THE HISTORY OF PRAHRAN
1836-1924

COOPER
THE HISTORY OF PRAHRAN
COUNCILLOR F. J. SARGOOD, J. R

The First Chairman of the Prahran Municipality

1856-7

[From a very fine portrait painted in oils by William Strutt, in the possession of the Prahran Council]
THE HISTORY OF
PRAHRAN

FROM ITS FIRST SETTLEMENT TO A CITY

Compiled (1912) and Revised (1924) by Order of the
PRAHRAN COUNCIL

BY
JOHN BUTLER COOPER

"Aut scribenda agere aut legenda scribere"
Inscription from the monument of John Stow,
London's 16th century historian and topographer.

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PREFACE.

In the following pages I have endeavoured to tell the story of Early Prahran, "From its First Settlement to a City," as I have gleaned it from the Council's minute books, newspapers, documents, and plans. I have profited, too, by listening to the tale as told in the speech of old residents, where their memories served.

I appreciate the honour the Prahran Council conferred upon me when its members entrusted me with the compilation of this work. I acknowledge the generous help I have received during my researches from State Government officials, librarians, lay and clerical, ex-councillors, as well as from private sources of authority, such as Mr. A. C. Macdonald, F.R.G.S., on various questions that arose during my task. Speciall y do I desire to name Mr. E. A. Petherick, F.R.G.S., F.L.S., etc., the distinguished archivist to the Commonwealth, for his kindness in checking early dates and historical statements, and the assistance Mr. Petherick gave me by placing at my disposal the resources of that valuable storehouse—the Petherick collection of books on Australasia, now in the Commonwealth Library.

I also thank the members of the Prahran Pioneers' Association for their friendly co-operation. Some of the interesting illustrations of past scenes in the book were loaned by them. Indeed, the book itself is the fruit of a timely suggestion made to the Council by the Association that the history of Early Prahran should be written while it was yet day.

In conclusion, to those who may see any merit in the task as finished, I say in Montaigne's words: "I have here only made a nosegay of culled flowers, and have brought nothin g of my own but the thread that ties them together."

JOHN B. COOPER.

28th October, 1911.
PREFACE TO REVISED EDITION.

This revised edition of the Prahran History is written to replace the first edition, issued in 1912. The present work contains a large amount of information which the publication of the first edition was the means of bringing to light. I believe that all the essential facts concerning the early days of Prahran are contained in this edition. I am sure that a compilation such as this is almost impossible not to fall into minor errors, but the one who has travelled the road knows best how many pitfalls he has avoided. I plead guilty in advance to any sins of omission and commission that sharp critics may detect, and I will not bear them any ill-will on that account. I heartily thank my many correspondents, some of whom I am now pleased to rank as my friends, for their sympathetic help in my difficult task. After all is said and done, it is a civic work, authorised for public information, and whether I have succeeded or failed in discharging the great obligations that lay upon me, I can assert that I worked in the spirit of public service, and, like a true Australian, when he accepts a responsibility, I have given of the best that is in me.

J. B. COOPER,
Official Historian of Prahran.

2nd August, 1924.
CONTENTS

Preface, i .......................................................... x
Preface t o Revised Edition n, x ......................................... x
List of Portraits s, x .................................................. v
Last of Illustrations s, x ............................................... v
Councillors of the Municipalit y of Prahran 359-367 ......... 7
Index 368-371 ......................................................... 1

CHAPTER I.

John Gardiner settles i n 1836—John Hepburn’s story—James Backhouse, the Quaker, arrives (1837) and meets George Langhorne—Langhorne christens the district ”Purraran,” in 1837—The River Yarra—Its native name: ”Bay-ray-rung”... 1-9

CHAPTER II.

The First Crown land sales—Some of the purchasers thereof—Lieut. Charles Forrest and his diary 10-30

CHAPTER III.

Subdivisions of Crown Sections—Some historical sales—Owners and purchasers—What names signify—A wonderful contrast 31-41

CHAPTER IV.

Prahran in the Fifties—First Church and Pastor—The Rev. W. Moss’ Recollections—Judge Chapman’s Memories—Topographical Details—Mrs. Young’s and Mrs. Eddington’s Reminiscences 42-5

CHAPTER V.

An Historical Meeting—Prahran-road District—Prahran Municipal—Progressives and Obstructionists—A Stormy Meeting—The Battle of Prahran—Police Troopers Present 54-6
CONTENTS.

CHAPTER VI.
Peter Snodgrass summons Claud Farie, the Sheriff—The factions' bitterness grows—The Hon. Charles Pasley—John Goodman's opposition—The battle still rages 65-7

CHAPTER VII.
The Battle of Prahran continued—Spiritual newspaper controversy—Progressives victorious—First Council elected at public meeting—Poll demanded and granted—The Councillors in 1856

CHAPTER VIII.
"The men of Prahran"—Some personal details and early memories—Early brickyards—First water supplies—Land sales and transfers—Place names and their history

CHAPTER IX.
Mechanics' Institute—Agitation for and against Town Hall—Foundation stone laid 31st October, 1860—The Prahran Library—Its genesis and development—Opening on Sunday—Free Lending Library—The Children's Library

CHAPTER X.
Spectemur Agendo—The £5,000 subsidy—Aut Caesar, aut nullus—The Council triumphant—South Park Reserve—A vigorous protest—Chairmanship of the Bench—Prahran churches—Professional men and traders

CHAPTER XI.
The Fire Brigade—South Yarra Water Works Company—Councillors fined—Water wasters and watering streets—The Old Church-street Bridge—The new bridge

CHAPTER XII.
Suburban railway companies—First railway train from Melbourne via St. Kilda arrives at Windsor—The loop line—Union-street crossing—Council pull up rails—A n Equity Suit ensues—Enoch Chambers and Foundry-lane

xii
CONTENTS.

CHAPTER XIII.
Evolution of a Municipality—Prahran’s first Mayor—Prahran gazetted a Town—A rating appeal—A Municipal storm—Councillor Crew retires—Prahran Racing Club—Penny readings—First quadrille assembly—The Southern Rifles—First half holiday 189-20 .......................................................... 6

CHAPTER XIV.
Distress in Prahran—Council and charity—Present day benevolence—Prahran and South Yarra Ladies’ Benevolent Society—Independent Church—Deaf and Dumb Institution—Legal House—Prahran Anglican Church—Christ Church, South Yarra, and other churches .......................................................... 9

CHAPTER XV.
Prahran postal service—Agitation for Post Office—Government indifference—Promises and evasions—Gas lighting—Early markets—Schools .......................................................... 8

CHAPTER XVI.
First Building Regulations—Ratepayers and Council—A suppressed advertisement—Proclamation of Prahran as a City—South Yarra separation movement—Division of the City into wards—The City market 239-25 .......................................................... 8

CHAPTER XVII.
The main drain—Prahran streets—Thought on their origin—Crown lands purchasers and their methods—The dismal swamp, South Yarra—Remarkable land sales—Town planning proposals—Town Clerk of Prahran 259-27 .......................................................... 5

CHAPTER XVIII.
Police Courts and Justices—A noted Chairman—Chequered careers—Floods in Prahran—Fires—City Hall Fire—Windsor Railway Accident 276-28 .......................................................... 6

xiii
CONTENTS.

CHAPTER XIX.
First Park Reserve—Donated as a site for the Prince Alfred Hospital—Council floats loan for Recreation Reserves—Rate-payers protest—A hard fight—Prahran reserves, parks, and boulevards—Tree planting—Proposed Municipal Gas Works 287-303

CHAPTER XX.
Prahran and Malvern Electric Tramway—South Yarra to Oakleigh Railway—Chapel-street Station—Prahran Destructor—Prahran Mechanics' Institute—Prahran Technical School—Prahran High School 304-321

CHAPTER XXI.
The War years—Red Cross Work—Recruiting Campaign—Prahran men and women "Do their Bit"—War widows' homes—Victory Square—Soldiers' Memorial Hall—Repatriation Work—Roll of Honor—Municipal Legislation and Municipal Health—Baby Health Centres 326-346

CHAPTER XXII.
His Royal Highness the Prince of Wales visits Prahran—A Right Loyal Welcome—Coronation of His Majesty King George V.—Vice-Regal visits—The City of Prahran—Its wealth and population—Its Mayors—Conclusion—Spectemur Agendo 347-356

xir
## LIST OF PORTRAITS

<table>
<thead>
<tr>
<th>Portrait</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. J. Sargood <em>Frontispiece</em></td>
<td>16</td>
</tr>
<tr>
<td>Lieut. Charles Forrest <em>Facing</em></td>
<td>8</td>
</tr>
<tr>
<td>John Craven <em>“ “ 84</em></td>
<td>9</td>
</tr>
<tr>
<td>George Messervy <em>“ “ 96</em></td>
<td>9</td>
</tr>
<tr>
<td>James Massey <em>“ “ 96</em></td>
<td>11</td>
</tr>
<tr>
<td>J. B. Cresswell <em>“ “ 116</em></td>
<td>14</td>
</tr>
<tr>
<td>The Rev. William Moss <em>“ “ 148</em></td>
<td>19</td>
</tr>
<tr>
<td>Dr. Gerald H. Featherston <em>“ “ 196</em></td>
<td>19</td>
</tr>
<tr>
<td>Samuel Willis <em>“ “ 196</em></td>
<td>19</td>
</tr>
</tbody>
</table>

## LIST OF ILLUSTRATIONS

<table>
<thead>
<tr>
<th>Illustration</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterloo Cottage <em>Facing</em></td>
<td>2</td>
</tr>
<tr>
<td>Chapel Street, Looking North from the Town Hall</td>
<td>3</td>
</tr>
<tr>
<td>Town Hall and Court House, 1862</td>
<td>3</td>
</tr>
<tr>
<td>Brick Yard, Chapel Street North</td>
<td>3</td>
</tr>
<tr>
<td>Fac-simile of Fawkner’s Letter</td>
<td>3</td>
</tr>
<tr>
<td>Graham Berry’s Store</td>
<td>4</td>
</tr>
<tr>
<td>Shops in Gardiner’s Creek Road</td>
<td>4</td>
</tr>
<tr>
<td>Gardiner’s Creek &amp; Roa d</td>
<td>4</td>
</tr>
<tr>
<td>Punt Road, 1860</td>
<td>5</td>
</tr>
<tr>
<td>St. Matthew’s Old Church and Schoolroom</td>
<td>5</td>
</tr>
<tr>
<td>First Deaf and Dumb Institute</td>
<td>6</td>
</tr>
<tr>
<td>Orrong Road, Refuse Tip</td>
<td>6</td>
</tr>
<tr>
<td>College Lawn, 1867</td>
<td>6</td>
</tr>
<tr>
<td>South Yarra Club House</td>
<td>6</td>
</tr>
<tr>
<td>Prahran House</td>
<td>6</td>
</tr>
<tr>
<td>East Prahran, 1867, from Town Hall &amp; Tower</td>
<td>7</td>
</tr>
<tr>
<td>Chapel Street from the Town Hall &amp; Tower, looking North</td>
<td>8</td>
</tr>
<tr>
<td>Prahran Town Hall &amp; Court House, in the sixties</td>
<td>9</td>
</tr>
<tr>
<td>Chapel Street from Town Hall &amp; Tower, looking South</td>
<td>10</td>
</tr>
<tr>
<td>High Street, looking East, in the nineties</td>
<td>10</td>
</tr>
</tbody>
</table>
LIST OF ILLUSTRATIONS.

Prahran City, from East Prahran...Facing...page 11 2
Prahran Public Library...12 4
Dandenong Road...12 8
Chapel Street, looking North from High Street, 1912...13 2
Toorak Road, Toorak...14 0
Brookville Municipal Gardens, Toorak...14 4
Chapel Street, looking South from Commercial Road...15 6
First Church Street Bridge...16 0
Dismantling Bridge...16 4
Laying Commemoration Stone...17 2
Church Street Bridge...17 6
Engine Built at Prahran...18 0
Windsor to St. Kilda Railway Loop Bridge...18 8
Chapel Street Buildings, 1924...19 2
"Como," The Australian Park...21 2
Prahran Town Hall, 1924...22 0
General Birdwood's Visit to War Widows...24 0
Prahran Reserve...24 4
Early Prahran Firemen...25 2
New Market Buildings, Foundation Stone...25 6
Orrong Park Tennis Courts Opened...26 0
Orrong Park Tennis Courts...26 8
City Hall Fire, view North end...27 6
City Hall Fire, view South end...28 4
Prahran Public Library at Night...29 2
War Work, Chapel 1 Street, 1918...30 0
Health Centre Foundation Stone...30 4
War Widows' Home...30 8
Toorak Boy Scout Building...31 6
City's Present...32 0
Municipal Address...32 4
Soldiers' Memorial Hall...33 2
Roll of Honour...33 6
Baby Health Centre Building...34 2
Welcome at the Town Hall to H.R.H. the Prince of Wales...35 0
THE HISTORY OF PRAHRAN.

CHAPTER I.

John Gardiner settles i n 1836—John Hepburn's story —James Backhouse, the Quaker, arrives (1837) and meets George Langhorne —Langhorne christens the district "Parraran" i n 1837—The River Yarra —Its native name: "Bay-ray-rung."

If we brush aside James Flemming, the journal keeper of the Charles Grimes Survey Party, despatched fro m Ne w Sout h Wales to report on the country about Port Phillip (20th h January, 1803), an d wh o lande d wit h other s fro m th e Yarr a (4t h February, 1803) a t th e presen t sit e o f th e Botanica l Gardens, to exami n e th e countr y fo r a m ile i nland, th e n th e las t day s o f the dying g ye a r o f 183 6 sa w wh at w a s on e o f the firs t contacts * of th e whi t e ma n w i th th e distri c t no w kn o w n a s th e Paris h o f Prahran. Certainl y th a t ye a r sa w th e firs t settler, Joh n Gardiner, wh o le f t th e bankin g cham ber o f th e Va n Diemen' s Land Bank to fatten bullocks, i n prefe ren ce t o bal anc in g ledgers, w a s th e e nterprisin g pio neer w ho aw akene d th e hill s o f Toora k and pastur e land s o f Prahran.

"With a running g fir e o f stockwhip s an d a f ier y ru n o f hoof s."

The name s Gardine r an d Gardiner' s Cree k remai n t o-day, t o attest an d serv e a s a const an t remi n de r o f h i s settlemen t o n the cree k th e n calle d b y th e native s "Kooyon g Koot," w h i ch h a s b e en transla te d a s meanin g "th e haun t o f waterfowl/ ' Jame s Bonwick, i n hi s "Discover y an d Settlemen t o f Por t Phillip," says:—"Gardiner w a s th e firs t settler w it h stoc k bey o n d th e Yarra. On e adventurou s Hawd o n firs t o pene d th e ro a d t o Dandenong an d s quatte d th ere . . . . Th e c ro ssin g g o f th e Yarra a t Dight' s Mill, o r a s w e kno w w h e o l d stoc k f o rd, Dight' s Falls. Th e convicts, whe n th ey escaped, stole s o m e c am puls e n s, a mon g th e lat te r b e in g g a kettle, whic h h a s, i t i s s a id, fou n d d y ear s a fte rwa r d s i n th e s cu b w h e r e Elsternwick no w is."

*A tradition exists that William Buckley, the only survivor of the three convicts who bolted from Governo r Collin s' s encampmen t a t Poin t Nepea n in 1803, traversed the district of Pra hr an, fro m which suppose d th e c ro ssin g o f th e Yarra a t Dight' s Mill, o r a s w e kno w w h e o l d stoc k f o rd, Dight' s Falls. Th e convicts, whe n th ey escaped, stole s o m e c am puls e n s, a mon g th e lat te r b e in g g a kettle, whic h h a s, i t i s s a id, fou n d d y ear s a fte rwa r d s i n th e s cu b w h e r e Elsternwick no w is. B
Yarra at the Melbourne Falls was always dangerous, especially to sheep. Mr. McIntyre discovered the excellent fording at what is now called Dight's Mill. Mr. Gardiner's station, in 1836 and 1837, took up all the country on both sides of the Yarra for many miles. Afterward Wallpool and Gogg ran cattle in Prahran."

This statement of Bonwick that "Wallpool and Gogg ran cattle in Prahran" is open to doubt. Whether the early squatters did so may not be of great importance. Very little is recorded about them, but what is really known is that a station was taken up on the Yarra by Walpole and Goggs, not Wallpool and Gogg, near the Survey Paddock. In the issue of the "Port Phillip Herald" of 27th March, 1842, their names appear, "A. R. Walpole and George Goggs" like hundreds of others, as insolvents. The liabilities of the firm are scheduled at £1,887; the assets at £1,412. Goggs weathered the firm's financial wreck, for he had a station on the Condamine River, N.S.W., in 1846. In 1835, Archibald McLaurin (who died at "Frogmore," Caulfield, in 1891) and his brother passed over Prahran with a mob of cattle, on their way to camp at the Red Bluff, St. Kilda. Probably they were the first men to pass with cattle through the district.

John Gardiner paid his visit to Port Phillip with the ill-fated Gellibrand in the early part of 1836. His one-time partner, John Hepburn, who started life as a cabin boy, and rose to the position of a master mariner, writing to "His Excellency Charles J. La Trobe, Esq., from Smeaton Hill, 10th August, 1853," says: — "In the year 1833, on my voyage from England to Van Diemen's Land and Sydney, I took from the former place to this latter a passenger named John Gardiner, who had then been some twelve or fourteen years in Van Diemen's Land, and who was determined to leave that colony and try his fortune in New South Wales as a squatter. After some weeks' travelling in New South Wales he returned to Sydney, and from the flattering description of the country in the neighbourhood of Yass and Molonglo Plains Mr. Gardiner persuaded me to invest a small sum of money, and held out hope of a good return. By this time I had formed a very high opinion of Mr. Gardiner's integrity, etc., which opinion, I am happy to say, has been fully realised, and continues to this day, 6th August, 1853."

Hepburn then relates how he was put in command of a steamer called "Ceres," and hoisted the "knowe d himsel f up fom
over-exertion." Another master was given command, and in the same month, August, 1836, the "Ceres" was lost by the new master between Sydney and Newcastle.

"Previous to this," continues John Hepburn, "I had joined my friend Gardiner and Mr. Joseph Hawdon in a Port Phillip speculation, to take a number of cattle to that place overland... Mr. Gardiner strongly urged me to accompany them on the expedition to Port Phillip, which I did."

This overland journey was "the first expedition in which stock, either of sheep or cattle, started from the Sydney side. When the party arrived at Gundagai they met the returning members of Major Mitchell's expedition, who had travelled from Portland. In December, 1836, Gardiner and Hepburn arrived at the little settlement of Doutta Galla. * It was not until 8th March, 1837 that Governor Sir Richard Bourke named the settlement Melbourne. After they the Prime Minister, Lord Melbourne. Doutta Galla a consists of only a few huts, "a Mr. Batman occupying one." There were several horses and fifteen head of cattle about the place. In honour of the festive season—it was Christmas time—Gardiner killed a bullock, and distributed the beef among the settlers. After a few days, "We crossed," says Hepburn, "the Yarra River at the only ford we could find, just at the point above where Dight's Mill now stands, and took up the ground on the South side of the river, where Mr. Pinnock's house and no stands, and what I know is Gardiner's Creek. Thus was the first cattle station in Australia Felix. There were a few wretches shee p u p the Moonee Ponds, and a few about the settlement; the farthest out station were Mount Aitken and the Werribee. The number of sheep, I suppose, at that time did not exceed 4,000 in the whole country, the fame of which began to attract attention, but him in Van Diemen's Land and Sydney. Mr. Gardiner and myself purchased Mr. Hawdon's share of the cattle, and some six months afterwards Mr. Gardiner purchased mine, so that he became the sole owner. The station was left in charge of a Mr. Hitchcock; Mr. Gardiner went to Van Diemen's Land."

* Doutta Galla was the wife of Jak a Jaka, or Jlk i Jiki, the aborigina l from whom Batman mad e e hi s famou s an d disallowe d lan d "purchase."

† The date, "4t h March," as given in other references, is incorrect—vid e Lonsdale's MS. notes, quote d b y Archer, "Statistica l Notes, 1835-60."
Accompanying John Gardiner's cattle drive on this expedition was a man named Doggatty, a prisoner of the Crown from Van Diemen's Land. He was brought from Sydney by Gardiner with the permission of Governor Arthur. When Captain Hepburn elected to settle on the Loddo he too kept this man, who remained with him for ten years, reared a family, and was a well-doing man.

The head station of Gardiner's run was at the creek that possibly remains to-day the same in appearance with its fringing of swamp tea-tree, as it did in 1836-37. On one day, Gardiner, following some stray cattle, saw the rich pastures of the Upper Yarra. This discovery induced him to remove his flocks and herds there—the holding being at Mooroolbark. Some time, probably in 1838, this changing of pastures took place, leaving the bushlands of Prahran open to the next comer upon which to run his beefes.

James Backhouse, the Quake Missionary, visited John Gardiner in 1837, and in his account of the visit we obtain a "fleeting glimpse into Gardiner's household. He also introduces us to George Langhorne, whose name is indissolubly connected with Prahran.

James Backhouse landed on the shore somewhere between Port Melbourne and South Melbourne, on 10th November, 1837, and entered the bush at a place marked with a red flag, which indicated where the track to Melbourne commenced. The track led through a wood, past a salt marsh, the land being sandy. His party was "conveyed across the Yarra by a voluntary ferryman, whose practice it was to make no charge, but to accept what passenger pleased, finding that in this way he got the best paid." Landing from the ferry boat they met George Langhorne, who had been appointed to form a missionary station at Port Phillip, place under the care of a Committee of the Episcopalian Church Missionary Society in Sydney. This George Langhorne arrived at Port Phillip in 1836 (according to James Bonwick) "to open a missionary establishment for the blacks upon the Yarra. Aspiring then to the ministry, he prepared and read his own sermons. Going to Sydney, in hopes of ordination, and being disappointed, he thence went up his religious engagements in disgust, and turned to trade. The want of mercantile success he regarded as a punishment for neglect of duty; he renewed his studies, and is now (1856) an esteemed Colonial Chaplain of New South Wales."

NAMING OF PRAHRA N

Anything concernin g Georg e Langhorn e i s interesting , i n view o f th e fact th a t i t wa s h e wh o gav e th e nam e o f Prahra n to th e district . Mr . G . F . Belcher , o f Merchiston Hall, Geelong, wr itin g t o th e "Argus " newspaper, unde r dat e 28th h April, 1906, says:—"Soon afte r m y ar riva l i n Melbourn e (ear l y i n 1839 ) I became acquainted wit h Mr . Langhor ne , wh o ar rive d i n 1836 . H is camp w a s situ a te d o n th e Yarra , n ear Punt Hill. Man y an evenin g I spen t wit h hi m in hi s tent , whic h was surro und e d wit h mia mia s o f natives . A s a rul e th e native s neve r car e t o remain lon g in an y localit y, an d s o Mr. Langhorne moved abou t from tim e t o tim e, changin g hi s camp t o sui t th e w ishes o f h is proteges. M r . Langhorne held a g rea t influ en ce ov er th e natives, an d ofte n w a s th e mean s o f preventin g trib al fights."

Th e lette r fro m Mr . Langhorn e i s date d d Botany , October , 1889, an d reads thus:—

"With regar d t o th e origi n o f th e wor d Prahran—now , I b e lie ve, a larg e tow n o r city—o n a  drizzly , rain y da y o f lat e a utumn, i n 1837, Rober t Hoddle (Surveyor-General ) strolle d int o m y hu t a t th e Governmen t Statio n at Pur-ra-ran—fo r s o I name d it— a compoun d o f tw o aborigina l w ords, meaning 'lan d partiall y surrou nde d b y w a ter / Thi s wa s th e aborigina l station assigne d t o m e f o r th e purpos e o f formin g a nucleu s establishmen t for th e car e an d Christia n trainin g o f th e aboriginal s o f Port Phillip ."

" 'Busy?' sai d m y visitor .

" 'Yes, alway s busy . '

" 'Lovely spot , this! '

"It wa s a lovel y spot , a t th e ben d o f th e river , oppos it e t o wha t w e called th e Governmen t Hou s e paddock , o n a risin g g round, formin g a fin e grassy slop e t o th e river, wel l cropp e d b y shee p tha t h a d bee n a shor t tim e wh ile campe d ther e afte r landin g fro m Va n D iem en's Land. I n th e rea r wa s a lar g e an d picturesqu e swamp , whic h th e native s tol d d m e w as s nam e d after m e. T o th e southwar d wa s a risin g g round, fro m w hic h w e coul d see Hobson's Bay , abou t tw o m ile s dista nt.

" 'I hav e calle d u p o n y o u , ' sai d Hoddle, ' to ge t som e nativ e name s fo r th e district s o r parishe s arou n d in Count y Bourke. '

" 'I a m gla d t o hea r it, ' I rep lied .

"Hoddle wen t on: 'Now , wha t d o yo u ca ll th is olace? '

" 'Purraran . '

In wr itin g th e wor d d own, H oddle sp el t t i t "Prahran," an d so i t appear s fo r th e very first t im e i n its h istory o n a ma p o f Port Phillip, sh owin g sur ve yee d land s (no t y et s old), th a t a c compan ied Go vern o r G ipp s ' despatch , 28t h h September, 1840 . Th e name "Pur-ra-ran" w a s in use well in to th e ear ly fifties. Th e sale o f Crow n Land s i n Prahran, an d th e ir subseque nt divisio n int o numerou s allotmen ts b y th e purchaser s fro m th e Crown, fo r th e purpos e o f re-sal e speculatio ns, led, a s th e sale s w ere m ade, t o th e issu e o f many titles. O n th ese de e ds th e la nd w a s des cribed
as situated in the Parish of Prahran. Prahran was a simplification of the native name, "Purraran," which happily retains the flavor of its racial origin. The new word proved its utility in the work-a-day world, and justified its evolution—"Purraran" gradually passing out of usage the settlers following the name of the place—Prahran—as it appeared on their title deeds.

When James Backhouse met George Langhorne, the latter was setting out for the Missionary Station, a reserve of 875 acres, now comprising the Botanical Gardens. The devout old Quaker dined with Langhorne and his wife Mary, and then went four miles further up the river to visit John and Mary Gardiner. He notes that Gardiner has erected a comfortable house in this newly occupied country. Backhouse consented to stay the night "in order to have the opportunity of conveying religious instruction to the establishment". Friend Backhouse was not over-pleased with the result, for he writes (12th November, 1837): —

"This morning the servant s of his (Gardiner's) establishment were invite d to meet with us; with the exception of one man and his wife the y were to o little interested in such matters to get themselves dressed by eleven o'clock, so as to be ready for the occasion."

That "on e man and hi s wife " were, most likely, the Doggattys, who m Captain Hepburn afterward s took away to the Loddon. Backhouse’s text rather points to this inference, for the pious Quaker half-grows at the shufflers from divine worship, "This sort of negligence is said to be very prevalent among free servants here." Doggatt y was, as we know, "in bond." However, there was some good d leave n in the Gardiner household, for r the Quaker says: "A native black from the Merumbidgee River has become an efficient servant in his family, and shows more reflection than some of the white people who have been brought up, nominally, Christians."

On the 13t h he lef t Gardiner's house an d journeyed back to the Mission Station in a boat. He describes the Yarra Yarra River as deep, and difficult to navigate on account of the quantity of sunken timber. "I t i s about sexty y ee t wide, an d margine d with tree s an d shrubs. Amon g these we hears the tinkling g note of the Bell Bird, and d the shrill whistle of the Coachman, which is terminated by a jerking sound, something like the crack of a whip. We also noticed the Nankin bird, a species of Heron,
which is cinnemon colored on the back, sulphur colored on the breast, and has a long white feather pendant from the back of the head. The river is fresh to Melbourne, where there is a rapid. The town of Melbourne, though scarcely more than fifteen months old, consists of about a hundred houses, amongst which are stores, inns, a jail, a barrack, and a school house. There is much bustle and traffic in the place, and a gang of prisoners are employed in levelling the streets. The town allotments of half an acre were put up for sale a short time since at £5 each, the surveyor thinking £7 too much to ask for them. But the fineness of the country has excited such a mania for settlement here, that the sold from £25 to £100 each. Eighty thousand acres of soil land, suitable for cultivation, and for the site of dwelling for opulent settlers, have already been surveyed, and are expected to be put up for sale, by the Government, in sections of from fifty to one hundred acres each. Larger tracts will also be sold as soon as the survey is sufficiently forward."

The Missionary Station, when seen by Backhouse, consisted of temporary buildings of mud and plaster, with thatched roofs, not sufficiently extensive to accommodate the missionary family and twelve native boys, who were already under tuition. "The design," says Backhouse, "was to educate and put them upon a level with the European population." This good Quaker was "gratified to see the Government dispose of its efforts to benefit the people whose country they have usurped, but their efforts in this case do not appear to us to be of such a character as Christian so much to make, being in contradiction to peace on earth and goodwill to men."

Such were the thoughts of one of the first men who gazed upon the woody ways of Prahran, Toorak, and South Yarra. The latter suburb he walked over on his way to his ship, the "Eudora," which lay at anchor about two miles from the shore. On 16th November he spent much of the day in fruitless efforts to obtain attention from the "Eudora," but those on board failed to see the signals—two fires on the beach. On 19th November the "Eudora" sailed down the head of Port Phillip, with the Quaker aboard, and Gardiner's Creek district knew him no more.

John Gardiner comes again into prominence in 1838, when the Port Phillip Bank was established, with a capital of £120,000,
Gardiner being the managing director. Mr. Latrobe (who arrived on 30th September, 1839, to govern the destinies of the settlement, at a salary of £800) wrote down very brief particulars from Gardiner on 19th August, 1853, of his early connection with the colony. Gardiner was at the time on board the "Argo," lying in Hobson's Bay, outward bound for London. Gardiner’s bank, the Port Phillip Bank, close did its doors during his absence, and he did not return to the colony.

In addition to Gardiner’s cattle station impinging upon, and his stock grazing over Prahran, South Yarra had a few huts close to the river, which, dotted here and there, presaged the ultimate extension toward the coming settlement of Prahran. The huts were described as south of the Yarra, the river so named by John Helder Wedge, the surveyor of the Port Phillip Association, who came over the infant settlement on 7th August, 1835. His object was to confirm or otherwise, the glowing account John Batman had given to some capitalists in Van Diemen’s Land. According to one account of the origin of the name of the Yarra, Wedge asked a native standing by the Yarra Falls, the native at the bottom of where Queen-street is now, what the name of the river was, and the native replied, "Yarra Yarra." Another native applied the same term to a fall on the Werribee. That caused Wedge to make further inquiries, and he ascertained that the words meant, "it runs/" or "it flows," and the woman applied them to all waterfalls.

Conclusive words on the question, which includes the origin of the place name of South Yarra, an important municipal division of Prahran, have been written by Mr. A. W. Greig, an acknowledged authority on the early records of Victoria. He says that "a native examination of the field-book of John Hedder Wedge, the surveyor of the Port Phillip Association, who is supposed to have bestowed the name of "Yarr a Yarra" in the mistaken belief that was the aboriginal designation of the river upon which Melbourne stands, has convinced me that Wedge was quite aware of the aboriginal name, and deliberately substituted "Yarr a Yarra," therefore, as being more euphonious. His sketches of the site of Melbourne, made on the 17th and 18th September, 1835, are labelled respectively "1st Encampment at the River Berrern," and "Barrer n Rapid S of," while a list of native names include in the field-book contains
An entry which supports the idea of substitution. In its original form this entry seems to have read "Barraring Country between Barrern or East Branch of River (and) Nort h Ri:"—"Barrern or East Branch of River," being subsequently altered to read "the East River or "Yarrow Yarrow," and Yarrow Yarrow—East Ri;" being given as an additional entry. The name given by Wedge as "Barrern," "Berrern," and "Bararing" has been recorded by later investigators as 'Birr-arrung,' 'Bur-erring,' and 'Bay-ray-rung,' and there seems no doubt that it was the native name of the stream."

"An interesting fact is that Wedge applied the real native name of the river to the tract of country lying between the Yarra and the Salt water River. It seems st o m e that this name (Birarang) survive s in Prahran. I n the Australian language s p a d b ar e n o t differentiated, and a final n i s often transmitted into the nasal ng."

On the meaning and spelling of native names great differences of opinion exist even amongst those who are regarded as authorities. A s ther e is no final court of appeal they must continue to differ.

One most satisfactory feature about the name "Prahran" is that its derivation is traced beyond question. No intelligent doubt can possibly exist as to the correctness of the word's meaning. Have we not the authority of the man himself—the christener of Prahran, the Rev. George Langhorne? And such christening! Picture the wattles and daub hut, the mizzling rain of an autumnal day, the country dripping wet; the aboriginals crouched under their mias, while a Surveyor-General, top-booted and muddy, seeks the missionar y for the purpose of obtaining native names with which to describe his surveyed sections. Such was the scene, and such scenes have s a n historic interest, ful lo f picturesqu e Australia n bus h memories!"
CHAPTER II.

The First Crown land sales —Some of the purchasers thereof —Lieut. Charles Forrest and his diary.

F Walpole and D Gogg served occupier of Prahran as a sheep and cattle run, it could not have been for any length of time. The settlers' custom was to seek when occasion afforded better land, and when it was found to pack baggage, mount horse, muster herd, and away to the new feeding grounds. They were akin to the Israelites of old, partial to wanderings, and Port Phillip Province was to most of them as fruitful as the Promised Land. Thus, in pursuance of this custom, we have seen that Gardiner shifted his herd to the rich grass-flat of the Upper Yarra, while the elusive Walpole and Gogg may have occupied his vacant holding. At that time these men did not trouble about licence fees. The authorities in Sydney were a long way from the province of Port Phillip, and the first settlers did as they pleased. The arrival of Captain Lonsdale, in 1836, to act as magistrate, and the subsequent visit of Governor Bourke, in the following year, however, altered this free-and-easy way of grazing the country. These lands were licensed to the squatters, and a source of revenue thereby created. Captain Lonsdale himself, under the name of his nephews, the two young Langhorne, took up the country about Prahran, extending right away a sa far as Brighton. These Langhorne sold their license rights and stock to Davis Hill, an overlander, and he held the country, less a few cultivation leases, until the land became the subject of Crown sales.

The first sale of Crown land in Prahran took place on 10th June, 1840. These lands sold were those with frontage to the Yarra and to a Government road, afterward Gardiner's Creek road, now Toorak-road. Lots numbered 18, the first lot having frontage to Gardiner's Creek, Kooyong-road, and the Yarra. The following is a detailed list of the land, prices, and purchasers:
<table>
<thead>
<tr>
<th>Lot</th>
<th>Number</th>
<th>Depth (ft)</th>
<th>Buyer</th>
<th>Price (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1</td>
<td>2</td>
<td>73</td>
<td>H. Brown</td>
<td>2</td>
</tr>
<tr>
<td>Lot 2</td>
<td>2</td>
<td>23</td>
<td>J. Brewer</td>
<td>3 0</td>
</tr>
<tr>
<td>Lot 3</td>
<td>2</td>
<td>00</td>
<td>R. Griffith</td>
<td>3 2</td>
</tr>
<tr>
<td>Lot 4</td>
<td>1</td>
<td>92</td>
<td>L. Dean</td>
<td>3 3</td>
</tr>
</tbody>
</table>

(South Yarra Railway Station stands on Lot 4.)

<table>
<thead>
<tr>
<th>Lot</th>
<th>Number</th>
<th>Depth (ft)</th>
<th>Buyer</th>
<th>Price (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 5</td>
<td>1</td>
<td>90</td>
<td>W. Howey</td>
<td>2 7</td>
</tr>
<tr>
<td>Lot 6</td>
<td>1</td>
<td>73</td>
<td>Chas. Forrest</td>
<td>2 9</td>
</tr>
<tr>
<td>Lot 7</td>
<td>1</td>
<td>82</td>
<td>H. Dowling</td>
<td>2 7</td>
</tr>
<tr>
<td>Lot 8</td>
<td>2</td>
<td>00</td>
<td>A. Johnston</td>
<td>2 9</td>
</tr>
<tr>
<td>Lot 9</td>
<td>2</td>
<td>12</td>
<td>W. Roemer</td>
<td>2 6</td>
</tr>
<tr>
<td>Lot 10</td>
<td>2</td>
<td>12</td>
<td>C. Williams</td>
<td>3 3</td>
</tr>
<tr>
<td>Lot 11</td>
<td>2</td>
<td>02</td>
<td>A. Langhorn</td>
<td>4 0</td>
</tr>
<tr>
<td>Lot 12</td>
<td>3</td>
<td>40</td>
<td>A. Langhorn</td>
<td>3 2</td>
</tr>
</tbody>
</table>

These lots had a frontage of 650 feet to Gardiner's Creek-road, but they varied in depth, which followed the windings of the Yarra. For instance, Lot 12 had a depth on one corner to the Yarra of 3,175 feet, while on the opposite corner of the same allotment it had a depth of 4,830 feet.

The lots, when they crossed Williams-road, were larger. Lot 12 had its east frontage to Williams-road. Starting now at the corner of Williams-road and Toorak-road, on the east side, the following lots were also sold on the same day (10th June, 1840):—

<table>
<thead>
<tr>
<th>Lot</th>
<th>Number</th>
<th>Depth (ft)</th>
<th>Buyer</th>
<th>Price (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 13</td>
<td>6</td>
<td>00</td>
<td>Jane Hill</td>
<td>7</td>
</tr>
<tr>
<td>Lot 14</td>
<td>6</td>
<td>30</td>
<td>John Brown</td>
<td>2 0</td>
</tr>
<tr>
<td>Lot 15</td>
<td>7</td>
<td>73</td>
<td>Charles Norris</td>
<td>2 0</td>
</tr>
<tr>
<td>Lot 16</td>
<td>7</td>
<td>00</td>
<td>S. J. Brown</td>
<td>1 8</td>
</tr>
<tr>
<td>Lot 17</td>
<td>7</td>
<td>80</td>
<td>D. L. Campbell</td>
<td>2 0</td>
</tr>
<tr>
<td>Lot 18</td>
<td>6</td>
<td>00</td>
<td>W. H. Yaldwyn</td>
<td>1 6</td>
</tr>
</tbody>
</table>

The next sale of Crown lands, which no water for a portion of Prahran, too k place on 27th June, 1849, just nine years afterwards, when ten blocks were sold. The fires ran in depths from Commercial-road to Toorak-road, and started at Kooyong-road, with a per acre.

<table>
<thead>
<tr>
<th>Lot</th>
<th>Number</th>
<th>Depth (ft)</th>
<th>Buyer</th>
<th>Price (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 27</td>
<td>5</td>
<td>00</td>
<td>Jackson</td>
<td>5 5</td>
</tr>
<tr>
<td>Lot 28</td>
<td>5</td>
<td>43</td>
<td>Jackson</td>
<td>3 0</td>
</tr>
<tr>
<td>Lot 29</td>
<td>5</td>
<td>33</td>
<td>James Rae</td>
<td>1 0</td>
</tr>
</tbody>
</table>
The last sale of Crown lands in Prahran, as we know it today, as distinct from the Parish of Prahran, took place on Wednesday, 15th May, 1850, by virtue of a proclamation issued on 26th March, 1850. The following report of the sale appears in the "Argus" of 16th May, 1850:

"Government Land Sale."

"The Government land sales, as advertised, took place in the rooms of Messrs. Tennent and Co., Elizabeth-street, at 11 o'clock yesterday. The attendance at the sale was remarkably good, the greater part of our influential and moneyed citizens being present. The bidding was spirited in the extreme, most of the lots being sharply contested, and the prices realised cannot but be encouraging as a mark of the prosperity of the province. The number of lots advertised for sale was 122, but in consequence of the severe competition the auctioneer was only able to reach Lot 101. Below is appended a list of the different lots, and their purchasers, and it may be as well to remark that the purchase of Mr. Fawkner were made on behalf of the Co-operative Land Society."

Some of the land included in this sale were lots at St. Kilda, the upset price of which ran from 30/- to £2 10/- an acre. The upset price of the land sold in Prahran, announced in the "Government Gazette" of 17th April, 1850, ranged from £1 10/- to £3 per acre. As the "Argus" reporter of the sale is not quite correct in all his prices as recorded for the lots sold, we will follow the original sale books, as before, now in possession of the Crown Lands Department. In this way we secure a record that is accurate in every detail. Indeed, these official records make sad havoc of some of the printed reminiscences of the early pioneers,
WATERLOO COTTAGE

Built in the year 1841. It was the forerunner of the city of houses called Prahran.
and serve to show once more what a treacherous servant human memory is when recalling supposed facts and dates after the lapse of years.

With the exception of two blocks in South Yarra, the blocks sold in this sale of 1850 were bounded by Commercial-road, Punt-road, Wellington-street, Dandenong-road, and Kooyong-road. The first two are the South Yarra blocks.

<table>
<thead>
<tr>
<th>Lot</th>
<th>Size</th>
<th>Owner</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>375</td>
<td>13 a.r.p.</td>
<td>Peter Davis</td>
<td>£900</td>
</tr>
<tr>
<td>385</td>
<td>30 a.r.p.</td>
<td>Peter Davis</td>
<td>£12150</td>
</tr>
<tr>
<td>393</td>
<td>39 a.r.p.</td>
<td>Donald</td>
<td>£15100</td>
</tr>
<tr>
<td>403</td>
<td>30 a.r.p.</td>
<td>Hightt</td>
<td>£950</td>
</tr>
<tr>
<td>413</td>
<td>12 a.r.p.</td>
<td>Glass and T.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Payne</td>
<td>£800</td>
</tr>
<tr>
<td>423</td>
<td>12 G</td>
<td>A. Robinson</td>
<td>£8100</td>
</tr>
<tr>
<td>433</td>
<td>12 W</td>
<td>Annd J. Payne</td>
<td>£600</td>
</tr>
<tr>
<td>443</td>
<td>12 R</td>
<td>A. Balbirni</td>
<td>£4150</td>
</tr>
<tr>
<td>453</td>
<td>26 G</td>
<td>A. Robinson</td>
<td>£5100</td>
</tr>
<tr>
<td>463</td>
<td>12 C</td>
<td>Williamson</td>
<td>£900</td>
</tr>
<tr>
<td>473</td>
<td>0 R</td>
<td>W. Pohlmann</td>
<td>£7100</td>
</tr>
<tr>
<td>483</td>
<td>12 J</td>
<td>P. Fawcett</td>
<td>£500</td>
</tr>
<tr>
<td>493</td>
<td>17 R</td>
<td>Sutherland</td>
<td>£660</td>
</tr>
<tr>
<td>503</td>
<td>12 R</td>
<td>Sutherland</td>
<td>£550</td>
</tr>
<tr>
<td>513</td>
<td>14 A</td>
<td>R. McDonald</td>
<td>£550</td>
</tr>
<tr>
<td>523</td>
<td>4 J</td>
<td>P. Fawcett</td>
<td>£4120</td>
</tr>
<tr>
<td>533</td>
<td>10 M</td>
<td>Chomley</td>
<td>£400</td>
</tr>
<tr>
<td>543</td>
<td>4 R</td>
<td>W. Pohlmann</td>
<td>£4170</td>
</tr>
<tr>
<td>553</td>
<td>4 J</td>
<td>H. Rose</td>
<td>£4100</td>
</tr>
<tr>
<td>563</td>
<td>4 H</td>
<td>Glass and T.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Payne</td>
<td>£7100</td>
</tr>
<tr>
<td>57a</td>
<td>50 27 T</td>
<td>Shiels.a</td>
<td>£950</td>
</tr>
<tr>
<td>57b</td>
<td>50 27 E</td>
<td>B. Greene</td>
<td>£850</td>
</tr>
<tr>
<td>58a</td>
<td>50 2 E</td>
<td>Westby</td>
<td>£10100</td>
</tr>
<tr>
<td>58b</td>
<td>50 2 E</td>
<td>B. Greene</td>
<td>£1250</td>
</tr>
<tr>
<td>59a</td>
<td>0 4 J</td>
<td>Browna</td>
<td>£1200</td>
</tr>
<tr>
<td>59b</td>
<td>0 0 S</td>
<td>Staufton</td>
<td>£12100</td>
</tr>
<tr>
<td>59c</td>
<td>0 0 S</td>
<td>Staufton</td>
<td>£28100</td>
</tr>
</tbody>
</table>
This 59c was the corner block, Wellington-street and Punt-road, which it was supposed would be a valuable business centre, hence the advanced price, as compared with the prices of the other lots.

<table>
<thead>
<tr>
<th>Lot</th>
<th>Acre</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>60a</td>
<td>0</td>
<td>£100</td>
</tr>
<tr>
<td>60b</td>
<td>0</td>
<td>£130</td>
</tr>
<tr>
<td>60c</td>
<td>0</td>
<td>£12</td>
</tr>
<tr>
<td>61</td>
<td>0</td>
<td>£101</td>
</tr>
<tr>
<td>62</td>
<td>0</td>
<td>£726</td>
</tr>
<tr>
<td>63</td>
<td>0</td>
<td>£10</td>
</tr>
<tr>
<td>64</td>
<td>0</td>
<td>£415</td>
</tr>
<tr>
<td>65</td>
<td>0</td>
<td>£415</td>
</tr>
<tr>
<td>66</td>
<td>0</td>
<td>£55</td>
</tr>
</tbody>
</table>

The Windsor Railway Station now stands upon Lot 60b.

In round numbers, the price realised by the sale of the Crown lands now comprising the municipality of Prahran was £24,384.

Some of these early purchasers remain and the marks upon Prahran, others appear to have purchased the lands from speculative motives. The late Pt off mery after the y ha d sub-divide d an d sol d thei r lots. Now and again we come across a street bearing their names, but that is all. In almost every instance their holding s ar e covere d wit h houses, and one may look in vain for any remains of the pristine beauties of Prahran, a s the y appear e d t o th e eye s o f th e untutore d aboriginals. Most of the original purchasers of Prahran lands, who staye d i n the settlement, cam e fro m Britis h yeoman stoc k, with family and historic records of services to King and country. Tradition has always asserted that they were a very fine type of men, and their lives show that such was the case.

The Charles Forrest who bought Lot 6, 17a. 3 r., a t £29 per acre at the first sale of Crown Lands at Prahran, 10th June, 1840, was born in 1809 at Cawnpore, India. Eight years before that date Cawnpore became British property and it was, at the time of his birth, the station of a subsidiary military force. His father was a Captai n i n th e 3r d R egimen t o f Foot, "Th e Buffs," and he afterward s attaine d th e ran k o f Lieut.-Colonel. At 19 year s s o f ag e he wa s aide-de-cam p t o hi s father-in-law, General William St. Leger, Commander-in-Chief of the Upper Provinces of India in 1807. Charles' s father fought in nin e general actions attach e d t o th e Secon d Divisi o n i n th e Peninsula r War,
under Sir Rowland Hill. He was present at the battle of New Orleans on 8th January, 1815, when the British troops were so severely defeated by "Stonewall" General Jackson, and subsequently he was, it is believed, at the battle of Waterloo on 18th June, 1815. Soldiering was his profession, but art was his passion. It happened that Benjamin West, R.A., painted 28 religious pictures for Windsor Castle, and designed some of the drawings for the windows of St. George's Chapel. He died in March, 1820, before the work was completed. Captain Forrest was asked to finish West's work, which he did in a way so satisfactorily that one of the windows in St. George's Chapel is called "The Forrest Window" — a draft design of that window is still in the possession of the Forrest family, as are also a large number of beautiful watercolor paintings, and military sketches, made by him when on active service in Spain and India.

Lieutenant Charles Forrest won his commission in 1827 at the Royal Military College, Sandhurst, and was appointed to the 35th Royal Sussex Regiment. He was a member of the fourth generation of his family to enter the army.

On the 1st October, 1839, Lieutenant Forrest, then stationed with his regiment at Mauritius, resigned his commission with a view to settling in New South Wales. Attractive reports of the new settlements, and of the opportunities for advancement had reached the military service. Many adventurous officers were resigning their commissions to try their fortunes across the seas.

Two years before Forrest resigned his commission Rober Hoddle, the first Surveyor General of Port Phillip, had laid out the town of Melbourne. The first land sale in Melbourne had taken place on 1st June, and the average price for each town lot of half an acre was £35. Three years afterward Lieutenant Forrest paid £29 per acre for his Prahran land.

In 1839 New South Wales was divided into three districts namely, Moreton Bay, Ne W South Wales proper, and Port Phillip.

About the time Forrest resigned his commission, which he sold for £800, he married at August a Alexander at the English Church, Port Louis, Mauritius. On the Island he lived in a house called "The Hermitage." On 14th December, he took his passage from Mauritius to Sydney in the ship "Westbrooke," under the command of Captain William Piddington.
His diary of his doings at that time is still preserved. I n i t he writes in clear, firm penmanship.

"1839, 26th December , embarked, having for the last day previous s dined with my brother officers. Saile d same day.

"1840, 11th February . Dreadful storm of f Cap e Howe , anchore d in Sydney Harbo r sam e night.

"June. My land purchase d i n Por t Phillip. I n Decembe r resolve d upon leaving Ne w Sout h Wale s an d settlin g i n Por t Phillip, Australia Felix.

"1841, 17th January . Embarke d fo r Por t Phillip . 30th , arrive d a t Melbourne. Went to n a visit t o T . B . Alexander’ s station near Mt. Macedon.

20th April . August a an d I wen t t o liv e a t Mr . Brown' s cottage at dairy far m an d bough t 5 cows . I determine d to live on my own ground.

21st July. The foundation s o f my cottage e lai d d o n th e rive r Yarr a Yarra, sout h side , 2 mile s fro m Melbourne . 1 8 acre s o f ground , an d 20t h October, removed."

Here w e Interrup t th e record s o f th e diary . Th e cottage whi ch the lat e Lieutenan t Forres t refer s to i s th e on e standin g to-day (February , 1923 ) o n the crown of the hill on the east side of Chapel-stree t overlookin g th e ne w bridg e acros s th e Yarra . Two ticket s of leave men from Vandemonia (Tasmania ) buil t th e dwelling. Whe n finished one of the men remarked to him, "You will never live to see it fall down. " N o record i s know n o f an y house i n Prahran erecte d befor e "Waterlo o Cottage, " fo r th a t is th e name Forrest gave to his first home in Prahran. Th e brick gabled roo m a t th e sid e o f th e cottage e i s a n addition to th e original building.

Diary resumed —

"1842, 20t h March. M y secon d bo y Alfre d Turne r bor n a t 'Waterlo o Cottage.'

"22nd July. Appointe d Cler k t o th e Bench , Melbourne .

"August. Starte d t o buil d 'Hermitag e Cottage.' "

"Hermitage Cottage, " name d afte r Lieutenan t Forrest’ s home i n th e Mauritius , wa s buil t o f brick , an d stoo d a t th e Chapel-street corner o f hi s bloc k o f land facing G Toorak-road , o n the site now occupied by the Tramway Power house. Th e bricks for th e chimne y wer e mad e fro m clay obtaine d fro m hi s ow n land. Ne d Eame s wa s th e brickmaker’ s name an d he , without doubt, wa s th e fir s t brickmaker i n Prahran . He wa s pai d £ 1 per thousand bricks. Th e sam e ma n subsequen tly mad e brick s for variou s settler s i n differen t part s o f Prahran."

Lieutenan t Forrest t resign e d hi s positio n o f Cler k t o th e Bench a t th e en d o f 1842 , or i n th e beginnin g o f 1843 , his frien d G. F. Belcher succeedin g t o it. Mr. Belcher i s referre d t o i n connection wit h th e nam e "Prahran " i n th e fir s t chapter.
LIEUT. CHARLES FORREST.
35th Royal Sussex Regiment, 1827.

[Reproduced from a pencil drawing in the possession of the Forrest family.]
Lieutenant Forrestr had been trained in land surveying at Sandhurst Military College, and he decided to follow that branch of his profession. He soon found ample employment, and a large portion of Prahran lands were plotted and subdivided by him.

Another early settler at Forrest Hill was the late John Arthur Skinner, a brother-in-law of Lieut. Forrest. He was not related to Judge Skinner, whose name is mentioned in the records of the first day of the municipality. John Arthur Skinner's brother was a son of Colone Skinner, and he was born in 1808 at St. Johns, Newfoundland. He was sent to Woolwich to be educated. He studied for the Church, but he joined the Navy. He found during several voyages that the decks of a battleship were not congenial to him, and he quit the service.

In 1835 he left England on board the "Hero" for King George's Sound, West Australia, where he was born in 1808 at St. Johns, Newfoundland. He was sent to Woolwich to be educated. He studied for the Church, but he joined the Navy. He found during several voyages that the decks of a battleship were not congenial to him, and he quit the service.

In 1836 the little party, dissatisfied with W.A., decided on an expedition to New Zealand. The y secured their passage in a whaler, taking with them a stock of provisions, and a large store of fruit trees and garden seeds. The y landed at Gtory Harbor, where they bought an island from the Maoris, and started to make a home there. In a short time their provisions ran short, until, at last, they were entirely dependent on the very intermittent visits of whaling ships for their supplies. Eventually they were obliged to abandon their island, and to board a whaler for Sydney, where they resided for some years. In 1845 Skinner came to Port Phillip, and in 1847 he moved to Settlement Point, Westernport, to take charge of a cattle station belonging to his cousin, Henry Moore. In 1848 Skinner purchased half of the frontage of Forrest Hill, next Chapel-street, and he built a house on his newly acquired land, and lived there until about 1856, when he sold the house and land to D. A. Hughes for the sum of £7,000, who purchased on behalf of the South Yarra Water Supply.
remains of a pine tree stump and an old aloe tree are today (1923) the only signs of Skinner’s one-time garden. After Skinner left Forrest Hill he bought land at Moorabbin, Mornington, and Hastings, and Sandstone Island, leaving marks of improvement wherever he went. He died in West Gippsland in 1876. Skinner’s sister came to Port Phillip in 1847 and resided with him at Forrest Hill. She married Captain Edward Lintott, then owner of Leawah Station across the Murray. Her husband afterwards became a pioneer in Gippsland and a portrait of him hangs in the Shire Hall at Buln Buln.

William St. Lege r Forrest, son of Lieut. Forrest, was born at Waterloo Cottage in 1844. Tall and upright, he is enjoying to-day a healthy old age, with mental faculties and a n excellent memory. Mr. Forrest remembers when his father built the "Hermitage," because he spent his childhood there. Afterward s his father erected a house in Williams-road, Toorak, and the family moved into it. "Hermitage Cottage," when vacant, was let to either Henry or William Pulteney Dana. Henry was Com mander of the Native Police in 1842, and William in 1843. They were both Englishmen, who had come out to Van Diemen’s Land (Tasmania) with letters of introduction to the Governor (Sir John Franklin). Finding life dull there, they crossed over the Bass’s Strait to Melbourne, where Mr. Latrobe, the Superintendent, employe d the men in the work of raising a corps of native troopers.

Mr. Forrest recalls the fact that John and William Payne, purchasers at the first sale of Prahra n land of Lot 30, were neighbours of his father, living in a hut. At that time the two brothers owned Coolart Station, Wester n Port. They were acquainted at the Brin g mob s o f fat cattle e fro m th e station, an d these cattle were grazed ove r Prahra n land s befor e the y were driven into th e Melbourne market. So pleased were the y with the prospect s o f the growing g villag e o f Prahra n th a t the ysold d Coolart Station to Asher Hann, and invested the money received in Prahra n land.

The Paynes were native s o f Ireland, following the occupation of farmers. T. B. Payne, the eldest son, was the first of the family to arrive in the colony. His account of the new country in his home letter s wa s so favourable th a t hi s brother s an d mother emigrated d to Port Phillip. T. B. Payne has related that
the first work he did in the colony was to tend a flock of sheep while grazing over the hill, opposite the "Argus" office, in Collins-street. The other two sons were John and William. The three speculate freely in Prahran lands. For instance, T. B. Payne purchased from J. H. Rose, Section 55, and Peter Davis, Section 62, which two sections extend from High-street to Dandenong-road, having a frontage to Williams-road. According to the late T. B. Payne's solicitor, the late ex-Councilor E. L. Vail, it was T. B. Payne who ran Lewisham-road halfway through the High-street block, and the n carry d the road through to Dandenong-road. Payne christened the road Lewisham after a place name of a Parliamentary borough in Kent, s x mile s sout h of Charing Cross. The Paynes' purchase s eventually y made the m wealthy men. T. B. Payne passed an examination as a conveyancer, and found the knowledge so acquire d useful in his principal business, that of money lending. He contributed (in memory of a deceased daughter) toward s the cos t of the tower and spire a t Chris t Church, Sout h Yarra.

Accounts of the birth of place names are always of historic interest. In most cases a knowledge of the derivation of place names will enable us to discover much concerning a location which otherwise we would be hidden from us. Some place names have arisen within our memory, but in a generation a new th to the origin of such names is lost if they are not recorded in time by someone interested. Place names follow certain broad rules, and he who finds pleasure in research knows what to look for, and often, wherever to find.

The first settler generally has his name attached to his holding. More frequently is that the case when a prominent landmark, such as a hill, is in view. Thus, where Lieut. Forrest first erected his house was soon known as Forrest Hill, and the name still circulates. Lieut. Forrest sold "Waterloo Cottage" to Benjamin Hick, of Hick Brothers, well-known woolbroker s o f early Melbourne. Afterward s som e people calle d Forrest t Hill l "Hick's Hill" an d i t was s o describe d unde r a photograp h o f Waterloo Cottage i n th e "Australasian " a s lat e a s 12th h April, 1919. Th e clea r titl e o f th e hil l t o th e nam e o f "Forrest" is obvious. On th e sout h side o f Forrest Hill, till l recently, unsen- timental brickmakers' drill s wer e s lowl y e atin g int o it s side . On th e nort h ha stee p portio n o f th e hill's side, whic h originally y
descended into the Yarra, has been quarried away to make road way for the Alexandra Avenue. "Waterloo Cottage," built by the ticket-of-leave men to defy time, still stands close to the edge of the artificially cliff created by the removal of the rock for the road.

To resume. Blocks 11 and 12, purchased by Alfred Langhorne at the 1840 sale, still have at their foot touching the Yarra one of the traditional swamp of Prahran. Alfred Langhorne was one of the bold overlanders who brought cattle to the province from Sydney, and the far-distant stock station in New South Wales. In July, 1837, it is recorded that Messrs. John and Joseph Hawdon drove cattle from their station at Dandenong, called "Bigning," meaning water holes, an old station adjoining one formed by this Alfred Langhorne, who was a partner with Captain Lonsdale. The Hawdons left their cattle in charge of Langhorne, with one Bourke as stockman. In 1838 Langhorne left for Sydney, overland, and on the journey met, at Broken River, the survivors of the party of men who had charge of William P. Faithfull's sheep. They had been ambushed, and eight out of the number of fifteen drovers were lulled by the natives, and 130 sheep and cattle lost. Langhorne's interests in the Port Phillip settlers induce his return, and he was probably present personally at the Prahran land sale of 1840.

Another name written as an extensive purchaser on the original plan is that of George Augustus Robinson. On 11th December, 1838, he was appointed Chief Protector of Aborigines, with four assistants. Mr. Robinson drew up a memorandum showing how Port Phillip was divided into protectorates for the natives. From this memorandum it appears that the Western Port, or Melbourne District, was bounded on the South by the coast from Point Nepean eastward, on the North by the Australian Alps, on the West by the bay of Port Phillip; the eastern boundary was undefined. The head quarters were situated at Narre-Narre-Warren, about 20 miles from Melbourne. It was estimated that the district contained about 500 or 600 aborigines—men, women, and children—and the y were divided into three tribes—the Wawoorong, the Boonoorong, and the Watourong. The Wawoorong inhabited the district extending from the Yarra, taking in Prahran, as far as Westernport.
After the formation of the black police force by the Pulteney Dana's already mentioned, a section of the mounted aboriginals was stationed at Narre-Narre-Warren. I t was the custom to send up monthly supplies to the station from Melbourne in charge of trusted aboriginals. On one occasion, about the year 1846, a native police corporal named Gellibrand had charge of the dray. He was one of the black trackers employed in November, 1837, at the Cape Otway Ranges, to see if the fates of the unfortunate J. T. Gellibrand and Hesse could be traced, and from this employment he was known afterward as Gellibrand. His native name was Beruke, meaning a kangaroo rat. The rat was his totem, and was so indicated by a kangaroo rat running over his mother at the time of his birth. The attractions of the settlement proved too much for Gellibrand, and he indulged in free yin rum that when the dray arrived at South Yarra he died as the result of his excess. He was buried near the South Yarra Pound, then situated in the vicinity of where Clara-street is now.

An early, if not the very first, advertisement of poundings at South Yarra, in connection with the pound referred to, appears in the "Argus," 26th June, 1846, as follows:—

"At the South Yarra Pound, 9th June, on e brindled steer, white back, belly and tail, grey face, H.S. of t shoulder, T. near rump; on e grey or brown side d cow, white back, bell y and tail, grey face, brown ears, slightly speckled about the p and legs, illegible brand near rump, like C. or G. reversed illegible near thigh, suppose d K H o r K M; if not claimed, to be sold 3rd July."

The owner of the cow had no excuse if he failed to recognize the animal. Was ever an animal so accurately described before or since? The "G" reversed may have been Gardiner's brand, the K.H. may refer to Kent Hughes, who was a settler.

Robinson, who came from Tasmania, had a salary of £500 a year, out of which he had to provide horses, travelling equipment, and attendants, and for which he had to control the Assistant Protectors, to travel from station to station, camp to camp, and to conduct the correspondence of the department. He exercised a great influence over the aboriginals, and was not above practising tricks beyond the understanding of the untutored children of the woods. When a boy, Mr. Willia m St. Lege r Forres t knew Robinson as one of his father's neighbours. He says Robinson was bald, but he wore a wig of black hair. Once he being sent to his house the boy saw him with a
head of red hair. Puzzled, he ran to his home, and excitedly told his father that "Mr. Robinson's hair's turned red!" Laughing, his father told the boy that "Mr. Robinson had a red wig, and that the quick colour change of Robinson's hair was the white man's magic that made the aboriginal think that Mr. Robinson was a 'big fellow medicine man.'"

Robinson built a house on A. Johnston's land, Lot 8 of the 1840 sales, and the place where he lived was afterward called "The Terrace." This site formed the eastern portion of Forrest Hill when the first settlers went to Prahran. The extension of Chapel-street north, to construct a roadway to the bridge, which was to form the link between Richmond and Prahran, made it necessary to cut through the hill. A small group of early-comers built on the hill, and the appearance of their houses in succeeding tiers suggested the name of "The Terrace." The place name is still in use, but it appears to be slipping away. "The Terrace" was a rather favored location in those first days. The dwellers on "The Terrace" were regarded by the early residents of Prahran proper as tending towards "the gentry." Maybe the see d of gentility grew and spread from there to Toorak, of which fashionable municipal division "The Terrace" is in fact, though not in name, the north-west corner.

Robinson sold his house for £2500 to a well-known squatter, Peter Snodgrass, who took up 6000 acres in 1838 at Muddy Creek, 10 miles southeast of Yea. Snodgrass was elected, in 1856, as one of the first councilors of Prahran. Robinson resigned his position in 1852, and was given a pension of £220, when he probably ceased playing the amusing trick of shuffling wigs. He went to England, settled in Bath, named his house "Prahran," and died on 18th October, 1866, at the ripe old age of 78 years. Among other notable early residents on "The Terrace" were Dr. Edward Barker and his sisters. Before coming to Melbourne in August, 1840, he was a dresser and house surgeon to the celebrated surgeon, Robert Liston, who died, leaving him a world-wide reputation. Dr. Barker, on his arrival in Melbourne, decided to follow squattting pursuits, which he did until the end of 1849. After that he resumed his profession, linked up with a man of honor and capacity with the hospitals, attained a leading position in a surgery, and, in 1864, he was elected Lecturer on Surgery at the Melbourne University.
The upper portion of Mrs. Glover's Crown Block is historical in the record of land sales in Victoria. A large portion of the land extending down to Bruce-street was purchased by C. H. James, the promoter of the great land boom in the years of the eighties. He was, at the beginning, a minor speculator. He subdivided Mrs. Glover's land; it was rushed for villa homes, and this success led him on. The devils of mad speculation that possessed him, as the evil spirits that entered the Gaderene swine and destroyed them in the Gallilee Sea, entered others, and hurled them also into the sea of bankruptcy. These banks had to close their doors, and to put forth proposals for reconstruction. James himself died a poor man in Sydney.

On 16th April, 1851, W. M. Tennent and Co. advertised for sale "portion of Section 12, called by the proprietor 'Como Estate,' only 2½ miles from town, with the road in front of it (Toorak-road), in first-rate order, and which has been stumped." The proprietor was John Brown, who purchased the property from F. G. Dalgety in 1853. With taste he beautified and improved the place, which he christened "Como," he himself being known thereafter as "Como" Brown. He was connected with Melbourne from its earliest days. He was born in 1804 at Montrose, Scotland, where he was a master builder in partnership with Thomas Napier. Together, in 1832, they left Great Britain, and sailed from Liverpool, in the ship "Lavinia," for Hobart Town. In Van Diemen's Land (Tasmania) they started in business. Prospects for adventureous men looking bright in the new settlement attracted Napier, and he went across the strait to spy out the land. He arrived at the embryo city of Melbourne in 1838. About the first thing he did was to purchase from the Crown two allotments of land, one in Collin's-street east, and the other in Elizabeth-street. The latter was Brown's share of the purchase, and the land cost him £40. When he crossed the strait to Melbourne, he was told that on the banks of the Yarra to look up the street (Elizabeth) for the two largest gum trees that stood together, and the spot where they grew was his property. He pitched his tent on the site, and shortly afterwards built a house, which, although containing only four rooms, was a time the largest brick building in Melbourne. He followed his calling on an extensive scale until 1843, when he joined James Stewart, who was one of the first members of the Legislative Council of Victoria when responsible Government was
inaugurated in 1856. He remained a member of the Council until 1863. The firm lasted until his partner's death, when Brown retired from mercantile pursuits after suffering heavy losses. It was believed in 1854 that he might have retired from business with £300,000. Notwithstanding his reverses he was careful during his prosperity to make such settlements as enabled him to leave his family in easy circumstances. He died at a house known as "Fasling," Williams-road, Toorak, in June, 1871. His funeral brought together a large number of old colonists than had been seen for some time.

An old lady, Miss M. Box, born in the early days of Prahran, in Hampden-road, says:—"I n 1866 my mother, who was an intimate friend of Mrs. Brown, saw some little graves fenced in, in the ground of the home of the late John Brown, the first owner of 'Como.' Mrs. Brown pointed them out as burial places of the children of a very early settler, saying they had died of fever. One of Mr. Forrest's daughters, Mrs. S. Sinclair, said they were children of her father's brother. "All trace of the graves must have been long since lost, and it is very doubtful if the succeeding owners, or tenants, of 'Como' ever heard of them. Possibly they were the first Britons to be buried in Prahran.

"Como" estate was a well-known one, and the house built by Brown has been a tenant by squatting families, whose names are in the Western District. The family's house is as familiar as household words. Evidently the proposed sale was not a success, or private negotiations failed to discover a man of satisfaction for offer. "Como" estate was on a farm in Toorak estate that survived the tempting offers of purchase from the land-boomer between 1854 and 1868. Most of these old estate landmarks have passed away in accordance with the land laws, and the places that knew us once shall know us no more.

Doctor Arthur O'Mullane, of 24 Queen-street, Melbourne (one of the first three-storied houses erected in Melbourne), purchased a portion of Section 41 from Hugh Glas and T. B. Payne. His purchase was described as "a spot of Prahran, a three-cornered plot of the main Government road to Dandenong, and the River Yarra, known as O'Mullane's Paddock." It was sub-divided into 72 allotments, and submitted for sale by
Francis and Cohen, auctioneers, Great Collins-street, on Monday, 15th November, 1852. In the advertisement that firm states, "The land is the pick of the Prahran suburbs, and is immediately opposite the Prahran Church. Lot s 1 and 2 had a frontage to Chapel-street of 78 feet, by a depth of 165 feet to a road 40 feet wide, known as Chatham and Greville streets." "On Lot 1," says the advertisement, "a substantial foundation of a large house has been laid, which has the present rate of wages and materials could not be done under an expenditure of at least £1,000." Lot s 3 and 4 had frontages to Chapel-street of 39 feet, with depths of 99 feet. Lot s 5 to 15 had frontages of 38 feet to Chatham-street, by depth of 78 feet. Lot s 16 to 23 had frontages to Chatham and Greville street of 33 feet each, by depths of 78 feet; Lot s 24 to 33 had frontages to Chatham and Greville street of 33 feet each, by depth of 78 feet, with access to Izett-street. Lot s 34 and 72 had frontages to Greville, Izett and Grattan street of 33 feet each, with depth varying from 100 to 105 feet to a right-of-way 10 feet wide. O'Mullane's paddock originally consisted of 7 acres, and his property had four chains frontage to Chapel-street. At the time of his purchase from Payne he arranged that they should jointly cut a road through the property, each contributing half; the result of that agreement was the formation of Greville-street. Payne desired, and attempted, to call the street "Marion," but O'Mullane, with his warm Hibernian blood, immediately thought of his distressed country, and those who had served dear Erin. Among them was Charles C. Fulk Greville, who some years before had written a work on the "Past and Present Policy of England toward Ireland." Greville's name was fresh in the memory of Irishmen at the time, and O'Mullane brushed aside "Marion" in favour of "Greville." When O'Mullane had stampe d Greville's name on the map of Prahran, he followed with the name of one of the greatest of Irish patriots and orators—Henry Grattan—Grattan-street. Grattan, it may be remembered, described Flood, another patriot, as one standing "with a metaphor in his mouth and a bribe in his pocket. An attempt was made to call the street "Treloar," but Grattan's name, like the wrongs of his country, has survived. George Annan owned a portion of the Commercial-road and of the block, and he agreed to give O'Mullane a road across his property, which road is the
north end of Grattan-street. Cato-street was run through from Chatham-street to Commercial-road, and Izett-street formed. Izett, an early arrival, purchased his land from T. B. Payne, a piece in Commercial-road adjoining what is Izett-street, opposite the Prahran markets. He lived on his allotment for some time in a paling mia-mia, and afterward erected the first two-storied building in Commercial-road. James Mason purchased Lots 1 and 2 from Dr. O'Mullane, which include d the ston e foundation of a house, on which the Royal George Hotel, opposite the Town Hall, partially stands. Late into the 'seventies the block at the corner of Chapel and Chatham streets remained vacant, with a post and rail fence fallen into decay enclosing it. Right in the heart of Prahran, it was the last relic visible of the early days of allotments in Chapel-street. How wonderful! In the fifties a gum tree stood in Chapel-road in front of the Royal George Hotel.

Prahran, from all accounts, was not a grass land to covet when compared with the country behind it. "Rolfe Boldrewood," in "Old Melbourne Memories," describes the district in 1840 as "a sandy forest, the ground of which was most despised on account of its alleged agricultural inferiority. "I n 1841 a man named Ashley built a cottage at South Yarra that cost him £1800. Two years later the owner, one Williams, filed his schedule in bankruptcy. No value would assign an you e to the place ethwatsoever, owing to the depression that was reigning. I n 1842 Thomas Napier, who left England in 1832 with John Brown, who afterwards purchased "Como," South Yarra, was "bailed up," when in company with a Mr. Darling, b y tw o bushrangers in Dandenong-road.

In William Westgarth's "Personal Recollections of Early Melbourne and Victoria," he states that, "In 1844 I moved into a little cottage at Sout h Yarra, on the Dandenong or Gardiner's Creek road, the only bus h track, although considerably trodden. I had no t man y neighbours. Mr. Jackson, who had bought Toorak, had not yet built upon it."

Westgarth err s in his date. Jackson did not purchase until the Crown lands sale of 27th June, 1849, when he bought two 54-acre blocks, and James Rae, his partner, bought the remaining block of 5 3 acre s situate d between Orrong and Kooyong roads, and Malvern-road an d Toorak-road. For year s the belie f
has been current that Jackson bought Toorak, but, like many more slipshod statements concerning early Prahran, it is only partially true.

James Jackson, of Jackson, Rae and Co., was one of the best-known and leading merchants of early Melbourne. His home was at Toorak, and so successful was he at trade, and his various enterprises turned out so well, that he decided, with his increasing large fortune, to build a house, which was, and proved to be for a long time, the finest in Toorak. There edifice, with its tower, holds its own to-day amongst many mansions, and it still remains "Toorak House." It is the one that was used for a time as the residence of the Governor. Jackson's intentions illustrate the often fatal truth of the saying that "Man proposes and God disposes," for Jackson never lived in the house, as he died at sea in 1850, aged 47, a tombstone in the old Melbourne Cemetery, where so many of the pioneers rest, records the fact. His family returned to England.

Westgarth continues:—"Near me was Mr. R. H. Browne's pretty villa, in its ample grounds, which had been sold shorty before to Major Davidson, and constitute d the palace of its time along the road. There was a trackless forest opposite to us, and more than once I missed my way in trying to make a short cut to what is now St. Kilda."

He further states that during a stroll on Sunday in this forest he came across a pool of water that afterward s became included in a central reserve in Prahran, but later still it "was drained off, or turned about its business, as either a profitless nuisance or a costly ornamentation. Sic transit, etc." The pool was pumped dry on account of the ground being required for building purposes.

In 1849, and for a year or two later, the aboriginals often camped in the South Yarra and Prahran bush. One camp was situated in the north-west corner of Fawkner Park, the second opposite the Alfred Hospital, and the third about Chapel-street, Windsor. The last two were on the Yarra opposite the Yarra Bridge, and the Melbourne Benevolent Asylum on 30th April, 1864. For years before that he lived in the neighborhood of St. Kilda and Prahran. He was a well-known figure to Prahran residents, but his e wandered about the streets with two aborigines, a number of miserable—
looking dogs. J. P. Fawkner frequently befriended him, but nothing could induce Derimu to give up the freedom that was his savage heritage. When he was carried to the asylum he was already in a dying condition.

The late Joseph Crook, writing of Prahran in 1849, describes the place as "a dense bush of big trees, full of birds, kangaroos, opossums and wild fowl, with no roads. From the inlet of the present drain at the railway bridge over the Yarra at Motherwell-street was a swamp thickly covered with tea-tree, while from the upper part of Chapel-street, from High-street to St. Kilda, was a thick wattle scrub. Mount Erica was covered with heath, from which it derives its name."

Commercial-road ran partly through a swamp, which extended over the land now abutting on Elizabeth-street, on one side of Chapel-street, to Grey-street on the other. Chapel-street was made through the swamp, and men saw a hearty curse the boggy land cause d the wood carvers, who were a prominent feature of early Prahran, to utter. The site of the Town Hall was a long lagoon; on one early resident describe it as: "a rather deep sheet of water," and in common with the other reed-choked, timber-fringed swamp sat Prahran was a favourite resort of water-fowl. Indeed, from a sporting point of view, Prahran was an excellent hunting ground, which fact accounts for the constant presence of aboriginals. In 1850 it is stated by an old resident that in the swamp mentioned by Crook, "it was an easy matter at any time to shoot wild duck, teal, water hen, or wild geese, at any spot within 100 yards of the road, for the swamp was then covered with reeds and tea-tree." Mr. Joseph Harris, who became a resident seven years later, writes of the same swamp, "Coots and water hens frequented it. On one occasion I shot a bittern—the first snipe about Melbourne were found there, and I also shot wild black duck amongst the reeds, which grew luxuriantly in the slimy soil." Mr. Harris, who was afterwards M.P., for St. Kilda and South Yarra, and served in nine Parliaments, had a nursery in Yarra-street, opposite the South Yarra railway station. The site is now covered with brick villas. Being close to the low-lying swamp land, the nursery was subject to floods. Mr. Harris remembers "on one occasion a flat-bottomed boat, with Aitken, making its appearance at my door, he having rowed over the 6-ft. fence surrounding
CHAPEL STREET, LOOKING NORTH FROM THE TOWN HALL.

Wattle-street on the west side, where a wattle grove was.
the nursery. Aitken had a fellmongery beside the railway bridge, and the ruins of his old pit were visible until the river road improvements were made. The first to start a business at that spot were Kirk and Burchet, and the yard site in 1846, their occupation being that of tanners. In the great flood of 1849 they were swamped out, and when the water receded everything in the tannery was smothered up with a thick coating of oozing mud. They were disheartened, and sold out to another of their trade named Smith, who had a leather shop in Elizabeth-street. The Smiths were members of a Yorkshire family, and their father was a prominent Methodist minister in England. A curious-looking house, once standing on the rise of the Forrest Hill, was erected, it is believed, by the Smiths. In Kirk and Burchet's time the difficult was to find material with which to build a house. The house in question belonged to the era of imported houses, being made of teak, with an iron roof. Smith's old house was a landmark until a few years ago. It presented a forlorn appearance, with the rust of years on its roof, and its general weather-beaten look. When the trees and shrubs planted about it were growing in 1857, the place, as it rested on the hillside, had a pretty appearance.

When the physical lay of Prahran, from east to west, is examined, it will be seen that the rush of waters from the high lands the found their natural levels so on the way to the Yarra in the flats of Prahran. The floods at South Yarra are historical. The late William Round records that in July of 1852 there was a running stream near the corner of Chapel-street and Commercial-road, only to be crossed by the residents climbing upon a post and rail fence that skirted Chapel-street. North-west of Commercial-road, along Chapel-street, was the well-known Barry's Paddock, a low and swampy place, where boys used to float rafts, indulging in mock sea fights. For year after the settlement had advanced, big gum trees remained in this swamp quite close to Chapel-street. Eventually the paddock was drained, and used as a sanitary tip; Elizabeth and Barry streets no longer run through its original location. No wonder that Melbourne residents were wont to refer in pitying terms to the place as a "Swampy Poor Ann." The Government roads running east to west, viz., Dandenong-road, High-street, Commercial and Malvern roads, Toorak-road, together with the Government road s running north and d
south, Punt-road, Chapel-street, Williams-road, Orrong-road, and Kooyong or Boundary road, divide Prahran into sixteen blocks, which, in their turn, were sub-divided for the purposes of Crown land sale into sixty-four "sections," as they were officially described. The further sub-divisions of lands by private owners are responsible for the streets of Prahran much as they are today. When the district was surveyed, and the thoroughfares mapped out, they were called roads. After the Crown land sales, when Road Boards were gazetted, the roads were named by the members of the Road Boards, though in some instances the word "road" has fallen into disuse, and the more homely term "street" used instead, such as Chapel-street and High-street. This change from roads to streets has been criticised. We may anticipate some years. On 8th January, 1872, a petition was received by the Prahran Council from the residents in Commercial-road, between Chapel-street and Williams-road, asking the Council to change the name to Malvern-road. It was said to be ridiculous to have two names to a road. The petition was laid on the table for a month. During that time a counter-petition was submitted to the Council, stating that a change of name would be "highly detrimental to business, and that the road had borne its present name for 15 or 16 years, and that trouble over title deeds would ensue. Moreover, said the petitioners, the name of the road had been change once already, it having been formerly called the Lower Dandenong-road. "Some of the business men interested suggested the alternative that "Commercial-road be on e name with the distinction of East and West from Chapel-street, as it is the case with High-street—which we should prefer to have called High-road, and if Chapel-street were called Centre-road, we should then have all the main thoroughfares called d roads." On 4th April, 1872, the Council ordered that the name of Commercial-road from Chapel-street to Williams-road be altered to Malvern-road.
CHAPTER III.

Subdivisions of Crown Sections —Some historical sales —Owners and purchasers—What names signify —A wonderful contrast.

N an account of a Crown lands sale, the "Argus" expresses it as I satisfaction that the majorit y of those present were local buyers, while the rapidly diminishing number of speculative purchasers who represent Sydney capital was a subject for rejoicing. Sydneysiders regarded Port Phillip land as an attractive bargain, and when purchased, as effective lure with which to tempt sub-divisional purchasers to pay handsome advances upon the Crown grant purchase money. The early men who were settlers, and not primarily speculators, were shrewd as well as brave men. The circumstance that they had pitched their tent at Port Phillip was proof, strong and holy writ, that they possessed grit and enterprise, and also money. It has been customary to praise the pioneers, to laud them for their "good works." The practice does not hurt anyone. The true position is, however, that the pioneers did not worry themselves about posterity. Their "good works" were for their own existing necessities. These men were at Port Phillip because they knew that fertile, well-grassed land meant fat stock, fine beef, and heavy fleeces of wool. They were there to make, if possible, their fortunes, whether by pastoral pursuits, trade, or land dealing, was immaterial, so long as the harvest was gathered. The "grand old pioneer" was just a man, and quite as selfish, as regards his own interests, as most mortal are to-day. They differed from us only as far as their open air life and trials by flood and fire made them self-reliant, and capable of enduring hardship so that they somewhat artificial life of the household grate never lights into being. While evidence is written remains that the pioneers appreciated the beauties of virgin forests, park-like lands, and sweet grassed plains; records also exist that they told of hard fare, few comforts, and earth floors to wattle and daub huts. Such
experiences, to be suffered, had to have a compensating balance in some direction, and that balance was found, in many cases, in land speculation. In a broad way Prahran lands resembled a Tom Tiddler's ground, to gain a footing upon which you certainly had to pay, but once upon it there was money to be made. The majority of the original purchasers of land in Prahran, it must be confessed, were speculators pure and simple. A t least two of the men were Sydney men, whose sole interest in the place was the belief that it was a safe channel for investment. No t one of these original Crown grantee's share d in the early trials and trouble s of the infant municipality. Nevertheless, the refreshing circumstance remains that there were sterling men amongst them, quite different in their ways of living to some of their neighbours, who were merely parasitic land jobbers and rapacious money-lenders. Behind some of the latter men were e syndicates, who bought the land s for rapid sub-division. Peter Davis, who purchased the block bounded by Punt-road, Commercial-road, Chapel-street, and Gardiner's Creek-road, containing 156 acres, was the land buyer for a syndicate. Davis said to have been a sailor in his early manhood. He had his race's instinct for accumulating money. When he set his seal on Prahran he had developed into a land speculator, an auctioneer, and a money-lender. He had not received the title for the land bought on 15th May, 1850, when he commenced to advertise allotments (3rd June) for sale. His idea was to sub-divide a part of the block into ten small farms, with an area of from three to nine acres each. In his advertisement Davi s asserts, it is "unquestionably the finest location in the vicinities of Melbourne for respectable suburban residences." It was only half a mile from the Botanic Gardens, an d was in the neighbourhood of Colonel Anderson's, Major Davidson's, Mr. Ogilvy's, and Mr. Bell's residences. The land was separated from the city boundary road by a Government road (Punt-road), and there by exempt from the operation of the Building Act. Davis did not fail to point out that "the approach to Prince's Bridge, on the south bank of the Yarra, is now in rapid course of completion, and will doubtless be quite finished in a few weeks' time. When that is done, all the above properties will possess an advantage of the greatest importance, having the first road, at all seasons, leading out of Melbourne."
TOWN HALL AND COURT HOUSE.

(About 1862)

Corner Chapel and Greville Streets.

BRICK YARD, CHAPEL-STREET, NORTH.

Near Toll Gate, 1860.
The Major Davidson, mentioned by Davis, was a retired Indian officer, who had purchased blocks 1 and 2 from the original Crown grantees, Messrs. R. H. Brown and E. J. Brewster, who bought the land at the June sale of 1840. The Major was a fluent speaker of native servants, who, when they went abroad with their flowing robes and swarthy faces, attracted attention. His family intermarried with Lieutenant-Colonel Anderson's family. The Lieutenant-Colonel's father, the Colonel, was an ex-Imperial officer, and a fine old man, who was often in the 'sixties to be seen attending divine worship in Christ Church, South Yarra, and who, when dead, was accorded a most impressive military funeral. Major Davidson is recorded as having sold a paddock of 12 acres, in Dandenong-road, in 1854, for no less a sum than £17,000.

The Ogilvy referred to was David Ogilvy (his name appears on the Law List of 1847 as a solicitor), who had a vineyard on Punt Hill, extending down to the Yarra. On the river slopes the morning sun ripened the grapes, which were very good, though the wine Ogilvy pressed and made wine was very indifferent. Portions of the old vineyard, well known as "Airlie Bank," still remained as part of a private garden abutting upon Alexandra Avenue. Ogilvy not only grew grapes and made wine, but he sold rooted vines and cutting s of choice sorts through the auctioneers, W. M. Tennent and Co., who claimed that Ogilvy's red hermitage was "celebrated."

