrange-
ment made for the representation of the St. Kilda Football Club, on the St.
Kilda Cricket Club’s executive. He told how an enthusiastic meeting
had been held, with regard to contemplated improvements to the
ground, and that £1000 had been subscribed at the meeting, to be
used for that purpose. The Mayor of St. Kilda was to be requested to
call a public meeting, and it had been agreed that not less than
two-thirds of the receipts from football matches should be earmarked
for expenditure on improvements to the ground. In the
circumstances Councillor Gray withdrew his motion, and this
unpleasantness was happily and satisfactorily ended.

H.R.H. Albert Edward, Prince of Wales, eldest son of H.M.
Queen Victoria, on March 10, 1863, married the Princess
Alexandra, eldest daughter of Christian IX. of Denmark. The St.
Kilda Council prepared a loyal address to Her Majesty, and one also
to the Prince of Wales. They were the first loyal addresses
prepared by the Council on behalf of the residents of St. Kilda. There
have been several such addresses since, but the
To the Queen's Most Excellent Majesty.

"May it please Your Majesty.

"We, your Majesty's dutiful and loyal subjects, the Chairman and Members of the Municipal Council of Saint Kilda, near the city of Melbourne, in the Colony of Victoria, beg to approach your Majesty with the humble assurance of our devoted attachment to your Throne and person.

"On behalf of ourselves and fellow-residents of this municipality we beg to offer to your Majesty our most hearty congratulations upon the recent auspicious marriage of His Royal Highness, the Prince of Wales, to Her Royal Highness the Princess Alexandra of Denmark, and to express our earnest hope and prayer that this union may prove most felicitous to your Majesty's August Son and his fair and Royal Bride, and that the accession of Her Royal Highness to so distinguished a position in the family circle of your Majesty may prove a source of much joy and comfort to your Majesty through many years to come."

"We beg to assure your Majesty that, although located in this outpost of your Majesty's vast dominions, our hearts are stirred by the same emotions of loyal attachment as are known to possess those of your Majesty's subjects in England, and without the smallest diminution of intensity, and we fervently hope and pray that, under the blessing and guidance of Divine Providence, we may long enjoy in common with all your Majesty's subjects the happiness and prosperity which has attended your Majesty's benign and exemplary reign."

To His Royal Highness Albert Edward, Prince of Wales, Duke of Connaught, Duke of Rothesay, &c., &c., &c., and to Her Royal Highness Alexandra, Princess of Wales, &c., &c.

May it please your Royal Highnesses—

We, the Chairman and Councilors of the Municipality of St. Kilda, in the Colony of Victoria, on behalf of ourselves and fellow-citizens, beg to offer to your Royal Highnesses our humble but most sincere and hearty congratulations on the occasion of your recent auspicious marriage.

We beg to assure your Royal Highnesses that, although our lot is cast in this distant part of Her Majesty's wide dominions, the tidings of your Royal nuptials have filled us with emotions of joy, and with wishes and prayers for your future happiness and prosperity as
deep and earnest as those which have thrilled the hearts of Her Majesty’s subjects in the very centre of the Empire.

With them we join in the demonstrations of welcome offered to Denmark’s Peerless Daughter. May your union be attended with the choicest and most enduring of Heaven’s blessings, and long, very long, may our good and beloved Queen be cheered and solaced by the contemplation of your domestic happiness, and by the assurance that, when in the fulness of time your Royal Highnesses will be called to sit on the Throne now so worthily occupied by your much beloved mother, the affection which beats in all our hearts for her will be continued with unabated fervor towards you and your Royal Consort.

A public meeting of the residents of St. Kilda was convened, at which Councillor Cowderoy was in the chair. Kenneth E. Brodribb, and the Rev. David Seddon, moved, "that it is desirable to celebrate the marriage of His Royal Highness, the Prince of Wales, with the Princess Alexandra of Denmark, in a manner worthy of this municipality." Then the company set about the business of giving effect to the resolution. Sub-committees were appointed. The main effort was centred on the "Grand Treat For The School Children." Arrangements were made for fireworks displays, and bonfires. The committee, appointed to carry out the celebrations, passed a resolution, against the Council illuminating the Town Hall, stating that in its opinion the illuminations had be better "left to individuals to illuminate their dwellings, in their own discretion." Collections for the children’s treat were taken up, and one official list, that survives the wrack of time, shows that £176/2/6 was given by the residents. The appropriations were:—

- School Committee, £50
- Badges, £16
- Crackers, &c., £8
- Bonfires, £40
- Printing, £8
- Decorations, £8
- Fireworks, Rockets, &c., £10

The estimate of the school children, to be entertained, was:—

- Christ Church school, 200 scholars
- Rev. Mr. Moir’s school (Presbyterian), 150
- Wesleyans, 150
- Independent, 200
- Roman Catholic, 80
- All Saints’, 80
- National, 80
- Mr. Bonwick’s, 50
- Rev. Mr. Paul’s, 30

Total, 980—say 1000. It was resolved by the committee to accept Mr. Collins’ tender, for refreshments, at the rate of one shilling per child, for 1000 children; the repast to be provided in the Albert Park, if fine weather prevailed, or in the Town Hall, if the weather was inhospitable. The sum of £5 was to be spent in crackers, and £3 for the hire of a merry-go-round.

Mr. Hadfield
and Mr. Ure, were to be in charge of the arrangements. Each child was to be given a badge. The children were to attend the various church services, at 9 a.m. At 10 a.m., they were to assemble in front of the Town Hall, and sing loyal songs. At 10.30, they were to march along Robe Street, the Esplanade, Fitzroy Street, the Brighton Road to Alma Street, and thence along Prince’s Street, to the Park. At noon the feast was to take place and last until 1.30 p.m., to be followed by amusements, and crackers. At 2 p.m. the children were to be dismissed.

That programme was carried out. Mr. Gemmell acted as Director General, and the Head Teachers marched, leading their pupils in this order:—Mr. Hadfield, Christ Church schools; Mr. Ure, Presbyterians; Mr. Crouch, Wesleyans; Mr. R. Smith, Independent; Mr. Meagher, Roman Catholic; Mr. Wrigley, National; Mr. G. Murray, the Rev. Paul, and Mr. Bonwick. The singing was under the direction of Messrs. Hadfield and Ure.

In the evening the volunteers co-operated with the Celebrations Committee. It was decided that the immense bonfire should be made on Point Ormond, and also a bonfire in front of the Town Hall, at the junction of Grey, Barkly and Inkerman Streets. It was arranged that the Royal salute was to be fired by the St. Kilda Artillery, in the early morning, at noon, and in the evening. Captain McCulloch, and Lieut. Boyd, were entrusted with the saluting responsibilities. Steps were taken to obtain seventy tons of firewood for the bonfire at the Red Bluff. In addition, barrels of tar, and empty oil casks were donated. The Managers of the Town Common and the Government Department officers consented to the removal of dead trees from the lands of the Town Common, and Public Reserves. Men were employed in felling, and splitting up dead trees, and a team of bullocks was employed hauling the wood to the Red Bluff. The sub-committee directing the activities had for its members the Revs. D. Seddon (Chairman), Bickford, Moir, and Messrs. Tullett, Gemmell, Hadfield, J. S. Seddon, F. P. Seddon, Ure, and Meagher.

And now we come to the true source of the oft-told and variegated tale, of the bullock, that was so imperfectly roasted, on the village green in front of the Village Belle Hotel. We reproduce a copy of the original offer intended for the Celebrations Committee, and sent to the Town Clerk, Edward Bradshaw.
James Gillespie was the licensee of the Village Belle Hotel, Thomas Edington was St. Kilda's slaughter house keeper, and "Mr. Miers" was T. H. Miers, a baker, whose shop was in High Street.

"St. Kilda,
'May 18th, /63.

"Mr. Bradshaw.

"Sir,—Mr. Edington and I have come to the conclusion of giving a bullock and a hhd. of ale. Mr. Miers will give fifty loaves of bread towards it, and Mr. Cameron has promised to assist also. I beg you will kindly set it off to the best advantage in the advertisement.

"Your obedient servant,

"JAMES GILLESPIE."

Everything so far as the Celebrations Committee had control of events went as merry as the Royal marriage bells. The volunteers marched in the evening, with torches aflame, to the Red Bluff, and they set fire to the great bonfire. The bonfire, in front of the St. Kilda Town Hall, flamed at the cross roads. The one omission was that the St. Kilda Artillery, unable to obtain its guns, fired no Royal salutes. When the Celebrations Committee, after the great day of celebration, met to finalise the business, an explanatory letter was received from Lieut. Boyd, explaining the reason of the non-arrival of the guns. The committee meeting was held on May 18, 1863, there being present Messrs. Bunny, Sydes, Bindon, Hornby, Tullett, Sidderley, and Cowderoy. A rough draft of the letter sent in reply to Lieut. Boyd's reads :—The motion passed, "that the letter be ackd., and express regret of Committee that it is so little complimentary to the intelligence of the Volunteer Office, but that the fault is not at all attributable to the St. Kilda Artillery, but, &c., &c." That was it, and the "&c., &c.," conveyed so much that it is not written in the old minutes on blue foolscap paper. The Volunteer Office had forgotten to send the guns, or, alternatively, to make arrangements for St. Kilda to have the guns, and the guns had gone elsewhere. Such was the mixed explanation.

In October, 1867, the Council decided to widen Fitzroy Street, at its junction with the Esplanade, to its permanent width, in anticipation of the Duke of Edinburgh, landing at St. Kilda. On November 18, the St. Kilda Council had under consideration the steps to be taken to celebrate the arrival of H.R.H. the Duke of Edinburgh. A letter was received from
S. P. Lord, and John Strachan, requesting permission to erect a flagstaff 100 feet high with gaff stays, etc., complete in the Custom House Reserve, to be called the Prince Alfred Flagstaff, and also requesting that the name of the reserve should be altered to the Alfred Reserve. The Council agreed to the writers' requests. On the day of the Prince's arrival, the flagpole was dressed with St. George's Cross at the main, and ensign at gaff. In July, 1868, the Lands and Survey authorities wrote to the Council, stating that the Crown Grant for Flagstaff Reserve in the Esplanade of 1 acre, 3 roods, 18 perches, had been issued, and gazetted, and that 10 acres for public gardens had also been gazetted in similar form.

A contemporary paragraph states:—“The St. Kilda Bonfire Committee have been actively engaged, during the past week, in preparation for giving full display to the loyalty of the district. The firewood for the occasion has been grubbed, and cut, and tenders are out for building the pile, on the Red Bluff. The St. Kilda Prince Alfred Demonstration Committee are canvassing the district, with most encouraging results, for a pyrotechnic display, on the Esplanade, on a scale of almost unequalled magnitude. St. Kilda, though almost last in this matter, has now taken the field in earnest. In the newspaper advertisement columns this notice appeared:—Tenders required by seven o’clock p.m. this day, November 18, 1867, for building bonfire at the Red Bluff, St. Kilda. Specifications at the Village Belle Hotel.”

Prince Alfred, the Duke of Edinburgh, first set foot upon Victorian soil at St. Kilda. H.M. frigate "Galatea" came into Hobson's Bay on Saturday, November 23, 1867, and as the "gallant Sailor Prince" did not relish waiting on board his command until the following Monday, when the official reception was to take place he had his gig manned, and he landed secretly at St. Kilda. He was then driven to Toorak House, which the Governor, Sir J. H. T. Manners-Sutton, K.C.B., had vacated for him. On Monday morning, the Prince returned to the "Galatea," and he subsequently disembarked at Port Melbourne, then called Sandridge, where he was received by the Victorian Government authorities with the ceremonial fitting to his rank as the reigning Queen's son.
The St. Kilda Council voted £120 for the purchase of fireworks, to be let off on the Esplanade on the night of the arrival of the "Galatea," in Hobson's Bay. A portion of the money was to be spent on a fete to be given to "all the children of the Borough without distinction." Residents of St. Kilda subscribed £150 towards the fete, which was held in Albert Park at a spot about a quarter of a mile from Fitzroy Street. Twenty-nine tents were erected, representing each school in the district, each tent having a school flag flying from its poles. Three of the tents contained the provisions. The band of the St. Kilda Volunteers played during the afternoon. For the children, races, swings, merry-go-rounds, and such amusements were provided. About 3,000 children and 1,000 adults were on the ground, including 500 day and Sunday School teachers. An account of the fete says:—"An object of much amusement to adults and amazement to juveniles was the Brobdignagian teapot that was placed on a stand, in the centre of the animated throng, and the teapot formed an object of prominence from every point of view."

This teapot was composed of galvanised iron, with three taps affixed to it. After the fete was over, the teapot was bought by a grocer named Kolher. He cut it down to a size that allowed him to use it as a trade sign for his shop in High Street, and he called his shop "The St. Kilda Tea Pot." He afterwards sold his business to a man named Milward. In December, 1912, when looking through some photographic negatives in a Prahran pawnbroker's shop, we found a picture of Milward's shop, with the historic teapot fixed in the roof of its verandah.

In the evening the ships were illuminated, and their rigging festooned with lights. On the shore were many bonfires; a big bonfire on Point Ormond burned brightly. Another was at Emerald Hill, while the reflections in the sky, in the far east, showed Prahran's bonfire on Mount Erica. Because of the elevated ground, on which the bonfire was set, its glare was seen for distances of miles around. At 9 o'clock a display of fireworks was made on St. Kilda beach, and when, amid a shower of rockets, the last device was lit up, "Long live H.R.H. the Duke of Edinburgh," and "God Save the Queen," the crowds gave loud and loyal cheers. At the same hour, a burst of fireworks was sent up from Sandridge, and the ships in the bay fired rockets and
To the Mayor and Corporation of Edinburgh,

Gentlemen,

My visit, although short, to your Borough, was interesting to me.

I thank you heartily for the expression conveyed to me, of your esteem, of your loyalty to the Queen, and for your cordial welcome to myself.

REPLY BY H.R.H. THE DUKE OF EDINBURGH
To Civic Address of Welcome,
1868.
blue lights. Both St. Kilda, and Prahran, towns were illuminated; the shopkeepers of those places making a brave show with transparencies.

On January 2, 1868, Prince Alfred visited the St. Kilda Bowling Club, in Fitzroy Street, arriving at the green, about one o’clock, in the open barouche, drawn by four grey horses, driven by himself. He was accompanied by Lieut. Haig, and was received by the President of the Club, Mr. William Nimmo, and the Hon. Alexander Fraser, M.L.C., at the entrance gates, where there was a large crowd. On entering the grounds the Prince was loudly cheered by the 600 present, the majority of whom were ladies. The Prince then retired "to the pavilion, and after remaining there a few minutes," so runs a contemporary report, "he came on to the ground, and tried a few bowls, but did not take part in any of the rinks that were playing." This account of the Prince’s "retiring to the Pavillon" reads as if the Royal visitor had found the St. Kilda Road hot, dry, and dusty.

The Prince was accompanied over the ground by the Mayor of St. Kilda, Dr. Patterson, the Mayor of Melbourne, J. S. Butters, and several other gentlemen. The Prince planted a tree to commemorate his visit, and the following inscription was placed beside the tree, "Wellingtonia Gigantea, mammoth pine, a native of California, planted 2nd January, 1868, by His Royal Highness the Duke of Edinburgh." The Prince expressed a wish to become an honorary member of the club, whereupon the committee decided to name the club, the Royal Alfred Bowling Club. Afterwards the Prince drove along the Esplanade, looked at Prince Alfred Square, named after him, and then "home" to Toorak.

Such was the account of the first visit of a prince of royal blood to St. Kilda. The memorial of his passage will remain for all time in the place name of Alfred Square. Prince Alfred, at St. Kilda, was the forerunner of even more distinguished Royal personages than himself. The great honor of receiving Royalty has become somewhat of a habit with the Council of St. Kilda, and the St. Kilda’s Town Clerk. Custom hath made it easy for any Mayor of St. Kilda to bask in Royalty’s smiles while the Town Clerk reads the address of welcome. We have Prince Alfred’s word above his signature, that his visit to St. Kilda interested him, and, the world can surely take a prince’s word!
A letter was received, and read from him at the St. Kilda Council meeting of January 13, 1868. The letter said:—

"To the Mayor, and Corporation of St. Kilda.

"Gentlemen,

"My visit, though short, to your borough was interesting to me.

"I thank you heartily for the expression conveyed to me in your address, and for your cordial welcome to myself.

"ALFRED."

When the news came to Melbourne of the attempted assassination of Prince Alfred by the madman O'Farrell in Sydney on March 13, 1868, the St. Kilda Council, in common with every other public body, expressed its horror, and its detestation of the crime in a loyal address to His Royal Highness.

Alfred Square, shown on an old plan in the Lands Office, has "Reserved Bowling Green" marked upon its area. Apparently it was at one time intended that St. Kilda should have, like Plymouth Hoe, a bowling green by the sea. Tradition says that Francis Drake, and his captains, were playing a game of bowls when they first heard of the approach of the Spanish Armada in 1588. Devonshire men were very active as first settlers in St. Kilda, and they may have suggested to the Government the beauty of a bowling green on a commanding eminence by the sea. The St. Kilda Bowling Club was three years of age, when its members had the honor of enrolling royalty, in the person of Prince Alfred, among its members. We doubt very much whether the men, who started the St. Kilda Bowling Club, knew that the north-east corner of Alfred Square was reserved for a bowling green. The genesis of the club took place through a meeting of residents of St. Kilda, held in the committee room, of the Town Hall, in Gray Street, on June 7, 1865, for the purpose of considering the advisability of forming a bowling club. A number of gentlemen favorable to the proposal attended. Dr. Patterson was voted to the chair. The following resolutions were carried:—

(1) That a bowling club, to be called the St. Kilda Bowling Club, be established forthwith.

(2) That the entrance fee be one guinea and the annual subscription one guinea, both payable in advance.
THE OLD SCHOOLROOM

adjoining Christ Church, Acland Street, subsequently the first State School in St. Kilda. See Chap. XVII.
(3) That a provisional committee be appointed to select an eligible site, and to obtain the sanction of the President of the Board of Lands and Survey for its occupation, to enrol members, draw up a code of rules, and to report to a meeting to be held on Wednesday, the 21st inst.

The Town Clerk of St. Kilda, Edward Bradshaw, consented to act as the honorary treasurer, and secretary, of the Provisional Committee. He was requested to write a letter to the Commissioner of Lands and Survey, for an appointment, to receive a deputation, from the Committee, to request that a site in the St. Kilda Park, immediately contiguous to the Melbourne and St. Kilda railway reserve, be granted with a frontage of 205 feet to Fitzroy Street, and a depth to the railway reserve. Upwards of forty gentlemen enrolled their names, as members of the proposed club, at this very early stage of its inception. The office-bearers, and committee, were, first the Mayor of St. Kilda, the Hon. Alexander Fraser, M.L.C., as president of the club; Dr. Patterson was appointed vice-president; Sydney W. Smith, the town surveyor of St. Kilda, honorary surveyor to the club; Councillor Henry Tullett, hon. secretary; Edward Bradshaw, hon. treasurer; S. P. Lord (Consul for U.S.A.), and councillor in 1866, and with one intermission, he retained his seat in the council until 1875; Councillor J. Turner, 1864 to 1866; W. Nimmo, a squatter residing in Grey Street; W. Hawkins and J. D. Gowan, a merchant with his home in Prince's Street. On June 21, it was announced that the application of the Provisional Committee of the St. Kilda Bowling Club, for the use of a part of the Albert Park, for the site of a bowling green, was granted by the Assistant Commissioner of Lands and Survey, subject to such grant having the approval of the Borough Council, which had the temporary control of the portion of the park, sought to be alienated for club purposes. The Council had planted the park at the proposed site with trees. The Public Works Committee of the Council recommended the Council to consent to the club's use, and occupation, of the ground, and the recommendation was adopted. Prior to this, "The Argus" newspaper, on June 6, had written:—"Should the Committee be successful in its application to the Minister of Lands for the use of a piece of the public reserve, the club will start under better
auspices than the one already in existence, as the latter has been put to considerable expense in obtaining, and renting from a private holder the ground which it occupies."

The original intention was that the club should number 100 members, but before the green was opened, November 11, 1865, the members' roll exceeded 100. The first proposed site of the green was where the Park State school now stands. A tender for a paling fence, by one Armstrong, was accepted, and D. Johnson laid out the grounds. It was not long before the residents of Fitzroy Street objected to the unsightly fence, enclosing the ground. In consequence of the complaints, the members of the St. Kilda Council made a personal inspection of the green, and its appurtenances. The councillors considered there was room for improvement in the fence, and they suggested to the club that it should erect a picket fence. The Committee stated that when the club had sufficient money it intended to erect an open iron fence, on the Fitzroy Street frontage, so as to have one large green, measuring 150 feet each way, and a smaller green for croquet. The councillors, on their inspection of the ground, found that the club had made provision for a quoit ground, for walks, and slopes for lawns. The bowls' house, and refreshment room, were of a temporary character. The grounds were pleasant to look at, and when it was remembered that the club only dated back to the latter part of June, it was admitted that the club had accomplished a great deal. The first game of bowls played was between two teams, the sides chosen by the president and vice-president. The vice-president's team won by six, the numbers being 78 to 72. The members who had paid up their club dues numbered 128. Since that time this pioneer bowling club has prospered, and it has now its accepted and distinguished position in the list of the bowling pioneer clubs of Melbourne.
CHAPTER XVII.


On Sunday, December 23, 1849, the first Anglican Church service was held in St. Kilda, by the late Henry Jennings, at his own house, in Melbourne Terrace. Mrs. Jennings on the same afternoon started a Sunday school. Sixteen children attended her opening class. On December 30, Mr. Jennings again conducted a church service at his house. Six worshippers were present. The earnestness of these first St. Kilda Anglicans, did not fail to make a deep impression upon the mind of Melbourne’s first Anglican bishop, the Right Rev. Charles Perry, D.D. (1847). He arranged that the Rev. H. W. W. Liddiard, M.A., then on a visit to Melbourne, should go to St. Kilda, and there hold a service, and the Rev. W. W. Liddiard did so, on January 6, 1850. The first congregation before an ordained minister numbered thirty persons.

The Rev. Mr. Liddiard was born at Rockley Manor, North Wales, and he was educated at Trinity College, Dublin. He was Rector of Knockmark Co. Meath, Ireland, but had obtained leave of absence to enable him to visit Australia. He arrived in the barque “Nelson,” in November, 1849, and his services were secured by Bishop Perry, who was in great need of clergy. The Rev. Mr. Liddiard placed his services gratuitously at the disposal of the Bishop. As at this time, the present Parishes in Prahran, East St. Kilda, and Caulfield, had no existence, one little congre-
gation began to grow to such an extent that the service was removed to the house of James Moore, and an effort was made to erect a building in Acland Street to serve as a church, and school. The structure was first built of wood, but was soon replaced by brick. It now forms a part of the eastern half of the present schoolroom. This building was licensed by Bishop Perry on November 7, 1851. At this period of the Anglican Church in Victoria, there were very few Anglican clergy in Melbourne. Mr. Liddiard's services were in frequent demand, but from the beginning of 1850, to the end of 1852, with the assistance of the Rev. J. Brickwood, who was a schoolmaster in Melbourne, and minister at Brighton, and the Rev. Mr. Sullivan, the services were conducted by the Minister in charge. At the close of the year, 1852, Mr. Liddiard decided to return to Ireland. On his departure he was presented with a silver tea service. He returned to Melbourne, and lived at St. Kilda, in Robe Street. He was appointed Minister of Malvern, and Oakleigh in 1854.