David Ogilvy was born at Edinburgh in 1804, and settled in Prahran in 1839. He retired from his profession in 1863, when he went on a visit to Scotland. He returned to the colony in 1864, and left again in 1870 in the steamer "Queen of the Thames." On the passage she was wrecked at the Cape of Good Hope, the aged man suffering great hardships. He remained at the Cape for a month, when he succeeded in booking his passage to London, where he died in July, 1871. He too ka pioneer's interest in the promising development of Prahran, and was one of the first members of the Deaf and Dumb Institution.
The last unsold portion of Davis’ purchase was, for the greater part, swampy ground, and it lay to the west of Osborne-street. The land is now built over, but in 1876 the green was a favourite trial ground for the numerous cricket club s of South Yarra. At the far end, opposite the South Yarra Post Office, at the north-west corner of Osborne-street, was a piece of land eight or ten feet below the roadway. Osborne-street, at the Toorak-road end, had been claimed and built upon. Indeed, in the primitiae state a gully ran from there to the swamp on the east of the railway line. One of the first doctors, Dr. Coates, had a house at the corner before the roads’ levels were altered. When the level of Osborne-street was raised, passers-by looked down on the dwelling, and into the yard attached thereto. A post and rail fence enclosed two sides of the hole. This somewhat rickety fence was the only protection from what was a constant danger to the passers along the footpath, who could, if they were not careful, easily make a swift and unceremonious descent. Next to Dr. Coates, in Osborne-street, was a tent, in which dwelt E. L. Vail, who was destined to become a Mayor of Prahran. Years afterward, he erected, on the site of his tent, a two-storied brick house—"Osborne Villa." It was demolished to make room for a coffee palace. The promoters of the latter put in the foundation of the building, and the latter abandoned the project. Some villa remain on the land, which was originally sold to Vail by one of the Payne brothers.

"He was probably neither a pretty nor a interesting boy, for as a man he was of the plainest, with a short figure, always negligently 'put on' a rough, mannerless way, an d a voice husky and hoarse, although he redeemed himself at times into a commanding manner and some exciting action." A pioneer of Melbourne, John Pascoe Fawcner, is described by one who knew him well, Westgarth, who once lived at South Yarra. Fawcner we know attended the land sale of 1850, when he purchased blocks 48 and 52. High Street runs through the blocks, and the back frontage is the Orrong-road. The Orrong Hotel is built on one corner, the Toorak Park and the Toorak Railway Station occupy the major portion of the block 48, which extends to Malvern-road. Fawcner bought this land for speculative purposes. It is now held by a company."
That may have been so, but the titles were issued in Fawkner's name. He exercised all the rights, and disposed of them as if he were the sole owner. Two months after the sale he sold a portion of 52 for £55/2/6 to a Mr. Mose s Aaron Richardson. Fawkner paid £138 for the 30 acres. An interesting record of this transaction is in Council's possession—the original sale note, in Fawkner's handwriting. It reads:—

"Melbourne, 23r d July , 1850 .

'Mr. M. A. Richardson,—

"Bought of Joh n Pasco e Fawkner, al l thatpiece e o r parcel o f lan d in No. 52 of th e Governmen t Section , Paris h of Prahran, boun de d o n th e north b y th e Governmen t roa d nin e chains, o n th e eas t b y a privat e roa d seven chain s seventy-four r links, o n th e sou th b y Ward' s boundary lin e nin e chains, o n th e wes t b y a Governmen t roa d seve n chain s seventy-fou r links, be th e sam e mor e o r less , be in g Lo t 2 , an d hal f f o f No . 3 Lot , o f Sectio n Fifty-two."

"Received fro m Mr. Mose s Aaron Richar ds o n th e su m o f Fifty-fiv e Pounds, Tw o Shilling s an d Sixpence , be in g th e purchas e mone y o f th e above land, an d I agr ee t o furnis h th e Dee d o f Conveyance o f th e lan d as soon as I receiv e th e gran t fro m Sydney, fre e o f al l furthe r costs ."

"JOHN P. FAWKNER ."

"£55/2/6."

The block to the north of Fawkner's was that of James Rae, and next to him, to the east, were two other blocks belonging to his partner, James Jackson, whose records had already been lightly touched upon. The word "lightly" is, perhaps, appropriate, since Jackson, Rae and Co. were the first to start a factory in Melbourne for the making of soap and candles.

A place that is now a memory, is what was once known as "Balmerino's Home", the only outward visible sign that it ever existed is the name of Balmerino-road, Toorak, running from Bruce-street to Winifred crescent. "Balmerino's Home" is indicated on one of the plans of the purpose of giving an idea of the situation of allotments; the outcome of sub-division after Crown land sales. Curious explanations have been current amongst "old residents," not of Scotch extraction, as to the real significance of the word. Balmerino, pronounced Ba'mernie, was built and dwelt in by R. A. Balbirnie, and some suppose d fro m that circumstances that it the word was a verbal offshoot of his name. The house was erected on Crown allotment 14, originally bought by John Brown, a wine and spirit merchant, and immediately afterward sold to Balbirnie, who was a very early Melbourne settler with a well-filled purse. He speculated freely in Toorak land, and eventually realised a handsome fortune. These early men turned their hands to almost anything that promised to re-
turn money. Balbirnie owned and controlled a punt across the Yarra, at the bottom of Swanston-street. When the first bridge on piles was built on that spot, in 1845, at a cost of £400 (the present one cost £140,000), Balbirnie leased it from the Government for the sake of the heavy tolls—and he made them heavy—which the woodcarters and brickmakers of South Yarra, Prahran, and St. Kilda had to pay before they could cross the ugly structure. The bridge, such as it was, however, served to develop the district south of the Yarra, and though the way through the bush, there being no roads, was often via dolorosa, a few widely scattered huts found their local habitation at St. Kilda and South Yarra. At that time there was but one attempt at road-making out of Melbourne.

R. A. Balbirnie, a tall, dour Scotchman, was a descendant of Arthur Elphinstone, the Scottish Lord Balmerino, the Jacobite, who favoured d and d fought for Charlie Edwar d Stuart, "Bonnie Prince Charlie." His ancestor was in that historic line of Highlanders who broke through the Britis h han k a t Cullode n Moor, a t 1 1 o'clock on the fine mor n o f 16th April, 1746. But victory was not. The living wall of British soldiers, the Royalists, met the brave clansmen with a sheet of fire, and they were hurled back, a dead, dying and disorganised body to defeat the men. Lord Balmerino, with the Earl s o f Kilmarnock, Lovat and Cromarty, were taken prisoners. Unlike Kilmarnock and Cromarty, he declined to admit, when tried at Westminster Hall, for treason, that he had committed a crime, and he refused also to sue for mercy. He was the sixth, and proved to be the last, Lord Balmerino, for he was beheaded on Tower Hill in 1746, his bearing at the block being that of a gallant Scotch gentleman. As he walked from his prison to execution, seeing every window, and the tops of houses, even the masts of the shipping, covered with spectators, he cried out, "Look! Look! How they are piled up like rotten oranges!"

Balbirnie sounded the slogan of the clans which reverberated along the string of time from the highlands of "Caledonia stern and wild" to the highlands of Prahran—Toorak—in the name of Balmerino. The bagpipes' music across the banks and braes, the crags and lochs, is not more sweet to the heart of a Scot than the melodies of the harp of Erin floating through other halls than Tara's, and to another hill than that of Skreen, are t o a n
FAC-SIMILE OF JOHN P. FAWKNER'S LETTER CONCERNING A SALE OF PRAHRAN LAND IN JULY, 1850.

Now in the possession of the Prahran Council.
Irishman. Balbirni e named his home, while his next-door neighbour, T. Colclough, claiming, like Balbirnie, a line of "goodly descent and lineage fair," did likewise in the word "Tintern." Balmerino affixing its name and history to a street, shall I Ireland lack a son—

"To seek a four-leave d shamrock
In all the fairy dells?"

In other words, a fortune in Australi a Felix, and when there do all that a Scot could do? St. Patrick and the Colcloughs forfend! So by the Saint's grace, Colclough and the Council, we have Tintern-avenue. The avenue is called after Tintern Monastery, in Wexford, the quaintest town in all old Ireland, bestowed by Queen Elizabeth on one of Toora Colclough's ancestors, Sir Anthony Colclough. I t is said he was but the secretary of the lord who obtained the grant, and was sent by him to England to have the grant ratified. Colclough so please d the Virgin Queen that when he returne d he found that the deed s conferre d the estate on himself—he evidently, too, like his descendant, had the "land hunger." He died in 1584. Some years ago a great wake was held over on e of the Colcloughs. A t the wake, a local chronicler records, "The roast fowls had cran e bows tied around their necks, and d as th e old butler serve d the whiskey the tears streamed down his face. The bottle he carried was decked with a cran e bow, and d a s th e whisk y 'sobbed gurgling ' forth, th e butler said, 'Ah, Sor, 'tis his bottle will miss him, indade, indade!' and when the wake was over 'ther e wasn't wa n o f the m knew whether he was going backwards or forwards, and most of the m went sideways.'" Tintern-avenue itself is not too straight, for it is laid out i n the shape of a horseshoe, perhaps s a s a symbo l of good luck to the Colcloughs who have gone, let us hope, this time, "upwards." I t was T. Colclough, purchaser of Lots 31 and 32, who built the original "Bus h Inn" on the corner of Lot 32, at William s an d Malvern roads. Prior to that he had kept the "Fountain Inn," a t th e Rock y Water Hole s, s o th e hospitality, whether dispense d a s Iris h baronia l hos t or genial Australia n boniface, necessitate d in th e Colclough s havi ng g in th e abbe y y o r bush shant y a little drop of whisky. A Mrs. Ston e was on e of th e first licensee s o f th e hotel, an d sh e i s remem ber e d i n connection with her father, Samuel Benson. He was a Crimean veteran pensioner, an d reside d with her i n hi s declinin g years. Many a time he entertained his customer s a s h e "shoulder'd hi s
crutch, and show'd how fields were won,' for he had seen service, as his record showed, at San Sebastian, Badajoz, Talavera, and Toulouse.

From Toorak to the Firth of Tay, where lie the village of Balmerino, or from Wexford, where stand s monkish Tintern, is a long cry, but this record illustrate how our cities, in their names of streets and places, are inseparably bound up, warp and woof, memory, record, and incident, in the common heritage of the glorious stock from which we spring.

Balbirnie also bought the block of land at the corner of High-street, running along Williams-roa d to Toorak-road, consisting of portions 33 and 44, containing 52 and 34 acres respectively. They were sub-divided and advertised for sale on Balbirnie's behalf by Peter Davis, in his capacity as auctioneer, on 27th February, 1851. In the same advertisement Balbirnie announced the sale of a small stud of ten horses. These animals were evidently of some local fame, since all their names are given, ranging from the classical to the domestic. "Hector" and his wife "Andromache" are mentioned; also "Chloe" and "Toby," the latter a "boy could ride." Hay, harness and sundries are catalogued, too, for Balbirnie is, with his fortune, "homeward bound." After the passage of years he returned on a visit to the land which greeted him in early manhood with such prodigal generosity. While here he took yet another voyage, his last, to "the undiscovered country from whose bourn no traveller returns."

Davis tells us in his advertisement that the land is separated from E. E. Williams' s block by a Government roa d (Gardiner's Creek-road, to become Toorak-road), and that T. Colclough's was on one side and Mrs. Hobson's residence on the other. A s t o 44, i t is bound on the west by portion s 43, T. B. Payne's property. This block is specially eulogised. Stress is laid on the fact that "This land is in the close neighbourhood of the Prahran Chapel." The land was two blocks, 2,600 feet away along High-street to the Government ro a d t ha t i s afterward s t o becom e Chapel-road, and the n Chapel-street. Chapel-ro a d wa s so calle d because of the first Independent Chapel having been erected in it in 1852. A plan exists in the Town Hall wherein Chapel-street is described as Fitzroy-street, and in this appear some early titles. Sir Charle s Fitzro y wa s Governo r in Ne w Sout h Wale s
in 1846. He was an easy-going official, and troubled himself very little about the affairs in Port Phillip. The agitation and irritations of the people over Port Phillip's separation question did not disturb him, so there appears no reason why Prahran should have sought to honour him. However, the evidence is there, that a half-hearted attempt was made to call the Government road Fitzroy-street. Whether it was because St. Kilda had a Fitzroy-street, or that native usage in the homely words of Chapel-road proved too strong for the aristocratic lineage, the truth remains that Fitzroy-street in that connection was, and is, a name on plans and titles that never had any vitality on the lips of men.

As a good auctioneer looking after his client, Mr. Balbirnie's interests, Peter Davis set forth "that the rapid promise of improvement observed throughout the entire locality renders the sub-divisions of the property a safe investment. The property will be divided into portions suitable for orchards, vineyards, market gardens, etc., and a further attraction, a lunch is announced at the sale. High-street was described as a Government road "leading to the back of Mrs. Chomley's." This Mrs. Chomley was the mother of Judge Chomley. Another of her sons was at one time the Superintendent of Police. These settlers had a grievance against one Chomley. They had, before the incorporation of a Council, subscribed a sum of money, which they had handed to Chomley, to improve the condition of High-street. In a petition to the Council, at about its third meeting, they alleged that Chomley retained this money, and would not devote it to road-making. The Council decide that it was not its business to interfere in a private arrangement to a road-making before the Council came into existence.

The "earth hunger" in 1851 found its surfeit in a land boom. Dozens of such sales as Balbirnie's were taking place to seize the advantage of a market at flood tide. South Yarra and Prahran districts found the sharers of favours with buyers. South Yarra was particularly popular. Land changed ownership there rapidly, and each time with advancing profit. In an account of those wild, speculative times, we read:—

"A single acre of land at South Yarra was sold in the early part of 1851 for £30; it was re-sold in January, 1852, for £400, and was purchased a few months afterward by the late Major Dodgson for £1,000, and subsequently disposed of by him at £2,500."
When we consider such results, we are not surprised that Balbirnie had a successful sale of his lands. Soon afterwards we find that Section 44 is further subdivided, and intending purchasers are directed to "apply to Mr. Moyle, Ivy Cottage, Prahran; Mr. Seacombe Dawborn, Blue Bell Store, Chapel-road; or Mr. Clarke, gold broker, Great Collins-street; terms, one-fourth cash deposit; the remainder in three, six, nine and twelve months, with ten per cent, added." Moyle was an organ builder, and a well-known early identity, who wore large round spectacles, that gave him an owl-like appearance. One would not suppose that he found any demand for his skill in organ building. The only pipes about in those times were the reeds of the swamps, which some pre-historic Pan may have "Knit with the Grace of the Hour in dance, to awake in harmonies the music of the spheres." Ivy Cottage was in High-street, at the corner of the avenue, but there was no ivy about it. It gave its name to the modest blind street almost opposite, and though the cottage was long since disappeared, Ivy-street remains. Clarke was probably the owner of the land, for gold buyers were men of means. Their notice to successful diggers of the "come into my parlour" order, offering to buy their gold, filled columns in the newspapers of the early fifties. Clarke's connection with this land remains in permanent evidence in the name of Clarke-street. The Victoria Gardens, running through from High-street to Murray-street, occupy a portion of Balbirnie's original block 44. Balbirnie was the uncle of Jane Hill, who purchased Lot 13, 60 acres, stretching from Toorak-road to the Yarra.

Miss Hill married John Glover, and the y lived in a house built in 1850 at the foot of Williams-road, overlooking the Yarra. Good Friday (1911) completed the 72nd year in which Mrs. Glover had resided on the one spot. By reason of the full mulch of succulent sward on the hill the home's site was called "Mount Verdant." In the primeval days it must have been a lovely spot, with the surrounding wooded heights. There are evidences now, like the trace of the departed beauty on the one-time handsome woman's face, that such was the case. Across Williams-road, at the base of the hills, is all that is left of the one well-known Lake Como; the Australian swamp with the Swiss god-mother. No longer do the sheen of water retain its early beauty, nor
does it even possess its original size. It has shrunk to less than a marsh, yet Mr. Glover remembers when its broad surface was won't to be almost black with fluttering water-fowl, and, naturally, being well stocked, it was a favourite resort of the aborigines. But times are changed! Fowl's off the fen have flown, the waters have gone to the sea, and the aboriginals have passed to their happy hunting grounds, leaving not a wrack behind!

Mrs. Glover was the daughter of the David Hill who bought the grazing rights of Prahran and Brighton from Captain Lonsdale's dummies, the Langhorne brothers. Hill was one of that intrepid company known as the "Overlanders," who one by one left Sydney on the long trail through the bush to Port Phillip Settlement. The first "Overlander" was John Gardiner, as we already know, and he made his journey in 1836. Hill was only three years after him, for he started with his wife and two infants in 1839. All his belongings, his household goods, were carried on two large drays drawn by bullocks, sixteen animal teams composing each team. These difficulties of those overland journeys cannot be realised to-day. But they were gone through with an unconscious heroism by those early settlers, and their brave wives. Their tribulations were almost as numerous as the hairs of their heads. Notwithstanding such journey's and trial's they lived through the difficult and multiply in this land, even as Jacob of old and his family with his flocks and herds, settled and prospered in the land of Goshen.
CHAPTER IV.

Prahran in the Fifties —First Church and Pastor —The Rev. W. Moss’s Recollections—Judge Chapman’s Memories —Topographical Details —Mrs. Young’s and Mrs. Eddington’s Reminiscences.

Indissolubly linked up with the early history of Prahran is the first Independent Congregational Church, the little chapel that was destined to be remembered as the source of the name of Chapel-street. A frequent saying of Lieut. Forrest, of Forrest Hill, was that Prahran was "found on righteousness." The majority of the early prominent Prahran residents were God-acknowledging men. Passing recollections of them in review, Lieut. Forrest once told his son William that "there was not a bad one among them; not a man whose word was not his bond." Such, then, were the men who foregathered on Sunday in "The Chapel" in communion, and cemented a spiritual brotherhood that held fast in week-days of labour.

"The Chapel" was but the husk of a visible acknowledgment of a house of prayer, dedicated to the service of God. It was the pastor, the Rev. William Moss, whose magnetic personality, charged with a foundation of love for humanity, that lifted his chapel into prominence, and made it the outstanding landmark and the notable spring of good works, in early Prahran. And what manner of man was he, this pioneer of the spiritual life of the young settlement? A word-pictur e o f him survive s a s he appeared in the first days of his ministry in Prahran; a curious figure indeed, somewhat out of keeping with the primitive surroundings. He is described as "a straight, well-proportioned fellow, wearing a frock coat, a black belltopper hat, with a white necktie, fair in complexion, with a large, deep, thoughtful blue eyes, gentle in manner, and soft in speech."

Turn to the reproduction of the Rev. Mr. Moss’s photograph. Observe the well-balanced face, how the picture is complete—a harmonious whole! Look at the strong chin, veiled by a flowing beard, and the firm line in the clean-shaven upper lip. The kindly mouth has about it the suggestion of humour, and of a n
THE REV. WILLIAM MOS S

emerging smile. The straignt nose is the divisional line of a face of equal sections, which perfection of nose proportions in the human face is uncommon. Cathedral-like in its strength and spirituality is the fine, open forehead, and his expressive eyes beam with the light of the noble soul within. Visible in the picture is a perfectly modelled ear, which, too, has in it its line of the flowing harmony of this notable and well-balanced man. Children loved him, women trusted him, men honoured him. His life was one long service in doing good. The Rev. William Moss was born at Farnham, Surrey, 23rd July, 1828, and he died at Malvern, Victoria, 14th March, 1891. Prahran today is the better for having had in its infancy such a man as its first spiritual guide. Three years before his death, on 18th October, 1888, then in the sixtieth year of his age, he delivered, in the Collins-street Independent Church, an address on his "Victorian Congregational Reminiscences," in the course of which he said, "Perhaps I may be allowed in reference to the Prahran Church to state that my ordination as its pastor took place on the 5th October, 1852. I had been engaged during the two years previous in completing my studies, and in discharging the duties of the minister of the place. The ordination was the first service of the kind that had taken place in connection with any denomination in Victoria, and was conducted by two Presbyterian ministers, a Baptist minister, and two Independent ministers. I may mention that our chapel at Prahran was the only place of worship in the district for over two years, and the business streets of that flourishing city its name, Chapel-street/

"The buildings, at the evening service, were all lighted by means of oil lamps or candles, Melbourne at the time being actually destitute of gas. My own little church at Prahran was lighted with candles—no superfine sperm, but good tallow dips, which, however, had their disadvantages, on being that the person who sat under them (as well as under me) were in constant danger of having their Sunday clothes damaged by the droppings, and another was that the luminaries had to be snuffed during service. This, though diverting to youn g people, was rather disturbing to those of older growth, and often, I must confess, was irritating to the minister."

"When the church building was enlarged in February, 1853, there was, on the opening day, a repute of debt of £600, but at
a tea meeting on the following Tuesday, over which the lamented Thomas Fulton presided, the entire sum was raised without much effort. When, however, the trustee met a few days after, it was found that the gentleman who had carried out the enlargement had made a mistake in his calculations, and had proved himself a better builder than bookkeeper, for the debt instead of being £600, was discovered to be £900. Nothing loath, nevertheless, three of the trustees, Messrs. Fulton, Smith, and Sargood, each gave £100 to wipe out the unexpected deficit there and then.

When the tide of population, which had gone to the gold diggings, began to flow back to Melbourne, churches of all denominations were soon crowded. "At Prahran," said Mr. Moss, "we suddenly found our church totally inadequate to accommodate the crowds who came to worship. The Rev. W. G. Hope, M.A., formerly head master of the Lewisham Congregational School for the sons of ministers, had recently emigrated with his family to Victoria, and settled in Prahran. He identified himself with our church, and for several Sunday conducted service, and preached, to an overflow congregation under a gum tree in the paddock adjoining the church."

Rejoicing in the fact that this page in the early history of the notable chapel is adorned with the personal recollections of one of the best-known residents of Prahran of the year of the fifties, the fortune of research again favour us, as we are now able to give the impressions of an observant youth, and to record his memories of Prahran, and of the people who lived there, in 1854-1864. The youth rose to be a Supreme Court judge in New Zealand, and his name is Frederick Revan Chapman. He arrived in Melbourne from Tasmania in the "City of Hobart" in November, 1854. His father, the Hon. Henry Samuel Chapman (born 1803), afterward a judge of the Supreme Court of New Zealand, 1843-1852 and 1864-1875, rented a house in Toorak for a year at £500. He afterward moved to St. Kilda. In his interesting and topographically valuable statement, His Honor Judge F. R. Chapman says, "I have no particular recollection of the occupation of the left-hand side of Toorak-road from St. Kilda-road to Chapel-street in the early days, but later—in the early sixties, after the railway was made (November, 1860)—there were villas along there, and shops beyond Punt-road. "On
GRAHAM BERRY’S GROCERY STORE.
Corner of Chapel-street and Gardiner’s Creek-road.

BUILDINGS OF THE PAST.
Shops in Gardiner’s Creek-road.
the other side, too, there were scattered houses and shops from Punt-road to Chapel-street, among the Residence of Mr. Claude Farie, the Sheriff of Melbourne, between the present line of railway and Chapel-street. Opposite to him there were rough fields sloping down to Smith's tannery on the banks of the river. Chapel-street ended abruptly in a large cutting. As boys we watched, with interest, the lengthening of this cutting, until one day we saw that it was pierced through, and a iron bridge was disclosed beyond (opened about October, 1857).

Where Chapel-street crossed Toorak-road there was a public house at the south-west corner (Ayre's Arms, later the New Bridge). Behind it were some small streets and houses in considerable numbers, in one of which a Mrs. Neil kept a small school, attended by my brother and myself. As school children must have their "tuck shop," we found one in the shape of a small greengrocer's at, or near, the corner of the street that led to our school. Here we were served by a man with long arms, who worked in his shirt sleeves. I have been since told that his name was Graha m Berry (afterward Sir Graha m Berry, Premier of the Colony, 1875 and 1877-1881).

"Looking toward Toorak there was on the right only one house near the road front, from the corner of Chapel-street to Toorak-road. This was Mr. Ryder's, and must have stood near the middle of the block, the rest of which was unfenced. In Chapel-street, near the corner of the 'Ayre's Arm's Hotel,' but a little further south, a painter (whose name I think was Keen) had a shop, a gaunt, unfenced building, standing by itself, with a glaring sign. On the left-hand side of Toorak-road, down below the corner of Chapel-street, there was a gully in which was a clump of tea tree scrub, by which the blacks used to camp. They came down periodically from Gippsland, but I only once saw them at that spot.

"Excepting near the corner, where the scrub grew, the land on this side was roughly fenced all the way to Williams-road. It was divided into large sections, and up to this three or four suburban residences stood, far back from the road, at wide intervals. The last one, before coming to Williams-road, was 'Como,'
The residence of Mr. John Brown. Beyond Williams-road the first part of the block was fenced with split rail down to the Yarra, but the frontage of the fenced piece was merely a mass of small wattles. The name a smithy (probably about the corner of Wallace-avenue), kept by one Ross, then a road line which led to our house (which had many about the present Douglas-street), and the more open ground to Notley's hotel. Toward the river between Williams-road and Orrong-road there were several enclosed areas, in one of which lived Mr. Balbirnie, who died during the year we were there. Next to him was the official residence of the General Commanding the Forces, occupied then, or later, by General Macarthur, and after afterward by General Pratt. These residences probably had their souther boundaries about Bruce-street, and must have been occupied very early, as they had fine gardens. In the wide, unfenced block that lay around our house, from Ross's smithy up to Government House fence, were several residences. A Mr. Musgrove, of the Customs Department, lived in a cottage near us, behind Ross's smithy, and some people, name d Bazan, lived at the back of Notley's Hotel, and between us and around these two houses a village was growing up.

"The large house rented as Government House had large paddocks and grounds facing Toorak-road, the gate being in a hollow beyond the to p of the hill. These grounds stretched down to the Yarra, on the top of which, below a bluff, was then, or later, the Governor's boathouse. When we were privileged to go into the Government House garden, we saw that it was full of fine fruit trees. Beyond it was a block of land extending to the next cross road, which ran down to the river (I presume the present Kooyong-road), and noticeable on account of the immense size of the gum trees standing on it. Behin d these large trees was a clear piece of land overlooking the river. Here someone had tried stone-crushing or brick-making, and on this land stood idle upon it a man immens e whee l o f stone (perhaps wha t is calle d a Chilian mill), round which in 1854 tradition said already y began to gather. Beyond Kooyong-road was the swampy mout h o f

*Judge Chapman may refer to George Basan, who came to Victoria in 1849, in the story "Asha." He lived in a tent at South Yarra, and afterward s in a house in Peel-street, Windsor, and later he moved to York-street, Prahran. Basan's son Theodore, wa s the license e of the S r Rober t Pee l Hote l i n 1889, and was one of the first helpers to arrive on the scene of the disastrous Windsor railway accident.
Gardiner's Creek, where, in later years, I shot waterfowl. On the south side of Toorak-road, from Williams-road eastward, live several well-known people. Mr. (afterwards Judge) Skinner occupied, I think, the house that recently vacated by Mr. Westgarth, but of this I am not sure. Mr. Hammill and Mr. Blackwood live opposite Toorak village, and a side street led down to their houses which was, I suppose, Orrong-road. I think there was a small shop on Toorak-road, nearly opposite Notley's Hotel (possibly at the corner of Canterbury-road), and farther near Mr Melbourne, was a cottage inhabited by two brothers, John and Hugh Stephenson.

"At the top of the hill, on this side, live a Mr. Ross (we knew of at least three people in Toorak of this name), who, when we went to see him, gave us, to our great delight, bunches of grapes from his vineyard. This little patch of grape vines was some years later cleared away to make room for the church of which Mr. Fellows was the first incumbent. Beyond Ross's garden was a piece of ground covered with immense gum trees similar to those on the opposite side, and from this point Gardiner's Creek-road led out into the open country. Perhaps between twenty and thirty houses and cottages would be a liberal estimate of the number that stood between Chapel-street and Kooyong-road, reckoning right down to the river on one side, and nearly as far on the other. Speculation must have begun to operate at an early date in the block facing Toorak-road, between Williams-road and Government House fence, as up to our time it had never been fenced as a whole. When we were taken down to the river we crossed the fields through two fences to Williams-road, which was obstructed by a pond. Then we crossed to the river bank at a point clear of the Como swamp, where stood on one great willow tree."

Peter Wright and Isabella Wright, of Coltbridge, near Edinburgh, were emigrants on the ship "Gainsby," in command of Captain Anderson on its voyage, which extended to four months, from Scotland to Victoria in 1854. With the mother and their daughter Martha, who was born at Liberton, near Edinburgh, on March 13, 1833. When the Wrights arrived in Melbourne, they decided to make their home on Punt Hill, South Yarra, and they took up their abode in a small cottage there in 1854. Where the Wrights settle down on Punt Hill was not far from the late Colonel..."
Anderson's home in Acland-street, * which h street t i s just t a  littl e west o f Prahran's boundary line, Punt-road, but i s, i n its near-ness to Prahran municipality, often described as i n South Yarra.

Martha Wright married, an d change d h er nam e t o Martha Young. To-da y (1923 ) Mrs . Young, a nonagenarian, enjoy s h e r old age e "seren e an d bright," " wit h h e r grandchildre n ab out h er . Mrs. Young’s parent s ha d friend s livin g i n a bus h cottag e e i n King-street, close to Chapel-street. She was accustom ed to walk down fro m Pun t Hil l t o King-street, across s country . I n 185 5 she say s s he r remember s clearl y that she d no t cros s a fence e in the walk . The countr y w as s open, wit h h e r ye w house s i n the paddocks. Opposite King-street, where e t he Tow n Hal l no w stands, w as a swamp, an d i n wet weather the water overflowed into King-street. At the north-east corne r of King-street w as a ga rd e n facing Chapel-street, wit h h it s sid e running g d o w n King-street, wher e it s entrance gate was, leading t o the cottag e e o f a carpenter name d Lacey. At a late r date, o n t he othe r sid e o f King-street, where e t he National Bank is built, w as a flour mill, in a woode n building, whic h h e w as know n a s Delaney's Flour Mill. About 185 5 Mrs. Young's parent s cam e do w n fro m th e hil l i nto t he swam p land, an d too k u p t hei r abod e i n King-street, nea r t o thei r friends, wh o had come out on the same immigrant ship with them. Mrs. Young’s mother joine d t he Rev. Mr. Moss' chapel, and she became a prominent church worker. Mrs. Young says the chapel building w as o f wood, raise d on stump s well off th e ground. Thi s precaution was take n becaus e i n wet weather it w as s mor e o r les s surrounde d b y wate r fro m t he swam p s i n Commercial-road. "Th e Chapel " w as a littl e t o th e nor t h o f Commercial-road, o n t he ea st t ide. Betwee n "Th e Chapel" an d Malvern-road w as a paddock of six acres, called Storey's paddock. James Storey had a store, w hich containe d a mixed assortment o f merchandise. I t stood a littl e bac k fro m Malvern-roa d an d a n d Chapel-street i n a paddock. Durin g wet weather, t o atten d

* Acland-street w as name d b y th e lat e Colone l Anderson, wh o w as a retire d officer o f th e Indi a n Service, afte r h e b rothe r offic er wh o belon ge d t o th e Acland family o f Devonshire. Acland-street t i e n St. Kild a w a s th e for e r june r ro f Acland-street i n Sout h Yarra, Captai n Lawrence, wh o bough t t h e firs t bloc k o f lan d o f in "th e e p o s e d d iv il lage e o f St. Kilda," name d th e street t o n th e east sid e o f th e allotme n t Acland-street, i n Engla nd, Captai n Lawrenc e w a s th e sailin g maste r o f Sr. Thoma s Dyke, e Acland's schoone r yacht, a n d Levant i an fru i t trader, th e "Lad y o f S t. Kilda." Messrs. J. B. an d G. W ere, o f London an d Melbourne, bu ght t h e schoone r, fro m M s. Thoma s Dyke e Acland, an d Captai n Lawrenc e s sa i d th e r t o Port Phillip. Sh e trade d f o r f r a me t o Tasman ia, an d w a s eventuall y w r ecke d o n a c ora l r ee f whi le o n a voy a g e t o China. J. B. an d G. W ere e whe r e i ntereste d i n th e firs t l an d s a lle s a t St. Kilda.  

48 THE HISTOR Y O F PRAHRA N
GARDINER'S CREEK-ROAD, LOOKING EAST, IN THE YEAR SOFTHE 'SIXTIES.

THE SAME ROAD LOOKING WEST.
service in "The Chapel," Mrs. Young, with the rest of the congregation, had to walk along raised planks to the chapel door to avoid the water flowing across Chapel-street into a swamp which covered most of the land along Commercial-road to where the Prahran Markets now are. Chapel-street was roughly formed with redgum planking edging the sidewalks. Opposite Storey's and "The Chapel," at the north-west corner of Chapel-street, was a cottage occupied by a man named Prout, who was the first professional sanitary pilgrim of the night in Prahran. He made some attempt to far much of his block of land, growing vegetables thereon, and keeping pigs and fowls. When the winter rains came the old furrow ridge s acted as gutters, and Mrs. Young says she has seen Prout's paddock under water. In flood, Chapel-street was impassable to foot passengers. A three-rail fence marked the east line of Chapel-street from about Wilson-street to Palermo-street, and Mrs. Young said when Prahran people wished to go that way to South Yarra they had to slowly make their way along the fence.

Doubtless Judge Chapman and Mrs. Young's reminiscences of the topography of early Prahran have given the reader a picture which he may, without much difficulty, visualise. The imposition of houses on the various paddocks has naturally altered the appearance of the places they describe. Prahran in the year of the fifties and sixties sprang into life, and its first vigorous growth has continued. The city's revenue in 1923 is £100,000, second only in volume to the revenue of Melbourne proper.

Yesterday swamps and marshy land covered large areas from Chapel-street to its western boundary of Punt-road. To-day Chapel-street has along its sidewalks shop buildings equal to almost any in the Southern Hemisphere. The wealth within the city, the domestic trade, and the inter-suburban, city and country trade, which come to Prahran amount ever yearto vast sums of money. Chapel-street has often been described by the wholesale merchants, the princes of Flinders-lane, as the best shopping centre in the whole of Australia. Allowing a very conservative estimate, that a little more than half of what is said of Chapel-street is in its praise is true, the residue still leaves Prahran a marvellous city. Let us try to recall what Chapel-street was in the year 1860. The best buildings in the street...
were the hotels. Iron houses, which had bee n sen t out f ro m England, were pressed into service as shops. Others, one-storied shops, were built of bricks; but the majorit y of the shop s were of importe d weatherboard. Th e woo d house s and shed s behin d these mean shop s and dwelling s were ofte n constructe d d o f wattle and daub. Chapel-stree t looke d lik e t h e l on g roa d d o f a bus h township, wit h ha fe w shop s an d d welling-hou se s alon g it s length. N o buildin g regulation s were i n force. Th e firs t residents campe d an d buil t an d di d muc h a s t h e y liked. A well-known earl y baker, afterward s calle d "Th e Fathe r o f Prahran," the late J. B. Crews, tol d a public meeting, i n 1872, t h a t h e pu t up a wattle an d dau b hu t whe n h e firs t cam e t o Prahran, whic h shelter wa s no t ornamental, bu t i t serve d hi s purpose, an d outs ide of erecting wattle an d dau b house s i n Chapel-street, h e t h ou ght t 'newcomers, wh o ha d t h e i r w a y t o ma k e i n Prahran, shoul d b e allowed, a s h e h a d, th e same l ibert y t o buil d anythin g t h e y favored fo r s helter."

Chapel-street i n 1860, commencing g a t t h e Yarra, o n th e east side, wa s vacan t t o Gardiner' s Creek-roa d (Toorak-road). The firs t shop passe d w a s t h a t o f Graham Berry, grocer. Late r he removed his business near to the corner of Ralston and Toorak roads, South Yarra. Th e next shop to that of the future Premier of the Colony, was t h a t o f John Brumby, farrier and smith, then vacant land, an d si x dwellin g houses, to Palermo-street.

According to Mr. William St. Lege r Forrest’s recollection s o f the 'fifties, th e firs t storekeepe r i n Prahran wa s Wilson, an d i t was Wilson who gave his name t o Wilson-street, a t the corner of which an d Chapel-stree t t hi s stor e stood. Afte r Wilson-stree t came vacant land, next to which was the Victoria Brewery, owned by Messrs. Thomas and Terry, i n 1860. Th e buildings later were used b y a maltster, an d no w th e plac e i s occupie d b y a jam-making company. Th e Bapt is t Churc h wa s wher e i t stand s to-day a t Garden-street. Afte r Pine-stree t (no w Simmons-street) was a bl oc k o f vacan t land, nex t t o whic h w e r e t h e National Schoo l an d Joh n Stott, printer.

The Rev. Mr. Moss’ s chape l ha d g o n e, th e Independent s having erec t e d anothe r churc h i n Commercial-roa d i n 1858-9. A fter Commercial-roa d wa s Darvell’ s house, an d t h e n vacan t allotments. Darvel l wa s o n e o f t h e earl y butchers o f Prahran. He ha d a slaughter-hous e so m e wa y behin d th e Independen t
Chapel, the yard abutting on Malvern-road. Between Commercial-road and Princes-street there were shopkeepers, two grocers, Chapel-street Saw Mills (John Purnell), a milliner, a draper. After Princes-street Dr. Job Phillips, surgeon and distric vaccinator; Augustus F. White, chemist, at whose shop was the post office. Along to Eastbourne-street was a line of shops. Between Eastbourne and Earl Street was vacant land. Past James-street was Thomas A. Ewing, chemist, where there was another post office; after Hanover-street there were five shops, and then vacant allotments to Dandenong-road.

On the west side of Chapel-street, from the Yarra to Gardiner's Creek-road (Toorak-road), was vacant land, with the exception of where the cottage, "The Hermitage," built by Lieut. Forrest, stood. It was afterward sold to "Cleveland Lodge," and was occupied by Dr. W. Carey Rees in 1872. Across the road was the "Ayre's Arms Hotel," an d shop s were passe d until Bond-street was crossed, where there was a vacant block of land. At the corner of Chapel and Cliff Street was the Prince of Wales Hotel, still there. The license of this hotel is an old one. In the "Port Phillip Herald" of 4th May, 1854, it is stated that a license of the proposed hotel has been granted to Edward Cliff, South Yarra. Cliff-street was named after Edward Cliff. Past Grosvenor-street a vacant allotment was for sale, and the Prahran Mechanics' Building (erected in 1856), the Royal George Hotel, and the Court House. The Prahran Court sat on Mondays and Thursday s at 9 a.m., the late D. R. Long being chairman. One of the honorary justices was the Hon. George Rolfe, M.L.C., who was the founder of a well-known mercantile firm. His appointment as Commissioner of Customs in the second McCulloch Government was the cause of that Ministry being defeated. He was not a member of either House or of Parliament when he was appointed, and a vote of censure was passed on the Government, in consequence of which Sir James McCulloch handed in his resignation. Mr. Rolfe died on 18th December, 1871. Other justices were Dr. Black, Dr. Berry, Messrs. R. Patterson, W. Smith, A. Spowers, the head of a South Yarra family, connected with the "Argus"; W. H. Farrar, Brigh Fitzgerald, W. P. Firebrace, afterward s Supreme Court prothonotary, and one of the very early residents of Prahran; and A. Ross Goodman. W. K. Hughes was a clerk, and he probably was one of the Kent
Hughes of early pioneering days. The corner of Chapel-street and Greville-street was a busy one, for it was the starting and terminal point of the omnibuses, which ran to Melbourne every quarter of an hour. The fare was one shilling, and the terminus in Melbourne was the Bull and Mouth Hotel, in Bourke-street. In 1860 the proposal for a Town Hall was being actively urged by Council and ratepayers, but the building itself had no then materialised. Beyond the Court House was vacant land, then the shops, until the place where the Colosseum now stood was reached, which was vacant land. To the south at the side of this land lay the old printing office of 'The Telegraph.' To the south of High-street, after the public house was passed, there was a large area of vacant land. Past Vine-street the Commissioner of Audit, Mr. Charles Symons, had his residence.

Commercial-road has a nest of active tradesmen. It was a busy centre, with very few vacant lots about where the Market is now. Many Prahran ratepayers in 1860 thought that Commercial-road was destined to be the business hub of Prahran. Away, near the south-west corner of Prahran, Wellington-street west, there was an active business being done. The St. Kilda Junction of the road there, apparently stimulate trade. Dr. Llewellyn, an early doctor of Prahran, first pitched his tent on the St. Kilda side of Wellington-street. Afterward she removed to Chapel-street. One of his sons, born in a cottage in Chapel-street in 1862, and reared in Prahran, Herbert Gordan Hill Llewellyn, R.N.R., is known by name to thousands of people throughout the world as a distinguished commando of the Oriental Steam Navigation Company. He has had the honor of being thanked by the Government of Egypt for assistance rendered when, in 1891, a devastating breach occurred in the Malimondie Canal. He succeeded in saving every life on the R.M.S. "Mongolia" when she foundered during the Great War after having struck a German mine in the Indian Ocean. He is one of the many natives of Prahran who have "made good."

Settlers in Prahran in the year fifty had to find their way to Melbourne in their own fashion. If there were public conveyances, records of them are hard to find. Doubtless some settlers had horses and carts, and the women were pressed into service in the same way as country folk use their buggies and jinkers in the bush to-day. Mrs. Jessie M. Eddington, daughter
PUNT-ROAD, LOOKING SOUTH ABOUT 1860.

*The iron fence on the ivest encloses Christ Church, South Yarret.*

ST. MATTHEW'S OLD CHURCH AND SCHOOLROOM,
CHAPEL-STREET.

*On the site where Osment Buildings now stand.*
of the late William Montgomery Bell, a well-known early Melbourne merchant, has related some of her first experiences in going to Melbourne.

In the year 1855 she went with her parents to reside at Toorak in a house called "Tivoli," on the slope of the hill which formed, at that spot, the somewhat steep bank of the Yarra. The name of "Tivoli" was taken from that of a town in Italy, east of Rome, on the slope of the Sabin Hills. The name owed its selection to the "Protector," George Augustus Robinson, who built the house. He may have named the place out of a feeling of admiration, which most Britons felt toward Italy in the war of Italian liberation, which was more or less in progress in those years. Tivoli-road and Tivoli-place keep the name on men's tongues in Prahran.

Robinson is said to have employed aboriginals to carry, on their heads, the rough brown stones from the river bank, up the steep bill, and so the house of "Tivoli," containing eleven rooms, was built. The house stood a little to the east of Chapel-street, the adjoining property to the north being "Rockley," which survive in Rockley-road and Rockley Gardens; "Bonavista," and "Como." These properties are shown on a map of "Melbourne and its Suburbs" compiled by James Kearney in 1856-7, though Sand and Kenny, who issued a suburban directory in 1857, did not think Prahran of sufficient importance to mention it by name. The neighboring place of Collingwood, Emerald Hill, North Melbourne, Sandridge (now Port Melbourne) and Williamstown are noticed.

Mrs. Eddington says that, "on Sunday in the summer time the family of Bell went from "Tivoli" in a double-handed paddle boat down the Yarra to attend service at Melbourne in the John Knox Church, Swanston-street. This mode of progression occupied a long time, and the boat carried provision, in the way of eatables, for the Bell children, who regarded the trip as a picnic. Their drink was of the pure water of the Yarra, which they lifted in a horn tumbler. "Tivoli," in the time of the Bells' occupancy, had its hayfields, poultry, pigs, beehives, rabbits, and flower garden, while in its vicinity bush nature was represented by snakes, wild cats, and oppossums.
N historical meeting was held in April, 1854, in "The Chapel/"
A At the gathering were the more active of the early residents. That meeting of pioneers passed the following resolution:—

"That in the opinion of this meeting the subject of drainage of the projected township of Prahran should be a general one, and that a subscription be forthwith commenced among the inhabitants and proprietors of house and land in order to have some claim upon the Government for their assistance, which is the opinion of Mr. Miller, the member for South Bourke, would be granted to the inhabitants if they evince a desire to start a fund for that purpose among themselves."

During the meeting the sum of £100 was subscribed by those present. The committee appointed to canvass the inhabitants was Messrs. Miller, Langmuir, Crook, James, Hasledon, Creber, and Dr. Stokes. W. M. Miller was appointed treasurer, and P. Zohrab secretary. Peter Zohrab, the pioneer secretary of Prahran municipal movements, was a man of parts, of 40 years, square shouldered, with black moustache, running into side whiskers, a large nose, and well-set eyes, half-hidden with spectacles. He spoke quickly, his manner was good, his manner assertive. The committee had no sooner commenced work than the first of the afterward recurring sporadic attempts of the early inhabitants of Windsor and South Yarra to quell the movement (an attempt of Chapel-street movements, designed to advance the progress of Prahran proper) was made. The committee was shown the winning issue, as the following proclamation, from the "Government Gazette," 19th May, 1854, shows:—
PRAHRAN'S OFFICIAL RECOGNITION.

PRAHRAN ROAD DISTRICT.

Proclaimed 17th May, 1854.

The boundaries were set out as on the West the Richmond Punt-road, on the North the River Yarra, on the South the Main Dandenong-road, on the East the road running from the Main Dandenong-roa d East to the River Yarra.

JOHN V. F. FOSTER,

By His Excellency's Command.

J. MOORE,

Assistant Colonial Secretary.

When this proclamation appeared the committee held another meeting to formulate ways and means of obtaining a board. The result of that meeting was a canvas of the district, and the outcome of the canvas was an advertisement in the "Government Gazette" of 30th May, 1854, as follows: —

PRAHRAN ROAD DISTRICT.

23rd May, 1854.

To Edward Bell, Esq., J.P.

Sir,

W. the undersigned landholders and householders in the Prahran Road District, request that you will cause a meeting of the landholders and householders in such Road District to form a District Road Board for the purpose of superintending, providing for, and completing the construction, repair, and maintenance of the road in such Road District, and for carrying out therein the provisions in the Act contained."

We have the honor to be, Sir,

Your most obedient servants,

JOHN MCCABE GEO. FORREST
JOSEPH TAYLOR JOHNSON WILSON
W. F. FOR D W. C. NEWTON
ALEX. MCCALL A (AL) L HOUSEHOLDERS
R. B. CHOMLEY Y CHAS STERC H
PETER ZOHRAN B JOH N CAMERON N
W. B. WHIT EJOH N GISBY Y
WM. ROBT. PY E MATTHE W KEM P
THOS. SENIO R PAT KELL Y
A. MAN N ADA M HOWIE
WM. ROBT. PYE , Sec., pro tern.

In compliance with the above requisition, and under authority of the Act of Council, 16 Victoria, No. 40, Sec. 10, I hereby convene a meeting of the landholders and householders in the Prahran Road District, for the purpose of named in the requisition, to be held on Saturday, the tenth day of June next, at seven o'clock p.m.

EDWARD BELL, J.P.

South Yarra,
24th May, 1854.
The meeting did not bear any fruits. The agitation for a Road Board lacked encouragement, owing to the sparse settlement; the authorities, too, favored control by the Central Road Board, that control shortly afterward passed over to the Government roads when affected. In the meantime, Captain Clarke's "Municipalities Act" was in the process of the drafting, to pass into the laws of the land in 1855. This Act was most beneficial in its results. It materially assisted the progress and development of the colony. Two provisions of the Act, viz. the restriction of the number of members of each Council to seven; and the return of each of those seven by the whole of the rate-payers, was held to have been more efficacious than anything else in rendering the municipalities serviceable and popular. The Committee turned its eyes in the direction of Captain Clarke's Act, and therein saw relief. The members of the Committee were not long in seeking to have the district proclaimed a municipality. In that movement they were successful.

The seed of official existence from which Prahran sprouted into a municipal district was sown in the "Government Gazette" of 24th April, 1855, which contains the following proclamation:—

"The Municipal District of Prahran, commencing at that point on the southern bank of the Yarra Yarra intersected by the eastern boundary line of the City of Melbourne, thence south by the eastern side of the Punt-road to Wellington-street, thence east by the northerm side of Wellington-street to the Great Dandenong-road to the S.E. angle of allotment 200, thence north to the River Yarra Yarra, and thence by the southern bank of the River Yarra a to the commencing point. And the said Municipal District shall be called 'Prahran.'".

This natal day of Prahran (24th April, 1855) saw within the same "Government Gazette" a proclamation also regarding its metropolitan neighbours. Whatever has been the heritage of success or failure, or whatsoever may be their fortunes lying in the womb of time, they were born under the same star and at the same time. These storms of discord, however, made their appearance early around the cradle of Prahran, where other municipalities simply went forward to the incorporation of their Councils, Prahran struggle through the painful throes of a protracted fight among the townspeople.
At first Prahran did not, like a dilatory tranter creeping unwillingly to school, lagging behind its active and enterprising neighbors. In the abstract, most of the Prahran residents, after the proclamation of the municipal district, were in favor of electing a corporate body, such as a Council, to administer to the growing requirements of the place. As a result, however, of desultory communings among themselves, two bodies of public opinion were gradually evolved, which questioned, with conflicting views, the wisdom or otherwise of taking steps to incorporate a Council. Those against the proposal—the Obstructionists—drew doleful pictures of the poor man crushed by the weight of rates, that would render his daily labor, early and late, a bitterness unto him, since the municipal Caesar, in the person of the rate collector, would demand the town’s tithes, and, growing more pessimistic, the Obstructionists gave further expression to the perils threatened them by the portentous arm of authority, with its Gargantuan grasp, looming through the proclamation. Prahran, they predicted, would soon be a deserted village. Half the inhabitants had already left for the gold diggings, while those that remained only saw desolation ahead, and the return of the times when the hero and the hollow-sounding bitterness must once more come into their own, and desolations undisturbed in the solitude of sedge-choke d swamps.

The lean years were upon them. The colony was suffering from having been o’er drunk with gold. The romantic, wonderful Midas-like time had passed. The outlook was grey and drear. Prahran seemed, to these residents, less able than its neighbors to bear taxation. Their tale of troubles was full, the swamps were Sloughs of Despond. They were pilgrims without progress. They groaned and growled. More especially was that the case when winters’ rains flooded the water-ways, causing the swamps to overflow with the reed-fringe d edges, and inundate the land bordering them. Hurrying water ran riot about the settlers’ holdings wheresoever the land levels allowed the floods to do so. But such assault of Nature caused no craving feeling to arise in the breasts of the Progressives, who were out to play the part of men. A virility of purpose animate d them with the stimulating desire to clutch circumstance by the throat, and conquer the natural difficulties of swamp, of low land, of bog and water, and do fashion the inhospitable parts of Nature to their r
will, that they might build homes that would be sweet to live in, and win, a s a meed o f thei r toil, from the wild bush, brake an d bracken, garden s fair t o see.

Considerable feeling commence d to be displayed between the settlers, who range d themselves upon the differen t sides. Some of them did not hesitate to abuse each other in ill-mannered terms. A t that time ill-feeling s were bor n which afterward s developed into bitter and virulent feuds. These were so threatening tha t th e authoritie s deeme d i t necessary t o k ee p th e mor e violent in check by the precautionary display of mounted troopers, as we shal l se e further, whe n th e proposal s wer e publicl y dis -cussed under th e officia l imprin t o f authority. Th is internecine strife, flaming an d smouldering g by terms, was o nly capable o f a peaceful solutio n by constitutio nal methods. I n th e en d th e two faction s wer e force d b y th e marc h o f event s t o measur e their respective voting strength. I n th e act of doing so a definite issue was presented. Th e first step was taken by those in favor of th e incorporatio n o f a Council includin g its corollary o f self-government. A Committee was formed, of which Davi d G. Stobie, who lived in Cliff-street, was th e honorary secretary. He canvassed th e settlers, an d endeavore d to sho w t o th e m th e advantages tha t woul d ensu e fro m havin g a local administra tion to dea l wit h th e district' s wants. He wa s a t th e tim e wel l satisfied with th e results o f his labor.

The Opposition party, durin g th e canvass, adopte d a laissez faire policy. Stobie was thereb y lulle d into a false sens e of security, fro m which, whe n th e awakening g came, he commente d bitterly upon th e fickl e promise s of th e son s of men. In , how -ever, their "masterly inactivity," th e opposing party over-reached themselves, for r the y allowe d Stobie to stea l a marc h o ve r th em. He obtaine d th e ea r of authority, an d d o succeede d in havin g notified i n th e "Governmen t Gazette " o f 16t h May , 1855 , th e following g notice, t o fall lik e a bomb among th e rank s of th e Obstructionists:—

"Claud Farie, Esq., to be t o b e th e Chairma n a t th e meeting g o f th e residen t householders an d land-owner s wit h in th e Municipal Distric t o f Prahran, appointed t o b e hel d d o n Monday, 21s t May, i n th e Churc h o f Englan d School, Chapel-street, Prahran, and a d journ e d pursuant t o th e Act o f Council, 18 Victoria, No. 15, Sec. 11."
The Obstructionists, led by John Goodman, a resident of Toorak, and a M.L.C., rose as one man from their lethargy. Canvassing began on both sides, and it was thorough in a sense acrimonious. Disquieting rumors reached the authorities, who appear to have become "jumpy" concerning what the wild settlers at Prahran might do on each other, or perhaps they may have had misgivings as to the safety of Claud Farie, who, as chairman, was to strive to curb the throes of this municipal and anti-municipal excitement. The authorities were not justified in their extraordinary behavior, for we read in the "Melbourne Morning Herald" that "After the meeting the residents separate d peaceably enough, though it would seem that the authorities anticipated a row, as some eight or ten mounted troopers, sabred and pistolled, were discovered to be drawn up at the entrance of the building as the vast crowd emerged peaceably and quietly." The "Argus," referring to the same incident, contents itself with the laconic observation, "Eight mounted d troopers were stationed outside the building."

This meeting, the first public meeting held in Prahran, was a notable one in several ways. There was a willingness about it which in subsequent years was repeated in many a hard-con tested municipal and political fight. It was set out that the meeting was held for the purpose of taking the first steps toward establishing a Municipal Corporation at Prahran under the recent Act of Council." These objects for which the meeting was called were:—

1. To decide whether the Council for the district should consist of three, five or seven members.

2. To decide whether the members of such Municipal Council shall or shall not receive any pecuniary remuneration, and, if any, what shall be the amount thereof?

3. To elect the members of such Municipal Council.

It was estimated that there were 500 persons present, which is the "vast crowd" allude d to by the "Melbourne Morning Herald." The Sheriff, Claud Farie, was in the chair. He was flanked by Mr. Wright, Chief Commissioner of Goldfields, the Colonial Engineer, Captian Charlie Pasley, Mr. Snodgrass, and Mr. Mollison and Mr. Goodman, M.'s L.C.
In his opening remarks the chairman alluded to the fact that the Obstructionists had been caught napping by Stobi in the following words:—

"He understood that since the first petition to the Legislative Council in favor of Municipal Institutions, a majority of the inhabitants of the district had petitioned against it, but that the petition was too late to be of any effect. He would state, however, that if the opinion of a very large majority of the meeting he saw before him were adverse to the meeting, and to their proceeding to constitute themselves formally, he should feel himself justified in leaving the chair upon the expression of the sense of that majority."

These remarks were received with "cheers and confusion," and Goodman was quick to take advantage of the opening to render the meeting abortive. He laid stress on the opinion of the chairman, and argued that the only question before them was as to whether the meeting should be proceeded with or be lapsed. Peter Snodgrass rose, to the accompaniment of cheers, hisses, hoots, bell ringing, and divers noises. The "Herald" says it was almost impossible to report the speakers, so loud were the disturbances. Snodgrass was upon a constitutional point, but the audience would not listen to him. He managed to say he objected to any adjournment, and referred to Clause 12 of the Act. The great wave of sound smothered his voice. Only the hoarse reiterated cries of "Adjourn," "Adjourn," could be heard above the pandemonium that ensued. In vain, at first, did the chairman attempt to restore order. Both factions were in full tongue, and, like hounds in sight of game, they were not to be denied.

At last some semblance of order was restored, and Goodman continued, "I had been state that a majority of the house-holders of Prahra had signed the petition sent to the Lieutenant-Governor in favor of these institutions. He was not thereto question the genuineness of those signatures, but he would do only state that while there were 690 signatures in favor of these institutions, there were 760 against. Had the petition been presented in time to the Lieutenant-Governor to stay the proceedings, he would have done so. Had the Lieutenant-Governor not been satisfied at first by representation made to him he would have called upon the citizensof Prahran to present other r
THE FIRST DEA F AN D DUM B INSTITUTE , COMMERICAL ROAD.

Afterwards used as an asylum for the blind —Leal House.

ORRONG ROA D REFUS E TIP .

Now filled in and reclaimed for municipal park.
petitions, and having formed his own conclusions therefrom. He (Goodman) was quite sure that even those who were in favor of municipal institutions did not wish to see them carried against the feelings of the majority, for their object in seeking these institutions was for the benefit of the district, and did they would give way if they saw an unequivocal objection raised. To those who supported these institutions he would point out the fact that there were 1,014 houses in Prahran inhabited, and an additional 1,740 uninhabited. As no rates could be levied on the latter, the goods and chattels of the inhabitants could be subject to increased charge. Those who owned houses were most of the absent, and the rest, in fact, would have to pay for the absent."

Goodman, who said much more to the same effect, was alternately greeted with cheers and hoots, the opposing parties joining in yelling down each other. The chairman in vain tried to obtain silence. Goodman ended his appeal to the residents with the motion—

"That the chairma n leave the chair, and ask leave to sit that day nine months."

The reading of the motion was followed by more stormy outbursts. After a interval, the chairman managed to ensure sufficient silence to allow George Hull to second the motion. Immediately he did so, a man, described in the "Argus" report as a person named "King," rose to address the meeting, but he was receive d with groans and hisses. He was eventually compelled to sit down. Stobie, as a counter to Goodman, moved:—

"That this meeting proceed to the business for which it was convened, according to the terms of the Act."

Stobie's blood was up; not without reason had his parents named him David. He was opposed by Goodman, M.L.C., and Goodman was the Goliath standing in the way of progress and prosperity. In caustic tones Stobie said: "It was strange that Goodman, who formerly showed no interest in the matter, should now suddenly put himself forward to oppose the measure. It was high time for incorporation, for the other man's local grievance and nuisances which called loudly to every rational man to take advantage of the bill to carry it into formation. (Cries of "No," "No," and hisses.) Let the mconstitute the unhealth y state of Prahran. It was better to spend the money in the removal of nuisances than spend it in the cure of diseases cause d by them."
"Hisses" were Mr. Stobie's portion for uttering that palpable truth. Snodgrass had in the meantime been full of sullen wrath, and, like Achilles of old, felt very much like retiring to his tent, leaving Prahran as Mycena was left, to fight it's own battles. He had felt his rebuff at the hands of the chairman; in his heart the anger burned that was destined to cause the chairman trouble. At this stage he contented himself with seconding Stobie's amendment.

Captain Pasley tried, as one speaking with the authority of official status behind him, to pour oil on the troubled waters, but the meeting was out of hand. He was met with a fire of hisses, groans, hoots, and do the r less "complimentary remarks." He managed to refer to the streets as being impassable on dark nights, and told the residents that if they did not help themselves they could not expect the authority to do so.

Peter Snodgrass reiterated his objections, stating it was not legal to adjourn for nine months, and, further, that the chairman had no business there until an assessor had been elected. He would move a further amendment—

"That the meeting elect two assessors under the 12th Clause of the Act."

A Mr. Hammill supported the motion for adjournment, but not for the same reasons as Mr. Goodman. He propounded the remarkable question to the meeting as to how many of them had left the mother country because of the obnoxious system of taxation practised by its municipal bodies. The quer y was greeted with "great cheering." Thus encouraged, the speaker soared away on the wings of eloquence with the assertion that they would "induce such a system there, and during the present condition of the colony. If the y though t i t expedien t t o tax themselves, let them vote for this Bill; no t i f the y were o f the opinion that it was not expedient to tax people whose means were swamped in the purchase of a miserable allotment."

After Dr. McNicholl had supported the motion for adjournment, and regretted the intemperate spirit that had been manifested, the chairman intimated that he would not leave the chair unless s a very large majority declare d for that action. At this moment the unexpected happened. What was already a memorable and historical meeting was rendered still more remarkable by the accidents which punctuated its progress. "A working man, whose name we could not learn," says the "Argus" report,
"was proceeding to address the people, when one of the benches, on which about 20 people were standing, gave way with a loud crash, throwing those upon the ground. At the same time some person who had climbed over the door, slipped and broke some squares of glass. A great deal of confusion was caused by the incident. Order having been restored, the speaker said that what they had to consider was not the health of the place, but the poverty of the place. The chairman urged discussion, as he considered the question a very grave one, upon which Graham Berry, a grocer, said that if the question was adjourned for nine months it would be adjourned for ever. It was an error to imagine that they could avoid taxation in that way, whether they taxed themselves or not, the y would still be taxed in some way. His remarks were received with groans and uproar. The chairman made an effort to quiet the noise. He stormed and threatened to call upon the meeting to support him against the interruptions of a person named 'King,' who had been foremost in every noise during the evening.'

Presumably the chairman's appeal had a palliative effect upon 'King,' for the meeting quietened down enough to hear one Stephenson move an amendment that "Three months be substituted instead of nine," 'A Mr. Campbell supported a short adjournment, but he would not second the amendment, which a Mr. Beauchamp agreed to do. At this stage a Mr. Crook caused a roar of laughter by addressing the meeting in his opening words with the lines—

"It gives me much delight
To meet you here to-night."

And the next was an opposition any adjournment. He charged the gentlemen (the Goodman faction) who came forward to support it with being those who would be most interested in avoiding such a measure, as they would have to pay the greater share of the taxation. The chairman put the motion for an adjournment for nine months, which was carried by an overwhelming majority. He left the chair amidst reiterated cheers.

Thus ended the first round in the local warfare in what was known afterward as the "Battle of Prahran." The Obstructionists had won. The Goodman followers were delighted at their success, while the feeling was very keen on the other side that the chairman had no right to give them a fair deal.
It was asserted, too, that a large number who had pledged their votes to the Progressive had gone over at the last moment to the mammon of unrighteousness. Has it not been ever thus? The meeting was destined to have its aftermath, for amongst the most indignant of the Progressives was Peter Snodgrass, who declared that he spoke by card and act, and that the chairman's (Claud Farie) ruling was unsound, and that he, Peter, would make him pay for his blunders.
In the far distance, to the left, may be seen the embankment of the loop railway line between Windsor and St. Kilda. The railway bridges over Punt and St. Kilda roads are visible.
CHAPTER VI.

Peter Snodgrass summons Claud Farie, the Sheriff — The factions*

Peter SNODGRASS did not allow his wrath to grow cool by waiting. The more he reflected upon the conduct of chairman Claud Farie, the more certain was he that Fari e had acted *ultra vires* in ignoring the proposal to appoint an assessor or assessors. The defeated party — the Progressives — was very sore at the way events had turned out. The y had no love for the chairman, but they loved the representative of the "Toorak gentry," John Goodman, M.L.C., still less. Snodgrass, a s w e know, had squatting interests at Muddy Creek, and he held land in Prahran. He expressly stated that he had been, in Snodgrass's opinion, tinged with the bias of his class and position. He had strained his point in favor of Goodman as against the general weal of the residents and the growing district. The day following the meeting Snodgrass launched a legal bolt against Farie in the shape of a summons. The meeting took place on Monday, 21st May; and Wednesday, 23rd May, Claud Farie, Sheriff, appeared on the Civil side of the Police Court, before Justices Noel, Hull, Martin, Mollison, M.L.C., and Colonel Anderson, M.L.C., to answer the following charge: —

For tha t o n 21s t May , Claud d Fari e , Esq., havin g bee n dul y appointe d by th e Lieutenan t-Govern o r o f Victori a t o presid e a s chairma n a t a publi c meeting o f th e residin g householder s an d landholder s withi n th e limit s o f th e Munici pal Council o r Distric t of Prahran , dul y convened b y ten o r more persons wh o ha d signe d th e petiti on fo r th e constructio n o f suc h Munici pal Council o r District , an d notificatio n o f suc h appointmen t havin g bee n dul y inserted i n th e "Government Gazette," di d refus e an d neglec t t o presid e properly a t such meeting, contrar y to th e Act o f Council (1 8 Vic , No. 157), in tha t cas e mad e an d provided , whereby y th e sai d Claud d Fari e hat h for - feited a su m no t exceedin g £50.

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Snodgrass was not represented by counsel, but Fairie retained a solicitor for his defence named Smith.

In launching his complaint, Snodgrass alleged that defendant Fairie had not carried out the provisions of the 11th and 12th Clauses of the Act. The only adjournment allowed was an adjournment for polling purposes.

Goodman, who appeared as a witness on behalf of Fairie, stated that the defendant had agreed to adjourn the meeting if he (Goodman) had a majority in his favor. The motion he lodged, that the meeting be adjourned for nine months, was carried by 900 ay votes to 100 negatives. The motion of Mr. Snodgrass was not seconded, and therefore was not put to the meeting by the chair. Counsel for the defence contended that the Legislature contemplated such a contingency as had arisen by using the words, "all adjournments" in the Act. Snodgrass, in reply, said that the chairman was only there as a returning officer. His duty was to supervise the election of assessors. The words "all adjournments" referred to an adjournment such as might be necessary in case of riot. The meeting had no opportunity of appointing assessors, for the motion was not put by defendant. That was the special act of which he (Snodgrass) complained. Justice Noel, the chairman, said that the members of the Bench were divided in opinion, but the majority was in favor of defendant. The question would be referred to the Attorney-General, and the Bench would give its decision that day week.

One of the justices who adjudicated was Hull, the George Hull who seconded Goodman's motion for adjournment. It may be noticed, too, that Goodman swore that there were 900 ay votes and 100 negatives, thus placing the first meeting in Prahran at 1,000. The newspapers' estimate was exactly half Goodman's tally.

The Court was crowded with the residents of Prahran, and the two factions grew warmer as their passions were fanned by expectations. They had, however, to exercise a week's patience. In the meantime their attention was diverted by a letter of David G. Stobie, in the "Argus" of 25th May, wherein he signs himself as the "late Hon. Secretary of the Prahran Municipal Committee." He was afterward secretary for many years of the Melbourne Benevolent Asylum. He came to the colony under engagement t
as a clerk to a bank, and did too k up his residence in Prahran, but subsequently remove d to Boroondara. Plainly, at this stage, Stobie seems to regard his occupation as gone. He does not conceal his chagrin at the instability of human votes, and the insecurity of human promises. He writes fully on that aspect of the defeat of the Progressives, but more sorrow than anger. And then he incidentally lets us have a thumb-nail sketch of the reigning condition of things on 25th May, 1855. "N o doubt," writes Stobie, "the times are altered when bricks realised fabulous prices, and when brick-making was on of the most lucrative trades. Prahran was the in its zenith, for its sole staple was bricks, and it enjoyed a full share of the patronage which was the going. Another nine months with impassable and dangerous roads, and without lighting, drainage or sewerage! Another nine months of nuisances, and the total absence of any sanitary measures for the preservation of public health! Could any step be more suicidal as regards the prosperity of Prahran? I would be extremel y glad to learn that the Government, to avert the serious consequence of the adjournment, had decided to place the township under the supervision of Commissioners in lieu of a Municipal Council."

Stobie thus records the era of brick-making in Prahran, but Prahran also relied on market garden produce, and upon firewood. Before the Crown land sales, portions of the lands were let out on what were termed "cultivation leases." Land was also leased for brick-making purposes. A tax was levied on brick-makers, by which the y had to pay £1 0 per year for being on Government land, and £5 for erecting a hut, and £2/10/- for the use of the clay. The "zenith" Stobie refers to was in 1854, when the products of Prahran found an unlimited and highly profitable market in Melbourne. Prahran carrot s brought 1/- per bunch in Melbourne; cabbages, 5/- each (in July, same year, 1/6); peas, 2/- a quart; oats, 11/6 per bushel; turkeys, £1 to £2 a piece; geese, £1 to £1/5/-; fowls, per couple, 14/- to £1; eggs, 6/- an d 10/- per dozen. Brick s were £2 0 a thousand. Bricklayers, by piecework, receive d £1 1 per square of one brick thick for work only; laborers, for earth work, from 3/- to 5/- per cubic yard. Melbourn e was burning at the rate of 20,000 tons of firewood per annum, and a large load cost £4 or £5.
On the day that David G. Stobie's Jeremiah-like lamentations were published in the "Argus," another letter also appeared, regretting the nine months' postponement, and pointing out the great distress existing in Prahran. "Roads were wanted, light, hospital, and a cemetery. I thought there would have been a Council's duty to look after the sick and the dead; now all had foolishly been let go by the board." This writer, "Resident," then proposed that "steps should be taken for many indigent Gentlewomen's Relief Association, the same as had sway in Scotland. If Lady Hotham and other influential ladies were approached, something might be done."

Whether anything was done is not recorded, but that letter was the first public indication of a contemplated "Ladies' Benevolent Society" in Prahran. In the meantime, while the settlers were discussing Stobie's letter, another week passed, but the Bench manifested no sign that it intended to deliberate any judgment in the famous case of Snodgrass v. Farie. Those resident were impatient, and rumors circulated that the case had been settled out of Court. The Attorney-General, it was said, had pointed out to the parties the undignified spectacle afforded to gods and men, by such members of the "gentry" as Messrs. Farie and Snodgrass entering the lists to fight to an issue in a common Police Court. A move was made by Prahran residents to find out something, but the official reserve was as difficult to overcome as the local swamps were to drain. The press was appealed to. Members of the Fourth Estate endeavored to probe the Snodgrass-Farie official reticence through its cloak of inky darkness, but they met with no success. Finally, on 4th June, the "Melbourne Morning Herald" writes: "Numerous inquiries have been made by the settlers relative to the decision of the magistrates upon the complaint preferred by Peter Snodgrass, Esq., M.L.C., against C. Farie, Esq., M.L.C., for breach of the Municipal Act, at a rather boisterous meeting held at Prahran, which must be fresh in the recollection of our readers. All that we know upon the subject is that the magistrates before whom the complaint was preferred, postponed their decision for a week in order to obtain the opinion of the Attorney-General upon the knotty point. A considerable number of persons interested in the decision attended the Court upon the day to which the decision was postponed, but neither...
THE PRAHRA N HOTEL.
South-west corner of Chapel-street and Commercial-road.

THE SOUTH YARRA CLUB HOTEL.
South-west corner of Gardiner's Creek and Punt Roads.

HOTELS IN EARLY PRAHRAN.
the plaintiff nor defendant were there, and no decision was delivered, nor has any allusion been made to the matter since."

Seven months afterwards, or as the time approached for the adjourned meeting to be held, it was rumore d that the Sheriff, Claud Farie, who resided in South Yarra, desired no more official acquaintance with the untutored Prahran residents, who had proved themselves rude of speech and noisy in meeting. The rumor was confirmed when this notification appeared in the "Government Gazette" of 14th February, 1856: —

"The Hon. Charles Pasley to be Chairman of the Prahran Municipal District, vice C. Farie, Esq., resigned."

The Hon. Charles Pasley arrived in Melbourne in 18th September, 1853, under engagement to the Government, as Colonial Engineer. He was a captain at the time of his appointment in the R.E. Subsequently he was made Chairman of Road Boards. He held the office of Commissioner of Public Works in the Haines Ministry from 28th November, 1855, to 11th March, 1857. Pasley volun teered for service during the Ballarat riot and the Eureka Stockade (1854), and for the New Zealand War, where he was severely wounded in the thigh. He lived at Prahran, study ing in the Mechanics' Institute, Chapel-street, from 1856 to 1890. Pasley-street, South Yarra, owes its name to him.

The Progressive men of Prahran had watched with impatience the passage of months, during which the roads were in a state of disrepair, and the insanitary nuisances. A report in the "Argus," 2nd February, 1856, shows that they were early afield in their determination to have a Town Council incorporated. A meeting had been held on the Wednesday before that date, at the Mechanics' Institute, Chapel-street, to take into consideration the advisability of memorialising His Excellency the Acting Governor to proclaim the township a municipality. Mr. John Craven, who afterward was the first Town Clerk, was in the chair. A motion was moved by Mr. Walker, seconded by Mr. James Mason, affirming the opinion that the Prahran Council should be elected "as soon as possible." Mr. Wage moved an amendment, which was seconded by Mr. Duke: —

"That we are not at present in a position, from the present state of trade generally, to elect a new municipality."

The amendment was put and lost. The origina l motion was carried with only five dissentients. The meeting was the n...
adjourned til 1 th e followin g Monday , at 7.30 , to th e Bowlin g g Alley. Th e Alle y wa s tw o door s fro m Commercial-road , on th e south-west sid e of Chaple-street , and d wa s know n a s th e "American Bowlin g Alle y an d Saloon, ' Th e saloon , which wa s a favorite resort of the young bucks of the time, wa s frequently used for public meetings, and the fact that there "was a pub next door" di d not detract from its popularity.

The meeting of Prahran' s Progressive Part y alarme d th e residents at th e sout h en d o f Chapel-street. O n 8t h Februar y a meeting of the inhabitants of Windsor was held in the Assembly Rooms connecte d wit h th e Windso r Hotel. A Mr. Campbel l occupied the chair. Th e first speaker was Mr. Hood, who claimed the right to speak, a s h e w a s a large mortgage e o f properties i n Prahran. H e sai d th e w a s oppos e d t o th e establishmen t o f a municipality, an d ur ge d th ose p resen t t o prepar e a memoria l for presentatio n t o th e Acting-Governor, prayin g th a t Windso r might b e j oined t o St. Kilda; or th a t i t migh t b e a separat e ward o f th e City o f Melbourne. A Mr. Erro l sai d th e, too , w a s in favor o f cohesio n w ith St. Kilda. "I t woul d n o t b e wis e fo r th e m t o hav e anything g t o d o wit h th e swam p p ow n b elo w . Prahran w a s fi t fo r nothin g bu t kitche n gardens. Th e y i n Windsor h a d g o o d roads. "A Mr. Willoughby arose , an d tol d th e scoffin g resident s o f Windsor , notwithstanding g thei r gibes , th a t h e "di d n o t approv e o f stigmatisin g Prahran a s a swamp. " Th ey migh t sneer , bu t "coming to th e meeting h e had fallen into th e gull y a t th e en d o f th e street. Ther e w a s m o re e roo m fo r improvements i n Windso r th a n i n Prahran. " Th e gull y in t o which Willoughby stumbled wa s in th e vicinity o f Punt-road, an d wa s afterwards, ow ing t o its dangerous s condition, th e subject o f frequent correspondence e b etw een Prahran an d the Prahran Counci l an d th e Central Roa d Board. A Mr. J. B. Crew sai d o w n o th e, saying th a t Prahran coul d b e easil y drained, an d t o d o s o w o ul d n o t requ ir e a much larger outlay than Windsor. A motion w a s th en carried—

"That a Committe e b e appoi nt e d t o watc h o v e r th e proceeding s (a t Prahran), an d b e prepare d t o nominat e candidate s fo r th e representativ e of Windsor, in th e even t o f th e people o f Prahran deci din g o n a munici - pality, an d th a t th e Committe e c onsist e d o f Messrs. Crouch, Campbell, Errol, Cour t, Wade, Martin, an d Wilson."

The meeting o f th e Prahran residents, whic h ha d bee n adjourned fro m th e previous s Wednesday, resume d it s bein g g o n Monday, 5th February, 1856, in th e Mechanics' Institute, Chapel-
street, for the "further discussion of the question." About 250 persons were present, among whom were the Chief Commissioner of Public Works, Captain Pasley, Peter Snodgrass and John Goodman, M. S.L. C., Mr. A. K. Smith (Engineer), Mr. Hammill, and Dr. Thompson. Immediately after the meeting opened it was palpable to those present at the first meeting that Peter Snodgrass had been right in his contentions and Claud Farie, the Sheriff, wrong. Captain Pasley, who was in the chair, said that he was of the opinion that assessors ought to be elected, and the business of the meeting proceeded without further argument. He did not think that there would be any difficulty in obtaining persons who would be found willing to undertake the working of the municipality for nothing. The sore point was that the Council had power to levy rates.

Mr. Snodgrass reminded the Commissioner that the Council was not obliged to levy rates.

The Commissioner (continuing) said: "Nine months ago, when the formation of the municipality was adjourned, it was stated that a great many houses were vacant. (A voice: "There are more now!"") That was the strongest reason why the meeting should not be further adjourned, for the y might levy taxes as low as the y liked. A sum of money had been placed on the estimates for the current year for the municipality of Prahran, and he had no doubt that the sum would be carried. He only hoped they would elect such persons as they had confidence in."

Mr. Johnson moved:—

"That in the opinion of this meeting Prahran is not in a position to accept a municipality, and that the motion affirming it, that was carried at the last meeting, should be rescinded."

They were, in his opinion (Johnson's) opinion, a set of locusts in the desert, living on each other, and were not in a position to pay taxes. Prahran was not on the high road to any place. It was originally intended d by the Government for market gardens, and to market gardens it must go. I f a municipality were formed he must take down his house, and numerous others must do the same. (Cheers.) I t cost a man who had to work in town 8/- per week to ride in and out, which was as much as it would cost him in rent in town. Who e were the men who nine months ago were talking about being mayor and aldermen, and what had become of their property? (Cheers.)

Mr. Howard seconded the resolution.
Mr. Goodman, M.L.C., said he had been waiting to hear some argument in favor of a municipality, but he had heard none. He entirely agreed with the sensible and telling speech by Mr. Johnson, and he wished to point out to the House what they were about to do. They were about to nominate a set of men who would have the power of taxing them to the amount of 2/- in the pound, and the rate remain as a fixed tax on property. Prahran was built in the dearest of times, and those men who had left houses worth £100 found them not worth £100, and if a municipality was formed their owners would never come back to claim them.

Mr. Snodgrass asked the speaker to point out the clause in the Act which constituted the rate a fixed tax on property.

Mr. Goodman replied that if the houses were occupied when the rate was made, another tenant, who might be in possession when the rate was levied, might be obliged to pay it. With the exception of Emerald Hill and East Collingwood, no place had taken any step to enforce the Act. The Government said, "The people won't tax themselves, and so we must throw them a bait." They accordingly placed a sum of £5,000 on the estimates, and after this the municipality would be thrown off altogether. But what would £5,000 do for them, or what would £20,000 do for them? He wished them to read the Act carefully. No one of them could vote for councillors or assessors without the Act, and £100 of property would not be taxed. The owner might be taxed while he could not vote.

Mr. Snodgrass said he was likely to become a ratepayer in Prahran. While he had a good road to his house, he wished his butcher and baker to have the same. There were many defects in the Act, but let them try to make it better; let the Government offer them. ("No, no," and interruption.) Prahran had worse roads than any other township he had ever visited, and there was no interest in it. Prahran had already been proclaimed a municipal district, and the only business the day was to elect officers. ("No, no," and uproar.) He would tell them what they must have. (Uproar.) By the 50th clause of the Act it was enacted that if the day did not elect officers within 30 days after acceptance, Government money, the Government had d
power to nominate five Commissioners to manage their affairs. Therefore he would advise the meeting to elect men they could trust, and so defeat the consequence he had pointed out. They might elect men who would not levy a penny of taxes if they liked. There was not a single clause in the Act, however, which could not be twisted and turned into two or three different forms. The £5,000 placed on the estimate last year was not handed over by the Government because the district would not have it.

Mr. Goodman: "The Government had not got it."

Mr. Hammill argued that the expression of the meeting was perfectly unmistakable, and that expression was decided against the municipality. The speaker referred to the origin of Prahran as a township, and continued, "Prahran is a swamp." (Great uproar and hooting.) Nothing but a vast amount of money could make proper roads in Prahran. The people were originally obliged to take land in Prahran because, owing to the vile system of land jobbing which prevailed, they were obliged to put up with what they could get. He asked the meeting to pause before they plunged themselves into irretrievable confusion and debt.

Mr. Walker was surprised at the ignorance manifested by Mr. Goodman. There was a municipality at Sandhurst, another at Warrnambool; and he hoped in a few days to have another here. ("No," "Yes," and great uproar.) Instead of being a swamp, Prahran included some of the finest building land in the colony. On one per cent, upon the value of property in Prahran would give £5,000 per annum. That sum would enable them to make one mile and a half of road in a year. He did not desire, however, to see a municipality created without the majority of the inhabitants spoke out in favor of it.

A gentleman, whose name the "Argus" reporter could not hear, denied that the position of Prahran had improved since nine months ago, when the formation of a municipality was postponed on account of the poverty of the place. If men accepted the working offices for nothing, it was with an ulterior view of getting something out of it. Prahran was not in a position to be taxed, and many of those who owned houses, who were at the diggings, would have their property taken away to support the men in office. For the few wood carts which went through Prahran, the streets were good enough, and he denied that...
that more people would come to live on account of a municipality. If they formed a municipality the y would ultimately regret it.

Mr. Crews thought that stigmatising of Prahran as a swamp was not likely to benefit it very much; but how could they redeem it without taxing their pockets?

Mr. Canna could not see the wisdom of nominating a Council. He defined Mr. Snodgrass or fifty such men to put Prahran into commission for no t electing a Council, and read from the Act that an assessment of the district was necessary to be made before the Governor could nominate a commission.

Mr. Graham Berry said he was in favour of municipalities, but that night was not the one for electing a Council. The question they had to discuss was, "Was it advisable to create their district into a municipality?" The Government meeting for the election of the Council would take place on the 23rd inst., and this meeting would have to decide whether they were to have a real Council or not on that occasion. The y had better put matches to their houses and burn them down than listen to Mr. Hammiers description of their locality as a "swamp." The Act was a sham. When the Act was passed every house in Prahran was worth £100, but it was notorious that there were a great many which were not worth that sum now, and those would virtually be defranchised. Until this clause was altered he would support an adjournment. (Cries of "Twelve months.")

Mr. Campbell compared the taxation to which they would be liable from the formation of a municipality to putting a shingle in the roof of their houses, or shoes on the children's feet. It amounted to acting for themselves than to allow others to act for them. The absence of taxation had been the ruin of the place. He would support an adjournment to ascertain the wishes of the people.

Mr. Mason moved that the meeting adjourn to this day week. (Cries, "Twelve months.") That was not the time to adjourn till twelve months. They could not do so until the 23rd of the month. The Commissioner rose, apparently to put the motion of the adjournment, but he entertained those present with the question of ways and means. He complained that only £1 8/- had been subscribe d to pay the expense s of the meeting, and he had actually spent £2 9/-!
Captain Pasley put the motion whether the meeting should adjourn or not, which was carried in the affirmative. On the question as to what day the meeting should stand adjourned, the chairman reminded the meeting they must make a collection if they adjourned to that day week, but notwithstanding this, the adjournment to the 11th inst. was adopted by a large majority.

Whether Prahra still owes the gallant Captain, or his estate, £1/1/-, the difference between the £1/8/- and the money out of his pocket, £2/9/-, is unknown, but doubtless the present generation will credit him with the guinea a hundredfold, and a spirit that did not quail when faced with a monetary loss pro bono publico!

The meeting is recorded as one that was very noisy throughout. The speakers were "assaile d with sundry epithets while making their speeches." The time occupied was three hours and a quarter, the meeting finishing at a quarter to eleven o'clock, which meant, for those who attended, a walk home along unmade ways, in more or less darkness, by the aid of the lights from lanterns.*
CHAPTER VII.

The Battle of Prahran continued —Spirited newspaper controversy —Progressives victorious —First Council elected at public meeting —Poll demanded and granted —The Councillors of 1856.

The important question whether Prahran was "to be or not to be" a municipality in the early part of the year 1856 grew to be a more absorbing topic every day. The bitterness with which the factional fight was waged between the Progressives and the Obstructionists tempted the editors of the Melbourne newspapers to take part in the controversy, and the "Battle of Prahran" began to interest the whole of Melbourne. The antipathy of the "Argus" in those days to the squatting interests found a channel where in to run in its caustic attacks on John Goodman, the leader of the Obstructionists. Goodman was a squatter in addition to being by profession a trade assignee. He had identified himself with the squatters' cause, and had acted as their mouthpiece. In William Kelly's book, "Life in Victoria," 1853-1858, he mentions a meeting held at the Port Phillip Club Hotel, in connection with the trespassing squatters' recognisances under which Mr. Goodman and Mr. Fellows, in the Old Council, wanted to bind over the Legislatur when discussing the New Constitution Bill, before they accorded it plenary powers of dealing with squatters' leases. Mr. Goodman detailed the nature and extent of squatter grievances in terms of vulgar underbred flippancy. The latter part of the sentence is interesting as a side light upon the personality of the man who proved such a thorn in the side of the Prahran pioneers.

Goodman arrived in Melbourne in 1848, and took up land at the Devil's River, in the Goulburn District. Whether the Devil's River had anything in common with the Styx, or whether Goodman, in opposition, had anything in common with either, it is certain his enemies called him "devil to fight." Goodman may or may not have possessed influence. Certain he spoke frequently, and evoked much hostile criticism. He was the
EAST PRAHRAN, FROM THE TOWN HALL TOWER IN 1867.