E. B. Green, who lived in Grey Street, St. Kilda, and whose name is on the municipal roll of 1859, was a very early Anglican in St. Kilda. He had an interest in the mail coaches, which ran between Sydney, and Melbourne, and also in pastoral properties, on the Murray, in 1844. His name is mentioned in "Letters from Victorian Pioneers" as having had to abandon his pastoral run, for twelve months, on account of the hostility of the aboriginals. At the time of his death, it was incorrectly stated, that Mr. Green donated the church's site in Acland Street to the Anglican authorities.

In connection with the brick room for a church, and schoolroom, we have resuscitated the following paragraph from the Melbourne Church of England Messenger, Vol. 1, for the year 1850.

"St. Kilda. Preparations have been made, by digging out the foundations, for immediately proceeding with the erection of the schoolroom, which has for some time been projected at this place. The proposed building will be of brick, 40 feet long and 20 feet broad, so that it will contain the congregation of 120 to 140 persons, when required for that purpose. The situation granted for it by the Government is, that beautiful spot of ground, directly in front of the residence of O. Browne, Esq., and when completed it
will afford a proof, as well of the prosperity of the picturesque village in which it stands as of the Christian liberality of its inhabitants.”

Bishop Perry decided to form a parish at St. Kilda, and in December 1852, the Rev. David Seddon M.A. who arrived in Melbourne, in December, 1852, and who was formerly Vicar of Mottram, Cheshire, was appointed incumbent. Of the coming of Mr. Seddon to Victoria his son, Mr. David St. John Seddon, of Port Lincoln, South Australia, gives the following account:— “We left England in June, 1852, and arrived at Port Melbourne in December, 1852 (six months on the sea); the ship was the “Bombay”-600 emigrants on board—Captain Flamanck. My father was chaplain of the ship. The crew mutinied coming out, and yellow fever broke out, just before we got to Melbourne—I do not remember much of this, as I was only 2 years old. I am the only member of my family left. When we arrived in Melbourne, in December, 1852, my father bore letters dimissory from John Bird Sumner, Archbishop of London, to Bishop Perry, and the only accommodation obtainable for my father (Rev. David Seddon, M.A.), mother, and 5 children, and 2 cousins (Miss Annie Cooper, afterwards Mrs. Walter Clark, of “Glenara,” Bulla (Deep Creek, Victoria) and Miss Elizabeth Cooper, who married the Rev. C. Searle), was a big room at the Benevolent Asylum, in West Melbourne, which my father partitioned, with canvas, into separate rooms, and we stayed there till St. Peter’s Parsonage, on Eastern Hill (East Melbourne) was built, when my father took charge of St. Peters, and remained there till a school room was built at St. Kilda, which subsequently merged into “Christ Church,” Acland Street, to which my father was appointed as the first incumbent.”

A remarkable story is related, and quoted in The Church of England Messenger, to which church paper we are indebted for some of our particulars of Christ Church, St. Kilda. The paper states, retelling the story, that “On Mr. Seddon bidding farewell to his congregation in England, a young man, whose professional training as an architect had been almost completed, said, ‘I shall go out to Australia, and build you a church.’” The young man was Charles Swyer, the architect of Christ Church, St. Kilda. Mr. D. St. John Seddon states that Mr. Chas. R. Swyer came out from England with his father.
The church records show that the trustees decided that, before building, they would try to secure an ample parcel of land, suitable for a church, and its expansions. Accordingly, Messrs. B. Williams, G. S. W. Horne, A. E. Wheatley, M. P. Blundell, and K. E. Brodribb, applied to the Government for a grant of land in Acland Street. The deeds are dated February 20, 1855, and signed by Sir Charles Hotham, the Governor of Victoria, and the Hon. W. C. Haines, the Colonial Secretary and Registrar. The money necessary to build the church was obtained by subscriptions. The date of the laying of the foundation stone was November 29, 1854. The architects were Messrs. A. Purchas, C.E., and Charles Swyer. The plan was that of a nave, two transepts, and a chancel. In the original design, provision was made for a tower and steeple:—

"Whose silent finger points to heaven,"

but the complete design has not yet been carried out. So far, Christ Church, has but the beginnings of an "ivy mantled tower."

Mr. George R. Leggett, of Hawthorn, states, that his father, Captain Richard Leggett "was well known in the Melbourne Queenscliff run, which he conducted for 18 years, before the advent of steamers. He, and his brother, were responsible for planting the first trees along St. Kilda foreshore, and they landed all the stone, for the Acland Street church, on a small pier at the Esplanade. This came from Point King, near Sorrento."

The time occupied in building the Church was three years, and its doors were opened for divine service on Sunday, August 2, 1857. The preacher at 11 a.m. was Bishop Perry; at 3 p.m. the Very Rev. Dean Macartney; at 6.30 p.m. the Rev. David Seddon. Through the courtesy of Miss Jessie Locke, of Sydney, daughter of the Rev. William Locke, B.A., Camb., and granddaughter of the Rev. David Seddon, we are enabled to reproduce some of Mr. Seddon's notes, from his diary referring to the opening:—

August 2nd, 1857.

"St. Kilda Parsonage.

The long-looked for day the opening of our Church—our Parish Church—Christ Church, St. Kilda. Though the day was very rainy, and the morning quite stormy, the congregation was good. Prayers read by myself—Communion Service by Bishop and Gregory."
The Bishop preached from 2 Kings—an excellent sermon to a most attentive congregation. About 84 present at the Lord' Supper afterwards, in which Mr. Gregory and myself assisted the Bishop.

In the afternoon Mr. Gregory read and the Dean of Melbourne preached from iii. Ezra: 14.

In the evening—self read prayers, and preached to a large congregation from v. Revelation, 12th verse,

The day’s collection about £126.

"Tea Party—Monday evening, August 3rd.

Bishop, Self, Dr. Caimns, the Dean, Mr. Perks, Messrs. Jennings and Winter spoke to a crowded assembly. About £109 collected, besides £250 promised towards guarantee, this making about £500 (or near) at this opening of God's house."

The secretary of the church building movement was John Hadfield, who was for so many years the Head Master of Christ Church school. The parish of St. Kilda became too large, and the new parish of All Saints was formed with the Rev. J. H. Gregory as the first incumbent. Christ Church was consecrated by Bishop Perry on January 19, 1863. At that time the church furniture, and fixings, were different from their form, and place to-day. The old pulpit, a typical three-decker, was placed in the middle of the church, in front of the Chancel rails. A winding stairs led up to its platform. The church font was in front of the reading pew, below the pulpit. The organ was at the back of the church, on a raised platform, near the entrance, where the west gallery now stands. The south gallery was added some years after the opening of the church.

The first organist of Christ Church, St. Kilda, was a young Cambridge graduate, of Trinity College, named Hugh Culling Eardley Childers. He was an old pupil of the Rev. John Edward Bromby, D.D., when Doctor Bromby, before coming to Victoria to be the first head master of the Church of England Grammar School, was the principal of Elizabeth College, Guernsey. Childers emigrated to Victoria in 1850, carrying with him letters of introduction, from the Colonial Office, in London, to the Government of Victoria. On arrival, for lack of something better to do, he became a tally clerk on Cole's Wharf, Yarra Bank; a wharf known to thousands of emigrants, and remembered by them as a
place, where piles of luggage of every description, were heaped on the hard black mud of the rivers' bank. And it was on that bank, in and about the luggage, that Childers worked to earn his wages. The Young Englishman was a welcome visitor to Bishop Perry's house, consisting of two rooms in Lonsdale Street. The house was formerly the residence of the Superintendent of Port Phillip District, Captain Lonsdale. At Bishop Perry's house, Childers frequently met the Rev. J. Stanley Low, who had come out to the Colony for his health's sake. Mr. Low was destined to become, in time, the Vicar of St. Kilda, and to remain its Vicar for thirty-six years, while the future in store for Mr. Childers was a successful official, and political career in Victoria. In 1857 he returned to England, when he entered the House of Commons as a supporter of Mr. Gladstone. Mr. Childers eventually was rewarded with the position of First Lord of the Admiralty, and in the end attained to the Chancellorship of the Exchequer.

Two well known colonists to the fore, in the interests of Christ Church, St. Kilda, were His Honor Mr. Justice Molesworth (whose son afterwards became a judge, and who was also a prominent Anglican) and Henry Jennings, a name well known afterwards, in the legal world. The Rev. Mr. Seddon retired after fifteen years of ministry, and died in England in 1896. In 1868, the Rev. J. Stanley Low was called to Christ Church, resigning his cure of St. Mary's, Caulfield, to answer the call. He was extremely fortunate in having a number of notable men, who were members of the church, among them being John Wilks, J. H. Horner, H. H. Bartlam, S. J. Payne, Selwyn W. Smith, J. J. Kelly, W. T. Clark, F. Grey Smith sen., E. Fanning, R. S. Bradley, R. Schlesinger, R. A. Molesworth, J. W. Colville, Dr. Iredell, the Hon. David Moore, the Hon. Thomas Loader, and Sir Arthur Nicholson. F. Grey Smith became a Lay Canon, and treasurer, of St. Paul's Cathedral.

In December, 1874, alterations, and additions, were made to Christ Church, St. Kilda. The plans for the alterations were prepared by the city surveyor of St. Kilda, Sydney W. Smith, who was an enthusiastic worker for Christ Church. The chancel was extended 47 feet, and a new stained illustrated window, at a cost of £85 was put in, its subject being "The Nativity to the Ascension." Another window depicted "The Raising of Jairus's
Daughter," presented to the church by David Moore, and yet another window was, "The Parable of the Lost Sheep," in memory of Frank Grey Smith. The cost of the alterations was between £1,400 and £1,500. The contractor was a resident, and citizen of St. Kilda, David Flatman. In the year 1881, it was decided to build a new Chancel, and to make some other changes. The aisles of the church were originally paved with tiles. The tiles were replaced by a wooden floor. The organ and choir seats were removed to the chancel, and certain outside renovations to the church were made. The decorative work cost £250; the work again being under the superintendence of Sydney W. Smith.

In the year 1877, Bishop Moorhouse suggested that a new parish should be excised from Christ Church. A long discussion ensued over the settlement of boundaries, but they ended at last and Holy Trinity, Balaclava, came into existence.

The Rev. J. Stanley Low's experiences in the colony were many, and varied. He told to us, in the evening of his life, when retired, in November, 1904, some of his memories. He said that while he was the guest of Bishop Perry, he, with a friend, one day started to walk to St. Kilda. They crossed the Yarra at the present site of the Botanical Gardens. It was then known as the Government Paddock. The two men soon found themselves bushed. After some wandering they walked into the village of Prahran. There they were put on the right track, which they followed, and at last reached St. Kilda. The place consisted of a few scattered houses towards the sea frontage. Two or three of the dwellings were built on the Esplanade, then only the unimproved side of a hill looking on to a pretty tea tree fringed shore.

One night while Mr. Low was visiting Bishop Perry (for lack of room he did not live with the Bishop) he heard a noise outside the house. On going to find the cause he saw a crowd looking at a digger lying beside a gully in what is now Fitzroy Gardens. The unfortunate man had a wound on his skull, and his digger's belt, quite empty, was alongside him. He had been waylaid, assaulted, and robbed. The police took the body to the Melbourne Hospital. On enquiry next day, Mr. Low was told the man was dead.

Since those far off days the Church has undergone various changes, and special efforts were made in the liquidation of
debts, in the jubilee years of the opening. Such details belong to the more comprehensive history of the church.

The name of Jennings will always be associated with St. Kilda, and more particularly so, in any story that tells of the first Anglican work, in the municipality. Henry Jennings was an esteemed solicitor, and he lived to reach the age of eighty years. He died at "Crag-y-don", Acland Street, on August 23, 1885. His daughter, Miss Sophia L. Jennings, died at her residence "Wynamo," Blessington Street, in October, 1914. Soon after the passing of the Education Act Henry Jennings organised a relay of voluntary teachers to give religious instruction in the State schools. For a period of about forty years Miss Jennings was one of the voluntary teachers. For over thirty years she acted as the honorary secretary of the St. Kilda and Caulfield Ladies' District Benevolent Society. She was also associated with the welfare of the Governesses' Institute. Another daughter, Miss Henrietta Eliza Jennings, lived at "Wynamo." She was born in Tasmania, and died on Christmas Day, 1928, aged 84 years. For 50 years she was a member of the St. Kilda Ladies' Benevolent Society, and for a long time she occupied the position of president. She was one of the founders of the Queen's Fund, and she helped to establish the Girls' Friendly Society, Church of England in Melbourne, as well as being engaged in other church activities. For 60 years Miss Jennings walked once a week to the Brighton Road State School where she gave a scripture lesson. For some time she was a member of the Women's Hospital Committee and during the war she did much sewing for the Red Cross. When she died the last link with Anglicism in St. Kilda of the year 1849 was broken, and a long life of fine service ended. Her brother, Henry John Jennings, like his father, was also a solicitor, and the firm of father and son was "Jennings & Jennings." He was born in 1847, educated at the Church of England Grammar School under the old doctor, Dr. Bromby. He distinguished himself at cricket, and when he went on to the University he obtained his University Cricket Blue in 1870. At school he was known as "Snipe Jennings," because of his somewhat long, and sharp, distinguished nose, and he was, to the last, "Snipe" Jennings to his large circle of friends, and his cricketing admirers. He was one of the best known men of his generation in St. Kilda.
The Jennings family had an honorable record in St. Kilda, when the influence of such families had every opportunity to be felt for good. St. Kilda was a conservative, homely, and very English place. Old families such as that of the Jennings, had much of the English atmosphere in the manner of their lives. They disliked change. In St. Kilda the prevailing sentiment was English, for most of the fathers, and mothers had been emigrants. They formed the backbone of the community of St. Kilda, and gave the place its character. In those far off days, there was scarcely such a feeling as Australian sentiment. Even the native born, talked of "home," re-echoing their parents’ words, and meaning thereby England, Scotland, Wales, or Ireland as the case might be.

An early Anglican of St. Kilda, perhaps the first of whom there is any record as the first Anglican, was Mrs. Curlewis. She was born in the year 1823, and arrived in New South Wales in 1843. With her husband, she came to live in St. Kilda. She, and her husband, on Sundays, drove through the bush from St. Kilda to Melbourne, to attend services at old St. James Church. Mrs. Curlewis, and her family, often welcomed Bishop Perry, Dean Macartney, and other clergymen at their home. She died on January 19, 1907, at Oakleigh. For many years, she, and her daughters, were the mainstay of the Sunday School, at Marcus Hill, near Queenscliff, and so it came to pass this pioneer of St. Kilda was buried in the Queenscliff cemetery, the service being conducted by the Rev. T. Quinton.

Miss Locke, grand-daughter of the late Rev. David Seddon, writes:—"I wish to place on record" (in the history of St. Kilda) "my mother's name, Miss Annie Seddon, the eldest daughter of the Rev. David Seddon, who afterwards in 1868, married the Rev. William Locke. Before her marriage she was a very ardent and zealous worker in the parish of the first Christ Church at St. Kilda."

A note in the Rev. David Seddon's diary states:

"November 14th, 1858. Sunday night.

This afternoon commenced a service for East St. Kilda at Owensville at the house of one of my communicants, Mr. Lane. At first I thought there would literally be no one; but about 20 or 21 (including a few children) came. A Mr. Hale's sister, Mrs. Webb, spoke of his giving land, if
suitable for a site for a church. W. Stephens and H. Taylor were there. Services were tolerably well attended."

All Saints Church, in East St. Kilda, owes its existence to the Rev. John Herbert Gregory, who started the movement for the erection of the church in the latter end of 1857. The land, on which the church stands, had then been reserved as a Church of England site for building purposes by the Government. The first trustees of the land were Dr. Thomas Black (of Cintra), Sir George Stephen, Alexander George Dumas, John Dudley, and W. Cann. Designs for the church were invited, and two plans were sent in. The plan signed "Nathaniel Billing" was accepted. It provided for a humble structure which, however, was the nucleus of the fair building, now the Church of All Saints, St. Kilda. The foundation stone was laid by Bishop Perry, in November, 1858, and the church was opened by him on Sunday, December 8, 1861. The builder was Christopher Joseph Glynn.

Mrs. Darlot, a daughter of the late Major Firebrace (the major bought lands, at the St. Kilda Crown Lands sales) says that Mr. Gregory was born in London, January 11, 1827, and that he was educated at Mr. Atkins' private school in St. John's Wood, and afterwards at Blackheath New Proprietary School. Mr. Gregory left for Australia, with his parents in 1843, and arrived in Sydney, in August of the same year. He was a law student, but so strong was his inclination to take Holy Orders that the law idea was given up. While studying for Holy Orders at Lyndhurst Church of England College, he acted as catechist for clerical students, under the Rev. A. Allwood, afterwards Canon. At the invitation of Bishop Perry he came to Melbourne, and was by him ordained on Trinity Sunday, 1850. Mr. Gregory's first work was as a travelling bush missionary, and his district lay between Dandenong, and Cape Schank. Afterwards he visited the stations on Mt. Ararat, crossed the inlets to the Bass River, eastern passage, visiting the stations to Arthur's Seat, Cape Schanck, and Point Nepean. He next travelled to the Campaspe, and to Loddon rivers, and almost to the Murray, as he said, "preaching the Word, to the scattered sheep, in the wilderness."

Following his year of ordination, Mr. Gregory went to Bendigo. In 1855 he left there and abode in Prahran, where his place of worship was a large brick schoolroom, used during the week as a denominational school. It was divided into three
ALL SAINTS' CHURCH
Chapel St., East St. Kilda.
compartments by curtains. The district comprised, with the exception of Christ Church parish at the beach of St. Kilda, South Yarra, Toorak, Prahran, Malvern, and Caulfield, besides the country that lay east, as far as Brighton. Mr. Gregory's first effort was to apportion off South Yarra, and to have it made into a separate parish. That was done and the Rev. W. Guinness was appointed incumbent. His second effort was to provide for a service at Malvern. This service was held in Colin Campbell's house, and was taken by Mr. Gregory every Sunday afternoon. Those afternoon services were the beginning of St. George's parish, Malvern.

In the year 1873, preparations were made to enlarge All Saints Church, East St. Kilda. A meeting of parishioners was held in All Saints' schoolroom to inspect the plans for the extension of the church, and for the purpose also, of arranging a plan, whereby the money necessary for the cost of the proposed enlargement could be obtained. The Rev. J. H. Gregory was in the chair. The plans exhibited on the walls of the school room, had been prepared by F. Wyatt, at the request of the Church authorities. Mr. Brind moved, "That in the opinion of this meeting, the plans, for the extension of the church, approved by the incumbent, and the trustees, guardians, and building committee, ought to be carried out with all practicable despatch." This resolution, seconded by W. P. Firebrace, was agreed to. Debentures were to be issued to obtain £5,000 at six per cent. interest extending over a period of fifteen years. Prominent men, connected with the meeting, were F. R. Kendall, J. C. Evans, George Robertson and Thompson. A cordial vote of thanks was given to F. Wyatt for his plans. Further additions at a cost of £2,509 were made to All Saints Church early in the year 1886. The church was consecrated on November 8, 1892.

An interesting addition to the church furniture was gained through the instrumentality of the Vicar, Mr. Gregory, who had been on a visit to England. The gift was the pair of handsome brass candelabra, which stand on each side of the entrance to the chancel. These candelabra were presented by George II. to St. George's Chapel, Windsor, and they remained there, until the time when Queen Victoria, desirous of erecting a new reredos in marble intaglio style, found the brass candelabras out of keeping with the contemplated alterations, and she ordered the
candelabras to be removed. They thus came into the possession of
the contractor. When in England the Rev. Mr. Gregory heard of
the exceptional opportunity there was to purchase the candelabras,
and was able to do so. The candelabras are ornamented with
designs of vine leaves, and grapes, and also with the symbol of St.
George’s Cross. The cost of their instalment was borne by the
Hebden family in memory of a relative.

All Saints’ Church, East St. Kilda, in location in Chapel
Street, is, in interest, almost a church belonging to Prahran, and it is
certainly true that in the church’s initiation, residents of Prahran,
and Windsor, had quite as much to do with its establishment as had
the Anglicans of St. Kilda. The Firebraces were residents of
Prahran. East St. Kilda, in those days, was largely composed of
open paddock. We have referred to Prahran, so that we may
narrate how remarkably St. George’s Chapel, Windsor, England, is
associated through a shadow link with Prahran, and by a brass link
with St Kilda.

The first resident, and a buyer of Crown Lands in Prahan, was
Lieutenant Charles Forrest, whose name occurs in the place name of
Forrest Hill, beside the river Yarra, whereon is built the High
School for Prahran, and surrounding districts. This Charles Forrest
was a clever amateur artist, and he designed the drawing for one of
the windows in St. George’s Chapel. The window is known as the
“Forrest window,” to distinguish it from the rest of the windows
designed by Benjamin West, R.A. West, falling ill of a mortal
sickness, left one window to be done, and it was that window the
artistic young lieutenant was entrusted to provide a design for.
He did so to the satisfaction of those interested. Thus St. Kilda,
and Prahan are linked with St. George’s Chapel, a circumstance that
must appear strange to the curious in such historical relations.

The seventieth anniversary of All Saints’ Church (1928) was
observed by special church services, and the consecration, by
Archbishop Lees, of a beautiful memorial shrine, erected in
memory of those men of the parish, who lost their lives in the Great
War. The material of the shrine is white stone from Tasmania. The
design includes angels, at each of the four corners, symbolising
Prayer, Resignation, Reverence; the fourth angel
bears a scroll. A lamp, in the centre, is to be kept burning always. The shrine was designed by Louis R. Williams, architect.

A noted churchman, at All Saints’ Church, East St. Kilda, was Archdeacon Crossley, a man, who was beloved by his parishioners, and more particularly by the young men of the church, in whose careers he took a great interest, and he did so until his death, caused by a most lamentable accident in London early in the year 1926. He was on his way to a deed of charity, when he was run down by a motor lorry. He left All Saints’ after five years’ service on February 15, 1911, to accept the office of Anglican Bishop of Auckland. After leaving New Zealand he went to London. Succeeding the Archdeacon the Rev. J. W. Ashton, M.A. was inducted to the cure of souls at All Saints’ Church, in September 1911. The Rev. John Jones, M.A. was appointed in February 1922, and he was followed by the Rev. E. H. Fernie, B.A., in September 1929, and he still holds the office of incumbent.

The City Organist of St. Kilda, Mr. H. J. Inge, was the organist at All Saints’ Church for 21 years. He retired from the position in February, 1918. The parishioners presented to him a silver salver, and to Mrs. Inge, a silver tea service. Mr. Inge resumed his position of the church organist after some years, and was church organist on Sunday, December 9, 1928, when he suddenly collapsed. Doctors were summoned, but the organist was dead. Altogether Mr. Inge had acted as organist for All Saints’ Church for 33 years.