The two streets in the foreground are Prince's and King streets. The land on the east side of Bendigo-street, in the middle distance is shown under cultivation paddocks extending to Williams-road.
JOHN GOODMAN, OBSTRUCTIONIS T 7

member for the Murray Electorate in 1856, and occupied the position of Commissioner of Trade and Customs for a very brief period, from 25th February to 11th March, 1857—i.e., in the Ministerial team of William Clark Haines, a retired doctor, who had taken to farming. Goodman live d in a house he called "Miegunyah," situated near the Orrong-road, close to where the Toorak Railway Station was afterward placed. He probably purchased the land from W. and J. Payne, Allotment 30, for he owned the block from Malvern-road, along Orrong and maybe Canterbury roads, to Toorak-road. The imposition of rates would have fallen upon him rather heavily, while he would not derive much personal benefit therefrom. Gardiner's Creek-road was formed and made good for two miles, and in good condition, that step having been taken owing to the Vice-Regal residence having been chosen near Toorak. As already stated, £20,000 had been spent in clearing and making the road to Melbourne as a "way of peace," and Goodman, residing upon the skirts of the road, enjoyed the benefit of the outlay. He was already of the opinion that there would be considerable expense without passable roads, and particularly without rates. When the Bill which legalized these municipalities was introduced through the Parliamen t House, Goodman, urged on and encouraged by his brother squatters, who were afraid that they would be levied upon the rate, urged on and encouraged by his brother squatters, who were afraid that they would be levied upon the rate, and supported by the "Argus," started upon the road, and in passing through the Parliamen t House, was warmly supported by the "Argus," while the "Morning Herald" regarded the whole affair as a "trifling rate," and took pains to state that the movement was a Peddlington affair, and small at that. The fact was, the "Argus" first saw the importance of local administration, and the "Morning Herald," jealous of its rival, affected disdain, and stood aloof. Under date of the 1st February, the "Argus" says, "There is something really disgraceful in the
pertinacious endeavours of Mr. Goodman, and the seven other spirits as wicked as himself, to condemn Prahran to a continuance of neglect and filth. We feel the greatest indignation at finding a gentleman of some ability, and education, committing himself to such advice to a community, many of the component parts of which are not so favoured in those respects as himself."

The article is too long to quote in its entirety, but the above extract shows the trend of public opinion. We obtain a view of Prahran in the remark that Goodman would endeavour to persuade the "good people of Prahran" that a state of "self-neglect and piggish dirtiness is their natural and most wholesome condition." They are urged to have ambition above market gardens, and dare to think that if Goodman had his way he would have Prahran a sheep-walk. "Mr. Semi-Squatter Hammill" is termed Goodman's *Fidus Achates,* and he is trounced for calling Prahran a swamp, and that if it remains so it is a "swamp by the negligence and lethargy of the wise people sent to sleep by the 'sweet sootheings' of these Hammill and Goodman conjurors." Interesting is it to note, "Whatever the original intention of the Government with reference to Prahran, it is now closely inhabited, and it, like the other suburbs of Melbourne, will doubtless retain a certain amount of population."

We learn that the residents complained of empty houses, but the winter coming, "with its rains and pools and puddles will teach them that desolate as their streets may now appear, they may become still more so. The ill-name which they have already acquired for the dullness of their perceptions of the necessity of cleanliness will amount to a perceptible percentage of their rents." Though Philipps of the "Argus" agains Goodman and Hammill, conclude with the prophecy, recalling Macaulay's traveller from New Zealand, who is picture d a s t a king g his standard on a broken arch of London Bridge to sketch the ruins of St. Paul's. "A little more persistence in such courses and a rich soil will be prepared for the smiling crops of garden produce which will follow the track of the Goodman plough, as it forces its way amongst the hearth-stones of the men who are now weak enough to listen to his counsels."

This is amusing reading to-day, but when the weather is warm which it was written was scarcely dry, the verbal stings angered the Obstructionists. The column so of the "Argus" were close d
THE "GREAT BATRACHIAN TRITON" 7 9

to them, so the y sough t th e ai d o f th e "Melbourne Morning Herald," an d in it th e y trie d t o retaliate. Th e y di d s o in a letter unde r dat e 9t h February, an d signe d "Mrs. McClarty." Drawing conclusion s from th e verbiag e in th e latte r part o f th e letter, "Mrs. McClarty" wa s eviden tly a medica l ma n e age r t o take up a lance on behal f o f th e Obstructionists. Th e "lady" thus plunges into th e lists, leading off with th e quotation:

"Prone t o disput e an d stubbornl y persis t
And en d debat e with logi c o f th e fist —
So run s a n old ballad, an d
I've bee n tol d b y knowing stagers,
Fools fo r argument s us e wagers."

says Hudibras, an d he, like Quixote, wa s rather fon d o f running amok to serve a friend. Har d names are also among th e weapons o f th e querulous, an d th e great object w ith th ose wh o resor t t o th e ir use is t o get th e start. 'Mother / sai d th e gir l at Billings-gate, 'cal l h e r a fag, o r sh e wil l cal l yo u o n e directly/ A tru e little Peddlingto n batt l e ha s bee n wagin g fo r som e tim e in th e village o f Prahran, an d th e "Argus," wit h th e magnanimity o f true greatness, ha s descended t o mix i n th e fray.... Th u s one o f th e combatant s wh o figh t s becaus e e h e see s th e choices t lands arou n d Melbourn e occupie d b y th e statel y mansion, th e imposing Government edifice, o r th e solitar y church, whil e th e masses congregate on a broad valley, 'considerabl y elevated ab ove th e river, in plain words, a swamp, o r a flat, where th ey patientl y await th e deluge that will sweep th e m onwards t o Hobson's Bay, o r on a littl e gree n isl e encompass e d b y undraine d morasse s an d quagmires, an d becaus e e h e th ink s i t w a s s a n unfortunat e policy wh ich s o hel d th e land s fro m th e people, th a t th ey w ere driven t o suc h inhospitabl e places, an d th a t i t woul d b e s wel l if th e y cou ld abando n th e m fo r mor e suitabl e places, h e i s assailed wit h wha t t i s intende d fo r withering invection, a s a n encourager o f filth y an d degenerat e habits. Bu t whic h sh ow s th e mor e philanthropy? H e wh o boldl y speak s th e plai n truth, o r h e wh o trie s t o reconcil e th e peopl e t o cretinis m o f eve n a well-drained swamp?... Such , Sir, wa s th e firs t onslaught of th e great Batrachia n Triton a s h e wage d wa r amongs t th e mudlarks an d tadpole s in th is great batt le o f th e swamp."

The Progressives' honorar y secretary, Davi d G. Stobie, fol lowed wit h a tilt at Goodman, but he failed in newspaper warfare, fo r h e di d no t carr y th e batt l e muc h further, th oug h h e wa s
allowed about a column and a half in which to make the attempt. The sum total of his attack was that Goodman was afraid of the imposition of rates, and so opposed the incorporation of the municipality. By this time this "harping upon my daughter"—the rates and Goodman—were mouldy and stale as invective.

On 12th February, the second adjourned meeting of residents was held in the "Alley," to consider the course to be pursued at the ensuing Government meeting for the election of councillors on the 23rd inst. The room was crowded, and Mr. Chapman, M.L.C., was in the chair. Amongst those present were Mr. Goodman, M.L.C., Mr. Rusden, Clerk of the Executive Council, Messrs. Dickson, Hammill, Walker, and "several merchants and tradesmen." James Mason, who was identified with Prahran from the first, told the meeting that they "all knew the character of Mr. Goodman, the 'thunderer' of the squatters, whose speech at the last meeting was a perfect piece of claptrap, for it was only his ignorance and impudence which induced him to make such a speech."

This was straight talking to Mr. Goodman's face, and there were demonstration for him, and counter-demonstrations made by "hisses and cheers." Mason, who was determined to have his say, pointed out that five or six different railway lines were proposed by different companies to be built through Prahran, and that Goodman was a member of one, and as such was looking after its interests. He alleged that the Obstructionists tried to mislead the residents. "The assessments would be on the present annual value of their property, and not as many had supposed, on its market value. That sum would be well laid out for the prevention and removal of nuisances, let alone roa d an d street making." A neighbour had told him it had cost him more to repair his fence in order to keep out pigs and cows with in the past two years than he had earned in Prahran. Mason concluded by moving:

"That in the opinion of this meeting it is desirable to proceed at once to the municipalisation of the district."

The motion was seconded by Mr. Dickson, who stated that by-and-by a toll would be placed on the main road which would bring in a revenue of £1,500 to £2,000 per year, and he saw no reason why they should not take it." The motion made by Mr. Dickson entered into a prophetic strain, and did to him probably was the
CHAPEL STREET, FROM THE TOWN HALL TOWER.

Looking north in 1867. Williams-road is to the right running over the hill past "Como" lands.
awarded the first vision of a Greater Melbourne. He said that he advocated a municipality for Prahran because in five years' time he hoped to see all the corporation so of the suburbs—Emerald Hill, East Collingwood, Prahran, etc., in a position to be created into one gigantic municipality, as had been done with so much success in Glasgow. The motion was carried by a large majority.

Though their path had been a contested one, the Progressives were well on the way to victory. The Obstructionists, however, led by Goodman, showed all the opposition their wits could devise. The "Argus" did not feel sure that the victory would, in the end, remain with the Progressives. On the morning of 21st February, the evening of the eventful meeting, its editor solemnly warned Prahran residents:

"There is already a spell upon the place, thanks mainly to its unimproved condition. Let that once be confirmed, and the people will find it more and more difficult to get a living by residing there themselves, or let them house to anyone else. They will find out their mistake when too late, and wish hundreds that which they may possibly decide upon doing to-night. The title deeds of their little property will not be worth much in the hands of the auctioneer, when the retrogression policy having resulted in the depopulation of the place, Mr. Hammill is able to take a day's snipe shooting in his favorite "swamp," when Mr. Goodman digs up his celerity in the deserted cemetery, and cuts his cauliflowers in what was once a school."

On Thursday, 21st February, the meeting which was to have such an effect on the future destinies of Prahran took place in the Church of England building. The chairman was Captain Pasley. Captain Parke r and Mr. Walker were elected assessors. Mr. Sargood, M.L.C., moved that the municipal council consist of seven members, which motion James Maso seconded.

John Goodman at once rose to his feet, and stated it would not be fair to go to Windsor, or to Murphy's paddock (Punt Hill), and tax the inhabitants there for making the streets of Prahran. (Cheers and hisses.) He moved an amendment to the effect that the appointment of the Councillors be adjourned for six months. That motion was seconded by Dr. Willia m Thompson, while a "man named King" (he will be remembered at the first meeting) said there were persons in Prahran who could not supply their families with meat three times a week, and he was sure that thos e...
and the poorer classes could not afford to pay taxes. "Mr. Skinner, a barrister," spoke in favor of a municipality, and urged that a tax of 10/- or 5/- a year would give them fine roads, a well-organised body of police, streets free from stumps, and inhabitants to fill their vacant houses. Land that was not worth then £1 per acre would be worth £10 if the municipality was well managed. Hammill said that after the they had received the Government Grant of £5,000, the Government intended to let them tax themselves, and give the municipality no more assistance. Peter Snodgrass denied that, and said there was £10,000 at the back of the £5,000. He added that as the opponent of the movement had succeeded in having it postponed for nine months, he was sorry to see the gentlemen who opposed them present in the same office at the last meeting. Mr. Sargood said the opposition came with bad grace from a gentleman who hoped some short time ago to hang on the skirts of a Ministry. Why, he would ask, had they not their main roads made before? Why, because there had been a conspiracy between squatters and Government officers to get the money expended elsewhere, and now on a of that immaculate body came for ward to propose the amendment. The Opposition was led off by a gentleman (Goodman) who lived on the skirts of a road (the vice-regal Gardiner's Creek-road) which had cost £20,000, and which had been paid by them.

The amendment was lost, and the motion was carried.

Mr. Snodgrass moved, and Mr. J. B. Crews seconded:—"That no member of the Council receive any pay." Carried.

Election of councillors was then proceeded with.

Mr. Dickson moved, and Mr. Campbel seconded:—"That Mr. Sargood be a member." Carried unanimously.

The names of Messrs. Berry, Snodgrass, Crews, Cooke, Richard Chomley, and J. L. F. Foster were put and carried.

The following were named, but voted out:—Messrs. Oliver, Craven, Palmer, Mason, Izett, Frank Stephen, Mortimer, and Pye.

The following decline to act:—Messrs. Dickson, Hammill, and Goodman.

Captain Palsey, the chairman, declare d the first seven duly elected. The meeting, however, amidst much uproar, clamored for a poll. The chairman said he did not think such a course desirable, ye t if the majority desire d it, a poll migh t be had.
On a vote being taken, the chairman intimated that the meeting desired a poll by a large majority. He therefore ordered the poll to be taken the following morning, in the Bowling Alley, Chapel-street, the booth to open at eight o'clock and to close at four o'clock.

Other residents who were nominated as candidates were: — Messrs. Mortimer, Smith, Moyle, Parker, Foxton, Thomson, and Skinner. The poll took place the following day, as ordered by Captain Pasley, and he was in charge of the booth, having with him Messrs. Parke and Walke as assessors. After the doors of the booth were opened, and some votes had been recorded, Mr. Foxton sent a letter to Captain Pasley, desiring him to acquaint the electors with the fact that he declined to act if elected, and there was no reason for them to throw away their votes in his favor. Nevertheless, 37 electors did so, there being no affixed to the Bowling Alley door to warn them. The retirement of Foxton at the eleventh hour reduced the number of candidates to 20 who went to the poll.

At four o'clock the poll closed, and the returning officer told the waiting crowd that he was unable to ascertain the number of votes the candidates had received. He must have been somewhat slow, for even Prahran, for the number of persons who voted was only 585, consisting of 573 males and 12 females. The residents were, however, promised that the official declaration would take place at nine o'clock the following morning.

We read in the press that: —

"The usual quiet of the streets suffered no disturbance, and, save in the vicinity of the polling place, no signs of an election were to be observed. The usual election placards and carriage conveying electors were entirely absent, and, save the very modest little bill announcing that Mr. Cooke, if elected, would pledge himself to vote for a sixpenny rate only, until the inhabitants had an opportunity of deciding upon the amount they were willing to bear, the assistance of the printer had not been called in."

The official declaration took place on Saturday morning, 23rd February, 1856, as follows: —

Messrs. Sargood, 296; Mason, 236; Pye, 204; Crews, 173; Izett, 158; Snodgrass, 151; Oliver, 138. These seven constitute the Council of Prahran. Palmer, 137; Smith, 129; Craven, 116;
Mr. Sargood was elected for three years, Messrs. James Mason, Willia m Robertson n Py e and J . B . Crew for two years, and Messrs. Andre w Izett, Pete r Snodgras s an d Willia m Olive r for one year.

Mr. Sargood, in addition to being the first chairman of the Prahran Council, was also a member of the first Legislative Assembly when the colony was granted the privilege of responsible Government. He was a man, as his acts show, of great public spirit and private integrity, a reputation his son, the late Sir Frederick Sargood, also enjoyed, and worthily upheld. Mr. Sargood's house was in Dandenong-road, a mansion in those days, surrounded by ample grounds. Mr. J. B. Crew was born in Newfoundland, but his father was a Devonshire man. He arrived in Melbourne in 1852, where he found employment at his trade, that of a printer, in the Government Printing Office. He afterwards started a bake r i n a shop whic h he erected i n Chapel-street, next t o wher e the Town Hall now stands. The block between his shop and Greville-street was then vacant. The land in Chapel-street, from Greville-street to High-street, was owned by T. B. Payne, and was available at £1 per foot. An allotment of 50 feet was purchased by Edward Stabb and Crew at the ruling rate in 1853, and it was on his half, 25 feet, that Mr. Crews built his bakehouse. He was induced to settle in Prahran in 1853, on the representations of a good trade opening made by the father of ex-Councillor Samuel Willis, who, years afterwards, during his Mayoralty (1879), proclaimed Prahran a city. Mr. Crews is well remembered by numbers of the present generation as a very old, but strongly built man, with a large-featured face, carrying a straggling white beard. His appearance was remarkable as o n accoun t o f hi s wearin g a blac k belltoppe r o f a n ancient broad-brimme d pattern. Th e e arly interest in Prahra n was active, as we shall see, to the last. He was a staunch, life-long friend to the blind, and the irony of fate was such that in his latter days he also was sightless. This one-time active man made a pathetic picture as he was led, feeble, almost tottering, up High-street, to the little brick cottage where he passed his remaining days, dying, at 90 years, on 29th September, 1905. William Robinson Pye lived close to where the High-
JOHN CRAVEN.
The First Town Clerk of Prahran.  
Appointed 15th March, 1856.
street bridge across the railway line, High-street to the north, being known as High Holborn-road, and previous to that it was called the Middle Dandenong-road. Next door to Mr. Pye's residence was the Crown Hotel, the licensee of which was Peter King, who was a great hunting man. He afterward became a hotelkeeper at Gardiner, his hostelry being opposite what is now the Caulfield racecourse.

At the top of the hill in "The Terrace" Peter Snodgrass had his home. He only served in the Council the term he was elected for, viz., one year. Andrew Izett resided at the corner of Izett-street and Commercial-road, and, though, unlike Snodgrass, he stood for re-election when his term, one year, had expired, the ratepayers of 1857 rejected him. William Oliver was a publican in Punt-road, where he was the licensee of the Windsor Hotel. Evidently he was a sineer in the municipal sense, for the ballot box of 1857 convinced him that the ratepayers considered his period of public usefulness over. James Maso was a publican, the builder and licensee of the well-known Royal George Hotel, Chapel-street. He came from Walsall, Staffordshire, and was a tailor by trade. A man of public spirit in all he undertook, he was irascible when events failed to happen as he desired. His platform courage was undoubted, as witnessed his attack on John Goodman. He represented the Prahran district in Parliament in '58-'59, when Sir John O'Shanassy's Ministry was in power. He retired from the Prahran Council in 1861, and lived to be, like J. B. Crews, a nonagenarian, and died at St. Kilda. He bequeathed annuities to charity institutions, which served one another to keep his memory green when the distribution of the donations is announced in the Melbourne newspapers.

To resume. We see the Prahran Council thus brought into being, notwithstanding all the political machinations and local intrigue of the Obstructionists. After rejoicing in its birth, the newly-elected Council held its initial meeting on the Monday following the Saturday when the result of the poll was declared, namely, Monday, 25th February. On that occasion Cr. Sargood was elected chairman, the motion being moved by Cr. Snodgrass and seconded by Cr. Crews. The Council decided to meet on Saturdays each week at five o'clock. Crs. Crews and Mason were deputed to solicit the temporary use of the Mechanics' Institute as a meeting chamber.
So we learn that the Prahran Council, when first elected, had nowhere to lay its infant head, and had to beg, to "solicit" the authorities of the Mechanics to let them have a room wherein to transact business. On 15th March the Council appointed Mr. John Craven to act as Town Clerk, at £150 per annum. Mr. C. Bruce Skinner was appointed standing counsel, and Mr. John Westmore, solicitor. Mr. Hodgkinson, consulting engineer, and Mr. John Hwyneth, surveyor; Mr. M. A. Richardson, rate collector; and Mr. Major Charles Dukes, health officer. Sergeant Dowling was appointed inspecto r of nuisances, and the bank selected was the Colonial Bank of Australasia. At this time the area of the city was 3 f miles. The Government held five acres of land, and the population was about 8,000.

How John Goodman then regarded the Prahran Council and his defeat may perhaps be gleaned from the fact that an advertisement appeared in the "Argus" of 26th February, the day after the first meeting of the Prahran Council, wherein Messrs. Tennent and Co., who conduct a large number of the Government sales of land, announced that, "under instructions from John Goodman, Esq., M.L.C., the y ha d for disposa l a highl y culti - vated orchar d an d garde n o f f l0 acres , situat e d i n Gardiner' s Creek-road, near Toorak, upon which w as a house of 13 rooms."

The advertisement was not so florid as one of Auctioneer Stubbs and Co., describing some Prahran land where he who till s th e soi l wit h car e an d seed s i n eart h enfold Receives a full and quick return i n sheave s o f wav y gold." But it is quite possible that Mr. Goodman, as the beaten champion of the Obstructionists, did not regard the owners of Prahran in quite the same roseate light. The land in question was not sold at the time. Goodman lived long enough to become a councillo r of Prahran, and to say at a public meeting, held in 1869, that his own conversion from a feeling inimical to municipal institutions was brough t abou t b y seein g thei r admirable workings. He had helped to keep back thei r introduction, believin g them to be premature, but he had seen the error of his ways, and repented. He also said that he would never sell his land until a railway went through it, and that as long as other people pass, for the Oakleigh railway line, when made years afterwards, ran through h
his property, an d h e receive d fo r th e "hurt " h e suffered, hand-
some compensation from the Government.

A short summary prepared by the first Town Clerk of Prahran, Mr. John Craven, for William Fairfax’s "Handbook to Australasia," published in 1859, touches on the early financial outgoings of the municipality, and discloses how Prahran stood in 1858. The summary reads, "Prahran proclaimed a municipal district, 23rd April, 1855. The income from all sources, up to 21st August, 1858, amounted to £29,462/8/2, of which sum £22,059/10/1 has been received from Government, an d £7,402/18/1 from rates; there is still £100 to receive from Government £2,473/6/- and over £4,000 on rates, before the close of the municipal year in February next, all of which has been spent on public works. There are 125 streets in the municipality, measuring nearly 31 miles, 14 miles of streets alone in width. Two miles of road (Gardiner’s Creek-road) was formed and metalled before the municipality was established, and 7 miles of 33 chains have since been formed and metalled, and 5 miles formed on the permanent level. Nineteen miles 20 chains of footpath have been kerbed with bluegum planking, the entrance to 71 streets pitched with bluestone and the corners kerbed also with bluestone; 170 chains of channelling pitched. The valuation or assessment for 1856 amounted to £66,233/10/-; 1857, £83,648; 1858, £105,054/5/-, upon which a rate of 17d. in the pound was been laid. Population on the 1st April, 1857: males 4,117, females 4,054, total 8,172. Houses, 1,954."
CHAPTER VIII.

"The men of Prahran"—Some personal details and early memories—Early brickyards—First water supplies—Land sales and transfers—Place names and their history.

ANDREW FLETCHER, in a letter to a noble marquis (Montrose), said he knew a very wise man, who believed that if a man were permitted to make all the ballads he needed not care who should make the nation’s laws. Ballads have their uses, and so, too, have barristers, when they write ballads of the same value as one composed in 1856 by the man who afterwards became Judge Skinner. The ballad intitule d "The Men of Prahran" essayed to tell something about Prahran in 1852-3, and it was sung on a memorable night in '56, in the Prahran Hotel, at one of the free-and-easy concerts held there. For a time that in n was the local gossip shop. The building stood back from the street alignment. A portion of the original place and veranda may be seen in the photograph of the one-storied building subsequently erected on the corner, which had a sign a painting of a marquee. The second stor y of the later Prahran Hotel was built on the first storey of that building. The long, low verandah was painted green, and extended from the side to the front of the old building. O n it, sitting on forms, when "smiling toil retired, " were to be seen woodcarters, brickmakers, laborers, and others—

"Talking with looks profound,
While new’s much older, than the rale went round."

One J. R. Murphy brewed the ale, which he called "Sheoak Ale." The word has since passed into Australian slang, and enjoys classical distinctio n in the late Professor Morris’s "Austral-English" dictionary, being generally understood by Australian beer-drinkers to refer to beer of an inferior quality. Murphy’s label on his beer bottles had a picture of a sheoak (casuarina) on it. "Rolf Boldrewood," in "Miner’s Right," writes, "The n have a glass of beer—it’s only sheoak, but there’s nothing wrong about it." Rol f Boldrewood was the pen name of
Thomas Alexander Brown, eldest son of Captain Sylvester John Brown, of the East India Company's service, and he was a cousin of the Forrests of Forrest Hill. Through his association with them, "Rolf Boldrewood" was, in years afterwards, able to refer to the appearance of early Prahran.

It was the same J. R. Murphy who bought extensively of the hill lands of South Yarra, and after whom Murphy-street is named. J. R. Murphy was born in Dublin, and went to Van Diemen's Land in 1844. On the voyage, the ship which carried the young immigrant and his fortune caught fire, and before the fire was put out his belongings were burnt, including his precious letters of credit. Land in Hobart Town without money, without friends, he had to find work at once, and the did so, in a distillery, where he earned his bread until such time as his letters of credit were renewed. Then, with some capital, he embarked in various ventures in Tasmania with only small success. Dissatisfied, he left Hobart Town, and crossed over Bass's Strait to the rising town of Melbourne. He settled at Tower Hill (Koroit), where he had land. After a time he sold his Tower Hill property and purchased some blocks of land in Prahran and in Bourke-street, Melbourne. Settling in Melbourne, he established a brewhouse in Flinders-street, in partnership with L e H. Leplastrier, and began to brew the "famous" "She-Oak Beer." He built Victoria House, St. Kilda-road, where he lived until he died. After providing very liberally for his children (to escape probate duties), his will was sworn at £257,000. He was the brother of the late Hon. Henry Morgan Murphy, a member of the Legislative Council of Victoria for the Ovens District, 1864-1873. H. M. Murphy bought land in Osborne-street, South Yarra, and built the well-known house, 125 Osborne-street, the roof-tree of which has sheltered four generations of the Murphys.

When H. M. Murphy came to Melbourne he started his Australian career as an importer in Flinders-street. He held a large interest in the Melbourne and Hobson's Bay Railway Company, which built the railway to Prahran. While the line was being constructed, the magnet of attraction could not be opened. The diggings were powerful, but navvies demanded a pound a day in wages, and even at that very high rate of payment, many there were who preferred to venture their luck at the digging to driving a railway.
clay of South Yarra. Because of labor troubles the shareholders in the railway company lost heavily, and H. M. Murphy himself was ruined. He had seven children. One of them, the eldest, George Rea d Murphy, now a retired police magistrate, was born at 125 Osborne-street, as was also his brother, H. M. Murphy, the Administrator of the Department of Labor, and he once more lives in the house where he was born. The house itself has been tenanted from time to time by well-known people in the spheres of art, music, and banking. The last stranger to occupy the old house was a tenant was Percival de Jersey Grut, born in 1845. He was the first captain of the South Yarra Cricket Club, a leading club of those days, which played in Fawkner Park. De Jersey Grut is an honored name in the banking world as the hero of a successful fight against four armed men in 1864, who tried to rob the English, Scottish and Australian Bank at Collingwood. The resourceful embryo bank manager jumped over the bank counter and beat the men, using a large columnar candlestick as a policeman uses his baton. He is now (1923) living out a well-spent and successful life at Mathoura-road, Toorak.

On Saturday nights the rooms of the Prahran Hotel were bright with dozens of candles placed in tin sconces and candelabra. Christy Minstrels were engaged, who were assisted by amateurs taking at times "the Floore." Amidst the jovial merriment, the songs, shouts, and laughter, could be heard the constantly succeeding crash of the "cheese" amongs the skittles in the adjoining bowling alley. "Twas in that environment that the "Men of Prahran" was first heard. The ballads so pleased a noted slily grog seller, who had his shebeen at Mount Erica, that he shouted the whole company around a round of hot brandy and water, 1/- a nobbier, at a cost of £2/10/-/. These ballads says there were in '52-'3 "very few houses, or women, or men in Prahran," and that the place was regarded as a swamp:

"Then the building mania came,
All were trying building lots to gain;
Almost every house was the news store,
Where the gold was slily grog galore."

We are further told that "brickmaking was next the rage," and money flew about, but some of the brick supplies mad a bad reputation for brickmakers. Too many unskilled men were making bricks. Almost all the residents of Prahran who had any
capital with which he embarked upon brickmaking. Amongst those who did so was the ballad-writer himself. This fact is recalled by an old lady, Mrs. A. J. Box, 85 years of age (1923), who still lives in Prahran.

Mrs. Box came to Prahran in 1859 from a place no month called Hightett, with her husband and family. They took up their abode in one of four cottages, which have stood in Osborne-street, South Yarra. Afterward they went to live at the late Judge Skinner's brickworks, at the corner of Malvern and Canterbury roads, where the they occupied the manager's cottage, which stood in about fifteen acres of land. Mrs. Box was a daughter of Albert Read, a Melbourne solicitor of the early days, and she came to Melbourne 75 years ago in the ship "Lancastrian." They lived in the Prince of Wales Hotel in Flinders-lane, and she went to school at the top of Collins-street, kept by Mrs. Connelly, a daughter of the then well-known Judge Willis, who was so frequently quarrelling with the first settlers. She recalls on one occasion she was introduced to a gentleman by Mrs. Walsh, the wife of an early gold buyer and jeweller. "This, " said Mrs. Walsh, "is Mr. Read's little girl." "Then, my dear, " observed the gentleman, addressing her, "one day you will be able to tell people you met John Pascoe Fawkner."

To resume. After the time the fictitious prosperity which came from the land booming, was succeeded by a period of depression, during which many people went insolvent, and many landholders had to mortgage their properties. Judge Skinner, in his ballad "The Men of Prahran," refers to the months of depression, and then—

"A change comes o'er the scene—
Things were not what they had been."

The diggers came back with their gold, and on the top of the golden wave of prosperity the municipality started (1854) on its career of continuing success.

Before telling the stor of Prahran's civic birth, we will endeavor to further describe the settlers and the settlement as they were in being in those opening years of the 'fifties.

We do not find Prahran mentione in a map publish a b y T. Ham in 1847, though Sout h Yarra, St. Kild a and Brighto n have a local habitation and a name. At that time a few houses
or huts had been erected at South Yarra and St. Kilda, but Prahran was still a bush of gums, wattles, native cherry trees and sheoaks, with tea-trees in the swamps. The Government sale of '49 and '50 released the lands, and it was after those sales, when Crown sections were subdivided, that small capitalists found an opportunity to become property holders. At the latter end of 1850, according to an "Old Identity" (in the "Prahran Telegraph," 12th October, 1889), "there were ten dwellings, beside several others scattered over the district, in the immediate neighborhood of what is now called Chapel-street, and on the north side of the present Commercial-road."

These dwellings were built of wattles and daub, or paling humpsies. One of the humpies* still stands in the small right-of-way along side No. 1 Market-street. Material for building was very scarce. Most of the houses erected were queer collections of odd ends of wood, and windows of strange and curious patterns. Even this humpy, now serving as a washhouse, has a small window of prehistoric appearance. A touch of romance hovers about this link now hidden away in one of the back streets of the busy thoroughfare. Within a few yards of the throbbin' market place, yet when the humpy was erected Prahran practically was not. In front of the humpy is a more pretentious building, but still old-fashioned to-day. They are among the relics of early Prahran, and have the further distinction, too, of having remained all the time in one family—passing from father to son—the Elts.

Mr. W. B. Withers, writing from Sydney, says: "In 1853 I was sometimes dray driving in the Prahran neighborhood, when the locality was still very much in its original bush state. I was thus employed when the line of the present road from Prince's Bridge to St. Kilda was being cleared of bush, and the telling and grubbing and blasting of trees was in busv progress. At that time there was a building called the Miall Hotel, standing all alone, and as seen from the St. Kilda track already mentioned, apparently in, or near, what I take to be the line of Punt-road. No other building of notable size was visible thereabout.

*After these lines were written, in 1911, the member for the Prahran Pioneers' Association approached the Council and offered a site for the "humpy," and to place it in a garden site for a relic of the early days. The offer was appreciated, but it was regretfully concluded by the Councillors that the building had fallen into such a state of decay that an attempt at its removal was mad e it would fall into pieces.
PRAHRAN TOWN HALL AND COURTHOUSE.

In the years of the 'sixties.
as far as my memory goes, but there and there and there of a sort showed that settlement of a rough sort was in the beginning amongst the rather scanty bush of the locality. Settlement soon grew rapidly, and in 1854 I had a short spell of residence on the Windsor side, with plenty of elbow room, and no end of old tree stumps to play my axe upon for fireside uses."

Mr. Withers' interesting note enables Prahran, from the west side, to be easily visualised. The picture of bush, with a hut here and a tent there, with perhaps a little clearing, is sufficiently Australian to be grasped by Australians. The hotel he mentions, "the 'Miall' was a rendering of My-all, meaning thereby that the builder had risked his all in the venture. The name on the hotel sign was "Myall," which his the name of a scrub tree, and was further used to indicate a "wild black," an aboriginal who came from the bush, in contradistinction to one who hung about the skirts of civilisation. The house was built by B. J. Benton, who sold the place to Harry Paynter, who had a brickyard in Moss-street. Paynter's first intention when he bought the place was to use the building for a store, but he changed his mind, and turned the place into a hotel. Sometime afterwards the structure of wattle and daub gave way to a two-storied weatherboard house. Its situation was in the south-east corner of Punt and Commercial roads. The land opposite the hotel was known as the Myall green, and was a favourite early sports ground. One incident is always mentioned in its history, viz., the roasting of a whole bullock on the occasion of the Prince of Wales's marriage (1863). When nearly cooked the bullock slipped off from the triangle upon which it was suspended into the ashes and dirt. The roasted carcass did not tempt many, but a few aborigines who were gathered round the fire had a feed.

Benton leased the land from Caldwell, a wine merchant, who must have purchased it from M. D. W. Donald, who was the Crown grantee of Block 39. Donald sub-divided the block, and plotted the streets, which he named after Prince Alfred, after himself, and Perth-street from his native Perthshire. Athol-street, which has dropped its final "e," is should be Athole, in memory of the beautiful district in the north of Perthshire that gives the title of duke to a branch of the Murray clan.
Prahran was fortunate in the march of events. The much-despised swamps meant damp ground, and where there is damp ground clay will generally be found. With a city rapidly growing upon the other side of the river, bricks were required. Prahran, early in its history, as stated in the ballad "The Men of Prahran," set to brickmaking in earnest. At the time of the gold discoveries bricks were selling at £20 per thousand in Prahran. The manufacturers of bricks required kilns in which to burn them, and wood for the fires. The hungry furnace maws of brick kilns consume tons of wood, and so it came to pass that Prahran not only enjoyed the profits of brickmaking, but at the same time the district was being cleared of timber. The smoke by day, the glare by night of the brick kilns, at all points of the compass, was a notable impression of early Prahran.

One of the most important brickyards was that of Hart and Preston. George Preston made bricks in 1853 immediately below the toll gate, near the Richmond Bridge, Chapel-street. His yard was on the east side of the road, now called Malcolm-street. Many millions of bricks were won from the hole, now filled up. Boyd-street, in its immediate neighborhood, was named after H. Boyd, who lived hard by. Another well-remembered brickmaker, one of the "originals," was "Old Sam Orton," who as a master first made bricks in Commercial-road in 1864. Afterwards, for many years, he had one of the kilns near Orrong-road. In latter days they were looke d upon as a n eyesore , an d a sour e o f s moke n nuisance. There was the brick kiln of "Daddy Davis, " corner of Toorak-road and Chapel, still active to-day, as the clay is of a fine quality. In Chapel-street, about one hundred yards south from the Town Hall, was a small, shallow hole (Mulbarn's), from where the clay for bricks was taken. When the foundations of the now defunct Federal Bank building were being excavated, a rusty pic k an d shov e l were du g ou t o f th e clay , a relic of the past, when the man put down his s tool s an d lab o red n o longe r in that hole.

Before the advent of the brick-making industry, wood was a commercial asset. Carriers with bullock teams overcame the difficulties of bush roads with their loads for Melbourne town; wood boats were also used on the Yarra as a means of transport. In the pastoral days a good loaf of firewood brought as many pounds
as it once did shillings. Then, too, market gardens came into existence, and 12/- and 18/- a dozen for Prahran cabbages meant that the little settlement was making money. Wood carters, brickmakers and market gardeners were all doing well. Naturally, commerce, in the shape of tradesmen, was not long in following the settlers, who appreciated the advantage of having stores in their midst. The hewers of wood required the services of the drawers of water.

The River Yarra Yarra was the first source of the settlement's water supply. The walk to the river with a couple of buckets for the day's supply was a necessary daily duty. The barrel mounted on wheels came next, and it was a common sight, creaking over bush ruts, with a week's water supply. The trouble the settlers' experience d was to diminish the evaporatio n during hot weather. Usually the cask s were sunk half-way in the ground. Casks had to be cleaned out before they were filled afresh, and that task, and filling the barrel, cost a first 8/- per load. The Yarra water was good water, but the barrel became very foul when the water was almost exhausted. However, Prahran managed to exist on the contents of the barrels, the settlers' own tank services, and water from clay holes, until 1855. In that year the South Yarra waterworks was incorporated, the Royal assent being given in May. The pumping house was near the top of Forrest Hill. The company erected a standard pipe just where the railway line crossed Chapel-street. The watercart s were backed up before the service hose was filled, and after wards the carters hawked the water from house to house. The man who had charge of this standard pipe was a Mr. Balderson, whose two daughters are still alive. They remember when most of the cooking of the settlement was done out of doors, and they say three-legge d camp ovens and nail cans were the common kitchen utensils.

The report of the first half-yearly general meeting of the South Yarra Water Supply Company lies before us. We learn that "there had been expended £12,000 in the purchase and completion of the works, plant and machinery, for the supply of water to the public. A main line of pipes had been laid to St.Kilda, additional steam power had been obtained, and a tank erected on a site of ground granted by the Government to the company, at the Junction at St. Kilda."
Now we have an opportunity of gleaning from the report the position that Prahran occupied, and its importance from a commercial point of view, with the water supply directorate selling their company’s water for profit in the year 1855. The report proceeds: “Your Committee, conceiving that the populous districts of Windsor, St. Kilda and Brighton would be benefited, and the risk incidental to crowded houses greatly diminished, has, with a view to encouraging insurance companies to accept risks, erected the tank at St. Kilda, to afford an immediate supply of water.” Prahran as a separate hamlet and consumer of water is not mentioned. The secretary of the company was Sam. R. Herdsman; the directors, Frederick Cooper, Thomas Davies, John Greenlaw Foxton, William Hughes; auditors, Alexander Kennedy, D. A. Hughes. In 1856, 21st January, according to an "Argus" advertisement, the company ‘wanted a stoker, apply at the South Yarra Waterworks, opposite Ayres Arms, Toorak-road.’

The Prahran Council and the Company were not on good terms. There may have been jealousy between them, for the Council erected a pump by the river at the northern end of Yarra-street, which ran from Toorak-road to the Alexandria Avenue, that cost £43, and thereby the Council and Company became opposition traders of water. The pump was in charge of Donald Munro. Yarra-street was a busy and important street in the early days of the Council. The Council erected a wharf there at a cost of £124/8/-, to facilitate the use of the Yarra waterway as a means of bringing goods from Melbourne, the merchandise being landed at the Yarra wharf. The following notification has a quaint flavor, almost the whiff of a seaport town:—

"A By-law for regulating the landing of passengers, and deliver and shipment of stone, timber, and other merchandise at the Yarra Wharf."

The by-law was not approved by the Governor-in-Council, as the Board objected to the state of the river, and the Board made a demur about the water drawn from the river, otherwise the Council could not have sold the fluid at 9d. an 1/ - a load. A time went on that the purity of the Yarra water was affected by the growing settlements along its banks. The lees of wool washing and the scum of scouring up the river made the water unfit for use.
JAMES MASON
A Public Spirited Pioneer,

GEORGE MESSERVEY
The First Schoolmaster.
[See Page 234.]
On 20th December, 1853, Lieutenant-Governor Charles Joseph La Trobe turned the first sod of the embankment that was to form the Yarra Reservoir to supply Melbourne with water from the Plenty River and ranges. In doing so he also dug the grave of the South Yarra Waterworks. Towards the latter part of 1857, Melbourne was supplied with water from the Plenty River source, and it was not long before service pipes were extended to Prahran. That put an end to the usefulness of the Prahran municipal pump in Yarra-street, and of the South Yarra Waterworks on Forrest Hill.

When this boon of Yan Yean reticulation came along, Munro took charge, until his death, of the municipal pound, situated on the present site of Grattan-street Gardens. Munro and his wife lived in Arthur-street, in a two-roomed hut. He subsequently bought land in Pine-street, where he built three houses, living in one. Evidently he wrote home to Auld Reekie, for his son James and his wife arrived in 1858 or '59, and they rented four rooms from Donal d the cottage at the corner of Hazeldene-place. Their lot e Hon. James Munro, politician, Premier, banker, building society promoter, and d "lan d boomer," started his colonia caree r as the owner of a small grocery business in Prahran. That was not a success, for the future Premier of Victoria drifted into a printing office seeking employment. He was not above taking a bucket of paste and a brush and stick up bills on suitable advertisings and fences. A coincidence may be her e referre d to, viz., that Graham Berry, later to become "Sir," was also a grocer in Prahran. At first he was not licensed to sell alcoholic liquors, but he could always find a bottle for a trusted customer, whereas James Munro was a life-long abstainer, and an active enemy to intoxicating drinks. Berry made a severa l attempt s to enter the Council, but the Prahran ratepayer s always reject ed him.

The "Ayers Arms" Hotel referred to in the advertisement for a stoke r was the first two-storied brick building in Prahran, and Ayres was its first licensee. "Ayers Arms" was built by James Chambers, who, when the Church-street bridge to Rich mond was opened, became its licensee, and it rechristened d i t the New Bridg e Hotel, a name the place e istsil k nownb y. Chambers purchased the land upon which the hotel i s built from Peter Davis, who bought the Crown section 36, of which it was a part, i n 1849, at £7/10/- per acre, Chambers paying him for six
acres, which include the corner, £12/10/-.

Starting from the New Bridge Hotel, the allotments, 6 £ acres each, were bought in the following order:—James Chambers, £12/10/- per acre; W. Clifford, £10/10/-; Andre w Johns, £10/10/-; J. an d R . Ellis, £10/10/-; Francis, Greenwood and D. Crook, £10/10/-; E. Barry, £10/10/-; and J. Nelson, the last block, at the north-west corner of Commercial-road, opposite the Prahran Hotel, for £12. Of the 6½ acres purchased by Greenwood and D. Crook, Francis being the richest, retained 4 £ acres, Greenwood and Crook 1 acre each. Chambers turned his 6 £ acres, less land necessary for the hotel requirements, into a market garden. It extended from the back of the hotel along to the Oakleigh railway line and to Chambers-street. He was an active, enterprising man, and his energy was utilised in undertaking g contract g wor k for the Prahran and Melbourne Councils. Near the hotel in Gardiner’s Creek-road, Claud Fairie, Chairman of Prahran Municipal District, erected a two-storied building, which was subsequently occupied by Mrs. Payne and her sons, which building is still standing. It’s appearance is reminiscent of the Victorian age of architecture, in which it was considered to be a very fine dwelling place, and it was one of the notable early two-storied homes in South Yarra.

One of the ambassadors of commerce in the primitive settlement was William Frederick Ford, a man who is known to some of the pioneers by the somewhat exaggerated title of “The Father of Prahran.” He came from South Australia in 1850, and it was he who is credited with opening the first produce store in Prahran. He had a reputation as a hustler, an active interest in public affairs. His name appears upon the petition for the formation of a Prahran Road Board.

Affairs were unsettled in Prahran in ’54, a situation which was one thing in common with others, that in June of the same year 121 letters were lying in the Dead Letter Office, addressed to persons in Prahran who had deserted their known addresses for the diggings. Ford, too, after the meeting, joined the flying hosts of diggers on the way to Forest Creek. The settlers, if we can credit something of what we are told, were free with their titles, for we have another man in the fifties who was called the "King of Prahran." His name was Willoughby, and he opened the first grocer’s shop in the place now known as College Lawn. The gift of eloquence was his, and he enjoyed public speaking.
Many residents had their Sunday dinners baked at this shop for the fee of one shilling, the baking being done by his assistant, who was named Schnellenpfeil. That young man saw that such a name in a British settlement would be a hindrance to trade, so he abbreviated it into John Pfeil, and as John Pfeil he lived to be one of the best-known bakers in Prahran. From then on the diggings almost emptied Prahran. As a group of gold-seekers, Prahran men were not, if we credit the memory of old pioneers, favored with much luck in the way of striking "jewellers' shops." One authentic record remains of a man who brought back gold to Prahran, and his name is W. H. Chandy. He settled on a piece of land at the corner of Walker-street, with a frontage of 28 feet to Chapel-street, for which site he gave one pound of gold in its native unminted state. That gold he obtained at the Fierce Creek diggings. Upon the land he built two small paling rooms, and the man married the woman of his choice. There the happy pair entertained their friends, but the "breakfast," and subsequent gaiety took place out of doors, as the paling rooms were almost too small for even the couple who proposed to occupy them. A pound of gold, as payment for the purchase of Prahran land was not an uncommon tender. Lieut. Forrest bought land there with a pound of gold.

White's veterinary surgeon and forge was opposite to Chandy's, north of the "Big Store." Alongside the forge was a fine grove of wattles, which made the forge and its surroundings very picturesque. Though the grove has disappeared, Wattle-street remains as a permanent in memoria of its past existence. Hard by was a stockyard built by a man named Hawkins.

According to an old record, early in 1849, a William Jennings obtained authority to run cattle, who purchased land and timber for bricks at Prahran. Whether he erected a hut or not is information that is beset in past mists, but if the site was probably on the first shelter for man, outside the blacks' mias, in Prahran proper. We know from William Westgarth's valuable reminiscence that there were houses dotting the land.
South Yarra in 1844. The late Joseph Crook, with his father, always claimed to have built the first house in Chapel-street, Prahran, in the year '49. As we have seen, the Crooks purchased land from Peter Davis in 1849, who bought the Crown Block 36 on 27th June of that year. The Crook's passed the first night in their newly erected house on 22nd August, 1849. The same week, according to Joseph Crook, the whole of the inhabitants consisted of thre families, Messrs. Greenwood, Francis and Crook, fellow emigrants to Victoria in the same ship. At the time of the great flood, 28th November, 1849, Prahran proper is said to have contained 4 Messrs. Howard, Anthony, Nelson, and T. Parsons. In June, 1850, the inhabitants, in addition to those above mentioned, were Messrs. J. Chambers, Sutton, Barron, Chandy, J. Ellis, Wilson, Clifford, Jones, Manley, and Darvill, all of whom had built primitive houses.

Greenwood was a draper, who has the distinction of being the father of the first white boy born in Prahran, and of the first two born in Chapel-street. The birth of the first girl took place about the same time in 1850. Her birth was almost contemporaneous with the first fire of a dwelling. Her parents had a tent pitched about where the market is in Commercial-road. Her husband had a place of branches about the place for shelter. The leaves, dry as tinder, were suddenly ignited by a spark from the camp fire. The woman, lying ill inside, barely escaped with her life. Two days afterward she gave birth to the girl in question. The first death recorded is that of Mrs. Wilson, and she was buried in Prahran. Two others followed her, and the location of their graves is said to be somewhere in the vicinity of Woodside-crescent, Toorak.

The settlement of Prahran, from Gardiner's Creek to Wellington-street, grew in the early 'fifties with surprising rapidity. It must be born in mind that the advance of Prahran marched with the progress of Melbourne. The population of Victoria in 1852 was 97,000; the gold discover was of an increase of 168,000; and in 1853 those numbers were further added to by an additional 54,000. This vast influx of people created most pressing demands for many things, including houses, beef, mutton and vegetables. The bee furnishing supply by the squatters, and those on the south of Dandenong-road used the stoc k road s through Prahran.
CHAPEL STREET FROM THE TOWN HALL TOWER.

Looking South in 1867. St. Matthew's old church and school room is in the foreground. High-street is between the church and the hotel, at the ivest corner.
Residents of Windsor, called on old titles the "Township of Windsor," regarded, as we have stated, Prahran as low land and swampy. In the levels of the country Windsor appeared as high land, and more suitable for building purposes than Prahran land. The early land speculators without doubt believed that the village or town would commence at Windsor, and the you consider red the south, St. Kilda side, of Wellington-street to be the best sites, for the you paid mor e for them. Their idea was that Wellington-street would lead into a town of shops at the Junction. It may be remembere d that the highest-price d land a t the Crow n land s sale was at the north-eas t corne r of Wellington-street, S. Stoughton's bloc k of 1 0 acres, for which he paid £28/10/- an acre.

The traders—among them were John Mitchell, Thomas Izod, Dunlop and Edwards, Adam Smith, Wally Miller, White, and others—at the Commercial-road end of Chapel-street, were quite as keen in capturing the trade incidental to travelling stock and station supplies as to the tradesmen of Windsor. In the nome of their road, Commercial-road—the road of commerce—the ye n-deavored to conve y a n advertisement to the vicinit y of mart s and stores. Commercial-road, it was anticipated, would be the principal trade avenue of the city, but to foresee accurately the vagaries of trade, and the settlement of men, is a difficult task.

Charles-street is reputed to have been the first business street in Prahran, until eclipsed by Commercial-road, to be in its turn left behind by Chapel-street.

James Mason made a bid for the pride of the place. Possibly on the wisdom contained in the advice, "Divide and conquer," he placed the Royal George Hotel at the corner of Greville-street, and he selected the site for the Mechanics' Institute next to it, between the two contending sections—Windsor and Commercial-road. It is said the first house on the Royal George corner was a small humpy that was afterwards enlarged, and became a grog shanty, under the title of "Rob Roy Inn." The owner of this once so well that it was held aloft the foundation for a much more substantial hotel. The n his affair s wen t wrong, and the land came, with the foundation so fragile project the hotel, into the market. Whether Mason was conscious of any racial humor in placing the Royal George Hotel upon the foundations of the "Rob Roy Inn" has not transpired.
When James Mason "arranged" to have the Mechanics' Institute next to his hotel, the "Roya l George," it was said he had an eye to his bar receipts. By all the rule s of the game, Mechanics' Institutes are, in settlement s like early Prahran, specially so at thei r inception, th e pivo t abou t whic h public parochial busines s moves. There wis e greybeard s an d villager s meet there, and, naturally, where men c ongregate a shop s find trade. Th e Mechanics', therefore, was a fair l y safe proposition to foretell as the hub o f the place. More tha n that, there was the advantage of close proximity to Middl e Dandenong-road (High-street), along which h stoc k also travelled. When the first drovers came to the turn of "the road," at the north-east corner of Chapel-street, they found a securel y fenced stockyard where to place their fat sheep and bullocks. Man an d beast were alike well catered for by the first hotelkeepers. Chapel-road at that time was not much more than a bush track, with a hut here and there, with hundred s of gum trees vergin g on its boundaries, an occasional paddock fenced in, and d als o open spaces.

The Centra l Roa d Board, administr e d from Melbourne, did not worry about Prahran roads, though sometimes the condition s were so bad that they had to make a sho w of doing something. For example, we found a n earl y so p to purchase rs of Crow n land s in a n advertisemen t of thi s nature, 10t h May, 1850: "Davi d Lennox, by order of His Hono r the Superintendent, Bridg e Officer, Melbourne, call s for tender s fro m partie s willin g to contrac t for repairing the road acros s the swamp p opposit e Mrs . Hobson's. South Yarra." Tha t road was Gardiner's Creek-road, just belo w where Hawksburn is now. The swampy ground in Chapel-street, at Commercial-road, was of more importance, but it was not on the high road t o the rich settler s a t Toorak. The section next to Mrs. Hobson had been bought fro m Balbirni e b y th e Hon. James Horatio Nelson Cassell, who was o f H.M. Customs. He died a t the age o f 39, and his widow continued to live in thei r old dwelling, which was called "Hawksburn House." Their house was close t o the gully th a t drained into the swamp p a t the foot o f Chapel-street. These main drains of Prahran no w follow s the bed o f the o l d watercourse. Upon the y observed a hawk sitting on the side of the gully, wherei n a strea m flowed, over wh a t the Cassells in their old dwelling, a "burn."
They saw something of avium garritus, or bird talk, in this circumstance, and took it as an augury that their house should be called "Hawksburn House," and so the name, in its turn, passed on to the locality.

The place name Toorak does not describe the upland to which it is attached. The Surveyor-General, Robert Hoddle, favored christening surveyed districts with native place names, but the name "Toorak" is not an instance of one of his happy selections. Had Toorak been described in the aboriginal tongue as the rising ground, we would welcome it as appropriate. Toorak signifies a reedy swamp! The word, as pronounced by the natives, was "Tarook," or "Taarak." A lake near Mortlake is called "Toorak," a name legacy from the aboriginal, with reason on its side.

Within the boundaries of Toorak is a place on the river cliffs of the Yarra called Heyington, and it derives its name from Heyington House. The builder of Heyington House was James Turner, artist by profession. He was born in Oxfordshire, and was educated at the Bluecoat School there. He died at Fitzroy on 24th May, 1908. He came to Australia and worked on the diggings. Returning to England he married, and brought his wife to Melbourne. After some years he built Heyington House. He named it at first "Sussex House," but he did not retain that name for long, changing it for the name of Heyington. He sold the house to the late Sir William A. Zeal in December, 1881. The name "Heyington" was the name painted on the front gate of the property. Sir William added the word "House" to Heyington. In 1882 Sir William made extensive alterations and additions to the house at a cost of £765, Mr. Edward George Ovey being the architect, and William Lyn the builder. Sir William was the surveyor for the the owner of Toorak House and estate, which had been the residence of the Victorian Governors. It was Sir William who calleth the road along the river Heyington place, after the name of his house.

*Birds of the air often serve as inspiration to men seeking place names. A notable instance is that of Elsternwick, which is within the Parish of Prahran. Charles Hope on Ebden was the treasurer of the Colony of Victoria in 1857-58. He had a bush dwelling about where Elstern-Street is, to which he gave the name of Elster. Near by was a creek which was frequented by magpies. "Elster" is the German word for magpie. Ebden was educated at a school in Heidelberg, Germany. The creek near his home came to be known as Elster Creek. When a village arose, "wick" was added Anglo-Saxon word for a village was added to Elster, and the "n" inserted for euphony, hence is Elsternwick.
The root source of the place name Heyington is unknown. Research, as well as public inquiry through "The Argus," failed to discover any place of that name in the British Isles. Many interesting suggestions of derivation of the place name were submitted by newspaper correspondents, but none of them were conclusive. The word "Hey" is not infrequently used in Lancashire as a portion of a place name for villages on hills with brooks near by. Close to Rochdale is a railway station called Newhey. A small brook runs adjacent to the hillside village. Further Roni's Haugh Hey. A mile and a half away is Turnhill Hey, also on a hill with a brook 50 feet below it. Turner is a Lancashire name, and there is a place name Turner alongside Hollingworth Lake, near Rochdale. Possibly the solution of the source of the place name Heyington is to be found in these "Hey" place names with topographical likenesses to those of Heyington, Toorak.

The land in Chapel-street took a rise at about where James's-place is, and continued until it fell away in undulations at Oxford-street. At this spot, when it was first made, Chapel-street ran through a cutting with embankments on each side, 12 feet high. Lester and Terry, already referred to, who built the malt house and brewery, cut away the hill until they could place their basement on a level with Chapel-street. Where the Baptist Church is built the land was about 10 feet high from the level of Chapel-street, and three wattles and dab huts were erected on the bank. Chapel-street in 1856, opposite Cliff-street, was lower by six feet, and in 1860 Cliff-street also was lowered. Alterations in the street levels were the cause of litigation between property owners and the Council. Passing along, and crossing Gardiner's Creek-road, in those days, when the river was reached, Chapel-street came to a dead end at Forrest Hill. The removal of a part of the hill was in progress during Judge Chapman's boyhood, as described in his reminiscences. While the road to Richmond was barred by this barrier hill, no advantageous reason existed why traffic should follow a commercial road. Past the mart, where the thoroughfare, called the Lower Dandenong-road, the connection betwixt the beech and Dandenong (the "big hill") and trad e i s show n by the name, the route was cleared to St. Kilda-road, and great south artery for stock purposes. When the Chapel-street ferry was decided upon, an approach was made to the river was blasted, and the
first steps were taken that led to us having Chapel-street as it exists to-day. A punt, as a rule, is succeeded by a bridge, specially so in a settlement with growing numbers and a strong yearning for progress. In due season the bridge came. The cutting to the river was enlarged, the spirit of the hill taking a toll on the workman’s life, a mass of rock falling and crushing him to death. The defile formed a suitable and favorite ambush for footpads. During the depression that followed the days of wild mining and land boom speculations, there were desperate and dangerous characters abroad, who made this place, at night, a notorious spot for garrotting and robbing their victims.

James Mason’s action in erecting the George Hotel served as a link between Windsor and Commercial-road, and the gradually increasing number of houses between them formed a chain that has since been completed. "The Village of Paisley" was another attempt to centralise what advantage might lie in the hereafter, when advanced development took place. The pioneers had great faith in Prahran’s future, and their interests of landowners were, if possible, to make their allotments the heart of the place. In loose talk, Windsor is described as having been known as "Pasley," or "Paisley," and Prahran itself has even so been incorrectly designated. The village of Paisley, spelt "Paisley," appears on a plan, possessed by the Council. The insertion of "i" in the name gave color to a statement that it was christened after the famous town on the North Coast, Renfrewshire. That contention must be rejected in favor of the one that it was name d after Captai n Paisley, the then chairman of the Central Road Board. It was portion of Crown Block 56, bought by Glass and Payne. It extended from High-street to James-street, in a line with Chapel and Hornby streets, and was evidently purchased from Glass and Payne by John Turnbull, who divided the block into following streets:—Victoria, Albert (subsequently changed to Earl), Duke and James. Hornby-street was then known as Wellington-street. One, William Johnson, is shown as owning a small allotment facing Chapel-street. Primrose and Lincoln streets were evidently later subdivisions. The name "Paisley" appeared on some of the old title deeds of property within the area described. Some years ago an envelope was exhibited in the Prahran Library by the late Joseph Crook, with the inscription—"Mr. Joseph Crooke, jun., Painter and..."
Paperhanger, Pasling, South Melbourne. "Nowadays such nomenclature is used for the purpose so of utility to distinguish subdivisional estates, so we are inclined to think that more importance has been attached to this "Pasley village" than ever it merited.

In a map published in Bradshaw's Guide to Victoria in 1862 Davis-street, South Yarra, was called Purness-street; Gardiner's Creek-road was shown as leading to "Toorack"; "Galway-place," now no longer a place name, was at the north of Commercial-road, running into Punt-road; High-street was calle d "High Holborn-road"; James-plac e i s no w James-street, running from Chapel-street to Hornby-street, name d afte r Joh n P. James, a Prahran town councillor.

Names of streets at times undergo change for various reasons, but when a change of name is made the reason should be a good one. To the historical mind it is somewhat vandalistic to exchange an old name of a street for a name of a modern designation. The old name is a tag hanging to the street, suggestive of its origin. The new name imposes on the past, and the original place name, and what it implies, is buried. Place names are sometimes subject to corruption in the process of time. We believe an example of that is to be found in the name "Hurlestone," given to a street off High-street, between Charles and Pert h streets. A resident in the street from 1856 to 1858 asserts it is a corruption of Huddlestone-street. It was name d Huddlestone-street by James Huddlestone, who either plotted the street through his property in High-street, or the unname d street, when he bought his land, formed his property's boundary line. He lived in a small house with his brother John, in a lane beside the property. These two Huddlestones, both plasterers and brickmakers, were keen amateur cricketers, and later became professionals. James was a member of the Melbourne Cricket Club, and John coached the Williamstown Cricket Club team. Before joining the ranks of professional cricketers, they were associated in cricket with the late Thom a s Bent, who rose from the position of the town's rate collector to be Premier of Victoria. Bent and the Huddlestones formed a cricketing team, which the y calle d the Cos t Cricket Club. It was a successful club, and had its pitch on a Governm en t reserv e a t Elsternwick, no w the Elsternwick Golf Links.
Some years ago a Mayor of Prahran, Cr. G. W. Taylor, attempted to affix the name of Highbury after his native place, Highbury Barn, upon a portion of East Prahran, but the was unsuccessful in his full desire, though Highbury-grove remains. An ex-councillor, George Knipe, who had a chequered municipal career, was more fortunate in pleasing the tastes of the community. In September, 1871, he advertised 130 village and cottage allotments in the new and delightful locality to be known as 'College Lawn' situated between St. Kilda-road and Prahran Railway Station, known as Donald's paddock.

"College Lawn" has remained, but Knipe was not speaking by the card when he described the locality as new and delightful. A Lancashire man, William Atkinson, erected the first house there about 1850. In that year a number of tents, succeeded by some houses brought out from England, were built in a line with Greville-street of to-day, though Greville-street then, as a street, ceased in a blind end, at about where the railway station is now. That was T. B. Payne's subdivision; the boundary line of his Crown section pulled him up against W. Highett's purchase of section 40. Payne's original plan of subdivision, drawn in ink, is still in existence in Solicitor Vail and Son's office, with "Marion-place" written along the road.

The residents who first took up their abode in Donald's paddock, in the places referred to, were some emigrants by the ship "Statesman," and the place was known in consequence as "Statesman Row." Some years afterward a Captain Sewell purchased half of the Punt-road frontage of Donald's paddock, and decided to speculate on a somewhat extensive scale. He imported materials and workmen from Singapore to erect houses, but the venture proved a failure. Most of the dwelling houses were cleared away, though one with teak doors was standing in 1897. On the other half of the frontage some buildings, brought in pieces from Tasmania, were erected. A rainbow with was painted around them, to facilitate the work of reconstruction. They consisted of two rooms, and brought in the early fifties £5 a month rent, paid in advance. Where these houses once stood is now covered with handsome villas.

Punt-road, extending from the River Yarra to the St. Kilda Junction, forms the western boundary of Prahran Municipality. The western side of the road is within the boundary of Prahran.
Melbourne. Residents adjacent to the western boundary line consider that they are dwellers in South Yarra. Topographically they belong to Prahran municipality notwithstanding the boundary line the draughtsmen of other days have drawn between the two cities. Punt-road, Prahran, was originally called Hoddle street, after Robert Hoddle, the first Surveyor-General of Victoria, and was so named in honor of him by Governor Major-General Sir Richard Bourke, K.C.B., who was Governor of New South Wales, 1831-37, which the n include d a s it s dependenc y the Port Phillip District.

The date of the termination of the Governorship, 1837, is probably about the time Hoddle-street was christened. The course of the road along the boundaries of South Yarra, Prahran and Windsor retained the name of "Hoddle" for many years. The name began to fall into disuse in the early years of the 'seventies. Confusion was caused in the minds of the postal authorities when an address bore the name of Hoddle-street, without any indication whether the letter had to go to Richmond or Prahran. To avoid any future mistakes with Prahran letters the name Punt-road, named after the punt between Richmond and Prahran at the foot of the road, was substituted for that of Hoddle-street. At the extreme southern end of Punt-road the road touches Wellington-street, named after the "Iron Duke." Wellington-street's christening belongs to the years of the 'fifties.

Names of streets are often significant of the time they were given. This is evident in the street names in Windsor. Wellington-street is the boundary line between Prahran and St. Kilda, as also is the street which marks the southermost limit of the municipal ward boundary of Windsor. The victories of the Peninsular War were fresh in the minds of the colonists. Britain's dangers had refreshed their spirit of patriotism. These colonists forged commemorative links by the use of historic place names of the old world. The popularity, too, of Queen Victoria was reflected in Victoria-street, and that of her consort, "Albert the Good," in Albert-street, fittingly, too, the year of the Windsor ward. Windsor itself is named after the Berkshire town where stands the Royal palace, Windsor Castle. The undoubted meaning of the name "Windsor" is unknown, but its ancient form is "Windleshores." We suggest that as Windsor stands on the right bank of the Thames, the king's before the Conquest
HIGH STREET, LOOKING EAST FROM CHAPEL STREET.

In the years of the 'nineties.
had hunting boxes there; the name may have some affinity with the original winding of the river. Windle, from the Anglo-Saxon word "Windle," is a spindle, and its derivation is "windan," an Anglo-Saxon word, meaning "to wind." In South Yarra is Osborne-street, named after Osborne House, the late Queen Victoria's favorite seat in the Isle of Wight. The Italian architectural features of Osborne House, Isle of Wight, have been reproduced in our Federal Government House, Melbourne. Victoria-terrace, alongside Forest Hill, is another instance of a name selected from the same impulse, though in everyday reference the place was generally referred to as "The Terrace." Some Prahran street names disclose that the year among the first streets—for example Green-street, named after G.E.B. Green, the original grantee of allotment 57b, Prahran. He was the first contractor of mail deeps from Sydney to Melbourne. The township of Greensborough upon the Plenty River, 1 3 mile s from Melbourne, is also named after him.
CHAPTER IX.


THE Prahran Council, as we have seen, held its first meeting in the Mechanics’ Institute, built upon land the late James Mason always claimed to have donated. He also said that the site was worth, at the time of his gift, £800. A conveyance is in existence dated 24th December, 1855, from James Mason to Frederick James Sargood, James Stokes, and George William Rusden, trustees of the Prahran Mechanics’ Institute. That deed discloses sale by James Mason, and a purchase by the said parties, as trustees, of the land for £100. Further, we find a receipt:

"Received the day and year first above written, of and from the written named F. J. Sargood, James Stokes, and Geo. William Rusden, the sum of £10 0 sterling, being the consideration money mentione d to be paid by them to me."

"£100. J. MASON."

"Witness: S. J. Murphy, Solicitor, Melbourne."

Mason declared some years ago that he was not paid a penny of the hundred pounds mentioned in the conveyance, and show n in the receipt, as having been accepted by him. He stated that for the purpose of legalising the conveyance it was imperative to disclose some monetary consideration from the purchaser to the vendor. Therefore, the £100—the payment to or non-payment to f which has been often questioned—was state d as a necessary observance of legal requirements. Because that as it may, the land had no t quiet enough frontage for the purpose s of the proposed institute, an additional 11 2 feet was bought from Mr. Dummett for £100. The trustees were registered owner s of the land (37. 6 and 61) on 5th January, 1856. The Government was appealed to for assistance, and granted £1,300 towards the cost of building and site (viz., building, £1,000; site, £300).
The foundation stone of the building was laid by the Acting-Governor, or "Administrator." Major-General Edward Macarthur, as he was termed, during his period of office, from 1st January to 26th December, 1856. When His Excellency arrived to perform the ceremony he did not find anyone present to receive him, except Sergeant Dowling. While waiting for the committee, His Excellency chatted with the sergeant, who, he said, "was better off in Prahran than if he had remained in Ireland." Without disputing the assertion, Dowling replied, with his national humor twinkling along the lines of his good-natured face, "Faith, and had you your Excellency remained in Scotland, it would indeed have been a long time before you would have become a governor." Then Major-General laughed at Dowling's sally, as well he might, for he was born at Bath.

When the building was almost completed, it was opened in December, 1856, by Sir Henry Barkly, K.C.B., who had in the interval of time spent in its erection, succeeded Major-General Macarthur as Governor of Victoria. The chairman on the occasion was J. F. L. Foster, William Westgarth was present, as were — Hughes, Rev. W. Guinness, Rev. V. Moss, Alexander Walker, and a few residents. Mr. Moss read a paper on the committee's initial struggles, and stated the debt on the building was but £40. James Mason said the cost of the building ran to between £1,200 and £1,300. In the practical way usually followed in those early days, a subscription was the n take up, the sum obtained being £34/11/-.

The Mechanics' Institute owed its existence to the Rev. William Moss, who advocated its establishment in 1854. A meeting was held in "The Chapel," and the proposal was warmly taken up. A committee was appointed, among whom was G. W. Rusden, Clerk of Parliament, who resided on Punt Hill, in a house called "Cotmandeue." where, for many years after his retirement, he devoted himself to literary pursuits, compiling "Historie s of New Zealand and Australia. Books and papers went freely given to the institute, and a bazaar held in its aid in July of the same year produced £250 in one day. William Romanis was appointed librarian, thus becoming the first librarian in Prahran, and his father, the late Mr. John Romanis, filled the office of secretary to the institute.
William made a classification of the books, and he held the librarian's position until the completion of the Town Hall, when the library was removed there.

William Romani was a gentleman of literary attainments, and his death as a young man was deplored by many prominent citizens. The feeling at the time is expressed in the local paper, "The Telegraph," 3rd August, 1872. The editor writes, "In our obituary last week we announce the death of Mr. William Romanis, eldest son of our respected townsman, Mr. John Romanis, of South Yarra. Identified as both father and son have been with the rise and progress of Prahran (one being the first secretary of the Mechanics' Institution, the other the first librarian of the Prahran Free Library), we consider it not inappropriate to devote a few lines to the memory of the latter. Being engaged in the firm of Messrs. Paterson, Rae, Palmer and Co., of Flinders-lane, ever since he left the library, he has not been much known in the district, although residing with his parents in South Yarra up to the time of his marriage only 14 months before his death. The attendance at his funeral in the Melbourne Cemetery was something unusual for such a young man. His first employer, Thomas Alston, Esq., and his last, H. P. Palmer, Esq., both acted as pall-bearers, and the attendance of such a number of his young friends showed their appreciation of the good qualities of the deceased, who contributed so much to the literature of the Colony in the 'Australian Magazine/ The Weekly News/ and other publications, show that his talent was of a superior order, and, had he lived, would have made him a name to be remembered. He died at Castlemaine, where he had been ordered by his medical adviser some months ago, and his remains were-interred in the Melbourne Cemetery y on the 26th inst. the Rev. Wm. Moss, as his old pastor, officiating on the occasion."

The Romani family has for many years been associated with Prahran. John Romanis, the grandfather of Prahran's present Town Clerk, John Romanis, was the first undertaker in Prahran, as well as the first stationer. His shop was in Chapel-street, on the east side, almost opposite Bond-street. He too took an active interest in local affairs, and his name crop up in connection with candidates' nominations for election to the Council.

The committee of the Mechanics' Institute was repeatedly voted thank s by the Prahran Council for the use of its rooms.
PRAHRAN CITY, FROM EAST PRAHRAN.
The councillors, however, felt from the outset that it was necessary for them to have a building of their own wherein to transact the business of the Municipality. On 4th May, 1860, the Public Works Committee was requested to furnish plans and report on the probable cost of erecting a Town Hall and Council Chambers, and on the eleventh of the same month the Committee was authorised to expend a sum not exceeding £50 in obtaining plans for the erection of a Town Hall, Council Rooms, and Public Baths. A premium of £25 for the successful plan was offered, and 13 drawings were submitted for consideration. They were exhibited in the Mechanics' Institute for a fortnight, and a "large number of ratepayers visited the library and expressed their unqualified approval of the plan chosen by the Council." The plan was one submitted by Crouch and Wilson, and was marked with the motto, "Economy."

On 11th May, 1860, on the motion of Cr. Crews, the Town Clerk was instructed to write to the Commissioner of Lands and Survey for power to sell the five acres of land set apart for the municipality for the purpose of applying the proceeds to the erection of Council Chambers. The Commissioner declined to permit the Council to sell the land. When the councillors learned the Commissioner's decision they told their parliamentary representative, Mr. Michie, the position of the Council relative to the land originally appropriate for a cattle market. The land referred to was the block whereon the Alfred Hospital now stands. The Town Clerk was also told Mr. Michie that the Commissioner of Lands had been applied to for the land to be sold for the erection of Council Chambers, in consequence of the original appropriation being objected to, and that the Board of Lands and Survey, under direction of the Commissioner, had sent the Council a letter, in which the request of the Council was refused. The councillors wanted Mr. Michie to ask in the Legislative Assembly why such appropriation had been refused, when a like request had been acceded to in the case of the Municipal Council of St. Kilda.

Mr. Michie, afterward Sir Archibald Michie, Q.C., did not obtain any satisfaction from the Government, so the hope of the Council in that direction were not realised. On 13th September advertisements were inserted in the "Argus," the "Prahran Advertiser" and the "St. Kilda Chronicle," inviting tenders.
ders for the erection of the Town Hall. The specification states that "the land on which the building is to be erected has a frontage of 94 feet to Chapel-street, and a depth of 260 feet, and is immediately adjoining the Court House." The land described had been tendered by T. B. Payne, and the Council, to quote from its minute book, had accepted the tender, "provide d that Mr. Payne will take £300 for the same, the land with a frontage of 121 feet to Chapel-street, by 263 feet, bordering on Greville-street." As Payne bought the same land at the Crown sales at £8 an acre, he was not long in deciding to accept the offer of the Council. The upset price put upon the same block 41 by the Government in the 1850 land sales was £1 10/- per acre. The Court House and lock-up were on the Greville-street corner of the site, purchased out of money obtained from the first £5,000 grant in aid. The grant in aid was ear-marked with a precedent preceding it's payment that the money was only to be used for forming, drainin g and channellin g Chapel-road and High-street, "except the sum of £150, appropriate for the purchase of land for erecting a Court House and lock-up thereon." The Government and the Council were to be joint owners of the land, provided the Council erected the necessary buildings. On 16th May, 1857, the Council receive d a letter from the Commissioner of Public Works, stating that the "Law Officers of the Crown had been instructe d to convey to the Council the land on which the Court House now stands."

The Council soon realise d that the location of the proposed Town Hall was not to be chosen without considerable opposition. The strings of commercial interest s began to tug from the north end of the municipality. On 14th September, Cr. Campbell moved, and Cr. Wisewould seconded—

"That tenders be invite d for a plot of land suitable for the erection of a Town Hall, the land to be situated in Commercial-road or Chapel-street, to be within 500 yards south of the Court House, and having a frontage of 130 feet, if at the corner of a street, if otherwise, 150 feet, and a depth of 200 feet."

This motion was carried. On 23rd September, the Public Works Committee presented its report, No. 23, stating that the following tenders for land for the Town Hall had been received. The tenders are interesting, as an evidence of the value set upon land in Prahran in 1860, though it is reasonable to presume that
the full value of the land was asked, in view of the councillors being the contemplated purchasers.

Messrs. Nott, Johnston, and D. Wightman offered land situated on the west side of Chapel-street, bounded on the north by Mr. Barry's paddock, on the south by an intended street, 30 feet wide, on the west by property belonging to William Miller, and on the east by frontage to Chapel-street, total of 120 feet, by a depth of 140 feet, for the sum of £450.

Mr. Andrew Izett, agent for Mr. Hawkins, offered land in Commercial-road, on the west corner of Cato-street, with 100 feet frontage, by a depth of 150 feet, with a right-of-way of 10 feet, for the sum of £350.

Mr. Howard, land on the west side of Chapel-street and north of Grosvenor-street, with a frontage of 115 feet, by a depth of 190 feet, for the sum of £550.

Mr. Darvill, land on the east side of Chapel-street and corner of Carlton-street, with a frontage to Chapel-street, total of 120 feet, by a depth of 203 feet, for the sum of £840. Also, land in Commercial-road, having a frontage to Commercial-road, total of 90 feet, by a depth of 100 feet to Clarence-street, for the sum of £150.

Mrs. Stone offered land in Commercial-road, east of The Bush Inn, at 15/- per foot.

Only one piece of land, viz., that of Mr. Darvill's, at £840, complied with the conditions laid down in the advertisement. A memorial was presented to the Council at the same time as the tenders were received. It was signed by ratepayers interested in Commercial-road, such as W. J. Izod, Andrew Izett, William Miller, C. B. Butchers, J. Purnell, John Cameron, Alexander Cattanach, G. Massey, Elias Trenchard, and other signatories. They urged the Council to accept the "piece of land at the corner of Cato-street as a suitable site for your Town Hall and Municipal Chambers, believing it to be one of the best that can be obtained."

The memorialists regarded it as a "great pity" to have so noble a building erected in the Court House yard, more especially as that would require for extended police accommodation. So far as the "great pity" argument was concerned, councillors virtually said, with the first Stranger in "Timon of Athens":—

"Men must learn with pity to dispense,
For policy sits above conscience."

The appeal to the sentiment of pity was buttressed with the more substantial trust in the axiom that "mone y talks," or, maybe, that even to a corporate conscience the "jingling of the guinea helps the hurt that Honor feels." The memorial set out also that "in order to offer this piece of land at the lowest possible price, we have subscribed one hundred pounds, so that it may be offered to you for £350 instead of £450." The memorial was ordered to
be taken into consideration when the estimates of the building were before the Council. A motion designating the Town Hall site without delay was launched, and met with an amendment by Cr. Lacey, to adjourn the question for six months. Finally it was agreed to deal with the question of site in committee, on 21st September. At that meeting of the councillors to settle the momentous question, Cr. Wisewould moved—

"That the site now at the disposal of the Council be the one agreed upon, seeing that no other site among those presented for selection offers sufficient inducement for the necessary extra outlay."

An amendment was moved by Cr. Campbell in favor of the land offered by Nott, Johnstone and Wightman, but it was defeated, and the motion carried. Then a tender was accepted for the building, at a cost of £4,812, to include the entire completion of the building with the exception of the outside stucco work.

At the same committee meeting 88 ratepayers sent in a memorial, wherein they intimated that the "expenditure of a large sum of money in the building of a Town Hall at the present time is undesirable."

A request was made, also, to the Council, to call a public meeting to enable the ratepayers to consider the desirability or otherwise of erecting such a building. Amongst those who signed it were W. Hammill, Orrong-road; Edward Rule, grocer, High-street; John Mitchell, Commercial-road; John Falmer, High-street; John Bailey, John Morehead, Argo-street; Alex. Cattanach, Commercial-road; Dunlop and Edwards, Commercial-road. The memorial was ordered to lie on the table, the councillors voting against a motion by Cr. Lacey, "That the request of the memorialists be complied with."

The news that the Council had declared for a site, selected a design, and accepted tender for building the Town Hall, soon reached Commercial-road, and South Yarra ratepayers. Each district strongly demurred to the proposal. Those interested in Commercial-road saw the building that they thought would centralise the business of the municipality about to elude them. Commercial-road was the location, in their opinion, for the Town Hall, and the only place. Meetings were held, and the opposing ratepayers fired off verbal bolts at the Council. Th e South Yarra ratepayers "protested and protested/ but the Council ignored the protests. They "indignity, a s th e Council' s silenc e was
JOHN BRANSCOMB E CREWS

The First Mayor of the Borough of Prahran,
1st October, 1863.

[See Page 84]
SOUTH YARRA RATEPAYERS' PROTEST 11

termed by the South Yarra ratepayers, serve to rouse the m to more public action. The y decide d to hol d a n "indignation" meeting.

The keen interest always displayed by the early men of Prahran in public movements was a distinctive feature of those times. The Council guarded it s dignity with almost laughable exaggeration of its municipal importance. The ratepayers apparently took their cue from the councillors, and both of them seemed to be invariably alert to detect anyon e "treading on their tails of their coats." On this occasion the ratepayers di d not believe the tradition, for like cannons with—

... "their bowels full of wrath
And ready mounted were they, to spit forth their iron indignation."

The South Yarra ratepayers, on 16th October, held their "indignation" meeting at the South Yarra Club Hotel. It s business was stated to be "opposition to the proposed erection of a Town Hall." An old resident, Dr. Wooldridge, an ascetic-looking man, with a black moustache and olive complexion, occupied the chair. His property had a frontage of about a hundred feet to Gardiner's Creek-road, to the corner of Avoca-street. The doctor opened the meeting with a few remarks concerning the act s o f the councillors in trying to push Prahran a head at the expense of South Yarra. A Mr. Day the then moved, without any forewords:—

"That this meeting resolve s that the erection of a Town Hall at a n expense exceeding £6,000 is unnecessary at the present time, for the reason that many more important works, including the formation of streets, lighting the municipality with gas, and draining are urgently required."

The motion was seconded by a Mr. Simpson, and then Mr. Cameron made a speech that occupied the best part o f a column in a newspaper report. In this rambling statement the principal points made were that "the blundering incapacity of the councillors had rendered it necessary for the ratepayers to speak out. Some of the councillors had spoken in an ill-mannered way about the ratepayers and their protest, characterising them as wanting in common sense, because the y could not see the propriety of the expenditure of £6,000 on a building at a place near the extremity of the municipality/"

Just think of the Town Hall being described to-day as at the "extremity of the municipality"! The position was, however, that even in the 'sixties, South Yarra formed a village, as also did
Windsor, and Prahran. Houses dotted along the intervening distances, linked the hamlets together. That this was so is seen by the Melbourne Directory map for 1861, advertised as being accurately compiled from Government maps. In that map, South Yarra is shown as bounded on the north by Domain-road, and on the south by Gardiner's Creek-road. It extends on the east as far as Murphy-street, and on the west to the Church of England Grammar School. Prahran is outlined as from Gardiner's Creek-road to High-street, Punt-road, and Williams-road. Windsor, from High-street to Wellington-street, Punt-road, and the west, Chapel-road forming the eastern boundary. Beyoncé Williams-street (no road), which had the late Mr. Justice Hartley Williams' father stated, in a by his father, William Brotherton, a reporter, on the south-west corner of Union-street with Chapel-street. He was the father of Mr. A. L. Brotherton, who has, since his boyhood, been associated with the local press.

South Yarra and Windsor ratepayers were usually dissatisfied with the Prahran Council. Man y attempts were made by their residents to cut the painter. As early as August, 1857, the South Yarra men presented a petition to the Governor, asking for the proclamation of South Yarra District as a separate municipality. The petition was not granted, the reply being that His Excellency "has been advised that he has no power to erect into any other municipality any portion of the present municipal district." That official declaration was held by the Council to have settled the question for all time, and, therefore, subsequent irate ratepayer s and their indignation meetings did not disturb the serenity of the Council. On one night, at Windsor, a meeting of would-be seceders rose as one man, shouting, and continued to shout, "To St. Kilda! To St. Kilda!" recalling, in writing, the historical outburst in Paris before the Franco-Prussian War, when the Parisians shouted, "A Berlin! A Berlin!" The cries of the Windsor ratepayers did not lead to the path of victory any more than did the frenzied outpouring of the volatile Parisians on the memorable sunny day of 15th July, 1870. On one occasion
the Council sent Town Clerk John Craven to Windsor to read His Excellency's decision. The meeting was an angry one, but John Craven delivered the official intimation that the speaker might save their breath and burn their petitions.

In August, 1858, the Windsor ratepayers made another attempt to break away from Prahran and effect an amalgamation with St. Kilda Municipality. John Cunnington, who was an ex-chairman of the Prahran Municipality, was in the chair. The citizens were in an angry, critical mood. Cr. J. B. Crews was on the platform representing the Council. A Mr. Campbell called upon the Windsor ratepayers to free themselves "from under a wicked despotism, and if Prahran people say that, why did they not let them go free? Let the Prahran people let them go free, and in God's name they would go free. (Loud laughter.) The Windsor people would be better off under the auspices of Russia, or any other foreign power, than those of Prahran."

The meeting appointed Messrs. Campbell, Wilson, Frayne, Hicks, Walker, Davis, Beattie, and Steele to take means to effect the severance, but, as usual, the movement flickered out. A knowledge of this might have saved Cameron in the strain he did, that the "South Yarra ratepayers wished to protest against the erection of the Town Hall before they separate[d] South Yarra from Prahran, a contingency that was not unlikely to take place if the Prahran Council continued to pursue its present course. There were over 50 streets not made, and that the number was 50 was ascertained by a gentleman going through the municipality and counting them." The y were energetic ratepayers in those days! Cameron tells us further about the manners of the Prahran Council, which, if he speaks truthfully, were somewhat different from the full meee of the councilors that is extended to citizens by the corporate body of to-day.

Cameron had a lance to break with five of the councillors. They had refused to receive "even receive," the petition from the South Yarra ratepayers. I n view of the indignity the Prahran Council had thrust upon the matter, on the one course, was open, and an d that was st o petitio n Hi s Excellenc y th e Governo r t o sta y th e hands of those reckless and extravagant men.

A Mr. Ridvutt supported Cameron, and made a definite statement. He said that when the land comprising the site was about to be conveyed d to th e Council, on e of th e councilors, in 1857,
proposed that it should be conveyed for a police court and engine house (fire), and a look-out exclusively. But Cr. Crews, who lived in close proximity, had moved a new amendment in the addition of the words, "and general municipal purposes." This, the Council had inserted in the deed of conveyance, so it was evident that some of them, as far back as 1857, had their eyes open to their own interests. They were misappropriating, he asserted, the Government grant indeed. They did as they liked, and ignored the ratepayers, and for that reason he favored the petition to the Governor, asking him to stop the erection of the Town Hall. In the end the meeting carried a motion to that effect.

The Council stood firm, although its members felt the strain of the combat. Hard blows were given by those opposed to the Town Hall. That the Council had its friends was evidenced by a memorial signed by 200 ratepayers, commending the councillors for "the very efficient and judicious manner in which our municipal business has been transacted." The 200 faithful ones also suggested to "your Honorable Council that the property of the Town Hall, believing that such an event should not pass over unnoticed, as the noble structure selected will give character to the municipality, and supply a want long felt in the district."

Smitten hip and thigh, the councillors resented the reiterated misrepresentation of their acts, and in the end were compelled to issue a pamphlet in their justification. Their attitude towards the dissatisfie d ratepayer s may be gleaned from their foreword s in the pamphlet, which read: "In consequence of the extraordinary and exaggerated statement s which have bee n put forth at the various meetings held in opposition to the erection of the Town Hall, Council Chambers, and Free Public Library, a sense of dissatisfaction and discontent with the application of municipal funds had been stimulated in the minds of His Excellency the Governor, the following facts of the case are submitted to the ratepayers, in order that those who have bee n misled may pause before consenting to assist in endeavoring to waste the funds of the municipality to a la w suit."

The councillor spoke out that the "first expression of opinion from the ratepayers at all unfavorable was the memorial from Messrs. Hammill, Rule, Mitchell, as the other signatories, although the subject had been under discussion from 4th May,
and almost daily before the m from 2nd July to 28th September, by advertisements in the "Argus" and local papers. On 5th October, one week after the acceptance of the tenders, two resolutions passed at a public meeting, condemning the proceeding of the Council, were presented, but were not received; the contract had been then entered into, and the Council were powerless to rescind it, had there been any grounds for so doing.

When the fight was at its height, those opposed to the present Town Hall site poured the vials of their wrath upon Cr. Crews. They charged him in highway and byway, in public bars and upon public platforms, with favoring the site selected by the Council because of its proximity to his property, his baker's shop, next door to the Town Hall. This feeling of resentment was so virulently fostered by Cr. Crew's enemies that a half-crazy fellow attacked and threatened to murder Cr. Crew in High-street. His threats were deemed serious for that councillor to have the madman bound over to keep the peace.

After the fight the councillors enjoyed their victory. They frowned on the storm with angry brows, but it was in sunshine that the storm blew. And the blow fell on Wednesday, 31st October, 1860, when the foundation stone of the Prahran Town Hall was laid with appropriate ceremony. The stone is in situ about the center of the Town Hall floor. Cr. Long, the chairman of the municipality, in opening the proceedings, said that the Council had gone to greater expense than at first anticipated in the erection of the building, but that was to be attributed to the success of the free public library. They required a room for it in the new building. The Council had spent £7,000 in works during the past year, and it was satisfactory for him to state that they had enough money lying in the bank to pay for the erection of the building. In a short time the Council would go further and erect baths, but there was a great deal of some squares in the municipality, and so set example to others. Cr. Crew said that the ratepayers' opposition was not so much to the Town Hall as to the site upon which it was erected.

The Chairman of the Finance Committee, in addressing those present, said the proposal had been before the ratepayers for five months, and that the plans had been exhibited, and everything went on well until plans had been accepted. Other speeches
of no present moment were made, and three cheers for the Queen terminated the ceremony. A copy of the deed placed under the foundation stone reads:

MUNICIPALITY OF PRAHRAN

This memorandum, made on the occasion of laying the foundation stone of the Town Hall, Council Chamber and Free Public Library, Prahran on 31st October, 1860, and in the twenty-fourth year of the reign of Her Most Gracious Majesty Queen Victoria, witnesses that this building is being erected for the purpose of carrying out the Act of Council, 18 Vic., No. 15, called The Municipal Act. Captain-General and Governor-in-Chief, Sir Henry Barkly, K.C.B.; Executive Council; Commanders of Her Majesty's forces in the Australian Colonies, Major-General the Hon. Thomas Simson Pratt, C.B.; the Chief Secretary, the Hon. William Nicholson; the Attorney-General, the Hon. John Dennistoun Wood; the Solicitor-General, the Hon. J. F. Martley; the Treasurer, the Hon. Jas. McCulloch; the Commissioner of Crown Lands and Survey, the Hon. Augustus F. A. Grieves; the Commissioner of Public Works, the Hon. Vincent Pyke; the Commissioner of Trade and Customs, the Hon. John R. Bailey; the Postmaster-General, the Hon. Hibberd Newton; the Hon. Thomas Howell Fellows, without office. Municipal Council: D. R. Long, Esq., J.P., Chairman; Councillors John Coates, Chairman of Works Committee; James Wisewould, Chairman of Finance, Lieutenant and Rates; Councillors John Branscomb, Crews, Henry Willam Lang, Job Phillips and John Campbell. Town Clerk, John Craven. Surveyor, Thomas Norton Goodwin. Architects, Messrs. Crouch and Wilson. Builder, Benjamin James. Newspapers, the "Melbourne Herald," "Argus," "Age," "Prahran Advertiser," and "St. Kilda Chronicle." Gold, silver, and copper coins of the realm; tracing on cloth of the ground plan and front elevation of the building.
The Town Hall, built of bricks, remained for some time without the plaster coat that to-day envelops the building. When the place was stuccoed a ornamental iron palisade was placed in front, as far as the building line of Chapel-street. A lawn was formed inside the railing. Subsequently the railing was removed and sold to the Baptist Church authorities, who placed it in front of the Chapel-street Baptist Church.

The Melbourne "Herald" describes the building as "designed in the Italian style, the principal facade occupying a frontage of 85 feet, and rising to the height of 46 feet. The entrance by a few steps beneath a recessed portico with Ionic columns 30 feet high and in either sideways, will be the offices of the Town Clerk and Surveyor, having entrances to the portico, and on the right, that of the main hall, the other offices will be situated. At the rear, and between these offices and a large hall is a wide corridor the whole length of the building, at the norther end of which is the tower, which will be carried to a length of 96 feet, and will contain a clock and bell. The first floor will be used as a public library, the large hall is 70 feet by 40 feet, and 28 feet high, and is lighted from both ends and the west side. The total cost, exclusive of subsequent stuccoing, will not exceed £4,812."

The Town Hall was opened in March, 1861, with a concert, for the benefit of the Free Public Library. The next use of the hall, 5th April, was in connection with a concert by the Amateur Ethiopian Serenaders, in aid of the funds of the Prahran Ladies' Visiting Society. On 30th June the first ball held in the hall was given by the councillors, in commemoration of Her Majesty Queen Victoria's accession to the throne.

At the laying of the foundation stone of the Town Hall, as we have already stated, the chairman, Cr. Long, said that the Council had gone to more expense than was first intended, owing to the success of the Free Library and the Mechanics' Institute. From the first this library has been a very intellectual life of the community. Ratepayers appreciate it and so does the privilege offered. The Council in those days, no less than the present, was proud of the library.

The books belonging to the Council in the Mechanics' Institute, when the councillors moved into the Town Hall, were taken with them. In time the Council unanimously decided to establish
a Municipal Free Library, on the plan of the Melbourne Public Library. The chairman, Cr. Long, and Crs. Crew and Wise—would, formed the first Library Committee, and £150 was voted as preliminary expense for the purchase of books during the coming year. On 21st August the library was opened to the public, in a room now forming a portion of the surveyor's room. The then custodian of the books, Mr. Nunnington, was both librarian and hall-keeper. * On the opening day the library contained 730 volumes, including 130 duplicate volumes lent by the trustees of the Public Library. Of the 730 volumes, 355 volumes were purchased by the Council, 103 were on loan from ratepayers, and 106 donated by ratepayers anxious for the success of the institution. The average attendance of visitors was 19.8 per week, described as "principally young men." The progress of the library has been satisfactory since its inception. The following statistical record of visitors to date shows how, from 1862 to 1912, the Library has been frequented by readers as the population of Prahran increased:

<table>
<thead>
<tr>
<th>Year</th>
<th>Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>1862</td>
<td>5,965</td>
</tr>
<tr>
<td>1866</td>
<td>8,375</td>
</tr>
<tr>
<td>1877</td>
<td>34,332</td>
</tr>
<tr>
<td>1887</td>
<td>58,904</td>
</tr>
<tr>
<td>1897</td>
<td>92,881</td>
</tr>
<tr>
<td>1902</td>
<td>115,143</td>
</tr>
<tr>
<td>1912</td>
<td>124,415</td>
</tr>
</tbody>
</table>

In 1923 the total number of visitors to the Public Library was 139,910; the Sundays' record was 13,587; to the Lending Library, 109,679; to the children's branch of the Library, 9,328. Total, 272,504.

The names of the successive librarians are:—1875, William Nunnington; 1882, G. D. Grace, who died, succeeded by his widow, who was appointed librarian in 1886. She resigned the position in 1888, and Mr. A. Pelham Du Soir was appointed. In 1891 Mr. G. T. Clark succeeded Mr. Du Soir, who was in turn followed, in 1898, by the late Mr. I. E. Nunnington, F.R.G.S. He

*The Librarian acts as an understudy, on occasions, to the Town Clerk. Amongst the duties of the Town Clerk was that of collecting the municipal rates. In consequence of the Town Clerk's absence on that duty, the Town Hall Offices were not always open to the public. On 10th March, 1864, the Council inserted the following advertisement in the Melbourne press:

"Borough of Prahran: Special attendance at the office of the Town Clerk, in compliance with Clause 144. "Municipal Corporation Act 1862," from 9 a.m. to 1 p.m., and 2 to 4 p.m., list to be given by the Town Clerk, and in his absence by the Librarian."
THE PRAHRA N PUBLIC LIBRARY.
resigned in December, 1901, and the present librarian, Mr. A. E. McMicken, was appointed in January, 1902.

The late Mr. Gunn had literary gifts. His frequent lectures on his early experiences in the Northern Territory, south from Port Darwin, were interesting features, on certain nights, at the Prahran branch of the A.N.A. On his resignation, to renew his life on a cattle station in the Northern Territory, he married Miss Templeton, a relation of Colonel Willia m Templeton, who was mayor of Prahran in 1884. Mrs. Gunn is a well-known Australian authoress, among whose works are "The Black Princess" and "We of the Never Never," books which contain the fruits of his experience among the children of nature out back. Unfortunately, Mr. Gunn, after going to the Northern Territory, contracted fever, and died on the result. The circumstances were pathetic for his young wife alone with him in the great Queensland bush. Many people, known and unknown, in Melbourne, when the sad news came through, extended their sympathy towards her. Hundreds of Mr. Gunn's friends grieved that such a lovable personality as his, full of literary promise, was cut off in middle life. His grave is in the Land of the Never Never. We, who knew him well, surmise that he himself would have wished his body to be laid elsewhere than where it is, in the wild Australian bush, which he loved so well, and about which he wrote so many true and picturesque descriptions.

On 22nd May, 1878, the fine room in which the library is now placed was opened by the late Chief Justice, Sir William F. Stawell. Sir Redmond Barry, the founder of the Melbourne Public Library, was to have declared the new room free to the public, but he was engaged in assize business. During the course of his opening address, Sir William Stawell mentioned that the Library had only lost by theft 29 books in the previous eight years. After the ceremony a "conversazione" was held in the Town Hall, the walls of which were decorated with 700 drawings by pupils attending the Prahran Schoo l of Design. Short lectures, occupying a quarter of an hour, were given by learned men, among the lecturers being the late Mr. Robert L. J. Ellery, the Government Astronomer, who enlightened the Prahran citizens and their wives present on the occasion on the subject of "Fixed Stars." In June following the establishment of the
Library a commemorative ball was held in the Town Hall. From this it will be gleamed that the opening of the new Library was regarded by the citizens of Prahra as something in the nature of a red letter day.

Since the room was first opened it has been extended, until now it measures 118 by 32 feet. It presents a handsome appearance, adorned with serried rows of books. Up to the year 1903 a Government grant of a varying amount was received towards the upkeep of the library, but that grant has been withdrawn. The institution is now solely supported by an annual and liberal grant from the municipal funds.

The Prahra Library has reached its present status amongst the city libraries in Australia during the administration of the present librarian, Mr. A. E. McMicken. This status has been attained by the materialisation of well-thought-out ideas, such as session of Library lectures by competent speakers. In other minor ways Mr. McMicken has made the Library popular with Prahra citizens, and also with the large number of visitors who come to the Library from neighbouring suburbs. Specifically has Mr. McMicken provided instruction for young craftsmen by creating a section in the Library for technical works. These works are available for reference by all, and for borrowing by students of the Prahra Technical College. By close attention to this class of book the librarian has gathered together on the best collection of technical works in the State.

According to the 62nd annual report of the Library the attendance for the year 1922 was 139,554. The daily average of visitors on week days was 468. On Sundays the attendance for the year was 13,975, with an average attendance of 274.

In 1903 the proposal to open the Prahra Public Library on Sundays was a keenly debated question. For some time previously public opinion in Melbourne veered toward the advisability of allowing people's institutions to be free to the people on Sundays, and the Prahra Council became interested. Letters appeared in the press, advocating this liberal concession to those who found entertainment in reading. The nit became known that the Prahra Council was to consider the proposal. Immediately opposition was called forth, and a delegation of protests waited on the Council in April, 1903. The Revs. J. Nicholson,
W. T. C. Storrs, and others, who composed the deputation, argued that the ratepayers looked to the Council to preserve the sacredness of the Sunday in the same way as an English Sunday. There was really no need, said the spokesman of the deputation, for the working men to have the libraries open on Sundays. The councillors were assured that if the Council "would regard the prayer of the deputation the they would secure the gratitude of the great bulk of the ratepayers."

The arguments used did not prevent a demonstration of feeling being made. When the deputation withdrew Cr. Naylor moved, "That the Prahran City Public Library be open on Sundays from 2.30 to 5.30 p.m., and from 7.30 to 9 p.m. for three months, commencing from the first Sunday in May next, and that the Library sub-committee be authorised to provide for the necessary supervision."

Cr. Naylor answered the forebodings of the reverend gentlemen by asserting that, "Young men and women who wouldn't go to church would avail themselves of the opportunity, in his opinion, to improve their minds instead of walking up and down the streets."

This optimistic forecast of Cr. Naylor, who is a bachelor, of what young men and women would do who are engaged in walking up and down the streets, may provoke a smile in those who know what lies in the springtime of young man and womanhood. The opening of the Library on Sunday "to improve the minds" of the young people, Cr. Naylor described, was hardly the right test of the occasion.

The motion was seconded by Cr. Gooch, and it was opposed by Cr. Maddock, who is reported as saying, "That if Christ was here He wouldn't advocate the opening of libraries on Sundays, and the running of Sunday trains. Nothing but harm could come from it. It would be a disaster to break down the old ways of the Sabbath."

Cr. Turner moved an amendment—"That, in the opinion of this Council, no steps should be taken in reference to the opening of the Library on Sundays until after the next August municipal elections, so as to give the ratepayers an opportunity of giving expression to their views on this question."

Cr. Maddock seconded the amendment, but the amendment was lost. A further amendment was moved to restrict the open-
ing of the Library till the first Sunday in September, following the next August Council elections, the object being to give the ratepayers an opportunity to express their opinions, but that was lost also, and the motion to open the Library on Sundays was carried.

Those opposed to the opening of the Libraries were very sore at their defeat, and when the Council next met Cr. Turner pointed out that, in passing the motion for Sunday opening of the Library the councillors had forgotten the Local Government Act, in which a clause was included, stating that before any municipal by-law could be altered there would have to be a two-thirds majority of the Council in favor of the alteration.

The Mayor, Cr. William Densham, assured Cr. Turner that he had not caught the Council napping. He, the Mayor, knew that "certain people were open to win, tie, or wrangle, but the Council had passed a motion to open the Library on a Sunday, and on the first Sunday in May it would open." This assurance was applauded by ratepayers present in the Council chamber.

A day or two afterwards it was proclaimed on a large black and white calico poster, outside the entrance of the Library, that the Library would open on Sunday, 3rd May, 1903. On that Sunday, during the three and a half hours the Library was open, the attendance was 262. The attendance for the three months ending 26th July was 2,370, or an average of 182 per Sunday.

One interesting fact connected with the first opening of the Library on Sunday is that the Library was on Sunday in charge of Mr. Walter Mitchell, then a clerk in the Town Clerk's office, but now Town Clerk of Coburg. Service with the Prahran Council has often proved to be the stepping-stone to advancement, such is the reputation for efficiency which the Prahran municipal service enjoys among the authorities of Australian cities and municipalities.

At the present time the Prahran Public Library is the only Library in the State that is open on Sundays, but it is considered by the Council that the average attendance of 274 of visitors on that day warrants the continuance of the practice. The number of books in the Prahran Public Library is 14,300.

A popular feature of the Prahran Library is the varied assortment of the current periodicals and newspapers. Readers...
DANDENONG ROAD.

A beautiful boulevard, forming the boundary line between the east portion of the cities of Prahran and St. Kilda.
are able to peruse magazines from England and America, as well as Australian publications. Newspapers representing the Australian States are filed for reference purposes.

For a considerable time prior to 1914 Mr. A. E. McMicken, the City Librarian, felt that the range of usefulness of the Prahran Library could be profitably increased by the inauguration of a Free Lending Library. Eventually his views and wishes were placed before the Library Committee, and it made a recommendation to the Council in favour of establishing a Free Lending Municipal Library. That alteration section of the Australian Natives' Association, the Prahran Branch, commended the recommendation, and its executive decided to wait on the Council for the purposes of urging the Association's desires to see the Library brought into existence. The councillors, other than the members of the Library Committee, recognised that the Free Lending Library would be a boon to the citizens. In the circumstances there was no resisting the arguments, even if there had been any desire to do so, put forward by the Librarian, and by the members of the Australian Natives' Association.

In March, 1914 the Librarian was instructed by the Council to carry out his proposals, which he had so much at heart. On 26th August, 1914, the Library had the satisfaction of seeing his hopes realised, and the Prahran Free Lending Library came into existence. The occasion was made one of a little ceremony, the lending branch being opened by the Mayor, Cr. E. H. Willis, in the presence of representatives of various neighbouring municipalities, librarians, bookmen, and the press.

To establish the Library the rooms previously used for an art gallery, which opened in May, 1909, and after closed, were utilised. These rooms were fitted with shelves to contain 10,000 books. At the outset about 3,000 books for the Lending Library were catalogued and classified on the Dewey system. The method of recording the issue of books to borrowers is that which is known as card charging.

From the opening of the lending branch until the present day the expectation of the librarian that the innovation would be sincerely appreciated have been realised. The history of the Lending Library has been one of continuous success and of yearly expansion. Up to 31st December, 1914, the number of borrowers' card issue was 1,357, and the number of volumes
in circulation at that date was 3,194. To-day we find that close
en 3,000 borrowers are enrolled. The number of volumes in cir-
culation is 10,300, while the book issues during 1922 reached
110,920.

In pursuance of the liberal policy which is a feature of the
administration of the Prahra Libr ary by Mr. McMicken, in
April, 1922, he recommended to and had passed by the Coun-
cil a valuable concession to borrowers in the form of their hav-
ing the privilege to borrow two books in place of one book, which
was the rule when the lending branch was opened. Only one of
those books may be a novel. This step was taken after con-
sideration of the statistical returns of the class of books bor-
rowed, which returns showed that the experience of most publi
c lending libraries was the same as that of the Prahra Library,
viz., that works of fiction very largely predominated books which
may be generically termed informative. The object of the con-
cession was to encourage the desire among borrowers to read
useful works, and the results showed that many novel readers are
now pleased to borrow, in addition to a work of fiction, a book of
a more instructive character. Almost imperceptibly to the bor-
rrower the librarian in this way seeks to extend the usefulness of
the Library, and to stimulate in the minds of the borrowers a
taste for a better class of books, and even for literature itself.

Continuing the progressive lines, a suggestion made in 1918
by Miss Enid Joske, M.A., Dip. Ed., to establish a Children's Free
Lending Library in connection with the Prahra Library, was
reported upon favorably by the librarian. The suggestion was
adopted by the Council. Miss Joske undertook to assist in the
establishment of the library, and to make a feature of the
Story Hour for the entertainment of the children. The opening
of the Children's Library took place on 1st October, 1918, by the
Mayor, Cr. Willis, in the presence of a throng of ladies and
gentlemen interested in children's welfare, including the Director
of Education, Mr. Frank Tate, M.A. Though municipal libraries
exclusively for children are a feature in Britain and America, the
Children's Municipal Library at Prahran is the second to be estab-
lished in Australia, the pioneer one being located at Sydney.

The value of children's libraries, an d of the training of
school children in the love of books is now accepted as an active
force in education by experienced teachers throughout the world. The establishment of the Children's Library at Prahran was looked upon at first as an experiment, but the library is no longer that, having entered upon a successful career. It justifies its existence in the first three months of its opening. From October to December 750 borrowers were enrolled, the children's age ranging from 8 to 15 years. A very careful selection of books for the Children's Library was made by the City Librarian and Miss Joske. The books obtained include one on history, travels, poetry, natural history, Bible stories, biography, fairy tales, legends, and fiction. The Library started with 1,000 volumes, which have now, the Librarian's report for 1922 shows, been increased to 2,089.

What the Librarian, Mr. McMicken, properly terms "one of the brightest phases of the year's work (1922)" has been the successful series of Story Hours. On the first Saturday in each month, from April to September, the Children's Library has been filled with an average of over 100 boys and girls, who were entertained by the various ladies who officiated as "storyteller." This activity in connection with the Children's Library is one that seems to foreshadow a much greater advance as the years go on. As Mr. M. C. Berwick Sayer writes in an excellent manual on "The Children's Library," "The human child is a story-telling and story-hearing animal, and American librarians claim to have produced man y intelligent readers out of such unpromising material as the casual and merely inquisitive child who comes for amusement by the story hour."

At the present time the Children's Library is somewhat handicapped owing to its location in a building built during the war for patriotic purposes. In a sense the building, so far as the Children's Library is concerned, is a makeshift, but later, when the Children's Library is placed in a suitable building, its power for good among children will be great. Consideration was given by the Council to the advantage which might accrue from the appointment of a qualified lady librarian. As a result of the councillors' conclusion, Miss Jocelyn McCallum, M.A., was appointed to the position of the first lady librarian of the Prahran Children's Library in February, 1924. Experience has shown, in
the old world, that lady librarians in the Children's Library are more temperamentally successful than men in the same positions.

By the successful establishment of this Children's Library the Prahran Council has stimulated neighboring councils to regard seriously the necessity of having in their municipalities children's libraries. Members of the Children's Welfare Association have visited the Library, and spoken in the highest terms of praise of the juvenile books and the pleasurable hours spent by the children of Prahran in this admirable and first Children's Municipal Library in Victoria.
CHAPEL STREET, LOOKING NORTH FROM HIGH STREET, 1912.
CHAPTER X.


On 7th June, 1856, the Council instructed its Finance Committee to procure a seal for "this corporation, and to apply to the Government for a motto for the same in accordance with Municipal Act." This resolution almost suggests that the Government supplied municipalities with mottoes. If all the municipalities incorporated about this time clamored for mottoes there must have been a great demand upon the classical attainments of those civil servants who had, in their youth, like Gay's Squire, been "lashed into Latin by the tingling rod."

Government officials were not agreeable to select a motto for the young municipality, nor to submit one of their own composing. This decision was conveyed to the Council, accompanied with the flattering suggestion that the councillors should decide for themselves what the embryo city's motto should be. Thrown back upon their own resources, the councillors passed on the responsibility to the Finance Committee of the Council, with the direction to prepare a device and a motto for the "seal of the city."

We imagine to-day that the unusual requisition was one that caused the members of the Finance Committee some anxiety. Obviously municipalities, even ones in the stage of infancy, could not with any self-respect adopt mottoes otherwise than Latin ones. To the vulgar, if not to the learned, a Latin motto seems to say commonplace impressively. No doubt that feeling was not absent from the minds of some of the first councillors. The result of the Finance Committee's deliberations was a recommendation that the design consist of the Royal Arms, and that the arms be encircled with a scroll, containing the words, "Borough
of Prahran, "an d th e motto, *Spectemur Agendo*, meaning, "Let us be seen by our deeds!" These design and motto were accepted, and ratified by Major-General Macarthur.

We are unable to mention the learned councillor to whom the credit belongs of submitting the motto, so we are, perforce, to regard the motto, as indeed it was, a corporate selection and an unanimous decision. Mr. John Craven, the Town Clerk, in neat writing, recorded the dry fact. The motto, as first written in the minute book, is a little doubtful in its spelling. But what of that? The first Council knew enough to spell its way through its difficulties, as presently we shall see, and it had quite as great a sense of public dignity as a Roman patrician, even if some of the councillors could not lisp the numbers in the Latin tongue. The motto bears the evidence of the mental attitude of the councillors, while at the same time arrest in the judgments of any carping critics who then, as now, made an end to make council blocks on which to whittle their wits. The motto was appropriate to the situation wherein the councillors were placed, that of laying the foundation upon which to build a city.

These first councillors were an animate and the spirit suggested by Ruskin in his "Lamp of Memory," as the true spirit for pioneers. "Let it be such a work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor and wrought substance of them, 'See! this our fathers did for us.'" And truly, in this year of grace, we can say as we look in turn to each of the four points of the compass in Prahran, that the first Council was faithful to its trust, and that the foundation of the city was well and truly laid. The first Council, and the subsequent Councils, which succeede d the first one, require no monument in the market place to record their labors. They have acted up to the spirit of the city's motto, "Let us be seen by our deeds." In a detached spirit of admiration one may exclaim, "Look at Prahran! The monument of the councillors is Prahran, just as Sir Christopher Wren's monument is St., Paul's Cathedral." *I s monumentum requiris circumspice*

The motto, *Spectemur Agendo*, has, like all other things, its life history. Indirectly its currency is due to the fact that King John, perhaps anticipating the Magna Chart a, saw a pillar of the
swallow a t Runnimede, ha d a terribl e dream, whic h h waxe d sor e
and trouble d him. A s a n effor t t o se t a t res t th e disturbe d
spirits within, h e founde d a Cistercian Abbey, i n 1204, a t Bellu s
Locus, o r "fa ir place," t o becom e known afterward s a s Beaulieu,
pronounced Bewley, a village i n Hampshire, ric h i n recollection s
as the sanctuary y of Ann Neville, Countess of Warwick, after her
husband, "Th e Kingmaker," ha d bee n slai n a t th e Battl e o f
Barnet, i n 1471. Fiv e hundre d an d an fifty-eigh t y ear s a f ter th e
founding o f th e abbey, Edward d Hussey, apparently y on th e occa -
sion of his marriage to Isabella, Duchesse d of Manchester, was create d
Baro n Beaulieu, o f Beaulieu. Th e t itl e i s no w
extinct.* Possibl e y th e bold baron thought of the good monks that
once tenanted th e Cistercian Abbey, an d w ho asked, "Le t u s b e
seen b y ou r deeds, " f o r h e selecte d th e motto, Spectemur
Agendo, th e abbey hous e motto o f th e dead monks, thoug h no t
the lines o f St. Bernar d which Wordsworth h as translated d as th e
motto belonging g to th e whole o rder of th e Cistercian fraternity.

The patricia n spirit w a s soo n manifeste d b y y e th e Counci l
when a n attempt w a s mad e t o assai l it s independe nce e a s a cor -
porate body. Th e positi o n th e councillor s too k k u p w a s Aut
Ccesar, aut nullus. Th e Governmen t subsidi y w a s th e gauge of
contention. Fro m th e fir s t th e su m o f £5,000 had bee n set r i n g
in th e ear s o f Prah ran. Goodman, o n publi c platform, ha d deno nce d th e subsidi y a s a delusio n an d a snare, designe d t o
lure th e settler s t o suf f e r th e smart o f heav y taxation. I t w a s
to be th e first subsid y and th e last. Snodgrass, it may be remem -
bered, combate d suc h sta tement s w ith th e assurance th a t t o nly was £5,000 available, bu t th e re w a s £10,000 t o follow. Th e
£5,000 ha d appeare d u p on th e Governmen t Appropriatio n Bill, earmarked fo r Prahr an a s a municipa l subsid y. Th e Chie f
Secretary had sai d th a t he w as "please d t o acknowledg e th a t
the municipal district o f Prahr an ha d equa l claims w i th th e districts
of Richmond an d Emerald Hill, fo r w hich place s sum s fo r a
similar purp ose ha d bee n place d o n th e estimates." Tha t sta t e-
ment appeare d promis ing an d ab o v e board, bu t fa ir w ord s pro -

*We have been favored with this note by Mr. G. O. Ross Fenne r Re Beaulieu. When th e baron o f th e nam e d u t e d d i t w a s inherite d b y Lor d Montague, fathe r o f Her Excellency Lad y Forster, w h o w a s b orn th e r. A t th e fathe r' s dea th th e
title becam e extinct a n d th e d i t w a s transfe rred to th e Duke o f
Buccleuch, on e o f his son s no w occu pies i t. Som e o f her ancest o r s w e re e o f th e
Barons who o wre ste d th e Magn a Cart a f ro m Kin g John. Th e firs t o f th e m w a s
Drago Coun t d e Montagu e e o f Montacut e i n Normandy, an d h e cam e ove r w it h
Robe rt d e Huon, Ear l o f Mortay n o f Montagu e, hal f brothe r o f Wil lia m th e
Conqueror. Montagu e late r w a s Ear l o f Montagu e, an d evenua lly y Montagu e
became Duke e o f Montagu e.
verbially butter no parsnips, and the Council found that was so, for when it went to collect the subsidy, its members discovered they could not obtain possession of the money.

Notwithstanding that the Government had benefited to the extent of £24,000* by the Crown land sales of Prahran, the Treasurer exercised a Shylock-like grip on the ducats that were Prahran's right by virtue of the appropriation vote. Several applications were made for the money, for the young corporation was desperately in need of ways and means. The municipal authorities were without revenue, for no rate had been struct. Somewhat akin to the parlous condition of a poor man seeking the crumbs from a rich man's table, the Prahran Council appealed to the Haines Ministry as a public body whose poverty, if not its will, would consent to dictation. But if the Council was as poor as Job it certainly was not so patient, and as to dictation, well, the "big fellows" soon learned that the men of the swamps were something more than mere platform swashbucklers. Pressed to a definite issue, the Government was at last compelled to disclose its hand, and the hand, when seen, was still that of Shylock, while the proffered "gift" at once waxed poor by untenable conditions.

The Treasurer, the Hon. Charles Sladen, wrote to the Council (11th April, 1856), that "the Government were prepared, on being satisfied that steps had been taken to levy a rate for 1856 of at least one shilling in the pound, and upon the production of a certificate by the chairman that one-half such rate had actually been received, to pay one-half the amount voted to the Municipal Town of Prahran immediately thereupon." Upon the receipt of this letter, the indignation of the councillors was not confined within the limits of the municipal boundaries. Cr. Crews immediately moved that a meeting of the townspeople be called to consider this outrage upon the feelings and dignity of their chosen representatives. The public uproar may doubtless have proved thunderous enough, but it was questionable whether the verbal bolts would have disturbed the Ministry, while the £5,000 remained with the Treasurer. Cr. Crews' motion was withdrawn.

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*£24,000 was the sum mentioned, but William Henry Archer, who was Assistant Registrar of Victoria, in "The Statistica Regis Victoriae for 1855," gives a total of £33,618 5s 3d the Government received from the Crown sales of Prahran lands.
and the following resolution were adopted as better answering the purpose in view. The ye were moved by Cr. Snodgrass, and seconded by Cr. Mason:

"1. That this Council do place upon record their unqualified disapprobation of the uncalled for and unconstitutionall attempt upon the part of the Executive Government to interfere with the self-government of this Municipal District, by dictating, in the terms of the Hon. the Treasurer's letter to this Council, the rate that must be laid upon property in this district before the amount to of £5,000, vote d by the Legislative Council in their last session, should be made available for the benefit of this district."

"2. That this Council feels called upon in contradiction to a statement contained in the letter of the Hon. Treasurer, of the 11th inst., to assert that the vote of £5,000 to the Prahran Municipal District was agreed to by the Legislative Council with an condition whatever, as will be seen by a reference to the estimate of Expenditure and Appropriation Act for the year 1856, and that this Council are of opinion that the enforcement of any condition to a vote of the Legislative Council under such circumstances is a departure from the honest and legal discharge of a function so of the Executive."

"3. That this Council do wait upon the Chief Secretary and submit for his consideration the above resolution, and at the same time intimate to that officer that in the event of the terms dictated to this Council by the letter of the Hon. the Treasurer being insisted upon, that this Council cannot any longer, either wit h credit to themse lves or to the interest of the Prahran Municipality, cont inue to b e place d in a position which must be denounced as both absurd and unprofitable."

Aut Ccesar, aut nullus, indeed! Spectemur Agendo, in truth! And, further, the Council decide d to cease municipal business until the dispute was settled! These town Cromwells and Hampdens meant to win, or, failing, to let chaos reign. They had fought hard for the palladium of home government, yet on the threshold of the consummation of their hopes, it was proposed to rob them of the fruits of their victory.

Cr. Snodgrass was a member of the Legislative Assembly, and it may be judged from his attitude in the Claud Fari case that he was well versed in constitutional law and procedure. He launched in Council the motions, and it must have been the master brain that planned the Council's line of attack. He knew that the action of the Executive in imposing conditions upon the payment of the subsidy was ultra vires after it had been unconditionally passe d by the Legislative. The member s of the Executive found themselves in a position that, instead of frightening a rabbit out of its hole they had drawn a badger. They climbed down at once, soone r than hav e the irate councillors shoo ten their resignations, to be followed by troublous debate in Parliament upon the Ministry's high-handed interference and an attempted usurpation of the rights conferred upon local bodies as
to their municipal self-government. In short, when seen they promised, with courtesy and smiles, an "early payment of £5,000" so the men of Prahran pocketed their resignations and returned triumphantly to their labors.

Whether it was the effect of this bloodless victory, the Council was not in the mood for any hostile criticism, for soon afterwards it passed a resolution that it considered it "a sign of great disrespect on the part of the ratepayers to call meetings on their own (criticising the Council), and that for the future any communication from such meetings, held without the consent of the Council, would not be recognised. "Those early men were not to be dictated to! They quickly nipped these meetings, the forerunners of the modern useful Municipal Progress Associations in the bud. The first councillors of Prahran were quite alive to their own dignity as "city fathers." Again, Aut Caesar, aut nullus.

That the ratepayers resented such imperious ways is equally certain, for a meeting held by them some hard things were said about the chairman, Cr. Sargood. The councillors were annoyed, for the corporate honor of the Council was involved in the slander. By way of a counterblast to the platform denunciations of the ratepayers, the councillors, on 26th July, 1856, presented a notice to the chairman, and had a copy of the same duly inscribed upon the minute book:

To F. J. Sargood, Esq.,
Chairman of the Municipal Council of Prahran.

Sir,—In consequence of some remarks having been made in public that you were totally unfit for the honorable position which you as a tenant occupy as Chairman of the Municipal Council of Prahran, and Magistrate of the District, we, the undersigned members of the said Council, do hereby avail ourselves of this earliest opportunity of expressing our entire confidence in your ability, zeal, and integrity in carrying out the duties of the Council, and you earnestly desire at all times to forward the general interest of the locality.

James Mason, Andrew Izett, J. B. Crews, Wm. Oliver, Wm. Robinson.

The motion to place the address in the minute book was opposed by Cr. Snodgrass. A heated scene took place. Cr. Mason called upon the Town Clerk to take down the following words, made use of by Cr. Snodgrass, "asserted with such a blot upon the chairman’s character. " And therewith the word stood to-day in evidence of the folly of Cr. Maso in placing on record the temporary spleen of a nangere of the person of Pete.
Snodgrass, so n o f Colone l Snodgrass , onc e Lieutenant-Governo r of Va n Diemen’ s Land . I n 1858 , Sargoo d wa s honore d b y Prahran with a presentation portrait , which to-da y hangs i n the Town Hall a s a testimony o f his work an d service s to the infant municipality.

Nature wa s i n a wilful mood whe n sh e fashione d th e spot men call Prahran. Natura l difficulties were found, through which the earyl city fathers ha d to rough-he w thei r way , t o leave a s a legacy t o thei r successor s the tas k o f placing th e coping stone s on thei r work , t o be followed by the polishing to completion that has taken, and is now taking place. Bu t in one way Nature had her will , though h i n some respect s th e wonderful all-conquerin g human hand , guide d b y man’ s brain , ha s modifie d eve n that . Nature in the first instance plotted the northern boundary line of Prahran. Riverways frequently form the municipal boundaries, and that has been so in part with Prahran—37° 51' S. Lat., 145° V E. Long.—the northern boundary being the Yarra. I n a physical and geologica l sense e the warran t proclaiming the Yarra a a boun- dary is untainted.

In pre-Adamite day s Nature , i n advance , settle d the problem by a great upheaval fro m volcano s a t Cliffo n Hill an d Colling -wood. Th e sites of these burnt-out crater s ar e fairly well located by geologists . Th e liqui d lav a th e volcano s vomite d became , when cold, basalt or bluestone. Th e flow of the basalt, which was of th e consistenc y of porridge , sough t th e lowes t levels , an d found suc h level s i n th e norther n skirt s o f Sout h Yarr a an d Toorak. Whe n there the basaltic flow was arrested b y a wall o f Silurian rock , suc h a s form s th e cliff s a t Heyingto n an d th e hills a t Sout h Yarra. Afterward s th e lan d drainag e followe d the flow o f basalt , th e water likewis e seekin g th e lowes t level , and s o the Yarra wa s formed. Th e river remains to-day an ever-flowing line, showing th e basal t run. Th e twi sts , bends , an d turns o f th e river a t th e foot o f Williams-roa d illus trat e thi s in a most striking an d interesting manner. What n ow forms the river cliffs , a s s tated , arreste d th e flow o f basal t lava , an d th a t is th e reason w h y n o blueston e i s foun d i n it s natura l state , waiting to be quarried, south of the Yarra.

This incidenc e of Nature' s work determine d the fortunes and industries o f Prahran i n th e earl y 'fifties , inasmuch h a s it s resi -dents found th e clay to enable them t o profitably produce bricks.
They were not interfered with by trade competition on the part of their Richmond neighbors, as the latter did not, at that date, burn many bricks, because there was a constant market for their bluestone.

The geological formation of the south bank of the Yarra (and extending half-way to Toorak-road), is Silurian, and this formation goes as far as Toorak-road itself on the east and west extremities of the city. Another smaller outlier of silurian rock occurs at the south-eastern corner of the city, while the remainder of Prahran consists of tertiary rocks of older and newer pliocene age, capped with post pliocene sand, clay and gravel. The science of petrology regards the outcrops of silurian rocks as having at one time been covered with shallow seas. Remembering the vicinity of Prahran to the present line of sea coast, and the nature of the fossils found in Prahran, such a supposition is based on scientific reasoning. A large portion of Prahran is, as stated, covered with tertiary sands and gravel, underlyin g which is a ferruginous sandstone, with many fossils and moulds. The following are some of the groups of animal remains found in this fossiliferous sandstone:

Corals, sea-mats (polyzoa), lamp-shells (brachiopoda), bivalves, univalves (gasteropoda), tusk-shells (scaphopoda), and remains of crab s (Crustacea). These fossil s have been discovered in excavation made by the cutting for the railway at South Yarra, and the various sewerage works in Prahran and Windsor, notably in an area around Great Davis-street and Power-street. From the latter locality Mr. F. P. Spry has collected a large number of specimens, which are in the National Museum collection.

The silurian bed-rock in the vicinity of Hoyte's paddock, and the surrounding ground are contain next interesting fossil remains, referable to the groups of the corals, graptolites, crinoids, star-fishes, brittle-stars, worms, lamp-shells, bivalves, univalves, pteropods (sea-butterflies), cephalopods, Crustacea (trilobites, barnacles, pod-shrimps, and the sea-scorpions).

In connection with the bivalves found in a fossilised state, a species of the pearl-mussel (margaritana margaritifier) was frequent in the swamps of Prahran adjoining the Yarra. As late as 1870 the pearl mussel was still in existence in the now much-diminished swamp at the foot of Williams-road, known in it s
fullness as Lake Como. On 3rd September, 1870, the "Telegraph" newspaper states in its new columns: "Pearls have been found in some mussel's recently taken out of a lagoon running off the Yarra, near Toorak. They are of little or no commercial value, being of a bad color, and not larger in size than No. 6 shot. Still, it is possible that where small ones were found there may be larger, though we should scarcely recommend anyone on such a slender chance to enter on the pursuit with a view to profit."

Some doubtful fossil remnants have been picked out of the Silurian grey mudstone in Gardiner's Creek, but they are little more than concretions in their present state.

We do not suppose that the first Prahran Council knew aught of such natural phenomena, or cared about the fossils in the ferruginous sandstone, nor had its members any quarrel with Nature outside her prodigal gifts of swamps. But the councillors did feel at that time the question of the extension of the boundaries when Crown Reserves were in danger was an important one. The Brighton-road, formerly known as Great Arthur's Seat-road, and now called St. Kilda-road, formed the western boundary of a large block of land described as the South Park Reserve. This land was in the possession of the Crown, and is, what remain of it to-day, called Fawkner Park. No improvements had been effected upon it, even a surrounding fence being lacking.

The Council frequently urged upon the Commissioners of Land and Works to do something to render the reserve of some value, but in vain. At last, tired of the Commissioners and sick of seeing the land a wilderness, and fearing the worst, the Council, on 6th June, 1857, passed a resolution to petition His Excellency the Governor to extend the municipal boundary, such extension to commence from the south-west corner of the present boundary (the St. Kilda Junction), and proceed diagonally with the main Brighton-road to its junction with the Gardiner's Creek-road, to the centre of the Punt-road, thence by a line bearing due north to the River Yarra Yarra. No doubt in due course the Council received a diplomatic reply, but so far as hearing its petition on any profitable purpose, the Governor and his advisers were deaf to the prayer of the Prahran Council.

The attempt to secure these lands showed a masterly view of the future. The reckless way in which Crown lands had been
alienated was worse than a crime; it was a mistake that has not been retrieved to this day. Even examples of the suicidal policies of purblind Governments may be found within Prahran at Toorak and Heyington, where river frontage rights have been sold. Within the Paris h of Prahran, at Elsternwick, seashore rights, by national heritage the property of the people, have been wrongly disposed of at first Crown lands sales.

In view of such Government cupidity, and with a desire, so far as the South Park Reserve was concerned, to remove a source of temptation, the Prahran Council took its action. That the Council was justifiable in fearing the worst was made manifest by a report submitted to the Council on 7th February, 1859, when the chairman, John Cunnington, reported that the President of the Board of Land and Works respecting the sale of the reserved bounded by Gardiner's Creek and Brighton roads. The deputation urges strenuous objection to the sale of the Crown lands, but Charlese Gavan Duffy, the President, and a member of the O'Shanassay Ministry, would scarcely listen to the Council. He expresses his determination to sell the land in accordance with the plan forwarded to the Council. Dismayed, but not disheartened, the Council shot every bolt it possessed, and the President refused to hear the contemplated sale. A petition was presented to the Legislative Council, the St. Kilda Council was asked to co-operate, His Excellency Sir Henry Barkly, K.C.B., was prayed to interfere, and Cr. Crews, in his capacity as member for St. Kilda electorate, embracing Prahran, brought the Council's protest before the House.

Notwithstanding this opposition, Duffy carried his threat, and he sold the land. It comprises those lots on St. Kilda-road, where the house have their back premises abutting up on Fawknor Park. Thus the frontage of a park that should have enhanced the beauty of a Melbourne boulevard was sacrificed, to the lasting shame of Charlese Gavan Duffy's departmental administration. The spirited protest of the Prahran councillors, however, shines resplendent through these years. In this act they showed themselves ahead of their generation. They anticipate our knowledge we possess to-day of the value, and of the beauty of parks and gardens, and of the virtues of town-planning. They
were insistent upon what should be the unalienable rights of the people whose municipal mouthpieces they were. That they failed to arrest the hand of a vandalistic Government does not detract from the honor which is due to them.

The necessary administrative machinery of a town was in full swing in 1857. Besides the Council and the Central Road Board, the legal wants of the community were well attended to. The Prahran Court met for business at the Court House at the corner of Chapel and Greville streets, on Monday and Thursday days, at 9 a.m. Mr. F. J. Sargood, M.L.A., as chairman of the Council, was chairman of the Bench. This privilege, of right, of Court chairmanship, has extended to the present day. It owes its inception in Prahran to a well-defined action of the right of the Council. In 1859 an attempt was made by the honorary justices to select their own chairman. They held a meeting on March 21st for that purpose. The Council took alarm at the justices' intention, and a motion was moved by Cr. Crews, seconded by Cr. Thompson—

"That this Council consider that the chairman should take his seat as chairman of the Petty Sessions held in this municipality as a right conceded at the commencement of the same year, and any infringement of that practice will be looked upon as a blow aimed at representative institutions, and an insult to the Council."

The motion, which was carried unanimously, had the desired effect, though in later years it was in practice modified, partly as a convenience to the Mayor, and partly as an acknowledgment of the services of the honorary magistracy. The practice was for the Mayor to occupy the Bench on Thursdays, and the chairman of the justices to adjudicate on Mondays. To-day the right of the Mayor to sit in the capacity of Chief Magistrate of the City, as chairman of the Police Court, is asserted by the Mayor, taking his seat in Court after his election to the Mayoral office. Beyond this one appearance in Court, recent Mayors have not, as a rule, continuously exercised the right of chairmanship to sit on regularly appointed days. The honorary civic duties appertaining to the modern office of Mayor are very exacting. The Mayor of Prahran has so much to do that chairmanship of the Bench is more honored in the breach than in the observance. When the Council passed the resolution just quoted, the civic condition was not the same as they are to-day. Prahran town had not interests extending far and wide to other municipalities. This interlocking got of suburban legislation was
almost unknown. Greater Melbourne cities were not tied together with a network of tramways, nor were their municipal representatives constantly meeting each other in municipal conferences affecting joint city interests. Such constant services consume the time of municipal legislators. So busy are they that the chairmanship of the Bench and Court attendance are subjects of only passing interest in Prahran municipal circles.

It may not be altogether out of place to state at this point of time that the justices' zeal in the years of the 'fifties was commendable, but in 1860 the novelty of sitting upon the Bench had worn off. The Council desired the attendance of a stipendiary magistrate. The Attorney-General was told by the Council that in consequence of the very irregular attendance of the local magistrates the Court had to be adjourned on several occasions, to the great inconvenience of the public. If it were not, the Attorney-General is further informed, for the very regular attendance of the chairman (Cr. Daniel L. Long), who, like his namesake, came to sit in judgment, the difficult obsequies obtaining redress would be considerably increased. The Attorney-General turned a deaf ear to the Council's complaint, so the councillors decided to take the unique step of advertising the indifference of the Attorney-General to the wants of Prahran Police Court litigants in the "Government Gazette." Strangely enough, the Government inserted the advertisement, thereby allowing the "Gazette" to be used as a press pillory for a member of the Ministry. In the advertisement, the Prahran Council cried aloud that the application for a stipendiary magistrate was "made on 14th January, 1860, and that no answer had been received up to April, 1860." Thus was the Attorney-General's default made public property!

The Clerk of Court was H. Crofton, and the police officer Sergeant Dowling. This Sergeant Dowling remained in Prahran for some years, and is referred to as the first police officer, as he was, of the Council. When he left, in March, 1866, his popularity was recognised by the presentation of a public address. Among his men were Constables Rodgers, Dunn, May, and Siske.

Dowling was not, however, the first police officer in Prahran. Shortly after the Council was incorporated the Commissioner of Police wrote to it, stating he had instructed Sergeant Reid to report to the Town Clerk any nuisance he saw about Prahran,
PRAHRAN'S FIRST CHURCHE S 14

the said nuisances being dead animals left to poison the air. For a half-year in 1858 the Council paid £1 for burying animals. The wood-carter who neglected to have his name properly painted on his dray shared with the occasional drunk the principal attention of the Bench. In connection with the wood-carters, a story is handed down in Prahran Police Court annals to the effect that a many-times-tried offender was before the Court once again. The constable swore that there was no name on the dray, when the following verbal exchange took place:—

Defendant: "Do you swear there was no name on the dray?"

Constable: "Yes, I do! The name was obliterated."

Defendant: "You are a liar! The name was O'Callaghan!"

At South Yarra Dr. J. Coate was the Government vaccinator, and E. B. Taylor acted as deputy registrar. At Prahran Dr. Jo b Phillip s was a Government vaccinator and John Tulloch deputy registrar. Dr. Phillip s was on of the first doctors in Prahran. He started practice in a green baize tent in Commercial-road in the year s of the 'fifties. At night candles stuck in the neck of empty bottles gave him what light he required. Other early medical men were Dr. Willia m Stokes, who was known as "The Silent Doctor," and Dr. Edwar d Hall. Dr. Hall was greatly beloved by the first settlers who accounted for his abounding charity to those who required help of that nature in early Prahran. Dr. Hall stood about 6 ft. 3 in. in his stockings, and carried his head always a little to one side, as if listening to the beating of a patient's heart. His house consisted of two rooms, in one of which he lived, and in the other he called the Surgery.

From the care of the flesh to the cure of souls is a possible transition. The churches in the first year of the municipality of Prahran then called the faithful to prayer were the Anglican, Prahran, Rev. J. H. Gregory; South Yarra, Rev. W. W. Guinness. Roman Catholic adherents were shepherded by the Rev. Father P. Niall, who acted for some years. The Free Presbyterian Church, Punt-road, South Yarra, was in charge of the Rev. George Divorty. He was made the butt of an insensate joke, for he complained to "The Argus" that, in answer to an advertisement, a number of men, carpenters and gardeners had been induced to tramp from Melbourne to his house on the plea that he required them. He thought that whosoever put in the
advertisement should be made to suffer for the loss of time the misled men had incurred. The Rev. William Moss was a t the Independent Chapel. A Baptist Church, in Brewer-street, had for a pastor the Rev. B. Lemon, while the Baptist Church in Chapel-street was in charge of Mr. J. Wilson. Two friendly and benefit societies were in full swing, viz., the A.I.O.O., Prince Albert Lodge, its meeting place being at Merritt's Prince Albert Hotel, Chapel-street; the M.U.I.O.O.F., Good Intent Lodge, at the Royal George Hotel. The South Yarra Cricket Club held the premier position as a sporting institution, with the Hon. T. H. Fellows, M.L.A., as President; Vice-President, S. Heape; Treasurer, J. Flaxman; Secretary, J. Gaunt. The club's meeting place was near the junction of Gardiner's Creek and Punt roads.


The medical men were a numerous body for so small a community. They were Michael Barry, L.R.C.P.S., Gardiner's Creek-road; Major Charles Dukes, M.R.C.S., England, L.A.C.L., (he was the first health officer of Prahran, and he lived in a small red brick cottage in Duke-street, and gave his name to the street); W. Lucas, M.R.C.S., Eng., L.A.C.L., South Yarra; Arthur O'Mullane (no descriptive degrees were lodged by Dr. O'Mullane with the Medica Council); Jo bPhillips, M.R.C.S., Edin., Sout h Yarra; and William Thomson, M.R.C.S., Edin., South Yarra. Dr. Thomson, who came out to the colony as doctor to an immigrant ship, was a well-known author amongst Shakespearean students as having written an erudite and eloquent treatise on the proven and that Francis Bacon wrote the plays attributed to William Shakespeare. Dr. Thomson was also an early author of typhoid, and entered a vigorous campaign against what to-day appears almost incredible, viz., the wholesale ploughing in of nightsoil in the paddocks of Fawkner Park. Dr. Thomson trace a very definite relationship between the insanitary disposal of such refuse and the frequency of typhoid fever. Such a disgusting practice, to the great annoyance of the residents in the South Yarra, was in existence until the early 'seventies.

Prahran residents, in the beginning of its postal service, had their mail delivered from the Post Office, Melbourne. Th e t wo
first postmen who daily tramped or rode, when they had a chance, along the bush tracks to Prahran were Thomas Brain and Edward Glass. Brain lived in Osborne-street, South Yarra, and Glass resided in a cottage in Chapel-street. Glass's walk with him, for he's one more instance of early Prahran men living to be a nonagenarian. On 14th June, 1858, it was officially announced that "Prahran was deemeed to be within the city in which a general post office is situated, and that all letters to it carry the town rate of postage, viz., 2nd. per single half ounce." "The public was also requested to observe that all correspondence bearing on the addresses of the undermentioned places will be forwarded to the post office set opposite such places, they being the nearest and most convenient for the accommodation of the residents of those localities. Gardiner's Creek to Prahran, South Yarra to Prahran, Windsor to St. Kilda. "The post office formed a portion of a chemist's shop kept by A. F. White. The Prahran mail closed daily in Melbourne at 9 a.m. and arrived at Prahran at 10 a.m.; it left Prahran daily at 3 p.m. and arrived in Melbourne half an hour later.

In 1853-4 the means of transport to Melbourne were very haphazard. A pair-horse vehicle started from the Duke of York Hotel about 8.30 a.m., leaving Melbourne at six o'clock; fare, 2/6 each way. The driver went round the settlement the night before ringing a bell, calling upon intending passengers for Melbourne on the morrow to book their seats while any remained. Then a man named Phillip's started a pair-horse conveyance from Toorak, and his son drove a feeder, a one-horse turnout, from the Duke of York Hotel. Father and son time d themselves to meet at the corner of Toorak-road, the Prahran passenger being transferred to the Toorak vehicle; fare, 1/-.

In 1856 a man put upon the road a one-horse "jingle" cab, open back and front, without a cover. This cab ran into town, but at the corner of Toorak and Punt roads it met another "jingle." If there were only two passengers, the drivers tossed a coin as to who should take them to Melbourne Town.

Another alternative was to walk to the Richmond punt, and go to Melbourne down the Yarra, by one or other of the small steamboats, the "Gondola," or the "Victoria." The fare in the boats was sixpence. In 1857 a regular means of conveyance had been established. Omnibuses started daily every quarter hour.
from the Bull and Mouth Hotel, in Bourke-street, for Prahran and Windsor. The fare was one shilling, which was increased to anything up to two-and-six after dusk. The first bus in the service was one owned by Ford and Scuffman, and its terminus was the Royal George Hotel. The driver was Sol Davis, one of the characters of early Prahran. Long after that a regular line of buses was established by George Gunn, and the cumbersome vehicles were named "Pioneer," "The Result," "The Enterprise," and "Dispatch." Afterward the Melbourne Omnibus Co. competed with Gunn. He continued the unequal contest until the 'seventies, with Gunn's red line of cabs, a red lamp by day and a red light by night. Horses, feed, wages, general upkeep, and, not least, the tolls, were too heavy a handicap at the bus fare of 3d., and Gunn had to retire from the contest. In the heyday of his cab service, Swanston-street, Melbourne, resounded from five to six o'clock with the cries of his driver's touting for passengers to "Per'in! Per'in! Per'in!" The buses were succeeded by the cable trams, the first car entering Prahran on 26th October, 1888.

During the first years of the Council the high tolls demanded by the Central Road Board were a subject of constant grievance with the councillors. Speciality did the y object, on behalf of the resident wood-carvers, market gardeners and brickmakers, to the tax of one shilling per each dray, when a gig could pass through the toll gates for sixpence. A gig, we know, has classical sanction as the acknowledge d vehicle of respectability. "Thus," it has been said, "does Society naturally divide itself into four classes—Noblemen, Gentlemen, Gigmen, and Men." The Council wrote to the Road Board, but without any success in persuading it to reduce the toll charges. Collection of the fees for road maintenance by the means of a turnpike gate was an accessible tax, and so favored by the authorities. As late as 1871 there were 5,000 toll collectors in England, but toll taxes were never popular with the travelling public. They even led to the Rebecca riots in 1842, which were not put down without considerable bloodshed, the motto of the rioters being Genesis, xxiv, 60.

The Prahran wood-carvers were not riotous, and the Council could only constantly reiterate its remonstrance to the Road Board in the hope of obtaining some toll concessions. The rates the Board demanded, an d the toll tax was paid, a t the Chapel-street and St. Kilda toll gates are interesting, since the traffic at these gates was very considerable.
THE REV. WILLIAM MOSS.
Pastor and Philanthropist.
The First Clergyman in Prahran. Born at Farnham, Surrey, 23rd July, 1828; died at Malvern, Victoria, 14th March, 1891.

[See Page 42.]
form is now obsolete. The y were—For a n o x o r head o f meat cattle, Id.; horse, mare, ass or mule, 3d.; cart, dray, or such other vehicle constitute d t o carr y goods , wit h tw o wheels, draw n b y one horse o r other animal, 1/-; if draw n b y two, 1/6; three, 2/-; four, 2/6. Waggon , wain or such other vehicle, with four wheels, drawn by one or two animals, 1/6; drawn b y three, 2/-; b y four, 2/6. Cart , dra y o r waggon draw n b y tw o bullocks, 1/6, an d 3d. each f or every additional bullock. Gig , chas e o r other such car r i ge, wit h tw o wheels, constructe d t o carr y persons, an d draw n b y o n e hors e o r othe r animal , 6d. ; tw o o r more , 1/- . Coac k chariot, or other such carriage, with four wheels, one horse, 1/-; two, 1/6; three or more, 2/- . Toll s were payable one way only for going an d returnin g o n th e sam e day . Th e stop pag e o f two-wheeled cabs, call ed "jingles," at the toll gate s o n th e St. Kilda load about 1870, for the cabman to pay the toll dues, is a memory of the compiler's boyhood in Sout h Yarra.

It i s o f interes t t o not e i n a genera l revie w o f toll s and toll gate s th a t th e Distric t Roa d Boar d ha d powe r t o lev y toll s after one month's public notice. Person s in Government service, or going to o r returnin g f rom publi c worship, o r any funera l o r ministers o f religion, were exempt from toll. Fradulen t claiming exemption on these grounds was subject to £ 5 penalty, also the fine was a like sum for forcing toll bars. Collector s ha d t o have their name s painte d o n the fron t o f toll house s i n blac k letter s at least tw o inche s i n length, o n a white ground. If a toll-gate man refuse d t o tel l a travelle r hi s Christ ia n an d surname, o r if he demande d more than the legal toll, he was liable t o a penalty not exceeding £10.

The earl y publi c house s th a t foun d favo r wit h th e settler s were the Myall Hotel, Balmora l Castle Hotel, Mount Eric a Hotel, Prahran Hotel , Orron g Hotel , Bus h Inn , Morrow ' s Hotel , an d the Blac k Hors e Hote l a t Winds or. Othe r hotel s an d bus h drinking shanties were e t o b e found , bu t th e eigh t mentione d houses are the one s recurrin g mos t frequen tly o n th e survivin g pioneers' lips. I n a scattere d hamlet , suc h a s Prah ra n was i n the early 'fifties, these hotels formed the common meeting ground for the residents. A remark h has often been made that th e early Prahranites were a very sociab le community, an d suc h wa s th e case. The y were i n the habit o f foregather ing a t th e hotel s o n Satur day nights , an d sometime s throu g h th e week , whe n th e y
would sit in the largest room of the hotel and entertain each other with music, song, dance, and story. This reliance upon themselves for amusement was the outcome of their situation, Prahran being out in the bush. The hotelkeepers catered for their customers in ways of amusements. Paynter, at the Myall, a said already indicated, held sport of the rough-and-ready description, but nevertheless the fun the y evoke d was the talent of the countryside, affording material for Saturday night banter.

The Balmoral Castle was famed for its smoke and sing-song, and was more a favourite Saturday night resort than the other houses. The Mt. Erica Hotel was adjacent to a rude racecourse, where meetings were held from time to time, when the local crack hacks enjoyed triumph and suffered defeats. The late John Munday, a well-known early Prahranite, an d a ton e time secretary of the Victoria Coursing Club, describes the race meetings at Mount Erica as much the same as an outback country race meeting is today. Everything was done in a free-and-easy style, the utmost good humor prevailing. The honor of winning, and not the prize, counted most in those days.

The heath lands of Mount Erica were considered by the committee of the Acclimatisation Society, founded in Melbourne by Edward Wilson, of "The Argus," in 1857, to be hospitable places where English skylarks would nest and multiply. A number of the songster s were liberated there in February, 1868.

Mount Erica Hotel was built in '53 by one Chamberlain, but the place he erected has given way to the present brick building. The original hotel buildings, when they were of wood, have in all cases fallen before the march of modern improvements, and the more stringent clauses of the building regulations of the Licensing Acts. In some places the outhouses may remain, but even such links with the past that require searching for. Some of the hotels, their descriptions, and their licensees—th e jovial bons faces and d "min e hosts" of the fleeting g hour—have passed out, dead, buried, and forgotten. One has a beer jug carved on his tombstone in St. Kilda Cemetery, but t cui bono? Even such a landmark as the Balmoral Hotel is but a fading memory, though Balmoral-street owes its name to the hotel. It was a large wooden building, with a sign and a lamp in front of its bar door. That lamp was the only public street light in Commercial-road. Among the carpenters engage d in the building of the Balmoral
Hotel, it is said, were two doctors and three lawyers, such were the ups and downs of professional men, as well as others, in those whirligig times. The cost of building material was very high—5 ft. paling were £5 per hundred, wattles poles £5 per hundred, and 9 x 3 deals 3/6 per foot.

Balmoral Castle Hotel, to give the place its registered title, was built by John Cameron, a tailor, in 1852. Its site was about where the Prahran Market Hotel now stands. Cameron built this land from one Wilson. The tavern proved a success until 1857, when the opening of the Church-street bridge had the effect of causing traffic along Chapel-street to flow along the main thoroughfare, giving the traders in Commercial-road a go-by. They deserved a better fate.

The "Commercials" were an enterprising group of Prahran men. That they just missed making Commercial-road the hub of the city was their misfortune, not their fault. Cameron must have found trade bad. The lean years of depression terminated his connection with the hotel, which was burnt down. He took to his trade again, and opened a tailor's shop at the corner of High-street and York-street, where he died.

The Orrong Hotel numbered among its attractions a greasy pole, and on high holiday a greasy pig. On one occasion a pig escaped from its pursuers at a point then known as Major's Gully, in High-street, where the pig is said to have disappeared in the mud!

The Bush Inn, corner of Malvern and William's roads, was regarded as in the bush. In its first days it was a house of call for wood-carter s on the way to Prahran, St. Kilda, or Melbourne. An early memory of the Bush Inn describes the wooden building with shingled roof as a picturesque wayside place, the house half-covered by a honeysuckle creeper trailing negligently about it. The inn, too, had a garden attached in which hollyhocks, foxgloves, rosemary, violets, thyme, and lavender. And the inn had, as a properly constituted inn should have, a charming maid, and her name was Evelina. Evelina-road near to the inn is named after her. Her dark eyes and golden-brown hair is still praised by an octogenarian, William St. Leger Forrest, who, when his life was in the springtime, lived in Williams-road. Evelina was the adopted daughter of Mrs. Stone,
who was, before she married Stone, a Mrs. Mills, the widow of Mills, a near lady license e of the Bush Inn. Mrs. Stone owned Prahran land, and tendered some of it at 15/- a foot, east of the Bush Inn, to the Council for the purpose of building upon it the then proposed Prahran Town Hall.

Morrow's Hotel, High-street, Windsor, was built by Thomas Morrow, a native of Dungarvan, Waterford, Ireland. He arrived in the colony in June, 1841, in the ship "Frankfield." Of the 29 years he lived in the colony, half were spent in his hotel at Windsor, where he died on 2nd August, 1870. At the time of its erection, Morrow's Hotel served, being two stories high, as a landmark to travellers from Melbourne, as they wended their way through the bush.

All licensed victuallers were compelled by law to keep a light burning from sunset to sunrise in front of their premises, for the guidance of belated travellers, though, no doubt, the glare of the lamp also answered as a lure to bring trade to their doors. The hotel served as a landmark to travellers from Melbourne, as they wound their way through the bush.

The hotel was under the control of the Council, which body collected their licence fees. One of the duties of the chairman of the municipal body was to visit and inspect the premises of the various hotels, and to report to the Council concerning their sanitary condition, character of the house, and reputation of the licensee, so far as the interest and convenience of the public were affected thereby.

We may now enumerate some of the work the Council accomplished in its first year of office. In 1856, the roads, with the exception of Gardiner's Creek-road, were in their primitive state. Had that road not been the highway to the Government House, it would have remained uncared as were the other Government roads in the vicinity. In October, 1857, the receipts of the Council, including the Government grant of £5,000, and municipal rates for 1856-7, to the value of £1,154/17/1, and the sum of £2,052/9/4 from the Central Road Board, amounted to £10,165/12/8. Of this sum the Council expended on public works £9,649/17/10, the rest on the money, with the exception of a small balance, was spent in rents and municipal expenses. Fifty-seven streets had been proclaimed in accordance with the Act of Council, 18 Victoria, No. 14. Eighty-three chains of Commercial-road had been formed, kerbed, and metalled; 80 chains of High-street metalled, and 40 chains kerbed; Chapel-street was kerbed d
at the end of the principal street running therefrom, the channels were pitched, an d corner s kerbe d with blue stone kerbing. The Central Road Board metalled the whole length of Chapel-street, 200 chains, £6,000 having been voted by the Legislative Assembly for that purpose. Of that sum £2,052/9/4 had been paid to the Council for works already carried out by it in forming Chapel-street, which was legally the work of the Central Road Board, the Council not having at this date any control over Government roads, as shown in the plan of the Crown lands sales.

The Council's fields of labor were among the streets formed by the sub-division of Crown allotments by private owners. Following the Council's labors, we find (and the record is interesting, as disclosing the names of the oldest, and the then considered most important streets) that York-street, for 27 chains, was formed and pitched; a channel on the east side of Chapel-street, from Gardiner's Greek-road to High-street, had been pitched with blue stone; Argo, Ralston*, Prince and Kent streets, and a part of Greville-street had been formed and drained. A stone culvert had been placed in Williams-road, then called "street," and a wood culvert removed to another part of the road. This culvert is historical in the record of the acts of the Prahran Council, for it was the first public work the Council ever executed. Its interest justifies a copy of the original minute:

Report No. 2 Public Works Committee,
Saturday, 3rd May, 1856.

"The Committee recommend that the Council tender for the culvert in William-street for the sum of £75 be accepted.
"The Chairman moved, and Councilor Crews seconded, the adoption of the report. Carried."

A culvert was placed in Sargood-street (Orrong-road), and 38 chains of channels were pitched in Commercial-road and High-street. The original name given by the Road Board to this road was Orrong, but the Council changed it, or attempted to change it, to Sargood, in honor of their first chairman. The desire owed its birth to the circumstance that Mr. Sargood lived close to the Orrong-road, he having erected the first weatherboarding cottage that was built in Prahran past the Bush Inn. In July, 1858, a number of residents living in the vicinity memorialised the Council to drop the name of "Sargood" and return to the road's first

*Ralston—street formed part of a block of land owned by Alexander J. Ralston, who was a merchant and a member of the firm Brown, Ralston & Co. 23 Market-street, Melbourne. The information is from Geo. Maxwell, M.H.R. (Fawkner) informing us that his mother was a governess in the family of A. J. Ralston.
name, "Orrong," a request that was complied with. The meaning of "Orrong" is not clearly defined, though the surmise that the name is a corruption of an aboriginal word is generally admitted by authorities on native names. In this instance the meaning lies between the words "Yeurong," a native grub, probably the name of an edible grub taken from the roots of trees, or "Corrong," a species of snake; or "Tour-ur-Rong," one of the many names for the laughing jackass.

The importance of proper drainage occupied the attention of the Council, and the councillors, acting under the advice of C. Hodgkinson, C.E., the District Surveyor, decided to divide the large flow of water which accumulated in Chapel-street, flooding the roadway, into two courses. The Council was of the opinion that its scheme of drainage would be complete when Union-street was formed and its channels pitched to carry off the storm waters.

At this date the Council was urging upon the Central Road Board the necessity of pitching the channel on the north side of Gardiner's Creek-road, opposite to Murphy's paddock, and was also asking the Board to complete the forming and metalling of the road from Toorak to the boundary. In April, 1857, the municipality numbered within it 4,118 males and 4,054 females; total, 8,172. It had 1,954 houses, which contained 6,923 rooms, and 42 persons were living in tents. The assessment of the district for 1857 amounted to £95,000; gross sum of rates, 1/- in £4,750.

The gross municipal rates for 1856 amounted to £3,165 9/3. The call for payment of rates was cordially responded to. Because the ratepayer paid quickly, Prahran obtained the largest amount of grant in aid for municipalities voted that year by the Legislative Assembly. Prahran showed: Rates collected the previous year, £2,845 18/7; grant in aid, £4,587 0/9. East Collingwood was next on the list with £2,739 16/9, and received grant in aid, £4,416 2/5. The sum of £2,000 included d in the Prahran total was collected in the current half-year's rates.

In 1859 a great portion of the land on the west side of Prahran had been cut up into streets from 30 to 66 feet in width. The larger part, however, east of Williams-road, was very thinly populated, and it did not contribute one-fourth of the rates. The census for the year showed 4,032 males and 4,133 females; total,
8,165; and the number of houses, 2,210. About a third of the land had not more than a dozen houses upon it. Ten persons owned 800 acres, and 500 of those were in the hands of trustees, and could not then be sold. The rate was one shilling, and the revenues raised from February, 1858, to February, 1859, was £5,219/16/-; the Government grant for the same period amounted to £9,893/6/-, the whole of which had been expended in forming, metalling and channelling the roads. The working expenses of the municipality, including salaries, printing, law charges, etc., averaged, during the three years of Prahran municipal existence, 1\% per cent, on the rates and Government grants. There were eleven miles of metalled roads in the district, and a considerable length of kerbing and channelling. The Council had in hand funds sufficient to mettle, kerb, and channel four or five miles of streets, and keep in repair those already metalled. So was the Council worthy of its motto, Spectemur agendo 1
CHAPTER X L

The Fire Brigade — South Yarra Water Works Company — Councillors fined — Water wasters and watering streets — The Old Church-street Bridge — The new bridge.

IN 1856, on 27th December, the Prahran Court House, a brick building with a portico, was finished. It stood at the corner of Chapel and Greville streets, where the Post Office now suffers its congested existence. The first offender who appeared in the Prahran Police Court was a baker. He was haled before the chairman of the municipality, Cr. Sargood, charged with selling lightweight bread, found guilty, and fined. A claim for the "distinction" of first offender was made on behalf of the late Dr. Llewellyn, who rode his horse along a footpath in defiance of Sergeant Dowling, only stopping at the Court House door, for which offence the doctor was fined.

In July, while the Court House was in progress of building, the Council was considering the desirability of erecting municipal offices adjoining the lock-up keeper's rooms, as well as the necessity of making suitable provision for a fire engine and hose. The Council recognised (22nd November, 1856) the paramount importance of some organised attempt being made to cope with outbreaks of fire. A motion was passed in terms of high approval and support of any volunteers who could come forward and form a fire brigade. As a result of that invitation, the first Prahran Fire Brigade was organised on 6th December of the same year. The original firemen were: — Captain, W. Robinson Pye; members, Robert Good, Ezra Westneat, W. H. Lacey, W. Phillips, C. Doherty, —. Bradshaw, and J. B. Crews. The manual fire engine arrived in Prahran on 7th February, 1857, the brigade turning out and meeting the machine at the Myall Hotel, where success to fire fighting with its aid was drunk.

Captain Pye, after he severe damage connection with Prahran, met with an ill-starred fate, dying of starvation alongside a bush road in New Zealand. Other members of the brigade at a later
CHAPEL STREET, LOOKING SOUTH FROM COMMERCIAL ROAD.
ABOUT 1882.
period were Dr. Joseph Taylor, Messrs. A. Spurr, W. R. Taylor, W. Dicker, Jas Davies, E. Clark, J. G. Wise, and R. Simmons. Dr. Taylor was one of the mainstays of the brigade. He bought the alarm bell, a derelict discarded from a ship. The doctor found the bell in a secondhand dealer's shop. Its clapper tongue was out of order, and unfit to "ring out the wild alarums," but after that defect was remedied, the bell was hung in a look-out tower, where it did duty until 1877 or 78, when it was "old tin kettle," as it was called, was remove d to the fire brigade station in Osborne-street, South Yarra. The look-out tower referred to was a wooden structure, some 40 feet high, that stood in the Court House yard until it became unsafe and shaky from old age, when it was demolished.

The brigade's first engine-house was at the Prahran Inn, corner of George and Andrew streets, Windsor, where the engine remained for about eighteen months, when the hotel was burnt down early in 1858. The fire engine had a narrow escape of destruction. Later we find the brigade urging the Council to assist its members in the erection of a suitable engine-house. The brigade's desire was to have the engine-house, as foreshadowed by the Council, adjacent to the Court House. The Government apparently loaned the brigade a Merryweather manual fire engine, but in 1860 the loan ceased. The engine was for sale. The same thing happened at Richmond, and the two Councils joined in a letter of remonstrance. The protest had no effect, so the Prahran Council purchased the Prahran fire engine for £125/14/3. Some of that amount was obtained by public subscription throughout the district. When superseded by hoses and hydrant, the engine was sold to the St. Arnaud Council.

The W. H. Lacey mentioned as a Prahran pioneer fireman was chairman of the municipal year in 1868-9. In addition, he was the best rifle shot in the district, as well as excelling in other sports. Crews and Lacey held the record for attendance at fires. The two men only missed one fire during twenty years. On that occasion both were away at a volunteer encampment. The house burnt down during their absence was that of the then captain of the fire brigade, Captain Lacey himself!

On 23rd December, 1857, a fire took place in a two-storeyed wooden house in Vine-street, Windsor, close to Dandenong-roa d.
"A painful scene presented itself," says a contemporary record, "on arrival at the spot, only five minutes after the outbreak. The fire originated in a house occupied by a person named Grocock, and had evidently commenced in the bedroom upstairs. A young female, on discovering the fire in the room, threw an infant, which was sleeping in the apartment, out of the window, and she escaped only with her life. The poor woman was immediately conveyed to the Government Hotel, and medical aid sought. Small hopes are entertained of her recovery. The flames spread to the house of Mr. Chamberlain. St. Kilda Brigade arrived when the houses were in ruins, the Prahran engine a few minutes after."

The woman died. At the inquest it was elicited that she was putting the child to bed, when the window curtain caught alight from a naked light that she was carrying. The fatality, coupled with the late arrival of the brigades, led to an angry newspaper controversy. The letters brought to light the very unsatisfactory condition under which the volunteer was labored. Their zeal and public spiritedness was admitted, but if a fire was across the boundary of their municipality they would not stir. In some ways the Council was not pleased with the brigade, and in 1871-2 it was reorganised, and brought directly under the control of the Council. Advertisements were inserted for men willing to act. The Council's annual allowance was £1 6 per man, the captain £20, 30/- each fire, and 15/- for turning out at a false alarm. Three first members of the "reformed" brigade were W. R. Taylor, Joseph Hague, J. Radcliffe, W. H. Wilson, Thos., and James Kelly.

The last man, Captain James Kelly was schoolmaster, soldier, and fireman, and in each capacity was well beloved by his fellows. In September, 1851, he first saw the light, in Balmoral-street, his father, Patrick Kelly, being a Melbourne settler of 1841, and one of the first who came to Prahran. James Kelly died in February, 1891, and was accorded a public funeral, 20,000 people being present to witness the last ceremony, and 55 metropolitan brigades turned out to do honor to his memory. Kelly lived just long enough to know that on the reform he had persistently advocated in the conduct of fire brigades, a Fire Brigade Board, was accomplished, the first election to that board taking place in February, 1891. By public subscription, a monument,
and iron fence in the form of hose and hydrant, were placed over "Jim" Kelly's grave in the St. Kilda Cemetery.

The expenses incurred at the fires for water, etc., were paid by the Council and insurance companies, but only when the fires occurred within the municipal boundary. The United Fire Brigades' Committee was in evidence for a time, but it failed to pay the brigades for horse hire, and the brigades had a difficulty to obtain horses on some occasions to drag the engine to a fire. The roads were heavy, and horse owners were not anxious to volunteer their horses and chance payment for their services from the brigade. This condition of affairs existed for years, and the paper so often the 'sixties and 'seventies contain many letters denouncing the brigades, their jealousies, and their defaults, while their virtues were overlooked. In later days (1879) fire brigades were formed at South Yarra and Windsor.

We have already said something about the water supply in its first services, the water cart being replaced by the South Yarra Water Works Company. In the Council's opinion, the service supplied by the Company was not in all respects satisfactory. They were two antagonistic bodies. We obtain a glimpse of this in a squabble that arose over the removal of some water pipes in Chapel-street, though why and wherefore the meagre particulars do not disclose. Chapel-road (or street) was under the control of the Central Road Board, and so was outside the jurisdiction of the Council. In legal view, any act by the Council on that road was an overt one. The Company complained of was done by one of the Council's members. The Company wrote to the chairman of the Central Road Board, Francis Murphy, afterwards Sir Francis, complaining of the high-handed way the Council conducted its business. The Council did not offer its other cheek to the smiter, for when the Road Board wrote in remonstrance, the Council replied to the Chairman of the Company that every consideration had been shown by the Council to the South Yarra Water Works Company. In addition, the councillor stated that the Company's pipes should thus wantonly insinuate to the contrary.

Failing to obtain redress through the Road Board, the chairman of the Water Works Company, William Kerr, wrote direct to the Council, referring to the removal of the Company's pipes
in Chapel-street, and asking for a meeting to adjust the dispute. The Council replied in a far-distant, sarcastic vein, in the terse sentence addressed to the Water Company's chairman, as follows:—"The Council is not aware of the existence of any dispute which requires adjusting between themselves and any other body." The reply incensed the Company, as evidently it was so intended. Quick as a shot from a gun came a letter from Kerr, in his capacity as chairman, with the laconic query, "What about the Company's water pipes that were removed?" The Town Clerk was instructed to simply acknowledge the receipt of the letter. The company then commenced an action against Cr. Oliver, presumably for interfering with its water pipes. The ratepayer's side with the councillor, and on 4th October, 1856, a memorial was forwarded to the Council supporting Oliver. A motion was moved by Cr. Crews and carried, expressing the Council's "great surprise at the personal annoyance Cr. Oliver was being subjected to by the Company, and demand that he, Cr. Oliver, carry out the work under the sanction of the Hon. the Surveyor-General, and the authority of the Central Road Board, and that those gentlemen be so informed." That appears to have been the end of the dispute, though the ill-feeling between the two bodies continued.

In August, 1857, the Council decided to present a memorial to the Commissioner of Water Supply, urging upon him the necessity of supplying such an important district as Prahran with water, since at the fire that had taken place, the South Yarra Water Supply Company refused to supply water without being paid 2/- a load for it. The following year (1858) saw the first water pipe of the Yan Yean supply enter Prahran, a stand pipe being placed at the corner of Chapel-street and Gardiner's Creek-road. In 1862-3 a main pipe was laid through Chapel-street. The Sewerage and Water Commission informed the Council that it hoped to be able to reticulate the street so far Prahran before the close of the year. In the meantime the Council announced its intention of leasing the stand pipes (there was one in Williams-road), in order to furnish water to the ratepayers at the lowest possible rate.

In January, 1872, the Inspector-General of Public Works addressed a letter to the Prahran Town Council, urging it to take measures to prevent the waste of Yan Yean water. The Council
resented the imputation, seeing that "there was little or no water in the greater portion of the town to waste,"

The Council appointed a sub-committee to draw up a letter in reply. It throws a light on the condition of the water supply prevailing in Prahran in the summer months of 1872. The letter, dated, Town Hall, Prahran, January, 1872, sets out that "the implicit charge of wasting the Yan Yean water cannot possibly apply to the citizens of this town, as for some time past the supply has been so limited that it has not been sufficient for ordinary domestic purposes, nor can the charge apply to the Council, as the streets of Prahran have never yet been watered.

The Town Clerk, Mr. John Craven, proceeded to say that "many of the residents (especially those living in elevated situations) have repeatedly been literally without a drop of water in their service pipes for 19 out of every 24 hours, and in some instances have had no supply for days together." A disastrous fire is referred to which "raged unchecked for want of water, the fire brigade not finding pressure enough to expel the air from the hose."

"The Council earnestly desire[d] to impress on the consideration of the Hon. Commissioner of Public Works the absolute necessity for making a large independent supply of water to this town from the Yan Yean Reservoir, or other source, as the enormous consumption of the north side of the Yarra River ought not to prevent the town of Prahran from obtaining sufficient water for its sanitary and social requirements."

This calm, temperate letter, setting forth with unmistakable clearness the privations suffered by the Prahran residents in 1872 through the short and irregular supply of water, found a resting place in the Department of Public Works, and the result was not quite satisfactory. One of the defendants was charged with filling a small fish pond, in which he had gold fish. The justices said such was not an improper use of water, and dismissed the case!

One may conjecture that it was almost in the spirit of defiance, or with a feeling to assert their rights, that the Council..."
cillors determine to join issue with the Department over the town's right to have water. The streets of Prahran had never been watered, as stated in the Town Clerk's letter, up to January, 1872. The councillor considered it was time to remedy the omission. Action was taken in February, 1872, when Cr. Harrison moved that the Town Council at once issue the necessary instructions for the immediate expenditure of the balance of the £100 voted 30th October, 1871, for the purpose of watering Chapel-street and portion of Commercial and Toorak roads, as per resolutions aforesaid, £72/12/- having been already expended in purchasing water-carts and hydrants, the remainder £27/8/- to be expended as above state d in labors for same, under regulations to be drawn up by the Surveyor."

Objections were raised in the Council on the score that the Department had told the Council "not to waste the water," but a majority decision in the Council ruled that "watering a street was not wasting water." The motion was carried. There was a squabble as to which streets should be watered, and were not private residents entitled to have their streets watered as well as Chapel-street, and Commercial and Toorak roads? Expense of watering the three mentioned streets had more weight with the ruling section of the Council. It was suggested that the shopkeepers should assist the Council, and pay some of the expense of the watering. That arrangement was eventually made. On 30th September, 1872, the Council accepted the offer of Messrs. White, Wilson and Madden, acting for the ratepayers, to guarantee the sum of £30 for watering Chapel-street from Commercial-road to Wellington-street during the summer months, and on such days as may be thought requisite by the Town Surveyor. The Council granted a subsidy to a similar amount.

Dust in Chapel-street, when a north wind blew, was in those days something to dread. The wind gathered up the dust of the brickfields of South Yarra, and down Chapel-street acted as a funnel for the wind to carry the dust along its length. Even to-day, with the wood-blocked street, dust is a source of loss to shop-keepers, though, of course, the Council minimise the nuisance in every way possible by trying to wash clean the tar-covereds of roads to eliminate the source of dust, and also by watering the streets to keep it down.
The Town Council in 1856, beside looking after its water supply, and its corporate dignity, was keen on pushing forward the interests of the municipality. An important instance of this feeling was in connection with the proposal to erect a bridge across the Yarra at the foot of Chapel-street. The Council was alive to the advantage to be derived from visitor's having free access to the town. The policy then adopted has been consistently followed with success ever since. Open roads, the abolition of "blind" streets where possible, connecting bridges, iron linkins g railway lines, cable tramways, electric tramways, all have resulted from this feeling. Those acts that will bring business, people, and prosperity to Prahran. The necessity of a bridge between Prahran and Richmond loomed large in 1856. The punts were unsatisfactory, and quite out of keeping with the spirit of progress. The punt at Chapel-street only required a bridge, and the necessary approaches from the Richmond bank of the river, to connect the two rising municipalities by a main trade artery. That meant a great increase of traffic along Church and Chapel streets, so both Councils urged on the Central Road and Bridge Board the advantage of having the river spanned without delay.

The Prahran Council was looking ahead, too, in another direction. A letter was forwarded to the Board asking that body to inform the Council whether the Government considered Chapel-road—a 66 feet Government turnpike road—an important trunk road, as the Government had promised, as soon as the bridge was completed to make the highway. "At the time of writing," says the Council, "Chapel-road is nearly impassable." The Board was not in an hurry to commit itself, for an answer was sent to the Council, saying, politely, that "it must decline to give an opinion as to whether Chapel-road would or would not be considered a main line of road."

In April, 1856, the sleepless Council told the Central Road Board that "it views with regret the delay of the Central authorities in the erection of a bridge over the Yarra, to connect Chapel-street with Richmond. "At last the worse was come-
menced, and a most expensivB one it proved to be. Land had to be purchased on the Prahran side of the river. The sums paid were:—To Hughes Hicks, £60; to E. J. Murphy, £100; and the excessive sum of £2,000 to Peter Snodgrass. He evidently demanded more, for that sum was arrived at by arbitration, the arbitrator being Dalmahay Campbell, who received £15/15/- for his services. The small piece of land Snodgrass received the £2,000 for was sold at £29 an acre at the town land sales. It was apparently the most northern portion of the section, a hill of schistose rock.

The Prahran Council made the road approaches to the bridge from Chapel-street, at a cost of £2,052, that sum being repaid to them by the Central Road Board. An immense amount of scaffolding was employed in the construction of the bridge. The high banks of the river were covered with a net-like covering of wood, to which the fabric of heavy scaffolding was attached. The material for the scaffolding cost £2,054. Other large sums were:—Approaches, £3,517; foundations on the Richmond side, £7,677; part of Prahran side, £3,211; abutments, £10,988; for part of approaches, Richmond side, Henry Hill was paid £5,178; wages, £2,241. In all, the total cost of the bridge was £57,000 odd. Such was the hurry to use the bridge that, before the riveting of the sides was finished, traffic was going across.