Before coming to Australia Mr. Inge had been a chorister at Canterbury Cathedral. He was aged at his death about 57 years. As city organist of the city of St. Kilda for 35 years he was held in great esteem. His St. Kilda municipal city organ recitals were highly appreciated by all lovers of organ music. In many ways in a musical sense, he was associated with municipal functions, and specially so at patriotic demonstrations during the war years. At the Council meeting, following his death, a special appreciative motion of regret was passed. A memorial service was held at All Saints’ Church, when choral eucharist was sung at the morning service, and the Rev. John Jones took, as the subject of his sermon, “The Place of Music in the Spiritual Life.” The Russian “Compakion” for the dead,
was also given by the choir. At the close, the Dead March In Saul was played on the organ by Mr. A. E. H. Nickson.

In the Victorian Government Gazette, April 23, 1866, the reservation of a piece of land, formed in the shape of a triangle, at the intersection of Brighton Road and Chapel Street, is advertised as being set apart for church purposes. Upon that land now stands Holy Trinity Church, Balaclava. The Anglicans of Balaclava, and South St. Kilda, were anxious to have a church of their own, when the parish was formed, as a subdivision of Christ Church, St. Kilda, the story of which we have told. One of those most prominent in the first efforts to erect a church was A Selwyn Smith, uncle of Frank Grey Smith, who built "Hartpury" in Milton Street. An appeal for funds, wherewith to build the church, was made in January, 1870. This led to a meeting of subscribers, held on July 8, at the Grosvenor Arms Hotel, when a building committee was appointed. In September, a notice appeared in the Government Gazette, appointing as trustees of the proposed church, H. Selwyn Smith, Edwin Brett, and William Howard Smith. In October, under the direction of F. M. White, a church building of wood was built, with enough room to hold 300 persons. The building is now used as the Sunday School room. The church was opened on January 29, 1871, by Bishop Perry. The cost amounted to £1,217, the chief items being building £846, fittings £182, organ £100, fencing £50. By June 30, 1871, the date of the first report, the subscriptions and collections amounted to £283. The Government Grant-in-Aid was £150. George Fincham, who built the organ, was paid in instalments. An advance was made by the London Chartered Bank of Australia of £738, "a few of those who had actively interested themselves in the building of the church having become responsible to the Bank for the advances." A Font, and Communion Plate were presented to the church by Capt. W. Howard Smith. The first parochial committee was appointed in July, 1871. Among its members were, Edmund Samuel Parkes, Robert Sellar, R. Balderson, Albert Baldwin, Alfred C. Cummins, Frederick Sheppard Grimwade, H. E. P. Thompson and Dr. Van Hemert. E. S. Parkes was superintendent of the Bank of Australasia. On May 11, 1887, he died from injuries he received in a terrible accident that took place upon the same day between Prahran, and Windsor. Through the railway carriages telesco-
ping, his legs were amputated as he sat on the carriage seat. Loss of him, to the banking world, was a great one, to the church world of Balaclava the loss was irreparable. He was a spiritual pillar of the Church, and in the world of materialism a generous giver. The reredos in the church, placed there by subscription, commemorates his memory, as does also the west window, "The Four Evangelists," presented to the church by his brother officers in the Bank of Australasia.

Robert Sellar was a partner of Sir James McCulloch in the mercantile firm of McCulloch, Sellar & Co. He was a staunch Anglican. Before coming to reside in St. Kilda, Robert Sellar was one of the congregational pillars of St. George's Church, Glenferrie Road, Malvern. Robert Balderson became a councillor of St. Kilda in 1877-8 and retained his seat until 1883-4. Dr. Van Hemert's name recurs frequently in the social affairs of St. Kilda. Among the original subscribers to the church, were several persons, whose family names are almost household words in church circles of St. Kilda, Mrs. Kirkland, Mrs. Frank Grey Smith, Messrs. D. Grant, McPhail, George Brunning, James Mason, George Rolfe, and James Mort.

The first incumbent of Holy Trinity Church, BalACLava, was the Rev. Barcroft Boake, D.D., who entered on his duties, at the beginning of the year 1871. He came from Colombo, where he was the principal of Colombo College. The tropical climate did not agree with him, and he resigned his position amid, "the warmest expressions of respect, and regret." He was a somewhat remarkable looking man, who wore an unusually long white beard, that divediscated leaving a "V" shaped opening. Evidently his sermons were somewhat lengthy too, for it is recorded that in January, 1872, the Parochial Committee asked him to curtail the services, and more especially so in the hot weather. He was to have received a stipend of £400, but the new parish could not, at first, find more money than £300. Prospects, however, brightened in the church affairs, and there was some talk, in January 1875, of a permanent, and a larger church. In 1875, Dr. Boake's health was unsatisfactory. The Rev. James Norton was appointed, a temporary curate. On September 6, 1876, Dr. Boake died. Archdeacon Stretch took charge of the parish for three months, and subsequently he was appointed incumbent.
The church minutes show that the land, about the church, required the attention of the St. Kilda Council. The Parochial Committee decided “that a gangway be placed across the deep gutter, in the western side of the church lands,” and, also, a motion was passed in committee, “that the St. Kilda Council be applied to, to request them to put a lamp, at the junction of Dickens Street, and Chapel Street, as the road is so dark, that it is difficult to pass along it without an accident,” and further, the Council was asked “to form a path, on the south side of Grosvenor Street, from the railway bridge to the Brighton Road.”

In May, 1872, a bible and prayer book were presented to Mr. and Mrs. Watt of South St. Kilda commemorating the fact that they were the first two persons to be married in Holy Trinity Church, Balaclava. The Revs. F. A. Long, and E. S. Goodhart, were temporary curates in 1877. The Rev. George William Torrance, M.A., Mus. Doc., was incumbent from 1878 to 1894. He was a man of much personal charm, and many lovable qualities. His musical talents were remarkable, and he was well known as a composer of oratorios, anthems, quartets, and madrigals. He graduated at Trinity College, Dublin, and he obtained his degree of Doctor of Music in 1879, from the University of Melbourne. Expansion, and progress of the church, marked the years of his incumbency. The parish was in 1879 duly constituted under the Patronage Act by the title of Holy Trinity, Balaclava, and the management of its affairs, passed from the trustees to a Board of Guardians, elected by the parishioners. The first guardians were, Capt. W. Howard Smith, Messrs. F. S. Grimwade, E. S. Parkes, Edwin Brett, A. C. Cummins, and R. H. Evans. The last three soon afterwards removed from the parish. Their vacated places were filled by Major G. O. Geach, and Messrs. S. W. McGowan and Henry Jennings, junior. Dr. Torrance, as the incumbent was called, was the most picturesque figure in the Anglican Church, as his predecessor Archdeacon Stretch became one of the most notable. Bishop Goes said of him, when unveiling in St. Pauls’ Cathedral, a memorial brass tablet to his memory that his name will find its place with that of Bishop Perry.

Steps were taken to collect funds to erect a permanent church. The greatest effort made was an Olde English Faire,
THE REV. DOCTOR TORRANCE  339

held in the Melbourne Town Hall from December 13 to 17, 1881. The net profit was £2,887/7/9. The year 1882, began with a credit of £3,591 to the building fund. The architects, Reed and Barnes, afterwards Reed, Henderson, and Smart, prepared the plans of the beautiful church. The contractor was Ekins, and his tender was £7,675. Furniture and fittings brought the cost up to more than £10,000. The foundation stone was laid by Bishop Moorhouse on November 23, 1882. The erection of the parsonage was undertaken at the same time, the land, and building, costing £2,400.

The church is admitted to be one of the finest parish churches in the Commonwealth. It is built of bluestone, Barrabool Hill stone, and Waurn Ponds stone, the variations in the colors of the stone combining together, make a very harmonious building. The preacher, at the opening service, December 6, 1883, was Archdeacon Stretch. The church could not have been built, had it not been for the outstanding liberality of a number of parishioners. Among the larger amounts was Mr. Grimwade £1,500, Mr. Parkes and Captain Howard Smith £700 each, Dr. F. M. Harricks £500, James Mason £400, and Dr. G. A. Mein £300. The church was consecrated on November 19, 1889.

With the temperament of an artist, with the soul of a divine, and the genius of a musician, it was a foregone conclusion that Dr. Torrance, with his rich personality, found a church that had "a plain almost Puritan form of service" a little wanting in that warmth that one feels in the invocation of "Praise ye the Lord!" Miriam, with her chorus of Hebrew women, sang, and praised the Lord in thanksgiving, and that was scriptural warrant enough if any was wanting, why a church should resound with music, and the singing of praise. The leave of the musician in Dr. Torrance was assertive, and the fine organ in Holy Trinity Church, as the brass inscription upon it tells, is a memorial to his energy—"This tablet was placed here by the Vestry, to record the exertions of the Rev. G. W. Torrance whereby he was enabled, within two years of its erection, to dedicate the instrument, free of debt, to the service of Almighty God, 1885."

Dr. Torrance would not allow the cost of the organ to become a charge upon the general building fund, but undertook to raise the necessary £600 to pay for it. The old organ was taken in
part payment, its value being assessed at £115. To discharge the organ
debt Dr. Torrance gave organ recitals, promoted concerts, and collected
subscriptions. To save the salary, that would have been paid to a church
organist, he became the organist himself. For three years, he combined
the duties of priest, and organist. He was humorously called, "The
Disappearing Parson," due to his practice of reciting the prayers from
the reader's desk, and then, when he had finished them, vanishing
behind the screen, to accompany the intonation of the Psalms, and the
singing of hymns with music from the organ. Dr. Torrance was in
agree. ment with Chateaubriand, who said, "Prayer was the daughter
of religion, and song, the daughter of prayer."

In January, 1882, it was agreed, not without misgivings on the part
of the church authorities, "that the choir be a surpliced choir of men,
and boys, assisted by ladies." The colorature prepossessions of the
reverend doctor were therein expressed, since the flowing vestment of
white linen is symbolical of purity. The church authorities did not think,
so far as the choir boys were concerned, that the surplices they wore
eliminated the Adam from them for a scale of fines was drawn up, as
punishments for misbehaviour, for loitering in the streets, and for
being absent from choir practices. We rather think, as we recall Dr.
Torrance to memory as the curate at Christ Church, South Yarra, in our
own boyhood days, when we helped to pump the bellows of the church
organ, that most of the fines due to be paid by the boys came out of the
kind-hearted doctor's pocket. Boys will be boys, even if they are choir
boys. One of them, L. F. de Soyres, has his memorial in the clerestory
window. This boy chorister died in 1889 and the window was placed
there by the subscriptions of his brother choristers, and schoolfellows.
The brass tablet below the window was the gift of his uncles.

The surpliced choir as an inovation in a church, that was
somewhat Puritan, in its restrictions, became a source of anxiety to the
guardians. Two years later, they decided that "the services of the lady
members of the choir be dispensed with as soon as this can be
conveniently done." No doubt the Guardians felt that their courage
required some tactful support when it came to requesting the ladies
of the choir to retire. Dr. Torrance, owing to ill health, obtained
eighteen months' leave of absence, 1886-87. In 1894, Dr. Torrance
accepted the incumbency of St.
James', Melbourne. The Rev. C. E. Drought, M.A., who succeeded Dr. Torrance, referred to him as one "whose beautiful mind was indicated by his outward form." After a few years at St. John's, Dr. Torrance returned to Ireland, where he became chaplain to the Bishop of Ossory and Vicar Choral of St. Canace's Cathedral at Kilkenny. There he died, on August 19, 1907, having survived his wife by two days. A marble tablet, in Holy Trinity Church, recalls his vicarage, and a brass tablet in the chapel of Trinity College is a reminder that he presided over the newly founded Trinity College, until Dr. Leeper became Warden.

For some of this information we are indebted to an account of Holy Trinity Church, Balaclava, contained in its Jubilee Souvenir 1871-1921, written by W. Kerry, M.A. We quote the following: "Churchwarden R. J. Larking had been on the Vestry for sixteen years, and warden for ten years, grudging neither labor nor money in the service of the church. George Connibere had been a vestryman, and warden for as almost as long a period as Larking," and "he had been superintendent of the Sunday School for thirteen years. He had for years contributed the major portion of the curate's fund, he had given several choir scholarships annually, and, in 1903, he had erected a new fence, with gates, around the whole of the church property, at a cost of some £300. His long association with the church, and Sunday School, is commemorated by a brass tablet, placed in 1911, on the wall near the baptistry, inscribed by "grateful scholars and friends."

Holy Trinity Church has had several curates during its existence. Its vicars, other than those we have mentioned, are comprised in this list, the Rev. George Sutton, B.D., 1900-1904; the Rev. Reginald Stephen, M.A., 1904-1906, afterwards Bishop of Newcastle; the Rev. Fred. Geo. Masters, M.A., 1906-1921; the Rev. H. W. Doudney, M.A., 1921. Since Dr. Torrance played the part of "the Disappearing Parson," there have been several organists of both sexes. One notable organist was H. J. Inge, who followed Dr. Torrance.

On August, 1910, the Hon. F. S. Grimwade died. In the church, the North Transept Window is a memorial to Olive Gertrude, who died in 1873, and Frederick Risdon, who died in 1878, infant children of Mr. and Mrs. F. S. Grimwade. Below
the window are alabaster tablets to Frederick Sheppard Grimwade, who died 1910, and Jessie Taylor Grimwade, who died 1916, by members of their family. Much more might be written of Holy Trinity Church, Balaclava, and of the clergy who worked in the parish of Holy Trinity, Balaclava, and how "Holy Trinity has made a notable contribution to the ranks of the ordained clergy, from those who have gained their inspiration and experience there," but we have indicated, in a broad way, what a spiritual force in the Anglican life of St. Kilda, Holy Trinity Church was, and is. The Parish Roll of Honor in the Great War contains 181 names and against 36 of those names is marked the Cross of Sacrifice. The late Archbishop Lee unveiled the roll, and the occasion was a very solemn one. The church was filled with worshippers, with parents whose sons' names were on the roll. The service of sacrifice with the promise of the glory of resurrection, was soul touching, and its memory abides in the hearts of many mothers until this day.

St. Bede's Church, Elwood, is considered to be one of the most attractive little churches in the district. It owes its formation to the remarkable development, which took place in Elwood when once the place's swamp lands were reclaimed; and suburban settlement, with its modern villas, and well paved streets, replaced the original wilderness of marshes. The parish of St. Bede's was created in January, 1916, its area being taken from the parishes of St. Clements, Elsternwick, and Holy Trinity, Balaclava. The first clergyman of the parish of St. Bede's was the Rev. F. Lewin. The initial service was held in the house of Mr. Huon, Vautier Street, one of the descendants of Louis de Querilleau, mentioned in Chapter X. On July 16 of same year the foundation stone of St. Bede's was laid by the late Archbishop Clarke. On October 3 the church was opened. Mr. Lewin remained as priest of the parish until the end of the year 1920. The Rev. J. J. McCall was inducted as the incumbent of St. Bede's on January 21, 1921. He, and Mr. Lewin, were college contemporaries. Since Mr. McCall's ministry a hall has been built, in which a day-school is held. A guild room, and a well equipped kitchen, is attached to the hall. A large vicarage has also been erected, and a tennis court laid down. Recently, the interior of the church was remodelled, and a fine rood screen placed within, Choir vesteries were also
THE PRESBYTERIAN CHURCHES

added to the furnishing of the church. Numerous church organisations, in connection with St. Bede’s, are evidence that the congregation of the parish take a great interest in the religious and social work that appertains to St. Bede’s.

Church history in St. Kilda, so far as it relates to Presbyterians, discloses the establishment of two churches in St. Kilda, one the parent church, the Presbyterian Church, and the other the offspring of secession, the Free Presbyterian Church. To tell the whole story of diverse opinions, with St. Kilda as the location of the storm centre, would be to write the history of early Presbyterianism in Melbourne and to do something foreign to our present purpose. The following paragraph appeared in The Argus newspaper on September 21, 1885:—

"Presbyterian Church, St. Kilda.—The wooden chapel lately occupied by the Rev. Mr. Fletcher’s congregation will be opened on Sabbath next, 23rd inst., as a Presbyterian Church by the Rev. Dr. Cairns, in the morning, at eleven o’clock, and by the Rev. Mr. Paul in the evening, at half past six. A collection will be made at the end of each service."

The Rev. Arthur Paul, M.A., was destined to be one of the notable Presbyterian ministers of Victoria, and to be associated with St. Kilda as a Presbyterian minister for 55 years, he being for 58 years a minister of the Gospel. He was born in Greenock, on the Clyde, on May 1st, 1826. On October 2, 1855, Mr. Paul was given the charge of St. Kilda. This church, a Free Presbyterian Church, was the first Presbyterian place of worship in St. Kilda. He had been in charge of the church for a year, when the ecclesiastical controversy commenced between the Synod of Victoria, the Free Church, and the United Presbyterians. For writing a pamphlet entitled "Coalition of Interests, Not Unity of Faith," and for opposing the Union, Mr. Paul’s connection with the Presbyterian Church came to an end in April, 1857.

A monthly periodical, dealing with Church affairs in the four Colonies, called the Southern Spectator, was edited by the Rev. Robert Fletcher, the Congregationalist minister at St. Kilda. We extract the following paragraph from its issue, October, 1857:—

"Free Church, St. Kilda.—The misunderstanding in the synod of the Free Church has led to the opening of a second Presbyterian church at St. Kilda, the Rev. A. Paul"
having commenced worship in a new temporary building, in the Alma Road. On the church recently occupied by him being vacated, it was re-opened by the Rev. Dr. Cairns, and it is at present supplied by the ministers in turn. It is understood that a ministry has been sent for from Scotland to fill the vacant post."

We have found the following contemporary note:—"Presbyterians—The Presbyterian Church, Inkerman Road, St. Kilda. The induction of the Rev. C. Moir (recently a missionary at Penang) to the pastoral charge of this church took place on Friday, March 19 (the year was 1855). The Rev. Dr. Cairns conducted the service, and preached an impressive sermon." The report proceeds to say that, the questions usual, on such occasions, were put to the minister, and answered in the affirmative by the Rev. C. Moir. On the Sabbath, the 21st, the Rev. D. McDonald of Emerald Hill preached in continuation of the induction services, and, on the Monday following, a public service was held with Pastor Moir as chairman. The meeting was addressed by the Revs. Richard, Fletcher (Congregationalist), Dr. Cairns, D. McDonald, J. Hardy, W. Roby Fletcher, James, and John Ballantyne, and T. J. Clarke, who had lately arrived from Scotland. "The whole series of these interesting services were concluded with a tea given to the children of the schools."

Recently the St. Kilda Presbyterian Church, Alma Road, celebrated its 75th anniversary (1930). We learn from a short history of the church that the first service was held in May, 1855, and in an iron building at the corner of High Street, and Alma Road. In October of the same year the congregation moved to a wooden building in Inkerman Street purchased from the Independent Church. It was not, the record states, until March 19, 1858, that the Rev. Charles Moir was induced as the first minister to the pastoral charge of the St. Kilda Presbyterian Church. For fourteen years he remained at his post. The site upon which the present church stands cost about £1,000. The foundation stone for a bluestone church was laid on June 5, 1860. The names of the Committee of Management in the year 1861 revive memories of some of Melbourne’s leading citizens, who were residents of St. Kilda. They were Messrs. Wilson (treasurer), Gray, Shaw, Langwill, Harvey, Melville, Blythe, Callender, Brown, Sloane, Gemmell, Sutherland, Ross, Dr. McKay and Mr. McCaul, secretary.
FREE PRESBYTERIAN CHURCH
E. Chapel St. & Alma Rd.
PRESBYTERIAN CHURCH

c.r. Alma Road & Barkly St.
The Rev. Charles Moir resigned his charge in 1872, and he was succeeded by the Rev. A. Cameron, D.D., 1873-1877. Then followed the Rev. S. Robinson, D.D., 1878-1899. During Dr. Cameron's ministry the day school housed at the Inkerman Street building was taken over by the Education Board, Mr. Ure being head master, the roll showing 115 pupils at one period. The movement to build the present church, described as "an edifice which for all time, will remain one of the greatest ornaments of St. Kilda, a landmark to the mariner, and an honor to its founders."

The memorial stone was laid by Sir H. B. Loch, K.C.M., Governor of Victoria, on January 27, 1885, and the opening services were held on May 30, 1886. The cost of the church, and school, was £17,657. In March, 1899, Dr. Robinson died, and in November the Rev. David Ross, M.A., was inducted into the pastoral charge, and he did not lay aside his work until thirty years afterwards, February, 1930. He has been described as "a gift of God to St. Kilda, and to the Church in Victoria."

The Rev. H. Clark, M.C., M.A., was inducted in May 1925, and on the Rev. Davis Ross's retirement, he assumed full charge of the Parish on August 1, 1930.

The Government had reserved to the Crown the area of land bounded on the west by Chapel Street, on the east by Westbury Street, on the south by Alma Road, and on the north by Dandenong Road. Out of land the Government excised reservations for churches. The Government granted land to the Church of England (All Saints'), to the Presbyterians (St. George's), to the Roman Catholics (St. Mary's), and finally a site to the Free Presbyterian Church, at the corner of Alma Road and Chapel Street.

After the exodus of the Rev. Arthur Paul, and his colleagues and followers from the Presbyterian unionists the Free Church authorities, after a time, proceeded to build a church of bluestone, at the corner of Alma Road, and Chapel Street, East St. Kilda, on the Government reserve, on the land which had been vested in trustees for them. When the foundations were plotted, according to contemporary reports, a number of Unionist Presbyterian ministers challenged the contractor, Benjamin Williams, and asserted he was a trespasser on the land. When the church building was roofed, it is alleged, opposing ministers sent an agent to oust the contractor's men by violence, if necessary, and
then to take possession of the church. The task was not an easy one to carry out. Neither Williams, nor his men, would leave the building at the bidding of an unknown man. Moreover, Williams, and his men, becoming incensed, cast the agent out of the church. In doing so the agent was assaulted, and he took out a summons in the St. Kilda Court against Williams, but, when the complaint came on for hearing a bench of St. Kilda justices dismissed the case. The Rev. Irving Hetherington of the Scots Church, and of the Synod of Victoria, was the most zealous opponent of the St. Kilda Free Church.

The new Free Presbyterian Church was opened on Sunday, January 17, 1864. Service in the morning was conducted by the Rev. Arthur Paul, and at the evening service the Rev. Alexander Gosman officiated. The church, designed in the Gothic style of architecture, was built under the superintendence of Lloyd Taylor, the architect of the building. The bluestone walls were relieved by white freestone dressings for the doorways and windows, quoins, and buttresses. Only half of the church as designed was carried out at this time. The cost of doing so was £1,500. Sitting accommodation for 160 was provided for in the new church. When the project of building the church was first discussed, the building fund was then burdened with a debt of £150 incurred in erecting the adjoining manse. It was considered, at the time the church was opened, that when all the subscriptions promised had been received, that the debt upon the church building fund would still be about the amount of £150. The cost of the church was defrayed by subscriptions collected by personal canvass. The opening services were well attended, and the collections at both services totalled £39.

In the year, 1884, Sir John Madden was engaged in building his home "Cloyne," in Chapel Street, and he wanted more land. He approached the church authorities, and the trustees of the church agreed to sell to him the land he required. The purchase money placed the church accounts in credit, and some much needed repairs and improvements, were made to the church property. In 1885 the church started the year free of any debt.