The time was opportune for the erection of a bridge, and a bridge suitable for the spanning of the Yarra was for sale. The bridge was one which the Victorian Government had bought from the Imperial War Authorities at the conclusion of the Crimean War (March, 1856). The Victorian Government cause d the bridge to be dismantled in England and shipped to Melbourne in three sections. These sections were reassembled into three complete bridges. One became the Prahran Church-street bridge, another spanned the Maribyrnong River, and the third the Barwon River.

The bridge was made of Lowmoor iron of a fine quality, the like of which is not obtainable to-day. In the design of the bridge, the box, plate girder type was selected so that the sides of the bridge should present a solid wall of metal. This wall, or shield, was intended to protect British troops from Russian bullets, and to allow troops to cross an inlet of the Black Sea in safety. It was anticipated, too, that the great strength of the
THE STAR TO DISMANTLE THE FIRST CHURCH STREET BRIDGE.
bridge would resist the effect of a bombardment from Russian guns before the bridge was rendered impossible as a passage way for troops and military stores. The war collapsed suddenly after the fall of the Malakoff fort, which was the key of Sebastopol, and the bridge therefore was not shipped to the Crimea, but was brought to Melbourne to span Victorian rivers.

The heavy sections of the bridge intended for the spanning of the river at Church-street were hoisted from the ship's hold into a lighter in Hobson's Bay. The lighter was towed up the Yarra to Chapel-street, the lighterage fees amounting to £30. A four-horse donkey engine, at a cost of £305, was used for hoisting purposes.

No official opening of the bridge took place. Into the everyday life of the people it came in a quiet way somewhere in October, 1857. The roadway of the bridge was intended solely for vehicular and stock traffic. Pedestrians were provided for by footbridges attached to the iron sides of the bridge. These pasageways were entered at either end of the bridge by passing through turnstiles. Complaints about the security of these hanging footbridges were often made. The deck was loose, and some of the planks even dropped, 40 or 50 feet below, into the river. The footbridges acted like a magnet to morbid persons contemplating self-destruction. Four or five suicide attempts took place. The unfortunate sat at night and jumped from the footbridges into the Yarra. Footpads lurked about the footbridge and garrotted their victims in the narrow passageway, and the added threat that the y would toss them into the river if they made a noise. Other reasons, too, existed for the abolition of the footbridges, but the principal reason advanced for their removal was that the y were unsafe. About 1878 saw the footbridge on the east side of the bridge closed to traffic. The west footbridge was widened and restored, and remained in use until the bridge was taken down.

The engineering margin of safety of the Church-street bridge was not sufficient from the first. As the years passed the iron lost some of its resiliency, and when heavy traffic was passing over the bridge it was dangerous. In 1909 the condition of the bridge was brought under the notice of the Public Works Department, and two wooden supports were put in between the abutments, thus making three spans instead of one. The original
span of the bridge was 210, reaching from bank to bank. The repairs cost the Prahran and Richmond Council £496. It was due to the watchful eyes of Mr. William Calder, C.E., the then Prahran City Engineer, now the distinguished chairman of the Country Roads Board, which had transformed rough highways and crude bush track into good roads and pleasant pathways, that his professional opinion had been circulated that under certain conditions of loading and wind pressure the Church-street bridge was unsafe.

In 1914 the Surveyors of Prahran and Richmond reported on its condition, and pointed out that the deflection in the girders of the Bridge was gradually increasing. A series of levels taken at equal periodical intervals disclosed that the sag was increasing, proving the structure to be in a state of stress verging on its elastic limit, and that it was therefore unsafe. The wooden piers erected in 1909 were quite useless, as the girders were swinging clear of the piers and getting no support from them. Seven thousand five hundred and ninety-eight vehicle s passed over the old bridge in a week in 1914, and increased to 9,400 in 1915.

The engineers concluded their report by stating that the bridge, as a connecting link between the northern and southern suburbs, was altogether inadequate in width (21 ft. 3 in.), and that the bridge had served its day of usefulness. The surveyors recommended that provision be made for a new bridge, to extend the full width of Chapel-street (66 feet).

An attempt was then made to have a conference with the Melbourne City Council, but the City Council declined, alleging as an excuse that the bridge was "outside its boundaries."

The Minister of Public Works was asked for a grant for rebuilding the bridge on the same ground as the grant contributed to the building of the Prince's Bridge (Prahran paid £10,000 toward of the bridge "outside its boundaries"), but the Minister declined. The Prahran Council then realised that the Government and the City Council were determine d to evade, if possible, their responsibilities.

The Prahran Council was alert to the danger of the bridge collapsing, and it was therefor e anxious that the bridge should be made safe. The Richmond Council, which council had a joint interest with Prahran in the bridge, did not share the alarm of
the Prahran Council. The Prahran Council wanted to close the bridge, but the Richmond Council would not consent. Considerable friction ensued, but the Prahran Council, preferring to be "sure than sorry" and solely concerned for the safety of the travelling public, determined to have it its way. The Prahran Municipal Corporation is body, as its past history shows, was not a corporation to be turned off a course it deemed to be a right one to pursue. Lacking the co-operation of the Richmond Council, the Prahran Council did what lay within its power to prevent any bridge accident. On 17th December, 1914, it closed the approach to the bridge by putting a fence across the road on the Prahran side. By doing so traffic between Richmond and Prahran across the bridge was stopped. This decisive stroke was the cause of immediate protests from the Richmond Council, and from those travellers who used the bridge, but the Prahran Council held to its action.

The Government ordered the Prahran Council to reopen the bridge for traffic, in default of the Council doing so, it threatened to repair the bridge at the cost of the Council. This threat did not disturb the Prahran Council. The position was full of possibilities, but any trial of legal rights otherwise on the part of the Government to open, or on the part of the Council to close the road was averted by the action of someone unknown. One morning Prahran municipal workmen saw the fence had been partly removed, and that the traffic was trotting across the bridge as usual. Smashed fragments of the fence were afterwards found on the Yarra banks. Richmond rejoiced, and it looked as if there were possibilities of an inter-municipal, city, and Government war about a bridge the Prahran Council refused to accept within the margin of safety.

The Prahran Council resumed its agitation, which it had carried on for 20 years, with a delegation to the Minister of Public Works in June, 1915. The Council asked for assistance, but the Minister was unsympathetic, and replied that, in view of the exceptional financial circumstances existing at the time, no provision could be made for a grant for the bridge.

Recognising that the objections were reasonable in view of the extraordinary conditions which prevailed, the Prahran Council did not further press its desire, which were
backed by determination to have a bridge which should reflect credit on the City of Prahran. In the opinion of the Council an imposing bridge, a structure of beauty and of permanence was alone worth to be the highway to the northern city gate. In several ways this point of approach to the city was one that could be made noticeably picturesque. The Mayor of Prahran (Cr. A. H. Woodfull, LL.M., afterwards chairman of the Bridge Committee) said that the bridge would not merely be the connecting link between Richmond and Prahran, but the outlet from the northern and eastern suburbs. It was going, he declared, to be a second Prince's Bridge, an avenue for an immense volume of traffic.

A great amount of official spade work had to be done before the proposals for a bridge of the class pictured entered the practical stages. The feeling in 1915 in municipal and tramway circles was that the construction of the new bridge could not be delayed for much longer. Such a bridge was necessary, apart from the increasing volume of ordinary traffic, if the proposed electric tramway between Clifton Hill and Prahran was to be made.

In 1919 a deputation from the Prahran and Richmond Councils, and the Prahran Traders' Association, waited on the Minister of Public Works, Mr. (now Sir) Arthur Robinson, to again urge the construction of a new bridge.

On 23rd July, 1919, a conference of the Melbourne, Prahran and Richmond Councils, and the Tramway Board was called by the Minister of Public Works (the Hon. Arthur Robinson, M.L.C.). The Melbourne Council did not send a representative. The Minister said that he had found it necessary to build the proposed three spans in Church-street instead of two spans, as was contemplated at the outset. About £45,000 was the estimate of the work, and the following proportion of the cost was adopted as being fair to the contributing parties. The Government agreed to contribute £3,500, and the balance was allotted:

- Prahran Council: 32. . . . . . . . . . . . . . . . £ per cent.
- Richmond Council: 32. . . . . . . . . . . . . . . . £
- Metropolitan Tramway Board: . . . . . . . 2 0 . . . .
- Melbourne Council: 11 . . . . . . . . . . . .5
A joint committee of the Prahran and Richmond Councils was then appointed to have the bridge built. The members of the committee were:

Prahran.—Cr. A. H. Woodfull (Chairman), Cr. C. B. Matthews, Cr. J. J. W. Flintoft, Cr. A. A. Holdsworth.

Richmond.—Cr. H. H. Bell, Cr. J. W. George, Cr. H. Nicol, Cr. M. M. Joyce.

Secretary to the Bridge Committee, Mr. John Romanis, Town Clerk, Prahran.

The Prahran Council lost no time in calling for competitive designs for a reinforcement concrete bridge. The first prize was awarded to Messrs. H. Desbrowe Annear and T. R. Ashworth, the second to Mr. A. C. Leith, C.E., and the third to Mr. A. E. Kneen, B.C.E. Messrs. Desbrowe, Annear and Ashworth, in conjunction with Mr. J. A. Laing, M.C.E., were commissioned to prepare designs and working drawings for a reinforcement concrete bridge of the multiple ribbed arch type, consisting of three spans of 100 feet each.

The plans provided for a bridge 66 feet wide between hand rails, giving 48 feet roadway and 9 feet wide footpath each side. The length between abutment faces is 321 feet, with 300 feet waterway in two clear spans of 97 feet and one span of 106 feet. The site is a commanding one, and the deck level is fixed at a height of about 40 feet above low water at the abutment rising 10 inches in the form of a vertical curve to the centre of the bridge.

"The geological formation at the site is such," says Mr. J. A. Laing, M.C.E., "as to necessitate expensive foundations for the intermediate expensive foundations for the intermediate pier and the northern abutment, while the southern abutment foundation is present at a particular problem. Two alternative designs for the construction of the northern abutment foundation were placed before tenderers, an above solid mass concrete foundation carried down to rock was adopted, when it was ascertained that this was a small amount more costly than the alternative pile foundation. The southern abutment was founded on silurian rock, which outcrops on the surface the northern one is founded on mass concrete."

When tenders were called for the bridge, that of the Reinforced Concrete and Monier Pipe Construction Company was accepted, the lowest tender, at £71,539. Four tenders were...
received, the highest among them being that of R. O. Law, £102,022. Th e successful tender did not include the cost of steel, plus massed concrete for the northern abutment of the bridge.

Unforeseen difficulties beset the path of the bridge builders. One of the m was that the place propose d for the foundation s of the bridge, owing to underground rock complications, caused trouble and delay. Another setback was caused by the flooding of the river in October, 1923. In the middle of that month heavy rains in the hills, flowing into the watershed s of the river, so increased the swollen volume of water in the Yarra that its surface was 13 feet above summer level, a height it had not reached since 1891. Its current raced at the rate of over ten miles an hour. Carried in the swirl of the angry waters were trunks of trees and miscellaneous debris, which had been swept by the floods into the river from the countryside for miles upstream. Gangs of workmen were busy at the partially erected bridge struggling to guide the heavy logs into open waterways, and so prevent the massed weight from the delirious timber from carrying away the woode n piles, and the superstructure built upon them. Men plied their axes, cutting willow tree trunks in half, while the flood surged under the workers, threatening to sweep them away. They stood on planks, well aware of their danger, but undaunted still they chopped to save the bridge's scaffolding. At night the scene, with the bridge-savers at work, by the aid of lights, over the dark waters was one of impressiveness and weirdness. It looked as if the struggling little figures, fighting the force of Nature in the form of flood waters that had no mercy, must be beaten, that the scaffolding they were trying so hard to save must collapse, and be borne by the conquering river to the sea.

At 1 o'clock on the dark Sunday morning of 14th October, when the men were working on the staging, a large tree of about 20 tons of timber came looming down the river, a floating battering ram. An alarm cry was shouted, and ten anxious men tried to steer the tree past the bridge. The great trunk was too cumbersome for the m to handle, but to the river it was but a plaything to be toyed with. With its weight, and the impetus it gathered from the current, the tree was a serious menace to the piles, but after a jamb, it swayed with the swirl of the waters, and the n escape d down stream. In passing
it collide d wit h an d severel y shoo k th e woode n structur e jus t t ready to receive th e concrete on th e south side of th e river. Th e finished concrete piles going down 60 feet below th e surface stood unmoved in their cemented strength, th us meeti ng their first assault from a Ya rra flood. Th e damage done to th e scaffolding by th e flood cost sever al hundred s o f pounds t o make good, an d th e completi on o f th e bridg e itsel f wa s delaye d fro m th at caus e for tw o months.

Much wate r ha s passe d th e river banks since th e old bridg e was opened to man and beast in October, 1857. Th e bridge served our forefather s wel l in thos e almos t no w forgotte n days, when cattle were driven, during the night, down Dandenong-road, along Chapel-street, till th e mob crossed th e bridge on th eir way to th e Richmond an d Melbourn e slaughte r yar ds.

And what of th e travellers who, so full of life and impatience, first crosse d th e bridge? Mos t o f th e m sinc e th e n ha v e passe d o ver th e shadowy bridge which Faith has built to link th e Present with Eternity. An d no w th e bridg e itsel f is broke n up! It lies cast, a dead thing, with out form, on an old iron scrap heap. Onl y its memory, onl y some picture s o f th is historica l bridge, remain to interest curious minds concern ed abou t th ings th at onc e were, an d which now are no more.

A temporar y woode n bridge, to serv e th e traffi c during th e work o f building th e New bridg e, was constructe d near th e rail -way bridg e oppos it e Ya rra-street.

By th e end o f Apri l th e new bridg e wa s se t o n its foun da -tions, an d th e outlines o f th e graceful arches wa re takin g form. Wednesday, 2n d May, 1923, wa s th e da y chose n for th e ceremony o f layi ng commemoration stone s o n th e pier s o n eac h si de o f th e river, wh ich pier s mark th e boundary line o f th e two cities, Prahr an d Richmond. Th e tw o mayors, attende d b y th eir councillors, Parliamentar y representa tives, an d o th er s in -terested i n th e erection o f th e bridg e, performe d th e tw o cere -monies. Th e commemorative stone on th e Prahran side was th e first on e to be declared "well and truly laid" by His Worshipp th e Mayor, Cr. W. T. Chambers, an d he wa s presente d with a silver trowel b y th e architect, Mr. H. Desbrowe Annear. A n addres s was delivered by th e Chairman of th e Bridg e Committee, Cr. A. H. Woodfull, in whic h he sketche d in lightl y an d interestingl y th e difficulties connected with th e bridg e which had been encountered.
He told the story to how those difficulties had been happily overcome, and the solid concrete work before them was the best evidence of that important fact. A gold medal, the first in connection with any Prahran work, was struck in commemoration of the building of the bridge. Each member of the committee received one. These medals will be of great historical interest in many years to come, and will be sought for by enthusiastic collectors on account of their rarity. These medal’s intrinsic value, the committee being of a frugal mind, is infinitesimal. After the ceremony the Bridge Committee, and its guests, were entertained in Messrs. Bryan and May’s social hall, at that firm’s invitation. An interesting guest of the Mayor of Richmond was a lady, a Mrs. Thomas, of Church-street, whose age was stated to be 102 years. She remembered seeing the work of the erection of the old iron bridge in 1857.

The Prahran foundation, or commemoration stone of the new bridge is placed at the south-east corner of the bridge, and it bears the following inscriptions:

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CHURCH STREET BRIDGE.
This Foundation Stone was laid by the Mayor of Prahran
COUNCILLOR WILLIAM THOMAS CHAMBERS, J.P.
On the 2nd day of May, 1923.
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Prahran Joint Bridge Committee
Councillor Alfred Holme, J.P.
Councillor Josiah James Watson, J.P.
Councillor Hector Hercules Bell, J.P.
Councillor Benjamin Matthews
Councillor Maurice Michael Joyce, J.P.
Councillor Lieut-Colonel Albert Armatage
Councillor Holdsworth, D.S.O., V.D.
Councillor John William George, J.P.
Councillor Harry Nicholas
John Romanis, Town Clerk, and Secretary to Bridge Committee.

COUNCILLORS:
Herbert Austin Embling, J.P.; Willia m Matthew Mellwrick; Willia m Benjamin Lumley; Arthur Richard Jackson; Alber t Victor Renowden, J.P.; Aeneas McGregor; Frederick Harvey.

The Reinforce d Concrete an d Monier Pipe Construction Company Proprietor y Limited, Contractors.
HIS WORSHIP THE MAYOR OF PRAHRAN, COUNCILOR W. T. CHAMBERS, J.P.,
DECLARING THE COMMEMORATION STONE OF THE NEW
CHURCH STREET BRIDGE TRULY LAID,
2nd May, 1923.
Under the stone was placed an iron cylinder, in which was enclosed some information about the old bridge, together with newspapers of the day and coins of the realm. The following is a copy of the document:

**CITY OF PRAHRAN.**

**CHURCH STREET BRIDGE.**

This Reinforced Concrete Bridge is erected in accordance with the provisions of an Act of the State Parliament of Victoria, 1919 (No. 3020). The total cost of the work is £84,000, and the following are the contributors:

- Government of Victoria
- Council of the City of Prahran
- Council of the City of Richmond
- Council of the City of Melbourne
- Melbourne and Metropolitan Tramways Board.

This Foundation Stone is laid by the Mayor of Prahran, Councillor William Thomas Chambers, J.P., this 2nd day of May, 1923, in the presence of the following Councillors of the Municipality of the City of Prahran:

- Josiah James Walter Flintoft, J.P.
- Herbert Arthur Austin Embling, J.P.
- William Matthew Mcllwrick
- Albert Holmes Woodfull, LL.M., J.P., Chairman of Bridge Committee
- William Benjamin Lumley
- Albert Armytage Holdsworth, D.S.O., V.D.
- Benjamin Matthew
- Aeneas McGregor
- Albert Victor Renowden, J.P.
- Frederick Harvey
- Arthur Richard Jackson
- John Romanis, Town Clerk.
- Councillor J. W. Swanson, J.P., Lord Mayor of Melbourne.
- Hon. Francis Grenville Clarke, M.L.C., Minister of Public Works.
- Alexander Cameron, Chairman of Melbourne and Metropolitan Tramways Board.

H Desbrowe-Annear, Architect

The Reinforced Concrete and Monier Pipe Construction Company Pty. Ltd.—Contractors.
This bridge replaced a iron bridge 23 feet wide, which was erected by the Government of Victoria in the year 1857. The Government had purchased the sections of three iron bridges from the Imperial War Authorities, and on each section was erected here to connect Prahran and Richmond. The following record is taken from Cooper's "History of Prahran (1836-1911)":

"Prior to the erection of the bridge in 1857, land had to be purchased on the Prahran side of the River. The sums paid were to Hughes Hicks, £60; to E. J. Murphy, £100; and the excessive sum of £2,000 to Peter Snodgrass. He evidently demanded more, for the sum was arrived at by arbitration, the arbitrator being Dalmahay Campbell, who received a £15/15/- for his services. The small piece of land Snodgrass received the £2,000 for was sold at £2 9 a acre at the Crown land sales, and was apparently the most northerly portion of the section—a barren hill of schistose rock. The Prahran Council had the road approaches to the bridge from Chapel-street at a cost of £2,052, that sum being repaid to them by the Central Road Board. A immense amount of scaffolding was employed in the construction of the bridge. The high banks of the Kver were covered with a net-like covering of wood, to which the fabric of the heavy scaffolding was attached. The material for the scaffolding cost £2,054. Other large sums were—Approaches, £3,517; Foundation on the Richmond side, £7,677; Part of Prahran side, £3,211; Abutments, £10,988; for part of approaches, Richmond side, £5,178; wages, £2,241. In all, the total cost of the bridge was £57,000 odd."

**STATISTICS.**

Area 2,320 acres
Population 51,000
Dwellings 12,000
Annual Valuation £950,000
Rate in the £ 1/9
Annual Municipal Revenue £100,000

Also enclosed in cylinder—

Description of bridge by J. A. Laing, M.C.E.
"Prahran Telegraph"
"City of Prahran Annual Report"
"City of Prahran Annual Statement"
"Age" "Argus" "Sun" "Herald"

Coins—
Half Sovereign Threepence
Half Crown One Penny
One Shilling Sixpence

The official opening of the bridge by His Excellency the Governor, the Earl of Stradbroke, took place on Tuesday, 8th July, 1924, at 8 o'clock p.m. On that memorable night the Prahran
Council, after its year of persuasive work directed toward the Government and the Richmond Council, had the pleasing knowledge that before it was the visible sign that it had at last overcome all the many departmental difficulties, and all the numerous neighborly hesitations that for so long delayed the construction of the bridge. From the beginning of the bridge proposal the Prahran councillors had strong and clear idea of the class of bridge they wanted. It was the corporate council's desire to pay for a notable bridge, but the other contracting parties did not share that aspiration. Rather did the Government share with John Gilpin "a frugal mind," and it hesitated for quite a while before it would consent to the expenditure of a sufficiently large sum of money in building a national bridge to serve for all time, because it thought a less costly bridge sufficient for present needs. The Prahran members of the Bridge Committee, led by the Chairman, insisted upon the Government taking a long view, a visionary view of what the future contained, and the Councillors persistently urged that their view was the correct one, and that if the bridge was to be built it would have to be such a one that would reflect credit for all time on the authorities who placed it there. In the circumstances the Councillors' pleasures were understandable when the y saw realised the Prahran Council's long-projected vision of a beautiful bridge. There it was, a concrete pearl, truly set and in being, spanning the river, a picturesque and permanent northern gateway to the city of Prahran.

For one or two days before the opening of the bridge the fog had been hanging about the southern metropolitan area. On Tuesday night the fog was thick in various parts of Melbourne, but the wraith-like sheets of clouds did not rest so densely along the Yarra flats at Richmond. Before eight o'clock thousands of people came to the riverside, and thronged the roads leading to the river, intent on becoming a unit of the crowd at the bridge's opening. A small detachment of policemen, who had been appointed to control the crowd, was soon lost in the closely packed gathering of men, women, and children. The bridge and its roadway approaches, notwithstanding the thick veil of fog, were as light as day, due in part to the exceptionally fine bridge lighting scheme, carried out by Messrs. J. R. Bow Pty. Ltd. The bridge
lights are mounted on columns of concrete, and there are 32 lanterns in all. In addition to the ordinary permanent lights on the bridge on the opening night, the bridge was specially illuminated by colored electric lighted globes hanging in festoons, and the sense of a festive ceremonial was suggested by the flashing of searchlights. Fifteen minutes before the bridge was opened it was impossible to approach within 300 yards of the structure owing to the density of the good-humored well-behaved crowd.

His Excellency the Governor, the Earl of Stradbroke, arrived at the bridge promptly at eight o'clock, where he was met by the Chairman and a member of the Bridge Committee. Councilor Woodfull, the Chairman, presented His Excellency with a ceremonial gold key for the purpose of unlocking the gold padlock which held in position a chain that arrested the right of passage way across the bridge. The first electric illuminated car was then driven on to the bridge. His Excellency stepped into the motor-man's cab, and said it gave him great pleasure to perform the ceremony of opening the bridge. The bridge, he continued, was an ornament to the metropolis, and it would be of great assistance in relieving traffic congestion in Melbourne. He saw in the bridge "a thing of beauty" for all time.

Cheers were given when the bridge was declared opened. The ceremony was a simple one in its trappings, but it was one of paramount importance to Melbourne and Greater Melbourne.

The official party then adjourned, at the invitation of Messrs. Bryant and May, to their large hall attached to the match factory situated on the north side of the river. After enjoying the hospitality of Messrs. Bryant and May, congratulatory speeches were made. The Chairman of the Bridge Committee (Councilor Woodfull), who presided at the board, stated that originally the opening of the bridge was arranged for the 25th June, but at that date the bridge had not been tested. He proposed the Health of His Excellency, who, in acknowledging the toast, said that the warmth of the greeting extended to him, and the ceremony which had been carried through, would always remain a very pleasant memory with him, even without the present of such a beautiful gold padlock and key. He congratulated the Councils, Prahran...
and Richmond, not only up on n erecting a bridge that would improve the communication between two great municipalities, but also upon adding to the beauty of Melbourne's riverscape.

His Worship the Mayor of Prahran (Councillor W. B. Lumley) having proposed the toast of the Federal and State Parliaments, Mr. Scullin, M.H.R., responded. Mr. Maxwell, M.H.R., for Fawkner, and Messrs. * Councillor A. R. Jackson, M.L.A., the newly elected Labor member for Prahran and Cotter, M.L.A., also spoke.

Other official speakers were the Attorney-General (Sir Arthur Robinson), the Lord Mayor of Melbourne (Councillor Brunton), The Mayor of Richmond (Councillor Kennedy), Councillor Flintoft (Prahran), and the chairmen of the Tramways Board (Mr. Alexander Cameron), the Chief Secretary (Dr. Argyle), and the Minister of Public Works (Mr. Cohen).

On the Prahran shore end buttresses of the bridge are emblazoned the arms of Prahran and the Council's motto, Spectemur Agendo, "Let us be seen by your deeds," which still appropriately today expresses the spirit of the Prahran Council as it did on 3rd May, 1856, when the Council carried out its first work, also in the nature of a bridge, a culvert in Williams-road, at a cost of £75. The total cost of the new bridge is not yet known, but the amount, it is surmised, will be in the vicinity of £100,000.

The bridge test, which the Chairman of the Bridge Committee referred to, was made on 26th June in the afternoon by means of four road rollers, having a total weight of 46,000 tons. Two tests were made. First the rollers passed over the bridge in single file, and then, secondly, two rollers abreast crossed the bridge. In each case both sides of the bridge were tested separately. It was found that the hinging and the balancing of the bridge had been so successful that only deflections of 1/24th and 1/40th of an inch were recorded. So far as the bridge builders are concerned the bridge is constructed to last for eternity. If that time is vague, it is not too much to say that the present bridge will be in use hundreds of years hence, and also that it will be a busy wayfare in the heart of a great Melbourne city, containing millions of inhabitants, the London of the Southern Hemisphere. Melbourne will expand in time almost beyond any dreams of today, for Australia will, in centuries to come, be the home of one of the most powerful, progressive,  M
healthy evolutionised nations of the earth. A bridge carries you a long way; it even suggests the mental indulgence in a dream of bridging over time itself.

When one remembers that the bridge, which was opened on this historical Tuesday night, is the bridge head of bridge evolution, which evolution started by man using a fallen log to cross a stream, the temptation to marvel at men's works, as shown in the perfection of this concrete bridge, declares to be as fine a one of its class as is to be found in the world, is obvious.

Bridges have done more to bring people together than peace conferences; the way of communication is the way to understanding. The opening of the new Church-street bridge marked an important era in the city, in Victoria itself, and on which the progressive city fathers and citizens of progressive Prahran do take a great civic pride in.

No name has yet been agreed upon for the bridge. The Chairman of the Bridge Committee (Councillor Woodfull, of Prahran) has suggested the historic Prahran name of Forrest. The other contracting parties to the building of the bridge may object to the name of Forrest Bridge on the grounds that the name is pertinent to Prahran only. Possibly, in the end, a more generic name, such as The King's Bridge, will be selected, a name that historically may mean anything or nothing.
CHAPTER XI

Suburban railway companies — First railway train from Melbourne via St. Kilda arrives at Windsor — The loop line — Union-street crossing — Council pulls up rails — An Equity Suit ensures — Enoch Chambers and Foundry-lane.

The Melbourne and Suburban Railway, projected in 1856, and formed in 1857, was promoted to connect Melbourne with the districts of "Richmond, South Melbourne, Prahran, Windsor, St. Kilda, Elsternwick, Ellwood, Little Brighton, and London." "At this period a distinct company, the St. Kilda and Brighton Railway Company, was incorporated for the purpose of linking the Hobson's Bay Terminus (which railway was complete in 1854) at St. Kilda with Brighton, and resulted in the Legislature allowing the rival company to construct that portion of the line lying between St. Kilda and Brighton; therefore, the route of the Melbourne and Suburban Railways was confined to that portion of the suburbs situated between Melbourne and Wellington-street, Prahran; and its branch, as originally laid out, to Hawthorn; with power to confer on the Act to use the Brighton and St. Kilda Railway to its terminus at Brighton/"

The St. Kilda and Brighton Railway Company was the third company formed. In 1857 the Company was incorporated to run a line from Brighton Beach to Windsor. In addition to the power to run a line to Windsor, the Company was authorized to construct what was called a "loop line" between the St. Kilda Railway terminus in Fitzroy-street to the Windsor railway station. The loop line started from the Windsor station, went through what is now partly a railway wood siding, and entered the municipal reserve, Gladstone Park, crossed Punt-roa, and at St. Kilda-rove by means of two embankment and a bridge, which bridge was approximately opposite Raleigh and Union streets, and the north of the

*Now Elwood. Place surmise b y compile r t o hav e b ee n name d aft e r Thomas Ellwood, a quaker, th e frien d o f Milton, b y Charlie s Josep h La trobe, C B, Lieut. Governo r o f Victoria, 1851-54, wh o wa s a sincere frien d o f Quakers, having himself b ee n dest ine d fo r th e Moravai n ministry, o f whic h hi s fathe r was a clergym a n i n Yorkshir e.
line swung round through South Yarra (now called Albert) Park, into Fitzroy-street station. The first train to enter Prahran did so at Windsor over the loop line on 3rd December, 1859. It was a special train, consisting of a steam engine and two carriages, containing about 40 passengers. It left Melbourne at noon, and after a short delay at the St. Kilda railway, entered on the new line, accompanied with the good will, expressed by the spectators, with cheers. Ten days afterwards the line was opened for the traffic of the general public, and the trains ran on to Bay-street, Norht Brighton.

Windsor station was the know n as Chapel-street station. The train leaving Melbourne stopped at the following stations:—Emerald Hill, Butts, St. Kilda, the n across b y the loop line to Chapel-street, the n on to Balacrava, Elsternwick, and Brighton. The first week-day train left Melbourne at 7.45 a.m., the last at 12 midnight. There were 45 trains a day. On Sundays the first train left at 10.40 a.m., the last at midnight, but it only went as far as Emerald Hill. There was no train before the train through to Brighton, and it started at 11.30, arriving at Chapel-street at 11.49. Monthly tickets were:—First class, £1/10/-; second class, £1/5/-.

The Hon. J. G. Wise, M.H.R., an d late Postmaster-General in the Hughes Ministry, was an early Prahran resident. In 1860 he lived in Hornby-street, which was the new calle d Nelson-street east. He went to school in Melbourne, and he was the first school-boy to take a child's monthly ticket from Chapel-street station, via the loop line to St. Kilda, into Melbourne. According to Mr. Wise there were no trains past St. Kilda after seven o'clock at night. Residents of Prahran, if detained in Melbourne after that hour, were accustomed to walk from St. Kilda to their homes in Prahran.

Not a month elapsed between the laying of the Town Hall's foundation stone and the arrival of the first train in Prahran from Melbourne. That notable event took place on Saturday evening, 24th November, 1860, when the train steamed across the bridge at South Yarra, having boarded Patrick Higgins, the contractor for the line across to Windsor; the engineer of the
ENGINE BUILT AT PRAHRAN BY ENOCH CHAMBERS,
"FIRST VICTORIA."

Foreman Barnes is the figure in front of the engine. Enoch Chambers is the third yuan in the "cab."

[See Page 185. ]
Melbourne and Suburban Railway Company, Francis Bell; Mr. Lilley, the secretary; the Hon. George Coppin, John Houston, M.L.A., W. Randle, the directors; Smit h and Merritt, the civil engineers; and a number of gentlemen. The engines used were purchased from the Geelong and Melbourne Railway Company, and bore the name of "The Hercules." At the time it was one of the most powerful in the colony, capable of drawing 100 tons on a dead level. The rails were also bought from the Geelong Company, and the carriages were made in the colony by W. Grant. The railway bridge at South Yarra was erected by John Browne, contractor, and the ironwork, 250 tons in weight, had only arrived five weeks before from England. The celerity with which the iron was built into the bridge was the subject of favorable comment. Its central span is 137 feet; its sides, 35 feet high; and its distance from the waters of the Yarra, 26 feet. In describing the line, a report says: "After crossing the bridge it passes over a heavy embankment, which is rendered necessary by a deep swamp, and thence through a deep cutting to Gardiner's Creek-road, which is intersected by a substantial bridge. In the construction of the line 200,000 yards of earth were removed."

The "deep swamp" (?) referred to was the swamp at the foot of Forrest Hill, and which is now reclaimed land abutting on Yarra-street. When the railway line was being built the embankment leading to the bridge slipped bodily down on one night into Yarra-street. Upon the embankment were a number of trucks, which also went till-mell into the swamp's greasy mud. The contractor deemed the labor of their recovery of more value than the cost of the trucks, so he built another embankment, leaving the trucks, where the remains still lie buried beneath the road-way of Yarra-street.

The Melbourne and Suburban Railway Co. called its southern venture its "Prahran Branch." The station was Swan-street (now Richmond) and Cremorne station. Cremorne station was a little to the north of the railway bridge, but it has long since been done away with.Possibly the only reason that Cremorne was made a stopping place was on account of the gardens, where there were dancing, entertainments, and open-air shows. Thos e gardens were frequented by fast men and women having money to burn. The Hon. Georg e Coppin, wh o was the chairman of the Melbourne and Suburban Railway, and G. V. Brooke, the
tragedian, both held many shares in the Cremorne venture. The paddle-boat, the "Gondola," which traded to the Prahran wharf, just south-east of the gardens, was a favourite means by which city folk reached the gardens by a river trip at night.

The next station to the Cremorne Gardens station was that of Gardiner's Creek-road (South Yarra), Greville-street (Prahran), Chapel-street (Windsor). The first train left Melbourne at 6.50 p.m., the last at 11.30. The service consisted of 26 trains a day. Sunday trains, the first at 9.30 a.m., the last at 9.30 p.m. The single fares, first class, were to Gardiner's Creek-road, 8d, return 1/-; to Greville-street 9d., return 1/2; to Chapel-street 10d., return 1/3; second class, 6d. and 9d., 6d. and 10d., 8d. and 1/-.

The monthly tickets, first class, cost, to Gardiner's Creek-road, 20/-, to Greville-street 21/-, to Chapel-street 22/-; second, 15/-, 16/-, 18/-. Apparently the train stopped at Commercial-road, for it is mentioned that the fare from Chapel-street to Commercial-road, and vice-versa, is, first 3d., return 4½d.; second 2d., return 3d.

The St. Kilda and Brighton Railway Company did not prove a successful venture, and it floundered in financial difficulties from the date of its opening, 1859, to 1862, when it was bought by the Melbourne and Suburban Company, which ran its trains through from Prince's Bridge to Brighton. In 1865 the Hobson's Bay Company purchased these two companies, and the company then changed its name to the Melbourne and Hobson's Bay United Railway Company, which in its turn was bought by the Berry Government in 1878. That purchase gave the Government the direct line to Oakleigh and Gippsland. Incidentally it forced the expansion of Prahran, inasmuch as it created the railway station so of Toorak and Armadale. Both these places are now thickly populated, and adorned with fine suburban residences.

When the Melbourne and Hobson's Bay Unite d Railway Company purchased or amalgamated with the Melbourne and Suburban Railway, in the term so of the purchase (defined by Act of Parliament 269, in Section 31), the Company was relieved of the necessity of maintaining the "loop line." It had the option within two years to complete the "loop line," or if the company did not do so, then all the Crown lands granted for that line were to revert to the Crown. The Company did not complete
the line within two years, though the embankments had been removed, and the Crown lands had reverted to the Crown.

On the private land, however, between Union-street and Punt-road, then known as Hoddle-street, the railway still existed, and was used by the company for the purpose of carrying screenings to a depot at Hoddle-street, at the instance of Enoch Chambers, who erected some stone shoots there. The line was also used for shunting trains from Brighton, and the railway gates in Union-street were constantly shut, causing complaint that the street was almost blocked to traffic. The Prahran Council, as the local guardian of the people's rights over the free thoroughfare of the borough's streets, resented the action of the company. It pointed out that the company could not chop and change an Act of Parliament to suit its convenience, and to increase its profit as carriers of stone from Richmond quarries to the Hoddle-street siding. The Council finally intimated that its members would attend with a gang of men and tear up the rails crossing Union-street, and breach the gates and fences as an obstruction to the street.

The company evidently did not regard the threat seriously, but one morning, in the early hours, the Council, with the Town Clerk (Mr. John Craven), the Borough Solicitor (Mr. J. C. Turner), and a gang of men, accompanied by some police, proceeded to Union-street, and commenced to tear up the rails. In the meantime the officials of the company appeared on the scene. For a time it appeared as if there would be a free fight between the men of the company and the Council's men in prizing up the rails. To save bloodshed the parties agreed that the right of the Council should be tested in the Equity Court, the company undertaking not to use the line until judgment was given.

The suit was heard on 17th April, 1869, before Mr. Justice Molesworth; Mr. J. W. Stephen, Mr. Holroyd (afterward s Judge), and Mr. a'Beckett (afterward s Judge), appeared for the Railway Company, while Mr. Higinbotham (afterward s Chief Justice), and Mr. Web b (afterward s Judge ) represented the Council—a truly remarkable array of forensic talent! The plaintiff's contented that as the "railway had been laid down illegally in the first instance, they were not an encroachment on the street, and that the Council had no right to be judges in their own case, and d
decide that the company had forfeited all right to the use of Union-street." The Council relied upon the Act of Parliament. In delivering judgment, Mr. Justice Molesworth said, with a touch of irony, that no irreparable damage was alleged. "If the rails were broken up, and the traffic stopped, the measure of damage was easily ascertainable, and those damages would be the amount that was payable by the company to Mr. Chambers, for whom they carried the stone, for loss of traffic. The line had not been completed; some of it had fallen into disuse, and the company were therefor the defaulters, and judgment would be given against them; the injunctions would be refused, costs to be costs in the cause. "In this way, by a legal tour de force, the Prahran Council wiped the "loop line" off the map of Prahran, and left Union-street with one set of railway gates instead of two.

The "loop line" went across the swampy ground at the Albert Park Lake, on wooden trestles, and the noise the train made is still a memory with men who were then youngsters. The stone shoot referred to were built out of the heavy timber used in the trestles. The Enoch Chambers mentioned in this, the first equity suit of the Council, arrived in Melbourne in March, 1853. For lack of suitable accommodation he was compelled to take up his abode, with his young family, in Canvas Town. Shortly afterwards he was successful in obtaining a contract for clearing a portion of St. Kilda-road of its timber. In order to utilise the timber he made a saw pit in the vicinit y of the lagoo n know n to-day a s Albert Park Lake, but which at that time was a more or less reed-choke d swamp, the resort of wild fowl. As the gum trees were axed down, and their stumps grubbed, the timber was drawn by bullock s to the pits, and then cut and split into fire-wood lengths for the Melbourne market. The contract for clearing the road, through the profits won from the sale of the wood, proved very remunerative.

Chambers was able to start in his own trade, that of an engineer, which he had learned in Nottinghamshire, his native place. He established a foundry in Prahran, where he employed about twenty men. The castings made there were turned at his engineerin g sho p in Little Collins-street. The foundry, known far and wide, had its frontage to Charles-street, along High-street, to Perth-street. On the same land Chamber s
erected a two-storied red brick house, where he dwelt. The building is still a prominent dwelling in Perth-street. An allotment encroached upon the block at the High-street frontage, on which was a house tenanted by the late Frank Stephen, who was years afterward the City Solicitor of Melbourne. He was the father of the late Lady Madden, the wife of a Lieutenant-Governor, the late Sir John Madden. Her Ladyship was born in that cottage. Frank Stephen, whose full name was Francis John Sidney Stephen, was a early councillor of the city. One evening the chairman fined him £1 for non-attendance at a Council meeting. Councillors were often fined for absence, without apology, in sums of 5/- and 10/- a time.

The back of the foundry was flanked by a lane wherein were three wooden shanties, occupying about 60 feet. This passage-way, of some 100 feet in width, was the oft-mentioned Foundry-lane of Prahran. The Melbourne foundries were Langlands and Fultons, and with those rival shops Chambers competed. Chambers wrought most of the iron girders for the railways, as well as casting lamp posts and in use about Melbourne. In 1864 he made, and the new erected in near Mary-street, Richmond, a stone-breaking machine, which enabled him to enter into numerous contracts for supply of road metal in the growing municipalities of Prahran and St. Kilda, and incidentally tempted the M.H.B.W. Railway Company to act as his carrier of stone, leading them into the disastrous equity suit.

In the first edition (1912) of this history it is stated that "Enoch Chambers and Prahran belong to the distinction of having built the first locomotive ever made in Victoria, the said locomotive having been cast at the foundry, turned at his engineering shop, erected at the foundry, and ran from there on rails on to the Brighton railway line." Beyond doubt, if tradition in this case can be relied upon, a locomotive was made at the foundry, and the photograph reproduced is one of the locomotives referred to, but that the locomotive being the first made in Victoria was to-day (1923) regarded as clairvoyant. Mr. Matthew J. Murray, born 1847, in Melbourne, and the locomotive foreman in the Melbourne and Hobson's Bay Railway Company, states in some memorials of early Victoria Railways, which appeared in the "Victoria Historical Magazine," that the first boiler engine was made by Langland's Por Phili p Foundry,
which was situate d in Pritchards-lane, of f Flinders-street west, and the engine by a firm, Robertson, Martin, Smith and Co., in 1854, and the engine complete d wa s use d o n th e fir s t railwa y opened 12th September, 1854. Enoc h Chambers made the girders for the overhead bridge s and th e staircases, whic h were erecte d at th e Hobson' s Ba y Railwa y Station, Flinders-street, and d hi s name wa s moulde d int o th e iron work. Hi s nam e ther e mus t have bee n notice d b y hundred s o f passenger s wh o crosse d th e bridges. I t was s o see n b y th e compiler.

In May, 1870, Enoch Chambers met his deat h by being thrown from his buggy while driving along Dandenong-road. Up to that date his funeral was the longest—it extended from High-street to Dandenong-road—ever seen in Prahran. His workman, to the number of 132, walked four abreast behind the hearse. Along the entire route, as well as in other parts of the borough, the shops o f th e tradesmen were closed. The blind s o f priva te houses were drawn, while e a t th e Tow n Hal l (Enoc h Chamber s was a n ex-councillor), a s wel l a s man y privat e establishments, flags were flow n a t half-mast. Fiv e hundred peopl e follo we d th e hears e i n 7 3 vehicles, 1 4 cabs, an d a numbe r o n horseback. Over 2,000 spectator s line d th e rout e t o St. Kilda Cemetery. H e left a wife an d se ve n child ren, hi s eldest son, William Chambers, at the time of his death, being captain of the Southern Rifles. A n insurance of £5,000 was effected on his life, and the premium had been left on its actual due date unpaid; the month's grace expired on thee Monday following the fatal accident, so that his family was just in time to redeem the polic y and obta in th e insurance money. Whe n he die d hi s estat e was involved, an d d i n th e gri p of th e National Bank. I n th e term s of his overdraft was a clause b y whic h he th oughtful ly provided that Mrs. Chambers should have th e us e an d occupatio n of th e two-storie d hous e until his death. She survived him for a number of years, dying at the age of 95 years. Th e Cham bers fami l y is honorabl e know n i n Prahran. A grandso n o f Enoc h Chambers, Cr. W. Thoma s Chambers, wa s i n 1922-3, Hi s Worshi p th e Mayor o f Prahran.

Foundry-lane was the connecting lin k betwee n Greville-street, on the Town Hall side, with Greville-road on the Punt-road side. Both o f thos e streets, compare d wi th th e Foundry-lane, wer e wide streets, Greville-street being 40 feet, Greville-roa d 50 feet, while Foundry-lan e wa s only 14 feet, wit h a gutte r o n one side.
The bank authorities, on being approached by the Council, in 1880, fell in with the proposition to widen Foundry-lane, provided they did not lose thereby. The bank people were fully seized of the advantage of selling to the frontage of a 50-foot street; the residents in Greville-road also realised that a chance to increase the value of their properties had presented itself. The Council voted first £400, then another £100, to carry out the project, while two proprietors, C. and A. Burgess, canvassed the College Lawn residents, who subscribed £300. The bank accepted the sum collected, and the land was conveyed to the Council.

The road was thus widened in Greville-street, "Greville-road" passing out on to the scrap heap, always a large one where a city is concerned, of disused and discarded names. The bank sold its frontage to the newly made road, Messrs. Crew and Arkle, both ex-councillors of the city, acting as the auctioneers. The narrow strip from Charles-street to Prahran Station was not a portion of Foundry-lane. It had been widened, and also a portion of Greville-street, on the Town Hall side, Greville-street in that respect having a somewhat chequered career. The brick house on the block bounded by Foundry-lane were built upon foundations formed by slag from the furnaces. The land on the other side of the lane was sold by G. W. Taylor (a councillor from 1882 to 1888), a late August in 1880. The eloquent little Welshman stated in his advertisement that "the lots were the result of the subdivision of the estate adjoining the site formerly known as Foundry-lane, now happily a thing of the past." Mayor of Prahran in 1884-5, Taylor was a man of remarkable public spirit. He it was who presented d to the city the statue erected in the Victoria Gardens, which he opened in 1885. For a time during the "boom period" (1890), when land values were highly inflated, he seemed the particular favorite of fortune—the kind of fortune that Fate was flinging about with a lavish hand when wages and prices were at a maximum. He declared himself, one night after a Council meeting in the Mayor's room, "a millionaire." When the land boom burst Taylor, financially ruined, went to London, and died there on 26th July, 1913. Had Luck in his instance been a mate to Courage, Taylor would have pulled through, but it is known that he died not in a fortune beneath the "Lights of London Town." On the contrary he found the paving stones
of London's cruel streets hard, and a struggling life in London a heart-breaking fight. What a change for the squire of High-bury-grove, Armadale, the booming millionaire! Like bubbles the land boom millionaires arose; like bubbles they burst and hastened to hide themselves in great cities, in strange places, in unrecorded graves among the dead. Taylor presented Prahran City with a statue of a "Winged Victory." Fate in his defeat presented poor Taylor with a coffin. Taylor well deserves the "passing tribute of a sigh."
THE WINDSOR TO ST. KILDA RAILWAY LOOP BRIDGE.

Spanning St. Kilda-road, 1857.

[See Page 184.]

At this stage we pause to look backwards at the evolution of a municipality. To-day Prahran city represents the fruits of years of municipal experience. From the beginning, step by step, the city advanced to its present perfection. Forms of administration varied, legislation changed, administration and legislation each together had their year of usefulness, and in time the year was replaced by something different; something more efficient.

"Amongst the various enactments," writes Mr. A. M. Laughton, the Victorian Government Statist, "which became law for Victoria at its separation from New South Wales, was a provision in the Imperial Act authorising the Governor to incorporate the inhabitants of every county to form district for the purpose of local government, and to establish elective District Councils, with power to frame by-laws for making and maintaining roads, establishing schools, levying local tolls and rates, etc. Many of the provision so far the Act were found to be unworkable and expensive in the details, and the District Councils therefore discontinued their meetings and practical working under the Act. Improved legislation being required, an Act was passed in 1853, establishing a central Road Board for the whole Colony, with an Inspector-General, and staff, and also providing for the creation of local Road Districts under the management of Road Boards. This Act made a provision chiefly for local government in country districts, and the greater part of it remained in force until 1863, when it was repealed, and the Act replaced by the Road Districts and Shire's Act. In the meanwhile suburban districts and towns were growing up, and in 1859 an Act was passed for the establishment of municipal institutions in Victoria. This Act also continued in force till 1863, when its chief provision was merged into the Municipal Corporation's Act."
At the time about which we are writing the Prahran municipality had reached the stage of benefiting from the provisions of the Municipal and Local Corporations Act. By virtue of that Act all municipalities became boroughs, and the chairmen were entitled to be designated Mayors. Cr. Crew enjoyed the distinction of being the first Mayor of Prahran, 1st October, 1863. That year preceding 1863 all property depreciated in value, and Prahran, like other places, suffered from the financial depression. In this year the value of properties, which in 1860 had been £114,000, fell to £86,000. In 1864 it had fallen to £85,555. Then the country's prospects brightened up to 1870, when the next memorable step in the history of Prahran occurred. An Act was passed in 1869, known as the "Boroughs' Statute." This Act provided, inter alia, that any borough, the total income of which exceeded £10,000 per annum, might, on petition to the Governor-in-Council, be gazetted a town. In May, 1870, Cr. Robert Murphy Smith was the Mayor, and the Council, at his suggestion, petitioned the Governor-in-Council, for permission to advance the status of the municipality to the rank of a town. The petition was granted. Prahran was the first municipality to be gazetted by virtue of the Act of 1869 a town. This priority of township in metropolitan municipalities was another instance, among many, where Prahran led the way for its less enterprising neighbors. Coming events cast their shadows before. The spirit of progress had remained down the years with the Prahran Council, and what was true of the Council in 1870 is just as true of the Prahran Council to-day. When Prahran was gazetted a town in 1870 it was valued at £109,000, and its annual income £14,198.

The proclamation of township did not cause the townspeople to light bonfires or give expression to any outward forms of rejoicing. Indeed, if we can judge from the tone of the "Telegraph," the official nativity was looked at with eyes askance. "If it is an honor at all," said the journal, "it is a very barren one. They (the townspeople) have, at any rate, this to console themselves with, that they are the first to have claimed the privilege, and it would not greatly surprise us if the y were to be the last... We cannot congratulate the borough on a change that seems to have been made for the mere sake of change."
Other days, other views. Prahran thought differently when the place was proclaimed a city.

Prahran in 1870 was proud that it had for its Mayor Robert Murray Smith. His name signifies little to the majority of the present generation, but he elevated the tone of municipal and of public life. His influence was so potent a force in the amenities and the probities of public life that something must be said here of this distinguished man, lest it be said Prahran forgets to honor one of its past municipal worthies.

The late Robert Murray Smith, C.M.G., M.A., was born at Liverpool in 1831, and he received his education at Repton School. Subsequently he became a scholar at Oriel College, Oxford. For family reasons he did not follow up his University career. In 1883 the Oxford University conferred on him the honorary degree of M.A. He arrived in Victoria in 1854, when the colony was being carried along by a great golden tide of prosperity. It was a most notable year for Victoria, for it saw the founding of many important works, among them the first railway, the telegraph system, the Observatory, the Public Library, and the Melbourne University, the foundation stones of which were laid on the same day, 3rd July. Charles Joseph La Trobe, Lieutenant-Governor, had left (5th May) the Colony, and Sir Charles Hotham, K.C.B., had arrived, 21st June, 1854. The goldfields were verging on to open rebellion over the diggers' license fees, which rebellion a little later found its ultimate expression in the call to arms at the famous Eureka Stockade.

Such was the Colony's environment when this upright young Englishman started his colonial career. He entered a municipal life; he took a leading part in public affairs as a Conservative and freetrader. He was returned to the Legislative Council for St. Kilda in 1873. The electorate of St. Kilda at that time included the municipality of Prahran. Later, in 1882, he was appointed Agent-General for the Colony, and in his office he took a prominent part in the annexation of New Guinea, and he strenuously opposed France's policy of sending its recedivists to the Western Pacific. His reputation was stainless. Politicians of every shade of opinion regarded him as the ideal public man, too good for the questionable intrigue that too often dimmed the reputation of political men. Robert Murray Smith refused to descend to any political subterfuges. Eventually he retired from an atmosphere
that could never have been as congenial a one as that which he found in the Prahran Council, where all the councillors were for the town, and where personal intrigue had no place. He was a man of recognised literary tastes, which, combined with his probity, caused the late Edward Wilson, when making his will to appoint Mr. Smith as one of the trustees of "The Argus" newspaper.

On 19th August, 1867, the Council authorised the Mayor to obtain robes of office to suitably represent the town on the occasion of the visit of Prince Alfred, the Duke of Edinburgh, to the colony. At the time there was a suggestion that royalty should honor the town with its presence. Every municipality around Melbourne, after the manner of municipalities, desired to participate in a like honor. In the end the Prince's advisers decided that the Mayors and Presidents of the municipalities should wait together on him, and present in person their loyal addresses of welcome. This decision was carried out. A few days after the ceremony of presentation each Council received a letter, adorned with the Royal arms, and grace by the autograph "Alfred," acknowledging the expressions of loyalty to the throne. The letter to the Prahran Council was framed, and placed in the Town Hall Offices.

To pass on to subjects more directly affecting the city. In March, 1865, a rating appeal was heard, and some interesting figures were placed on record in connection therewith. The Melbourne and Suburban Railway Company appealed against the Council's assessment of £3,000 for that portion of their line, 1 mile 4 chains, which ran through the Borough of Prahran. The land comprised in the line was 26 acres, which were valued at £15,600; compensation for buildings, £10,000; cutting and filling, £14,617; land at Gardiner's Creek station (South Yarra), £200; station, £1,900; gates at crossings, £200; fences, £620; bridges, £8,300; permanent way, £10,594; drains and culverts, £500; total, £62,521. The valuer for the Council, Mr. Griffin, in cross-examination, said he had computed the land as worth £600 an acre, taking as his criterion two sales of land which had taken place, the one near the Gardiner's Creek Station, and the other near Osborne-street, both of which had brought considerably over £800 an acre. The profits of the company for the past year were over £26,800. The Bench held the opinion that the valuation...
CHAPEL STREET BUILDINGS, 1924.
tion had not been made on a proper basis, and the £10,000 paid for compensation for buildings should have been placed on the land. The Bench ordered the assessment to be laid on £52,000; that was, the £10,000 allowed for compensation for buildings, was to be deducted.

A furious and somewhat extraordinary municipal storm raged in June, 1866. John Hanlon Knipe, an auctioneer, well known in Melbourne in after years, was returned as a member of the Council. A protest was handed to the Mayor against his election on the ground that he was an uncertificated insolvent, and rendered incompetent thereby from taking his seat. Knipe did take his seat, and thereupon the Mayor, Cr. Vail, an d tw o other councillors, desired to obtain counsel's opinion upon the point. A formal protest was entered against such a wise course by Councillors J. B. Crews, John Hanlon Knipe, and Charles Hutchins (11th June, 1866), objecting to the funds of the municipality being expended for such a purpose. In the meanwhile James White, a merchant and councillor, filed a summons in the Supreme Court, calling upon Knipe to show cause why he should not be ousted from the Borough, on the ground that he was at the time of his election incapable, under the provisions of the "Municipal Corporations Act 1863/4" of being or continuing such a councillor, he the n being an uncertificated insolvent on 1st December, 1855, at Fierce Creek and Ballarat. The summons set forth that Knipe was elected on 8th May, and duly returned as a councillor on 14th May, and that he had made the declaration accepting his office, and voted as a councillor. Knipe had been insolvent three times. For the last two insolvencies he possessed certificate of discharge, but he had neglected to obtain a certificate for the Fierce Creek insolvency.

The summons was made returnable before the Chief Justice Stawell, Mr. Justice Barry, and Mr. Justice Williams. Speaking for the Court, the Chief Justice said: "Mr. Knipe's experience in insolvency was such that he well knew what he might do; he had failed to obtain a certificate for his Fierce Creek insolvency, and therefore the petitioner's (White) protest was upheld," and d. Knipe ousted from the office on 9th July. Knipe, when elected, was third on the poll. The figures were:—Young, 467; Widdicombe, 418; Knipe, 381. Party feeling ran very high, Knipe issuing what were described as "libellous and scurrilous s
handbills." One side to the single "Councillor Knipe sat on a wall, Councillor Knipe had a great fall, Not all Prahran's bluster, nor all Prahran's men, Could see that Councillor Knipe was up again." Knipe himself did not take such a despairing view of his position. Without any delay he procured his certificate of discharge for his Fiery Creek insolvency, and then hastened to present himself as a candidate for the vacant seat caused by his being ousted. This was so much for the Prahran "Telegraph," which echoed a section of public opinion, and drove Knipe. There could be but one result, the "Telegraph" thought, and Knipe would receive such an expression of opinion that he would leave Prahran severely alone. Knipe's opponent was Charles Brown. The voting was: Brown, 596, Knipe, 548. The press was satisfied, though they did admit that in the opposition, put up a good fight. When he professed himself, as he promised the ratepayer he would do, in August, his opponent were astounded. The man was irrepressible. When the figures came out, the election taking place on 16th August, a great silence fell upon them, including also the Prahran "Telegraph." The returns of the voting papers showed:

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One man alone lifted his voice in the local press, and it was in the nature of a wail. He says: "The result forces us to the conclusion that honest worth, a blameless life, and business ability, are not the qualities sought by the majority of the voters of Prahran."

In 1869, on 15th January, the "retirement" of J. B. Crews from the Council took place. His "retirements" were, however, like those of a prima donna, his "last appearances" being the fore-runners of several "Here we are again!" right up to 1887, when the ratepayer placed him at the bottom of the poll. He men-
tioned the n that h e had been terme d "Th e Fathe r o f Prahran," and i f t h at w as so , h e had a "mos t ungratefu l lo t o f children. " Whenever any municipa l questio n cam e t o the fore , the hea t o f discussion appeare d t o giv e th e ol d ma n renewe d d vitality , a s Antseos o f old restore d his strength by touching mother earth:—

"As onc e Anteeos , i n th e Libya n strand ,
More fierc e recovere d whe n he reache d th e sand."

However, "Kin g Crews, " a s o th er s les s worth y tha n h e calle d h im, had , up t o hi s first t retirement , s er r c d th e Borough w ell f or 14 years, and d uring th at d uring t h at t ime w as th e subjec t o f a large amo u nt of hostil e criticism . I n th e earl y 'fiftie s i t wa s customar y t o refer t o Chapel-stree t a s th e "pet street " o f Crs . Crew s a nd Mason, a n d e verythin g th e y propose d f o r it s improvemen t t w a s th e outcome of sinister motives. Posterity , however, must judge Cr. Crew s b y hi s record . Hi s act s h ave e sto od th e test o f time . Th e y retire d d th e Burgess es presente d hi m w ith a gol d watc h and chain, w ith a bloodstone seal attached, a nd a purse containing 75 sovereigns . Th e subscription s wer e confine d d t o ratepayer s only, a nd £113 had b een subscribe d fr om sixpen ces t o £2/2/-. I n acknowledging th e gift , Cr. Crew s state d th a t h e endeavore d d to leav e Prahran b etter th a n h e foun d it. H e came t o Prahran w hen Chapel-stree t w a s a grove o f big gu m trees , a nd h al f th e Borough a n impracticable swamp. H e d escribed th e anxiety w ith w hich th e Counci l "incubated " th e firs t municipa l wor k don e i n Prahran—the constructio n o f th e culver t in Williams-road , a nd he referre d t o th e gre a t Tow n Hal l struggle . Th e lat e Dr. Fetherston, s o lon g i n afte r year s chairma n o f th e Prahran Bench, wa s i n evidenc e w ith a vot e o f thanks t o Mr. Broadbent, th e chairma n o f th e Testimonia l Com mittee . Th e follo w in g qua trait w as suggeste d d a t th e time f o r inscriptio n o n a p e ndan t to th e watch:—

"In ou r Council , me n o f variou s views ,
English, Irish, Welsh, a nd Scotch,
For fourtee n year s h ave w atched ou r Crew s,
May Crew s no w lon g kee p th e w atch."

Crews was a well known parliamentarian. H e w as a mem - ber o f th e firs t Victoria n Parliamen t w hic h h opene d d o n 21s t November, 1856, a nd h e w a s i n th e 4th , 6th , 7th , a nd 8th h Par - liaments, th e eight h extendin g fr om 19t h M ay , 1874, t o i t d is - solution, 11t h J uly , 1876. H e w a s "ver y sore " ove r hi s defea t by Butler Cole Aspinall in 1864. A fugitive literary note written
sixty year s a b o y th e lat e Willia m Romanis , a n uncl e o f Priharn's presen t Tow n Clerk , Mr . Joh n Romanis , ha s been , at ou r request , loane d to us . Th e not e disclose s t h e election- eering influence s wer e su ppose d t o be i n th os e far-of f d a y s m uch th e sa me as th e y ar e sai d t o be i n th es e strenuou s d a ys . Mr. Willia m Romanis , i t ma y b e remembered , wa s th e firs t l i brarian o f th e Mechanics ' Institute . H e mad e himsel f ve ry p o pular w ith th ose wh o wer e intere ste d d i n a rts a n d li terature . Some of his fin e poems ha ve been set to music and printed . Th e i ron y reveale d in his li terary touc h in th is h i therto unpublish ed c omment on J . B . Crews , an d Crews ' chagrin at defea t is ente rtaining . I t reads: —

"When a ma n fai l s t o s ecur e w h a t h e h a s strive n h a r d f o r he ma y b e a l lowed t o wo r k , Grumblin g i s a pri vil ge e t h a t th e w inni ng g i d e h a v e l i ttle d ispositio n t o d e n y h i m . W e ma y a dm i r e th e s p iri t t h a t c a n t a k e a failure qu i etly , b u t w e on ly la ug h h o o d hu merel y w h e n th e defea te d d o n e g et s i rra t able , sh o w s h i s t e e t h , a n d d snarl s vi ndicti v el y a t h i s v i cto r . Mr . Crew s o f Priharn ma y b e p a r d o n e d f o r f eelin g g a l l i t e l e s s e r on e o f th e occasio n o f hi s de fea t a t St . St . K i l d a . On e a lmos t t s ympathise s w it h hi m in h avi ng g been b eate n b y t w o s u c h i n si gni fic an t opponen ts a s M ess s . Fellow s a n d As pin all . F o r Mr . Crew s c ombines th e p h i l o s o phical a c c ur ac y o f a M il l w i th th e brilli an c y o f a D israel i . H e i s s a man a fte r R Mr . H i g i n bo th am ' s o w n h e a r t ; o n e o f th e 'st i l l s trong * k i nd . H e i s n o t a t al l 'blatant , ' nev er f oame d f o rth in f rothy de clama t i o n a t m e eti ngs , t o h i m 'm eth e st u mp * i s m er el y a n uns i g h tly y objec t i n a la ndscape , a n d th e E aste r f o r m a t a c e n t r i c a n d g reengrocer ' s s hop . B esi des , i s h e no t t h e p o pula r tr ibun e e o f P r i h a r n , th e id o l o f th e cen tre , w i t h ha n or u c r a l r genius a s g reat a s Cap t ai n B unsby ' s , an d i s i t no t h a r d t h a t h e sh ou ld tw ic e s u f fer defea t i n hi s o w n lo c al i ty — I t thin k it i s .

"Mr. Crew s i s no t w h at e n o w d w o ul d u s u a l l y y styl e ' e a f un ny y man / an d ye t h e m u s t h a v e b ee n h a v i ng g a qu i et j ock e w h e n h e a s c ri be d d hi s de fea t t o 'priestl y i nflu ence . ' Th e R e v . F ranci s C orbett , w h o h a s b ee n ne m rem o n-str ated wit h i n s u c h e lega n t an d d gent lema n y term s b y th e Me ni ster ia ls , u r g ed u p o n h i s floc k th e n e ces si t y y o f e xer cising g h e i r f r ien ch ip . Th i s i s th e 'priestl y influence ' th a t c a u se d d h e g rea t C re w s t o b e r e j e cte d . B u t w t h a t c a n b e sa id d o f th e 'pri estl y i nfluence ' u se d o n th e o th er s ide ? Wh at a b o ut Cre w s ' p iou s co qu e ting s w i t h th e m e m b e r s o f th e E n g l i s h Ch urc h o f P r i h a r n , th e id o l o f th e cen tre , w i t h ha n or u c r a l r genius a s g reat a s Cap t ai n B unsby ' s , a n d i s i t no t h a r d t h a t h e sh ou ld tw ic e s u f fer defea t i n hi s o w n lo c al i ty — I t thin k it i s .

"Let Mr . Cre w s ta ke com fort . H e i s to o fa ithfu l a nd adheren t t o b e left o u t i n th e c old . Th e Mi nistr y w i ll y et p rovide a sea t f o r h i m , o r b y
Dr. GERALD H. FETHERSTON.
A notable Chairman of the Prahran Bench.
[See Page 27]

SAMUEL WILLIS.
The Mayor who Proclaimed Prahran a City.
[See Page 24]
separating Prahran from South Yarra and Windsor, allowed to represent the favourably Goschen in which he resides. So we may hope, once again, to hear the hall of the Legislative Assembly echo with the fervid oratory of a Crews."

In the 'sixties, almost all the municipalities around Melbourne numbered residents who were enthusiastic enough to promote race meetings. One club was established at St. Kilda, and Prahran was not long in having one of its own. These hack races, held before the Mount Erica, were not seriously regarded as having anything in common with the "sport of kings." The Prahran Club held its meeting at the end of the year, and the first took place on 29th and 30th December (two days' racing), 1865. William Jupp, on behalf of the stewards, wrote to the Council for permission to use its five-acre reserve. This request the Council complied with, but it declined to send a donation to the funds of the racing club, stating that to do so would be a misappropriation of civic funds.

The location of the racing track was advertised on the ground bounded by the St. Kilda, Punt and Commercial roads, and the reserve of the new Wesley College.

The stewards of the Prahran Racing Club were G. Gunn, W. Jupp, W. Slack, W. B. White, and H. L. Wartman. The men who ran horses at the meeting were Kelly, Miley, Frigatt, McKans, Cuthbertson, Glasscock, Robertson, Hughes, Crompton, Trotter, Wartman, Sewell, A. Smith, George Watson, Tucker, Bowes, and Fenwick. Two of the jockeys mentioned as riding were Tyrrell and Johnson. A newspaper report records that the number of visitors was large, notwithstanding the first day was stormy and threatening.

The events were four in number:

**FIRST RACE**

**MAIDEN PLATE**

Of 15 Sovs. Entrance, £1/10/- or less. Weight for age.

About one mile and a half.

Brunette 1  
Rochester 2  
Rene of Holstein 3

**PUBLICANS' PURSE**

Of 10 Sovs. Entrance, 1 sov. Twice round. Weight for age.

Cardigan 1  
Spider 2
PRAHRAN HANDICAP,

Of 30 sovs. Entrance 3 sovs. About two miles and a half.

Mozart 1
Caledonia 2
Polly Peacham 3

The afternoon's racing ended with a hack race of 5 sovs.
The newspaper report is silent on the subject of the betting.

Mr. William St. Leger Forrest states in a letter that "I notice the horse Mozart as the winner of the Prahran Handicap. I knew the horse well, a black gelding, and owned by a friend of mine, named Armstrong. The horse was bred of Bungan Station, Westernport, and his sire, Garry Owen, was imported by the late John King, one of Victoria's early pioneers, who afterwards retired from the seclusion of station life at Westernport to take in hand the arduous duty of manager of 'The Argus' newspaper.

"Mozart's initial efforts to win a country race were not encouraging, but Armstrong must have had some faith in the little black, for, after striking a rich patch in the Sons of Freedom claim at Napolin's, near Ballarat, he placed him in the hands of a trainer named Hill. From this out his successes were so encouraging, that he was nominated for the Melbourne Cup.

'Tolly Peacham, who ran third in the Prahran Handicap, was owned by a man named Tucker, a Cranbourne publican, and a thorough sportsman.

"The name of another old Prahran identity appears at that meeting, Fred Johnston, who, in those days and for years after, was one of the best cross-country riders. His long association with the late George Watson, master of the Melbourne Hounds, went to prove that the elements required — honesty, cool judgment, courage and skill — were in his profession, he had his ups and downs. Johnston was not his real name. It came about in this way. Shortly after joining Mr. Watson's stable he was about to start in a race, and a reporter asking Mr. Watson the name of his jockey, he forgot, but at once said Johnston, and from that time forth the name stuck to him. His correct name was Einseidel. Mr. Percy Einseidel, a well-known landowner and grazier, of Tobin Yallock, is a son of his."
In another field of sport, football, the South Yarra Club had the honor of holding the Challenge Cup for some time, a trophy that was much coveted. The club, however, lost it to Melbourne at the end of July, 1865. A great crowd assemble to see the battle for supremacy between the two clubs. The sport had strange ways in those days. Though the two teams were on the ground in the Jolimont paddock, play was delayed for half an hour, owing to Captain O'Mullane's lengthy harangue to his team as to how they were to play. We are told further, that every half hour consultations were held with Hammill, the coach of the team, as to the best tactics to follow. "Bell's Life in Victoria," the sporting newspaper of the day, publishes a long description of the game. The following extract shows how tough were the district boys in days of old. "More stubborn play!" says the report, "was never seen; rushes, scrimmages, and charge followed each other in quick succession, and cheers and counter cheers, by bot h player s and d spectators, a t an y extraordinary feat of pluck or skill, all parties entering most earnestly into the spirit and excitement of the game. We cannot omit to mention one special rush that took place just opposite to the entrance to the cricket ground, so fiercely and determinedly did the men meet that the ground almost shook with the charge, and d the bal l was on severa l occasion s so fairly kicke d d a t a t th e sam e momen t b y two player s tha t th e thu d wa s hear d all ove r th e field, and the opposing parties were sent to mother earth with such force that it seemed quite a relief to see them resume."

There was no gate money in those days, nor professional footballers. Those men conteste d for th e hon or an d gl or y o f th e district, an d th e distric t wa s prou d o f it s champions, who answered to the names of Gre y (3), Ogilvy, O'Mullane, Balcone, Freeman, Wright, Green, Thomas, Murray, Budd, Powell, Smyth, Bromby, Desailly, Willan, Snodgrass, Lester, and Murphy.

Fawkner Park was the club's location, a reserve that was for year s afterward s th e scene o f man y a goo d Saturday afternoon's sport. The matches were played in front of the Alfred Hospital, before there were trees, fences and tree guards to interfere with the game. The South Yarra Cricket Club has already been mentioned. A club that arose about the same time was the Fawkner Park Cricket Club, the president being Major Snowball; vice-president, T. Donaldson; treasurer, — Waters.
The desire for recreation among the older men of Prahran was also made manifest in the year 1864, for it saw the formation of the first bowling club in the colony, viz., the Melbourne Bowling Club, the members of which had leased land at Windsor, beside the railway station. The opening day was 22nd October, when there were 182 members upon the books. The officers were: Matthew Hervey, president; H. N. C. Gemmell, vice-president; J. S. Butters, John Everard, A. C. Fox, J. S. Miller, directors; John Campbell, hon. sec. At the first annual meeting it was stated that the plant and wages bill amounted to £229/11/4, the amount of the club's liability, £72. The assets were a ten years' lease and improvements. The intention to erect a suitable pavilion in the ensuing year was foreshadowed, and the members were congratulated by the president on their great success in introducing the ancient game of bowls into the colony.

In connection with the club, the game of quoits was also played; indeed, all over Prahran quoits was a favorite pastime. One of such clubs played in Fawkner Park; among its members were well known names, viz., Moss, Willis, Waters, Martin, Briggs, Loughrey, Basan, Cochrane, Patterson, McMahon, Crook, Reyes. In 1865, after nine months' play, the Melbourne green, lying dead in the winter, was closed to all except quoiters. Several highly interesting matches were played, if we are to believe contemporary reports, especially one played in July, 1865, which was called the "Grand Subscription Handicap," in which J. S. Butters, afterward mayor of Melbourne, and always more or less associated with the municipal and social life of Prahran, was the hero and victor of the hour. His opponent was a club member named Robertson. The Melbourne Bowling Club was something on what is termed, for lack of a better description, the "aristocratic" side, and therefore it was not surprising that the more horny-handed sons of Prahran felt that they would like a club of their own. This club was duly established, its first president being Cr. J. B. Crews, and the club was called the Prahran Bowling Club. A well-known resident, Andrew Izett, lease d and lent some land to the members, and the club's first location was in Izett-street, and the day of its opening was 16th September, 1865.

Beyond these outdoor sports, great interest was taken by the residents in musical societies, the Prahran Philharmonic Society holding a leading place among the musical societies of Mel-
bourne. In addition, there were glee and madrigal clubs, lectures were very popular, and entertainment such as the magic lantern class were frequent. The penny readings were, however, the great feature in the intellectual recreations of Prahran life at this time. Frequently the Town Hall was not half large enough to contain the number of persons who sought to gain admission. Some prominent man generally gave the reading; on one occasion it was the Hon. Charles Gavan Duffy. A pianoforte solo opened the proceedings, a favourite performer being Miss S. Heckscher.

At one penny reading Mr. Martin delivered some lines, in which he endeavored to explain the phenomenal success of the readings—

"If here by chose n specimen s you learn
The beauties in each author to discern,
Tennyson's songs, Macaulay's gorgeous prose,
Sam Weller's joke so or Araminta's woes,
The tendre pathos so or the wit o f Hood,
That smiling g Martyn e to o lat e understood."

And much more to the same effect on to the grand finale—

"We triumphed the n i n spit e o f man y fears,
And through this season till our closing years,
May the success s wit h which t he y first began,
Attend the Penny Reading s o f Prahran."

Unfortunately the men who managed the penny readings introduced into the entertainmen t "turns" of a variety hall nature. The result was that many "vulgar little boys" would not listen to the reading s o f the pearls o f literature a fter a clo g dance, but guyed the readers. An effort was made to keep the boys out by increasing the price of admission from one penny to three-pence, but that failed, and the penny readings, after two or three fitful attempts to regain their initial popularity, flickered out.

A love o f nature also asserted its claim to recognition, the Local Horticultural Society sprang into existence, and some creditable exhibitions of the beauty lying in the Prahran mother earth, when dressed, combed and coaxed, were shown. Indeed, so far did the skill of these amateur gardeners go, that public lustre was shed upon Prahran horticulture b y a not e i n the papers. Most countr y place s boas t o f thei r priz e pumpin s o r colossa l mangel-wurzel, but t i t was s left t o f Prahran n t o gro w an d exhibit the apple that held the record a t th e date o f its growth i n the colony of Victoria. Les t it should be thought we are claiming too much, let the "Age" paragraph, dated 17th March, 1866, speak—

"We were shown a monstrous apple, of the sort known as the Empress Alexandra, on Monday. It measured 1.5 inches in circumference, and weighed 18 ozs. It was grown by Mr. Atkinson, of Nelson-street, Prahran."
Dancing assemblies, too, were numerous. The first public dance held in Prahra n dates back to the early 'fifties, and was held in the Royal George Hotel, James Mason, licensee. Mason, as proprietor of the Prahra n historic tavern, decorated the rooms in an expensive manner. The bar ceiling was covered with heavy ornamental plaster work. The room above the whole length of the building, Chapel-street frontage. The walls were most garishly papered in red and gold. Among the dancers who are remembered to have been present on the occasion were Mr. and Mrs. Stephens, Mr. and Mrs. Romanis, Mr. and Mrs. Phillips, and Mrs. Mason herself, who is ungenerally enough declared to have weighed weighty. The beginning of the evening pointed to a most successful inauguration of the opening night of the Prahra n Quadrille Assembly, but it was doomed in a minor way to echo a man history in parallel. 

The lamp shone o'er fair women and brave men,
A thousand (? ) hearts bea t happily, and when
Music aros e wit h it s voluptuous swell,
Soft eye s look' d lo ve e to eye s whic h spak e again,
And all wen t merr y y a s a  marriag e bell,
But hush! hark! a deep sound strain s lik e a rising knell.

The noise, however, was something more than a deep "sound."
It was a roaring crash, mingled with the sound of falling bottles and smashing glass, and loud oaths from the licensee. The could be heard by the astonished and terrified dancers cursing downstairs. And he had reason. The dancing up-stairs had caused the floor to shatter, and the heavy plaster moulding from the bar ceiling, and the plaster had crashed down, bringing bottles off the shelves and striking customers. The bar was wrecked, the company having literally danced the ceiling down. The incident put an end to the Prahra n Quadrille Assembly, so far as the Royal George was concerned, while it afforded food for mirth at Mason's expense for some time.

Another relaxation, with a utilitarian side, that found favor with Prahra n men was the volunteer movement. The Prahra n Council assisted the volunteers with money, and a corps was established in 1859. In May, 1860, Captain Lesley Moody, officer commanding the South Yarra and Prahra n Rifle Corps, asked the Council to donate £50 toward the cost of erecting gun butts, which were proposed to be placed in Orrong-road, to the north of Gardiner's Creek-road. That suggestion was, however,
quashed by the secretary of the Governor, Captain O. F. Timms, writing to the Council, stating that Captain Pitt was of the opinion that the site suggested was not a suitable place for rifle butts, in which His Excellency concurred. In August of the same year the Council I agree d to lend the Court House to the volunteers as an Orderly Room, but it was too small for the purpose.

On 30th December, 1861, the South Yarra Volunteer Artillery Regiment solicited a money grant from the Council in aid of funds for the erection of an Orderly Room. The Council granted the requirement, £20, and an Orderly Room was erected in Osborne-street. By some mishandling or other the regiment became involved, and the building was sold to satisfy the mortgagees. The Council, hearing that a sale had been effected, requested a return of the £20 it had donated, but the secretary of the regiment wrote in a churlish manner that the regiment refused to refund the money, as the sale of material would only allow the payment of a few debts incurred. The councillors thereupon expressed their determination not to refund the money. The Council expressed its determination that for the future the Council would not donate any sums of money otherwise than for permanent works. In 1862 the local military body had become the Prahran and South Yarra Volunteers. The butts were at the seashore, St. Kilda, in the vicinity of the Beaconsfield-parade, and applications cropped up for the assistance of the Council in making a footbridge over the swamp, the Albert Lake, so as to save the riflemen long detours. An unpleasant incident happened in March, 1864, which led the parties concerned to fight the issue out in the law courts. The Sheriff of the colony, Clau d Farie, who has figured in these pages, by what was termed "backstairs influence," was appointed to command the Prahran and South Yarra Rifle Corps. In the appointment of non-commissioned officers he over-ruled in a most arbitrary manner the wishes of the members of the corps. A special meeting was held, and Farie's action was freely and adversely discussed.

Private Re a sent a report to the "Herald," in which Farie did not appear in too flattering a light. On the next parade Farie charged Re a with sending the report, and he admitted doing so. Farie flew into a furious passion, ordered Re a under arrest, and had his deprive d of his arms and accoutrements. This scandalous treatment of Re a aroused the wrath of the public. Th
authorities endeavoured to satisfy the volunteers by the appointment of a Military Court, consisting of Captains Brewer, Woolley and Moule, to inquire into the question as how far the discipline of the force was affected by the occurrence. Rea, on his part, was to charge Captain Farie before Colonel Anderson with conduct unbecoming a gentleman. All this was felt by the force to be but begging of the issue, and it was urged that the Supreme Court was the proper tribunal, free from bias, in which to try the case; Rea, in the end, launched a writ, charging Farie with false imprisonment. Rea lost his action, some technical mistake having been made in his pleadings. Judge Barry, apart from that, gave it as his opinion that the corps had no power to nominate for temporary appointments.

On 20th December, 1865, the corps consisted of 145 men, 140 of whom were effective, and the earning capacity of the company was about £400. The officers were:—Lieutenants Black and Chambers, Sergeant Tilley and Hitchcock, Corporal Wilson, Privates Hackerty and Batchelor, Drill Instructor Jean. At that date a large quantity of timber had been promised to the corps by the Government for an Orderly Room. Early in the following year the Governor-in-Council was pleased to direct that the Prahran and South Yarra Rifle Corps be henceforth known as the Prahran and South Yarra or Souther Rifles. The latter name was the one that survived. In July, 1866, the Council granted the north-east corner of the Recreation Reserve, corner of Punt-road and Commercial-road, 100 by 200 feet, to the Southern Rifles, for an Orderly Room. The Rev. J. S. Waugh, the pastor of the Wesley Church, opposite, objected to the room, as being too close to his church, but the Council said the land had been given. The room was erected. It cost the corps £1,000, which was paid out of the Government allowance. Some time afterwards, when the Police Court was at the Town Hall, which had been used as an Orderly Room, was being pulled down, Captain Farie claimed the material, under a promise the Council had given him two years before, that they would give it to the corps. The Council replied that the former Council had acted ultra vires; that the material there was of no appreciable value; that it was given for a special purpose, which had been carrying out without its use; that the material had been acquired for a value;
and, finally, that the Council did not feel justified in giving away the property of the Corporation. That settled the claim of Captain Farie.

The Southern Rifles were noted in field and on parade. On 29th June, 1866, Brigadier-General Carey, Acting-Governor and Commander-in-Chief of Her Majesty's Force in Victoria, inspected the Southern Rifles, 115 rank and file, five sergeants present, under the command of Major Moody, Captain Farie, Lieutenants Chamber and Black, and Assistant-Surgeon Llewellyn. After the manual exercises had been gone through, Brigadier-General Carey said:—"I never saw a finer body of men." In 1872 the corps possessed a fifen and drum band, composed of 18 boys. The total strength of the corps in that year was four officers, six sergeants, 144 rank and file, in all 154 men, besides eight recruits. Captain Chamber and Lieutenant Hills and Leplastrier, the officer in charge.

Such were some of the forms of recreation of the Prahran residents in the years of the 'sixties. Conditions of labour were hard; the worker was sweated by some employers. Hours were long, the wage small, and holiday remissions from work were almost unknown. Those of the present generation, receiving large wages, working under sanitary conditions, and State protected by provisions of the Factories and Shops Acts and Wage Boards, can have but an imperfect idea of how shop assistants and the poorer employers had to spend tedious hours in dreary shops, from early morning until night was closing in. Before the Factory Acts came into force shops under the old law did not close until 7 p.m. on ordinary nights, and not until 10 p.m., and sometimes, in drapers' shops, not until 11 1/2 o'clock, on Saturdays. The sorrows and servitudes of shop assistants were trade scandals. Such a boon to him or her as a Saturday half-holiday was unknown. The free, open life, enjoyed today by thousands of happily placed young people was not even dreamt of by the most ardent reformers. Shop employment was a cheerless, sedentary existence that sapped the youth of men and women, and produced a sickly anaemic race of industrial slaves. The shopkeepers and their assistants of Prahran were among the first to feel the dissatisfaction with the existing conditions, and the beginning of the dissatisfaction was the opening g
step to a remedy. The Prahran grocers were the first to strike for that liberty, which emancipates slavery. They determined to have a weekly half-holiday, and, on Thursday, 11th March, 1865, they carried out their intention. Some of the Prahran traders looked on with wonder at the movement. The Act of deciding upon a weekly half-holiday was one that created much criticism among the traders in other suburbs. At 2 o'clock, on the notable Thursday, the grocers, their assistants, and other traders who joined in the movement at the eleventh hour, met in Chapel-street in front of the Town Hall. There they formed up in line, with flags flying, and a volunteer band at the head of the line. With music playing the employer and assistant marched, regarding themselves as men who had freed themselves from the shackles of business slavery. Onward they went, cheering, to the Fawkner Park, where they halted on the ground of the cricket club. A contemporary report says, "there were about 1,000 people present." Impromptu sports were arranged, including footrace and quoit throwing. A cricket match was played, but the most popular amusement was that of kiss-in-the-ring. A collection was taken up for the Melbourne Hospital, and £17 was obtained.

The shopkeepers and their employees were overjoyed with their bloodless victory. They had struck for the half-holiday, and on Thursday, 11th March, 1865, they marked a red-letter day, which action has led to the better conditions of working hours and holidays that are accepted without question to-day.
CHAPTER XIV.

Distress in Prahran — Council and charity — Present day benevolence — Prahran and South Yarra Ladies* Benevolent Society — Independent Church — Deaf and Dumb Institution — Leal House — Prahran Anglican Church — Christ Church, South Yarra, and other churches.

The poor are always with us. Many families live dangerously close to the border-line of poverty. Let the wage-earner fail to find work; let the weekly wage cease to come in, and the man, his wife, and his children are in trouble. In 1857 the laboring man in Prahran could not exchange his daily labor for his daily bread. Keen distress was prevailing. When the sufferings of workless men was at an acute stage, in the month of September, authority was given by the Council to the Town Clerk to employ any number of laborers up to 50 on the streets and roads as the Public Works Committee might indicate. A cheque was drawn also, so that daily payments might be made to the laborers. In casual case so of severe distress the Council relieved pressing necessities. In the event of death, where private funds for burial were not available, the Council paid the expenses of the funeral.