The Rev. Arthur Paul died at the Manse, St. Kilda, on August 13, 1910, at the age of 85 years. He married Miss Moffat, a descendant of Robert Moffat, the famous missioner who was sent by the London Missionary Society to South Africa, and whose influence is said to have drawn Dr. Livingstone to the then
"Dark Continent." Mrs. Paul died in 1895. They had twelve children, most of whom distinguished themselves in professional, commercial, and scholastic life.

From 1855, to 1928, there have been only two ministers of the Free Presbyterian Church in St. Kilda. The late Rev. Arthur Paul, M.A., dates from October 2, 1855, to August 13, 1910. The Rev. J. Campbell Robinson, M.A., from August 18, 1921 to the present time, 1930.

St. George's Presbyterian Church, East St. Kilda, attained its jubilee year in 1926. The first official reference to the Church was published in the Government Gazette on September 10, 1866 when it was notified, that an area of one acre had been reserved for church purposes out of the Alma Park church reservations. Not until July, 1876, were any steps taken to make use of the land, by building a church thereon. On the tenth of that month, a public meeting was held, in the Orderly Room, Chapel Street, for the purpose of forming a congregation, in connection with the Presbyterian Church of Victoria. The conveners of the meeting were David Ross, James McCulloch, John C. Lloyd, M. Glassford, and John Thomas Clark. Arrangements were made to hold Sunday services in the Orderly Room until a church was built, and the first service was held on August 13, 1876, the Rev. W. Groundwater Fraser officiating, while a Sunday school was started with A. Anderson as the Superintendent. On August 30, the trustees of the church property were nominated, and duly appointed by the Presbytery. They were accepted as trustees by the Government, and their names appeared in the Government Gazette, on September 22, 1876. They were Sir James McCulloch, and Messrs. John P. Clark, David Ross, Alexander McAdam, and John C. Lloyd. On February 1877 tenders for erecting a church, at a cost of £3,000, were accepted from R. S. Ekins, the architect being A. Purchas.

We quote a paragraph referring to St. George's Presbyterian Church, East St. Kilda: "The ceremony of laying the foundation stone of the St. George's Presbyterian Church for the congregation, which has assembled for some time past in the Orderly room, Chapel Street, East St. Kilda, was performed by Sir James McCulloch on Saturday afternoon, April 21, 1877. The introductory services were conducted by the Rev. W. Groundwater Fraser, who read a portion of the Scripture,
suitable for the occasion, and offered up prayer. A bottle was placed underneath the stone containing a record of the circumstances, leading to the building of the church, and mentioning the present trustees, namely, Sir James McCulloch, and Messrs. John T. Clark, Alexander McAdam, David Ross, and John C. Lloyd. The bottle also contained a photographic view of the drawing of the intended church, a copy each of Hayter's Statistics of Victoria, the day's *Argus*, the *Prahran Telegraph*, the *St. Kilda Advertiser*, the *Southern Cross*, and a few coins. A silver trowel was presented by the trustees to Sir James McCulloch, and the ceremony of laying the stone was duly performed. After thanking the trustees, and the congregation, for the honor they had conferred upon him, in giving him the privilege of laying the foundation stone of that church, he gave a long, and interesting resume of the circumstances, which had led up to and culminated in the proceedings of that day. After which, the Rev. Dr. Cairns delivered a short exhortation, and then brought the proceedings to a conclusion by prayer."

The opening services were held in the church on October 1st, 1877. They were conducted by the Rev. Dr. Cairns, the Rev. W. L. Binks, and the Rev. W. Bailtrache.

Some notable churchmen have been connected with St. George's Presbyterian Church, East St. Kilda. Its first minister was the Rev. J. L. Rentoul M.A., who came from Southport, Liverpool, and on June 15, 1879 entered on his ministry at St. George's. He was given a reception in the Prahran Town Hall, Sir James McCulloch being in the chair. The Dean of Melbourne greeted him with an address of welcome. After he had entered into his ministry the congregation increased so in numbers that the church had to be enlarged. The memorial stone of the enlargement of the church was laid on May 7, 1880. The work was completed, and the church opened for divine service on October 3 of the same year. In December 1883, the Rev. J. L. Rentoul was transferred to Ormond College as a professor. He died suddenly on April 15, 1926. The Rev. John Gordon Mackie, who was called from Beechworth, succeeded Dr. Rentoul. He died in January, 1898. The Rev. Alexander Skene M.A. followed, July 1898, and he left St. George's, to become Professor of Hebrew at Ormond College in November 1904. The Rev. Graham H. Balfour M.A.B.D., inducted on June 27,
ST. GEORGE'S PRESBYTERIAN CHURCH
Chapel St., East St. Kilda.
1905, was the next minister, and then came the Rev. Andrew Gillison M.A. from St. Paul's Church, Brisbane, inducted on April 2, 1909. His services as a chaplain in the Great War and the story of his tragic death are told in Chapter XXI. The Rev. Thomas Glass B.A. filled the vacancy created by the death of Mr. Gillison, and Mr. Glass resigned his office in October 1922. St. George's has reason to be justly proud of its Red Cross work during the Great War. Over £1,000 was subscribed, and 10,079 articles made for the care, and comfort of sick and wounded soldiers. During its first term of 50 years St. George's pulpit has been vacant six times, while the St. Kilda Presbyterian church, Alma Road, has had only one change of minister in 48 years. The Rev. Andrew Rube Osborn M.A. Dip. Ed. was invited to St. George's in 1923. He was born in Beechworth, in 1875, and had a distinguished career at the Melbourne University.


In the year 1911 provision was made for services at Balaclava East. In that year land was bought in Hotham Street, at a cost of over £1,000. This purchase made it possible to form the congregation, now known as St. Margaret's, Balaclava.
CHAPTER XVIII.

Churches Continued—St. Mary’s, East St. Kilda—Sacred Heart of Jesus
—The Church of Holy Angels—Methodist Churches—St. Kilda
Hebrew Congregation—The Building of the Synagogue—Some Notable
Jewish Citizens of St. Kilda—Moritz Michaelis—Michaelis Hallenstein
—Sigismund Jacoby—First Jewish Rabbi at St. Kilda, Rev. Elias
Blaubau—St. Kilda Jewish War Record—Sir John Monash-St.
Kilda and Brighton Ladies’ Benevolent Society, 1863, and
Others—The St. Kilda Day Nursery—South St. Kilda Baptist
Church, 1915—The Congregational Church, 1857—A Notable Man
and Congregationalist, Thomas Fulton, of St. Kilda—The Salvation
Army.

In the year 1853, the Roman Catholic community erected a
small brick church, which was used also as a Roman Catholic
school, in Dandenong Road, capable of seating 250 persons at a
cost of over £4,000. That building was the commencement of
the foundation of the well known church of St. Mary’s, East
St. Kilda, the oldest Roman Catholic Church in St. Kilda. A
report, which appeared in The Argus newspaper, under date,
February 28, 1859, states:—

"The foundation stone of the Roman Catholic Church
for the united parishes of Prahran, and St. Kilda, was laid
yesterday, by the Very Rev. Doctor Fitzpatrick, Vicar
General of the Diocese. Mass was said, on the occasion, by
the Rev. P. Niall, the priest of the parish, and the sermon
was preached by the Very Rev. Dean Hayes of Geelong, in
the absence of Dr. Geoghegan, V.G., who has not yet
returned from Sydney. The chapel is to be erected of Blue-
stone, with freestone dressings, and is to the design of Mr.
W. W. Wardell, lately appointed to the office of Inspecting
Clerk of Works of the Colony. It is being built, within the
reserve, situated south of the Dandenong Road, and east of
Chapel Street, and faces the Church of England reserve, on
which the foundation stone of a new church (All Saints’
St. Kilda) was also lately laid. Divine service has hitherto
been performed in the school house, which only accommoda-
dates about 250 persons, whilst the chapel, about to be
erected, will contain several times that number, although even then it will not do more than meet the growing wants of the parishioners."

It was found, after a few years, that the materials used in the construction of the church were so defective, and the workmanship so bad that Mr. W. W. Wardell, architect, was asked, and did, prepare further plans for a more commodious church of St. Mary. On May 1st, 1869, the Sunday after the close of the Provincial Synod, held at St. Patrick's Cathedral, Melbourne, the Very Rev. the Bishop of Melbourne, Dr. Goold, attended at the church to lay the foundation stone of the additions, comprising transept, and chancel, in the presence of His Grace, the Archbishop of Sydney, Archbishop Polding, the Very Rev. Dr. Fitzpatrick, V.G., and Dean Fitzgibbon of Adelaide. The chaplains, the Rev. V. Colletti, and J. P. O'Sullivan, were in attendance on the Archbishop and Bishop. There was a large attendance of worshippers at the ceremony. After High Mass, and Archbishop Polding had blessed the corner stone, that prelate, with Bishop Goold, and the Rev. J. F. Corbett, moved in procession to where the foundation stone of the addition to the church was to be laid. When that ceremony was over the clergy in procession made a circuit of the place of the proposed addition. The Rev. W. Kelly preached to those assembled from the Chapter 1, Verse 48, St. Luke. The collection taken up amounted to £100.

It was stated that the church, when completed, would be 136 feet in length, and 44 feet in its greatest breadth, with accommodation for 1,000 worshippers. When the ceremony connected with the new building took place St. Mary's Church was only 64 feet in length and held but 500 people. The additions comprised the extension of the chancel, the erection of a sanctuary, and vestry. Originally it was intended to add only to the main body of the church. The cost of the additions to the church was estimated at the sum of £3,800, of which sum £1,400 had been collected. The Rev. J. F. Corbett was the pastor of St. Kilda, and to his efforts were due the extensions of St. Mary's Church. The completed St. Mary's Church was dedicated on Sunday, November 26, 1871. The organ in St. Mary's Church is the one that was erected for, and was used at the opening, and during the continuation of the first Melbourne Exhibition. The presbytery of St. Mary's was commenced in October,
1866, and was ready for occupation at Easter, 1867. St. Mary's was consecrated by the Bishop of Sale on Rosary Sunday, October 2, 1887, being the first church consecrated in Victoria, and the second in Australasia. On that occasion, Dr. Corbett made a financial statement of his pastorate of twenty-four years, and announced that St. Mary's Church, in which a large congregation was assembled, the presbytery, and the Christian Brothers' house, were quite free from debt. Up to that time £50,000 had been expended on buildings, and of that amount no less than £25,000 was disbursed on buildings, in connection with education, in which was not included the maintenance of the teaching staff.

More church accommodation being required, a site was purchased in Gray Street West for £1,000. Archbishop Good laid the corner stone of the church, dedicated to the Sacred Heart of Jesus, on Sunday, July 13, 1884, and on Sunday, December 7, following, the nave, sanctuary and two sacristies being completed, at a cost of £3,300, His Grace dedicated the church. After the appointment of Dr. Corbett to the bishopric of Sale, St. Kilda mission was divided into the missions of St. Kilda East, St. Kilda West, and South Yarra, and the Very Rev. James L. Hegarty, Rev. W. H. Quirk, and Rev. John Fitzgerald, obtained respectively the pastoral charge of these missions. Later on, in November 1892, a further division of East St. Kilda was made, when the Malvern district was handed over to the care of the Vincentian Fathers.

On Sunday, November 30, 1913, His Grace the Archbishop of Melbourne, the most Reverend Dr. Carr, blessed, and opened brick additions, to the Church of the Holy Angels, Balaclava. The parish had, at that time, only been about a year in existence, and the brick building was superseding a wooden one. The Archbishop was welcomed by the pastor, the Rev. John Barry, and also by members of various societies, and Roman Catholic fraternities. The boy guides formed a guard of honor. A procession of the Archbishop, clergy, and acolytes, was formed, and the church was blessed inside, and outside, after which the Litany of Saints, with versicles, and prayers were recited. The interior of the church is impressive. The high altar, and the side altars of the Sacred Heart, and Our Blessed Lady, are aids to devotion. There are beautiful decorated statues of the Sacred
CHURCH OF THE SACRED HEART
Grey St.
CHURCH OF THE HOLY ANGELS

The Avenue, Balaclava.
Heart, and the Blessed Virgin, adorning the side altars. The altar rails are artistic, with a rich carpet, and a massive candelabrum; these, and other furnishings, it is said "make the Church of Holy Angels, Balaclava, the most devotional one outside of Melbourne." There is also a beautiful stained Gothic window placed over the main entrance, and another window at the end of the choir gallery. A commodious parish hall in, connection with the church, has been built in McWhae Avenue, on the spacious grounds adjoining the Presbytery. The hall will seat 400 people, and it was constructed from the timber that had formed the old church building. The new church cost £11,000, and with total furnishings the cost is estimated at £12,000.

At Elwood, St. Columba's Church School was opened on April 29, 1918, and it was attended to by the priests of the Sacred Heart Church, Grey Street, St. Kilda till March 10, 1919. Elwood was then formed into a separate parish and its first parish priest was the Rev. J. J. MacCarthy. On January 6, 1922, the Rev. M. F. McKenna became the parish priest of Elwood. In 1929, the present church of St. Columba was commenced. The memorial stone bears the inscription, "This memorial stone was blessed and laid by the Most Reverend Daniel Mannix, D.D. L.L.D., Archbishop of Melbourne, 12th May 1929. Reynolds Bros. Builders, A. A. French F.R.V.I.A, architect." The church was completed on December 8, 1929.

On Tuesday, March 29, 1869, the foundation stone of a new chapel, the United Free Methodist Church, St. Kilda East, was laid in Packington Street by Mr. Orr. A newspaper report states that—

"For some time the United Free Methodists have been holding preaching services in a house lent by a friend. The congregation increasing, it was necessary to erect a chapel, and Henry Jennings, Esq., kindly gave the land for that purpose. The chapel is to be built 30 feet by 26 feet."

With regard to the Methodist Church, at the corner of Chapel and Carlisle Streets, Balaclava, early in the years of the seventies, various members of the St. Kilda Wesleyan Church, who were living in East and South St. Kilda, resolved to have a church in their neighbourhood. Some opposition was shown by residents living in the vicinity of the Wesleyan Church in Fitzroy Street. They feared a church in the southern portion
of St. Kilda, would be a continual burden on the finances of the circuit. The proposal was strongly advocated by its supporters, and in the end, the circuit quarterly meeting gave its necessary consent. The Rev. John Cope, the superintendent of the circuit convened a meeting of those interested in establishing the chapel. The meeting was held on July 13, 1874, and the sum of £95 was promised towards the building fund. The amount formed a nucleus, and it was added to until on December 22, 1876, during the superintendence of the Rev. W. A. Quick, a contract to build a church to cost £850 was signed. On the morning of Christmas Day, the position of the building was marked out at the corner of Carlisle, and Chapel Streets, where it now stands.

It was due to the exertions of the Rev. D. J. Draper, who was the chairman of the Melbourne District of the Wesleyan Church, that the land for a church site at South St. Kilda was secured from the Government in the year 1859. On May 23, 1877, the church was opened and 58 seats were taken. The building was designed to accommodate 220. It measured internally 45 feet by 27 feet 8 inches. The turret at the south-east angle rises to the height of 95 feet, and is surmounted by an ornamental vane, and when built was regarded as a good landmark for the neighbourhood. The windows were described as being "glazed with cathedral and ornamental stained glass by Ferguson & Wise. The cost of the building including seats and pulpit was about £1,060. More than half of that sum was received from contributions made when the church was opened. The architects of the building were Crouch & Wilson.

At first no ministers were appointed to the church, but upon the Rev. J. C. Symons coming to reside in South St. Kilda, he was appointed to the pastorship of the new church. The church building was enlarged in 1885, and a pipe organ was installed. The school, built in 1879 was enlarged in 1887. In May, 1888, the church authorities celebrated the coming of age of the church. Up to that time the capital expenditure had been £3,850, and the church debt stood at £1,150. Since that time a separate brick building has been built. It contains a large room for use as a kindergarten, and several class rooms. When the Jubilee of the church came, 1927, a sum of £200 was subscribed to put the church, and its buildings, in repair.
Owing to the itinerant changing system of supply of ministers to various circuits which obtains in the Methodist Church, the pastorate of the United Free Methodist Church has been occupied by a long succession of ministers. Among the number the Rev. A. T. Holden, C.B.E., B.A., and the Rev. D. Ditterech have been chairmen of the Victorian and Tasmanian Conferences, while one, the Rev. P. Knight, B.A., has occupied the position of President of the New Zealand Conference.

The Wesleyan Chapel in Fitzroy Street was opened on June 3, 1853. It was a small iron building, of the class that was then being freely imported into the Colony. The Rev. Robert Young preached the opening sermon. A news note of the day stated that the chapel was about sixty feet in length, and forty in width. An iron building of much larger dimensions had been ordered from England, and when it arrived it was proposed that the old building should be converted into a residence for the minister. Arrangements had been made to hold regular meetings, and evening services, every Sunday. Sabbath and Day Schools were also to be opened. The Honorable Alexander Fraser, councillor of the municipality of St. Kilda, on Tuesday afternoon, October 27, 1857, performed the ceremony of laying the foundation stone of the new Wesleyan Methodist Chapel in Fitzroy Street, St. Kilda. A large number of spectators was present. The usual formalities were observed. Hymns were sung, and prayers offered up, responsive to the occasion. When the 84th Psalm was read, the stone was laid. In the evening, a tea meeting of adherents of the church was held. We quote from a contemporary report:

‘Wesleyan Church, St. Kilda.—This place of worship was opened on Sunday, September 19, 1858, by the Rev. W. Hill of Geelong, preaching in the morning, Rev. James Ballantyne in the afternoon, and the Rev. I. New in the evening, when the congregations were excellent. On the following evening 20th, a service was held in the school room adjoining, the party adjourning after tea to the new church, Peter Davis, Esq., presided, and the meeting was addressed by the Revs. D. J. Draper, R. Fletcher, J. Ballantyne, Walter Powell, Esq., and others. The collection, and promises, amounted to about 2350. The building is an oblong gothic structure, with narrow lancet windows, side
buttresses, a square tower, &c. It is built of blue stone, with white stone facings, and has a neat appearance. It will accommodate 500 adults besides Sunday School children. The cost will be between £4000 and £5,000, towards which £1,500 has been granted by the trustees of Collins Street, Melbourne, out of the sale of the chapel there."

On November 26, 1859, the annual tea meeting of the Wesleyan congregation, in St. Kilda, took place in the wooden chapel, and then those present adjourned to the new church to listen to the opening address of the Rev. D. J. Draper who presided, and the Revs. Fletcher, Williams and others. A collection was taken up for the building fund, the debt on the church at that time being the sum of £3,000.

The history of the St. Kilda Hebrew Congregation from 1871 to 1921, has been prepared by the Rev. Jacob Danglow, M.A. From this history, we learn that there were in 1871 nearly fifty Jewish families, residents in St. Kilda, and the surrounding neighbourhood. For some years, before 1871, services were held on the New Year, and Day of Atonement in the Wesleyan Church Hall, Fitzroy Street, St. Kilda. On Sunday morning, September 3, 1871, Jewish residents, to the number of about twenty, met at the residence of Mr. Israel Bloomington, Chapel Street, St. Kilda, for the purpose of considering the best means of obtaining "a permanent place of worship." Mr. Abraham, Benjamin was voted to the chair, and Mr. Hyam E. Hart undertook the duties of honorary secretary. After an exhaustive discussion, in which Messrs. Israel Bloomington, Julius Salenger, Hyam E. Hart, Angel Ellis, Nelson Marks, Henri J. Hart, Michaelis Hallenstein, Moritz Michaelis, and S. De Beer took part, it was resolved, with one dissentient vote:

"That the Jewish residents of St. Kilda and neighbourhood form themselves into a congregation to be called the St. Kilda Hebrew Congregation."

The following honorary officers, and committee, were then elected, President Mr. Moritz Michaelis, Treasurer Mr. Israel Bloomington, Hon. Secretary, Mr. Hyam E. Hart. Committee, Messrs. A. Benjamin, D. Rosenthal, I. Jacobs, A. Ellis, M. Hallenstein, N. S. Marks, and D. Abraham. The first services held by the newly formed congregation were those conducted on the New Year, and Day of Atonement in the St. Kilda Town
OLD SYNAGOGUE

Charnwood Crescent
ST. KILDA HEBREW CONGREGATION

Hall, Grey Street, and the services commenced on the evening of September 15, 1871. The attendance averaged about one hundred worshippers. The second services that year were held in the New Hall, now Hampton House, Grey Street, St. Kilda.

On October, 15, 1871 a general meeting was held, at the residence of Mr. M. Michaelis, Acland Street, St. Kilda, to consider the advisability of purchasing a piece of land, which is now the site of the old Synagogue, in Charnwood Grove. The land was described as having two frontages measuring 66 feet, and 87 feet respectively and two depths one 97 feet, and the other 114 feet. The land was bought, and on February 19, 1872 a general meeting of the members of the congregation was held, to consider the advisability of erecting a Synagogue. A motion was passed, at that meeting to the effect, that "the committee be empowered to at once adopt steps for the erection of a suitable Synagogue and for the engagement of a minister."

It was further resolved to expend one thousand pounds in building a Synagogue. On June 16, 1872 the Synagogue plan submitted to a general meeting was approved. The architects were Messrs. Crouch & Wilson, and the contractor for the building Mr. H. S. Gardner.

On July 1, 1872 the foundation stone of the St. Kilda Synagogue was laid by Mr. M. Michaelis assisted by Mr. I. Bloomington. On September 29 the Synagogue was consecrated, in the presence of a large gathering, including many persons who were not Jews. The officiating clergy were the Rev. Moses Rintel, son of the Rev. Myer Rintel, and he was born in Edinburgh in 1824. At the time of the consecration he was the minister of the East Melbourne Hebrew Congregation. He emigrated to Sydney in the year 1844, and when in Victoria the Jewish Philanthropic Society was established he was appointed minister of the community.

The St. Kilda Council has a link with the early efforts of the Jews to follow in season the religion of their fathers. The first Jewish divine services were held in the stores of Benjamin, Collins Street in 1840, ten people attending, but in 1841 twenty five persons commenced to hold services on the Rosh Hashana (New Year) in the Port Phillip Club Hotel, Flinders Street, services being performed by the lay members of the Jewish
community. One of the most distinguished municipal councillors of the Jewish race and faith was Sigismund Jacoby. He was one of the original members of the Melbourne and Metropolitan Board of Works, and he was also, which brings us to our point, the licensee for years of the Port Phillip Club Hotel wherein those first Jewish services were held.

A contemporary newspaper paragraph (November 29, 1873) states “The ball given on Wednesday night in the Melbourne Athenæum partly in aid of the funds of the St. Kilda Synagogue was largely attended and proved a very successful, and pleasant affair.”

At the consecration ceremony the Rev. M. Rintel recited the special Dedication Prayer, and the Rev. A. F. Ornstein, minister of the Melbourne Hebrew Congregation preached the sermon. In September 1873 the Rev. Elias Blaubaum of Cassel, Germany, was appointed the first minister of St. Kilda Hebrew Congregation. He arrived by the steamship “Great Britain” on December 27, 1873, and shortly after the vessel anchored Messrs. Michaelis, Jacobs, E. Samuels, Bloomington and Davies, accompanied by the Revs. M. Rintel and A. F. Ornstein, went aboard the ship, and offered him a welcome on behalf of his new congregation. After cordial greetings, Mr. Blaubaum was taken to Mr. Jacob’s residence in St. Kilda.

In an advertisement appearing in The Australian Israelite of January 23, 1874, it was announced that a Hebrew School at St. Kilda was to be opened on February 1, 1874, and the school was to be divided into two classes, no class to contain more than twenty five children. The Rev. E. Blaubaum married, in 1877 Miss Rebecca Cohen, daughter of Mr. and Mrs. Samuel Cohen, of St. Kilda. A portion of the St. Kilda Cemetery was set apart for Jewish burials, and Mr. Moritz Michaelis was the first Jewish trustee appointed to take part in the management of the cemetery. A Hebrew school building was erected on the grounds of the Synagogue in 1896. In November 1902 Moritz Michaelis, the principal founder of the congregation, died at the age of 82 years. He was a sturdy champion of Judaism, and a whole hearted citizen of St. Kilda of the very highest integrity. In 1904 structural alterations under the direction of the Hon. Architect Nahum Barnet were carried out in the Synagogue. A sum of £500 was bequeathed by the Michaelis
will for that purpose. On April 21, 1904 the Rev. E. Blaubaum died. He had served the congregation faithfully for thirty years. The Rev. Jacob Danglow was appointed on December 11, 1904 to succeed him.

On February 28, 1926, the Foundation Stone of the new St. Kilda Synagogue situated almost opposite the old edifice, was laid by Mr. F. D. Michaelis, the eldest son of the late Mr. Moritz Michaelis, the principal founder of the Congregation who, as President in 1873, laid the Foundation Stone of the first St. Kilda Synagogue. The ceremony, which was conducted by the Rev. J. Denglow, MA., assisted by the local Jewish Clergy, took place in the presence of a large assemblage of Jewry. The Mayor of St. Kilda and other prominent citizens were also present at the ceremony.

On March 12, 1927, the last service was conducted in the old Synagogue by the Rev. J. Danglow and, on the following day, the beautiful new Synagogue was impressively consecrated. The new building, which is an imposing structure of Byzantine design, can accommodate nearly 1000 worshippers. The architect was Mr. J. Plottel, A.R.I.V.A., and the contractor Mr. H.H. Eilenberg.

On September 15, 1930, the Rev. J. Danglow, M.A., completed 25 years of service as the Minister of the St. Kilda Hebrew congregation.

During the Great War 113 of those belonging to the congregation gallantly responded to the call of duty and of that number nineteen were killed. Among those who enlisted for active service was the Rev. J. Danglow M.A., who succeeded the Rev. D. I. Freedman B.A. of Perth, as Jewish Chaplain A.I.F. The Rev. J. Danglow left for the front on May 6, 1918, and after serving in France, and England returned to St. Kilda, in July 1919. On Chanukah, 1920 the Congregation's Roll of Honor was unveiled in the Synagogue by Lieut. General, Sir John Monash, in the presence of a large assembly of worshippers. In 1920 Sir John Monash became a member of the congregation, and also joined the Board of Management.

The first annual meeting of the St. Kilda Ladies' Bible Association was held on Tuesday, October 8, 1857, in the Rev. R. Fletcher's Congregational Church, Alma Road. His Honor Judge Pohlman occupied the chair, and in his address, congrat-
ulated the meeting upon the establishment of a branch of the Victorian Bible Society, and that the ladies of the neighborhood had formed the society, and more especially on the fact that individuals connected with various denominations were about to take part in their proceedings. The Rev. David Seddon of Christ Church, Acland Street, read the report, which showed that the ladies of St. Kilda had collected about £170 during the year to be appropriated for the purchase of bibles from the Victorian Society. The Rev. R. Fletcher read the Treasurer's report, which was considered highly satisfactory, after which the Very Rev. the Dean of Melbourne proposed the adoption of the report. The Revs. J. P. Sunderland, C. Searle, T. Harding, W. R. Fletcher M.A., and Messrs. J. T. Hoskins (deputation from the Melbourne Society), Frederick Haller and H. Jennings severally addressed the meeting.

In May, 1873, there was formed the St. Kilda Bible and Evangelical Union, and the Union's meeting was first held in the Wesleyan Church, Fitzroy Street. Its objects were shown by a motion moved by the Rev. John Stanley Low—"That the Protestant Evangelical Churches of St. Kilda as under do hereby agree to unite together to provoke one another to love, and good works, and to adopt means to extend their common Christianity to all in the neighbourhood under the title of "The St. Kilda Bible and Evangelical Union viz., Christ Church, Acland Street, St. Kilda, Rev. J. S. Low, Minister; Presbyterian Church, Alma Road, Rev. Dr. Cameron, Minister; Wesleyan Church, Fitzroy Street, Rev. J. Cope, Minister; Congregational Church, Alma Road, Rev. A. Gosman, Minister; Trinity Church, Brighton Road, Rev. Dr. Boake, Minister; Baptist Church, Alma Road, Rev. G. P. Lush, Minister; Congregational Church, Balaclava Rev. H. W. Bradney, Minister, and such other churches as may hereafter agree to join." This newly organised social movement in St. Kilda decided to co-operate with the St. Kilda Ladies' Bible Association, and also with the St. Kilda Ladies' Benevolent Society, and also to inquire into cases of destitution, of sickness, and to afford relief, and to give spiritual comfort. We do not know what particular good the members of this association did, except, perhaps, among themselves, unconsciously, in stimulating the growth of fraternal Christianity in the sphere of evangelical activities in St. Kilda. Otherwise the aims of these
NEW ST. KILDA SYNAGOGUE

Charnwood Grove, Foundation Stone laid by Mr. F. D. Michaelis,
28th February, 1926.
bodies were not far enough asunder to avoid overlapping in unrelated acts of eleemosynary relief, and in that respect it is clear that the union of ministers essayed to occupy a field of charitable effort that was already occupied, and well served by the ladies of St. Kilda.

The ladies of St. Kilda were energetic workers in causes that appealed to their sympathies, and among such causes, was the plight of poor people, who struggled for a livelihood, on the margin line, that divides penurious existence from actual want. Any temporary cessation from daily employment, any visitation of sickness upon the breadwinner, and such families became distressed ones needing help in money or kind. Then too there were the families who suffered from the improvidence of the breadwinner brought about maybe by intemperance. Be the cause what it may have been, the ladies of St. Kilda were of that charitable nature, that they could not allow the children, and wives, to suffer, without making an attempt to succour them. It was adjudged that the best method wherewith to deal with such cases was to establish a Ladies' Benevolent Society, and a meeting of ladies was held at the residence of Mrs. Purchase on October 11th, 1859, for that purpose. Two resolutions were adopted:

1. That such a Society was necessary for the purpose of visiting and relieving the poor and 2. that the Society be designated "The St. Kilda Ladies' Benevolent Society." Mrs. A'Beckett was elected to fill the office of President, Mrs. Cooke that of Treasurer, and Mrs. Shaw that of Hon. Secretary. A code of rules was drawn up for the guidance of the Committee. A second meeting was held on the 25th, at which Mrs. Alicia Jennings acted as President in the absence of Mrs. A'Beckett.

The Society's first report gives a glimpse into the necessities of the poor in early St. Kilda. Indigent persons to the number of 58 were relieved, and assisted, during the first year of the Society's existence. Some deserted wives were given the means to earn money by presents of mangles. The receipts for the year from charitable people (including £50 from the Council) were £230, and the expenditure in relief £365/12/1.

The committee of the St. Kilda Ladies' Benevolent Society was in the habit of distributing bread, groceries,
clothing, and firewood. Many poor people also had assistance given to them to enable them to pay their rent. In 1863, the society advanced money to two poor women for the purpose of buying sewing machines. Several individuals, sick and poor, had been sent to the hospital, and some old people to the Benevolent Asylum, wholly through the efforts made, and the influence used by the ladies of the society. Numbers of children in St. Kilda, whose parents were too poor to pay for their education, were sent to school at the Society's expense. The committee of the society established friendly relations with the authorities of the Melbourne City Mission. At the society's request, a missioner visited St. Kilda, once every week to visit the poor. For this service the committee paid to the mission the sum of £10 per year. The society afforded help to all indigent persons, without distinction of creed. The only limit to its bounty was the extent of its resources. In the report issued, by the Society in November, 1863, acknowledgement was made of the generous way, in which the residents of St. Kilda, had supported the Society. The cash account showed that the Society had commenced its year with a balance of £35/3/74, and that the subscriptions had totalled £73/7/- and the donations and payments £172/3/- making a total of £280/13/7½. The expenditure for the year had been £257/17/6, leaving a balance in hand of £22/16/1½. The cash receipts were swollen by the receipt of £50 from the Municipal Council of St. Kilda, a body of men who had the highest opinion of the St. Kilda Ladies Benevolent Society, an opinion that still lives in the corporate mind of the St Kilda Council towards the present members of this very useful society. The £50 was handed to the secretary of the Society, to enable the ladies to arrange that the children of the poorer classes should participate in the rejoicings at St. Kilda in celebration of the marriage of H.R.H. the Prince of Wales. After the business of the annual meeting was concluded, a lecture was given to a large audience upon the subject of "Prehistoric Man." The lecturer was Dr. Bromby, head master of the Church of England Grammar School. The Mayor of St. Kilda, Councillor B. F. Bunny presided.

For many, many, years the St. Kilda Ladies' Benevolent Society meant to hundreds of people, philanthropists, poor people, and newspaper editors—the Misses Jennings. If ever
women deserved to be honored for fealty to a charitable society, for ceaseless work, for untiring faith, then among those women must be placed the names of the Misses Jennings, of the St. Kilda Ladies' Benevolent Society.

Creches are among the ordinary social conveniences of a well-ordered city in these days of infant welfare. These quasi-philanthropic aids, to enable poor mothers, who have to leave infants in charge of somebody, while they go out to work, are a great convenience to such mothers, and they relieve them of much anxiety, because they know their infants will be well cared for during the day. Creches did not exist in the same way today as they did fifty-three years ago, though the want of a place where infants could be left by working mothers was, in degree, just as pressing as it is today. The St. Kilda Ladies' Benevolent Society recognised the want, and the ladies of that society, made provision to meet it. On April 8, 1875, they opened, what they called, "The St. Kilda Day Nursery" in Somerset Street. The nursery, it was stated, was for "the benefit of the working women to enable them to leave their children, from the age of one month to six years, during their necessary absence from home." Advertisements were inserted in the newspapers, informing the mothers, that full particulars could be obtained from the nurse on the premises, from the honorary secretary of the Society, Miss Robertson, Acland Street, Mrs. Landale, the former honorary secretary having left the colony, or from the ladies of the Committee.

Twenty years ago, mainly through the instrumentality of Mrs. Davenport and Mrs. Frank Grey-Smith, ably assisted by a Committee, a Free Kindergarten was established, and in 1925, a handsome and commodious edifice was erected in Nelson Street, Balaclava.

A notable Methodist preacher, in Early St. Kilda, was the Rev. James Bickford, who was, in August 1853, selected by an English Conference, and sent out from London to be a minister of the Melbourne Circuit. He voyaged to Sydney, and from there, with his wife, sailed for Melbourne in 1854. He says in his autobiography, published in 1890, that "It was on July 8th that we, early in the morning, passed through Port Phillip Heads, and made our way up the Bay for Cole's Wharf. We overhauled an emigrant ship, and took from her as many pas-
sengers as crowded our deck in every part. This was far from being agreeable, but we had to submit. On reaching the worldwide reputed Coles' Wharf, how was I disappointed to find that it was only a bank of hardened mud, shaped by the ebb and flow of the Yarra Yarra, and flattened on its surface by the tread of many thousands of immigrants."

Mr. Bickford went to the Brighton Circuit on July 13, and he states:— "On the 17th I opened my commission by preaching at East, Little and Great Brighton." He speaks of going across country to visit his brother, Nicholas, at Gardiner's Creek. On December 3 he preached missionary sermons at St. Kilda, and gave the Lord's Supper. He records that the Hon. A. Fraser, and Mrs. Fraser, were his hosts.

In 1861, Mr. Bickford, after being stationed at the Ballarat and Bendigo goldfields, resumed his ministry at St. Kilda. He states in his diary that he received a "warm welcome from the Hon. A. Fraser M.L.C., Mr. John Whitney, Mr. T. J. Crouch, and other officials, and friends" On April 14 he began his ministry by preaching at St Kilda and Prahran on 1 Thess. III. I.

An interesting historical note is made in the diary on November 24, 1861, when Mr. Bickford writes:— "John King, the only survivor of the Burke & Wills party, came to St. Kilda tonight. He was a mere shadow, and his whole nervous system was unhinged. On December 5th, I accompanied Mr. King to Melbourne, and introduced him to Sir William Stawell, the Chief Justice, who received from him Mr. Burke's note-book. His last record was, "King has acted nobly." Sir William appeared to be deeply affected. He made many enquiries of King, to whose reply he paid the closest attention. I then went with King to the Parliament House, and left him there for examination before the Committee of Enquiry. On the 6th I went to the house of Henry Jennings, Esq., to meet several ladies and gentlemen who were favourable to the establishment of a Moravian Mission at Gipps Land."

Again, on May 20, he says "I called on Sir Henry Barkly and informed him that John King, the explorer, wished to have granted to him six hundred and fifty acres of land on the Flinders River."

The Victorian Government granted King an annual pension of £180. He died on January 15, 1872. King's sister was a
member of the Wesleyan Church in Fitzroy Street, and at her request a special service was held "to entreat the Almighty for His help and protection" over the expedition of Burke and Wills.

Resuming Mr. Bickford's diary, he states:—

"Dec. 18th—I attended the funeral of the late Rev. William Richard Fletcher. The Rev. R. Connebee gave the address in the church. 'A good man and a just' has just gone to his reward, and the church-life of St. Kilda is all the poorer for his removal."

Mr. Bickford writes, in 1862, March 15:-

1862. "March 15th—Mr. John Whitney informed me that Mr. Walter Powell, now in London, has engaged to give £500 towards the reduction of the debt on the St. Kilda Church, on condition that we raise £500 ourselves. We gratefully accept the condition."

1863 "May 19th—A grand commemoration day on the marriage of the Prince of Wales with the Princess Alexandra. There were about a thousand children of St.Kilda assembled at noon to partake of a sumptuous treat."

Mr. Bickford was the secretary of the Wesley Grammar School Committee, and he says, with other secretaryships, it gave him much clerical work to do. On December 28 he concluded the St. Kilda Church Anniversary, the result in cash and promises was £379.1.2. On April 6, of the following year, he leaves St. Kilda, and is presented, by his flocks, with "a massive inkstand of silver," and Mrs. Bickford is given "an elegant desk." Mr. Bickford's good St. Kilda friend, The Hon. Alexander Fraser, presided over the farewell gathering.

The foundation stone of a Baptist church was laid in Crimea Street, St. Kilda on April 8, 1876 by Sir James McCulloch, who was careful to explain, that he was not a Baptist. The church was designed to seat 400 worshippers, and its cost including ground was £2,000. Thomas Matthews was the architect. The ministers present were the Revs. W. Jones, pastor, P. Bailhache Poole, Lush, Lewis and Moss. Early in 1922 the edifice was purchased by the Balaclava Lodge of Freemasons, and having been remodelled for masonic purposes, became "The Balaclava Masonic Temple."

The ceremony of laying the memorial stone of the new building of the South St. Kilda Baptist Church in Pakington
Street took place on March 27, 1915 in the presence of a large gathering, presided over by the Rev. J. H. Coble. Among the visitors were the Mayor of St. Kilda, Councillor J. H. Hewison and the Mayoress. Mr. McCutcheon, M.L.A. and Mrs. McCutcheon, and the Town Clerk of St. Kilda, Mr. Fred Chamberlin. The Rev. J. R. Bradbury read Psalm CXIVII and the Rev. W. T. Hughes Jones engaged in prayer, after which an anthem was sung by the choir. Pastor H. R. Steward told the story of the effort he had made. For three years after he had taken charge of the mission at the A.N.A. hall, though the work had gone but slowly there was evidence that they were to become established, and the deacons agreed to deposit £25 on the land, and to pay the balance in eight years. They started to raise the money, and on July 10, they paid a deposit of £50. A donor offered £50 if they could raise the balance by the end of the year 1913. The period was extended for three months, and the money required was raised. The land cost £410. W. Rain, of Collingwood, prepared the plans for the building, and the tender of J. H. Britt was accepted at £890. Various efforts have resulted in the money required for the building being obtained, a part by a loan of £600. The property is estimated to be worth £2000.

When this Baptist church started there were ten members on its register, and at the first service held there was only Pastor Stewart, and R. D. J. Christie present, and five scholars at the opening of the first Sunday school. At the time of laying the memorial stone, there were 150 scholars at the Sunday school, and 58 church members. Mr. George H. Doeny, President of the Baptist Union of Victoria, laid the stone, and the Rev. Professor Wilkin M.A. B.D. in an address he delivered, stated that the most important buildings in St. Kilda were its churches. That statement is quite true, so far as groups of buildings are adjudged. Nor is it surprising to find beautiful churches in St. Kilda, when we know that the spiritual forces in St. Kilda, from the first days were very active. People who did not regularly attend churches for worship, be their religion what it was, were not looked upon with any eye of favor by those who, each Sunday, wended their way to church or chapel. We have read somewhere that the ringing of church bells, in Early
that the day of rest was kept strictly sacred, and no profane
work, or play, was permitted.

In August, 1857, the authorities of the St. Kilda, and the
Brighton Congregational churches, entered into an arrangement
with the Rev. Richard Fletcher, pastor of the St. Kilda church
and his son, the Rev. W. Roby Fletcher, M.A. who had recently
arrived in Melbourne from England, to supply the two places
alternatively for a period of six months. The Rev. Richard
Fletcher loomed large in church affairs at St. Kilda. Judging
from his actions he was a man of liberal ideas. Throughout
the records of the churches doings in St. Kilda his name is fre-
quently met with in connection with ministers of other denom-
inations to his own. Indeed this church brotherhood was a
characteristic of early St Kilda churchmen, outside the rift
that had occurred in the Presbyterian fold. An instance is seen
in the list of ministers of St. Kilda of different nominations
associated together to forward the work of the St. Kilda Ladies'
Bible Associations.

The annual social meeting of the Congregational Church
adherents was an event of social importance in Early St Kilda.
A report of one held on November 24, 1858, is before us wherein
Robert Smith, treasurer and deacon, states that the congrega-
tion had raised and distributed, throughout the year the sum
of about £1,000. Of that sum £133 had been paid to the Home
Missionary Society. The Rev. Thomas Burney presided at the
gathering, and the speakers included well known St. Kilda resi-
dents of those days, G. Rolfe, Thomas Fulton, and the Revs.
A. Scales, J. Sutherland, and W. B. Landells.

The Alma Street Congregational Church was reopened
November 15, 1874, after undergoing extensive repairs, £1000
being spent on the improvements which included a new front,
choir gallery and organ. The opening services were performed
by the Rev. W. R. Fletcher M.A. in the morning and in the
evening the Rev. J. J. Halley officiated.

Thomas Fulton was a most worthy resident of Early St.
Kilda, and a pillar of the Congregationalist Church. Fulton
Street running between Hotham and Westbury Street recalls his
name to memory. The first iron foundry and engineering shop,
in Melbourne was started by him, and Robert Langlands. A
record states that, "all the ship, carriage, and dray work, the
manufacture of wool-presses, bullock yokes etc. of the colony were done by them in those days.” Thomas Fulton was married in Dundee, and his daily work took him to places where he saw the terrible conditions, under which children were compelled to labor in factories, mines, and other places. He made up his mind that no child of his should suffer in such ways, if he could prevent them. He and his family sailed for Port Phillip from Scotland in 1841. The voyage lasted six months. The ship was on one occasion pooped by a huge wave. When the ship righted itself, the Captain was clinging to the riggings, having been washed up there. In February, 1842, the ship arrived at Melbourne. Soon afterwards Thomas Fulton started as an iron founder, and the times being favourable for such an enterprise as iron founding he made money. Though Congregationalism in Victoria dates back as far as 1837 it is convenient for our purpose to say that by the year 1853, churches were formed, and settled at Prahran, Richmond, Brighton, St. Kilda and Geelong and Kyneton. The influx of emigrants seeking gold, and work, into Victoria was of such proportions that the Colonial Missionary Society of England, decided to send an additional supply of ministers to Victoria. To do so required £5,000, and subscriptions were taken up for the purpose in Victoria. To that fund Thomas Fulton subscribed £1,000. Among the ministers sent out were the Revs. Richard Fletcher, J. L. Poore, and E. Day, and later there came Mr. Fletcher’s son the Rev. W. R. Fletcher M.A. The Rev. Richard Fletcher was appointed to take charge of the Congregational Church at St Kilda. Writing in the Southern Spectator of Thomas Fulton, his pastor, the Rev. R. Fletcher says “The foundation of the church at St. Kilda is mainly owing to the princely liberality of Mr. Fulton, Mr. (Robert) Smith, and Mr. Sargood, who defrayed out of their own pockets the greater part of the costs, and he, in conjunction with the gentlemen named, and others, acted for that church as deacon till he was called away to his heavenly rest. He served his generation by encouraging the building of places of worship, and he spent freely, thousands of pounds . . . .”

When quartz mining developed the firm Fulton & Langlands made a great deal of the machinery used for that purpose. In pursuance of an order it became necessary for Fulton to visit Bendigo, which he did taking his foreman with him. They were
descending a mine when the rope unwinding on the drum, in the machinery house, was checked in some way. The rope jerked the platform in the shaft upon which Fulton stood and he was thrown to the bottom of the mine. His body was brought to Melbourne, and his funeral took place on February 22, 1859. A report of the funeral states it was the most remarkable one seen in Melbourne up to that date. The hearse was followed by relatives, then by the pastor, the Rev. Richard Fletcher, the deacons of the St. Kilda Congregational Church, and most of the Congregational ministers of Melbourne, the Mayor and Councillors of the City of Melbourne and St. Kilda, by old colonists and by representatives from the mercantile, and manufacturing interests of Melbourne. Some of the mourners were on horseback, others in carriages, while there was a long procession of various vehicles. Other mourners followed on foot, including the workmen of the foundry. The funeral exceeded a mile in length. Along the route shops and offices were closed, and flags were flying at half mast at the Town Hall, and other places. The Rev. R. Fletcher, his pastor, and the Rev. T. Odell, his past pastor, conducted the service at the grave in the Melbourne General Cemetery where the remains of Thomas Fulton were buried.

Miss Fulton, the daughter of the late Thomas Fulton, was one of the best-known of St. Kilda workers in the cause of charity. She was actively associated with the Ladies’ Benevolent Society for over 50 years, and on the retirement of Mrs. Stanley-Lowe was President for nearly 20 years. She retired from the position in 1923, at the age of 86 and was succeeded by Miss Fanny Knox.