Some attempts were made, which did not succeed, by the local clergymen to enlist the Council's aid in benevolent societies. The Council fought shy of any grants, preferring to do its own almsgiving. The Rev. William Moss suggested the establishment of a benevolent society for the district. Mention of the Prahran Visiting Society crops up now and then, but the Prahran and South Yarra Ladies' Benevolent Society had no t com e up on the scene. A few years passed before the Prahran and South Yarra Ladies' Benevolent Society, with Mrs. Ogilvy as the first secretary. It formed the subject of discussion at the Council meeting of 30th March, 1863. Cr. Dickson lodged a motion that the Finance, Legislative and Rate Committee be requested to prepare a by-law whereby the Council may be enabled to vote a sum of money not exceeding £150 per year to the Society, or any other society of a similar kind, now in existence, or that may
be hereafter formed, for distribution to the deserving poor residents within the municipality. The motion was defeated by an amendment wherein the Council affirmed the opinion that the donation of any portion of its funds would prevent the present voluntary contribution being continued to the same or fuller extent. As a sop to the Society, the Council expressed its willingness to grant the free use of the Town Hall, and that individually the councillors would assist the Society.

More liberal and less timid views prevail to-day. Something of the spirit of Thomas à'Kempi has entered into the corporate being of the Prahran Council. "He is truly great that is great in charity." The City Council that is great is one which has the mind to pity distress, and the God-like virtue to relieve it. Different as councillors may on many questions, they are on one and agree on the part Prahran must take when human pain, misery, and poverty call for succour. "They serve God well who serve His creatures/ and they the Prahran Council proclaim s by it s act s that "all mankind's concern is charity."

The claims of hospitals, of benevolent societies, of convalescent homes, of various humane institutes, of religious bodies engaged in rescue work; indeed, of all activities which have for their goal the amelioration of human suffering, whether of the body or of the mind, are generously recognised by the Prahran Council. Its annual charitable grant now runs into large sums of money. Beyond this official acknowledgment of the city's moral obligation to help the needy, a wider view is taken by the Mayors of Prahran. Whenever a special appeal is made for hospital sites, the Mayors of Prahran find a band of willing workers in the citizens of Prahran. Very large sums of money are raised by these voluntary efforts. Prahran almost exceeds the quota expected from it by severally hundred thousand pounds. Not without reason is Prahran regarded as the most charitable city group of the metropolis. Prahran citizens are rightly proud of their widespread appeal for funds for charitable institutions is ever made in Prahran that does not find a band of self-sacrificing men, ready to turn on the Prahran fountain of charity, which, like some God-blessed perennia l spring, never fail to give all, and frequently far more, than has been asked.
Prahran in the years of the 'fifties was permeated with the friendliness of a small-town community, where almost every man knew his neighbor, who he lived, what were his means. Each family's well-being was of interest to good-hearted folk connected with the churches. The Council was patriarchal in its outlook. Councillors felt a moral obligation to see that the poorer townspeople did not actually want food. To the credit of the pastors and of the churches' committees, it is recorded that they lessened, as their means permitted, the pinches of poverty among them as less fortunate than themselves. Because the shepherded small flocks, the pastors, the churches, and their guilds were in closer touch with the homes, the wives, the children, and the wants of their own people. Religion was then an active influence for good among men and women, and a godless sone in the community was looked upon as sheep who had strayed from the pastures, and one who had to be weaned from his evil courses. These were the days in Prahran of simple faith. The doubts we know to-day, which have arisen among men to their spiritual undoing, had no place in the lives of these early men. Life was so different. Commercialism had not warped and woofed the sentiments of religion almost out of sight. These days were quite close to the times of pioneering when the best of those adventurous men were devout, and when out back, sun baked in trackless uncertainty, the youth their trust in God, and described having done so in their diaries. Men of the towns reflected in their devotions something of that Puritan spirit of a steadfast belief in God. They made open confessions of their beliefs. The chapel bell rang on Sundays, and their several churches called the faithful ones to worship. Sunday in Prahran and church-going was observed by the early resident with devotion a regularity.

It was a phase of the early years of these village communities, rising into towns, that religion was regarded as "the basis of civil society, and the source of all good and all comfort," to quote Burke's words.

The first spiritual force in Prahran was that body of Christians known as Congregationalists, or Independents. We have repeatedly referred to "The Chapel," the house of worship of the Independents, and rightly so, because, though a small brick building, recollection of early Prahran resident repeatedly refer to it.
it, and to its pastor, the Rev. William Moss. The memory of "The Chapel" will endure while Chapel-street retains its name, which will probably be as long as a stone of Prahran city itself remains.

Early in Prahran's beginning the Independents were recognised as the most progressive body in everything which concerned the welfare of the hamlet. At the outset of Port Phillip settlement itself had shown its zeal for Christian life, their desire for a Christian community. In 1837 Henry Hopkins, of Hobart Town, visiting Port Phillip, saw the opportunity for Congregationalism in the young colony. He wrote to the Colonial Missionary Society in England, and that society despatched the Rev. W. Waterfield in 1838 as the pioneer missionary. The first permanent building in Victoria for ecclesiastical purposes had its foundation stone laid on 3rd September, 1838, in the Easter Hill, Collins-street, the bushland, and the church was opened on 1st January, 1841, the Hon. J. P. Fawkner taking a prominent part in the proceedings. We mention this enterprise in the proceedings. The first permanent building in Victoria for ecclesiastical purposes had its foundation stone laid on 3rd September, 1838, and the church was opened on 1st January, 1841, the Hon. J. P. Fawkner taking a prominent part in the proceedings. We mention this enterprise in the proceedings.

Prahran was blessed by the Independent authorities when they sent to the struggling settlement the young clergyman, the Rev. William Moss. In every way he was the man for the place. I was a God-selecte d call. Mr. Moss's min d was without sectarian bias. Man's welfare was his creed, and he threw open the doors of God's house to Everyman.

In the beginning of October, 1852, he was ordained to the pastoral charge of Prahran. The Rev. W. Jarrett opened the service, the Rev. W. J. O'Dell asked the customar y questions, and delivered the ministerial charge. In the evening a Mr. Blair preached to the people. "The attendance," says a contemporary report, "was numerous s
and respectable, and in the interval between the service a tea-meeting was held in a tent erected for that purpose. The church is recorded to number 27 members, and that already the brick building recently erected was found to be much too small for the congregation in attendance.

The first couple to be married in "The Chapel" was Alfred Stringer and Martha Ann Craven. The bridegroom was born on 12th April, 1824, at Gringley, Nottinghamshire, and he died on 19th November, 1918. The bride was born on 13th November, 1830, at Wakefield, England. She died on 14th March, 1923. They were married on 16th July, 1853. Alfred Stringer was a well-known butcher in St. Kilda. The bride was the daughter of the first Town Clerk of Prahran, Mr. John Craven, who was a deacon of "The Chapel."

Five years afterwards yet another change was made to meet the ever-growing population, with its expanding faith in God. As the fruit of that belief, on Monday, 22nd November, 1858, the foundation stone of the Independent Church, in Commercial Road, was laid by His Excellency the Governor, Sir Henry Barkly, K.C.B. The day was one with a fierce hot wind, and no protection was afforded from the sun's rays. Quite in keeping with Prahran's early history something untoward happened. What the press of the day describes as "an attempt at a platform broke down during the ceremony, causing His Excellency, several clergymen, reporters, and other persons to come rather hurriedly to the ground." Fortunately the platform was not more than three feet high. The service was conducted by the Rev. Mr. Moss and Rev. Mr. Thomas. Mr. Moss stated that the Old Independent Chapel was the first place of worship erected in the suburbs of Melbourne. When, however, the gold discoveries attracted a large population to Victoria, he said, the building was enlarged, but now it was necessary to build again. The following is a copy of the scroll placed beneath the foundation stone:

"The foundation stone of this building, for the use of the Prahran Independent Church and congregation, was laid by His Excellency Sir Henry Barkly, K.C.B., Governor-in-Chief of Victoria, on 22nd November, 1858, the Rev. T. Bunney, of London, taking part in the proceedings. Pastor of the Church, Rev. Mr. Moss; Deacons, Messrs. J. Craven, J. Dunn, B. Hick, J. Stokes, T. G. James, J. S. Mortimer, and R. T. Blackwell; Trustees, Messrs. F. J. Sargood, Thos. Fulton, Robert Smith, J. Craven, J. Dunn, B. Hick, J. Stokes, T. G. James, J. S. Mortimer, and R. T. Blackwell; Architects, Messrs. Crouch and Wilson; Builder, John Young."
The first person to be married in the Independent Church were Thomas Blackwell and Miss Fanny Craven. This lady was also a daughter of John Craven.

The Rev. Mr. Moss, during his pastorate, received a further call to aid suffering humanity. In 1859 a letter in the "Argus" suggested the necessity of a school for deaf mutes. The proposal met with no support from the Government or the public, but, nevertheless, a deaf mute, Mr. F. J. Rose, who had been educated in London, started a school in Windsor with 12 scholars. Mr. Moss took a warm interest in their welfare, and that of the school. The latter was held in Peel-street (1860), in Henry-street (1861), and then in Nelson-street (1862), Windsor. In 1864 the school was removed to Commercial-road. For 30 years Mr. Moss was the honorable secretary of the institution. The foundation stone of the building on St. Kilda-road was laid on 6th March, 1866.

When the Commercial-road building was vacated the newly formed Institute for the Blind occupied it. At first the intention was to have the mutes and the blind together in one institution. That idea was abandoned, and a two-room committee was formed out of the original committee. The Rev. James Mirams was the author of the idea, and to him belongs the honor of founding the Institute for the Blind. Mr. Moss was foremost in both efforts, but the Deaf and Dumb Institution was the one he was more intimately connected with, and he suffered a great loss by his death, on 14th March, 1891.

The building—Lea House—in Commercial-road, which was the philantropic effort of William Murray Ross. That extraordinary mortal, in some respects a visionary, and in other ways a keen business man, came from Liverpool to Prahran in 1852. When he walked down Chapel-road with J. C. Holland there were only three stores, all flying flags to indicate their vicinity. One of the stores, kept by Dawborn, the "Blue Bell," has already been referred to. Dawborn was a Liverpool man, and at the two towns he fraternised. As a result of Dawborn's persuasions Ross thought highly of Prahran as a coming place. In pursuance thereof he purchased 14 acres of land in Malvern-road, and erected a two-storied house near the Bush Inn, opposite the Hawksburn Hotel, no longer in
VIEW OF "COMO," TOORAK: THE AUSTRALIAN PARK.
existence, and which hotel, delicensed afterwards, was transformed into a private house, and was occupied by Graham Berry.

Ross was secretary of the Liverpool, London, and Globe Insurance Company. Before coming to Melbourne bearing the highest credentials from business men in Liverpool, he had taken a prominent part in the movement for the expansion of dock accommodation. On 19th May, 1862, he applied to the Council for permission to open up a street from Williams-road to York-street, which permission was granted, the street in question to-day being known as Murray-street. His last visionary idea, because, perhaps, before its time, was the erection of a mill to crush sugar beet, and the laying down of a railway to the mill. That venture proved his financial ruin, but he left his name written across the district in which he made the attempt, viz., Rosstown.

In 1857 the Methodist Chapel was in Commercial-road; the Independent Chapel, in Chapel-street; the Wesleyan Schoolroom, the Scotch Schoolroom, in Sargood-street (Orrong-road); the Baptist Chapel, Charles-street; the Windsor Schoolroom, the Windsor Catholic Schoolroom, and the Church of England Schoolroom, Chapel-street. The Presbyterian Church was at the corner of High-street and Punt-road. The manse was known as "The Cabin," and it was tenanted by the Rev. Jas. Megand. St. Matthew's Church was first established in a cottage in Chapel-street, about opposite Osmen's buildings, and close to where Dr. Llewellyn's four-roomed cottage was to stand. The first baptism took place on 24th January, 1854, the infant son of John Lythgoe, carpenter, and Mary, his wife, being christened Joseph. Afterwards the Anglicans crossed the road. According to the "Church of England Messenger," their official paper, the Prahran Anglican Church "is even now (1859) incurring the scorn of more energetic bodies of religionists." For some reason or other the first Prahran Anglican were slow in movement, and dilatory in providing the funds for church building. Considerable delay, that led to heart burnings and unchristian-like dissensions, too k place. Eventually a piece of land in Chapel-street, on the site where Osmen's building stood, was procured, having a frontage of 100 feet to a right-of-way leading from High-street. A devout Anglican, a tinsmith, name d Hague, i s credited with having found the purchase money or given the land.
THE HISTORY OF PRAHRA N

The schoolroom was built, and when read y was als o use d as a church, a doub le purpose, reminding g one o f Oliver Goldsmith’s lines—

"The chest contrive d a doubl e deb t to pay, A bed b y night, a chest of drawer s b y day."

and one that the Government did not approve. Neither did the Anglican authorities, but the parishioner s woul d no t fin d the money for a church. In May (1859) the church vestry wa s so angered that it took the extraordinary step of indicatin g the defaul ters on churc h door, and also on the seats, containing a nominal return of seat-holders who had paid their seat rents from 30th June, 1858, to ’59. Those who had not paid were highly incensed a t what they denounced as ”strong measures.” The ”Church of England Messenger” had a tilt at the tardy parish-ioners, urging them “to exchange a schoolroom, with its maps and music boards, its inky desks and wainscots chalked over with square root and vulgar fraction s for the fretted aisle and mul- lioned window and other feature s more consonant wit h devout recollections.” The Government had granted £20 0 toward the erection of the schoolhouse, and £100 was subscribed by the residents. The first minister to officiate was the Rev. James D. Brennan, who was appointed, January, 1854. He was followed b y the Rev. F. G. Barton, and the Rev. E. Puckle, who was succeede d on 4th May, 1855, by the Rev. J. H. Gregory.

The lack of a suitable church was felt to be a reproach. Several meetin g s were held to devise m eans to collect money to build one. On e of the most practical and important took place on 25th July, 1861, when it was resolve d to proceed with the erection of a Church of England in Commercial-road. A piece o f land was purchased by subscription for £200, in the name of Messrs. Dumas, White, Crews, Watt, and Smith, as trustees. When the land was secured, a section o f the Anglican site was to be left for the Independents. Complaint was made, too, that the Independents’ ”powerful organ” woul d drown the song s of praise fro m the Anglican choir! Thereupon it was decided to sell the land. The n some more unchristian-like dissensions arose amongst the trustees. Duma s refuse d to allow
the land to be sold unless she was paid £134, an amount, he said, he was out of pocket after the purchase. That caused further delay. At last, in high indignation, the Anglicans paid the money. Afterward they purchased, for £250, a site 102 by 138 feet, in Chapel-street, near Pine-street, "the nearest that could be procured to Commercial-road, and about equal distance from the three churches of the parish." Then the year looked forward to the day when they would have a fine church, which they determined should be calleld St. Matthew's. At that time the church authorities summed up the situation, so far as subscriptions were concerned, with the words: "I t must not be overlooked that the population of Prahran, though dense, is for the most part not of the wealthy class."

In December, 1876, the land in Chapel-street, and the school, were sold by public auction by E.J. Dixon, the purchaser being Henry Osment, the land bringing £30 per foot. He was the new proprietor of the Prahran "Telegraph" newspaper, his father, who bought the new sheet from Howard Spensley, being dead. Afterwards he entered the Council and became Mayor, and he gave the first ball in the "City," i.e., the new Town Hall. A section of the Anglicans was opposed to the sale of the school-room. Letters appeared in the local press from irate parishioners. They declared it was vandalism to dismantle such a building, hallowed by the early memories of those who had learnt their letters there, and who afterwards, reaching manhood, held communion there with all that was good. The protests passed unheeded. In due course the land in High-street was bought, and a wooden structure was erected standing back from the street, the foundation stone of St. Matthew's being laid by Bishop Perry in September, 1877. St. Matthew's was built, and when finished was heavily in debt. The church was opened for service in July, 1878, the first incumbent being the late Bishop Henry A. Langley. He had not been informed at first of the church's debt, £5,000. When he was told he was so disheartened that he left his boxes unpacked for weeks. The parishioners, however, rallied about him, and the debt was discharged.

The Rev. J.S. Gregory was the clergyman instrumental in building All Saints'. In August, 1860, the "building was progressing favorably. The stone work," says a report, "of a portion at present in hand is nearly finished, and it is understood that t
the trustee s hop e t o mak e arrangement s fo r puttin g o n th e skeleton o f th e roof , no t includin g th e slates. " Althoug h th e church i s outs ide Prahran , i t wa s inte nde d t o tak e th e place o f the schoolroom i n Chapel-street , bu t i t wa s soo n foun d th at tw o churches were required. Fo r so me time the Anglicans of Prahran used the Town Hall as a place of worship. Th e site o f All Saints was presente d by the Government to the Anglican authorities on 25th July , 1855. Th e firs t service s were hel d i n it whil e i n an unfinishe d condition , an d worshippers ha d t o brin g th eir ow n seats. I n April , 1862 , All Saints ' wa s dedicate d t o th e service s of God. Othe r Anglica n churche s i n Prahran ar e:—St. John's , Toorak; Chris t Church , Sout h Yarra , jus t ove r th e Punt-roa d boundary, on e o f th e oldest Anglica n Churche s i n Victoria ; an d St. Alban's , Armadale. Th e s ite o f St. John' s Churc h wa s pur - chased b y th e members o f th e church , 12t h March , 1860. Th e church wa s opene d fo r service s a t th e en d o f 1862, th e Rev. Dr. Bromby officiatin g therei n unt il th e arriv al fro m Englan d o f th e first incumbent, th e Rev. Walte r Fellows , M.A. ,, 12t h October , 1863. H e wa s th e brothe r o f Judg e Fellows , famou s fo r hi s roses, i f no t fo r hi s law , whil e he , himsel f, wa s equall y famou s in th e cricketing field.

When th e Rev. Willia m Newto n Guinness , M.A. , arrive d in Sout h Yarr a in December , 1855 , h e began t o collect subscrip - tions wit h whic h t o buil d a church o n th e sit e a t th e corne r o f Gardiner's Creek-roa d an d Punt-roa d, which ha s bee n allotte d t o th e church b y Crow n gran t in 1854. O n 26th A pril, 1856 , th e foundation ston e o f Chris t Church , Sout h Yarra , wa s laid. I n April, 1857 , th e firs t portio n o f th e church , consistin g o f th e nave an d th e bas e o f a tower, wer e erecte d a t a cost o f £2,850 , an d th e church wa s opene d fo r divine service.

On 18t h June , 1858 , Sout h Yarr a wa s constitute d a parish , an d th e parochial boundaries were defined. I n 1859 th e vicarag e was built at a cost o f £4,000, an d a schoo l house wa s commenced. South Yarr a gre w rapidly, an d increa se d churc h accommodatio n wa s urgentl y needed. Thi s wa s provide d b y th e additio n o f transepts an d chanc e l a t a cost o f £6,327. Th e newl y enlarg e d church wa s first use d fo r public worshi p o n 8th December, 1859. It wa s not u nti l 21st December, 1875, th at th e churc h wa s con - secrated by Dr. Thornton, th e Bishop o f Ballarat. I n September, 1880, th e Rev. W. N. Guinness , th e n a n o l d m an, resigne d th e
vicarship and returned to England. He was succeeded by the Rev. H. F. Tucker, who was inducted to the living on 11th November, 1880, by the Ven. Archdeacon Stretch.

Alterations and repairs to the church, costing £1,602, were undertaken during the first year of Mr. Tucker’s ministry. On 29th October, 1885, the foundation stone of the present tower and spire was laid by Sir Henry Brougham Loch, then the Governor of Victoria. Mr. T. B. Payne gave £2,000 for the erection of the spire as a memorial to his daughter. The building of the spire cost £2,000 more. The church has cost altogether £20,000. It is 150 feet long. The breadth across the nave and aisles is 60 feet, and the transepts are 100 feet long. The spire to the top of the spire is slightly less than 200 feet. The first architect of the church was Mr. Charles Webb.

The site of St. Alban’s Church, at the corner of Wynnstal and Orrong roads, was purchased by the Diocesan authorities in March, 1885. The temporary church was opened by Bishop Moorhouse, in September, 1885, and the permanent church on 17th June, 1899, by Bishop Goe. The first minister was the Rev. Frederick Webb, now of Adelaide.

St. Martin’s, at Cromwell-road, Hawksburn, is another Anglican Church of recent date. Its foundation stone was laid in 1887. The Rev. Horace Tucker acted as incumbent for a while, and he was succeeded by the Rev. W. Kennedy Brodribb.

In the ‘fifties the Roman Catholics had their spiritual needs attended to by the Rev. P. Niall, whose parish he extended from Prahran to Brighton. The St. Joseph’s Mission, at South Yarra, is a modern parish. The Government gave the church a grant of land situated in Punt-road, near Commercial-road, quite out of the way so far as the convenience of worshippers was concerned. This the church authorities sold for £5,000, and a site was purchased in Fitzgerald-street. The foundation stone of St. Joseph’s was laid, 18th March, 1888; in 1892 the building was enlarged, and a school hall was erected capable of accommodating over 400 children, the whole of the improvement cost £2,200. The parish of St. Joseph’s, in ten years, has subscribed £10,700 towards the church, inclusive of the sale of the land. The Presentatio n Convent, at Windsor, was founded by five Presentation nuns, who arrived in Prahran from the Mother-house, in Limerick, on Sunday, 21st December, 1873.
On 10th December, 1874, they moved into a house that stood in the present convent grounds, which cost £2,600. Schools were erected, and a substantial brick wall, at a cost of £2,000. Ten years afterward a permanent convent was decided upon. The Rev. Dr. Corbett laid the foundation stone on 28th October, 1883, and it was opened in September of the following year. The convent is a hollow rectangle, the outside measurements being 176 by 140 feet, and the architectural style employed is a picturesque treatment of the early pointed, with the usual high-pitched roofs and cross-surmounted gables. The cost of the completed portion of the convent amounted to £9,000.

Some memories are recalled of the man, a digger named Johnson, but more widely known as the "Boss of the Woolshed," who at one time owned and lived in the house the Presentation nuns bought for £2,600. Johnson was a successful digger at Reid's Creek, name'd after Robert Reid, afterward s M.L.C., who had a cattle station there. Johnson thought well of the mining prospects of Woolshed Valley, and he left the creek to stake out a claim in the valley. He employed six diggers to work his claim, but he failed at first to find gold. The day came when he could no longer pay the men their wages. With that generous spirit that often was a part of an Australian's digger's mentality, his men offered to give him a week's labor, which they did. While Johnson's fate was suspende d in the balance the party "struck it rich." Johnson is reputed to have won the large sum of £70,000 from the paddocks. A week's wash, on one occasion, panned out over £15,000 worth of gold. Twenty dozen bottles of champagne were opened to celebrate the occasion. Johnson soon afterwards came to Melbourne, married, and built or bought the house in Dandenong-road, Windsor. He continued to speculate. His luck changed. He began to lose his easily acquired fortune, until, in the proverbial plunge of a desperate gambler to retrieve himself, he ventured and lost all. The house passed from his possession in the financial crash that encompassed him.

What a contrast the picture of Johnson shouting his twenty dozen of champagne in the midst of a crowd of cheering diggers of all nationalities presents when placed alongside a vision of its present owners, the good nuns, singing in the peaceful eventide praises to their Maker in the dim religious light of their cloistered chapel! And what a contrast, too, to the man glutted with the
riches of the earth, "where rust and moth doth corrupt," to the
nuns laying up their treasures in heaven, or to the nuns pensively
walking in the convent grounds some of the paths that the "Boss
of the Woolshed" probably once strode in the pride of believing
that the luck he found on the Woolshed would not desert him at
Windsor.

Prathran has seen a notable temperance crusade, when, in
1874, Matthew Burnett made many converts to temperance for
the time being. His superficial success was wonderful. By his
elocution he stirred up the whole of Prahran. A Minister of the
Crown, the late Hon. J. Nimmo, appeared on his platform in the
vacant places of the city. The earnest face of the crusader was
enlightened by the flames of flare oil lamps. In the end Burnett
was accorded the honor of a torchlight procession through the
city, the members of several fire brigades lending their aid! His
magnetic personality caused hundred and hundreds to sign the
pledge, under the spell of his pathetic pleading for home and
bairns, and his denunciation of drink, but not the drunkard, who
he depicted as a poor soul gripped by the potent devil lurking in
drink. Later came Major Barker, of the Salvation Army. About
1876 he landed, with his wife, from London. The two set out, full
of faith, unassisted, to establish the Salvation Army in Aus-
tralia, and these street missioners made the first essay in
Prathran. Major Barker was an earnest worker, and he succeeded
in his labor, only to be recalled to London when the heat and
d burden of the day had passed. These first Salvation Army barracks ever built in Australia was the outcome of his work. I t
stood in Victoria-street, Windsor, and was opened by Major Barker on 2nd May, 1884, the then Mayor of Prathran, Cr. G. W.
Taylor, being present.
CHAPTER XV.

**Frahran postal service—Agitations for Post Office—Government indifference—Promises and evasions—Gas lighting—Early markets—Schools.**

From the days of the Road Boards to the years of its Councils, Prahran has been dissatisfied with its postal services. Successful in almost every venture for the improvement of the city, the establishment of a post office that should be worthy of the municipalit y has been, year after year, evaded by the State, and subsequently by the Commonwealth Authorities. The Prahran Council was from the first persistent in its petition for an adequate post office. It has been still more persistent in its demands since 1867 up to the present day, but so far without success. The failure to obtain its ends has been due, in a large measure, to the action of the Council of 1871-2 in giving to the Postal Authorities a 99 year's lease of a portion of the Town Hall, in consideration of the Government paying £5,000 towards the cost of additions, and reconstruction of the northern end of the building. The succeeding Councils have been legally bound for 99 years by the terms of that lease. They cannot do anything beyond requesting that the Government shall take back £5,000 and surrender the lease. Gleams of hope, at times, have suggested the thought that the Government was about to grant the prayers of the Council, but these hopes have afterwards been repudiated, and there by a most regrettable breach of faith was committed, to the par ticu lar damage to the Commonwealth Government toward the Prahran Council.

Prahran was a town of considerable importance in 1871, yet the residents were without the convenience of an ordinary Post Office. They were also without any means of telegraphic communication with other centres. Attention was drawn to the inadequate postal facilities by the death of Mr. A. F. White, a chemist, already mentioned as the first postmaster of Prahran. He had held the position for 20 years and latterly was in receipt
THE PRAHRA N TOWN HALL, 1924.
of £40 0 a year from the Government. He was well liked, and was in 1863-4, 1867-8 a member of the Borough Council. A diffidence was felt in moving, while he was alive for the appointment of a qualified postmaster, but at his death the way was open for a post office and for a departmental post master. An agitation for adequate postal service started. In July the townspeople were of the mind that Prahran should have a post and telegraphic office as a separate institution.

A circular said that "Prahran has, during the past few years, made much progress. It is now a Town, and one of considerable importance. It has a large local trade, but it has no telegraph, an d it s posta l arrangement s ha ve e no t kep t pac e with it s materia l growth. "A petition by the burgesses was circulated, the request of which to the Mayor was to convene a meeting of the burgesses to consider the suggestion. A resolution was to be passed calling upon the Town Council to take the matter up, and to learn from the authorities, officially, on what condition s the Posta l Departmen t wa s p rep ared t o mak e the change. I f necessar y the burgesses were willing that the Council should take a poll of the ratepayers and, "whichever way the majority decided, s o le t i t be."

On an allegatio n whic h ha s bee n publishe d d tha t "ther e wa s no roo m in th e Tow n Hal l to spar e fo r th e purpos e o f a po st office," th e ratepayer s aske d indignantly, "Are we therefor e perforce shu t up t o rentin g a priva t e place ? W e thin k k no t . What w e shoul d lik e t o see , an d w h a t w e thin k shoul d b e done , is to erect an addition to the hall on the vacant space between the north e nd o f th e building an d Greville-street . N o bette r sp o t f or a combine d Po st an d Telegraphic Office coul d b e foun d i n th e tow n . . ."

An official intimatio n ha s bee n give n th a t Mr. Bance, th e Post O ffice Inspector, ha d exa mine d th e positio n, an d ha d com e to th e conclusio n a t onc e tha t th e positio n o f th e po st offic e should no t b e altere d. "Th e Tow n Cler k k ha d tak e n dow n n th a t Mr. Banc e woul d recommen d tw o po st offic es, on e i n Sout h Yarra an d o n e i n Prahran , i n charg e o f me n engage d i n business."

In October the Council still resented the way the authorities were shilly-shallying over the question. On 30th October the Council decided to elect three or more Councillors, to wait on the
Chief Secretary, and to "urge the claims of this town to immediate telegraphic connection, and also its claims for a public post and money order office for Prahran." It was then thought, in view of the many conflicting views as to where the post office should be, and the councillors being not unmindful of the many strings that were being pulled by property holders, that it would be satisfactory to each councilor if the Committee to consider the question was to consist of the whole Council.

This precautionary amendment was adopted, and the move of it, Cr. Vale, wanted to know what would become of the post office at South Yarra if a post office was erected adjacent to the Town Hall. He urged that the Council should not ignore the convenience of their fellow townspeople in other localities.

As a result of the Council deliberations in Committee, a deputation did wait on the Postmaster Commissioner, and the issue was embodied in a report read in open Council which recommended that the Government be requested to provide two postal and telegraphic offices, one in Prahran, and one in South Yarra, and that if the offices are placed in charge of men engaged in business, private rooms be provided for the postal and telegraphic operations."

The Government was "requested," but the Government did not reply. The Council was surprised, but the silence continued. Indignant the Council passed a motion 'That this Council elect a committee under instruction to write a letter to the Chief Secretary protesting strongly agains t the utter indifference of the present Government in persistent ignoring the interests of the inhabitants of the town of Prahran in the matter of postal and telegraphic accommodation. To direct attention to the promise indirectly made by the Hon. Commissioner of Public Works to the Council's deputation thereon, and that a letter be sent to our Parliamentary representatives.'

Some of the councillors cast about to find the reason of the Government's silence. Some months afterward Cr. W. Harrison said he would enlighten the Council. "They would remember," he said, "that Mr. Wilberforce Stephen was invited to attend the deputation and he did so. Ho wever his influence was brought to bear afterward s was told b y Mr. O'Grad y the other night in Parliament when the Duffy Minister was demolished."
He said, 'One of the honorable members for St. Kilda had asked that an appointment might be given to the lady' (alluding to Mrs. Aspinall) to South Yarra, but afterward withdrew his request, and gave as a reason that he did not wish to deprive the men who had political influence.'

On the basis of this it was asserted that Wilberforce Stephen was either dealing double with his constituents, or else that Mr. O'Grady was not stating the facts of the case. Mrs. Aspinall was the widow of the brilliant barrister the Hon. Butler Cole Aspinall. He was Solicitor-General in the Macpherson Ministry in 1870. His mind giving way he resigned his seat in Parliament, and died, not having recovered his reason, in England. Sympathy was felt for Mrs. Aspinall who was not rich in the world's goods. The sting in Harrison or O'Grady's allegation was that if it had been necessary to create a political job to give Mrs. Aspinall a postmistress at Prahran or South Yarra, those places would have had the post office they wanted. At the time without its departmental post offices. These allegations made in Council create a political scandal. Mr. R. Murray Smith, then a member of the House, wrote to the Council and to the newspapers, to declare that he knew there was not the slightest foundation for Mr. Harrison's assertion. 

Messrs. B. C. Aspinall and J. Wilberforce Stephen, like ex-Mayor R. M. Smith, were personally well-known in Prahran. Each of them had, Aspinall in 1864, Stephen in 1871, and Smith in 1874, represented Prahran as part of the electorate of St. Kilda in Parliament. Each of them graduated as Fourth Wrangler in 1846. He eventually was elevated to a Supreme Court Judgeship, and died in 1881.

On 24th June, the Mayor, Mr. G. Lewis, reported that he had, in conjunction with C. Ogg, waited on the Postmaster-General, and drew his attention to the Council's communications on the above subject which he had been sent to, and an unwarranted by the department; also to the report of Captain Bancroft which had been agreed to by the Council. The Postmaster found the representations made to him were quite correct, and he promised that there would be no more delays.
The Duffy Ministry at last granted the request of the Council, but the Postmaster-General decided to place the post, telegraph, and money order office at a spot known as Hardwick's corner, at the junction of Toorak-road and Chapel-street. This decision did not tend, in Prahran, to increase the popularity of the Duffy Ministry, which was already tottering to its fall. By this determination the postal authorities swept aside the work of committees, of public meetings, of the council. Prahran's past labors were disregarded; the victory obtained was almost Pyrrhic. The ratepayer's abuse of the Duffy Minister, the Postmaster-General, the Postal Department, and the tide of public opinion in Prahran flowed strongly towards the Town Hall. There the speakers of Prahran could give tongue to the Britisher's right of free speech, while the "wild Irish of Prahran," of whom there was always a full leaven, could shout how much they were "against the Government," though it's head was the man from Monaghan, Charles Gavan Duffy, who had just declared he was "an Irish rebel to the backbone and spinal marrow." The feeling of disappointment in Chapel-street, especially among the tradespeople, too her concrete form in an indignation meeting to protest against the Hardwick corner site. A motion was passed protesting against the site, and a motion was carried, appointing the Mayor, Cr. Geo. Lewis, Mr. Crews, M.L.A., the Rev. W. Moss, Dr. Fetherston, J.P., and Councillors R. Murray Smith, Young, and D. Harrison to wait on the Postmaster-General. The result of this deputation was that the backboner and spinal marrow was selected, the Council giving the Post Office Department the fatal 99 years' lease at a peppercorn rental.

At the time it was thought that the Council had not much the best of the bargain with regard to the building that now forms a portion of the public library. The Government voted £5,000 toward the cost, and in return it received the police quarters and postal and telegraphic accommodation. The contract for the building came to £6,100, the Council paid the amount less £5,000. The first telegram received in Prahran was flashed through on 1st August, 1872. Since then, day by day, and telegraph offices have been established in all principal divisions of the city, as well as a telephone exchange at Windsor. This exchange was opened by the Postmaster-General, the Hon.
J. Thomas, M.H.R., on 19th September, 1910. The building and accessories cost £9,000, and the switchboard £18,662. The underground work providing a metallic circuit for each subscriber within the Windsor area was estimated to cost £50,000. At the time of its completion the Exchange was described by experts as equipped with the most up-to-date system for conducting telephone business in the State.

The official files of papers referring to negotiations between the Prahran Council and the Commonwealth Postal Department over the question of the Department's surrender of a portion of the Town Hall as a post office continue, year by year, to wax fatter. Changes of Commonwealth Ministers, are followed by the persistent applications from the Prahran Council for the return of its birthright in the form of the Town Hall office, which the foolish one sold for a mess of pottage in 1871-2.

The Prahran Council is in a stronger position than it has hitherto. It has the evidence of a promise given, and its repudiation by a Commonwealth Minister of the Crown. This repudiation must sooner or later come to be acknowledged as a gross breach of public honor by a responsible governing body toward a municipal council. When the Commonwealth Ministerial conscience admits its sin in the new post office in Prahran is within the circle of utilities to be realised.

Unfortunately, when the council arrived at an understanding with the Postal Department in 1909, that the Department should hand over the building on its payment of £5,000 there was no written agreement made by the Department. A "scrap of paper" would have made repudiation less easy, but judging from the final letter written to the council, the Hon. King O'Malley, the Postmaster-General, the word of a responsible Departmental head was one that could be waived aside.

The Council wrote to the Commonwealth Postal Department to make good its Departmental Chief's promise. In reply, the council was informed that, "A n approval give n 190 9 b y th e Postmaster-General only y covere d th e concurre nce e o f th e Posta l Department i n th e propose d arrangement, bu t t i d d no t bin d th e Commonwealth h o t a n y agreemen t for th e surrende r o f th e lease. Th e paper s i n th e matte r hav e bee n forwarde d t o th e Department o f Hom e Affair s whic h administer s th e 'Land s Acquisition Act 1906/
This notification, one may suspect, was written with the concurrence of the Minister of Home Affairs. He was the politician of the moment who prevented the Prahran Council from obtaining possession of a portion of the Town Hall, and the one who denied Prahran City the right of having a Post Office built in its midst. The letter (Sept. 1911) from the Office of the Minister of Home Affairs reads: — "With reference to your letter of the 5th, with which you forwarded a draft surrender of the lease under which this department occupies a site in the Town Hall premises at Prahran, I am directed to inform you that legal advice has been obtained in the matter, and it appears that, under the 'Lands Acquisition Act 1906' the approval of the Governor-in-Council is required to authorise the disposal of the lease in question."

The two following paragraphs extract from Mayor's reports on the municipal activities of the year disclose the unsatisfactory methods of the Postal Department: —

"A further effort was made last year to impress upon the Minister for Home Affairs (Hon. W. H. Kelly) the great necessity of providing a modern Post Office. The Minister who was favorably impressed, undertook to make a personal inspection of various sites in the vicinity suitable for a new Post Office. He came on the 11th October, 1913, and the Postmaster-General (Hon. Agar Wynne) also inspected the district on the 18th March, 1914, with the object of selecting a site for a new building. In company with the Town Clerk I met these Minister on both occasions, and they agreed to up on the necessity of immediate action, but so far no further progress has been made."

"Hope deferred may make the heart sad, but in the case of the Prahran Council it's effect is only to further harden the..."
persistent body in its determination to fight for its ratepayers' undoubted right to have a post office erected adequate to the wants of the city.

On 21st March, 1923, yet another visit was paid to the Prahran Post Office, this time by the new Postmaster-General, Mr. Gibson, and his staff. It was then stated that a new building, suitable for all requirements, could be erected for £12,000, and His Worship the Mayor (Cr. Chambers), on behalf of the Council, offered to contribute half the cost (£6,000) if the project was proceeded with, and he also pointed out a suitable site for the Post Office. The Minister considered the offer a very substantial one, and promised to give it every consideration.

For fifteen years the Postal authorities knew of the antiquated drawbacks of the Prahran Post Office, yet for years on each visit of "discovery" the same tired routine of inspection was gone through, the same conclusion was arrived at, that the post office was out of date, and also that the Council had made out a good case. With the change of the Commonwealth Ministry, better treatment than the Council had been given in the past was confidently expected. With the knowledge that large sums had been earmarked for postal improvement by the Commonwealth Treasurer, the Prahran Council was almost confident that it was at the end of the long lane of disappointment. Patiently the Council awaited the momentous letter which was to resolve its doubts. At the Council meeting held on 4th June, 1923, the letter was read as follows:

"After having fully considered the matter it has been decided that the proposal to erect a new Post Office, your Council contributing £6,000 towards the cost of erection and the purchase of a site on the condition that the Commonwealth surrender its site to the present Post Office, cannot be entertained. In order to provide additional accommodation for municipal offices, libraries and other activities, the Commonwealth has prepared to lease to your Council for a term of fifteen years the whole of that portion of the first floor held by the Commonwealth, and portion of the ground floor at a yearly rental of £91, provided the Council carry out all necessary alterations and repairs."

That the councillors warmly resented this letter and the terms of this letter will be readily believed. The history of the whole of the negotiations shows how much the Council has suffered, how it has been thwarted in its attempts to obtain for the citizens the post office, which building any progressive Government would at once concede is not only desirable for Prahran to have, but also admit that it is necessary if Prahran's
postal service is to keep step with its great trade expansion. Nettled the councillors spoke sharply, one councillor, Cr. Flintoff referred to the letter as "the most audacious piece of impertinence ever perpetrated by the Commonwealth Government."

Delayed but not discouraged, the Prahran Council still continues to urge the Commonwealth Postal Department to give a Post Office to Prahran an up-to-date Post Office. There is some talk in the air (June, 1924) that the Windsor Post Office is to be merged into the overcrowded Windsor Telephone Exchange, and it is stated that the Postal Department is considering the advisability of erecting a Post Office in Chapel-street that will replace the Windsor and Prahran Post Offices.

Among the first accounts (12th July, '56) paid by the Council after it was constituted was £1 1/3 to one Morris, for candles, which shows the primitive means of lighting in the early days. Candles and oil lamps were the mediums used by the settlers for illumination. The lantern was a part of the resident's household goods as an umbrella is of ours. Today we have only a faint idea of the difficulty that was experienced in finding well-known localities after dark. Even when the Council commenced the task of lighting the place, the few feeble oil lamps only served to make the darkness more visible.

The Melbourne Gas and Coke Co. was the first to supply gas to Prahran. It laid a 12-inch main in September, 1858, from Spring-street, Melbourne, along Wellington-parade and Bridge-road to Church-street, the main continuing with a 9-inch along the latter street across the river, and along Chapel-street to the Town Hall. In 1860 a main was laid over Prince's Bridge as far as the Junction, St. Kilda, with branches up Commercial-road and High-street into Prahran. Soon afterwards the Council had a few lamps lit by gas. In 1861 the Council entered into a contract for erecting 28 lampposts and lamp posts in the length of Chapel and Greville streets. The Town Clerk was instructed to obtain the price of English made lamp posts. Evidently the local ones were better, for Enoch Chambers made the lamp post stone at his foundry.

Some talk ensued in October, 1861, Chambers then being a councillor of his misusing his position in securing the tender for the man who would use his lamp posts. A contractor named
Coop was the successful tenderer for the lamp posts. They bore Chambers's name in the casting, and some ratepayer sold the ones he discovered a "job." A discussion took place in the Council; Cr. Chambers told the Council that the manufacturer of lamp posts was part of his living, that he sold the lamps to Coop, and that if the Council deemed he had done wrong he would resign his position sooner than be debarred from selling his lamp posts. The Council accepted the explanation as satisfactory, and the little storm passed.

Prahran was glad at first to enjoy the advantages of gas light, but in the 'sixties it's people began to grumble at the monopoly. A half-hearted attempt was made in 1860 to establish a Toorak Gas Company, and the Council was asked by its promoters to co-operate with the Company, but the Council took no action. In 1865 great dissatisfaction was expressed so far as the price paid to the Melbourne Gas Company was concerned, viz., 14/- per 1,000 cubic feet. This heavy rate was the cause of the inadequate lighting of the public streets, and private consumers were also penalised. A meeting of ratepayers was held in the Mechanics' Institute, the Mayor, James Stodart, being in the chair, to consider the advisability of starting the Union Gas Company. Crew stated the Company propose to supply pure gas at 10/- per 1,000 cubic feet. The borough had to pay the Melbourne Gas Company £1 2/- per year for lighting each lamp, the Union Company would supply gas for each lamp at £7 per annum. The works were proposed to be erected at South Melbourne, to be capable of making 120 million cubic feet of gas per annum. There was no doubt of the Bill of incorporation passing through Parliament, and the Company proposed to supply the House of Parliament and all public buildings at a saving of at least 29 per cent.

The Union Company did not materialise so far as the Prahran Council was concerned, and the city remained a customer of the Melbourne Gas and Coke Company, a company that was subsequently merged with others into the Metropolitan Gas Company. In January, 1868, the supply of gas to the Government offices in Prahran was taken by the Gas and Coke Company at 7/- per 1,000 cubic feet, and £7 per lamp per annum. On the same day a tender for lighting the Town Hall clock, with one gas burner before each dial, was accepted by the Council at the
sum of £3.5 per year. So the gas supply continued for years until the advent into the electric light in the year 1890, when the battle commenced, which has continued since, Gas v. Electricity. The oil lamps at the corners of streets, that flickered in the fifties, have given way to powerful electric arc lights, which may be properly described as the suns of the present, as the oil lamps were the rushlights of the past.

At the end of April, 1864, an agitation started for the establishment of a market in Prahran. The Melbourne City Corporation had refused to reduce what the market gardeners regarded as the "exorbitant" rates for selling their produce in the Eastern Market. It was thought that the "City's" extremity ought to be the suburban municipalities' opportunity. The Health Officer, Dr. P. Gordon, "for Windsor, Prahran, Toorak, and South Yarra," wrote under date 29th April, 1864, to the Local Board of Health, and a lengthy letter was read in the Prahran Council on the subject. In the course of his letter he said "last week I myself paid 2d. a piece for cabbage sixpence; a day or two after I bought the m at my own door fourteen for 6d., an d I a m informed d tha t the tw o preceding Saturda y evenings they were given away to anyone in the Eastern Market."

The Health Officer went on to say that if you board will consider the dense population of the district of St. Kilda, Prahran, South Yarra, Richmond, most of which I believe would be only too glad to avail themselves of such an accommodation, you cannot fail to see that the establishment of such a market would be of immense value to the community. The local paper commenting on the proposal said: "Our Town Council has earned considerable applause for its spirit in building the first really handsome Town Hall in the colony—it will increase that good feeling by being the first to establish a really successful suburban market."

A motion was passed in the Council "that it was the duty of the Council, if possible, to erect a public market." In May the Council had evidently coole d off the proposal on the ground of expense, an attempt to establish a market having failed. "The Argus" made an attempt to hearten the proposal to establish a suburban market, notwithstanding the Fitzroy failure. That paper said in support: "Le t us take St. Kilda and Prahran for examples. If ther e was a market for each of
these places, a toll gate fee, and six or eight miles travelling to Melbourne and back would be saved to the producer, and a similar journey, and the extra price put on by the suburban shopkeeper to the consumer. The thrifty housewife would have close at hand the emporium where to select the household requirements. The woul d be fresher and cheaper, for the y be les s sweated in the closely packed cart, and would escap e a larger portion of the toll s and due s no w accumulate d upo n them."

Apparently the proposal to establish a market at this date spluttered out, to be revived in 1867. Emerald Hill had a market at that date and why, the ratepayer s asked, should not Prahran? It was allege d that two-thirds of the market gardeners passe d through Prahran, and over-crowded the market at Melbourne. The y ha d to g o twelve hour s befor e the marke t opened if the y wante d to secur e a good position. In consequence of that, Prahran had to put up with stale vegetables, which had bee n lying for perhaps a week in a greengrocer's shop, an d the price s the greengrocer s charge d wer e twice as much as the y should be.

The complaint made about stale vegetable s was somewhat an exaggerate d statement of existin g conditions, for there were several market gardeners in Prahran, and certainly numbers of its boundaries, who s owner s must have made business with the local shopkeepers. On the aesthetic side of gardening, South Yarra was full of nurseries. In 1856, Smith and Adamson had a small one in Shipley-street, the n a large one betwee n Punt-road an d Caroline-street. Bogie's ros e nursery y wa s a t the corner of Punt-roa d an d Gardiner's Creek-road, whic h after wards becam e the residenc e of Mr. Justice Fellows; the n ther e was Handasyde, McMilla n an d Co.'s, i n Yarra-street, subsequen tly purchased by Mr. Joseph Harris. In othe r directions, incontrovertible evidence exist s that Prahran took kindly to the man with the hoe.

The agricultural statistics of the colony, publishe d in the "Government Gazette" for the year ending 31s t March, 1872, showed that Prahran was considere d of sufficient importance a s a farm produce area to have its yields quoted. We are told that the number of holding s exceeding one acre i s five, and that the land in occupation i s 82 acres. The extent of land under tillage,
and enclosed, 8.2 acres. The crops are then described, viz., mangel wurzel, 2 acres; hay, 5 acres; cereal grasses, barley, wheat, oats, 5 acres; maize, 9 acres; rye grass, lucerne, clover, vetches, 3 acres; sorghum, 5 acres; permanent artificial grasses, 40 acres; vines, 3 acres; gardens, 3 acres; orchards, 7 acres. The gross produce was as follows:—Mangel wurzel, 22 tons; 10 tons hay; 7,000 vines; 5 cwt. of grapes not made into wine or brandy, 80 cwt. made into wine and brandy—400 gallons of wine produced.

In 1864 the Prahran Council purchased some land for a market in Greville-street (now the Prahran Gardens) thinking the location would be a good site because near a railway station. In the first instance the Council proposed that the experiment of holding the market in the streets should be made, the place to be in Commercial-road, between Chapel-street and the railway bridge. If the experiment proved successful, the Council was prepared to go to the expense of erecting sheds, etc. On 14th June, 1867, a public meeting was held to consider the best means to be adopted for establishing a market in the borough, the Mayor, Cr. E. L. Vail, being in the chair. A motion was moved affirming the necessity of establishing a market, and another, "that the burgesses assist the Council in the furtherance of the object."

At a Council meeting held on 9th July, the proposal was discussed. Opposition was evinced from South Yarra, a petition pointing out that the argument in favour of Greville-street site was its centrality, but that did not hold when it was stated that in South Yarra there were 1,056 ratepayers, while in Windsor there were only 1,028. The rateable property in South Yarra was £58,000, while the value of that in Prahran was only £28,000. Considerable feeling was displayed in the discussion, Cr. Widdicombe attacking Cr. Crews. The latter deprecated making the site of the market the subject of a petty quarrel. He was not wedded to any particular place, and would have no objection to having the market site on a piece of Barry's land, in Chapel-street, below Commercial-road. The land in Greville-street had been objected to because of its size, but the piece of land first proposed, at the junction of Chapel-street and Commercial-road, was only 61 by 100 feet, while the Greville-street site was 100 by 400 feet, including the pound, which could be easily removed. A motion rescinding a resolution passed on 27th May, 1867, to hold the market "in
Commercial-road to the railway bridge, "be struck out, and the land purchased by the Council in Greville-street be substitute in its place, was carried. In January, 1868, the Council decided to take the opinion of the burgesses on the following questions:—

First—To hold a market on the ground belonging to the Corporation in Greville-street.

Second—To purchase four acres of land situated in Chapel-street, north of Mr. Linay's timber yard, for £610, for a market.

Third—No market.

The poll was taken on 2nd January, and from the few burgesses who took the trouble to record their votes it seemed that the questions of a market did not excite much interest, although the figures were held to have been decisive as to the desire of the residents to have a market. Eventually a market was established in Greville and Grattan streets, the place for the market stalls being roughly indicated. These makeshift methods dragged on for some years. The market was not a credit to the town, nor of any real convenience to the townspeople. Councillors were dissatisfied. They decided to face the question of building municipal markets. That decision meant spending money. When the Council's intention to do so was known it brought the usual wail of opposition from the minority section of little Prahranites. This minority section cried aloud about the dangers of increased rating, and denounced the Council as a reckless one, and finally threw down the gage for the "Battle of the Prahran Markets." The fight started in 1880, and it lasted intermittently for ten years.

The sanitary arrangements of the early settlement were, as usual, primitive. After a time the Council made by-laws governing the construction of pits. These in time were abolished in favor of pans, the Council by means of a rate undertaking the service for the common weal. In 1889 the one-pan service gave way to what was known as the double-pan service, the vessels being cleaned and deodorized. That in its turn was succeeded by the flushing system; the first sewerage connection being made 30th May, 1898.

In 1856, when Prahran became a municipality, two systems of education were in force in Victoria, named respectively the denominational and the national, under two separate Board stations in operation at the same time. That system continued until 1862,
when it was abolished, and a single Board of Education was consti-
tuted, the fees ranging from 6d. to 2/6 for all children, except to parent s who were in destitute circumstances. In 1872 the Education Act provided for the formation of a Department of Education, the system introduced being free, compulsory and secular instruction. Prior to that Act religious, as well as secular, instruction was imparted by the teachers according to the denomination to which the school belonged, subsidy being granted by the State. There were also what were termed Ragged Schools, two of them being in Prahran, one in Commercial-road, and the other in Windsor. The Council in the early days occasionally voted the fees of schools £5 each. On the first schoolmasters, and on the scholars, and of the various lessons that may be read in Nature's books. He lived a short time atGreville and Macquarie streets, where the old house is still standing. Messervey often named Macquarie-street after the harbor in Sydney, that was, in its turn, called after New South Wales Governor Lachlan Macquarie (1808). Messervey and his sister lived in the first two-roomed paling house in South Yarra. Both were of keen intellectual attainments, and devoted to their work. About 1872 the y cease d teaching, and returned to their native place, Jersey, one of the Channel Islands, where they were seen by Mr. Davies' s father some years afterwards.

In 1853 the Rev. William Moss was appointed the correspondent of the Prahran National School, and continued to act in that capacity until the two boards (Denomination and National) were amalgamated by the passing of the Common Schools Act 1862. He was the chosen secretary to the local committee of Common Schools, which position he held until the Common Schools Act gave place to the Education Act of 1872. When that Act came into operation the local committees were superseded by the Boards of Advice. Mr. Moss became a candidate for election to the Prahran Board. The first election of the Prahran Board of Advice took place on 13th June, 1873. There were twenty-three candidates, and Charle's Hipwell was the returning officer.
The successful candidates were:

- Robert Murray Smith 319
- John B. Crews 31
- Rev. William Moss 313
- David Ross 217
- Edward J. Dixon 21
- Dr. G. H. Fetherston 20

A notable picturesque figure in the early scholastic life of Prahran was that of a fine French lady named Madame Lautour, whose maiden name was Josephine Marie Le Breton. She was born in 1816 in the old province of Normandy, at Vire, in Calvados, and came with her husband to Prahran in 1853. She had been engaged in teaching in England, and when she arrived in Prahran she started a girls' school, which continued almost up to her death in 1900. Many a lady in Melbourne to-day is under a life-long debt of gratitude to this distinguished woman, to know whom was a liberal education in all that was good in woman at her best in refinement and education. She first settled in Highstreet, in the locality now known as Hillingdon-place, which was so named after M. Lautour's cottage, for Madame called her house Hillingdon Villa, after a place in England where she had spent many happy days. Her husband was a fine man, too, not unlike Longfellow in appearance, a picture of whom was in Madame's drawing-room, and which was often mistaken for M. Lautour. Yet another well-known schoolmaster was Mr. McKenzie, of the Prahran Academy. He had a pupil Tom Pearce, of "Loch Ard fame," and the rescuer of Miss Carmichael. His people reside in the locality now known as Hillingdon, which was so named after M. Lautour's cottage, for Madame called her house Hillingdon Villa, after a place in England where she had spent many happy days. Her husband was a fine man, too, not unlike Longfellow in appearance, a picture of whom was in Madame's drawing-room, and which was often mistaken for M. Lautour. Yet another well-known schoolmaster was Mr. McKenzie, of the Prahran Academy. He had a pupil Tom Pearce, of "Loch Ard fame," and the rescuer of Miss Carmichael. His people reside in the locality now known as Hillingdon, which was so named after M. Lautour's cottage, for Madame called her house Hillingdon Villa, after a place in England where she had spent many happy days. Her husband was a fine man, too, not unlike Longfellow in appearance, a picture of whom was in Madame's drawing-room, and which was often mistaken for M. Lautour.
at St. James's, Melbourne. Darling-street, first called Prahran-street, was altered in name in honor of Governor Sir Charles Darling, K.C.B., 1863-1866.

Just below Avoca-street, on the north side of Toorak-road, about 1874, was a small fancy goods shop, kept by a son of the Italian patriot, Giuseppe Garibaldi. He was named Ricciotti. His course of true love had not run smooth, and he had left Italy, after the war, with the lady who was his wife, and who served in the shop. Their secret leaked out; the lady's stern parents relented, and they both returned to Italy. Ricciotti walked with a limp, the result of a bullet wound. He had distinguished himself in his father's campaign for freedom, notably on 20th January, 1871, when, with Garibaldian troops, he had beaten off a body of Prussian Pomeranians near Dijon.

When the new Education Act came into force nearly all the quasi-invested schools in Prahran were brought under the Act, which enables a return, 25th January, 1873, to be quoted. A general increase of scholars took place, owing to the broad-minded and liberal clauses of the Act.

Mr. Gamble's (Church of England), Chapel-street showed an average attendance during the last six months of the year of 210, but under the new Act the increase in the first two weeks of 1873 was 312.

Mr. Thompson's, Punt-road and High-street, average attendance the previous year, 85, followed by an increase of 50 per cent.

Mr. Connor's (Presbyterian), Punt-road, South Yarra, average attendance the year before, 226, with an increase of 100.

Mr. Wood's (Wesleyan), Punt-road, average attendance, 110; first two weeks of 1873, 195.

Mr. Shepperd's Chapel-street, South Yarra, average attendance, 160; first two weeks of 1873, 190.

The Church of England Schoolroom, in Chapel-street, with which so many early memories of the old residents' school days are linked, was known as the Common School, No. 492. Its curriculum, as advertised by its headmaster, Mr. Walter M. Gamble, was reading and elocution, writing, dictation, spelling, composition, arithmetic, mental arithmetic, Euclid, algebra, grammar,
geography, history, bookkeeping, Latin and French, singing and drawing, a list of subjects that may be regarded as representative of the whole of the schools.

As years went on the policy of the Education Department became more progressive; the various Government recognising the importance of liberal grants in aid of education. As an outcome, we have the modern State Schools, fine examples of them being found in Prahran. There is the High-street State School, the site of which contains three roods, 131 by 304 feet. The site was purchased from Mr. George P. Mills, the offer of £2,900 being accepted by him on 16th March, 1886. The property included a house, which with a stable, fencing, fruit and other trees, was sold by auction on 22nd July, 1886, for removal, and realised £57/4/6.

A brick school house was erected in 1888, accommodating 6,000 square feet, costing £5,499/17/6, and was open on 13th February, 1888, by John Blayney. Additions were added in 1899, 2,600 square feet, costing £1,157/13/9. Mr. Blayney acted as head teacher until 1894; in 1895 Mr. James McLaren succeeded him.

The Hawksburn State School site contains one acre of land, and is situated at Malvern and Surrey roads, on six allotments in the Dunster Estate, which were purchased on 8th October, 1873, from Mrs. Margaret Hobson, at a cost of £1,110. Additional land was purchased in 1908, costing £1,600—125 feet to Cromwell-road by 184 feet. A brick school was erected in December, 1874, Crouch and Wilson, architects, and opened on 11th January, 1875, by Walter M. Gamble. Additions were added in 1889 and 1899. The head teacher has been:—1875-78, Walter M. Gamble; 1878-94, H. Templeton; and in 1895 to date, C. S. Halkyard.

The name of the State School, No. 1,896, at Hornby-street, was changed to Windsor State School on 24th November, 1891. It possesses a frontage of 110 feet to Hornby-street, by 405 feet deep, and the land was purchased from Mr. G. Crawford in 1874, for £1,300. The price included a wooden cottage, No. 46, occupied by the owner, and outbuildings (except a large workroom), valued at £300. A brick school was erected in 1877, at a cost of £4,220/7/11, and was open on 1st August, 1877. Additions to the building in 1890 cost £754/15/5. The State School, Toorak, having a frontage of 230 feet to Canterbury-road, corner of Brookville—
road, was purchased in 1888, costing £2,400. A brick school was erected in 1890, and opened by a relieving teacher on 9th June, 1890.

The Armadale State School has 137 feet 6 inches to Sutherland-road, by 287 feet through to Armadale-road, and was purchased by the Department from Mr. Edward O'Donnell, of St. Kilda, for £860, the offer being accepted by him on 4th March, 1884. An adjoining allotment, 66 by 140 feet, in Sutherland-road, was bought from Mrs. Thomas, in 1889, for £528. The school—a wooden building, once occupied by the census clerks, was removed from Bowen-street, Melbourne, to this site, and, after renovation, was opened as a State School on 8th September, 1884, under James Crothy, as head master. A new brick school was built on 3rd August, 1886, costing £2,778/16/10. The expenditure on additions is as follows:—1890, £1,793; 1898, £1,526/6/1; 1902, £3,367/3/3 (new infant school). A fire occurred on 30th September, 1896, and destroyed three rooms at the northern end of the building and damaged four others. The head teachers have been—1884-93, James Crothy; 1893-1904, James C. Bartlett; 1904-10, William Ryan; 1910-11, John J. Healy; 1911-14, Thomas Rule; 1914-16, E. P. Hood Hill; 1916-18, James Gerrard; 1919-20, J. A. McPherson; 1920-22, Michael Coffey; 1922, H. T. Heintz.
CHAPTER XVI.

Fit8t Building Regulations —Ratepayers and Council —A suppressed advertisement—Proclamation of Prahran as a City —South Yarra separation movement —Division of the City into wards —The City markets.

In August, 1872, for the first time in the history of Prahran, the annual election to fill the vacancies in the Council, caused by the retirement of three councillors—Messrs. Vail, De Gruchy and W. Howard Smith—was allowed to go by without a contest, the three being returned unopposed. Long before the following August the councillor s and ratepayers were the parties to a municipal quarrel. The subject of the difference was the introduction of building regulations into the town. For six months previously the Council had been engaged in framing them. The ratepayers appeared to have been strangely indifferent to what was going on. On 22nd July, 1872, the regulations were passed by the Council. They were open for a month for review by the ratepayers, but they did not examine the regulations. Nor did they protest against them. The Council was led, by the apparent indifference with which its proposal to adopt the regulations was received, to infer that the regulations met with the approval of the ratepayers.

On 19th August the Council confirmed the regulations, and they were certified by the Hon. J. W. Stephen, in his capacity as Attorney-General, on 11th September, under Sections 178 and 179 of the Boroughs Statute, as not contrary to any law in force in Victoria. The regulations were duly advertised in the "Government Gazette" on 20th September, and the y had the force of law. The Council advertised the regulations in the local newspaper. When the burgesses read the regulations, and realised the force of them, there was a feeling of widespread indignation. Commenting on the townspeople's resentment, the press said, "Public spirit was not dead; the old fire of opposition which in times gone by use d to burn so fiercely, had not been extin guished/"
That this was so was shown at a meeting of the townspeople, held on 24th October, in the Town Hall, to consider the advisability, or otherwise, of postponing the operation of the building regulations for a period of five years. The attendance was estimated at 1,500. The Mayor, Cr. George Lewis, was in the chair. SUCCESSIVE speakers, including Cr. James Hole, Ex-Cr. J. B. Crews, M.L.A., and Robb, denounced the incidence of the regulations, especially a fee of £2 for permission to build. Mr. Crews was the principal speaker. He followed his usual custom when speaking at public meetings of drawing comparisons between Prahran of the present and 'Poor Ann' of the past. He said that 'the town was not yet in a position to accept the too-stringent regulations. He did not forge the time, 20 years before, when he could do to put up a wattled and daub hut to live in. The hut was neither pretty, nor was it ornamental, but it answered his purpose. He considered that everyone now coming to reside amongst the should have the same opportunity as he had. If the regulations had applied only to Chapel-street, he would not have objected, but they applied to the whole of the town. He knew of no other suburb which had advanced as Prahran had done. Because there happened to be a few isolated houses in Chapel-street, or in the Toorak-road, objectionable to the eyes, was that an adequate reason that the whole town should be penalised?"

The meeting carried, amidst loud applause, a resolution that a deputation, consisting of Mr. Crews, M.L.A., and Messrs. J. Crook, T. Thomas, and E. J. Dixon, wait on the Chief Secretary, to ask the Government to rescind the building regulations as the in force in Prahran. On 3rd January, 1873, the deputation saw the Chief Secretary, and gave him a petition signed by 2,040 townspeople, of whom less than 1,877 were actually on the roll as rate-paying electors. Mr. Crews, in presenting the petition, asserted that not 100 persons in the town could be found who agreed with the present regulations. Even some of the councillors admitted the y were too drastic, but they declined to rescind the or suspend the m whilst the y prepare other s less s arbitrary. The Council's action was characterised as unjust and tyrannical. The Chief Secretary, in reply, said that the Government could only do what the law allowed him to do in protecting the public against any power the Council assumed that it did not
GENERAL BIRDWOOD’S VISIT TO VICTORY SQUARE.

[See Page 335 Speaking to War Widows.]
possess. In the meantime he would ascertain from the Attorney-General what those powers were. The Council was asked whether it had any power to urge the Government to consider the statements and allegations contained in the petition forwarded by the ratepayers to the Chief Secretary’s Department.

The Council was fortified by legal advice; the councillors were assured that the acceptance of the regulations was well within their powers, and that every step the Council had taken was quite constitutional, and in accordance with the Local Government Act. Therefore the Council maintained its dignity, and awaited the Ministerial thunderbolt. The Chief Secretary sent the Council his reply, where-in he suggested that as several councillors retired in the coming August, that —

"The Council should suspend any action under the regulations until the municipal election shall have determined the will of the ratepayers in regard to them; and to take measures so that the necessary of interference on the part of the Government might be avoided."

The Chief Secretary’s advice to the Council made the position worse. Even some ratepayers who were opposed to the building regulations joined with the Council in resenting the veiled dictation contained in the letter. The Council denounced the interference with the freedom of local self-government, even supposing that the Council in its wisdom consented to the building regulations duly amended, adopted, confirmed, and legalised, not coming into force for four weeks.

Within the Council itself a storm was in progress. At every meeting the question of the building regulations was tabled in some form or another. It was the bone of contention, and a small but noisy minority opposed the building regulations. When Cr. Young said that he understood at the last Council meeting that the present building regulations would be rescinded and amended, one of the councillors, not specified, was airily referred to as the "Ananias of Prahran."

Cr. Harrison said that the remembrance of the time when, if a poll of the ratepayers had been taken at the desirability of establishing a municipality, the majority would have been e o
against it; the same with the introduction of Yan Yean water, and the establishment of a market. There Town Hall would never have been erected if it depended on a poll of the ratepayers. And there was no doubt if a poll of the ratepayers was taken against the present building regulations the y would be thrown out. It was seldom that such measures met with the approbation of the public."

"In Prahran," continued Cr. Harrison, "at the present time, there were a hundred publics. Ask 50 persons what their opinions were on the subject and they would give you a different version. It was like a child looking at one of Turner's celebrated paintings, and pointing out a rabbit. That was the thing that struck the child's attention. Every man had his particular rabbit. The Building Act was a square measure, and they had to deal with a round public, and, of course, they could not expect to fit a round public in a square hole."

In the end no action was taken beyond a motion, which was carried—"That this subject be referred to the Council in committee, to report in a fortnight's time."

So the fight dragged on, but it did not lose any heat because of its length. Councillors and ratepayers were hitting out from the shoulders. The fight was to a finish. Charges of "underground engineering" were common, and subsequent events showed that influence was at work. Here and there, in the whirl of the fight, we obtain fleeting glimpses of Prahran. One newspaper critic, after denouncing the regulations, writes:—"If Prahran was getting overcrowded with buildings, or if people were building a lot of rickety houses, to the annoyance of the public, I should be willing to submit to certain restrictions for the public good, but instead of that being the case, the houses and shops that have been built here within the last few years are, with very few exceptions, not only a credit, but an ornament, to the place, though they are not one of the main strict conformity to the regulations. As to Prahran being overcrowded, it will be many years before Chapel-street even will be in that condition."

Public opinion and official pressure, coupled with a sense that some of the regulation s were too drastic, did eventually induce the Council to modify the stringent clauses. Considerable delay...
was experienced in obtaining the official approval of the Attorney-General. The regulation was returned to the Council again and again for amendments, and the opinion was expressed by the councillors that these amendments were purposely vexatious, and made for the purposes of delay.

The Council told the Chief Secretary, officially, that the councillors would "consider themselves unworthy to hold their seats if they did not carry out their legislation founded on Act of Parliament, and sanctioned by the Crown." Again, "We further desire to say that while we shall always respect the definite mandate of the Hon. the Chief Secretary, we place upon record our protest against all outside interference with our representative functions, especially when engaged in making certain sanitary and strictly legal measures."

Having at last carried the building regulations a second time past the censorship of the Attorney-General, it only remained for them to be advertised in the "Government Gazette" to become law. After the irritating delay, the Council had been subjected to, victory appeared well within its grasp; but the Progress Committee of Prahran, a body that came suddenly into existence, was at work in another direction. On 3rd July, 1873, the Council, by its Town Clerk, John Craven, had made all arrangements for the publication of the notice in the "Government Gazette" of 4th July. The one pound for the insertion of the notice was received by the Government printer, Mr. Perres. "The Gazette" came out, but the advertisement was not in its pages. "The Telegraph" printed the following paragraph on the day afterwards:

"The Prahran Building Regulations, which it was expected would be advertised in last night's "Government Gazette", do not appear therein; we have very good grounds for saying that their appearance will be delayed until the opinion of the electors concerning them is ascertained by the result of the municipal election to come on next month."

Afterwards we read that the Progress Committee of Prahran have, "step by step, thwarted the Town Council in its end to frame a code of building regulations, and do not allow the y to be fairl routed it. No other conclusion can be come to after the action taken by the Chief Secretary last week in interpolising the autocratic power, which the Local Government Act invests him with, to prevent the insertion of the "Government Gazette" of the advertisement necessary to give legality to the regulations."
Mr. Crews, M.L.A., was credited with having, at the last moment, persuaded the Chief Secretary to act as he did. In consequence, some of the members of the Council felt bitterly towards him. With a view to learning more about what was termed "underground engineering," Mr. R. Murray Smith, M.L.A., was induced to ask the Chief Secretary, in the House, to cause enquiries to be made as to why the advertisement relating to the Prahran Building Regulations had not appeared in the "Government Gazette," when the money paid for its insertion had been received. The Chief Secretary explained that the advertisement had been held over at his orders, pending the result of the municipal elections. The Council failed to sheet home its strong suspicion of the "back-stairs influence" used by Mr. Crews, but it retained its opinion.

The Council was chagrined at the turn of events. It pointed out that the building regulations already published had the full force of law, as they had been in no wise rescinded. The Progress Committee was jubilant, and its executive determined to run three candidates in opposition to the retiring councillors, and to make the abolition of the building regulations the rallying cry at the forthcoming elections.

When the fate day of the elections came the Council was beaten. We are told that the "excitement was something to be remembered even in Prahran, where many exciting scenes have aforesight been witnessed." The voting was:—Young, G., 999; Crews, J. B., 979; Ross, D., 941; Harris, J., 894; Dixon, E.J., 868; Lewis, C.J.* 853. The position of the late Mayor Lewis on the poll was considered by the Progress Committee as very decisive, as no doubt it was; still, the remarkable feature of the polling was its closeness. There were only 146 votes between the head and the bottom of the poll. That the Progress Party voted true to its election cry and ticket is seen by how few votes interpose the first three. The Council's surviving candidates, Councillors Vail and Lacey, handed in their resignation as a council candidates, and Messrs. Dixon and Harris, at the extraordinary election that ensued, secure their seats.

In some quarters great personal animus was displayed towards the candidates. In the case of George Young, two men, Thomas and Edward Broadbent, after the election, violently assaulted him in the Town Clerk's room, and again in the street.
PRAHRAN RESERVE. CHIN A ASTER IN BLOOM.
Young proceeded against the men in the Police Court, and each of the accused was fined £10, with £10 costs, or in default of payment, three months' imprisonment.

If the proclamation of Prahran as a town in 1870 was not the occasion of rejoicing, a very different spirit animated the ratepayers when Prahran reached its maturity as a city. The notification of Prahran as a city in the "Government Gazette" is of historical interest, and it reads as follows:

CITY OF PRAHRAN.

At the Executive Council Chambers, Melbourne, 27th May, 1879.

Present:

His Excellency the Governor.

Sir Bryan O'Loghlen Mr. Patterson.

Mr. Grant Major Smith Mr. Lalone Mr. Longmore.

Whereas by the "Local Government Act 1874," it was, amongst other things, enacted that, subject to the provision of the said Act, the Governor-in-Council might order, or declare any borough having given in the year preceding such declaration a gross revenue of not less than twenty thousand pounds, a city, and if it has been enacted that it is declared that any borough constitutes a city, and it has been enacted that every petition to declare any borough a city should be under the common seal of such borough.

And whereas the proclamation of a city, the seal of the Colony, bearing date the third day of May, 1870, the Borough of Prahran was constituted a town. And whereas the boundary of the said town are described in the schedule appended to the Act above recited. And whereas a petition under the common seal of the Town of Prahran for the declaration of a city has been presented to the Governor-in-Council. And whereas the revenue of the said town of Prahran, in the year ending 30th September, 1878, has not been less than twenty thousand pounds. Now, therefore, His Excellency the Governor of Victoria, with the advice of the Executive Council, doth hereby this present order declare the said town of Prahran to be a city, by the name of the

CITY OF PRAHRAN.

And the Honorable Sir Bryan O'Loghlen, Bart., Her Majesty's Acting Chief Secretary for Victoria, shall give the necessary directions hereinafter accordingly.

ROBERT WADSWORTH,
Clerk of the Executive Council.

The Mayor at the time of the proclamation was Councillor Samuel J. Willis. His wife and he, on 1st July, entertained the children of the district. In the evening a torchlight procession, after the manner of those days, took place, the Mayor proclaiming the town a city from a derrick in front of the Town Hall. Chapel-street was so crowded by sightseers that the Mayor was scarcely able to move.
room. Afterward a banquet was held. Verses were written by inspired bards. A banquet was held.

Verse

"Fair city of this beauteous souther land,
Among the siste r citie s tak e th y stand,
And rear r th y hea d o n thi s rejoicing morn,
To highe r aim s an d destinie s ne w born,
Scarce thirt y year s s i n Time' s unerring round .
Through al l th e strang e mutation s tha t aboun d
In thi s youn g land—hav e barel y passe d away,
Since som e amon g yo u i n he r e behel d th e da y
A canvas ten t i n Chapel-stree t wa s seen ,
A frail , precuro r r o f wha t sinc e ha s bee n
A thrivin g village—th e n a w ealth y town ,
Now what th i s da y auspiciou s s claims t o crow n
A nob l e cit y vigorou s an d d great .
On this , it s nata l day , n o p rod e elate .
All hail ! W e gree t th e city—fai r Prahran !
So peerles s i n th y pac e sinc e firs t th e rac e began!"

The Mayor, Cr. Willis, generally calle d "Sam," passe d his life as boy and man in Prahran sinc e 1852, his parents residing in one o f the primitive houses, the n common, whic h stoo d near where the tramway engine-house is now, at the corner of Toorak-road and Chapel-street. He was a lover o f sport, an d he ha d a n eye fo r a horse . O n on e occasio n h e ro d e i n a rac e fo r one of the Payne brothers. The rough cours e wa s fro m the Village Belle Hotel, along Chapel-street, t o th e finis h a t Union-street, Windsor. Three horse s too k par t i n th e race . Gallopin g har d up th e hill i n Chapel-stree t , St. Kilda, "Sam," o n Payne' s mare , "Beeswing," los t th e othe r two , an d wo n easily . Tha t suc h a race cou ld tak e plac e along Chapel-street gives a glimpse into the free-and-easy method s o f Prahran residents, wh o cou ld t urn , o n occasion, th eir principa l thoroughfare in to a rac e track . Ex-Cr. Willis an d hi s wif e hav e bee n honor e d wit h presentation s o f silver plate fro m Prahran citizens. Hi s son s hav e followe d thei r father's footstep s, havin g a taste fo r municipal life. Hi s eld e s t son, Sam, ha s bee n Mayo r o f Richmond, an d hi s secon d son, Ernest, ha s occupie d th e positio n o f Mayo r o f Prahran n o n tw o occasio ns, viz., 1913-14,1918-19.

The smoulderin g discontent, an d wha t ma y b e terme d th e natal jealous y existin g betwee n Sout h Yarr a an d Prahran, has, until recent years, bee n more or less in evidence. A s far back as 1857, a petition , signe d b y 55 0 persons , wa s presente d t o th e Governor-in-Council fo r separatio n fro m Prahran. Th e peti - tioners allege d that t "South Yarr a was to o remot e fro m Prahran n
to admit of petitioner's sharing the benefits attending municipal institutions, such as post office, facilities for exchanges, Mechanics' Institute, etc., and that "the requirements of South Yarra, differing from Prahran, will be better fulfilled by residents than by strangers, intending the improvement of district localities contiguous to their own properties. South Yarra had been almost ignored, not having metallic road forms, nor the rubbish removed from them, and that horses, cattle, pigs, goats, etc., are allowed to roam at large, and commit depredations."

The first attempt to divide what is now the city was no more successful than other attempts that were made. The last agitation was the most dangerous, and, perhaps, the least justifiable of any previous ones. It took place in September, 1877, and owed its birth, in a large measure, to Cr. John Turner. He was an early Prahran resident, and at one time was postmaster at South Yarra. During the time of his service in that capacity he was largest in the Saturday half-holiday for postmen. Cr. Turner was the mainspring of a public meeting which took place in South Yarra on 24th September. Dr. Wooldridge presided. The substance of the secessionists' talk was that South Yarra stood in the same relation to Prahran as a man to his mother-in-law, who it was not desirable to see too often. South Yarra, it was asserted, contributed half the revenue of Prahran, and therefore it should be a separate municipality. Commercial-road was to be the boundary line between South Yarra and Prahran a municipality. If the meeting could bring that about, it was said, South Yarra could have its own courthouse and municipal offices. Prahran owed South Yarra £25,000, and the municipal receipts of the proposed new municipality would be about £11,500. The new borough, it was admitted, would have to float a loan of £25,000. The Government was requested to provide a Court of Petty Sessions. To obtain severance, the petition needed to be signed by only 150 ratepayers, but on one thousand ratepayers, the secessionists declared, waited impatiently to sign the prayer. In the end a motion was put and carried to the effect—

"That in the opinion of this meeting the time has arrived when that portion of the City of Prahran north of the centre of Commercial-road and of Malvern-road should be severed from the said city, and contain a separate municipality, with a Council of nine members, under the title of 'South Yarra and Toorak.'"
Subscriptions for the furtherance of the aims of the meeting were taken up, and the sum of £50 obtained, Cr. Turner subscribing £10/10/- to the fund.

Two legal opinions, read at a Council meeting, showed two barristers, who afterwards were appointed Supreme Court judges, arriving at strangely conflicting opinions. Mr. Hodge thought that the only part of Prahra to be affected by the petition was South Yarra and Toorak, and he considered that only ratepayers in those parts were entitled to protest against the severance. Mr. Hood's opinion was that not only could the dissatisfied ratepayers of the part sought to be severed, petition against it, but as the severance must naturally affect the whole of the city, petitioners from any part of the city might protest against the severance, and with good cause.

The Prahra Council, supported by the Prahra ratepayers proper, countered the South Yarra agitation by a public meeting, held on 4th October, 1887, at which the ex-Mayor, R. Murry Smith, spoke against the proposal. The result of the formidable opposition of Prahra was to crush the South Yarra movement between the wheels of healthy, sane, and common-sense opinion, and the attempt at severance fizzled out; the prime mover, late Mr. Hood, was rejected by the South Yarra ratepayers at the ballot box. Another lion, however, arose in the pathway, that found no favour in the sight of the Council. Contemporaneously with the South Yarra movement there arose into activity an agitation for the division of the city into wards. This agitation had really started in 1886, when a committee sought to form a ward system, with 35 ratepayers to form a secure petition. The Council was caught napping, as it believed that the movement would not persist. At the end of December the Council seemed to awake nought the position that if it did not bestir itself the ward system would be an accomplished fact. A committee of ratepayers, the anti-wardites, was formed, and a canvass was made for signatures to a counterpetition. Notwithstanding the most strenuous efforts, the committee failed to secure one-fourth of the ratepayers, a task requiring
by the Act, to stay the movement. Strength was attempted to be given to the opposition by a public meeting (22nd September, 1887) in the Prahran Town Hall, the Mayor, Cr. John Beatty, in the chair, but an adverse vote was carried against those opposed to wards. At the meeting it was stated that, under the plan of sub-division, the rates were estimated at:—Toorak Ward, £3,579; South Yarra Ward, £5,823; Prahran Ward, £5,654; and Windsor Ward, £5,399.

Each of the opposing parties was anxious to obtain the ear of the Minister of Public Works, the Hon. James Nimmo. The Minister was looked upon with suspicion by the wardites, and not, perhaps, without cause, for the Prahran Council shows that its body, where ratepayers were at variance with the Council, usually enjoyed a full measure of executive favor. Both the contending parties presented a petition to the Minister. After consideration, Mr. Nimmo decided not to grant the petition for sub-division, on the ground that the proposed boundaries were not equitable, and that such a proposal "would prove prejudicial to the interests of the municipality."

The ward party regarded Mr. Nimmo's verdict as most unsatisfactory, and contended that he had no right to challenge the "equity" of the division, that being a phase that the law gave him no power to deal with. Formerly such power existed under Clause 519 of the Local Government Act, but it had been repealed. It was also contended that the "small number" of ratepayers who were opposed to the division of the city into wards had no legal right to object, and that £20 was deposited with the proper official in order to test the question, but the challenge was not taken up, therefore that aspect of the case was set aside. Further, the wardites contended that the Council had no legal right to be present, nor have any voice in the proposal. They claimed to have acted legally throughout, but though the law was on their side, the Minister had decided against them, and in making his decision he went beyond his legal limits. The Minister was empowered by the provision of the 48th clause of the Local Government Act to appoint one or more justices, by whom an inquiry "shall be held," and this course, it was urged, the Minister should have pursued.

The wardites appealed to the Premier, Mr. Dunca n Gillies, but he sent them back to Nimmo. The result of a further appeal
to Nimm o wa s n o t onl y unsuccessfu l , bu t r ema ined d unanswe red u ntil too late t o al low an y furthe r action, a s n o Order-in-Council could b e m ade t o tak e e ffect d urin g t he m onth s o f June, July, and August. Th e war d p art y w as v ery an gr y w ith t he M inister of Public Works, t he Hon. J a mes Nimm o, an d issu ed a c ircular, stating t h er e w as onl y on e remedy, an d t hat t wa s s a n appea l t o Parliam ent. I n additi on t o othe r things , t he c ircular r said: "If th e Commissioner's actio n is suffered t o pas s unchal lenge d, i t ma y b e mad e a precedent bot h b y h i msel f, i n futur e cases, an d b y othe r s succeedin g t o hi s pres en t of fice, an d th e right of l ocal government be th us v irtually abolished."

At a deputation t o t he M inister of Public Works, t he M ayor, Cr. R. A. Forbes, submi tted th e f ollowing i nterestin g f igur e s i n o pposition t o t he p roposal. Th e M ayor sai d t hat t he c it y ha d g ot on w el l u nder t he pr evai lling s ystem. I n 1881 t he p opulation numbered 21,380; t her e w ere 4,414 h ouses, 6,432 p roperties, an d t he valuatio n amo un t d to £189,776. I n 1886 t he p opulation numbered 32,606, t her e w ere 7,171 h ouses, an d 8,727 p roperties, t he valuatio n b eing £368,398. Th e in creases f or t he fiv e year s w ere:—Population, 11,226; h ouses, 2,757; p roperties, 2,295; an d v aluation, £178,622. Th e in creases o f v alues fo r quinquennial p eriods w ere:—1870 t o 1875, £20,300; 1875 t o 1880, £52,500; 1880 t o 1885, £98,500; t he in crease fo r t he f iftee n yea rs b eing £171,300. The in crease d urin g 1886 wa s £30,000, m akin g f or t he s ixte en n years a t ot al in crease o f £201,300. Th e v aluation w as doubled in t he l ast s even yea rs, t he p opulatio n doubled in f iftee n yea rs, an d t he h ouses d oubled i n t he l ast s even yea rs. Althou gh t he y h ad a smal l loan, t he c it y w a s n a t hroughl y sol ven t c ondition. T heir rat e w a s o nl y 1/-, w h er eas t h e rat e s i n M elbourne an d s uburban c itie s w ere a s fo llows:—M elbourne, 1/4; C olhngwood, 1/6; R ichmond, 1/6; F itzroy, 1/8; a n d S outh M elbourne, 1/6. T he rate s o f s uburban t own s w ere:—H otham, 1/4J; P ort M elbourne, 1/6; W illiamstown, 1/9; a n d B righton, 1/3.

P ublic opinio n w a s i n favo r o f t he di visio n o f t he c it y in to w ards. Th e C ouncil sa w t ha t i t cou ld do n ot affor d an y lon ge r t o ignore t he w ishes o f t he r ate pa yers. Th e C ouncil g av e w ay, an d t he c ity w as di vi ded in to w ards, t he di visio n b eing sanctioned b y t he G overnor-in-Council i n 1888. W hen t he C ouncil m et f or t he l ast t ime u nder t he o ld syste m t hat h ad s erved t he c it y s o w ell, c onsid e rable r egret wa s e xpressed a t t he p assin g a way o f t he o ld
order of things. Cr. Arkle announced his intention of not standing for re-election, on the ground that, as he had represented the whole of Prahran, he declined to represent a part.

A few days afterward the city was in the throes of the first election under the system of wards. Great interest was taken; the whole city went electioneering, and the voting was very keen. The following results were obtained:

<table>
<thead>
<tr>
<th>Prahran</th>
<th>Windsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Osment 99</td>
<td>Beatty 1,131</td>
</tr>
<tr>
<td>Ellis 95</td>
<td>Wighton 1,058</td>
</tr>
<tr>
<td>Parry 90</td>
<td>O'Donnell 700</td>
</tr>
<tr>
<td>Madden 85</td>
<td>Edgcumbe 325</td>
</tr>
<tr>
<td>Crews 69</td>
<td>Kingham . . . 31</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>South Yarra</th>
<th>Toorak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edwards 77</td>
<td>Forbes 555</td>
</tr>
<tr>
<td>Inglis 73</td>
<td>Fuller 500</td>
</tr>
<tr>
<td>Brown 72</td>
<td>Herald 445</td>
</tr>
<tr>
<td>Muntz 63</td>
<td>Turner 335</td>
</tr>
<tr>
<td>Chapman 49</td>
<td>Wilkinson 317</td>
</tr>
<tr>
<td></td>
<td>Bradshaw 219</td>
</tr>
</tbody>
</table>

It will be noticed that the veteran, Crews, was placed at the bottom of the poll in the Prahran Ward, while the ratepayers of Toorak had no desire for John Turner, who had tried to lead residents of Toorak and South Yarra into internecine strife over the separation of their districts from Prahran.