In the days before the municipal authorities and, the leaders of the newly arrived gospel messengers of the Salvation Army understood each other there were several unpleasant episodes, due to the fact, that the local leaders of the Salvation Army, were not inclined to render unto Caesar the obedience that was due to Caesar, and they would persist in marching through the streets, without permission, in contravention to the ordinances of certain municipal by-laws, made for the benefit of the community, regulating street traffic. Clashes between marching Salvationists, and the police, took place in several suburbs, and one of these regrettable incidents occurred at St.
Kilda. Captain Ebenezer Phillips of the Salvation Army was charged at the St. Kilda Police Court on May 27, 1884, with insulting behaviour, a very elastic term covering a multitude of technical offences. Sergeant Theophilus Howall, and Private Jacob were charged with marching in the streets of St. Kilda, and thereby breaking a municipal by-law. Evidence was given that two horses had been frightened, and bolted, to the danger of all concerned. There was no desire on the part of the prosecution to press home the charges, provided the Salvationists would obey the by-laws. The charges against Howell and Jacob were withdrawn. Captain Phillips was fined 10/- with 10/-, in default of payment to be gaol for 24 hours. The Captain decided to go to gaol. His release was made the occasion of a demonstration at the Melbourne gaol gates. Two hundred adherents of the Army, headed by Major Barker, the Rev. J. F. Horsley, Chief of the Staff, Staff Officer Coles, Captains Berkinshaw and Shepherd, and other officers marched, with a Salvation Army band playing, and carrying two banners, round the gaol walls, thence to Russel Street, where the Army was joined by 400 members of the Prison Gate Brigade, and so to the Temperance Hall, where a meeting was held.

Since that time the Salvation Army authorities have observed the traffic laws and conformed to the mandates of Caesar. A very appreciative understanding of the excellent work done by the Army is to-day shared by everyone. The branch of the Army in St. Kilda is honored for the work it does since the year 1884 it has made progress, and is now recognised in St. Kilda as one of the many active social forces in the city. The Salvation Army Barracks are in Camden Street, Balaclava. It has two memorial stones with the following inscriptions: "This memorial stone was laid to the Glory of God by Peter Cousin, Esq., November 16th, 1892. Wm. Booth, General, Thomas B. Coombs Commissioner." "This memorial stone was laid to the Glory of God by Staff Capt. Saunders, November 16th, 1892. Wm. Booth, General, Thomas B. Coombs, Commissioner."
CHAPTER XIX.


In The Argus newspaper dated November 1st, 1850, there appeared the following advertisement:

"A lady resident in the healthy and lovely Village of St. Kilda, is desirous of receiving four little girls to educate, during the summer months, or permanently. The children would have the benefit of sea bathing. For further particulars, apply by letter to O.S.A. Argus office."

This advertisement appeared in several issues of the paper. Evidently “four little girls” requiring education, and sea bathing, were not easily come by in the year 1850, on a remunerative basis, or perhaps Mrs., or Miss, Osa was too stringent in her request for references, or may be it was the amount of her charges. "References" were always required by "genteel folk" in those early days. We knew an old lady who was a schoolmistress of those days, who always spoke of the wealthy residents of early St. Kilda, in tones of worshipful respect, referring to them as "the gentry of St. Kilda."

A notice was seen one morning, tacked to the door of the first Anglican school in St. Kilda. The notice stated, in a fair round hand:

"THIS SCHOOL IS CLOSED
IN CONSEQUENCE OF
THE MASTER
HAVING GONE TO THE DIGGINGS."
The school room was in Acland Street, and on Sundays, the room was used for divine worship. A portion of the old building forms a part of the present Christ Church Sunday School. The school remained for almost a year without a teacher, for teachers were difficult to find. At the time there was a young school master, on his way from London to the Colony, in the ship "Clara Symes." He also was "going to the diggings." The name of that young man was John Hadfield. Fate willed that he should spend 120 days on the sea, ere he was given the opportunity of carrying out his intention. When Hadfield arrived in Melbourne, with his wife, and his brother Benjamin, in 1853, he found reasons to change his mind about "going to the diggings." The conditions of life in Australia Felix, were unlike anything he had imagined. John felt his friends in his native village of Devizes, in Wiltshire would regard any statement of his, that some of the native animals had pockets in their pelts, as a traveller's yarn.

John, and Benjamin Hadfield, were prepared to be surprised in some ways. They were even prepared to resist being murdered in any way. Before leaving London, they had melted down a number of leaden inkpots, and recast them into bullets, for the two large horse pistols which they carried. They were not, however, prepared to find, on landing from the "Clara Symes," that there was not a room available for lodging in Melbourne. If it was like that in Melbourne, how much worse was it, said John, at the diggings? And Benjamin, not knowing anything about it, quite agreed with his brother. John went back to the ship, secured some blankets, and came ashore for the second time. Mrs. Hadfield made up a bed, under a gum tree, growing upon a green hill, south of the Yarra. John returned to the vessel to gather together their belongings. His brother stood through the night, under the gum tree, with the loaded horse pistols, guarding Mrs. Hadfield. The following day, John Hadfield erected the first, or one of the first tents, on the hill afterwards known as Emerald Hill. He said the location was about the spot now occupied by the South Melbourne Town Hall.

Mr. Hadfield struck his tent to rent a room in St. Kilda, at the cost of one pound per week. While living in St. Kilda, he heard of the closed school, and he decided to apply for the vacant
post. Shortly afterwards, he was stuck up, and robbed, in Barkly Street by a bushranger, but that experience did not change his intention of remaining in St. Kilda, though, for some time after the "bail up," he carried a loaded revolver—the horse pistols were discarded as obsolete—in his pocket, going to, and coming from the school.

John Hadfield, born on March 8, 1827, was educated at the Burow Road Training College, and though only twenty-six years of age when he left for the Colony, he had gained a reputation as a teacher, in the service of the London School Board. Early in his teaching career, he displayed a special aptitude for imparting instruction. Since 1848, in Victoria there had been a denominational system of education, and it was administered by a Board, and subsidised by the State. It was to that Board Hadfield applied for employment, and he was appointed to the school in Acland Street.

The heritage left by the schoolmaster, who had disappeared, was not a great one. On the day Hadfield re-opened the school, he was inclined to think that all the scholars had gone to the diggings to look for their one time teacher. The school bell was rung, and rung yet again, but only two pupils answered the call. He enrolled these two faithful ones, and so commenced his long, and honorable career, as the village schoolmaster of St. Kilda.

Some genteel ladies, in "reduced circumstances," opened what were ungallantly called "Old Dame's Schools." Those schools lasted for a time, when they were crushed out, and superseded by good schools, conducted by ladies, who did endeavour to impart knowledge to their pupils. Among the schools, recorded in 1857, as being in existence were those of Miss Brodie, Barkly Street; Mrs. Elines, Barkly Street; Mrs. D. G. McArthur, Robe Street; and the Misses Williams, 84 High Street. There was also about that time the well known school of M. and Madame Forissier, Barkly Street, and afterwards that of Madame Pfund. This successful young ladies' school was called "Oberwyl". Later there was the St. Kilda Lyceum, a well remembered school that had as its principal, Professor Tegethoff, irreverently called by his pupils, when out of his hearing, "Sticky stuff." He occupied a house of two stories situated in Carlisle Street, between High Street, and Barkly Street, belonging to Kenric Brodribb, who was the first solicitor of the St. Kilda
Council, and brother to W. Brodribb, one of the overlanders from Sydney. The Brodribbs were staunch Anglicans, and associated with church work. Professor Tegethoff had about fifty pupils, and one of them was a shy boy named A. Kruse, who afterwards gained a world wide reputation as a violinist. When Kruse, years, afterwards, was paying a visit to St. Kilda, some of his old fellow students, at Tegethoff's, St. Kilda Lyceum, entertained the distinguished musician at a banquet. The members of the Executive Committee of welcome were: Felix Meyer, Arthur Weber, Paul Joske, A. S. Abraham, Harry Leddin, Victor Lemme, Arthur Trapp, Charles Iffla, Fred Thoneman, Fred Michaelis, Edward J. Hart, and Edward De Beer. This list shows that the Professor had among his pupils some boys, who afterwards became well known Melbourne men. According to one of his pupils, the Professor was not for sparing the rod. Tegethoff was a Prussian Jew, and the Christian side of the Lyceum asserted, in a loud unchristian-like manner, that the Professor delighted to flay the hides of the unlearned Gentiles, with many resounding "Hochs." The school speech days were very unusual ones. Parents, and friends, were invited to attend, and they then witnessed the extraordinary sight of the whole of the pupils being examined, one by one, regarding what they knew. Every answer to a question had to be spoken loud enough for all present to hear. Afterwards, the prizes were distributed to those successful pupils, who had come through the public examination. Such speech days usually occupied three hours of time. The Professor examined the pupils as to their knowledge in foreign languages, and his assistant master, McPherson, was responsible for the boys' efficiency in the three "R's." In 1873, the St. Kilda Grammar School, under the directorship of the Rev. John Stanley Low, had as its head master the Rev. Percy J. Smith. The Charnwood Grove School, High Street, St. Kilda, was superintended by the Rev. A. Gosman, and J. Cope, with Walter Forster as principal.

In the years of the sixties, James Bonwick, compiler of Early Port Phillip Records, started a school at Hofwell House, afterwards the Queen's College. Prior to that, Bonwick was a Government Inspector of Schools, in the Ballarat District. Among his pupils was Henry O'Hara, afterwards Surgeon O'Hara. Bonwick gave up the school in 1872, and went to Eng-
land. William P. Bonwick succeeded him, and the school was transferred to Carlton House. James Bonwick, in December, 1867, wrote to the St. Kilda Council, and said he had lived in St. Kilda for years, and had received many kindnesses. He was 50 years of age, and in the evening of his days, he desired to see in St. Kilda, an institution for young men, where they could obtain "rational amusement, and instruction." He was willing to contribute £100 towards that object, and £20 for the first few years of struggle. The Council appointed the Mayor, Councillor James Patterson, and Councillors Lord and Crouch to carry out the proposal, but Bonwick's desires were not realised. In 1871, or early in 1872, Alexander Gillespie took over Hofwyl School. The school speech days were held in the Assembly Hall, Grey Street, with Sir James McCulloch presiding. Robert Bradley, subsequently became the head master of Queen's College, followed by others.

The shuffling of the positions of headmasterships in St. Kilda, was somewhat bewildering, and no man was more changeful of his offices than Alexander Gillespie. For fifty years he lived in Barkly Street. He was the founder, and the principal of the St. Kilda Scotch College, of the St. Kilda Grammar School, of which Howell Thomas was the head master. Gillespie was connected with All Saints' Grammar School, under the head mastership of William H. Goff, M.A. When R. S. Bradley controlled the Queen's College, the late Alexander Gillespie was a master there. The peregrinating old schoolmaster of St. Kilda, Alexander Gillespie, so well liked by the boys, died in December, 1924. William H. Goff was another well known schoolmaster of St. Kilda, at All Saints' Grammar School, established in connection with All Saints' Church, at the time, when the Rev. J. H. Gregory was the incumbent of All Saints'. Goff left All Saints' School, and started a grammar school, principally composed of boarders, at Beaconsfield, where he eventually died.

At the corner of Acland, and Fawkner Streets, there was, in the year 1857, the Pembroke Hotel, and the licensee was Frederick Rees. The hotel stood on Allotment 34, and it had a frontage of 82 feet to Acland Street, by a depth of 160 feet to Fawkner Street. The building was a brick, stuccoed, one, on foundations of stone, and it contained 21 rooms. At the back of the hotel was a weatherboard building, 58 feet by 14 feet, which
was used as a dining room. There was also a stable, and a bricked cement underground tank, twelve feet in depth, and ten feet in circumference. The hotel was well equipped for customers, but they did not arrive at the hotel in sufficient numbers to show a profit to Frederick Rees. This hotel, like Carlton House, Sudgen's venture, was before its time. Rees closed the hotel, and moved into High Street, to be in the fairway of the trade stream flowing between Brighton, and Melbourne. He opened another inn in High Street, and transferred the name "Pembroke" to his new premises. Rees remained there for a number of years, and it was there that the first lodge of the U.A.O.D. was opened in November, 1893.

When Rees went out of the original Pembroke Hotel, in St. Kilda, William C. Northcott took the place, on lease, for four years, at a yearly rental of £350, and he had the option of buying the building for £5,000. Northcott had the B.A. degree, and was formerly a scholar of Caius College, Cambridge, and head master at the Preparatory Military School at Wimbledon. On January 16, 1857, he informed parents, and guardians, of potential pupils of his, that the premises he had temporarily occupied, as a school in Fitzroy Street, were objectionable on many grounds, and he had decided to re-open his school, known, as the St. Kilda Grammar School, on Monday, January 19, in the house hitherto known as the Pembroke Hotel, Acland Street. Headmaster Northcott stated that extensive alterations were being made to the hotel, and that schoolrooms, dining hall, &c., were in the course of erection. "The present school," he adds, "is in a retired position, commanding a full view of the Bay, and adjoining a Government Reserve, which stretches down to the sea." At the St. Kilda Grammar School, under the headmastership of this scholar of Caius College, scholars were given "a sound English education, classics, mathematics, and French." Young gentlemen were prepared for the University, the Bar, the Army, the Navy, and the Civil Service. Mr. Northcott stated he could produce the highest references and testimonials. Northcott had among his pupils a boy, who became a Supreme Court Judge of Victoria, the late Mr. Justice Hood, and also His Honor's brother, in addition to two sons, Tom and Dick, of the leading barrister of those days, Richard Davies Ireland. After Northcott closed his school, the place was altered, and became a
private house which had, as its first tenant, Henry Jennings, the lawyer, of whom we have already written. After Jennings died, Judge Casey made the place his residence. On wet days, when the rain had beaten for some hours against the white wall of the building, the hotel's name could sometimes be traced on the wet wall in faded black letters. It would be possible for an early resident of St. Kilda, if he could return from the shades, to mistake a gentleman's residence for the old Pembroke Inn. Perhaps Oliver Goldsmith found the idea for his comedy "She Stoops to Conquer" in the history of such a house.

The Government, in 1857, voted the sum of £125,000, for primary schools, which were to provide education for over thirty thousand Victorian children, and be controlled by two Educational Boards, the Denominational and the National. In 1859 the Government expressed itself as willing to reserve a site on Crown Lands for a National school at St. Kilda. A copy of following letter was sent in a printed form by the Chairman of the Municipality to prominent residents. Beyond what the letter itself explains, as also the letter attached to it we are unable to further elucidate it. The letter reads:-

"St. Kilda
February 29th, 1859.

Dear Sir,

I have been requested by several Gentlemen, interested in the promotion of Education, to convene a meeting, for the purpose of considering an offer, by the Government, of a site in St. Kilda, for a National School, and consulting as to the further steps to be taken in the matter.

The meeting will be held in the Municipal Chambers, in the Police Reserve, near the Junction, on Thursday evening next, at a quarter to eight o'clock, when your attendance is respectfully requested.

I am, dear Sir
Yours obediently,
B. COWDEROY."

In a reply to one of these letters Matthew Harvey wrote, "Charnwood, Thursday evening, To B. Cowderoy, Esq. Dear Sir, I regret extremely that I am prevented by a severe attack of influenza from attending the meeting, to be held this evening, at the Municipal Chambers, to consider an offer by the Government of a site in St. Kilda, for a National School. As it will be
absolutely necessary to procure Funds, by local subscription, for the erecting of the school, before the Government would definitely set apart the site, and as a subscription may be set on foot tonight, you will oblige by putting me down for £25, twenty five pounds. Hoping the meeting may be well attended, and unanimous in its desire to establish a first class National School, in this locality. I remain, Yours very truly, Matthew Harvey.”

We have been unable to trace any report of this meeting. Presumably the site offered was the one finally selected upon which the Brighton Road, State School now stands. The liberality of Matthew Harvey in the cause of education shines down the years. Poor unfortunate fellow! He was to live long enough to want twenty five pence!

When early St. Kilda schools are under discussion, "Goslett's School" is invariably referred to; possibly the name "Goslett" clings readily to the memory. The school was not so remunerative that Charles Acton Goslett, Sizar of Trinity College, Dublin, desired to keep it in existence. On February 4, 1859, the school building was sold, by Symons & Perry, it being a portion of the estate of McMahon & Keys. The building was described as being of brick, commodious, and well built, "at present occupied by Mr. Goslett for his large scholastic establishment." The building contained 27 rooms, and was all slated, "It immediately fronted the bay, at the corner of the Esplanade, being one of the healthiest and most desirable situations in St. Kilda." Two cottages adjoining the building, occupied respectively by Mr. Adams, and Miss Dicksen, were sold at the same time. Goslett secured a position with Dr. Bromby at the Melbourne Church of England Grammar School, St. Kilda Road, in 1860, and he remained a master there until 1874, when he left, refreshed his law studies, and became a barrister. The charm of St. Kilda retained its sway over him, and he continued to reside in St. Kilda. He was living in Burnett Street in the year 1881. One of the most esteemed lady teachers of St. Kilda was Mrs. Elizabeth Macarthur, the wife of Donald G. Macarthur, we have already mentioned. She, with her husband, and her brother-in-law, D. C. Macarthur, manager of the Bank of Australasia, until his retirement, were very early settlers in Melbourne. Mrs. Macarthur chose St. Kilda as offering the most fruitful field for her useful labors, as an educationalist. She built, what at the time was thought to be a very imposing building, in Robe Street,
which she called the St. Kilda Ladies' College. Upon Robe Street becoming a busy thoroughfare, she removed her school to a house in the then more retired Alma Road. Mrs. Macarthur was a richly gifted woman, who had received an extraordinary good education in Edinburgh. She had a wonderful womanly personality, a heart of excessive tenderness, but she was firmness itself when necessary. She was a happy woman, having won the hearts of her pupils, and the esteem of their parents. She had, as the years passed, descendants of her former pupils under her care. She was not a worldly woman. It is related of her that when arranging terms with a visiting master, who asked fifty pounds a year for his services, "she replied, "I will give you fifty guineas." This is but one instance of many that were quoted at the time of her death to show the liberal nature of Mrs. MacArthur. It was said of her that, "even remotest Thule felt her sway" in private benevolence. For years, a poor lady relation of hers, was in receipt of a monthly pay order sent by each outgoing mail by Mrs. Macarthur. Local, and general charities, all in turn received her widow's mite. Of the three excellent ladies' schools in Prahran, and St. Kilda, it used to be said "Mrs. — turned out learned ladies; Miss — fashionable ones, and Mrs. Macarthur good wives." Mrs. Macarthur died at Rothermaise, Moonee Ponds, on November 30, 1878, where she had been living for about a year in retirement. Alongside her grave, the Rev. A. Gosman addressed the mourners, and ended by saying, "If you seek her monument look around in the hearts, and lives of those she trained, not only for this life, but for the next, to which she has now gone." Her remains were buried in the same grave as her husband's, beneath a marble tombstone, in the St. Kilda Cemetery.

Other schools, in 1861, included the Ladies' Collegiate Institution Kinder Garten and Training School, Gurner Street. The principal was Madame Akermann, Brevetée de la Sorbonne, and the Director of Studies, Mons. Akermann, B. es L.B. es S.M., and Ph., ex-membre de l'Instruction Publique, University of France. This school was established in St. Kilda in 1858, and as may be judged from the qualifications of Madame, and Monsieur Akermann, was an institution that educated the children of parents, who did not grudge paying high fees, for a little French polish. Mrs. Baldwin, in Byron Street, had the Moss Grove Seminary, and in Carlisle Street, West St. Kilda, was W. Bowen,
M.A., with his school. Esplanade House was a school for young ladies, kept by Miss Matthieu. Other notable schools in St. Kilda, at and about that time, were the St. Kilda Education Institute Bay View House, Argyle Street, William Cox, Melbourne University Principal; Mrs. Brownes' Academy, Retreat Villa, Acland Street. The Misses Ries kept a Ladies' Boarding School in Northampton Buildings, Acland Street. In Park Terrace was the St. Kilda Commercial Academy; the St. Kilda College was in Robe Street with James Clezy, M.A., as its head master. Other schools were the Gloucester Terrace School, Fitzroy Street, Mrs. Hossack's Ladies' College, and there were also other schools in St. Kilda. Obviously youthful St. Kilda was fully provided for in the way of schooling.

The Rev. David Seddon, of Christ Church, made the following entries in his diary regarding parochial schools;—

"1862.—Monday, July 14th, 8 p.m.
Meeting for Election for Local Board for our Parochial Schools. Only six present.
"July 18th.
Wrote letter to Bishop with names of new Local Board for our Parochial Schools—under common Schools Act, and our Church Assembly Rgsns.
"July 22nd, 3 p.m.
Education Board—Subjects: Replies to Bishop's letter about appointment of Local Board, was in chair. My brethren and self sat nearly 3 hours. Subject perplexing—perhaps replies respecting 25 or 30 schools. Opinions generally against combined Schools. A few for them. Self with Hadfield. Dickenson, inclined to improved National plan for such cases."

James Wilberforce Stephen, M.A., a graduate, Fourth Wrangler, and Fellow of St. John's College, Cambridge, was a resident of St. Kilda, and he was returned as the member of St. Kilda, in 1871. The electorate of St. Kilda was in that year comprised 'of the Town of Prahran, the Borough of St. Kilda, and that portion of the City of Melbourne, lying south of the Yarra,
and known as South Melbourne." Upon entering Parliament, he assisted in the defeat of the Duffy Ministry, and then he accepted the office of Attorney General, in the Francis Ministry. It was he, who carried through Parliament, the Act for the establishment of free, secular, and compulsory State education in Victoria, and he was the first Minister of Public Instruction. The tenth section of the Act provided that existing non-vested schools, might continue, at least for a time, under their present control, by local committees, with power to appoint, and to dismiss teachers, and yet receive payment from the Government as if they were State schools. The education in such schools had to be free of cost to parents. The schools, under that section, were to remain denominational schools. A State school was defined to mean "a school, conducted in a building vested in the Minister of Public Instruction. The Presbyterian Congregation, at St. Kilda, was almost unanimous in favor of the State system, and free education. The teachers in the non-vested schools, were alarmed, in respect to their positions, which had every prospect of disappearing, if the State schools absorbed, as they were sure to do in time, the denominational school. The teachers held meetings in Melbourne, concerning the position as the Act affected them, and specially did they complain, that their salaries, under the Act, were to be less than what they received. The Minister of Public Instruction said the bonuses, on increasing numbers of pupils, would equalise the reductions. In St. Kilda, the position of James A. Ure, in charge of the Presbyterian School, for many years, was the one that the residents interested, felt was likely to be lost, and a hardship thereby inflicted upon Ure. No one appeared to doubt, that the Christ Church School, with John Hadfield, as master, would supply, by its scholars, the beginning of the first State school in St. Kilda. Everyone was curious to see how the new Act would work, and whether, the schools being free there would be a marked increase in scholars. A record of the initial results was taken, and we reproduce a copy of that record:—

Mr. John Hadfield's school (Christ Church), St. Kilda—

Average attendance of pupils, under new Act,
1872 . . . . . . . . . . . . . . . . . . . . . . . . . . . . . .230
First and second week, 1873 . . . . . . . . . . . . .300
Increase, 70.
Average first week 1872 ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ... ......
for St. Kilda, in the Legislative Assembly in 1873, a position he held for four years when he was defeated. Under the will of Edward Wilson he was one of the trustees of The Argus newspaper. The Board decided that its members should spend the next week as their time allowed, in seeking in St. Kilda, a suitable site for a State school, with a view to recommending the selected site to the Government.

At the St. Kilda Council on February 10, 1873, a letter was read from the Inspector of Schools, on behalf of the Minister of Public Instruction, asking on what terms the Borough Council of St. Kilda, would lease the Town Hall, to the Department of Education for use, temporarily, as a State school, during the ordinary school hours. The school accommodation in the borough was insufficient for the wants of St. Kilda. It was impossible to erect a permanent State school just then, and the Department heads hoped that the Borough Council would help them in their difficulty. The hall would not be required until June 30. The schools of Mr. Hadfield, and Mr. Ure, were insufficient in accommodation, to contain the great increase of scholars, which the new Education Act had brought about. There were very few places in the borough the Department could hire for the purposes of a school. The charge for the Assembly Hall, in Grey Street, was too great, the new Oddfellows' Hall, at the Junction, was too far away from the centre of the borough. A large building in Robe Street was unfit for the purpose. The St. Kilda Town Hall was the only building, after those mentioned, contained in the borough, suitable for the purpose. The Council decided to loan the hall to the department, free of cost, on the condition that the place was kept clean, and in good repair, and further, that the department take immediate steps to construct a building suitable to the requirements of the place.

The Minister of Instruction took advantage of the Borough Council's permission to use the hall, almost at once. Pupils from Hadfield's School, Christ Church School, Acland Street, were marched to the hall. For several weeks, the Christ Church school had been crowded to excess, 150 more pupils were crammed into the school, in excess of the Government regulations, governing the cubic air space for each pupil. The congestion of pupils in Ure's school, became so great that the Education Department rented the Temperance Hall, in Blanche Street, and 100 scholars were sent to school held in that hall,
Whether the members of the St. Kilda Board of Advice made their contemplated tour of the Borough, in search of a school site, we do not know, but it is obvious that the Government, having Crown Lands available in Carlisle Street, and Brighton Road, that the Crown was not in the market as a purchaser of any land from private owners for a school site. Two allotments, for church reservations, had already been excised from that parcel of Crown land, one for the Wesleyans, or Methodists, and the other for the Anglicans. A considerable amount of local historical interest is connected with this piece of land, on a portion of which the present city hall of St. Kilda stands, with a beautiful frontispiece of well trimmed lawns, handsome trees, and flowing curving walks. Originally, to the Council, a portion of the land was known as "The Market Reserve," and it was reserved for that purpose. The Council exercised some form of trusteeship over it, and in March 1873, the Planting Committee of the Council, anxious to beautify waste places by planting trees, proposed to make some improvements in its conditions. The place was a no man's waste of more or less rubbishy appearance. The land was described as "an irregular shaped piece of land opposite the Greyhound Hotel bounded by the Brighton Road, Carlisle, Chapel, and Dickens Streets, a portion of which is already reserved for market purposes, and is at present (March, 1873) in an unsightly condition. The committee recommend that the Minister of Lands be requested to permanently reserve, for public purposes, the whole of such land, or, as much of it, as has not been already reserved, and that it be vested in the Borough Council. This land," the report went on to say, "is as nearly as possible in the centre of the borough, and an open breathing place, and recreation ground, as it might be made, will be of incalculable value in the future. If placed in the market, at present it would sell for a mere trifle for the large ditch, conveying the drainage of Caulfield passes through it, and this fact would depreciate it in all time coming for building purposes. In the event of the land being permanently reserved, and placed under the control of the borough Council, the committee recommend that it be enclosed in a substantial wooden fence; that the surface be levelled, and formed, and laid down with grass, that a belt of trees be planted round it, and that a few clumps be planted where desirable. The sides
of the drain should be formed to a uniform slope, and sown with couch grass, and weeping willows, should be planted on each side along its course. Two or three metal depots might be formed where most convenient."

Towards the end of the year 1872 the Government bought a piece of land in Inkerman Street for the purpose of erecting a State school, in a central position of the Borough of St. Kilda. Having done so, plans, and specifications, were prepared for the school building, when the newly elected Board of Advice lodged objections to the erection of only one school, urging that the requirements of the Borough embraced two first class State schools. The members of the Board of Advice were successful in their protest, so far as the proposal to have two schools was concerned, but the Government declined to erect schools, capable of providing for more than 1,000 children, since it was estimated there were only 2,000 children in the Borough. Fifteen months of time had passed away, while the differences of opinion existing between the Board, the Council and the Government, were being discussed. The site of the proposed school, in South St. Kilda, was described as near to the Grosvenor Hotel. It will be seen how persistently, in land locations, the early records make use of references to hotels as landmarks, to indicate localities. The Council waited, as a deputation, on the Minister of Education, and also wrote a letter to him wherein was expressed the hope, that first class schools would be erected in suitable positions, within the Borough, as soon as possible. Moreover, the Council, possibly by way of increasing the pressure on the Minister, complained that the continuous occupation of the town hall, for school purposes, was putting the Council to very serious inconvenience, as no doubt it was. A contemporary report states the uproar of the children, and the untidy state of everything connected with the temporary school, in the Town Hall, were dreadful nuisances, and should be removed. The Minister of Education expressed his regret, that the Department had, by force of circumstances, been compelled to remain so long in possession of the hall, and in having to use it as a school room. The Council was assured, that every effort was being made to finalise the negotiations, that were proceeding to obtain a lease of the Wesleyan Church school room in Fitzroy Street. If the Depart-
ment was successful in doing so, the Town Hall would be given up immediately. Soon afterwards the children left the Town Hall, and the Government paid the Council between £30 and £40 for renovations to the hall, which was described as being "left in a dreadful mess." Many years afterwards, history was in part to repeat itself in the repetition of the Council lending the City Hall to the Education Department, for the purpose of holding the Brighton Road State school in the hall during the influenza outbreak. It was the same council, same department, same school, but all of a different generation. The hall was a different one, the first being the old Town Hall in Grey Street, that was afterwards used as the police court.

The Education Department informed the Council that tenders had been called to erect a State school in South St. Kilda, and the site on which the Department contemplated erecting the school, was at the corner of Chapel Street, and Dickens Street. The description would have been more accurate, had the Minister said the school was to be placed on the Brighton Road frontage of the Church reserve. He also told the Council, that the accommodation of the proposed school was to be capable of seating 300 pupils. The Council objected strongly to this attempt of the Education Department to foist upon the Borough, a second class school. The Council petitioned for a school to contain enough room for 1,000 scholars. The Minister explained that the plans of the school were drawn, so that the school could be expanded by additional buildings. That did not satisfy the Council. The school they sought should be built at the outset. After argument, a compromise was effected in the Council's favor, to the extent that there was to be provided space for 600 school children, just half as many more as the Department first proposed. This decision was reached in the month of July, 1874. The Brighton Road State School was opened on January 11, 1875, Headmaster John Hadfield, with a staff of twelve teachers. The school was estimated, when finished, to have accommodation for 650 children. On the opening day 604 school children attended. The Mayor of St. Kilda, Councillor Wilks, declared the school open, in the presence of 200 visitors. The Board of Advice was represented by its correspondent, J. S. Seddon, and Messrs. Ecroyd, and others. Seddon and Ecroyd were new members of the Board of Advice, having
replaced Robert Murray Smith and Robert Sellar, both of whom had left the district.

The new State school proved to be a very progressive one, none more so, at that time, around Melbourne. It had a Scholars' Lending Library which in August, 1875, contained over the number of 200 volumes. A free night school had been started, and the school was attended by nearly 100 pupils, mostly adults. A drum and fife band had been formed, afterwards to be well and favourably known, far and wide, as the Juvenile Drum and Fife Band of St. Kilda State School, No. 1479. Later, when the cadet movement came into being, the Head Master, Mr. Hadfield, formed the finest State school cadet corps in the Colony. John Hadfield's name will be known to future generations of St. Kilda, State School children, for in the Brighton Road State School, is a memorial tablet to his memory. John Hadfield! John Hadfield! His spirit still lives to be an inspiration to teachers and pupils in the old St. Kilda State School.

The drawback to the school grounds was the drain that ran through them. This drain gave the Council a problem that could be solved only by the expenditure of money. In May, 1880, the Council waited as a deputation on the Minister of Public Works, with regard to the drain in the school grounds. The Council had spent on the drain as a whole, in St. Kilda, the sum of £18,000. The sum required to complete the work was £1,200. The proportion of the work in the school grounds was estimated to cost £320. Half of that sum was offered by the Education Department, and the Council sought aid from the Government, which after Premier Bent had growled, was given to the extent of one third of £1,000. Since that time, the St. Kilda Council has taken an interest in the school grounds, the late Councillor Hewison, with the assistance of his colleagues, forming modern play grounds.

The St. Kilda Council has taken a continuous, and paternal interest in the welfare of the State and other schools, within the municipality. The various school committees, which have replaced the old School Boards of Advice, find in the St. Kilda Council an ever ready listener, and also a helpful adviser, as well as a contributor to funds, to promote such important school accessories as playgrounds. The Brighton Road State School, the Elwood State School, and the Park State School, have bene-
fited in that, and other ways, by the Council's generosity. In the ease of the Brighton Road State School a Playgrounds Committee was formed with the late Councillor Hewison as chairman and the committee commenced its scheme of improvements in October 1921 and the Chairman was able to inform the Council in September 1922 that the improvements were almost completed, and that the Minister of Education would declare the grounds open on October 18. The privileges of the playground were conserved to children not exceeding sixteen years of age. The Council contributed £100 for the first year, towards the salary of a Play Master and controller, of the playground, after school hours. The school's playground adjoins the gardens of the city hall.

At a council meeting held on February 25, 1929, the Mayor, Councillor Unsworth referred to the retirement of Miss Marie K. Monckton from the teaching staff of the Brighton Road State School, after having taught there for thirty years. Miss Monckton's dedication services during that long period to the children of St. Kilda had been so invaluable that no one could take the measure of the good she had done. The Council placed on its minutes a recognition of Miss Monckton's services. The appreciation, so expressed, is shared by those who know of Miss Monckton's zeal as a teacher, and her kindness as a woman.

There was another highly esteemed teacher—Mr. J. L. Williams, who for 24 years was on the staff of the Brighton Road School. In 1929, by voluntary subscriptions, from many old pupils and admirers sufficient funds were raised to perpetuate his memory by the establishment of Memorial Scholarships.

When the agitation for the Brighton Road State School was in progress it was stated that the Education Department had purchased a piece of land near the St. Kilda market in Inkerman Street with the intention of erecting the St. Kilda State School there, but when the Board objected, and insisted upon the Borough having two schools, the Education Department decided then to build schools at the south end of St. Kilda and in the north.

Having provided for the wants of the children in South St. Kilda, under the new school State Education Act the Education Department procured from the Christ Church trustees a lease of the school room in Acland Street, and appointed James A. Ure as the school's headmaster. In the cause of education he had
given eighteen years of good service to the children of St. Kilda. It was feared, at one time, that in the readjustment of school life, that his position would be done away with. When it was known that he was retained to become the headmaster of the second States school in St. Kilda, parents and children were very pleased. The working of the school under the Act proved satisfactory. The school began in January, with 108 scholars on the roll, within a few weeks that number was doubled, and the school roll closed for the year with 399 scholars upon it, of whom 208 were boys, and 191 were girls. To stimulate his pupils to strive for efficiency James A. Ure, headmaster, devised a plan of giving to worthy pupils at the end of the year a certificate under his hand which he called a "Progress Certificate." From this source, was evolved the State School Certificate of Merit.

Henry Venables, the secretary of the Education Department, wrote to the St. Kilda Council (August 24, 1874) asking the Council to consent to the excision of one acre of land, at the north east corner of the Beach Reserve, Fitzroy Street, for a State school. The secretary added, that the late Minister of Education understood, from a conversation that had taken place, between him, and some members of the Council, that the Council had no objection to the erection of a State school on that site. The letter was referred to the Public Works Committee for consideration. The St. Kilda Council saw the Minister of Education in October, 1877, with respect to the site for the new State school. The Council at that meeting voiced its objection to the proposal to take a portion of the St. Kilda Park, near the Junction, for the site of the school. The Council was anxious that the original site, the Alpaca paddock, Fitzroy Street, should be adhered to. The Council suggested a poll be taken of the rate payers to ascertain their opinion. The Minister, Major W. Collard Smith, said he had examined the two sites. The site by the railway was unsuitable because the land was flooded after rain. The objection to the Park site at the Junction was merely a sentimental one. On the Alpaca site, the school building would have to be erected on stone piers at an extra cost of at least £1,000. The Council expressed the strongest objection to any alienation of any portion of the park lands, at the Junction for school purposes. The Minister said only an Act of Parliament, could give him the power to take the land. Had he had the power
he would have taken the land, so much was he impressed with the superiority of the Junction site over the one by the railway. The minister offered to exchange twenty acres of swampy land, near the Alpaca site, for two acres of land in the Park. The councillors refused to listen to any such proposal, and the meeting came to an end, without the Councillors obtaining any decisive reply that the Council's wishes would be granted.

On October 1, a large deputation of the ratepayers, opposed to the erection of the new State school, on the site chosen near the Fitzroy Street Railway station, waited on the St. Kilda Council. The speakers urged the dangers caused to children, by the number of cabs at the Railway station, and the passing to and fro of such vehicles, the vicinity of the Railway, where the children could get into mischief, all of which could be avoided if the Council would favor a short act of Parliament being passed to enable a school site to be obtained at the Junction.

The Mayor of St. Kilda, at the request of a number of burgesses, convened a meeting of burgesses, which was held in the Town Hall, October 11, for the purpose of taking the opinion of the ratepayers as to the projected alienation of part of Albert Park, for the purpose of building a State School thereon. Councilor McNaughton, addressing meeting, said efforts had been made, during the previous five years, to obtain a State School in West St. Kilda. Twelve months before the Board of Advice applied to the Council for a portion of the Albert Park Reserve, and was refused. Since that time the Education Department had determined on a site, near to the Railway Station. The Department was on the eve of accepting tenders, for the building of the school, where certain property holders formed a deputation, headed by Mr. Simpson, waited on the Minister of Lands, and told him that the site chosen was unhealthy, and that there would not be a garden within a quarter of a mile of the school, that would not be robbed by the scholars. Councillor Tullett stated, that the deputation represented some £250,000, and the members had no sympathy with State Schools, or the masses of the people. Motions for, and against, resulted in such an apparent equality, by a show of hands, that the Mayor requested the meeting to divide from one side of the Town Hall to the other. Finally, still undecided
PARK SCHOOL.

Fitzroy Street, St Kilda
the Mayor said he would submit the question to a poll of the ratepayers.

In the Legislative Assembly, on November 14, 1878, Major Smith moved for leave to introduce a bill, to vest in the Minister of Public Instruction a piece of land, situated in the Albert park, for the purposes of a school site. There was general unanimity, he said as to the site he proposed. The Albert Park was permanently reserved, and therefore it was necessary to ask for the bill. It was proposed to take a little over one acre of land, adjoining the bowling green, and to give some slight compensation to the bowling club. E. J. Dixon M.L.A. said he could scarcely agree, that there was general unanimity, because the Borough Council of St. Kilda strongly opposed any interference with public reserves, still the majority of the residents appeared to be in favor of the site. Ephraim Zox M.L.A., a resident of St. Kilda, said he was strongly opposed to the tampering with any public reserves. Leave was granted, and the bill read a first, and second time, and committed.

The Park State School, Fitzroy Street was opened on August 1st, 1882. The name of the first Head Teacher was David Gilchrist. The cost of the school building was £5,060, and Messrs. Beardall & Glenncross were the contractors. Additions were made to the Park State School, and also some alterations, carried out in July, 1923.

In May, 1913, proposals were made to erect a Technical School at the South Melbourne end of the Albert Park, but some of the St. Kilda councillors did not favor any land being alienated from Albert Park. In October 1914, the division of opinion in the Council was tested. Those, who were in favor of a site in the Park, were the Mayor, Councillors Love, Renfrey, Allen, Barnet, Gray, and Duigan; those in opposition were Councillor O’Donnell who was the Chairman of the Albert Park Management Committee, and Councillors Hughes, Molesworth, Pittard, and Gibbs. A motion was then passed to the effect, “That this Council offers no objection, to the excision from Park Lands of an area, not exceeding half an acre in extent, abutting on Albert Road, and the Railway, for the purpose of a technical school as proposed by the South Melbourne Council.” The motion rested there for a time but eventually the proposed school was built.
The years of the Great War were not favourable ones for the creation of new schools in Victoria, notwithstanding the gibe of "Business as Usual." In October, 1915, Councillor Gray was interesting himself in a State School, that the Education Department had promised to build in Scott Street, Elwood. He was the author of a motion, that the Council passed, to the effect, that the Department be urged to proceed with the building of the school, in Scott Street, for which financial provision had already been made, and plans prepared. Almost two years were to pass before the Elwood State School was built.

The official opening of the school, at Elwood, took place on Thursday afternoon, June 28, 1917. At the time of the school's opening, its site was on the edge of a barren, sodden moor of reclaimed land, that was not far away from the Elwood canal.

It was part of a parcel of six acres, of Crown Land, at Elwood, that had been permanently reserved for school purposes, and taken over by the Education Department, for that purpose. Many people interested in Education were led to believe that the first High School, to be built, south of the Yarra, was to be erected there. We think that, at the time of the reservation of the six acres of land, the Education Department thought so too. Other councils wanted the first high school, and the question of which municipality was to have the High School, resolved itself, into what one man described, as "the Council with the strongest political pull." That was not the whole truth. The Government appeared to act, irrespective of the merits of an application, or else it pooled all the applications, and adjudged them of equal merit, and started the Councils from a red tape line. The winner was to be the highest bidder; the Council that undertook to subsidise the proposed school, with the largest amount, and so relieve the Government's purse of the major cost of the school. Of course it was shameless huckstering, but, even in educational affairs, the draught of political expediency, has to be contended with. St. Kilda—on those terms—was not the Council that "won the war" of High Schools.

Failing to obtain, at that time, a High School the Council was pleased to have the much needed Elwood State School built to accommodate 400 pupils. When the school opened 530 pupils were on the roll. The St. Kilda Council took a special interest in the school. At first its surroundings, and the moorland,
looked uninviting, and in winter the place was productive of a black mud of great adhesiveness. The Council asphalted the footpaths around the school, but the grounds, at the time the school was opened were unformed. The school was fortunate in having an energetic school committee, Captain Wills, as chairman, Mr. Russell Brown, and Mr. Edgar B. Clarke, hon secretary. Present, at the opening of the school, were the Mayor of St. Kilda, Councillor Barnet and Councillors Hewison, Sculthorpe, Allen, and the Town Clerk, Mr. F. W. Chamberlin, with Mr. R.G. McCutcheon, M.L.A. The Minister of Education, the Hon. H.S. Lawson, opened the school, which was built on modern principles at a cost of £5,000. The Mayor, Councillor Barnet, presented the school with a Union Jack, which was unfurled to the sound of bugle blasts. Mr. George Robinson, the Head Teacher, thanked the Mayor for the gift of the flag. A number of the girls recited "The Roll Call," and three boy buglers sounded "The Assembly," another group of girls sang "The Bugles of England." The flag was saluted, the National Anthem was sung—the school was in being.

A deputation, from the Elwood State School Committee, waited on the St. Kilda Council, in June, 1918, and stated that the Government had erected the school, but it had not done anything towards the improvement of the school lands. The ground was low lying, and 3,500 loads of filling were required. The Committee had placed 1,400 loads of earth on the ground, but the school ground was still full of holes. The deputation asked the Council to give to the Committee 900 or 1000 loads, so that one side at least of the school ground, might be improved. It was stated, that the Education Department was unable to do the work without the Government’s aid. Astonishment was expressed that the Government should build a model school, and yet leave its grounds, in such a state, that the children could not cross the school yard without difficulty. The winter before, the ground was in such a state, that the scholars could not, in the yard, find a dry place to stand. The Council decided to give the Committee everything possible, to remedy the reproachful state of the grounds, and so the St. Kilda Council, in a fraternal spirit towards its ratepayers, repeatedly makes good the neglects of Governments.

A new wing of the Elwood Central School was opened on
May 16, 1923. In July of the same year the scholars of the school won the prize given by the Australian Natives Association for the best kept school garden in the metropolitan area. The prize, a picture of the "Landing of the Australians on Gallipoli" was presented by the President of the Association, Mr. A. L. Bussau to the Head Teacher, the occasion being made quite an official ceremony with the Mayor of St. Kilda present, and the Member for St. Kilda, The Hon. F. W. Eggleston, M.L.A.

When Mr. Robinson retired from his position as a State school teacher in the Education Department he offered his services as a councillor for the South Ward of St. Kilda. The ratepayers elected him in 1928 as one of their representatives in the Council. He was Mayor of St. Kilda for the municipal year 1929-30.

On March 14, 1927, the Council was advised that the Education Department had decided to accept the offer of the St. Kilda, and Brighton Councils, of local contributions amounting to £5,000 towards provision for a high school, in the municipal district. Action the Department said was being taken to have plans and estimates submitted for a high school for girls at Elwood.

Councillor Morley reported to the St. Kilda Council in November, 1928, upon results obtained by a deputation from Sandringham, Brighton, St. Kilda, and Caulfield Councils to the Minister of Education, when he was requested to build a high school for both boys and girls at Elwood. Councillor Morley informed the Council, that the Minister's reply was hopeful. Shortly after an acute political situation arose, and the Hogan Ministry was defeated, and a McPherson Ministry came into power. This change—the political situation not having clarified itself, even after the change of Ministry—had the effect of leaving the question of the High School at Elwood, shelved for the time. Another political shuffle took place and the McPherson Ministry went out of power, and the Hogan Government returned to office. St. Kilda's quota to the £5000 agreed to be paid by the Councils, is £1,800. At the time of writing (October, 1930) negotiations with the Government for the High School at Elwood are proceeding.

In 1881 James A. Ure was the headmaster of the State school in Fitzroy Street, Robert Bradley was still at Queen's
College, and John Hadfield, of revered memory, at the State school, Brighton Road. James Anderson Ure was born in 1826, being the eldest son of a Glasgow solicitor, who came to Australia in the "Marco Polo" in 1854. The Acland Street school, of which he was in charge, was closed on the 31st July 1882, and the pupils transferred to the newly erected school in Fitzroy Street. Mr. Ure died in February 1909 at the age of 84. His brother, Mr. Alexander Ure, was a Member of the House of Commons and ultimately was elevated to the Judicial Bench under the title of Lord Strathclyde, Lord Justice-General for Scotland.