The question of city account-keeping flickered up in March, 1890, when Cr. Beatty moved that all accounts of receipts and expenditure for each ward be kept separate, and in separate sets of books, also that Clause 252 of the Local Government Act 506, and 17 of the Amended Act 786, be carried out as from 1st October. The motion was defeated.

The agitation for wards, and the triumph of the ratepayers over the Council, was the last movement of any note that took place to change the city's constitution. True, there was a Mushroom sort of agitation, an instance of the fickleness of ratepayers' opinions, to revert back to the full city representation, and abolish wards, but that movement fizzled out. In the same way an attempt to remove the Greville-street railway station to Commercial-road, also went by the board. Ever since the municipality started, both ratepayers and Council have at various times paved the road with good intentions. In 1865, the then Council announce[d] its intention to erect baths in Greville-street,
at a cost not exceeding £800, but that scheme, like many another, has "gang agley," and is now forgotten. In August, 1866, John Campbell, as secretary of a committee of burgesses in favor of the borough being divided into wards, wanted some information from the Council. Crew sat that time opposed the proposal. In 1888 he supported it, causing the local paper to say: "The question of dividing the city into wards, in the hands of Mr. Crew, must at once be looked upon with suspicion as being more like a move to gain his own political end than to advance the city."

If we may for once indulge our humor in the suggestion of a classic allegory we would recall the mythological story that tells of Hydra, the nine-headed monster of the Lernean marshes in Argolis, that Hercules was sent to kill. For every head he cut off two heads sprouted in its place. "Swampy Poor Ann" had a hydra, if it never claimed to have a bunyip, on the borders of the swamps. The Council called it its hydra as "Opposition." Since 1856 man y head of the Opposition have disappeared, but new heads have repeatedly replaced the old ones, and the hydra on occasions is still (1923) hear d roaring.

Almost every step toward progress in Prahran has been opposed by groups of ratepayers. Prahran at the Town Hall is the hub of the city. The Council holds the scale balanced between Toorak, South Yarra, and Windsor. Voices of protest from the municipal divisions, more frequently from South Yarra and Windsor than from Toorak, often have been heard. These voices in opposition have not been allowed to prejudge the interests of the city. Prahran today is the composite result of the thoughts of many minds. Councillors have fought with rate-payers. Citizens have disowned their rown chosen representatives. They have tried to turn Council in office, but after the last election a vote has been counted invariably the old leave n of the Council still had been foun d four d to hol d the balance of the voting power.

Prahran Council has always had its critics. In the past they were cathol ically in their choic e of municipal acts on which to draw indictments against the councillors. Sometimes it was the finance that was wrong, at others, method s of administration. It has been often whispered, even unto to-day, over a pint of ale by some Bardolph critic, that "the councillors were doing all right."
CAPTAIN "JIM " KELLY .

[See Page 156 EARLY PRAHRA N FIREMEN .]

J.B.CREWS.
In Firemen's Uniform.
The win k which usuall y accompanie s tha t cryptical , mos&-grow n observation i s conclusiv e evidenc e tha t ther e ar e stil l som e "knowing fellows " i n Prahran . Council s hav e com e an d gone , but th e city , seren e a s fate , stil l smile s wit h prosperity , stil l grows greater . Critic s croa k tha t the y ca n se e bankruptc y i n loans, favoritis m i n clas s legislatio n , extravaganc e i n sport s grounds, corruptio n i n tenni s courts , an d rui n purchase s o f land fo r parks . Thes e outpouring s o f a nois y minorit y do no t count fo r muc h whe n w e visualis e Prahran i n a broad wa y fro m the fis t lonel y wattl e an d dau b dwellin g o n Forres t Hil l t o th e thousands o f home s tha t for m th e cit y to-day ; whe n w e e recal l memories o f th e me n o f Prahran , an d wh il e w e loo k int o time s crucible, an d se e th e result s o f th e fusio n o f th e conflicting g aims of th e force s o f th e past, w e fin d tha t minoritie s hav e merge d into th e majorities , an d th a t i n almos t ever y cas e th e Council has been right .

Differences o f opinio n existed i n the earl y day s o f th e munici pality as to th e exped iency o f establishin g a market in Prahran , bu t, a s w e hav e related , th e pas t Council s brushe d doubtin g ratepayers' opinion s aside . Whe n th e market wa s i n bein g it s convenience to Prahran housewives was recognised. Th e market had come to stay . I n 1890 i t wa s offici all y stated i n th e Council "th a t th e deman d fo r stall s wa s greate r tha n th e supply , an d th a t th e crowd s o f wome n attending th e market s were s o grea t th a t it wa s almost impos sible t o mo ve betwee n th e stalls ."

On 24t h March , 1890 , th e Market s Committe e table d a recommendation t o th e Council tha t tender s b e invite d fo r th e erection o f buildin g s an d extensi on o f stall s at th e cit y markets . Th e recommendatio n wa s a dopted , design s wer e calle d fo r th e building, one was accepted, and tenders were invited for the work. Then dela y arose , th e lowest tendere r refusin g t o g o o n wit h his contract. Th e Council , too , le d b y its Chairma n o f Finance, Cr. Osment, gre w nervou s (14t h January , 1891 ) ove r th e su m th e Council wou ld hav e t o pa y fo r th e ne w buildin g . A t th e end o f January th e Council ha d so lv e d th e difficulty . I n th e loa n schedule, whic h referre d t o th e buildin g o f th e market t h e su m o f £9,00 0 ha d bee n ear-marked, an d th e wor k w a s include d fish an d refrigeratin g chambers . A n estimate d su m o f £1,50 0 had alread y bee n spent i n carryin g out a portio n o f th e contem -plated work. Th e Council invited tenders for the remainder of th e
work, and the lowest tender, to their astonishment, was £11,000, a sum which caused the Council considerable misgiving, since the councillors expected the work to be done for £9,000. The Council held consultations with the architect, Mr. Charles A. D'Ebro, who had furnished the prize design, and with hi m the y reduce d the cost to £8,475. The Finance Committee of the Council then did its best to further r e minimis e that sum, but the members found that they were destroying whatever beauty the design possessed. Even the estimate the Committee of Finance's pruning only showed £330. The position led to much criticism, and while one body of ratepayers and councillors were opposed to spoiling the ship for a h' port h' of tar, the other section thought the whole proposal should be abandoned. Ultimately the tender of Mr. C. Corlett at £8,475 was accepted by the Council, and the councillors agreed that the original design for the markets should be carried out. Some minor additions, extras, and commissions added the sum of £2,000 to the total cost of the work.

On 25th March, 1891, the foundation stone was laid. Shopkeepers in Commercial-road were pleased. Commercial-road traders who had vainly fought for trade supremacy in the early days of Prahran were mostly gone. For some time before the new market was built Commercial-road had become a backwash in the trade stream of Prahran. Some truth lay in the ironic observation made that "the only thing commercial about the road was its name." One of the pioneer traders remained in 1891, and he was Mr. Edwards, of the firm of Dunlop and Edwards, one of the leading drapers of Prahran. Something of the generous spirit of early Prahran persisted in Mr. Edwards. He induced the traders in Commercial-road to subscribe for a silver trowel to be presented to the Mayor, the contractor having expressed his willingness to forego his right to present a trowel.

Cr. Thomas Ellis (1888-94) was the Mayor (1890-91), and he said, while laying the foundation stone of blue granite, "I now declare this memorial stone well and truly laid, and I sincerely hope it will long continue to remind the inhabitants of Prahran of the progress which has been made, and truly I will serve to mark an era in the prosperity of this city."
The inscription on the stone reads: —

CITY OF PRAHRA N

This stone was laid by Councillor Thomas Ellis, J.P., Mayor on the 25th day of March, 1891, the other Councillors being: —

H. Osment, J.P. Willi am Davie s
H. M. Jones J H. Maddock
T. B. Muntz, J.P. W J. Edgecumbe
G. L. Skinne r Joh n Turne r
R. A. Forbes, J.P. Wm Fuller, J.P.
John Watson

Chas. A. D’Ebro, C t L. Ely,
Architect, Contractor . Town Clerk.

The Prahran Market on Fridays and Saturdays is one of the sights of the city. Streams of well-dressed housewives, with market bags on arm, pass along Commercial-road, and enter the market. Within the market on man y stalls are the best of seasonable vegetables, of fruit, and of flowers; poultry alive and dead meet the eye; butchers, fishmongers and other food vendors are busy as bees, serving countless customers. Constantly coming and going, the well-satisfied housewives buy most of the necessities they require at the cheapest rates.

The Cit y Market s are a n unqualified success. The y are justifiably regarded by neighboring suburban cities as a model of what municipal markets should be. From distant places, brought by electric and cable trams and trains, visitors arrive in scores at the markets, and demand of the male half of the comte m their day’s shopping in Chapel-street. The good name of the markets has been carried far beyond the city, and many of the满意 the greatest suburban shopping centre, but who do not live within the city. Such a wide appreciation of the Cit y Marke t s is on e that th e Council welcomes, and which also, in view of the many unsatisfied applications for stalls, that calls for enterprise in market extensions. Convinced that it must encourage the volume of trade to flow perennially in the direction it has chosen, the Council decides to enlarge the markets, and also to make provision for a still greater expansion of the marketing trade in the future. To carry out this work, amongst others, the Council, in December, 1921, decided to borrow £80,000 (Loan No. 10) by the issue of debentures bearing interest at 6½ per cent, per annum over a period of 30 years.
In the schedule of the proposed work the market improvements were earmarked:

"Construction of market places, market houses, and making convenient approaches to markets, including purchase of land for same, £22,000.

"Refrigerating chamber for markets, £8,000."

This proposal aroused the minority critics, and they held meetings in the city by night, and they canvassed in streets by day, for opposition to the loan. In the loan schedule provision was made for the purchase of land for the undulating land known as "Como," at Toorak, extending to the River Yarra, which the Council contemplated making into a park. The purchase money was £15,000. These three proposals were the ones single out by the critics for their fiercest denunciations. Determined to bring their objective to a practical test, they exercised their right to demand a poll. This poll of the ratepayers was held on 8th March, 1922, with the result that 4,129 votes were recorded against the proposed loan. The leading oppositionists passed a very strenuous day, but they failed, much to their annoyance, to persuade the necessary number of ratepayers to record their votes against the loan. The numbers polled did not constitute a third of the number of votes on the roll, therefore the Council was free to go on with the loan.

The Council floated the loan, and purchased the land necessary to impinge upon the market, for the market extensions. The revenue received from the City Market for the financial year ending June, 1922, was £4,784. During 1919 the stallages due were increased from 26/- to 39/- per quarter, and per daily letting from 2/6 to 3/6.

We extract the following notes from the last Annual Report, 1922-23, of the Town Clerk on the Markets*:

"The foundation stone of the New Market Building in Commercial Road was laid by the Mayor, Cr. W. T. Chambers, on 23rd May, 1923.

*During the progress of writing Prahran's history, in its more recent years, we are constantly in debt to the Town Clerk's annual reports. These annual reports are among the most interesting records of the City's progress. They contain a complete official summary of work done, an account of work in progress, and also photographic illustrations of the leading civic events which have taken place during the past year in the City. These reports are an account of the year in the form of details..."
NEW MARKET BUILDINGS ' FOUNDATION STONE.


[See Page 257]
"These additions, costing £9,000, are required for the extension of the Meat and Fish Markets, the demand for stall sites having increased to such an extent that sellers are unable to find a place in the present Market.

"These Markets were originally established by the Council in the year 1867, and occupied the land in Greville and Gratta Streets, now called the 'Prahran Reserve.'

"The Markets were permanently removed to their present position in the year 1881.

"The annual revenue is as follows: —

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market Stallage Due</td>
<td>£4,000</td>
</tr>
<tr>
<td>Market Stables</td>
<td>30</td>
</tr>
<tr>
<td>Market Shop Rent</td>
<td>1,450</td>
</tr>
</tbody>
</table>

Total £5,750

"The whole of the land on which the buildings stand is freehold, having been acquired by the Council from time to time out of loan money raised for the purpose.

"The policy of the Council is to continue acquiring lands for market facilities as long as the demand exists, and no land that the electric tramway system is developing g the out four suburbs, where new public markets exist, further extension will be required to meet the increased demands, both on the part of buyer and seller.

"There are 192 stalls in the Markets, and this building will give an additional 13, together with a large new suitable for a factory, upstairs.

"The building will be in keeping with the shops already erected, and will add considerably to the appearance of the portion of Commercial Road."

The foundation stone has the following inscription upon it: —

This Foundation Stone of the addition to the Market Buildings
was laid by
The Mayor of Prahran,
COUNCILLOR WILLIAM THOMAS CHAMBERS, J.P.,
on the Twenty-third day of May, 1923.

COUNCILLORS:
A. H. Woodfull, LL.M., J.P., J.W. Flintoft, J.P.,
B. Matthew's H., A.A. Embling, J.P.,
A.V. Renowden, J.P., Willia, M.W. Mellwric k
A. McGregor, r Frederic, k Harve y
A. R. Jackso n A., A. Holdsworth, D.S.O., V.D.,
W. B. Lumley.
A. L. Johnson, B.C.E., Joh n Romanis,
City Surveyor. Tow n Clerk.

An important addition to the market is the provision for stableing from 60 to 80 horses. In 1921 the Council erected stables outside the City Markets. This was done in full appreciation of modern hygienic views. These stables have justified the expense.
incurred in their building. For the sum of ninepence the stall-holder has his horse taken care of, day and night, during market hours. The absence of horses in the market has minimised the fly pest, and left the markets sanitary for buyers and for sellers, and more wholesome as a mart where food is exposed for sale.

Before leaving the markets we recall a memory which tells how, before the first market was built, the land on which the market stands was covered with "old wooden rookeries." A dairyman named Cox was the best-known dweller in one of these derelict homes. "Old Cox," as he was called, was somewhat eccentric. Crippled by rheumatism, he was aided in walking by a big stick. His appearance was remarkable owing to his always wearing in and out of doors a red nightcap on his head.
CHAPTER XVII.

The main drain — Prahran streets — Thoughts on their origin — Crown lands purchasers and their methods — The dismal swamp, South Yarra — Remarkable land sales — Town planning proposals — Town Clerks of Prahran.

Visualise a wooded hill with a cliff on its north side. At the foot of the cliff an "ever-flowing" river, the aboriginals' Barrern. On its south side the hill slope easy to a swamp through which a sluggish stream steals to the river. This effluent has gathered its waters from rain clouds that have burst on high ground three or four miles to the south-east. Cloth the hill and the countryside with gum trees, a forest of them, grey, olive tinted, when masses decorative against the blue sky. In the foreground create the swamp, green roofed and white latticed, with a tree. Imagine the stream creeping through fallen timber, and cause the startled water fowl to circle in flight above the swamp, alarmed by the arrival of an aboriginal's boomerang. That picture is one of the swamp that once skirted the river near where is the South Yarra railway bridge. At times the reed-choked tea-tree covered marsh was correctly described as a billabong, for it surrendered its swamp nature of sleepy peacefulness when the river's flood waters, dammed by trees, fell into the river's winding reaches, overflowed. The flood waters left their channel, which waterway was worn along the hillside of schistose rock, to spread over the low-lying country toward the south-west to the place now called Hawksburn.

To-day the riverside is robbed of these first beauties of hill and fen, as completely y a s a hea vil y fleeced sheep i n a shearing shed i s shorn of its wool. Man came; he built a tannery on the banks of this river retreat. Little by little the river, swamp, and hill lost their pristin e loveliness, an d man, wantin g utilities, asserted his claims.

In 1910, after years of negotiations for improving and reconstructing Prahran's main drain between Chapel-street and the River Yarra, that had proceeded between the Prahran Council
and the Public Works Department, the Council was still at a loss to know what the Government was going to do. The main drain, useful, but ugly, referred to, was once the bed of the stream that flowed through the useless but picturesque swamp. But in 1910, and for years before that, the scene we have attempted to describe was no longer there. Bus\_\textsc{}y brickmakers\_\textsc{}s ruthlessly ate into the heart of the hill. Prahran\_\textsc{}s municipal drain soaked up the swamp. Man, plying pick and shovel, using horse and cart, went on and on toiling until the work of nature was no longer seen. From private ownership the land passed to the Government for a sum of £12,000, and the Crown now exercise its lordship of the land through which passes a portion of the northern drainage of Prahran.

The Prahran Council was anxious to complete certain improvements of the drain that were estimated to cost £11,000. If these improvement were done it was properly contended that the Government property, free from the unpleasant sight of an open drain, would increase in value, as would also land and houses in the drain's vicinity. The Prahran Council's contention were admitted by the officers of the Public Works Department. They were in some respect endorse by the then Minister of Public Works, the Hon. W. L. Baillieu. Notwithstanding these agreements the Government continued to mark time before it gave its decision. The Council waited, money in hand, to go on with the works.

In the interim another phase of the drainage question was thrashed out by the Prahran city with its sister Malvern, who was in an elusive mood, and inclined to tarry with the question.

The drainage of the site of a future city is largely determined by geological upheavals. An engineer of a city is bound by the natural levels traced by Nature's fingers. The east portion of Prahran municipality has the major part of its acreage spread over a hill's side. In the north-east the hill's crest is on the summits of Toorak-road, and its south-east summits approximately at the Town Hall of its sister municipality, Malvern. From the Malvern Town Hall to the boundary line between the two municipalities, crossed at Kooyong or Boundary road, the levels fall north-westerly, rather sharply into Prahran. The levels continue to fall in Prahran territory. Thus a watershed in Prahran
ORRONG PAR K TENNI S COURTS.

Opened by His Worship the Mayor, Councillor A. H. Woodfull, J.P., LL.M., on 22nd July, 1922.
Prahran was formed by Malvern's high land, which produces a creek, and that creek, after passing through Hawksburn, eventually discharges its waters, partly gathered from Malvern heights, through the swamp we have described, into the Yarra.

As time speeds and the land is settled upon, man begins to determine boundaries, and the determination of these boundaries is generally influenced by the land's natural features. Thus the River Murray makes the natural boundary line between Victoria and New South Wales; the Yarra between Richmond and Prahran. Lack of a natural feature to suggest a suitable place for the fixing of a boundary line, marked by surveyors, pegs driven into the bushland, but the incidences of watersheds are not to be dealt with in that fashion.

Frequently differences arise between municipalities so created over the question of drainage. Often it happens that the municipality on the heights is not agreeable to assist the municipality on the lower levels to carry away the waters flowing from the hills.

Such a difference of opinion arose in 1911 between Prahran and Malvern municipalities. The Prahran Council contended that it was an obligation on the part of the Malvern Council to contribute to the cost of enlargement of the drain which carried waters coming from Malvern between Surry-road, Prahran, and the River Yarra. Section 723 of the Local Government Act 1903 was quoted in support of Prahran's contention. The physical aspect of Malvern's liability had been determined by an ordinance of Nature which had been in force long before the Local Government Act came into operation, but the Malvern Council did not accept that view. Both Councils went to the Minister of Public Works, and with the aid of learned counsellors and expert witnesses, state their cases. Certain interesting facts were agreed to as a basis of the inquiry. Both Councils concede that rainfall from 314 acres in Malvern and 1,281 acres in Prahran were served by the main drain, which had one-eighth of the area, and Malvern the other four-fifths.

Malvern's case was that the municipality had used the drain for over 20 years, and that Prahran municipality was under an obligation to dispose of the Malvern water without Malvern being
required to contribute to the cost of the extended works, which provided for future developments, and was admitted by Malvern not unreasonably large to carry off waters. Malvern also contended that, apart from its contribution of water, Prahran would have to enlarge the drain at considerable cost to provide for its own excess waters, and, finally, if Malvern paid anything at all it should be 5 per cent. on the cost, a sum calculated on Malvern's own estimate of its responsibility for excess waters.

Malvern objected to paying its share of the cost of covering in the drain on the ground that Prahran desired to do so only to improve the locality, and not for any practical purpose. Prahran disposed of that objection by showing that after a heavy rain the drain "ran a banker," and that it was a danger to children, besides being a health menace. The commissioner was in agreement with the Prahran Council, stating, "In our present state of civilisation and progress, in a city like Prahran the covering of a drain at such a spot is an essential..."

At the end of a keenly contested inquiry the commissioner gave his verdict in favor of the Prahran Council. Malvern was adjudged to contribute two-fifteenth of the cost of widening, strengthening, and covering the drain (as ascertained by public tender), after deducting the sum of £1,960 to cover the difference between the cost of providing a covering to cope with road traffic on the deviated route, and the cost of constructing a drain along the same route with an ordinary covering.

Among important subjects which the Council had under consideration in 1912 was the old drain of the improvement of the main drain and its contributors throughout the city. On 5th February an extraordinary rainstorm flooded out the low-lying portions of the city, Surrey-road, Toorak-road, River-street, and Tivoli-road. Two hundred and forty points of rain fell, according to the rain gauge in Victoria Gardens, in 20 minutes. After this experience the Council felt that the time had arrived when the drains, although of sufficient carrying capacity at the time of their construction, man y years before, required enlargement and alteration in consequence of the number of excellent modern roads with smooth surfaces from which rain drained away freely into the channels. Also the increase of new buildings in Prahran and Malvern, all with adequate roof drainage, added many gallons to the volume of the Prahran main drain's water flow. The Council
appointed a sub-committee to confer with the City Surveyor, and to prepare a report for the Council's consideration on a scheme of storm-water drainage for the city. Under the chairmanship of Cr. A. A. Holdsworth, a valuable suggestive report was submitted to the Council, and its recommendations were adopted. The total cost of the work was estimated at £27,000.

In 1913 the general scheme for the improvement of the main drainage of the city was making good progress. The reconstruction of the main drain between Chapel-street and the River Yarra was the subject of further discussion between the Government and the Council. The Council asked the Government for a contribution to the cost of the ground so that the Government property (Forrest Hill) would be freed from an unsightly open drain, and the Alexandria Avenue could be extended from Chapel-street without any obstruction. The Government at last agreed to contribute £1,500 towards the improvements on the promise that the Council undertook the future maintenance of the reserve of land, about 1½ acres in extent, fronting Yarra-street. That condition was agreed to, and the arrangement was completed.

When primitive little dwellings of wattles and daub, roofed with shingles, began to dot the bushland where Prahran city now stands, the main artery running through the growing settlement was Chapel-street. Just before that time Chapel-street was an accommodation bush track, flung almost carelessly across the countryside, to link up the roads which thrust their lines like a four-pronged fork through the swampy land that George Langhorne in the autumn of 1837 had named "Pur-ra-ran." And the four roads were the stock highways, Dandenong-road (High-street), Lower Dandenong-road (Malvern-road), and Gardiner's Creek-road (Toorak-road). The bush track became Prahran city's backbone. Streets came later, first one, the other, running east and west, and starting from the line of the backbone.

A bush track is usually a winding way. Does a reminder of this picturesque wilfulness survive in the busy thoroughfare of Chapel-street? How came Chapel-street to partly elude the straight line intended to be drawn by the prosaic roadmaker? In its length the street has three bends. The effect of one of these bends may be seen in the obtusé angle caused by the position of...
of the Town Hall frontages to Chapel and Greville streets. Street s were set off from Chapel-street, and consequently the streets are out of the square. This has, at times, annoyed landholders, and in some cases, in the past, has led to law suits.

Most of the Prahran streets may be regarded as beginning in haphazard ways called into existence by circumstances. Landowners divide their block in the manner most profitable to themselves. Whether the street the y plot do not lead to other avenues apparently was of little moment. Awkward corners, crooked necks, or blind ends were tolerated by landowners, if these drawbacks meant a few more feet of saleable land. Owners were hungry for land-booming profits began by buying acres of land, and selling its surface by the foot.

Take for a fair example of the class a land agent and money lender, Peter Davis. He was the principal in a land syndicate which bought large sections of land at the first Crown land sales, 1840-1850, of Prahran, South Yarra, and St. Kilda.

Peter Davis—well known as Peter, for tradition says he was hard, in driving a bargain, as a rock—pushed the sale of Prahran lands with the commercial persistency of his ancient race.

Davis frequently advertised in "The Argus." On 3rd January, 1852, he had "For sale, 44 acres, in the most salubrious and pleasant locality in the vicinity of Melbourne, situated about half a mile south of the Botanic Gardens, and bounded by the Gardiner's Creek and Dandenong roads, in lots to suit purchasers, as per plan." He also had "For sale 1 acre Prahran, near St. Kilda." He said in his advertisement that "intending buyers would do well to make their investments before the influx of gold shall have raised the value of the property beyond the compass of their means to purchase."

We suspend for a page or two our remarks on Prahran streets to say that the Prahran Council did not like Peter Davis's swamps, and he did not like the Council's complaints. The method by which the Council dealt with Davis illustrates the way early councils had with such land holders as he. Not a few of them had to be made to feel the iron hand in the velvet glove.

The first councilors were sincere in their desire to improve Prahran by draining it's swamps. Pete r Davis "care d for none of those things."

The block of land (a portion of the land bought by Davis in the 1850 Crown land sale), stretching from
what is now Fawkner-street, once the frontage of a small market garden, kept by Chinese, to Toorak-road, bounded by Osborne-street and Punt-road, South Yarra, was riddle d with small swampy depressions. The y were more numerous about Lang-street than elsewhere. In winter the little pool s extend d and became one stretch of shallow water. Together they formed what was known as "The Disma l Swamp."

"The heath where Macbeth's witches brewed their hellbrot h of troubles was not more repellant," said a complaining ratepayer, "than the Disma l Swamp of South Yarra. It was choke d with sour-looking grass, and filled with tawny-coloure d water."

Davis made a crude attempt in 1858 to drain the water of the "Disma l Swamp" into Gardiner's Creek-road (Toorak-road). He caused small trenches to be cut to the swamp's edge. These trenches led to Davis's principal channel, which ran along what is now Davis-avenue. There e immature drainage scheme was a failure. Winter's tale told of evil-smelling waters flowing into Gardiner's Creek-road, and of protest s by indignan t residents.

On the wing s of summer winds the half-dried swampy ground revealed the offensiveness s of the "Disma l Swamp" that winter had mercifully concealed. Dead cats, dogs, and even goats, were disposed of by placing them in the swamp.

Constant complaints from South Yarra residents reached the Council. The ratepayer s in 1864 said "The 'Disma l Swamp' is bad enough, but the drain which was cut six years ago from the swamp to Gardiner's Creek-road has now become a chain of fetid waterholes, full of dead animals."

The Counci l asked Davis to place the paddock in a sanitary condition, but he ignored the letter. Pressed further, he replied to the Council: "The public has no necessity to go through my paddock; let those who object to the drain go round by the road." This ultimatum was regarded as a challenge by the Council. The Council made an order after the receipt of Davis' s letter. The "Disma l Swamp" was drained out of existence. The Council cut a road (now Davis-avenue) through the land, and Davis had to pay his share of the cost. In place s the road was six or more feet below the surface of the paddock. The elevation of the house s in the lower part of Davis-avenue reminded s u s that the roa d once went through a small l cutting. I t showed cla y along the side of i t s depths. The major portion of what was known as Davis' s Green.
was open land in 1876. To-day it is covered by suburban homes. The "Dismal Swamp" of South Yarra is almost forgotten memory, and clayholes for brickmaking in Fawkner-street have been filled in.

To return to the Prahran streets, which would extend, if placed in line, for a distance of 68 miles. Additional streets continue to be formed when estate are subdivide and sold. The majority of the streets were gazetted public roads in May, 1857, by order of the first Prahran Council (1856). The proclamation of the names of the streets in the "Government Gazette" may be called their public baptism, but their names were already homely in the mouths of the Prahran settlers. Often the names owed their adoption to some intimate association with their position. The local circumstance that a resident lived at the corner of a street was reason enough, if any were wanted, why the street should be named after him. Duke and Wilson streets are instances of that complaisance where association of a man's name and residence has been the source of nomenclature. Such street names often have more tenacity than street names which have been arbitrarily grafted on to a draughtsman's plan. Even a street proclamation in a "Government Gazette" is not a compelling force, at least for a long time, for the homely names are hardy; the name of a street with the pioneer is an association with his first tenting and building make a long, if a silent, fight to survive. An atmosphere of tradition clinging to them, subtle, ill-defined suggestion of the past that time often colors with romance, to the man who sees beyond a thei r prosaic common-place appearance or to-day, an d th e ma n wh o ca n re-create th e days, an d th e me n wh o live d i n them, whe n th e passage-ways were the first score d i n Mothe r Eart h a s street s of Prahran.

Some streets in the municipalit y of Prahran were given names which were gazetted and afterward altered to another name. Such an alteration was made in the name of Argyle-street, South Yarra. It was gazetted on 15th May, 1857, and re-gazetted Osborne-street on 28th May, 1858. Palmer-street was another street officially date d fro m 15t h May, 1857. It is now known as Hornby-street, Prahran. Gardiner's Creek-roa d wa s gazetted on 15th May, 1857. On 16th November, 1877 it was re-gazetted Toorak-road. Hoddle-street was gazette d 27t h March,
1860; it was re-gazetted as Punt-road. Orrong-road was first gazetted as Sargood-street in 1857. On 16th November, 1877, it became Orrong-road. And in the same way other changes may be traced.

A notable division is that place name group which has borrowed so largely from women's Christian names. Thus we find in Toorak and in South Yarra women's names in Berenice-terrace, off Winifred-crescent; Dora-place, Eveline-road, Iona-avenue, May-road, Milicent-avenue, Almeida-crescent, Caroline-street, Clara-street, Elizabeth-street, Hope-street, Margaret-street, Mona-street, Myrtle-street; and in Prahran, Ann-street, Bella-street, Irene-place, Leila and Mary streets.

Cities and place names recorded in Prahran streets reflect the birthplace so of the sponsors who owned and divided the land. We find in the street name list Aberdeen-street, Bendigo-street and terrace. In 1872 the name "Bendigo" was objected to. At that time it was suggested that the list of the name so of city streets should be revised because "there is a vulgarity about our nomenclature that to the refined mind is especially objectionable. For example, Bendigo, which is not only the name of a rich and important district so of the colony, but also a street in Prahran which is neither rich nor important. Now Bendigo was illustrious only in a discreditable fashion, having been a note d bruiser, if our memory does not play us false."

Complaint was heard also of the plethora of King and Queen and Church and Chapel streets. One ratepayer urged that the principal streets should be called "roads." Chapel-street should become Centre-road. The suggestion devoi d of any sense e of historical place values were very properly ignored by the Council.

Other city and place names in the streets of Prahran include: Hanover-street, Canberra-road, Ottawa-road, Selbourne-road, Armadale-place, Avoca-street, Balmoral-street, Como-avenue, Malvern-road, Marne-street, Tyrone-street.

City fathers' names are short with fam e in the name so of streets. Amongs t the mar e those e of Arkle, Bangs, Maddock, Bowen, Luxton, Crews, Osment, Dixon, Gooch, James, McBwrick, Sargood, Naylor streets, and Upton-road. All the councillor s named have occupied the mayoral chair. On the street, Craven-street, recalls the name of the first Town Clerk of Prahran, John...
Craven, while Moss-street perpetuates the memory of the Rev. William Moss, the clerical pioneer of Prahran. Saints, too, for a small but select company, in which are found St. Edmonds, St. John, St. Kilda, St. George, St. Mario. We regret we do not know how the name St. Mario, of the little seaport of Brittany, crept into Prahran, but there it is on the plan of the city.

Other streets and their place names could be dwelt upon, but enough has been said here and throughout this work to indicate how many Prahran streets came into existence, and how men wanting local indicators came to give the streets their names.

Place names owe their origin sometimes to an outstanding landmark. A tree on a hill has given names to several "One Tree Hills" in Victoria. In Prahran notable early houses, occupied by first settlers, have given their names to three portions of the city. They are Hawksburn, Heyington, and Armadale. Armadale House was built and occupied for years by James Munro, whose father was the keeper of the first Prahran pound. James Munro lived to be a Premier and Attorney-General of the colony, to be ruined by the land boom, and to finally eke out his remaining days as an estate agent in Armadale. In his days of prosperity he donated the land upon which the Armadale Bowling Green is situated, upon the express condition that no intoxicating liquor should be served in the club room. Munro was a native of Sutherlandshire, and was born 7th January 1832, at Glen Dubh, and educate at the little fishing village of Armadale, hence his partiality to the name that now represents one of the favorite places for suburban homes in the city of Prahran.

Prahran Council have regretted that Chapel-street is not a wider thoroughfare. It is 66 feet of breadth (44 feet of roadway, 11 feet of footpaths) has resulted in making it a somewhat traffic-congested thoroughfare. The tramways have increased the inconveniences of progression. Often on Fridays, when the street is filled with shoppers, the difficulty in freely moving through the crowd on the restricted footpath is felt.

Tentative proposals by optimistic councillors have been made to broaden Chapel-street, but the large amount of money to carry out such an improvement has wherewithal the hope almost entirely bloomed. As recently as 1912 the late Cr. Rupert Nicolson suggested to the Council that Chapel-street should be widened so as
ORRONG MUNICIPAL TENNIS COURTS.
NEW ROADWAY PROPOSED TO GIVE BETTER WAYS FOR TRAFFIC. THE WIDENING OF CERTAIN NARROW STREETS ABUTTING ON CHAPEL-STREET WAS ALSO INCLUDED IN THE PROPOSAL. PRINCES AND KING STREETS, IT WAS CONTENDED, WOULD AFFORD OUTLETS FOR TRAFFIC GOING EAST. THIS PROPOSAL MET WITH THE SAME FATE AS ITS FORERUNNERS. THE VISION OF "CHAPEL-STREET WIDENED" STILL REMAINS A DREAM WHEN COUNCILS INDULGE IN THOUGHTS OF "PRAHRAN THE PERFECT."

In 1913 Cr. Edward Naylor placed before the Council a well-considered scheme for the opening up of a new roadway from the corner of Chapel and High streets to the St. Kilda Esplanade. Plans and estimates were submitted. The councillors gave some consideration to it, but the time arrived when consideration was unadvisable to adopt the proposal. Cr. Naylor's road was designed to give one direct highway of 99 feet in width, from Chapel-street to the St. Kilda Esplanade, making a continuous boulevard of over a mile in length. The purchase of land and the 222 properties involved was estimated at £170,000, and the making of the roadway £26,700. After enumerating the advantages of the proposal Cr. Naylor referred to the scheme of widening Chapel-street, which he considered would cost at least £900,000 to a million of money, whereas the new road would provide room for more shops, which would be a source of revenue to the Council. In his opinion the old buildings would, if sold, realise ten to fifteen thousand pounds. That money would go toward reducing the cost of his scheme to £165,000, and for that sum the road could be made and be ready for traffic.*

In 1922 an Act of Parliament was passed, constituting a Metropolitan Town Planning Commission for the purpose of enquiring into and reporting upon urban development in the metropolitan area. The Commission has expressed its approval of the Council's proposal to widen the northern end of Chapel-street. I have asked the Council to supply it with particulars of the valuations of property fronting Wellington-street, running in back to Albert-street, a scheme proposed to widen Wellington Street, making it correspond with Dan-

*Cr. Naylor's proposal was in itself a good one, if impracticable on the score of expense. A n improvement made in Birmingham in 1875, o n t h e initiative of Mr. Joseph Chamberlain, "Corporation-street," exist s to-day, an d it i s a successful instance o f municipal enterprise. "Corporation-street," i s doing, i n Birmingham, everything g Cr. Naylor clai me d h i s propose d ne w road, Prahran to St. Kilda, would do.
denong-road, which, with its wide roadways, plantations, and trams in the centre, was planned by the Prahran Council, the Commission considers the idea of arterial highway.

To express its views, and to hear the criticism of the Prahran citizens, the Commission held a public meeting in the Prahran Town Hall on 11th March, 1924. The hall was crowded. The criticisms were spirited ones. Alderman Stapley, the chairman of the Commission, explained that the Commission had two schemes to submit. One was the widening of Chapel-street on the east side, and the other was to construct a by-pass road, 84 feet in width, 175 feet east of Chapel-street. The Commission had adopted the principle that an arterial road must be 84 feet in width. The Commission favored the by-pass street. Appertaining to it was the regulation of traffic, and the consideration of the scheme of a one-way traffic, one-way trams, but those considerations were dependent on the adoption of one, or the other, scheme. They proposed to allow only certain portions on the west side of the by-pass road for business premises, and to reserve the east side for residential sites. Money would be recouped from the sale of such resumed land. Then came the question of zoning. The Council, by the use of its powers in that direction, he said, could exercise some influence in keeping the flow of trade in Chapel-street. The financial aspect of the whole of the town planning of the metropolis, must be, the Commissioner said, a metropolitan job. The total expenses should be pooled and a loan floated, payable in 30 or 50 years, so that the posterity would bear its share of the improvements. A bill in Parliament would have to be passed to enable the loan to be floated. The Commission proposed to relieve traffic by opening up a road called the Valley-road, to run from the railway bridge at South Yarra alongside the railway line to Dandenong-road.

The schemes were adversely criticised by prominent citizens representing the commercial interest of Prahran shopkeepers. The criticism had their effect on the Commission's views. In a letter sent after the meeting to the Council, the Commissioner said it had modified some of its views since hearing the opinions of councillors and citizens. The Commission stated it still favored the inauguration of a road parallel to Chapel-street, but was content to recommend that the new road should be subject to
TRAFFIC CONGESTION IN CHAPEL STREET

The basic trouble is the growing congestion of traffic in Chapel-street. No public body realises this is so better than the Prahran Council. Imbued with special local knowledge, it has already taken steps to ease the way for traffic. A special officer has been appointed by the Council who is continuously duty in Chapel-street and Toorak-road to regulate the traffic. The advent of speedy motor-driven vehicles has altered the problem to a certain extent. The Council has now under consideration the proposal to discriminate between the classes of vehicles which shall be allowed in Chapel-street at certain hours of the day. No one who knows the Prahran Council can doubt but that it will in its corporate wisdom find a solution of this complex vehicular problem which the best way of Chapel-street, because it is known that the busiest streets of the capital are narrow ones, and the traffic suffers from the congestion. Any interference with Chapel-street is regarded to-day as certain to be disastrous to its trade, and to depreciate its property interests.

Some of the dealings in Prahran land are like a romance in prices. Let us select a notable example to show how profitable the early speculation has proved to the early buyers. Peter Davis purchased Section 62 at the Crown land sales of 1850. The land had an area of 30 acres, for which he paid about £400. The land had frontages to Dandenong and Williams roads. Davis sold the section to T. B. Payne, with frontages, at a figure slightly in advance of what he paid. Payne sold the firewood

...
on the land, and received for the sale of the wood more than his purchase money. He let the land to a tenant as a grazing area, and that tenant paid Payne over £500 for its use during the years he occupied it. He had, in addition, to pay the rates and keep the fence in repair. The land was variously known as Payne's, or Peterson's paddock. A road was required to connect High-street with Dandenong-road, and Payne donated that road, which is now called Lewisham-road. That reduced his area by about two acres. After this his land was still occupied as two grazing paddocks. Payne offered the land to James Mason for £11,000, but the ex-publican and ex-councillor declined to give more than £10,000. Payne refused the offer, but repeated three weeks later, but too late, as Mason had invested his money elsewhere.

Payne let his land lie for a time, only receiving from it the grazing rentals. He sold two acres, for which he received from the purchaser £400 and £200 per acre. On that land was erected the dwelling ground of the first chairman of the municipality. Cr. F. J. Sargood, who resigned his position on 24th December, 1857, then next transaction in the land was considered a big one. He sold 1 2 acres at £650 an acre. These remaining portions were eagerly sought, but though high prices were offered, Payne decline d to sell. In 1882 he sold about an acre at £11 per foot. The last transaction that took place in the remaining portion of the land, nearly 15 acres, resulted in Payne receiving £318 per acre. When land, the best business site in Chapel-street, realised the sum of £25 per foot, it was thought that the high-water mark had been reached. In December, 1880, the first sensational rise in value took place. The land in question was situated opposite the Arcade, and formed a portion of the estate of the late Joseph Dickason. It was offered for sale by Messrs. Crews & Arkle, the reserve price being fixed at £16 per foot. The prices brought at the sale caused a flutter of excitement in Chapel-street. The first lot submitted brought £47 a foot. It had 20 feet frontage to Chapel-street by a depth of 99 feet, with a frontage of 10 feet to Chatham-street at the rear, together with buildings thereon. Lot 2 and 3, with frontages of 16 feet 3 inches, and a depth of 11 5 feet to a 10 feet right-of-way, were, like the first lot, bought by the late Mr. Chambers, of Sout h Yarra, father of ex-Councillor Chambers,
for £3 8 and £4 4 per foot; James Hole, an ex-councillor, secure d Lot 4 at £4 6 per foot, while Mr. Gurling purchase d Lot 5 at £40 a foot, and dispose d of it to Mr. Madden, who occupied the block, at £4 4 per foot, while Mr. Gurling purchase d Lot 5 at £4 6 per foot, and disposed of it to the man who occupied the block, Mr. I. Madden, a jeweller. Before the above prices could be reported in the press, Mr. Francis Conway purchased privately the large block at the corner of Chapel and Green streets, at £17 10/- per foot. What the agent and owner thought when they heard of the phenomenal rise in Chapel-street land values must be left to conjecture.

Since the time the foregoing paragraphs were written, land has been sold on the west side of Chapel-street at the rate of £500 per foot. On the east side of Chapel-street land has brought £275 per foot. Chapel-street land has been sold at £275, £260, £250 per foot. £30 0 a foot was recently refused for land on the east side. In Chapel-street, South Yarra, near the railway line, land brings £8 0 per foot. To-day land in Chapel-street is unpurchaseable. It is most unusual for any owner to sell his Chapel-street property. Notwithstanding the great capital value of the property, the tenant is not interested in selling, and the tenants, the shopkeepers remain year after year in the same shops, paying what must seem at first glance prohibitive rents. That they can continue to do so and to make money shows what an enormous volume of trade must be handled in Chapel-street.

The value of a good Town Clerk cannot be over-estimated. In the Biblical days there was the Town Clerk of Ephesus, and we have St. Paul's words: "After the manner of men, I have fought with beasts at Ephesus," and in the same sense there were "beasts" to fight in Prahran's early days, as the first Town Clerk and councillors found it to their doing, and, sometimes, undoing. From Queen Elizabeth's time, at least, the Town Clerk has been recognised as the most responsible person in the internal organisation of civic commonwealth. A charter of the virgin Queen specifies: "That henceforth for ever there may be, and shall be, from time to time, in the aforesaid town, one clerk, who shall be called Our Clerk, of our heirs and successors, to make and enroll recovery of debts, according to the statute aforesaid."

The modern Town Clerk is the most important official in the municipal corporation. He is the Council's recording officer, the custodian of the records, and the general secretary of the city, and as the high authority in point of municipal law, an d o f s
precedent which he watches so that he may warn the councillors when they are in danger of contravening the Local Government Act. He is frequently the guide, philosopher, and friend of the Mayor in civic affairs. He aids the Mayor to observe his social duties, and he sits beside the Mayor, when that honored one discharges his most important duty which is that of presiding Chairman of the Council.

Prahran has been fortunate in its choice of Town Clerks. The first was John Craven, and he retained his office for 26 years when he retired. He was born at Wakefield, Yorkshire, 4th June, 1806, and he died in Prahran on 7th March, 1891. As first Town Clerk he received a salary of £150 per annum, which had increased to £325 a at the time of his retirement, when the Council voted him an honorarium of £700.

John Craven's parlour served as the first Town Clerk's Office of Prahran, till a new, damp, brick building at the corner of Chapel-street and Cecil-place, at a rental of 12/- per week, was substituted. After that a room in the Mechanics' Institute was engaged at £30 per annum. Prahran's debt to John Craven is that he steered the Council he served through many dangerous shoals. When Mr. Craven retired, the City Surveyor, Mr. T. B. Muntz, afterward a Councillor and Mayor, acte as Town Clerk until the appointment of Albert L. Ely, in January, 1882. The late Mr. Ely was born at Crom Dwr, Wales, on 23rd May, 1830, and died 2nd June, 1891. His uncle and cousin were both Town Clerks, the first of Ipswich, and the latter of Reading, England; while his brother, Professor Talfourd Ely, was recognized as one of the finest Greek scholars of his generation. Before being appointed to Prahran, Mr. Ely was Clerk of Courts at Wangaratta, from which he graduated to Town Clerk of the same place. At Mr. Ely's death, Mr. John Hinde, the Assistant Town Clerk, was appointed to the position. Mr. Hind was then but 28 years of age, and he held the distinction of being the youngest Town Clerk in Victoria. He was born at Wolverhampton in November, 1863, and he died of a disease in 1923. He early entered the service of the Corporation of Wolverhampton, in the office of the Borough Accountant. In 1882 he was appointed Assistant Borough Accountant, a position he filled for five years. When he resigned his position, and came to Australia, he was given three months' leave of absence, and so it
happened that at midnight, on 31st March, 1887, he was an officer of the Wolverhampton Corporation, and on the following morning found himself selected Assistant Town Clerk of Prahran. Mr. Hind left the Prahran Council to become secretary of the Metropolitan Gas Company. He was succeeded by Mr. A. M. Mortley, on 1st August, 1899. He resigned his position on 24th September, 1907. Mr. John Romanis was appointed Acting Town Clerk on 12th November, 1907, and the appointment was confirmed on 1st September, 1908.

Mr. Romanis entered the municipal service of Prahran as a youth, and he was trained in the best traditions of municipal government, which have always been distinguishing features of Prahran administration. He is the first Prahran citizen to attain to the dignity of Town Clerk of the city of his birth.
CHAPTER XVIII.

Police Courts and Justices—A noted Chairman—Chequered careers—Floods in Prahran—Fires—City Hall Fire—Windsor Railway Accident.

PRAHRAN'S first Court House cost £1,300, and it stood on the building line of Chapel-street, at the corner of Greville-street, overshadowed by the Town Hall. It was a square building with a brick portico. The portico encroached on the footpath. Two tethering posts for horses stood on the gutter line. The picture of the Prahran Town Hall and the Court House in the sixties affords a satisfactory glimpse of the building. The Town Hall, it will be observed is not yet stuccoed, and the story of the tower to carry the clock was not built. The house on the further side of the Town Hall was Cr. J. B. Crews', afterwards Bully's baker's shop. The Court House was regarded as interfering with the architectural beauty of the Town Hall, and the councillors did not cease their complaints to the Government until it was removed.

When the building was pulled down, the justices transferred the business of the Court to the Town Hall. There the y remained until Tuesday, 9th September, 1869, when they moved from the Town Hall to the new Court House, which had been built at the back of the Town Hall, with an entrance to it from Greville-street. The Court House, late on, was transformed into the fine chamber where the City Council now hold its meetings once a fortnight.

The building when built, was described as "commodious." A contemporary report of the Court's first sitting reads—"When the Court was held in the hall adjoining, although their decision could not be heard, the expressive countenance of the majority could at any rate been seen, and gave the beholder an idea of the sentence they were passing upon the unfortunate culprits, but now all this is changed. From a portion of the Court House no more of the magistrate can be seen than if they were like the Olympian Jove, who deliverin g his fiat, veiled in the mystery of a cloud."
This Court House was in use until the present brick building in Macquarie-street was erected, and the justices held their first court in it on 9th January, 1888. Dr. G. Hetherston was the Chairman of the Bench, a position he had filled for 21 consecutive years. In honor of the opening he entertained his brother magistrate s at a luncheon. Ex-Cr. Crew was present, and he recalled some of his memories of Prahran in 1852. He informed those present that at that time, that could be polled in Prahran was 230, and he mentioned that when Graham Berry (afterwards Sir Graham and Premier of the Colony) was first returned, 100 votes were sufficient to give him a seat in Parliament. The first Court House in Prahran was built by the Government, and for a while it met the requirements of the place. In 1869, the second Court House was built by the Council, and the Government magnanimously contributed the materials of the old building towards the erection of the new one.

The late Dr. Fetherston was born at Roscommon, Ireland, 1830, and educated for his profession in Dublin and Glasgow. He commenced his professional career as a ship's doctor, supervising the passage of emigrants to America. Later he was the medical officer on ships carrying emigrants to Port Phillip. Finally he settled in Prahran, and adopted that place as his home, until his death in 1896. His first residence was in Chapel-street, close to Greville-street.

His activities spread over a large field, including the office of an honorary and esteemed doctor, the Women's Hospital, and the Government Medical Office. He was the public vaccinator, and he also filled the important position of Consulting Healt Officer to the Prahran City. Of a choleric temperament he had, in full measure, the generous heart which often accompanied the loveable man who finds "ginger hot in the mouth." When he died in September, 1901, he was accorded a military funeral. The "Old Doctor" was one of early Prahran's strong personalities. At his passing the distinctive character of the Prahran Bench passed away with him.
Association with Prahran has, in the vast majority of cases, proved of benefit to the individual who was fortunate enough to be connected with the place in the early days. In three cases, however, the aftermath of fate was bitter. Men who enjoyed highest estate and fortune fell from them, like Lucifer, never to rise again. The first was Hugh Glass, the partner of T. B. Payne in the early land purchases. A time he was estimated to be worth £800,000, and yet he died bankrupt, and was even cast into the common gaol. That, however, was for the political offence of defying the Speaker of the Legislative Assembly. Peter Snodgrass, so intimately connected with early Prahran, and a man of vast wealth, lost all his possessions, and died a broken man in spirit and health.

In a lesser financial degree, but much more tragical, was the career of one of the most fearless and extraordinary councillors Prahran ever possessed, viz., William Harrison, scarcely ever referred to in Prahran by any other name than "Terrible Billy." By trade he was a master builder, with some claim to be considered an architect. Enthusiasm and masterfulness were Harrison's leading traits. In the seventies some of the councillors were of the opinion the firebell should be suspended outside the Town Hall tower, but the majority opposed the suggestion. One day Councillor Harrison ordered a bell from James McEwan & Co., to be sent to the Town Hall, and, without consulting the councillors, he took possession of the tower, and with his own workmen erected a gallows-like structure in front of the clock dial, on the western side. Harrison stood on the scaffolding beside the bell, and, on seeing G. Arklie in Chapel-street, placed himself in a pugilistic attitude, and defied him, much in the same spirit as Ajax defied the lightning. His action caused a row in the Council. The townsmen were scandalised at the indignity put upon the staid old tower. Letters poured into the local paper about "Terrible Billy's" caper. The had no effect in the direction of chastening his spirit. He defied the Council to take the bell down, and it actually remain d hanging from "the gallows" for some weeks. The Council would not pay for the bell, neither would Harrison, so eventually James McEwan & Co. took it back, without receiving any remuneration for its use.

In August, 1886, Harrison contested a seat in the Prahran Council, but he had a seat that time by losing the following, for he did
once have a following, who admired his wild Quixotic spirit, ever tilting at municipal windmills. He only obtained 352 votes. After the poll he suddenly disappeared from Prahran. For some time his fate was a mystery. Finally it was ascertained that he had fled to Queensland. Then he returned to Melbourne, but did not visit Prahran. Not till two years after he had been buried from the morgue as a pauper, and entered in the "dead book" as an "unknown man," was the photograph of his corpse taken at the morgue, recognising a shell that once contained the unquenchable spirit of "Terrible Billy." He had been found dead in the Treasury Gardens, Melbourne. In many ways he was acknowledged to be a good and capable councillor, his reign extending over a period of nine years, his first appearance at the Council table taking place in 1871. He held his seat continuously (with the exception of 1878) until 1881.

As a foil to the foregoing chequered career the life of the Hon. Howard Spensley, who owned the "Prahran Telegraph" newspaper in 1864, and who resided in Albert-street, Windsor, may be glanced at. The Hon. Howard Spensley was the eldest son of William Spensley of London, and he was born in London in 1837, and he came to Victoria in 1858. He was called to the Victorian Bar in 1864, and shortly afterwards was returned to the Legislative Assembly to represent Portland in 1871. From June, 1871, to June, 1872, he was Solicitor-General in the Duffy Ministry. After that he returned to England and was admitted to the English Bar at the Middle Temple in 1876. He entered into English politics, and was elected M.P. for Central Finsbury as an advanced Liberal and supporter of the Prime Minister, Mr. Gladstone. After his return to England he too a strong interest in Australian affairs, and he was on the Board of Advice to Victoria's Agent General. He held several other important positions from time to time in Australian interests. In 1863 Mr. Spensley married Miss Sadie, the daughter of the late Simo n Staughton, a well-known squatter.

Prahran had more than its full share of damage done by floods caused by the copious rains at the Yarra's watershed swelling the low reaches of the river abutting upon South Yarra, but only once was a fall of snow recorded in its meteorological annals. On 7th August, 1899, about 12.30 p.m., a heavy hail storm began, accompanied by a remarkable fall in temperature.
ture, the thermometer, which read 44 degs. at 9 a.m., giving readings then between 35 and 36 degs. About 1 p.m. true snow flakes fell for some minutes, melting, however, as soon as they touched the ground.

Many a time during the winter months have the low lands along the course of the gully to the South Yarra railway bridge, now the main drain, been inundated. As far back as 1861 the toll house was damaged by a flood, the Council paying £135 to the lessee to compensate him for damage sustained. The most disastrous flood, however, occurred on 12th July, 1891. Rain had poured unceasingly for a week before. Scurcell y a house was dry. Brick walls on the weather side of dwellings were so saturated that the water ran down the insides of the walls. Very early it was realised that the flood waters would flow into the houses in the vicinity of Chapel-street north and the railway bridge. The Yarra was running over its banks. Storm waters roaring down the main drain were dammed back by the swollen river to a long distance up Toorak-road. Warning was given to all the dwellers likely to be affected, but the water came down with a suddenness that taxed the powers of the large army of volunteers who were effecting rescues of persons and property. In a night, 1,035 residents were rendered homeless.

The Prahran Council rose to the occasion, affording immediate relief to the homeless. Of the number swamped out, 47 were sheltered in the Town Hall. In the School of Arts Room fires were lighted, blankets distributed, and an impromptu shake-downs improvised. The Council provided food, while the public liberally subscribed money toward buying furniture and necessities for the unfortunate citizens. The Mayor of Prahran, Cr. Ellis, and Councillors Turner and Davie secured all the suitable houses "To Let" in Prahran. Families were housed in them; chairs, tables, kitchen utensils, blankets, and such like comforts being distributed with a generous hand. The official return presented showed that the number of houses inundated by the flood waters were: In Clara-street, 29; Cunningham-street, 5; Claremont-street, 1; Cromwell-road, 6; River-street, 33; Naylor-street, 12; Tivoli-road, 35; York-place, 10; Karlsburg-road, 50; Toorak-road, 26; number of houses rendered uninhabitable, 207.

The 47 people housed by the Council were entirely without friends or means. When the flood waters subsided, the body of
a young man was found in the room of a house in Karlsburg Road. He had refused to be warned. The effect of this flood was to hasten the widening of the Yarra, and the much-talked-of Yarra improvement scheme.

In February, 1911, a flood swept down the river, and the residents in River-street were flooded out. About a dozen families were afforded shelter in the Try Excelsior Hall. The rain gauge at the Victoria Gardens, High-street, indicated that 240 points of rain fell in thirty minutes. As before, the Council afforded the unfortunate citizens assistance, the then Mayor, Cr. John Rupert G. Nicolson, with the Mayoress, Mrs. Nicolson, keeping up the best traditions of the city for affording prompt succour in such cases. Toward the work of Yarra improvement the Prahran Council floated a loan of £4,000. The widening and the straightening of the river, and the provisions made by the Council to carry flood waters by enlarging the municipal drains removed the acute danger of floods at South Yarra. In 1916, owing to exceptional rainfall several over the watershed of the Yarra, from 22nd to 25th September, a very high flood occurred in the river. The river commenced to rise on 23rd September, and continued rising steadily until 4 p.m. on the 24th, when it reached the level of 9.72 feet in the main drain at River-street. The local rainfall was 52.7 points for three days, and this was considerably exceeded over portions of the watershed. The flood level at River-street in 1891 was 23.50 as against 9.72 in 1916. At Twickenham Ferry the flood levels were as follows:—

1891 29.2 . . . . . . . . . . . . . . . . . 7
1916 15.6 . . . . . . . . . . . . . . . . . 6

The waters commenced to recede before reaching the flood levels of any house in River-street, and the only property flooded were the boat sheds and rubber works at Church-street Bridge.

The most disastrous fire in Prahran was the one that swept down in flaming messengers on the City Hall, to leave, ere the flames spent themselves, that beautiful civic building a sad mass of twisted girders, confused heaps of scorched bricks; the place drenched with water and fallen ash, grime, and fine filth. No finer municipal hall was to be found outside Melbourne. The hall's expanse was 100 by 53 feet, and it had seating accommodation for 1,200 people. On Saturday afternoon of 11th January, 1914, at a quarter-past ten o'clock, a large draper's store, "The
Colosseum, in Chapel-street, Prahran, south of the municipal buildings, was on fire. A north-westerly breeze fanned the flames. By the time the fire brigade came, the shop's inflammable contents were burning. The flames forced their way through the shop's back windows. Suddenly the wind veered, and after some undecided puffs, blew strongly from the south. This untimely vagary of the wind changed the direction of the danger zone, placing the City Hall within the circle of heat, and within reach of the showers of sparks that were floating upwards and falling. By this time the fire had extended over the walls of the Colosseum, finding fuel in adjacent shops. These southerly winds drove the flames to the south end of the City Hall. Firemen, in intense heat, poured every minute thousand of gallon of water on the burning mass. Shops on fire in Chapel-street increased the heat. The north wall of the Colosseum suddenly buckled, and tons of red-hot bricks crashed down into the fire, and the upper came sparks, to fall into the showers of sparks of the City Hall. Instantly the roof was set alight in many places. The heat at this stage was so insufferable that firemen could not approach close enough to play the hose on the building.

Soon the City Hall was ablaze from end to end. Firesticks from the roof dropped down to the ballroom floor. The roof collapsed, carrying with it a great V-shape of masses of bricks from the east wall. Water ran out of the City Hall in little rivers as the roaring fire engine forced the 100 feet jets of water from the nozzles of the hoses. Nothing made could save the hall. The fire claimed it, and so it was.

The Library was saved, and the Town Hall escaped. Bricks at one stage of the fire were falling on the Police Court as the constable on duty telephoned to headquarters the progress of the fire. On the streets of the intense heat on the Chapel-street roadway, or of the heat and water combined, was that in front of the burning building, the block on the roadway expanded, driving into the tram slots, and closing the mouth if a huge vortex had been applied. About a quarter to three o'clock the fire was under control. The old fire brigade tower with the little figure of the firemen on top, and the Town Hall clock tower were dim through clouds of smoke and steam. Barred by the police, packed crowds of people were present in every street from where sight of the fire could be obtained.
The cost of the City Hall was £14,236. Insurance on the building covered about half that amount. The destruction of the Colosseum and its draperies was officially estimated to represent a cash value of £91,000. About fifteen other shop-keepers and owners of shops suffered heavy losses.

The water pressure, when the fire burst out, was bad, which regrettable partial failure of the Yan Yean system, at a critical time, suggests to us a glance backward at the primitive methods of fire fighting in Prahran. By placing sharp contrast side by side we can see the difference between hot and cold, in Prahran fires were fought by the Prahran Manual Engine Brigade (Engine obtained Xmas 1856), and how they are fought to-day by the Melbourne Fire Brigade.

To put out the fire that destroyed the City Hall the most modern of fire fighting machinery, commanded by a trained fire fighting chief, with a discipline of brigade of professional firemen worked to its utmost capacity. Powerful pumping engines, fathoms of hose, lengths of ladders, helmets, axes and crowbars, and man and appliance supplied the know how, each to its usage, were used in an effort to master the dominating flames.

When the firebell rang from the wooden tower, Prahran townspeople, after the fifty years' fire and the streets were narrow where the fire was. In those days a house was a torch to light other houses. Inflamable shingled roofs dried to almost tinder in summer's heat were easily set alight by vagrant sparks. When a man's neighbour's house was on fire, he was not slow to climb, and to carry a bucket of water onto the shingles so of his own house to save his roof from burning.

Prahran's first water carriers were all important at fires. *"Clang! Clang! Clang!" of the firebell, at whatever hour of the night the alar m reached them, saw water carriers in the hurrying light of hurricane lamps, or in the candlelight, the water carrier's harnessing, with hasty movements, their horses to their carts. That "Clang! Clang! Clang!" was the starting signal for the race of the water carriers to the fire. The carrier who arrived with the first load of water received 30/-, and the second carrier 20/-.

To avoid leaving his barrel without water during the night, in case water for fire might be required.

*Under the Council's By-law it was an offence for any water carrier to leave his barrel without water during the night.
of the manual engine's gear. From the dam the water was hand-pumped to the fire. As many men as there was room for, worked the pumping handles. When the first set of pumpers tired, another relay replaced them. Their rewards were copious draughts of beer. A fire was a jollification for a certain number of thirsty men who belonged to the salving company of Prahran's early "pumpers."

The installation of the Yan Yean service changed the methods of Prahran's volunteer brigades that ceased their labors for ever on August, 1872. When water was waiting ready for firemen's hose in the reticulation pipes, the passing away of tanks, dams, water fire gutters, and the water cart, and the owners had come. And with them went the animated men, half stripped to the buff, sweating with the strenuousness so of their work, as they pumped and pumped in feverish haste, beating at times the pump handles down to the blocks of the engine, in the endeavor to raise water, that was not in the dam, and when that happened, and the water carrier had no water, they fire burned on, even as in these years, long afterward, the fire in the City Hall burned on, throwing its dazzling glare on the highly polished brass engines, that pumped on and on, but failed to stay the fire.

The City Hall's foundation stone was laid on 24th January, 1888, by His Worship the Mayor, Cr. John Beatty. He said when laying the stone that two years before he had entered the Council with the avowed intention to oppose the erection of the hall. The force of circumstances had mastered him, and it was somewhat ironical that he should lay the stone.

The proposal to build the City Hall was subjected to severe criticism, and an opposition arose when he opposed it. At first the opposition was show in the expenditure of any part of a loan on the new municipal buildings, but after much controversy an it was decided to spend £10,000 for a City Hall. The further contention began because the tenderer's price exceeded £5,000, the amount set down for the hall and offices, and an attempt was made to postpone the work until the ratepayer had had a number of opportunities to express their opinion at the following August elections. These wishes were not complied with. The Council obtained the sum of £4,181, being a bonus on the sale of the loan's debentures, an by a motion
CITY HALL FIRE, VIEW OF RUINS—SOUTH END.
Council this sum was ear-marke d "to be applied to the purposes of the said Town Hall works, and that the contract with Messrs Furneaux, Besley, and Angel, the successful tenderers be sealed."

Ex. Cr. Crews was present at the laying of the foundation stone of the City Hall, and he stated that it was he who turned the first sod for the foundation of the Prahran Town Hall. The foundation stone faces Greville-street. The writing on the stone does not record the erection of the "City Hall," which hall was only a part of the additions the n made. The rebuilding of the City Hall after the fire is not recorded on stone.

CITY OF PRAHRAN.

This Foundation Stone of Additions to the Town Hall was laid by John Beatty, J.P., on the 24th day of July, 1888.

The other Councillors being: —
J.P., Joh n Turner, T. B. Muntz, J.P., R. A. Forbes,
Chas. A. D'Ebro, Furneaux, Besley & Angel, A. L. Ely,

Considerable delay ensued in the rebuilding of the City Hall. A feeling began in, and also outside of the Council, that a site other than where the gutted City Hall lay should be selected. An entire yew site, a new Town Hall, new municipal buildings, was the objective of some councillors. Malvern-road Gardens were mentioned for the new site, and the purchase of property in Walker-street to provide a suitable approach. Another site was a site Commercial-road, adjoining the Prahran Reserve. Public opinion on the merits of the various proposals was elusive. Those well versed in municipal affairs were uncertain what the majority of the ratepayers favored. The question of any particular site was suspended, and the first and more business-like question was propounded, did the ratepayers want the site of the hall altered? On the constitutional way of ascertaining the wishes of the majority of the ratepayers was by taking a poll, and the Council elected to do so. On 21st October, 1914, the following question was submitted to the ratepayers: "Are you in favor of the Town Hall and Municipal Offices being rebuilt on the present site?" 609 votes were cast in the affirmative, and
842 in the negative. The poll was considered unsatisfactory, as such a small percentage of the ratepayers took the trouble to record their votes. After further discussion, in which the claims of the rival schemes were advanced, it was decided to instruct Messrs. Sydney Smith & Ogg, architects, to prepare alternative plans for rebuilding the City Hall and offices on the present site. Afterward a contract was let to Mr. W. E. Cooper, builder, for the re-erection of the City Hall, cloak rooms, and convenience of a sum of £10,291.

The new City Hall was completed, and officially opened by His Worship the Mayor, Cr. William M. McLwrick, on 1st April, 1916, when a patriotic carnival was held. The original contract price was £10,291. There extra which include the retiling of the lounge, ticket office, etc., amounted to £447, making a total cost of £10,738. In addition money had to be spent on scenery and furnishings.

One of the most sensational occurrence in Prahran was the Windsor railway accident, which took place shortly before six o'clock on Wednesday, 11th May, 1887, when the 5.40 p.m. express overran the 5.30 p.m. ordinary passenger train. On approaching the Green-street overbridge, on the Prahran side of the Windsor Station, the driver found the semaphore against him. He therefore pulled up in the cutting to await the signal, "Line clear," to proceed on his journey. After some delay the "Line clear" signal was given, but on attempting to release the brake a pipe burst, and the driver found it impossible to move the train. While he and the guard were trying to discover the cause of the blockage, the express, which left Flinders-street ten minutes after the time did, dashed round the curve and crashed into the standing train. An awful scene of carnage followed, full of horror that usually attend such railway accidents. There noise of the impact could be heard in Chapel-street, and over 10,000 people were near the scene. Four persons were taken from the wrecked train dead, and over 100 passengers were more or less severely injured.
CHAPTER XIX.

First Park Reserve — Donated as a site for the Prince Alfred Hospital — Council floats loan for Recreation Reserves — Ratepayers protest — A hard fight — Prahran reserves, parks, and boulevards — Tree planting — Proposed Municipal Gas Works.

PUBLIC parks, municipal gardens, city children's playgrounds are regarded among the civic possession that promote the health and the recreation of dwellers in a city. Beyond the price are city breathing spaces in areas where houses to intimate crowd each other, where streets are narrow, where vision over the street gate or veranda rail is restricted, and where women and children environed by such houses and streets have no opportunity to enjoy the homely pleasure of suburban gardens, or to feel the freedom of movement in ample yard spaces.

This modern park and city recreation movement owes its activity to the fuller knowledge that we have beyond that possessed by our forebears of the hygienic virtues of fresh air, and the germ-destroying qualities of direct sunshine. Most of the parks in the old world were once royal estates. People the nation derived few, if any, personal benefits from them. Such was the case in England, it was so in France, and in other countries also. Where "divinity hedge a king" and death waited for the knave who poached on the king's manor. Paris, the home to-day of open spaces; France, the mother of magnificent historic king's palaces, now turne d into the people's pleasances, was at the beginning of the 19th century without the people's public parks, as we understand the words to-day, without civic gardens, without beautiful boulevards. To carry out these improvements for the people in England and France cost millions of money.

The first Government authority at Sydney, and later, the first Victorian Ministerial administrators, each had a unique opportunity to avoid the expensive mistake made in the congested cities in the old world. But our first Crown Ministers, who authorised Crown lands sale, did not exercise any vision directed
towards the future. Thoughtless custom seems to have only decreed that in planning a new township small allotments of land should be reserved for school or church purposes, but no provision was made for reservation of garden and park spaces. That deplorable omission was felt in the case of Prahran, the Council of which had, years afterwards, to buy land for the purpose of forming the into city breathing spaces.

The first and only public reserve the Prahran Council of 1856 owned was five acres lying just outside its municipal boundary line, at the southwest corner of Commercial and Punt roads, opposite Fawkner Park, which had been granted to the borough by the Government. Councillors regarded the gift somewhat as in the nature of a white elephant, and they were said to have grudged the amount expended on a post and rail fence to enclose it. Making and repairing the streets and roads in the heart of dwelling places had, they said, greater claims on the town’s public moneys.

In 1868 an opportunity came by which the Prahran Council was quite of the responsibility of entailing a donation of five acres. In that year Prince Alfred, then on a visit to Australia, was walking on the sands at Clontarf, when he was shot by a half-man, named O’Farrell. The Prince was dangerously wounded. His life trembled in the balance. In thankfulness for his recovery the Sydney people erected a hospital, the Prince Alfred Hospital. Melbourne, not less loyal, also determined to build a lasting monument of public gratitude for the Prince’s escape. The Melbourne monument orals also took the blessed form of another hospital, which it was agreed should be called the Prince Alfred Hospital.

The executive committee of the movement found a suitable site for the proposed hospital. In its need it wrote to the Prahran Council requesting the Council to donate the five acres, provided the Government sanctioned the gift. This request of the committee was complied with, on the motion of Cr. Crews, seconded by Cr. Lacey, with the proviso that the sum the Council had laid down in fencing the land, £288, be

*Fawkner Park, then called the South Park Reserve, was not fenced in until June, 1857, and it was only permanently reserved from sale on 21st June, 1873. An attempt was made, in April, 1860, to turn a portion of the South Park Reserve into a cemetery, but that attempt was successfully opposed by the Prahran and St. Kilda Councils.*
refunded by the executive committee, to be repaid by the Council as a donation towards the building of the hospital. The Council also stipulated that the Government did not demand the £100 the Council had received as a grant in aid to fence the reserve. In the event of the Government doing so it was made conditional of the gift of the land that the executive committee was to pay the £100. Happily for the suffering who need the aid of hospitals, and more especially sufferers south of the Yarra, these conditions were fulfilled. The Government made no claim for the return of the £100 grant.

The medical profession decried the site, owing to the initial difficulty to secure adequate drainage. Trouble was experienced for years afterward from that defect.

In Prahran there were many ratepayers who regarded the gift as a mistake. Years afterwards, when the first loan was mooted the gift was cast up as a reproach to the Council's administration, because it left Prahran without an public reserve, and the want of one was felt for several years. In 1884 the Council decided to float a loan of £12,500 for the purchase of recreation reserves. At various times during the existence of the Council interminable attempts were made to pass motions authorising loans for the purpose of road construction, and for other permanent works, but a conservative majority was always dominant to prevent any borrowing that would entail the mortgage of rates. In the present proposal a section of the ratepayers, the descendants of the Oppositionists of the swamp days, at once perceived that the Council was launching out to saddle the ratepayers with heavy responsibilities. The one shilling rate had been struck by the Prahran Council so often that it was regarded almost as a permanent one. To those, however, who had considered the subject, it was evident that the quiet and easy-going method of carrying on the affairs of Prahran with a one shilling rate must cease, if the town was to progress.

Revenue had been lost to the Council by the abolition of tolls in 1874, and the loss was a serious one. In 1864 the Church and Chapel streets toll produced £1,135 in revenue.

Some irony lies in the passing of the tolls inasmuch that their abolition was brought about by "the father of Prahran," T.
Cr. J. B. Crews, who was, in 1874, South Bourke's Parliamentary representative. South Bourke was the home of many woodcarters. They anathematise d tolls, amongst other things. In a thin House on one night in Parliament, during the progress of the Local Government Bill, Crews snatch'd a victory. The catch vote was a surprise to the country. Parliament, nevertheless, subsequently confirmed d the vote. For man y year s afterward s the loss of toll revenues was the source of heart-burnings among the municipal administrators. The Prahran Council's exchequer also suffered the loss of rates (about £200) through the purchase in 1878 by the Government of the Melbourne and Hobson's Bay Railway. Though the Council felt the loss of these source s of revenue the municipal rate remained at one shilling in the pound until 1889, when the rate was increased to 1/3.

On 19th July, 1884, a meeting was held in the Town Hall, 400 citizens being present, with an ex-Mayor, Cr. George Young, in the chair, to protest against the proposed loan of £12,500 for the purchase of recreation reserves. Statements were made that gardens* might look very well in a poem, but ratepayers wanted their back lanes kept clean, and the streets properly attended to, which was a bette r wa y of improving the health of the city. Their rates should not be mortgaged to satisfy the "craving of the usurers." The action of the Council, said one of the speakers, had, "during the preceding 12 months, been of a most tyrannical character." Eventuall y the meeting gained d it s min d b y passin g the followin g resolution: —

"That this meeting most emphatically protest against the action of the Prahran Cl ty Council in proposing to float a loan for any purpose whatever, without first obtaining the sanction of the ratepayers."

How history repeats itself! How Prahran ratepayer s in opposition to the Council reproduc e the thunder of their fore -bears! In 1856 the ratepayer s thundered, and the Council intimated it would not take any notice of ratepayers' meeting s held without its permission! In reality it took but little notice of the ratepayers' meetings whether they were held with or without its

*In 1861, the Prahran Council waite d with the Hawthorn and Richmond Council on the Government, and asked for a grant to plan a Horticultural College. That request was granted. Today the land is the site of the Burnley Horticultural College.
permission. Prahran Councils have always believed in the accuracy of their corporate acumen to divine what the opinion of the majority of the ratepayers is on any particular subject. The opposition ratepayers have never agreed that the Council is specially gifted in that way. In this case the Prahran Council in being followed the well-beaten track of former Prahran Councils. It heard, but it did not heed. "The dogs bark, but the caravan passes," to quote a Persian saying.

The Council duly "received" the protest from the opposition ratepayers. On 21st July the Council carried the recommendation of the Parks Committee to float a loan of £12,500 for the purpose of purchasing grounds for parks and pleasure grounds.

Before August, 1884, the Council bought some lands, but the purchases were made secretly. No official information was allowed to escape from the Town Hall. The opposing ratepayers were lost in conjecture as to where the lands were, and what were the prices paid for them. The properties appeared to have been at first acquired in councillors' names, or by agents, and the sale notes did not disclose anything regarding the Council as buyers. Clouds of suspicion began to arise in ratepayers' minds. The ugly words "jobbery" and "land jobbers" were terms the opponents to the loan, and to the purchase of land freely used regarding the councillors as a body. The time when the municipal elections were to take place, 14th August, was impatiently awaited.

In the meantime parties were formed, known as "Loanites" and "Anti-Loanites." Both carried on a vigorous campaign. On election day for councillor some special poll was taken against the loan proposal. The result, so far as the Council was concerned, was a victory and a defeat. The action of the Council in purchasing reserves was not upset. Although a one-third vote would have done so, the Anti-Loanites were unable to bring to the poll the necessary number. To have secured their object 2,314 votes should have been polled, whereas the number cast was 1,671, or 643 less than was actually required. At the poll for councillor the "Loanites" lost two out of their three candidates, and the "Anti-Loanites" one out of their two.
The poll was a heavy one. The Mayor, Cr. W. Templeton, one of the retiring councillors, did not offer himself for re-election. The candidates who were in favor of the loans, and of the purchase of land for recreation reserves, were Crs. Chapman and Michie, and Mr. R. A. Forbes, while Messrs. Crews, Hole, and Spurr carried the votes of the "Anti-Loanites." The declaration of the poll showed that ex-Mayor Crews, the municipal veteran, was still a power in Prahran. He had undergone considerable platform heckling over the gift of the reserve to the Prince Alfred Hospital Committee, but without hurt, for he headed the poll. The voting was:—Crews, 1,683; Hole, 1,619; Forbes, 1,507 (all elected); Chapman, 1,504; Michie, 1,461; Spurr, 1,436. Cr. Crews, in returning thanks, stated that the loan ballot should have been taken for and against, and not only against the loan. Had that been done, he asserted, the loan would have been vetoed three to one. On the other hand, it was contended that the result of the election was not governed by the loan or no loan proposal, that question being already settled. The relative positions on the poll were said to be brought about by the ratepayers' personal prejudices against or preferences for, the candidates.

Though the "Anti-Loanite" councillors were in the minority they tried, with Cr. Crews as their leader, for a long time in vain, to obtain particulars of the land purchased. Cr. Crews was very bitter about the concealment of what had been done, information, he contended, the ratepayers were entitled to have. Eventually a return was placed on the Council table, showing that the Council had purchased four acres of land in High-street east, near the Wesleyan Church (the Victoria Gardens), for £5,660.

This land was offered for sale by public auction on Thursday, 22nd June, 1884, by John Buchan and Co. The auctioneers were instructed by William Taylor and Archibald Fisken, trustees in the estate of the late Andrew Russell. The competition for ownership was keen. In the end the land was acquired for the Council by the Mayor, Cr. Templeton, and Cr. Arkle. One would be buyer declare d his intention, i f successful, t o run a street through the block t o Murray-street. The city would have lost the land only the Mayor and his colleague went beyond the reserve price the Council authorised them to bid by £500.
Andrew Russell, it was said, was an absentee in England, and he had not exercised any of the statutory powers of ownership. A cow owner had fenced the land with a post and two-rail fence, and he had enjoyed undisturbed possession for years. He was within a few months of becoming the owner by effluxion of time, when Russell, dying in England, an order came out to his executors to sell the property. The official return of properties bought also showed that the Orrong Potteries (now Toorak Park), 4£ acres, were purchased for £2,300. The excavation in the land, where the bricklayers' clay came from, was three or four times as large as the Alfred Graving Dock. Another piece of land, 80 by 264 feet, in Orrong-road, £480; land 100 by 100 feet, was purchased, £550. The total cost of the lands so acquired was £8,990.

A further allotment, called Annand's estate, was bought for £1,000. It had 160 feet frontage to Grattan-street, by a depth of 123 feet, and now forms a portion of Grattan-street Gardens. It happened to be opposite to Cr. Arkle's property, he being Cr. Crews's partner. A.t the Council table Cr. Crews denounced the purchase of Annand's land as "the greatest piece of jobbery of them all." The remark caused a sensation, and it took on a serious aspect when, on being called upon to withdraw the words, Cr. Crews refused to do so.

A police court prosecution was launched against Cr. Crews, Town Clerk of Prahran, Albert L. Ely, v. J. B. Crews, councillor of Prahran, "for using grossly offensive language, and refusing to apologise, viz., 'that this is the greatest piece of jobbery of them all.'" The case was heard on 23rd March, 1885, Mr. J. C. McKean appearing for the defence. It occupied the best part of a day, and resulted in the defendant, Crews, being fined 1/-, with £3/3/- costs. Cr. Crews stated that he did not impute jobbery personally to any councillor, but applied the word collectively. In court he gained what was desired by his party, information as to the names of particular councillors who were engaged in each purchase, news that was elicited under cross-examination.

On 5th August of the same year the first public gardens in Prahran were opened, Sir Henry B. and Lady Loch being present. The occasion was made on of general rejoicing throughout the town.
Prahran, there being a procession from Punt-road, where the Vice-Regal party entered the municipal boundary. Lady Loch declared the gardens and park lands open in the following words:

"I declare the lands of the City of Prahran, known as the Toorak Park, the Victoria Gardens, and the Prahran Reserve, dedicated to public use and enjoyment as pleasure grounds and places of recreation."

In the elections that followed (13th August, 1885), eight days after the opening of the gardens, the ratepayers endorsed the Council's decision to purchase recreation reserves by casting the largest number of votes that had been polled in a Prahran municipal election. The three retiring councillors, including the Mayor, were returned at the head of the poll. The voting was:

Taylor (Mayor), 2,398; Arkle, 2,194; Bowen, 2,093; Beatty, 1,451; Young, 1,245; Packer, 955; Harrison, 844.

The Prahran Ratepayers' Defence League also sprang up in a night, and declared that it voiced the ratepayers' opinion.

NO MORE RUINOUS LAWSUIT S
FOB UNNECESSARY WORK S
NO MORE SECRET LOANS
and
STAGNATION OF PUBLIC WORK S

NO MORE MORTGAGING
THE CITY BATES
WITHOUT CONSULTING THE RATEPAYERS
The ratepayers, the League declared, were tired of the councillors, and it was determined that there should be no more ruinous law suits, and there were other indictments at the bar of public opinion. These "ruinous law suits" were an obsession to the party of the ratepayers antagonistic to the Council, and they were always recalled when it was desired to criticise the Council. They had their source in the cutting down of streets, in adjusting street levels, property owners having different ideas from the Council as to the compensation they should receive for the alleged depreciation of their properties. The cutting down of High-street, East Prahran, was a fruitful source of grumbling, and the cause of some litigation. The Prahran Ratepayers' Defence League canvassed the city against the park's proposal, and its members were active with their propaganda. They issued a special badge as an advertisement of their views, but notwithstanding the badge and their determination to place "new blood" in the Council, the League's intentions failed.

The action of the Council in floating this first loan of £12,500 for the purpose of gardens, as seen in the light of even greater knowledge to-day, was in every way commendable. As the first step for good or evil always leads to the final results, the importance of the civic fathers' firmness, in 1884, in resisting the opposing ratepayers' effort to the loan, and to the purchase of reserves, cannot be over-estimated. Progress would have been stayed had the Opposition won the fight. The winning was to lead to more expansion in city reserves; the victory was greater than the ratepayers, or even the councillors, of that day realised. It created the stimulus so far a good precedent, and their recurrin g thoughts of the victory have permeated the succeeding Council with a bold, broad vision in the momentous municipal enterprises. To-day (1923) one may see the result of the visio n realised. The Council has acquired further lands; it has made provision for children's playgrounds, and in doing so it has regarded the city as a whole, and sectional, or ward influences, have
not been allowed to weigh in its selection of available sites. The parks, gardens, and reserves under the Council are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Suburb</th>
<th>Area (a. r. p.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brookville Gardens</td>
<td>Toorak</td>
<td>200</td>
</tr>
<tr>
<td>Gladstone Park</td>
<td>Windsor</td>
<td>100</td>
</tr>
<tr>
<td>Prince's Gardens</td>
<td>Prahran</td>
<td>210</td>
</tr>
<tr>
<td>Orrong Park Armadale</td>
<td></td>
<td>100</td>
</tr>
<tr>
<td>Toorak Park Armadale</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Victoria Gardens</td>
<td>Prahran</td>
<td>50</td>
</tr>
<tr>
<td>Dandenong-road Plantation</td>
<td>Windsor &amp; Armadale</td>
<td>320</td>
</tr>
<tr>
<td>Victory Square Plantation</td>
<td>Armadale</td>
<td>20</td>
</tr>
<tr>
<td>Rockley Garden Armadale</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Prahran Reserve, Grattan-</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>street Prahran</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Como Park Toorak</td>
<td></td>
<td>86</td>
</tr>
<tr>
<td>Yarrararstreet Reserve</td>
<td>South Yarra</td>
<td>20</td>
</tr>
</tbody>
</table>

**Totals:** 337

What appears in the list as Como Park, but is now called "The Australian Park," is the most important purchase of reserve lands that the Council has made in recent years. Later the park, which has been proclaimed a sanctuary for birds, will be appreciated as a place of enjoyment by thousands of people, for it will be one of the most beautiful of reserves linked up with the Alexander Avenue.

Some relations of the Three Tailors of Tooley-street, who proclaimed themselves, "We, the people of England," are suspected to have emigrated to Port Phillip and settled in Prahran. Whether that be so or not, the Tooley tailors' spirit persists in Prahran. These purchases of Como Park met with a storm of criticism from a noisy section of the ratepayers, who bracketed Como Park with the Market extensions, and denounced both at public meetings, but without any result.

In 1914 ex-Mayor Cr. H. A. Austin Embling, an enthusiastic chairman of the Parks and Gardens Committee, brought under r
the notice of the Council the advisability of becoming the owner of the lands comprised in the Como Swamp, Williams-road north, Toorak. The land s calle d "Como " b y J ohn Brown , were pur- chased by F. G. Dalgety at the Crown lands sales of 1840. Durin g recent years some of the acreage has been divided into allotments and sold. A large portion of its area has since been built upon. The swamp, already referred to in the early pages of this work, was a billabong close t o the River Yarra. Opposite it was the home "Mount Verdant," of the daughter of the overlander, David Hill, the late Mrs. Glover. The swamp formed only a portion of the area that the Council desired to purchase, but it was a picturesque portion, since it had artistic value in the contemplated scheme of landscape gardening to be carried out in the proposed park if it was bought. In 1921 negotiations for the acquisition of 31 acres of "Como" were proceeding between the owners and the Council. Eventually the land was secured by the Council for £15,500. Provision for the payment of which sum was made in the Council's Loan, No. 10, for £80,000. The park is now being planted with Australia n t rees , and the necessary initial work proceeding to make it one of the river beauty spots around Melbourne.