There were two Art schools in St. Kilda, one for girls, and one for boys. The St. Kilda Girls School of Art, was opened in October 1872, with nine pupils. The drawing class was held in the Lecture Room, Alma Street, St. Kilda. Miss Adams was the instructress, and she soon had 44 pupils. The honorary secretary was Miss Fulton, and the Rev. A. Gosman, assisted by a committee of ladies managed the school. Pupils were charged 2/6 a quarter payable in advance. The St. Kilda School of Industrial Art held exhibitions of its pupils' drawings in the Town Hall. One of those exhibitions was held on January 3, 1873, and it was opened by the Mayor of St. Kilda, Councillor W. G. Murray. The prizes were provided by the Borough Council, and they consisted of "valuable mathematical and draftsman's instruments, books, and drawings." When the Mayor opened the exhibition, among those present were S. H. Roberts, the Secretary of the Melbourne Technological Commissioners, and Councillors Johnston, M'Intyre, McNaughton, Lord and Connibere. The pupils, who won prizes were, William Hipe, J. M. Kennedy, F. Healy, T. J. Powells, C. H. Round, and C. D. Richardson, the last named followed an artistic career, and is well known as the head of an art school in Melbourne. He has made a reputation as a painter, and a sculptor. It was fitting that the modelling of the figure of a soldier, on St. Kilda's memorial, to her sons who fought in the Boer war should be the work of C. D. Richardson. St. Kilda has a distinguished son in the art world, and a native of St. Kilda, Rupert C. W. Bunny, son of Judge Bunny, who was a councillor of St. Kilda. It is claimed for Rupert C. W. Bunny, that no Australian artist has "a greater international reputation. His work has been
Six years after the passing of the Education Act, the Roman Catholic parish priest of St. Kilda the Very Rev. James Corbett, afterwards bishop of Sale, invited the Christian Brothers to open a school in the St. Kilda parish, which then for church purposes included the present parishes of East St. Kilda, West St. Kilda, Prahran, South Yarra, Armadale, Balclay, and Elwood. The first community of three Christian Brothers came from Ireland. The Superior, the Rev. Brother Patrick Corbett was a brother of the parish priest of St. Kilda. The brothers opened a school in a one roomed building, which soon proved altogether inadequate. A new brick building now used as a primary school was built in the year 1878 in Westbury Street, near Dandenong Road, East St. Kilda, within the sphere of influence of St. Mary's Church. This building consisted of three large class rooms, and two smaller rooms. Among the early Superiors of the College were Brothers Morgan, Bodkin, Hughes, Nugent, and O'Donohue. Brother Bodkin was one of the pioneer brothers, who came to Victoria in 1869. Up to 1899, the secondary work was carried on in the old building. The first three class rooms, of the present College building, were erected in 1899. At that time the Rev. Brother O'Shea was the Superior of the College. The College was further extended in 1907. The alumni of the College have upheld the reputation for sound instruction. Christian Brothers have distinguished men in all ranks of life, who having been their pupils are glad to claim the Christian Brothers' College, East St. Kilda, as their Alma Mater. In sport, the school can lay claim to, in cricket, Harry Graham repeatedly a member of Australian Elevens; in tennis, Arthur O'Hara Wood; in athletics, an Aus-
Municipality of
St. Helens
Established March 1851.

CORPORATE BODY
M.B. Combrinck, J.P. Chairman.
W.H. Tait, J.P., M.B.F.
J.M. Thomas, J.P., M.B.F.
A. Scott, J.P., M.B.F.

Treasurer: M.B. Redfern.
Town Clerk: M.B. Redfern.
St. Kilda:

A large and genteel suburb about 1 mile from Melbourne. It covers an area of about 1,000 acres, of which 300 are built on. It is about 6 miles from the centre of Melbourne and has a population of about 6,000.

Public Buildings.

The Corporate Buildings consist of a large and varied range of municipal offices and residential areas. They are located on a prominent corner and offer a panoramic view.

Churches and Places of Worship.

There are two prominent churches in St. Kilda: the Presbyterian Church and the Catholic Church. Both have large congregations and are well attended.

Presbyterian Church

- Address: 232 Church St, St. Kilda
- Capacity: 500
- Pastor: Rev. J. Brown
- Total Members: 200
- Average Attendance: 150

Catholic Church

- Address: 245 Church St, St. Kilda
- Capacity: 700
- Pastor: Rev. J. O’Hara
- Total Members: 300
- Average Attendance: 200

Congregational Church

- Address: 255 Church St, St. Kilda
- Capacity: 400
- Pastor: Rev. J. Smith
- Total Members: 200
- Average Attendance: 100

Primitive Methodist Chapel

- Address: 265 Church St, St. Kilda
- Capacity: 150
- Pastor: Rev. J. Williams
- Total Members: 100
- Average Attendance: 50

St. Kilda is a thriving community with a rich cultural heritage and a diverse population. It is well connected with regular train services to central Melbourne.
St. Mary's Roman Catholic Church, Ashburn Road.

Schools, Denominational,

Parochial Day School, Ashburn Road - 127 Scholars.
- 73 Boys and 54 Girls.

Protestant Day School, Higher Road West - 70 Scholars, 40 Boys and 30 Girls.

Roman Catholic Day School, Dorevena Road - 90 Scholars, 35 Boys and 55 Girls.

National -

National School, East Road - 71 Scholars.
- 43 Boys and 28 Girls.

Other Institutions -

Public Library, 5 miles.

Commonage -

The Town Commonage comprises about 700 acres.

The Public Reservoirs in addition to the Town Park are situated in other parts of the town. The Public Reservoir is large and consists of two parts, one for water supply and the other for fire protection. The Reservoirs contain about 1,000,000 gallons of water.

The Population in 1851 was 3,167.

The Return for the year 1850 shows the population to have been 3,167.

From the Registration Office, 1861.
ralian Marathon runner, George Blake; in football, Gerald Brosnan and Joseph Hogan, in horseracing, the jockeys, Frank Bulpurk and "Brownie" Carslake.

While this chapter is waiting for the printing press, it is announced that Miss A. E. Garton, a well known teacher of St. Kilda, is retiring from the scholastic profession at the end of this year, 1930. Miss Garton is the proprietor of the Ladies' School called "Oberwyl", that once belonged to Madame Pfund and which school as "Oberwyl" dates from the year 1878 though we think that it incorporated the school of M. and Madame Forissier. In 1886 the school "Oberwyl" was bought by Madame Mouchette. In 1898, Miss Henderson, and Miss Garton, who established the school "Kalimna" in Acland Street, became the proprietors of "Oberwyl". Later Miss Henderson bought the school "Faireleight", which school is now known as "Clyde".

END OF VOLUME I.
APPENDIX

We here supplement our remarks made on Page 14 regarding the schooner, "The Lady of St. Kilda," and the speculations as to the source of her name. We add also some additional particulars concerning the family tree of the Dyke-Aclands.

The late J. B. Atlay, scholar of Oriel College, was an intimate friend of the Aclands, and he wrote a memoir of Sir Henry Wentworth Acland, who was regius professor of medicine in the University of Oxford. From Mr. Atlay comes the information that in the spring of the year 1834 Sir Thomas Dyke-Acland became the possessor of a beautiful schooner, which had been built at Dartmouth, Devon, for the fruit trade. The schooners engaged in carrying fruit from the Levant for sale in the London markets had to make a quick passage, laden as they were with perishable fruit. When the schooner became Sir Thomas Dyke-Acland's property he christened her "The Lady of St. Kilda" in honor of his wife, "who was almost the first English lady to land on that island—a feat accomplished by her in a small open boat as far back as 1810."

Sir Thomas had the interior of the vessel reconstructed and decorated for the use of Lady Acland, together with her daughters and four of her boys. The details of the alterations were plotted by one Baldwin, who afterwards became a lieutenant in the King's Navy. Baldwin gives an amusing description of the difficulties that he encountered in working for so masterful a man as Sir Thomas, who changed his mind and plans almost every day. Sir Thomas cruised the schooner in the Mediterranean and also set his course northward along the coast of Scotland to as far distant an isle as St. Kilda. About July, 1928, an interesting correspondence was published in "The Argus" on the subject of "The Lady of St. Kilda." The writers of the letters sought a complex solution of the origin of the schooner's name when the explanation was simple. One writer suggested that the lady was Lady Grange, mentioned by Boswell in his "Journal of a Tour to the Hebrides." The writer "D.B." claimed the lady as an ancestress, and he surmised that "probably Captain Acland knew this lady and called his yacht after her." This excusable conjecture shows only how improbable probabilities are often made to appear by facts.

The Aclands of Columb John in Devon trace their ancestry, in unbroken descent, from the year 1620. Mr. Gladstone described Sir Thomas Dyke-Acland, the seventh baronet, as the "finest gentleman in the West of England." Sir Thomas was born on March 29, 1787, and he succeeded to the baronetcy at the age of seven. By his marriage with the heiress of the Dykes of Tetton he brought the name of Dyke on to the family tree. He died on July 22, 1871. The name of Acland is unlikely to die out. A flourishing branch of the family is settled in New Zealand. A humorous West Country summary is that the world is peopled by "men, women, and Aclands."
INDEX

A'Beckett, T. T., 253; Abraham, A. S., 374; Acland, Sir C. T. Dyke, 13; Acland Estate, 237; Agg, Alfred, 253; Alexander, E., 272; Alfred Square, 27; Alma Road Place name, 257; Aspinall, B. C., 299; Clara, 299-300; Alston, Thomas, 233; Anderson, Lieut.-Col., 167; Archery Clubs, Alma, 264; Victorian, 298; Aspinalls, B. C., 167; Clara, 167; Athenaeum, 296 et seq.; Attaways, G., 272.

Bagshawe, E. W., Early Surveyor and Elstonwick, 22; Barkly, Henry, Sir, 91; Barr, Robt., Capt., 34; Barry, Redmond, Sir, 309; Barr, Robt., Capt., 22 to 24; Beach, St. Kilda, 1859, 239; Beach Squatters, 240; Beagles and Hunting, 261; Beating the Bounds, 63; Bent, Thomas, 189, 387; Bernhardt, Sarah, 283; Billing, Judge, 270; Bindon, S. H., Judge, 170; Black Thos., Dr., 27, 61; Blacksmiths, 231; Blessington Street, 140; Gardens, 216; Bowling Club, 320; Boyd, T., Capt., 270; Bradshaw, E., Town Clerk, 88; Breakwater and Victorian Yacht Club, 222; Brighton Road, 215; Brodribb, Kenric, first Solicitor of St. Kilda Council, 373; Bromby, Dr. 378; Browne, J. N., Town Clerk, 33; Browne, Octavius, 324; Bullock Roasted, 316; Bunny, Judge, 270; Bunny, Rupert, Artist, 395; Burnett and Gurner Streets, 111; Bus Services, First, 223, 228; Bushrangers, 46, et seq.; By-laws, 118.

Cahmen's Stands, 230; Carandinis and Others, 247; Casey, Judge, 301; Cemetery, St. Kilda, 37; Chamberlin, F. W.; Town Clerk, 33, 154, 310; Charnwood Crescent, 269; Cheetham Place, 252; Childers, H. C. E., Hon., 327; Chinese Fishermen, 162; Clarke, W. J., Sir, 186, 267; Coal, Victoria Coal Mining Coy., 211; Cockatoo Watermen, 218; Coles Wharf, 327; Councillors, First, see Chap. V., p. 83; Coursing Club, 267; Court of Petty Sessions, 107; Cowderoy, Benjamin, 36 et seq.; Creches, 363; Crews, J. B., 126; Cricket Club Hotel, 111; Crown Land Sales, 27; Crown Land Sales, 1842, p. 27 et seq.

Churches and Clergy included : - All Saints, 333; Anglican Church Service, First, 323; Church Trespass Alleged, Free Church and United Presbyterians, 345; Free Presbyterian Church, 346; Hebrew Congregation, 356; Holy Angels, 352; Holy Trinity, 336; Presbyterian Church, Alma Road, 344, 345; St. George’s, 347; Sacred Heart of Jesus, 352; St. Bede’s, Elwood, 342; St. Columba’s, Elwood, 353; St. George’s Chapel, Windsor, Eng., 333; St. Margaret’s, 349; St. Mary’s, East St. Kilda, 350; Synagogue, Old and New, 357, 359; United Free Methodist, 353; Wesley Chapel, 355; Salvation Army, 369.

Dalgety's Paddock, 110; Darlot, Mrs., 332; Dendy's Special Survey, 46; Diggers’ Gold, 272; Domeday Book, 'Beach Squatters,' 241; Dramatic Club, 248; Drain, Main, Municipal, 145; Draper, Sergeant, 46; Duerdin, Jas., 7.

Essey's Paddock, 113; East St. Kilda Drainage, 213; Elstonwick Place
Name, 20 to 22; Ensecoe 8 Co., 25; Esplanade Sale, Land, 113;

Elwood—Abattoirs, 191, 193; Annexation Notice, 189; Baxter, B., Capt., 22 to 24; Bent, Thomas, 189; Broadway, 205; Capelain Le, not Capetain, 196; 'Committee of Management,' 187; Dougharty, J. G., 182; Drownings in Elster Canal, 209; Early Residents, 185 to 186; Ebden, C. H., 21; Elster Creek, 20; Elwood and Its Place Name, 181; Canal, 207; Rifle Butts, 193; Land Sales, 206; Manure Depot, 194; Residential and Shop Areas, 205; Reclamation of Swamp, 200, 203, 204; Griffiths, S., 187 et seq.; Huon, Louis, 183; Point Ormond, 182; Quarantine Station, 31; Von Schmidt, Capt., Dredge, 201.

Fareham Village, 11; Farmer's Paddock, 269; Fawkner, J. P., 65; Fitzgibbon, E. G., 281 et seq.; Fire Brigade, 130 et seq.; Fitzroy, C. A., Sir, 74; — Street, 51; Firebrace, Major, 28, 332; Firewood Supply and St. Kilda Jetty, 219; Fisher, Andrew, 233; Fitzroy Street and Sir Charles, 51; Floods, 1862, 163; Foot, Henry Boom, Early Surveyor, 23, 181; Football Club, 310; Ford, Mrs., 168; Forrest, Chas., Lieut., 334; Freemason's, Balaclava Masonic Temple, 368; Fulton, Thos. and Miss, 367 to 369.

Gardiner, Florence, 80; Gardiner, John, 182; "Gazelle" Ship, 171; George II., 333; Gladstone, Mr., 328; Glenhuntly Fever Ship, 30, 34; Goats, 292; Goldie, W., Town Clerk, 89, 136; Grange, Lady, 14 et seq.; Gray, Burnett, Mayor, 131, 153; Councilor and M.L.A., 209, 312; Great Arthur's Seat Road, 51, 109, 244; Green Knoll, 8; Grey Street, 50; Greyhound Hotel, 230; Griffiths, Samuel, 53, 188; Greeves, A. F. A., Dr., 182; Grimwade, F. S., 336, 341; Gunn's Railway Cars, 231; Gunner, Mrs. "Lady In Grey," 263.

Hackett, P., Mag., 121; Hamel, Julius, Artist, 295; Harvey, Matthew, 377 to 378; Hayes, Catherine, 257; Heales, R., Hon., 254; Hebrew School, 358; Hegarty's Baths, 173; Michael, 175; Hendon, Clarke 8 Anderson, should be Henderson, Clarke 8 Adamson, 202; Hermert, Van, Dr., 336; Herdsmen's Run, 196, 289; Hirta, Norse, Name for St. Kilda, 19; Hodson, Georgia, Miss, 247; Hood, Mr. Justice, 376; Horne, "Orion," 165; Home's Samuel W., House, Beach Road, 235; Horticultural Society, 226; House To Let, 1843, 41; Hughes, Councillor, 153; Hunt Club, Melbourne, 259.

Hotels, Some Notable Early Ones, Publicans Included—Bay View, 128, 229, 267; British Hotel, 310; Buck's Head, 229; Carlton House and Hotel, 271; Club Hotel, 24, 252, 126; Criterion, 226, 227; Elsternwick, Vol. II., George Hotel, 232; Greyhound Hotel, 267; Hare and Hounds, 267; Howard's Hotel, 224; Inverness Castle, 230; Junction, 247; New Baths, 226; Pembroke, 375; Post Office, 226; Prince of Wales, 232; Royal George, 47; Royal Mail, 271; Royal, 272; Star and Garter, 229; Terminus, 229; Village Belle, 231, 265.


Terraces in St. Kilda, 249; Fitzroy, 256; Gloucester, 247; Melbourne, 44; Park, 50, 256.

Inge, H. J., 335; Inkerman Road, 93; Iredell, Dr., 328; Ireland, R. D., 254, 376; House, 257; Iron Houses, 243.
INDEX  403

Jackson, Samuel, 53; Street, 53; Jennings, H., Miss, 263, 330; Henry, 330; Sophia L., 330; Jetty Company, 55, 220; Jewish Residents, 356; Junction Land Sale, 245; Justices and Councillor’s Disagree, 105.

Kangaroo Hunt, 267; Kenney, Capt., and His Bathing Ship, 156 et seq.; Baths Demolition, 179; King, John, Burke and Wills, 364, 365; Kitchen Gardens, 249; Kirkland, Mrs., 337; Kruse, A., 374; Kyte, A., 232.

Ladies’ Sea Bathing Coy. Ltd., 177; “Lady in Grey,” 263; Lady of St. Kilda, 3 et seq.; Lagoons and Swamp Lands, 39; Land for Municipal Chambers, 103; Land Prices, 1874, 237; Land Sale, 1847, Latrobe, C. J., 6, 26, 263; Lawrence, J. Ross, Lieut., R.N., 4, 7, 8, 24, 27; Leggett, Capt. R., 326; Baths, 173; Lempriere, Chas., Dr., 112; T. H., 270; Letter Deliveries, 137; Levey, G. Collins, 270; Lighting, Gas and Oil Lamps, 136; Lonsdale, W., Capt., 28, 49; Lyster, William Saurin, 247.

Macarthur, Elizabeth, Mrs., and D. C., 378; General, 270; McQueen, F., Rev., 19; Magistrates, Municipal and Territorial, 107, 108; Manners, Sutton, H. T., Sir, 268; Marine Terrace, 70; Marryat, Miss, and Captain, 308; Mechanics and Literary Institute, 304.

Melbourne Town Council — Agitation for Severance by St. Kilda from Melbourne Corporation, 75; Anger of Editor, “Port Phillip Patriot,” with Dr. Thomas Black, 60; Bathing Place, Police Protection for Females, 69; Boundaries Question, 60, 65; Memorials, 1847, 65; Report of St. Kilda Committee, 66, 67; St. Kilda or Smith Ward, 67, 68, 69; Footpaths Proclamation, 70; Municipal District of St. Kilda, 71; City of Melbourne Boundary, 61; Perambulation (1848) of Boundaries, 63; Corporation of Melbourne, 60; Municipal District of St. Kilda, 71; Gabrielli Loan, 74; Nicholson, Dr., Presents Petition, 61; Royal Assent to St. Kilda Bill, 61.

Melbourne Terrace, 42, 44; Michie, Archibald, Sir, 35; Minet, Geraldine Helena, Miss, 211; Monahan, Tom, 291; Monash, John, Sir, 359; Moody, William, baker, 45, 249; Mooney Family, 225; Municipal District Proclaimed, 71; Municipal Rate, First, 91; Municipality of St. Kilda, 1857, 81; Munro, James, 121; Murphy, H., 272; McCulloch, Jas., Sir, 244.

Nancy, Brig, 156; Nash, C. R., Capt., 309; Nepean, Evan, 52; Newspapers, Local, 275; Nicholson, Arthur, Sir, 328; Nicholson, Germain, 277; Nicholson, W., 270.

O’Donnell, Councillor, 152; O’Hara, H., Dr., 374; Omnibus Premier, 223; Ormond, Francis, Sir, 182; Owiesville Village, 331.

Panton, J. A., 259; Parkes, E. S., 336; Pascoe, J. R., 80; Pasley, Capt., 219; Picnic, The Historical St. Kilda, 7; Pier and Jetty, 219; “Poets Corner,” Poets’ Grove, 97, Police Station, First, and Court, 85, 86; Port Seaside, 55; Printing Press, 275; Prize Fight, 266; Proclamation, Municipal District, 71; Prophet, David, Town Clerk, 136.

Publicans—See Hotels.

Quakers, 181; Quarantine Station, 31; Graves and Removal, 33; Queen’s Mews, 283.

Railway Accident, Windsor, 336; Loop Line, 199; Races, 264; Red Bluff, 2, 30, 211; Red Gravel Pits, 139; Reid, Joseph, Sergeant, 241; Renfrey, Councillor, 208; Rents in 1854, 272; Richardson, C. D., artist, 395; Riggall, William, 168; Ristori, Madame, 247; Rippon Lea Place Name, 99; Roads’ Tolls, 215; Robe Street, 50.
Reminiscences, Letters, and Diaries—


Chapman, F. R., His Honor, 273; Cowdeney, B., on Chinese, 239.


Ross, C. Stuart, Rev., 44, 45; Seddon, David, Rev., 99, 331, 380; Seddon, St. John D., 325.

Jennings, Henry, 264; Henrietta, 263.

Kean, Charles, Mrs., 281, 282; Kelly, William, 56, 58; Knox, G., Mrs., 257, 268, 269.


Madden, Sir John, 254, 256, 259, 260, 299, 300, 303, 304; McMicking, Mrs., 278 to 281; Michie, Archibald, Sir, 284, 285; Mosman and Banister, 44; Moody, William, 46.

"Old St. Kilda Resident," 218, 219; Perry, Mrs., 26, 27.

Sparrow, George, 283; Spottiswood, W., 114.


Sailing Club, 268; Sales, Crown Lands, 27; Sanitary Conditions, 77; Sargood, F. J., 122, 219; Screens, Bathing, 176; Seaside Port, 55; Service, Jas., 293; Severance Promoters, 62, 74; Smith, Grey, F., 328; Smith, Howard W., 171, 338; Snakes, 210; Snodgrass, Peter, 186; Ship's Log, 9; St. Kilda's Place Name, 12, 73; Public Library, 152; Road, 51; Seabathing Company, 1855, 70; Streets' Names, 95 to 100.

School, Early, Some, Teachers included—All Saints' Grammar School, 375; Art Schools, 395; Board of Advice, 382; Board's First Schools, 382; Brighton Road State School, 384; Brown's Academy, 380; Charnwood Grove School, 374; Christian Brothers' College, 396; Christ Church School, 383; Clyde School, 397; Day Nursery, 363; Elwood Central School, 387, 392; Esplanade House, 380; Free Kindergarten, Creches, 363; Gloucester Terrace School, 380; Goslett's School, 378; High School Proposed, Elwood, 392, 393; Hopwell House, afterwards Queen's College, 374; Ladies' College, 379; Moss Grove Seminary, 379; National School, 377; "Oberwyl," 372, 397; Park State School, 391; Parochial Schools Board and Trustees, 380; St. Kilda College, 380; Education Institute, Bay View House, 380; Grammar School, 376; State School Band, 387; Technical School, South Melbourne, 391; Wesleyan Church School Room, 385; Bonwick's, 271, 374, 375; Forissier's, 373; Hadfield's, 372; Hossack's Ladies' College, 380; Landale's, 363; MacArthur's, 378, 379; Pfund, Madame, 373; Tegethoffs, 373, 374.

St. Mary Axe Lane, 53; Sugden's Folly, 224 and 271.

Taylor, Councillor, 312; Tents in Carlisle Street, 115; Theatre, Mooneys, 308; Tin Pot Alley, 53; Tolls, 150; Topography, 39; Town Planning, 205; Traffic Census, 1873, 234; Treasure Cove, 163; Tulk Augustus, 253; Tulklett, Henry, 48; Turner, Sir G., 114.

Vice-Regal Place Names, 50; Victoria, Queen, 333; Victoria Yacht Club, 170, 222; Volunteer Fire Brigade, 128.
Wales, Prince of, 1863, Marriage Address, 313; Rejoicings, 315; Watson, George, 228, 259; Wattle Paddock, 53; Water Pipes and Supply, 118, 119 et seq.; Were, J. B., 6; West Beach Land, 39; Western Swamp, 199; Westgarth, W., 74; Wilson, Samuel, Sir, 233; "Withouts and Withins," 75, 76; Women Bathing, Proposed Stockade, 69.

Young, W. F., Young & Jackson should be "H. F.," 228; Yuille, Archie, 269.