The Alexandra Avenue along the River Yarra from Punt-road to Chapel-street was formed by the Government in the year 1903, but owing to the block caused by the South Yarra railway line, the avenue as it was contemplated has not yet been completed. In 1917 the Prahran Council decided to make a temporary diversion of the drive under the railway bridge in order that the road could be made available for traffic through Chapel-street, and it voted the sum of £300 00 from the loan moneys for the completion of the work. In 1918 the roadway, made of tarred macadam and channels, was put down with a rough pitch er curb. The corner of the railway land near the bridge was rounded off, and an easy turn constructed. A considerable amount of work was also done in beautifying the drive by the planting of ornamental t rees from Punt-road to the railway bridge. Thi s work involved the blasting away of the rock to provide room for the roots of the trees and their drainage. Four rows were planted on the river side, and the trees selected
were silver poplars, eucalyptus, gold poplars, and golden willows. The Eand's Department dedicated two acres of land on the Forrest Hill, between the railway and Darling-street, for the use as a reserve which the Council has undertaken to make.

This magnificent drive along the River Yarra, connecting Prahran directly with Melbourne, is among the very fine boulevards that are to be found south of the Yarra. The intention of the Government is to acquire sufficient land along the river frontages to continue the avenue towards Hawthorn, so that the river, with its natural advantages, may be preserved for the enjoyment of the public, instead of, as at present, being locked up by a few landowners, who make little or no use of the stream of the river.

This is another instance how, at the first Crown land sales, the rights of the people to the river frontages were sold without thought of the future. To-day these frontages have to be repurchased, and sometime or public avenues, such as the Alexandra Avenue, may be carried out. We have already referred to something of the sort in the alignment by the Duffy Ministry of the frontages of Fawkner Park to the boulevard of St. Kilda-road. Had the parks on either side of St. Kilda-road remained intact, as it was intended they should do, the St. Kilda-road now would, so far as parks for beautiful fringe to stately boulevards, out-rival the claims of the famous Parisian boulevard, the Avenue des Champs Elysees.

 Beautification of the city streets by tree planting, where such kindly offices may be done without hampering the flow of traffic, or interfering with electric service wires, is a well-cherished policy of the Prahran Council, but it was not so in 1877. On Queen Victoria's birthday, 24th May, 1875, the Mayor of Melbourne, James Gatehouse, planted the first tree in Collins-street, opposite the Town Hall. Attention was, through this act, directed to the amenity of street trees planting. Some of the residents of Prahran, who had a eye for the beautiful, began to write letters to the press, urging the Council to plant the main highways with trees. At the time, too, treed planting was being extensively carried out in Fawkner Park. A dreary, desolate waste Fawkner Park was in those days, a noisome paddock where the night soil from Melbourne was ploughed in. A few derelict dead gum trees seemed to suggest that the poise dead atmosphere
of this horrible common, where, incredible as it may seem, South Yarra dairymen grazed their cows, was death to all life. Among other evils, it was said by medical men to be a source of typhoid fever. Tree planting, and the formation of small plantations in the Park, were the beginning of sweetness, and the signal that an abomination was nearing its end, an issue South Yarra residents and the Prahran Council were devoutly thankful for.

On 29th January, 1877, Cr. William Bowen, who was a Collins-street chemist of repute, asked the Council the subject of tree planting in streets. Cr. Bowen moved—"That, in the opinion of this Council, it is desirable to plant the sides of the principal streets in the town with trees."

The Council did not give a very hospitable reception to the motion, but Cr. Bowen was an advocate of tree planting, and a supporter of the suitability of trees for street ornamentation. Eventually, a resolution passed, to save the Public Works Committee for its further consideration, to the effect that the north side of Dandenong-road, and other principal streets, be planted with trees as early as practicable.

The Council was not keen on planting trees in the streets, even when property owners offered to share the expense. One councillor said in Council that the ratepayers "would not stand" trees being planted in the streets. The y would take, he asserted, to their axes and cut trees down. Other times, other manners. Another councillor denied that Prahran ratepayers could be so ill-behaved as to cut down street trees. On 9th April, 1877, a memorial was read in Council from the property owners in Westbury-street and Dandenong-road, the y undertook to plant a tree between Gertrude-street and Dandenong-road. The y would take, he asserted, to their axes and cut trees down. Other times, other manners. Another councillor denied that Prahran ratepayers could be so ill-behaved as to cut down street trees. Eventually, a resolution passed, to save the Public Works Committee for its further consideration, to the effect that the north side of Dandenong-road, and other principal streets, be planted with trees as early as practicable.

Since those days of hesitation, the Council has taken courage, and also control of street planting, exercising its authority in saying where trees shall be planted, and what kind of tree is most suitable for the purpose.

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ornamental and suitable for the purpose. Now there are in Prahran, more especially in Toorak, some lovely street avenues of trees. The trees, principally Oriental plane and golden poplars, make an attractive picture when they are in full leaf, with the sunlight dancing through them on a fine summer's day. Today the number of street trees in Prahran is approximately 6,000.

For some years councillors saw that the broad old stock highway of Dandenong-road was admirably suited for the purpose of being transformed into a beautiful boulevard. This road is a part of the municipal boundary line between St. Kilda and Prahran. It also extends through Malvern and Caulfield. The wish for the reclamation of the waste space of the three-chain road was made known by the Prahran Council to its sister municipalities, St. Kilda, Malvern, and Caulfield. Co-operation was essential if the road was to be transformed into one long, continuous boulevard, and if it was to be made equal to those of St. Kilda-road and Alexandra Avenue. For a time occasion did not present itself when the Prahran Council might press its wish. The season for doing so came in 1919, when the construction of the electric tramway between Chapel-street, Prahran, and Glen-ferrie-road, Malvern, was decided upon. A conference of the Councils was called in 1912, and the then Mayor of Prahran, Cr. Herbert Arthur Austin Embling, J.P., was elected chairman. Prahran's scheme of improvements was considered and agreed to by the conference. It was estimated that the work would cost £31,000. The Prahran and Malvern Tramway Trus agreed to pay £5,000. Each Council undertook at its own expense to carry out the work of improvement of the road within its municipal district, and also to keep in first-class order the tree reserves and grass plantation. These agreements have been faithfully kept.

The construction of the tramway necessitated the demolition of the old Dandenong-roa d bridge across the railway line. The bridge was erected in 1859, and consisted of wooden arches, fashioned, it is believed, out of red gum. The timbers, on removal, were found to be wonderfully preserved, possibly due to the free current of air always passing under the bridge, and their protection by the decking of the bridge from the weather. The bridge was only 40 feet wide, and it was a legacy from the
CHAPEL STREET IN 1918.

Prahran Patriotic and Red Cross Society's War Fete in Chapel-street in 1918, when £5,800 was obtained.
first railway company. In its place a bridge of skew brick arches has been erected by the Railway's Department, 75 feet in width between the parapets.

Before the South Yarra to Oakleigh railway line was made a coach started from the Star Hotel, corner of Chapel-street and Dandenong-road, to catch the train for Gippsland at Oakleigh. A four-horsed Cobb's coach crossing the new bridge along Dandenong-road to-day would see almost a vehicular anachronism; yet in memory of living men Dandenong-road was a bush, as was also High-street and Malvern-road. As late as 1860 Dandenong-road was little better than a bush track. To-day the road is one of the finest examples of municipal co-operation between neighboring Councils to secure beauty and utility in a road they are jointly interested in, that Melbourne has to show. The Prahran Council spent £12,500 to transform a road boundary line into a stately boulevard.

An attempt was made in 1876 by the Prahran and St. Kilda Councils to jointly start a municipal gas works. For some time prior to that date general dissatisfaction was expressed about the quantity and the price of the Melbourne Gas Company, which supplied Prahran and St. Kilda. Kild a with gas. In July, 1875, just before the municipal August elections, the question of the establishment of a local gas work was mentioned in candidates' addresses. Believing that it was correctly interpreting public opinion, the Prahran Council invited the St. Kilda Council to a conference. Both councils were smarting under the imposition of having to pay 9/- per thousand feet for gas, when other municipalities, where the Melbourne Gas Company, the Collingwood Gas Company, and the South Melbourne Gas Company, came into competition, got their gas at the rate of 7/6 per thousand feet. The Melbourne Gas Company's mains and pipe works were the only gas service the Prahran and St. Kilda districts had.

An extraordinary discovery was made by the Council when ascertaining what its powers were. The Local Government Act of 1874, although conferring upon municipal bodies the power to establish local gas works, made no provision whereby private consumers could be supplied with manufactured product.
Several councillors of Prahran and St. Kilda were constituted a gas committee to report to the Council after having invoked Parliamentary aid to amend the Act. The Gas Committee reported to the Council on 5th June, 1876:—"You committee have the honour to state that, having had prepared a report by an engineer setting forth the cost of production, and the probable consumption of gas in the joint municipalities, and having succeeded in getting the necessary authority conferred by the Legislature for collecting gas rates, now request fresh instructions from their respective Councils, and also a direct expression of opinion as to whether it is desirable to take any further action in the matter."

When the Prahran Council succeeded in having the Local Government Act amended, giving the Council power to supply gas to, and to charge private consumers, the Melbourne Gas Company reduced its charge of 9/- to 7/6 per thousand, the same rate as it was charging other municipalities where a cut price was in progress between the three opposing companies.

A further conference was held with St. Kilda Council on 15th June, 1876, in the Prahran Town Hall, when it was stated that the gas accounts for lighting lamps and public offices of the Town of Prahran and the Borough of St. Kilda amounted to £3,000 a year. At the conference the following resolution was passed:—"That this conference is of opinion that the establishment of gas works by the joint municipalities of Prahran and St. Kilda will be for the benefit of the respective corporations and of beneficial to the ratepayers."

Prahran representatives at the conference informed the St. Kilda delegate that the Prahran Council was determined to go on with the works, and it only rested with the St. Kilda Council to adopt the report. When the report was received by the Prahran Council it decided to call a meeting of the Prahran ratepayers after the report had been confirmed by the St. Kilda Council. The St. Kilda Council accepted the report, and agreed to co-operate with Prahran in erecting gas works.

On 11th July a public meeting of Prahran burgesses was held in the Town Hall. Rain was falling heavily at the hour of meeting. There was only a "fair" attendance. Those present passed a resolution, "That this meeting approves the action taken by the joint Councils of Prahran and St. Kilda in their endeavors to establish municipal gas works."
Councillors told those present that the Council had erected a number of additional lamps, and because they were out of the ordinary run of the mains, the company refused to light them unless the Council paid £320, or entered into a contract for lighting the whole of the lamps for several years. The Council refused to be exploited in that way, and it had decided to light the lamps with kerosene at a cost of something over £5 each per annum. The contract then in force for the supply and lighting of street lamps was £8/7/6 each. Sooner than be "crushed under the heel of a monopoly" the Council said it would light the whole of the lamps of the town with kerosene.

Before taking the final step of commitment the Prahran and St. Kilda Councils decided to ascertain by the result of a poll whether their ratepayers were in favor of the erection of the gas works or not. The decision was the cause of a most remarkable display of electioneering by the Melbourne Gas Company. Every effort that money could purchase and influence could control was employed to defeat the Council's proposal. A little army of canvassers was employed. Meetings were held, advertisements and handbills were freely issued, whilst on polling day cabmen were hurrying about in direction to convey voters to the polling places. The Gas Company's own clerks, and others, were out with correct lists of shareholders resident in the district, and these shareholders were brough to the polling booth. Much as the Council desired to see the Gas Company defeated, the Councillors could not legally expend any of the ratepayers' money for that purpose. No canvassers employed by the Council opposed those of the Gas Company. The result was: — Prahran—Yes, 321; No, 1,507; total, 1,828. Number of votes on roll, 4,172. St. Kilda—Yes, 200; No, 546; total, 746. Majority against, 1,532.

And so the proposed Municipal Gas Works make an historical record and that is all.
CHAPTER XX.

Prahran and Malvern Electric Tramway — South Yarra to Oakleigh
Railway — Chapel-street Station — Prahran Destructor — Prahran
Mechanics' Institute — Prahran Technical School — Prahran High
School

The municipal year 1909-10 was an eventful one, for it saw an
agreement made between the Prahran Council and the Mal-
vern Council to lay a municipal tramway to connect the two
cities. Malvern and Prahran have always been good neigh-
bors, though they have had academic differences in recent years
over the question of drainage responsibilities, Malvern being in
the highlands and Prahran in the lowlands. From the days when
Malvern was known as the Garden Road Board District,* to the
land-booming days of 1888, Malvern's broad acres were cultivated
to market gardens. Most of the market gardeners bought their
houses in Prahran. At one time the shopkeepers in Chapel-street
did a large trade with the market gardeners who passed through
from Malvern, Brighton, and Moorabbin.

Chapel-street lost the weekly custom and trade of a large body of
market gardeners because the shopkeepers ' carts, with their
returns loading from Melbourne, were subject to complaints by ratepayers to the Council. Residents of each street objected strenuously and success-
fully to market carts standing in front of their houses, filling their
rooms with flies and smells. Though the shopkeepers did not
mind the carts waiting in Chapel-street, the Council itself found

*Gardiner Road Board District took its name from Gardiner's Creek, the
native name for which was Kooyong-Koot, and Toorak Road leading into the
Gardiner Road Board District (7,680 acres) was called Gardiner's Creek-road,
hence South Yarra railway station was first called Gardiner's Creek-road Station.
In 1865, the station was a small village roadside station. The Victorian Gazetteer,
1865, seems to suggest that the village was known by Gardiner's Creek Road Station.
The Gazetteer's description reads: "Gardiner's Creek Road Station, a pretty
suburban village, containing a few residences, an railway station, situated
20 miles south-east of Melbourne, with which place the inhabitants communicate
by car and rail throughout the day. The neighborhood is extensive, and the
residences belong to numerous wealthy merchants and others, whose business
lies in Melbourne. The scenery is pretty, and the air is healthy and salubrious."

[See Page 343]
though it was agreeable to allow them to stand in the side streets. Harried and abused, summone d by the police for roitering, the market gardeners, as one man, moved on, and scraped Prahran's mud from their cart wheels.

When in 1880 Malvern market gardens were bought up by land speculators, and cabbage plots were cut up into suburban allotments, shops, other than those of the butchers and baker, were opened in Glenferrie-road. Increase d journeying between Prahran and Malvern, owing to strangers coming to live at Malvern, opened a profitable way for cabmen. "Cabb y know s hi s fare," and it was not long before a line of cabs plied for passengers between the two places. The cabmen were after a time run off High-street by the 'buses of the Melbourne Tramway and Omnibus Company. After some years the 'buses cease d to run. For a short space the Government tried some motor 'buses, but the motor 'buses were before their day, and they, too, were taken off.

Prahran and Malvern residents agitated for a municipal electric tramway. The Councils of both places favoured the idea, but they could not agree to the details of the scheme. Time and again negotiation s were reopened, and d as of ten hung up, but hope of ultimate agreement between the two Councils was never abandoned.

In 1907 (Cr. Upton, Mayor) a determined effort was made to settle the difference s whic h interfered with the progresses of the scheme. Finall y Mr. Alexandre Cameron, who at the time was a member of the Malvern Council, and now the chairman of the Metropolitan Tramway Board, came forward with some definite proposals. Thes e proposals were acceptable by both Councils, and the y eventually formed the basis for an Act of Parliament constituting a Trust, which should construct and manage the new tramway.

Severe terms were imposed by the Bent Government on the Councils in respect to the construction of the High-street railway bridge, and the necessary regading work of the railway at Armadale. The two Councils were required to contribute the sum of £13,000 to the works.

The contribution would have been unnecessary had the Government in 1878, when the South Yarra to Oakleigh line was contemplated, listene d to the Prahran Council's advice on the u
route for the railway line to follow. Th e Prahran surveyor, T. B. Muntz, plotted out the line to branch off at the South Yarra railway bridge, and to follow the track of the old gully, the main drain, crossing Toorak-road, and so ahead past Mandeville Hall, in Malvern-road. Th e hall was the residence of Joseph Clarke, and his influence, or that of his brother, Sir W. J. Clarke, was said to have been the cause of swerving the line from what, from an engineering point of view, was its legitimate track.

The Government ignored James Munro's offer of land, land athwart the track proposed. That survey was the low-lying section of the block J. P. Fawkner had purchased, on a portion of which land now stands the Toorak station. Munro wanted to cut up and sell the high-lying land, but the Government persisted in its own survey. That survey involved the excavation and the cutting at South Yarra, expensive embankments and road crossings along the line. The Railways Department had also to pay Munro £5,000 compensation for the high land they took from him, when they might have had the low-lying land given to them.

Had the Prahran Council's suggestion of the way the railway should go been followed by the Government the trouble and expense incurred when the High-street Municipal tramway was made would have been missed. Prahran was fortunate to have the railway line running through the municipality. When the Oakleigh to Melbourne line was projected (1874) the Government had nine surveys made; five of them linked up with Hobson's Bay and Suburban Company's railway lines. Railway Leagues formed to agitate for recognition of the claims of the particular route the people were interested in, sprang up like mushrooms over the country. Prahran had its Railway League, which canvassed an idea of public meetings. Prahran's argument in support were "that the traffic of Gippsland had always passed through the town, and that Prahran had important commercial relations established with Gippsland, which had greatly improved the town's material prosperity. To divert the traffic by constructing the proposed Outer Circle Railway, or any other line other than the direct line from South Yarra, through Hawksburn, Toorak and Armadale, was going to inflict a serious blow upon Prahran trade."

The Prahran League won its goal. A small boom in land and buildings set in along the line of the new railway. In a few
months suburban homes covered the eastern suburbs from Hawksburn to Armadale along the eastern boundary line to Malvern. Had the Prahran League lost its cause the eastern development of Prahran would have merely sauntered along the road of conventional development after the habit of dull but well-meaning Australian city suburbs. Chapel-street trade would have continued to move at a jog-trot pace. Slow but respectable old-time shopkeeper would have attended to his shop, and reared his family, to follow his daily way of the down and up of the heavy woode shop shutters. Chapel-street would have had no story to tell of great trade and of land worth £500 an acre, of a street with shop extending for a mile, with never one shop in the distance, notwithstanding exceedingly high rent and the enormous capital values. The stimulus Chapel-street trade received by the construction of the South Yarra to Oakleigh railway line was the root cause of Chapel-street being, as it is asserted to-day it is, the greatest shopping street in Australia.

When the South Yarra to Oakleigh railway line was first laid the y curve d and joined, and crossed the rails of the Brighton line at the approach to the South Yarra railway station. At this crossing an embankment of red clay shut out the view of the Brighton line from the driver's view as their engines steamed on to the Brighton line of rails. Some "touch and go" escapes from fearful collision took place at the junction of the train ways. Passengers and the newspaper press protested. The railway authorities were severe in their reproach. Dull-eyed and leaden-footed as Governments often are, in this case the Government was not so. The Railways Department saw in time to prevent a smash up, a scene of horror, suffering, and subsequent heavy compensation, that the Gippsland-Oakleigh traffic must have a separate line of rails, and another railway bridge must be spanned across the Yarra. These wants were met, and then Brighton to Melbourne passengers read their newspaper without looking in fear out of the carriage windows when the trains steamed past the South Yarra junction.

The official opening of the Prahran and Malvern Tramway Trust line took place on 30th May, 1910, the Chairman of the Trust (Mr. A. Cameron), His Worship the Mayor (Cr. E. Naylor), the Mayor of Malvern (Cr. W. H. Lewis), and Mr. J. H. D.
Brearley, engineer, the wives of these gentlemen, and Miss E. Henley (Acting Mayoress of Prahran), driving the first car over portions of the track in Prahran and Malvern. The venture proved a very successful one, and in April, 1913, the system was further extended to Hawthorn, Kew, Caulfield and St. Kilda, via Glenferrie, Hawthorn and BalACLava roads.

The Prahran Town Clerk, Mr. John Romanis, in his annual report to the Council, dated 1st October, 1914, wrote:—"It is now almost four years since the 26 metropolitan municipalities agreed to pool their assets and vest the same in a Metropolitan Tramways Trust to manage and control the system, and a Bill was prepared and a request made to the Government to submit to the Bill to the Parliament for its approval, but without success. The Bill has already been passed by the Legislative Council, and there it remains. In less than two years the Melbourne Tramway and Omnibus Company's lease will expire, viz., on the 1st July, 1916, and it is imperative that prompt action should be taken to constitute a Trust representative of the municipalities to take over the control of the system. The Committee of the Municipal Conference, under the chairmanship of the Lord Mayor of Melbourne, points out that the tramways were acquired by the municipalities by the authority of Parliament in 1883. The municipalities construct d and paid for them, pledging their rates as securities for the repayment of money borrowed for that purpose.

"The municipalities have paid off, or provided for the whole of the cost of the cable tramway system, over £1,700,000, and interest thereon, out of money paid by the company by way of rent under the lease given by them to the Company.

"It is now proposed that the tramways should be taken from the municipalities and vested in the Government, one of the political parties announcing that it will be its policy to place all the tramways under the control of the Railway Commissioners, and no indication is given as to what compensation the municipalities are to receive for an undertaking they have been purchasing during the last 30 years.

"The Royal Commission which sat in 1911 clearly point out that the cable tramways operate by the company are the property of the municipalities; that the successful financing of the original loans was not possible except by pledging the municipal rates and revenues; that the municipalities exercise d great
VOLUNTARY WORKER'S BUILDING THE WAR WIDOW'S HOMES, VICTORY SQUARE.

[See Page 333]
COUNCIL CONDEMNS GOVERNMENT 30

self-denial in refusing to share the immediate profit which could have been divided during the last thirty years among the municipalities interested, and thus could have materially reduced the rates for the whole of that period; they preferred to wait for their reward till this municipal property was free from debt. As for the trams being placed under the control of the Railway Department, we have only to quote the last financial statement of the St. Kilda to Brighton tramway, which is a Government concern, to show that, although the line has been in operation for a number of years, it has resulted in financial loss. During the year ending 30th June, 1914, the gross revenue was £20,516, and the working expenses £20,850, showing a loss of £334, which added to interest charges and expenses £3,333, showed a net loss of £3,667. The loss during 1913 was £2,072.

"In Sydney the Government could not make the tramways pay their way, and were forced to increase the fares on certain lines. In Great Britain nearly all the great provincial tramway systems are operated by boards or trusts representative of the municipalities, and are mostly paying concerns, contributing towards the relief of rates, etc., every year.

"Success having been achieved, both with the cable system and the new electric sections operated on behalf of Prahran and adjoining municipalities, one cannot see the justice of the attempt now being made to take this property out of the hands of those who made its creation possible.

"It is to be hoped that influence will be brought to bear upon those who have the control of future legislation, and that the self-denial of the municipalities which has been exercised during the last thirty years will be rewarded by Parliament in giving legislative sanction to the Bill, which has been prepared and approved by every municipality interested in the metropolitan tramways."

The greatest indignation was felt by the metropolitan municipalities when this high-handed act of the Lawson Ministry was foreshadowed. In strong terms so far condemnation the 'bare-faced robbery of the Councils' vested rights' was denounced at many meetings in many Councils. Even to-day (1923) the Councils still feel aggrieved, and councillors still and take their protests. Councils forced into compliance remain unconvinced. They are still full of fight, but they recognise the
uselessness of continuing their opposition, since their right to the tramways have been bludgeoned out of existence forever by an Act of Parliament.

On 3rd September, 1917, the Prahran Council forwarded a vigorous protest against the provisions of the Metropolitan Tramways Bill, on the ground that an attempt was being made to break a bond entered into between the Parliament and the Melbourne Tramways and Omnibus Company and the municipalities in 1883, when the municipalities found the capital for the construction of the undertaking, in consideration of the property being handed over to them free of liability after the expiration of the lease. The Council requested Parliament to bring in a Municipal Tramways Trust Bill, on the lines of the measure introduced into the Legislative Council by the late Mr. Robert Beckett in 1913. The Bill introduced by the Lawson Government for the consideration of a Tramway Board, to be elected by the rate-payers, and with Government representation, contained a provision for the distribution of the cable tramway surplus, about £827,000 on 1st July, 1919, among the metropolitan municipalities on a population basis, which sum was ear-marked, as payment toward the redemption of a loan debt due to the State by the City of Melbourne, and toward the redemption of all the loan liability both to the State and to the public of the suburban municipalities, excepting the liabilities for such money as had been raised for lighting works, markets, and tramways. The amount of the tramway surplus allocated to Prahran was about £57,480, and the Council's loan indebtedness was reduced by that sum.

The Melbourne and Metropolitan Tramway Act was passed on 7th January, 1919, and under this measure the cable and municipal electric tramways sin the metropolitan were brought under the control of a new Board, consisting of seven members, appointed by the Governor-in-Council. The Government recognized the valuable service rendered by the Prahran Council and other councils in tramway extensions, and marked its appreciation by electing the Mayoress of Prahran, Cr. E. H. Willis, to a seat on the Board. The value of the work and undertaking transferred by the Prahran and Malvern Tramways Trust to the Melbourne and Metropolitan Tramways Board in February, 1920, amounted to £851,998.
In 1889 the cable tramway was laid down in Chapel-street, and its cars, bringing customers, helped to swell the yearly growing volume of trade. To-day (1923) Prahran sits in the unique position of being in touch by tram or by electric tram with the cities and suburbs of Greater Melbourne. There are five different ways of getting to Prahran from Melbourne—on via the Sandringham railway, another by the Caulfield line, by cable tram direct from Swanston-street, and by cable along St. Kilda-road, with a change to the electric at the Commercial-road corner, and by the electric tramway, via Richmond.

Every main thoroughfare in Prahran—Chapel-street, Toorak-road, Dandenong-road, High-street, Malvern-road, and Commercial-road—is traversed by a tram route. When the new Church-street bridge was completed (1924), North Richmond was joined to Prahran by a tramway system. This is an important line. When evidence was taken before the Railway Committee at Prahran with regard to the proposal, the Mayor of Prahran, C. A. H. Woodfull, stated that "the tramway would link up three of the largest and most congested suburbs outside Melbourne—Collingwood, Richmond and Prahran—having an aggregate population of 128,500, none of which had any direct access to the St. Kilda foreshore, except the most southerly extremity of Prahran. Direct communication between large centres of population and industries, and facilities for residents to reach a sea beach, which was a natural attraction during long summers, was essential to the health and comfort of the people. Here was a sanatorium opportunity of relieving the tremendous pressure, especially on the St. Kilda-road line and the bottleneck at Prince's Bridge, which was the only tramway outlet to the sea south of the river, and was a notorious source of congestion. If the line was constructed the people from the farthest north could travel to St. Kilda for a sixpenny fare. A glance at the map would show that most of the electric tramways were running east and west. With the exception of the outlying lines along Glenferrie and Burke roads, there was no connecting line, either by train or tram, running north and south in what might be termed the inner area. The proposed route was, by its very nature and position, essentially a tramway route, and would connect up with the northerly and southerly systems of tram lines.
train—Victoria-street cable trams, Bridge-road cable trams, Swan-street electric trams, East Richmond trains, Toorak-road and Chapel-street cable trams."

The Prahran Council is of the opinion that trade in Chapel-street, South Yarra, would receive an impetus if a railway station was placed in Chapel-street beside the railway bridge. Several efforts have been made to induce the Victorian Railway Commissioners to take this forward step. On 19th May, 1914, the Council, accompanied by the Prahran Traders' Association, and also residents and ratepayers of South Yarra, waited upon the Commissioners to ask them seriously to consider the proposal while the regrading of the South Yarra to Oakleigh railway was in progress. It was pointed out that many passengers along the Gippsland line, desiring to come to Prahran, had to alight at Hawksburn and to walk a long distance to Chapel-street, or to get out at South Yarra, where they were obliged to take the tram to reach the city. This portion of Chapel-street, South Yarra, was commencing to become a busy trading centre. It only required a station to make it a significant part in Prahran and Windsor.

An Honorary Member, Mr. Donald Mackinnon, who was then member for Prahran, said he believed the station to be a public necessity. The Commissioner had previously objected to the establishment of a station in Chapel-street, on the ground that it would be too near to Hawksburn and South Yarra, and people along the line from Hawksburn had stated that another stoppage would prolong their journey. He considered that the station was justified under the electrification scheme, because electric trains were able to gain speed much faster than steam trains. The site had been objected to on the ground that the grade was 1 in 50, and a further objection to the proposal was that it involved a very heavy expenditure, as much land would be required for station building, and the line would have to be widened for an island platform. However, he did not think the difficulties insurmountable. The Commissioner had opposed the proposal, but as he had not considered all the details with them. If, after consideration, they did not take a certain view, he would not abandon the proposal; the station was a public want. It could be built with a benefit to the railways, and would not be a disadvantage to nobody. He would make every effort to obtain the station.
The Railway Commissioner has not complied with the request. It will not be in keeping with the corporate character of the Prahran Council if it does not win through in the end.

Efforts have been made to persuade the Commissioner to build a railway station at Greville-street worth of the city in which the station stands. A portion of the present station building is a poor legacy from the far-off days when the trains first came to Prahran. The Commissioner pleaded as an excuse for not doing as they are asked the "eternal lack of pence." Some improvements have been carried out at the station under pressure from the Council.

In another direction the Prahran Council is seeking to persuade the Metropolitan Tramway Board to facilitate the construction of tramway extensions from High-street and Commercial-road to the foreshore at St. Kilda and Albert Park. These proposed extensions are regarded favorably by the Board, and they will, if constructed, be a great convenience to Prahran residents, and those of the eastern suburbs, who desire to reach the seaside beaches, especially in the summer months, when the St. Kilda-road cable service is overloaded.

All these facilities by train and tram to visit Prahran help to keep Prahran in its proud position as Capital of Greater Melbourne. Its wealth is second to that of Melbourne. Its trade—but who can say what its trade is worth? The volume of business that must be transacted in Chapel-street to enable shop-keepers to pay rents and show profits on such capital values, must be, as undoubtedly it is, enormous. Prahran tradesmen, however, have built up a solid commercial reputation, and their fair trading attracts customers from distant suburbs. Year by year the growing demands of trade have required the erection of first-class shops. Many of the latter-day buildings are large emporiums employing hundreds of hands. They make a fine architectural show in Chapel-street, and the yardays fine as any like number of buildings in Australia.

It is somewhat of a romance in trade to recall that the "Blue Bell Store" housed in a tent, stood in Chapel and Wattle streets, about the place where the "Big Store" now stands. One man in the "Blue Bell Store" could attend to all the store's customers. It requires many hundreds to attend to the customers of the "Big Store." The late Mrs. Darlot, sister of the late W. P. Firebrace,
prothonotary, a very early resident of Prahran, told us that the "Blue Bell Store" was difficult, owing to scrub and gum trees, to locate from her residence in Ivy-street, notwithstanding the tent's tall flagpole. Chapel-street was scarcely defined, and travellers were few in number. Now the crowd in Chapel-street on Fridays is one of the shopping sights of Melbourne. A change indeed from the days when flood waters flowed in Chapel-street, and the early residents clambered along post and rail fences, and cracked the hoary Prahran joke about the first "rail road."

The purchase of land in Orrong-road by the Council of 1885 was made with a view to serve two purposes; the immediate one the hole was to be used as a Council rubbish tip, the contingent one was when the hole was filled to make the place into a recreation park. The land had been excavated to a great depth for the clay it contains for brickmaking purposes. For several years it had served as a tip for the city's rubbish. Gradually the hole was filled in. The Council was then faced with the problem of how to dispose of the city's house refuse. Finding it impossible to obtain a further tip area, the then City's Surveyor, Mr. William Calder, prepared some instructive reports, upon which the Council decided to send him to Britain and America to investigate at first hand the more modern refuse furnaces. Mr. Calder left Prahran in June, 1906. He inspected 35 separate installations of different types of destructors. Eventually the tender of Messrs. Meldrum Brothers was accepted for a "Simplex" destructor of the front hand-feed type, arranged in two complete and independent units of two grates each. The foundation stone for the buildings was laid on 10th June, 1907, by the Mayor of Prahran, Cr. Flintoft. Refuse was first burned on 12th November of the same year, and the work has been continued to date.

The cost of the plant, which was erected by Messrs. Meldrum Brothers, was £8,500, the containing buildings, chimney stack, etc., being built by a local firm, Messrs. Mossop and Pickersgill, for the sum of £3,100. The building for the clinker crushe ran inclined and other roadways, giving access to the destructor, cost £800. A 10-ton Pooley weighbridge was erected at a cost of £100, making a total cost of the Prahran destructor of approximately £12,500.

In 1909 the City Surveyor was instructed to inspect and report upon suitable quarry sites, an done 25th May, 1909, after the
inspecting a number of quarry sites in the neighborhood of Braybrook and Footscray, he recommended the purchase of 52 acres of land on the loop line of railway from Newport to Sunshine, having a frontage on the Geelong-road. This property was purchased by the Council at £35/10/- per acre. A modern steam-driven stone-crushing plant was installed here, and a loop line constructed from the main line to the quarries, where the crushed and graded stone is delivered directly into the railway trucks, and transferred to the sidings at Toorak and Windsor. Since the opening of the plant in January, 1910, the whole of the road material required for the city has been obtained from the Council's own quarries.

When the Town Hall was built in 1860 the Mechanics' Institute began to lose its popularity. Ratepayers preferred the new free Municipal Library to the old subscription library of the Mechanics' Institute. The secretary of the Institute was an aged man, without the required energy to stop the dry-rot which set in. From bad to worse the Institute went until its condition became a scandal in Prahran. Ratepayers were refused admission to the Institute. At the last it was impossible to obtain any information from the secretary, nor could anyone join the library. The Prahran Council determined to put an end to this unsatisfactory position. To enable the Council to do so, in 1899 an amending Act of Parliament was obtained, "Act No. 1619 Prahran Mechanics Act," the powers of which Act were intended to enable the Council to resuscitate the almost dead Institute into a living benefit to the citizens. When the Council was in a position to ascertain facts, it was discovered that in 1900 there were 10 subscribers to the Institute; its annual revenue was £70, and 100 books formed the library.

Under the amending Act the new Institute committee consists of four members of the Prahran Council, four members elected by the subscribers, and the Mayor of Prahran for the time being is president.

The committee sought a secretary to the Institute. Out of 40 applicants Ex-Cr. J. H. Furneaux was appointed. It was a fortunate selection. Ex-Cr. Furneaux clung to the Institute when it was almost wrecked, when few had any hope for it. He persevered, though at times he did not receive the support he might have reasonably expected. The position was that, having g
obtained the Institute, the Council was somewhat embarrassed by the new responsibility. The then Town Clerk, Mr. John Hinde, said the regained Institute was a "white elephant, with no assets, no money, and less than ten members." The Institute was not unlike a waterlogged ship full of timber. A suitably named Chapel-street the old Institute was so valuable to sink; a suitably named going concern could only float awash. Had Ex-Cr. Furneaux not eventually set the Mechanics' Institute sailing before the winds of prosperity, it is not saying too much to assert that there would be no Technical School in Prahran to-day, housed in a building that owes its genesis to the Mechanics' Institute.

The Prahran Council, having by Act of Parliament, obtained the rusty keys of the Mechanics' Institute, the councillors went to take possession of the fallen fortress. They pushed open for the first time in their lives the inner entrance doors covered with green baize, that was worn thin and frayed. Those doors led to the mysterious place which had not for years been a strangelooking step. When rooms were entered the rooms were found full of litter, of dust, cobwebs, old papers, dirty magazines, and damp and musty rubbish heaps. An order was given that the whole of the litter be burnt, and it was made into a bonfire.

The committee, by the grace and energy of the Prahran Council, was in possession of the Mechanics' Institute building, but it had no funds to even pay the secretary his salary. Bank assistance was sought. An overdraft was agreed to if ten citizens would enter into a bond of £50 each, and guarantee the overdraft. The late Sir Frederick Sargood donated £100 to the bank fund. It was believed that the committee had no power to mortgage the building, but this was, after a time, found to be a mistake. A loan of £1,500 was obtained from the Melbourne Tramway and Omnibus Company at 4 per cent, per annum. A portion of the front of the building was altered to become a drapery shop. The hall was rented for over three years. Every week the secretary conducted a euchre party and dance, which had returned annually over £200. This amount with rent from the hall enabled the committee to restore the fortunes of the Institute. The revenue for the first year was only £90. The committee was served with a writ by the executor of the late secretary claiming back wages. After some negotiation a settlement was made at the court door, that litigation was settled by a contra claim of the
TOORAK BO Y SCOUT S BUILDING.

Opened by His Excellency the Governor, the Earl of Stradbroke, on 24th June, 1922.

[See Page 351.]
Mechanics' Institute against the late secretary's estate for money received by the late secretary, on behalf of the Institute, and not accounted for. That claim was allowed, and the action was settled for £50, with costs.

Further borrowing from the Tramway Company enabled more alterations to be made to the building, at a cost of £1,500. On 10th October, 1901, the memorial stone of the new Mechanics' Institute was laid by the Mayoress, Mrs. H. M. Gooch. In June, 1908, an effort was made to form art classes, and these were carried on successfully until 1909, when the school was brought under the control of the Education Department, a condition of the overlordship being that the Department bore no part of the expense of the school's upkeep. The school made such gratifying progress that, in 1911, the Department waived its condition and granted the sum of £10 0 toward the school's expenses, which were then about £30 0 per annum. This grant continued until the end of 1912. The first director, Mr. T. F. Levick, resigned, and Mr. W. R. Dean, A.R.C.A., Lond., succeeded him. He was the son of one of the most-esteemed officials the City Council ever had, the late Mr. H. W. Dean.

Mr. W. R. Dean, the principal of the Prahran Technical College, in his youth showed his preference for artistic studies. His father encouraged him to follow his bent, and to further his artistic career, he sent him to travel, and to see and to learn the canons of art from the paintings of the great masters. He sketched and painted in church and cathedral, in village streets and in city squares. Like a pilgrim with his wallet, with little money, but with great enthusiasm, young Dean lived in an and travelled through Italy, Belgium, and he sojourned in Paris, and imbibed the artistic atmosphere. He climbed scaffolding in various famous churches and sketched cornices and figures in St. Peter's Rome. His enthusiasm for his art had no boundaries. He returned home with many hundreds of exquisite sketches. Such was the training of the man who to-day governs the Prahran Technical School. In addition to his art training and his London degree, Mr. Dean is a qualified architect.

Under Mr. Dean's guidance, after Mr. Levick had resigned, the art school at the Mechanics' took a move forward, the number of scholars rising from 67 to 259.
In 1910 the committee took steps to secure larger premises, but it was not until the year 1913 that the present site in High and St. John streets was fully purchased, an amendment Act of Parliament having been passed to allow the committee of the Institute to do so.

In 1914 a proposal by the committee of the Prahra n Mechanics' Institute to erect a Technical College in High-street, at a cost of £16,000, was laid before the Council, with the object of obtaining a subsidy toward the maintenance of the College. The committee did not think the estimate of rents from the restored Mechanics' Institute in Chapel-street, and the revenue the Institute had from other sources, would be quite sufficient to provide for the total expenses. A sum of £300 per annum as the Council's contribution was suggested by the committee as a sum that would be adequate to enable them, with the revenue they had already, to carry on the school. With a will to assist in the wish to have a Technical School in Prahra n that would be of great educational value to young men and women in the city who sought technical training, the Council complied with the request. Fortified by the support of the Prahra n Council, the committee of the Prahra n Mechanics' Institute made an offer to the Minister of Public Instruction (Sir Alexander Peacock) to erect a building in High-street, at a cost for ground and building of £17,500, providing for a fully developed Technical School, both junior and senior sections, at an annual peppercorn rental of £1 per annum, on the condition that the Government would equip and maintain the school. The offer was called by the Minister "a magnificent one," and he accepted it on behalf of the Government. In 1915 the proposed building became a reality, and on 8th October, 1915, the school was officially opened.

The Prahra n Technical School is governed by a council of five members of the Prahra n Council, four members of the Mechanics' Institute committee, and four representing the Governor-in-Council, with Mr. Dean as principal and secretary. All the appointments are made by the Governor-in-Council. The first president of the School, July, 1915-16, was Cr. S. A. Chambers, J.P., who resigned. He was succeeded, 1916-17, by Mr. F. Thomas, architect, and by Cr. McLwrick, who was elected in 1917. Each succeeding year Cr. McLwrick has retained the honor (1923), principally because of the committee's appreciation of
his valuable advice in the sphere of the School finances. In the board room of the School a wooden table is affixed to the wall recording the names of the first council of the School.

PRAHRAN TECHNICAL SCHOOL

First Council
July, 1915.

President: Cr. S. A. Chambers, Esq., J.P.
Vice-President: C. S. Halkyard, Esq., B.A.
Hon. Treasurer: Cr. J. R. G. Nicholson
Principal: Mr. W. R. Dean, A.R.C.A., Lond.

COUNCIL:

Cr. W. McLwrick, Mayor . . . . City of Prahran
Cr. S. A. A. Chambers, J.P. . . Prahran Municipal Council
Cr. J. J. Flintoft, J, P Prahran . . . n Municipal Council
Cr. J. G. Morris Prahran . . . . n Municipal Council
Cr. J. R. G. Nicholso n . . . Prahran . . . n Mechanics' Institute
E. R. Ambler, Esq Prahran . . . . n Mechanics' Institute
R. Brown, Esq Prahran . . . . . . n Mechanics' Institute
J. Dunham, Esq Prahran . . . . . . n Mechanics' Institute
C. S. Halkyard, Esq., B.A. . . . . . . . Prahran Mechanics' Institute
A. L. Brotherton, Esq Governo r . . . . n Council
H. J. Corder, Esq Governo r . . . . . . n Council
J. Klaerr, Esq Governo r . . . . . . n Council
F. W. Thomas, Esq Governo r . . . . . . n Council

The inscription on the foundation stone of the Prahran Technical Art School reads: —

PRAHRAN TECHNICAL ART SCHOOL

This Foundation Stone was laid by the Honourable Sir Alexander Peacock, K.C.M.G.
Premier of Victoria.
24th February, 1915.

Cr. H. G. Heyward (Mayor), President

MEMBERS OF THE COMMITTEE:

Cr. J. J. Flintoft, R . . . Amble r
Cr. S. H. Chamber s C . . . S . Halkyard
Cr. R. Nicolson R . . . Brow n
Cr. J. E. Morris s J . . . Dunha m

Ernest H. Willis, J.P., J . . . H. Furneaux

Architect. Secretary
The inscription is misleading. The president of the Mechanics' Institute is recorded incorrectly as the president of the Prahran Technical School. Some names of the committee are not the names of the first committee of the School, and the secretary's name on the stone is the secretary of the Mechanics' Institute, and not the secretary of the Technical School. If hereafter a comparison is made between the names on the recording tablet in the School's board room and the names on the foundation stone facing High-street, a puzzle d Prahran citizen may wonder how such a palpably misleading inscription came to be engraved on the foundation stone.

Leaving these outward signs of inward discord in 1915, which are to be regretted since such permanent evidence of them remain, the Prahran Technical School is an efficient force in Prahran for the training of young people in the technical side of the arts and crafts. The School also provides the ways and means for healthful and manly games, and, in conjunction with the Defence authorities, carries out the senior and junior cadet training. The roll to-day contains the names of 600 students of the best type of Australian boys and girls.

In 1918 the Prahran Technical School offered to the Education Department its workshops for the training of returned soldier trainees, and classes were commenced in October, 1918. A two-story factory in Hornby-street was leased to meet the increased requirement of floor space in connection with the work. The trading aspect of the classes, though only incidental to that of imparting knowledge, was carefully attended to. An exhibition of furniture was held in the Prahran Town Hall, the furniture afterwards being sold for £800 by public auction. The vocational classes ceased in March, 1921, and the balance-sheet showed that £3,000 was received from sales of furniture made by the returned soldiers during their course of training at the school.

Prahran Council shows an active interest in all that appertains to education. Letters from the Council to the Education Department referring to wants connected with the State schools in the city are not infrequent, and sometimes, when compliance by letter has not been obtained, the Council has strengthened the claims of the School Committee by councillors attending with the committee as members of deputation to the Minister of Education.
THE SMOKING OUTFIT.

Presented by the City of Prahran to His Royal Highness the Prince of Wales, in 1920.

[See Page 34]
The initial story of the State High School in Prahran is interesting, and its advent is associated with the historic Forrest Hill, upon which it is sited. For year the Prahran Council sought to persuade the Government to allow it to exercise the rights of overlordship of Forrest Hill, with the object of transforming the area into a park and people's pleasure ground. Continued civic pleading had no effect upon the Land Department, which, in this instance, stood on the departmental proprietary right of the land, a position that apparently was of more importance departmentally than the broader public spirited view of giving the people the boon of a public park. These refusals rebuffed the Council, though the Council still remained eager to comb and to dress the land. Brick-making companies had made an ugly bite into the hill, and their workings had caused a portion of the land to become a barren desolate place. The Council could do nothing but mark time and hope that some turning event would finally give it control of the land. This negation of the Land Department was regrettable since the land levels lend themselves admirably to the skill of an expert landscape gardener. Such a transformation as the Council propose d a picture qu e pendant to enhance the charm of the lovely river boulevard, the Alexandra Avenue.

When the Yarra improvement scheme was contemplated, the Government bought the land at Forrest Hill for about £12,000. Rather more land than was required for the boulevard extension purpose was included in the area. The Lawson Government, desiring to profit by the surplus, decide d to level the ground and to plot the excess land into building allotments, and to sell it for the same by auction. The highest bidder. On e cannot but regret that a Governmen t could not have done with the little sensitiveness of the wrong that it was doing to the people as to auction such land s for its monetary profit, quite regardless of the commonwealth los s it was inflictin g on the present generation and the posterity.

The Prahran Council waited on the Minister of Lands and protested against the sale of the land. Dr. R. H. Fetherston, then M.L.A. for Prahran, was a citizen who had a vivid sense of the local historical sentiment alive in Prahran, and which sense was associated with Forrest Hill. He introduced the Councillors to the Minister of Lands, who said to the Councillors that he was
unable to see any beauty in Forrest Hill "up to the present." His Worship the Mayor, Councillor W. B. Lumley, explained to the Minister that the Council propose to turn the Forrest Hill area into a plantation where the children could play, but the Minister brushed that information aside, harping instead up on the sum of £16,000, that the said the Government would lose if the land was not sold. Councillor Woodfull, who has been persistent in his advocacy of Forrest Hill and its surroundings being made worthy of the northern gate of his native city, very properly told the Minister that it was the Government's duty to co-operate with the Municipalities in such a proposed reservation for the people. Unfortunatel y the Prahran Council by that deputation did not remove the Ministeria l obsession, and it appeared very likely that Forrest Hill would, for the last time in its history, come under a Government auctioneer's hammer.

It had first passed from the crown on 10th June, 1840 to Charles Forrest, 17 acres at £29 per acre. Forrest sold portions of it from time to time. The lands changed owners, but the hill and its area always preserved their topographical identity. The proposed sale by the Lawton Government meant that the place was to lose its pristine character, to be obliterated and the historic spot blotted out by prosaic suburban house s and shops. Such an act savored of vandalism, and was most disturbing to anyone with a sense of the historical value of place names and places.

The Prahran Council, though checked by the Minister's unsympathetic attitude, was not checkmated. On the face of it the position looked to be somewhat forlorn with hope, but the Council did not feel itself beaten. That spirit of "no surrender," wher e public welfare was involved, had animated the corporat e mind of the Prahran Council since 1855, the year of its birth. The Councillors have changed in the whirligig of time, but the traditional character of the Prahran Council has remained the same.

Pressure was brought to bear on the Lawton Government to delay the sale of the Forrest Hill Lands. Dr. Fetherston, M.L.A., Dr. Argyle, M.L.A., Toorak, then occupying the position of Chief Secretary, exerted all their personal and parliamentary influence to prevent the sale of the Forrest Hill lands. In this way the determination of the Minister reached the council, and the sale was not proceeded with.
hesitated to proceed. Time was gained, and the time was won, proved to be the saving factor that preserved Forrest Hill. Had it not been for the strenuous efforts made by Dr. Fetherston, which were seconded by Dr. Argyle, the land would have been sold. There is no doubt about that.

During the time of delay, proposals for State High Schools in the southern suburbs came into the region of practical advocacy. For years the claim of Prahran to be served by a State High School has been waged by the Council. Prahran was a thickly populated city, with a large leave of industrial workers, and numbers of their children require an increased high school training. Dr. Fetherston saw that it was not only possible by strong advocacy to save the Forrest Hill area from sale, but that a State High School might be placed on Forrest Hill. Dr. Argyle was, from the first, hospitable to the idea. The Council, led by its active Mayor, Councilor W. B. Lumley, an enthusiastic educationalist, used every power it possessed to obtain the school. The Director of Education, Mr. Frank Tate, and Mr. H. H. Hansen, Mr. Tate's departmental right hand, were seen, and the inspect the situation no of the propose d school. The Premier, Sir Alexander Peacock, was also pleased with the site and the proposal. Success seemed to be assured, but Dr. Fetherston, Dr. Argyle, and the Council did not relax their efforts on that account, the y did not court being beaten no on the post. There were other Councils in the field. The friendly fight to obtain the High School between the contending Councils was a keen one, and the numbers of pleading for reputation were from the opposing Councils to the Minister was legion, while the gentle art of lobbying was becoming quite a municipal accomplishment. Kew, Caulfield, Malvern, and Camberwell Councils formed a league to secure a State High School, and the they offered £5,000 to the Education Department toward the cost of establishing a State High School in the district within the sphere of their municipal influence. As might have been foreseen, there were the element of discord and latent bitter within the member of the League who was not cam to the question no of saying in just where the school should be placed. After severall conference s were held d
to arrive at an amicable decision, a way out of the difficulty was found in the determination to ask for two schools, the site of one to be at Caulfield near the Technical College, adjacent to the Caulfield station, and the other at Kew.

Other southern municipalities were jealously watching the actions of the League, and St. Kilda Council commenced to agitate for a High School at Elwood. The Prahran Council asked the Department of Education for one of the schools if it could find the most suitable and best site for a High School in the City of Prahran. The suggestion of the Minister of Public Instruction agreed. The Council then submitted three sites to the Minister for his consideration. The first was next the Hornby State School, Windsor; the second at Toorak Park and Orrong Park, corner of Pohlma and Molesworth streets, and the third site was on the Government land at Forrest Hill, consisting of the 12 acres the Council had for so long desired to obtain, and which the councillors had tried so hard to save from coming under the Government auctioneer's hammer.

On 2nd October a deputation from the Prahran Council and the Prahran School Board waited on the Minister, and stressed the view that the Forrest Hill site was an eminently suitable one, served by trains and trams, and that its convenience to a very large district north of the Yarra would be assured when the new Church-street bridge, with trams crossing it, would be in being about May. The Prahran Council offered the Minister of Public Instruction £5,000, the like sum the opposing council were offering, toward the cost of the proposed High School to be placed on Forrest Hill.

After many days the Prahran Council won its hard-fought fight handsomely by obtaining the proposed site for the School, and incidentally its contingent advantage, the preservation for all time of the Forrest Hill area intact. Though the salvaging of the remains of the hill had not come about quite in the way that the Council first contemplated, the councillors were well satisfied. It is not too much to say that Prahran owes its State High School in the first instance to the persistence of Dr. Fetherston. He was ably supported by Dr. Argyle, and specially by the Mayor, Cr. Lumley. The fight was well and fairly fought, and the rank and file of the councillors did not fall behind in endeavoring to force a favorable issue.
ADDRESS PRESENTED BY THE CITY OF PRAHRA NT OHI S ROYAL HIGHNESS THE PRINCE OF WALES.

[See Page 348]
The following is a copy of the official letter announcing the Minister's decision: —

Education Office, Melbourne.
13th May, 1924.

His Worship the Mayor,
City of Prahran,
Town Hall, Prahran.

Dear Mr. Mayor,—

Adverting to the deputation from your Council, which waited upon my predecessor (Sir Alexander Peacock) on the 2nd October last, I have the honor to inform you that the matter of the establishment of a High School for boys on the Forest Hill site, within the Municipal and Government property, has been discussed in Cabinet. As a result the Government is now prepared to take immediate steps toward the erection of a High School for 750 boys on this site, conditional upon an undertaking being given by your Council:—

(a) To convey to the Minister of Public Instruction an area of two acres or thereabout on the Municipal property; and adjoining the Government property;
(b) To pay to the Education Department a sum of £6,000; and
(c) To agree to plant with ornamental trees and maintain the portion of the school site to be used for recreation purposes.

I shall be glad to receive at your earliest convenience.

I am, yours truly,

(Sgd.) H. F. TOUTCHER,
Minister of Public Instruction.

It will be seen that the Minister of Public Instruction made it a condition that the Council pay £6,000 to the Education Department instead of £5,000 offered. The Council was quite agreeable to do so, and to carry out all the other conditions.

The Council, before receiving the above letter, had already commenced to reclaim and beautify a portion of Forest Hill that was within its control, and under which the reclaimed land runs the main barrel drain that discharges into the Prahran and Malvern watersheds into the Yarra. Several thousand loads of filling from the Church-street bridge excavation were deposited on the low-lying portion of the reserve. The whole of the ground was graded and levelled to suit the extent that two cricket pitches are available, and a small wooden pavilion has been erected.

Plans for the Forest Hill State High School have been drawn, and the year of (August, 1924) waiting for the approval of the Minister.
CHAPTER XX L


ORAHRAN, during the years of the Great War was distinguished among cities for its loyalty to the Empire, and to the Throne. The whole hearted energy of the citizens, led by a wise, determined, and powerful civic administration, was devoted to the one purpose of assisting the Motherland to secure victory. Men, women, and children banded together for that pursuit. The work they did, the money they collected, and the self denial they made, reflected everlasting honor on Prahran citizenship.

At the first alarm of war the Prahran Council struck the keynote of loyalty, which was repeatedly sounded every day during those long, anxious years, that were punctuated with good news, and, too often, with the bad news that carried sorrow into many Prahran homes.

Germany dishonored its bond with Britain affirming the neutrality of Belgium, on 4th August, 1914. Britain thereupon declared war on Germany, on 5th August.

On Monday, 10th August, 1914, the Prahran Council met the Mayor, Cr. E. H. Willis, in the chair. The councillors expressed their feeling of patriotism and loyalty to His Majesty the King and the British Empire, and offered them the disposal of their property, plant, buildings, motor vehicles, horses, and plant, to the Government for the purpose of war.

"That the Council express its deepest feeling of patriotism and loyalty to His Majesty the King and the British Empire, and offer them on behalf of the City of Prahran to assist the Commonwealth Government in every possible directio n b y placin g its buildings, motor vehicles, horses, and plant at the disposal of the Government for the purpose so f war."

"That the sum of £500 be voted to a Patriotic Fund in connection with the War."
These motions were quickly followed by the Council giving to the Commonwealth Government three motor wagons, consisting of one "Daimler/" 5 tons, one "Halford," 5 tons. The value of the wagons amounted to nearly £3,000.

Prahran a s a n integral part of our Great Empire having a war thrust upon her was out to fight. The city would have falsified its early tradition had it remained less truculent, less industrious, during the period of national peril. Early Prahran townspeople in the years of the fifties and sixties were known in Melbourne as "a fighting lot," and the records of Prahran give color to the assertion made concerning the mass character of the vigorous community which the parochial spirit, which was a part of the first Prahranites' personality, had discarded away since Prahran has become a populated city of 52,000 it is a subject of satisfaction, no less perhaps than the assertion made concerning the early pioneers' personality, has disappeared. The clarion cry to work, to war, came from the Prahran Town Hall on 10th August. It reverberated throughout the city, even as in the days gone by, the ringing of the Prahran fire-bell brought volunteer firemen, and curious townspeople running from the four quarters to the fire station at the Town Hall.

The Mayor, Cr. Willis, invited the citizens to form a Prahran Patriotic Fund, and also to start a branch of the British Red Cross Society. The salving, God-blessed work of the Red Cross gave hundred of Prahran women the opportunity they were waiting for to express their patriotic feeling in the practical way of self-sacrificing deeds which were to help win the war. Within four weeks of the appeal for help the women had collected £320, and sent away 1,540 shirts, together with a large number of other garments and comforts to the Red Cross Society. In their first effort they headed the list of Red Cross contributors, for no other city or district outside Melbourne made such a large donation of money or goods.

A great amount of time was devoted to business in connection with the war, especially to the appeals on behalf of the Red Cross Fund and to the Australia Wounded Soldiers' Fund.
Regular consignment s of garments and comfort for the troops were sent away to the Central Depot by the Committee, presided over by the Mayoress. A number of concerts, bazaars, raffles, etc., were held, and a appeal made for the Red Cross Fund, towards which the Council contributed the sum of £250. The sum of £420 was collected in Prahran on Red Cross Button Day, and paid over to the Central Committee. The collection s on Australia Day in aid of the Australia Wounded Soldiers' Fund amounted to £850, which amount was paid to the hon. treasurer of the Fund. The appeal on behalf of the Belgian Relief Fund was responded to most liberally by the citizens. On Belgian Flag Day, 26th March, 1915, £25 was collected and handed to the Lord Mayor's Fund. The sum of £403/13/9 was also paid over to the Red Cross Buttons, in aid of the Australian Wounded Soldiers' Fund, which £57 5 was forwarded to the Lord Mayor's Fund a sum of £372/7/- was cable d to the same Committee in London by the Mayor, being the balance of the collection s made by the citizens up to the date of his retirement.

A Recruiting Campaign was organised in the first week in July, 1915, for the purpose of raising recruits for military service in Prahran. Four great demonstration s were held in the Town Hall, Lyric Theatre, Armadale Theatre, and the South Yarra Skating Rink, when suitable addresses were delivered by the Hon. Donald Mackinnon, Hon. A. Robinson, Mr. Norman Bayles, Mr. J. F. Hannan, Rev. L. Townsend, Rev. A. Miller, Rev. A. Borland, Lieut. Gange, Returne d Soldiers, members of the Council, and others. A recruiting depot was established at the Town Hall, where citizens were enrolled, an a service of motor cars established between the Town Hall and the Victoria Barracks and Melbourne Town Hall, for conveying the recruits direct to the headquarter s for examination; 300 citizens enrolled themselves, the greater majority of whom were accepted for service. The Committee was greatly indebted to Cr. E. H. Willis, who looked after the detail s of the organisation, the Prahran a and South Yarra Rifle Clubs, Prahran City Band, Scottish Band,
citizens for lending their motor cars, and all who assisted in the
campaign. During the campaign a national appeal was made for
funds for the erection of a miniature rifle range at South Yarra, and
d the Hon. T. H. Payne very generously offered to provide the money
for that purpose. The range was gratuitously designed and
erected by Cr. E. H. Willis in Yarra-street, South Yarra. A large
number of citizens enrolled themselves as members of
the Rifle Club and underwent training by military officers.

The women were unceasing in their efforts to help those who
were in the war zone far away from their Australian homes. When Cr. Willia m Matthe w Mcllwrick (1915-16) was elected to the position of Mayor, he thought that the splendid work being done by the women of Prahran could be made more effective than it was by a reorganisation of the forces. This was accomplished by forming the large committee of women who had been instrumental in sending such large quantities of
Patriotic and Red Cross Society. The Society’s executive officers
were—The Mayors (Mrs. Mcllwrick), President, the Mayor, Hon. Treasurer, and Cr. E. H. Willis and Mrs. J. Mitchell, Vice
Presidents, Mrs. W. R. Young, Hon. Secretary, Miss Romanis,
Hon. Assistant Secretary, and Mesdames Gilchrist, Sinclair, and
J. Young. The output of the Society in one year was 7,530
pairs of socks, 1,311 shirts, 1,735 pairs of underpants, 469 suits of pyjamas, 351 scarves, 240 body belts, and 1,735
hundreds of other articles intended to mitigate the hardships of war and weather, and also hundreds of articles made to help ease the pain of
men broken on the wheels of war, such as hot water bottles and
drinks, choleric belts, surgical towels, chest and abdominal bandages, and so on, articles in all to the number of 13,391, value
at £2,500, which were forwarded to the Government House for
transhipment to the military hospitals.

On 19th August, 1916, a motor ambulance and aerated water making plant was presented to the Defence Department by the Prahran Patriotic and Red Cross Society. There was a representative gathering on the occasion. His Excellency the Governor and Lady Stanley were present, and His Excellency on behalf of the Society handed over the gifts to General Williams, the State Commandant, in the presence of members of the Com-
monwealth and Stat e Parliaments, Surgeon Gener al Fetherston, Colonel Cuscaden, Th e Mayor an d Councilor s of Malvern, an d representatives of the various sections of the Red Cross Societies, and man y citizen s intereste d i n patrioti c work.

The opening of the City Hall, restore d afte r the disastrous fire of 1914, took place on 1st April, 1916. Th e event was used as a n additional means, o n Prahran's part, t o swell t he fund s devoted t o winnin g the war. Th e Prahran n Patrioti c an d Re d Cross Society promoted a Patrioti c Festival which was held from 1st April to the 8th, 1916, an d the effort resulted i n the sum o f £2,300 being raised. Th e Socie ty wa s assiste d b y th e Stat e Schools o f th e city, th e Armadal e Re d Cros s Society, an d th e Prahran an d Distric t Scottish Society. Th e amount raised duri ng th e year b y th e Prahran n Patrioti c an d Re d Cro s s worker s and unde r thei r supervision was £5,225, an d a n unexpended balance o f £1,200 was c arrie d forward to the next Mayor's term o f office.

The work of recruiting had been going on during the year. Th e task of collating, and of tabulating the replies was undertaken b y th e Tow n Clerk, Mr. Joh n Romanis, wh o supervise d this important work. Replies were received from 7,968 Prahran citizens. Th e Council, sittin g as a l ocal recruitin g committee, interviewed a number o f men, with the result that some of them were persuaded t o submit themselves to an examination by th e military doctors. A t the Enlistin g Depot at th e Tow n Hall, the result was—recruits presented, 2,804; passed, 1,528; referred to Medical Board, 241; deferred, 9; rejected, 1,026.

Cr. H. A. Austin Embling was elected to the office of Mayor for the municipal term of 1917-18. It was the third time he had occupied the honorabl e position. He a t t one e followe d th e lea d of Ex.-Mayor s Willi s an d McIlwrick, an d devote d th e whol e of his energies to war work. H e himself was an old soldier, having been o n e of th e Australia n Contingen t who volunteere d for, an d saw service in th e South African Bo e r War.

A return issue d b y th e Mayor sh owed th a t i n th e firs t tw o year's wor k o f patrioti c effort, Prahran n ha d raise d £22,266.
A carnival was held at Easter time, 1917, and a sum of £3,000 was raised. The carnival committee was honoured by the presence of His Excellency the Governor, Sir Arthur L. Stanley, K.C.M.G., who performed the opening ceremony, and Lady Stanley, who visited all the stalls, and also the Red Cross Workshop (men's section). The Red Cross Society was presented, erected, and furnished a large receiving home at Royal Park for mentally afflicted returned soldiers, costing £560. These amounts were raised during the year by the Prahran Patriotic and Red Cross workers, and under their supervision was £5,753, of which amounted received from the Patriotic Carnival held in the City Hall, 24th March to 31st March, 1917, £3,000 was obtained. During the year amounts were raised in the city by private effort, by bazaars, entertainments, and display which produced £804/5/8.

On 1st July, 1918, the largest and most successful effort in aid of the Prahran Patriotic and Red Cross Society was held, when all the shopkeepers joined in making a demonstration worthy of our most important business thoroughfare. Hundreds of Red Cross Workers joined together with the various Societies and a Club of the district. The fair was organised by Cr. E. H. Willis and Mrs. Young, the Hon. Secretary. Stalls and kiosks lined both sides of the street. Electric lights, flags, and bunting made a show which attracted many thousands of citizens and visitors to the city. The weather was unsettled. Rain affected the attendance, but it did not damp the enthusiasm of the helpers. The large sum of £5,800 was obtained.

The establishment of the Prahran Voluntary Workers' Association proved to be a very valuable activity under the direction of Mr. Geo. Leeder, Hon. Organiser. The inception of the Section was due to Mr. F. W. Williams. Hundreds of unnamed citizens bestirred themselves. Valuable monetary aid poured in, and tradesmen, artisans, and others gave their time unstintingly to the cause. They erected a workshop adjoining the Town Hall in one afternoon, and thereafter occupied their spare time in making articles required for Military Hospitals, Hospitals Ships, for those at home and also for overseas. At the end of August the Section's work showed a total of 6,544 articles had been made, valued at £2,500. Donations were

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£1,074/4/6 had been received, and in addition to that fine record there were 1,065 articles partly made. The work of the section was specially directed toward hospital utilities, such as bed rests, bedside cabinets, trays, foot rests, rolls of Gooch splinting, folding chairs, medicine cabinets, bed screens, etc. The workers turned out such quantities of goods that the Central Red Cross at last said that they could not obtain shipping to carry the goods overseas.

Mr. Leeder thereupon, proposed a scheme to the workers, who had been so generously assisting with their labor and money, which was adopted at once. It consisted in the employment of disabled returned men, and educating them in the art of carpentry, and of making furniture. The men were paid the full union rates of wages irrespective of any pension they might have been receiving, and the voluntary workers attended, during their spare time, and assisted in teaching the men their trades. The furniture was sold to returned men, who were being assisted by the State War Council to make homes for themselves. The work grew to such an extent that the workshop was full, and orders up to £500 per month were being turned out. Gifts of machinery and plant were made by various patriotic citizens.

On 28th October, 1917, a Commonwealth Referendum was taken on the question of Conscription, numerous meetings in favor of which were held in the City Hall. The general result of the Referendum was a majority declare against Conscription. It is a satisfaction to know that Prahran, included in the Balaklava and Fawkner divisions, voted "Yes."

A large committee was organised in October, 1918, in connection with the 7th War Loan, and many demonstration services were held along Chapel-street on Friday nights, assisted by one of the war tanks, and a number of returned soldiers. The Council took advantage of the offer of the Bank to find money at 4½ per cent, for investment in the loan, and signed application for the sum of £50,000. Altogether Prahran contributed near £500,000.

Hostilities ceased on 11th November, 1918. On 12th November, 1918, during the term of the Mayoral office of Cr. Ernest Horatio Willis, a great demonstration was held outside...
THE PRAHRAN SOLDIERS ' MEMORIAL HALL, HIG H STREET, PRAHRAN.
WAR WIDOWS' HOME S 33

the Town Hall, where addresses were delivered. On Sunday, 17th November, one of the most impressive Thanksgiving Services ever held in the city took place in Victoria Gardens, in the presence of 10,000 people. On 4th July, 1919, the Treaty of Peace was signed. A great Thanksgiving Service was held in the City Hall on Sunday, 6th July, the attendance of citizens was so large that the Town Hall was called into requisition.

The Mayor, Cr. Willis, writes in his annual report, 1918-19:—

"One of the happiest days of my year of office occurred when the last of the 16 homes for War Widows was completed at Armadale. When I embarked on this costly undertaking I felt that the citizens would certainly rally round me for a patriotic cause, and I was not mistaken. I knew a number of these brave women, whose husbands were fighting for us had a hard struggle to keep themselves and families on the meagre pensions, many of them unable to pay the full rent of a house, and I determined to see if it was possible to provide homes for some of them.

The Council immediately came to my assistance and gave the land in Ashleigh-road, also constructed the roadways and plantation in the centre. The Metropolitan Board of Works, the Metropolitan Gas Co., and the Melbourne Electric Supply Co., each laid the service mains free of cost. Timber and other building materials were supplied by various firms at greatly reduced cost, and the splendid volunteer assistance rendered by builders, carpenters, bricklayers, gardeners, tilers, plumbers, and painters contributed to the great success of the undertaking.

I desire to express my warmest appreciation to the Council, Boards, Companies, and citizens who assisted in the erection of these homes, and enable them to complete the work in six months. They are now occupied by 16 widows and 56 children, who pay a nominal rental of 1/- per week each, and all who have the pleasure of visiting the families know how deep and thankful they are for the benefit of a home in which the may bring up their children respectably, and make the good citizens, worth of the father who laid down his life for the home and families they loved so dearly.
The cottage s are built to a standard pattern of bungalow design, and consist of four rooms, with bath room, pantry, wash-house, and every convenience, situate close to the station and electric trams. The total cost (£8,000) has been contributed by the citizens of Prahra n. Every Saturday, for a period of six months, a band of voluntary helpers have attended and assisted in various parts of the buildings, and our thanks are specially due to Mr. Machin, Master Builder; Mr. C. Morris, foreman; Mr. F. Harvey, tiler; Mr. Meighan, gardener; Mr. Burchall, plumber; the Council's staff and a number of members of the Bricklayers' Union for their constant and loyal support. The scheme involved a large amount of bookkeeping and clerical assistance in addition to the many details and arrangements necessary for the work, and the Town Clerk, Mr. John Romanis, was foremost in his attention to these matters and contributed in no small degree to the success of the scheme.

Our thanks are also due to Mrs. Doeg, Mrs. Bailey, and Mrs. Wilson, who made a number of enquiries as to the merits of the various applicants, and assisted the Trustees in the selection of the most worthy of them.

The following committee of gentlemen assisted me in carrying the scheme into effect, and I desire to record my sincere appreciation of their untiring efforts in the cause, viz., Cr. H. A. Austin Embling, J.P., Messrs. John Fallon, A. W. Dunlop, C. Smith, and H. J. Corder. A deed of trust has been prepared vesting the property in the Council, and the following are the Trustees:—His Worship the Mayor (Cr. E. H. Willis, J.P.), Cr. W. M. McIlwrick, Cr. H. A. Austin Embling, J.P., Mr. John Fallon, Mr. A. W. Dunlop. All the occupant has signed a tenancy agreement to keep the property in good order and repair, to use the tenement only as a residence, and not carry on any trade or business. If the occupant should marry again the tenancy shall be determined. The occupant agrees to pay all rates and charges for the supply of gas, electricity, and water.

A carnival in aid of the Homes was held in Chapel-street on 20th September, 1919, when the sum of £2,000 was raised."

Much thought was given by the Mayor to the question of what the court or place where these War Widow's Homes were
built should be called. Several names were suggested to the Mayor. Most of them had their source in the names of battles associated with Australians. Because of their restrictive application they were not regarded as suitable. A name was wanted that would be comprehensive, and also of an uplifting spirit. The homes were memorials to men who had fought and died for their country. They were to be dwelling places of the widows and children of Australians, Australiа will not willingly forget.

We heard so much during the war of the German god, to which heathen divinity the German nation gave so many victims, that it seemed that Germans had apparently forgotten that the Lord God Almighty reigneth.

The name of "Victory Place" was suggested to the Mayor by the mother of two soldiers, the wife of the compiler of this history. The basic idea of the suggestion was First Chronicles, Verse 11, Chapter XXIX.—"Thine, 0 Lord, is the greatness, and the power, and the glory, and the victory, and the majesty; for all that is in the heavens and in the earth is Thine, Thine is the kingdom, 0 Lord, and Thou art exalted as head above all."

"Victory" was the name chosen by the Mayor. He preferred "Square" to that of "Place," and this court of War Widows' Homes is now known as "Victory Square."

On 29th January, 1920, Cr. G. N. Heyward, Mayor, General Sir W. R. Birdwood of Anzac fame, came to Prahran to see the widows and their children living in the War Homes at Armadale. His friendly sympathetic visits to the widows touched a responsive chord in their hearts. In a quiet homely way the General talked to each widow, standing with her uncovered. For the widows of the soldiers, and not less for the General of the Forces, it was a memorable visit. General Birdwood, the "Birdie of the Aussies," never played the part of a man better than when he honored himself by honoring the widows of the fallen Australians, the widows and the children who are wards of the Prahran Council in Victory Square.

In 1919, the Mayor, Cr. Neeve Heyward, decided to commemorate his Mayoralty by erecting a permanent memorial to the memory of Australian soldiers. An appeal was made by a Grand National Carnival which had held in Chapel-street, from 17th to 24th April, in aid of the Soldiers' Memorial Hall, and the
funds of the Repatriation Committee. All the leading shopkeepers and citizens came forward, and the sum of £4,058 was obtained. Of that sum £3,500 was devoted to the Soldiers' Memorial Hall, and £558 was given to the Prahran Repatriation Committee. It was decided to erect a hall on a piece of land which had been acquired by the Council for £1,200, situated in High-street, opposite the Windsor-avenue. The new building occupies fifty feet of the High-street frontage, and is two stories in height. It cost altogether £4,000. It is designed for every want of the returned soldiers. On 25th August, the Mayor performed the ceremony of laying the foundation stone, which bears the following inscription.

This Building was Erected by
the Citizens of Prahran
To the memory
of their Sailors and Soldiers
Who fought in the
Great War, 1914-1918.

This Foundation Stone was Laid by
The Mayor of Prahran
Cr. George N. Heyward, J.P.,

W. Machin, Haddon & Henderson,
Builders. Architects

The building is now in the occupation of the Returned Sailors' and Soldiers' Imperial League of Australia. In 1923 the Council erected in the vestibule of the Memorial Hall a large Honour Board on which are the names of the men who enlisted at Prahran, and who, belonging to the city, enlisted elsewhere. Owing to the indifferent way in which the soldiers' names were recorded in the Victorian Records' Office, the list on the Honour Board is not quite complete, though persistent efforts were made by the Town Clerk (Mr. Romanis) and Cr. Lieut-Colonel A. A. Holdsworth to make it so. The number of names missing is not many.
PRAHRAN SOLDIERS' ROLL OF HONOR IN THE MEMORIAL HALL.
The Hon our Board occupies the whole of one side of the Entrance Hall, 26 feet long by 12 feet high, made entirely of picked blackwood, and is the craftsmanship of Messrs. Foy & Gibson. The design by Messrs. Haddo & Henderson, the architects, is classic, with four Roman Ionic Pilasters, and a crowning cornice bearing in raised lettering the words—"Here in honor are inscribed the names of the men of Prahra who served Australia in the Great War, 1914-1919." In the centre, above the double doorway, are two carved wreaths, enclosing in relief the Australian and Prahra Coat of Arms in relief. The side wings are divided, each into five long vertical panels with raised lettering, and upon the base are set up the words—"Gallipoli, Mesopotamia, France, Belgium." The central panel of each wing is reserved for the names of the fallen, and are each surmounted with finely wrought bronze inscription tablets by Roezler. The design is completed by a projecting rail of woodwork in harmony with the general wall treatment.

The Prahra War Service Committee was formed for the purpose of enquiring into cases of returned soldiers. On behalf of the Repatriation Committee it investigated over 1,000 cases, in 1917-18. Many of the returned soldiers were repatriated through the efforts of this committee, of which Mr. R. Nicholson was the Chairman, and Cr. D. S. Abraham, Hon. Secretary, and they were assisted by a number of ladies who constituted the Committee for the patriotic work. The City was divided into districts, and each district committee was prompt in dealing sympathetically with all returned men. In 1918-19, Mr. E. Stevens succeeded Mr. R. Nicholson as Chairman.

The Prahra War Service Committee later, as its work extended became the Prahra Repatriation Committee. The valuable assistance given on the returned soldiers who needed help was continued. In the meantime the Hon. Secretary, Cr. D. S. Abraham, resigned his position as a Prahra councillor, but the arranged to devote a large amount of his time to Repatriation work. He continued to be assisted in his self-imposed labor by a number of patriotic women and men. The committee's work is now ended.
In 1922, the Prahran Council made a special grant of £100 to the Prahran Repatriation Committee in its work of relieving necessitous returned soldiers and their dependents.

CITY COUNCIL OF PRAHRA N

ROLL OF HONOUR

Lumley, Councillor W. B. Townsend, R.
Fetherston, R. H. J., Surgeon General Cross, J.
Bamford, J. W. Flavell, J.
Dainty, H. R. Hartley, J. B.
Gourlay, A. J. White, J.
Lindsay, S. J. Greenland, J.
May, W. Jannese, J.
Ward, W. J. Capron, R. J. (Killed in Action)
Wild, F. W. Short, W.
Alley, J. Westley, A. H.
Taylor, A. H. Helm, H. (Killed in Action)
Arming, H. Jones, W.
Phillips, T. Fraser, C. W. S.
Hughes, E. Teague, E. N.
Rickards, J.

Councillor A. A. Holdsworth also is a returned soldier. At the time of enlistment he was an ex-councillor of Prahran. On his return he was re-elected for the Toorak Ward, August Elections 1922, defeating his opponent by 498 votes. For his war services he was given the D.S.O., V.D.

On 7th December, 1921, Major-General Edwin Tivey, C.M.G., D.S.O., handed over to the Prahran Council, in the presence of a large gathering of citizens, a gift from the Commonwealth, a German gun. The gun, which is a 77 M/M was captured by the 46th Battalion, A.I.F., during the Australian advance on 8th August, 1918, when the great final offensive on the Western Front commenced. On that day 173 guns were taken by the Australian Corps. The gun has been placed in the Prince's Gardens. Another German gun is in the Victoria Gardens, and one is also in the Prahran Reserve.

Municipal legislation has its goal, communal health. However distant a municipal By-law may appear to the question of health, it will, on close examination, be found to be in some way related to health. Perfect communal health is the Holy Grail councils seek. Their quest started in the beginning,
they will continue it to the end. A town in the making cries out for sanitation. Roads must be made, drainage contrived, garbage destroyed, and so on until the town passes into the status of a city that brings with it honor, increase of cares, wants, and revenue. With more money to spend, and with the attainment of greater knowledge, the municipal administration widens its range of activities. City Councils begin to adventure in acts that spell progression. This has been the experience of Prahran Council. A definite line of evolution may be traced from the early Councils dealing in purely parochial services, to the latter day Councils, which frequently lead the way in metropolitan municipal legislation, and do in work so far advance civic utility.

Prahran's administrative health machine is efficient. The city is under constant supervision. Insanitary house is promptly condemned, food offered for sale must be pure, it must be kept so as to be free from the dangers of contamination. In many channels the administration ceaselessly watches, in hundreds of instances its restraining powers are felt. Prahran has its permanent City Health Officer, R. H. J. Fetherston, M.D., its Sanitary Inspectors, its Building Inspectors, its Market Inspectors, beside its gang of street cleaners under the City Engineer. The city's filth, garbage, and rubbish is burnt at the Prahran destructor. Prahran is a clean city, and it follows that it is a healthy one.

In Prahran the progressive municipal administration goes further than the passive safeguarding of public health by the doing of the obvious. It is to-day the active saviour of infant life. The Council insists on the constant and vigilant inspection of milk; it keeps a tight sanitary grip on dairies; it insists on purity; it prosecute s and penalise s them who do not comply with its orders. Life must be saved, municipal legislation must show results, communa l health is everything. And to further help that consummatio n the Council has establishe d baby centres. It provides s trained d an d experience d nurse s to instruct mothers as to how they shall rear their babies, and d the decrease in mortality in infant life of the city is the gratifying reward for such specialise d enterpris e on the part of the Prahran n Council, which h as intelligently face d the many problems of administration that modern cities present. It will be seen hereafter that the Prahran n Council has invariabl y take n the e lea d
in acts designe d t o promot e commun al health , fro m th e day s when i t erecte d d th e firs t municipa l destructor , t o it s lates t achievement, th e mos t up-to-dat e bab y centr e in th e Common -wealth.

In 1913 th e newly erecte d Prahra n Creche or Day Nursery, was full y equipe d wit h ever y moder n requirement. I t cos t £1,417, whic h su m wa s provide d b y th e liberalit y o f Prahra n citizens, togethe r wit h a subsid y fro m th e Government. Mr . W. Calder , th e lat e Cit y Surveyor , an d no w Chairma n o f th e Country Road s Board , an d th e Mayor , Cr . E . H . Willi s asso -c iated a s honorar y architects , an d th e Hon . Willia m Watt, la i d th e foundation stone o f th e building on 18t h August , 1913 . Th e creche was opened b y Lady Madden o n 28t h November , 1913 .

The Prahra n Creche i s a convenienc e tha t is warml y appre -ciated b y hundred s o f mothers, wh o hav e t o g o out b y th e da y to ear n a living. Th e y ar e enable d d to leave thei r young babie s and childre n wit h confidenc e tha t th e y wil l b e wel l looked a fter in th e care o f a competent matron. Th e work of th e creche is valued b y th e citizens. Whe n an appeal i s made from time to time o n behal f o f th e creche i t meets wit h generous recognitio n.

The Prahra n Council ha s ofte n bee n happy i n it s choice o f its executiv e officers. B y th e appointmen t i n November , 1897 , o f Mr . Willia m Calder , M.I.C.E. , th e Council wa s enable d t o carry out wor ks that marke d a ne w era in th e municipal admin -istration. Und er hi s direction stre e t s wer e improved. Th e o ld ways o f roa d makin g wer e replace d b y th e new. O n hi s advic e th e Prahra n destructo r wa s built. Late r i n th e histor y o f th e city th e Council was equal ly fortun ate w he n i t appointe d (1901 ) Dr. R . H . Fethersto n (a n ex-Prahra n Councillor, 1893-99 ) cons ulting healt h offic e r t o th e city . I n 1911 , h e wa s aske d t o associate himsel f stil l mor e closel y wit h th e cit y a s th e Healt h O f fic e r i n charg e o f th e healt h o f th e city. Thi s he consente d t o do, an d h e no w attend s dail y at th e Tow n Hall, an d direct s th e ceaseless campaig n tha t t i s wage d t o secur e commun al health.

Both Mr. Calder, who resigned in March, 1913, to become the Chairman o f th e Countr y Roads ' Board, an d Dr. Fethersto n were, whe n appointe d t o th eir offices, comparativ el y young men. Both to-da y remai n intellectually y keen, an d bot h o f th e m ar e touched wit h th e sacre d fir e o f th e discipline d enthusias m tha t carries men t o th e goal o f achievement.
Since his appointment as Health Officer, after the death of his father, who was an esteemed Health Officer of the city, Dr. Fetherston has been a force, not only in Prahran, but beyond its municipal boundaries, in the education of Councils, and of the people also, in the protection and saving of infant life. He has shown that part of the province of the civic authorities is to instruct the young mothers of a city in the way they should rear their babies. Representing (1923) Prahran in the State Parliament, Dr. Fetherston is enabled from his place in the House to give members of Parliament the benefit of his views, and aided by Dr. Argyle, member for Toorak, to advocate and to pass legislation to secure a pure milk supply, without which purity, the mortality of infants cannot be materially lessened.

Enjoying the confidence of the Prahran Council, Dr. Fetherston is one of the greatest powers, as the City Health Officer, for good in Prahran. Without his progressive thought, his scientific proficiency, and his expert knowledge of modern old world municipal movement is in the work of saving infant life, it may be questioned whether Prahran city would stand today where it does, the leader of Melbourne metropolitan municipalities in everything that pertains to the saving of infant life.

The Prahran Council in 1910 was already taking measures to increase the chance of baby life. The Town Clerk, Mr. John Romanis, in his annual report to the Council of that year, writes, "Splendid work has been done in this city through the agency of the Talbot Milk Institute, toward which the Council contributed £100. During the year 90 babies have received the special milk, the mothers in most cases paying the market price for it, viz., 2d. per pint, although the cost to the Institute is about 4d. per pint. The nurse in charge of the district has undertaken considerable trouble to keep in touch with the babies receiving the milk, advising mothers in respect to the general treatment of young children, their feeding and nursing. The question is as to whether this Council should undertake the management of a municipal dairy for the supply of pure milk for infants in certain worthy of consideration, in view of the excellent result obtained from such institutions in England, France, and Germany."

Early in 1920, under Dr. Fetherston's advice, the Prahran Council decided to establish a Baby Health Centre in the Town Hall. As Health Officer, he took charge of the work, and he had
under his direction a trained nurse (Sister Chester), who was selected because of the special qualifications she had in connection with the rearing of infants and the instructing of mothers in their nursing duties. District Registrars send lists of the births that take place in the city to the Health Officer. A trained municipal nurse then goes to the homes and gives advice to the mothers on the feeding and the nursing of their babies. From the first this specialised work of instruction was appreciated by the mothers, and the municipal nurse became a welcome adviser in most of the home situations that sheltered a newly born baby. The volume of the nurse's work increased so rapidly, the good done was so obvious, and the attendances at the Town Hall of mothers, up and about, nursing their babies, was so great that the Prahran Council saw with pleasure that the Baby Health Centre was on the way to be an important and a successful venture in the broad highway of social hygiene municipalisation. Acting in this belief, another competent nurse was appointed, and two more Baby Health Centres were opened for mothers, one in the west at Argo-street, South Yarra, and the other in the east at the Try Society Hall, Hawkburn.

The Baby Health Centre at the Town Hall was carried on in a building unsuitable for the purpose. The centre was held on certain days in the Children's Library. From the first this housing was only regarded as a temporary makeshift. Dr. Fetherston reported to the Council in March, 1922, 'the work of the Baby Health Centre at Prahran, South Yarra, and Toorak has been carried on during the year with pronounced success. The three centres are controlled by two sisters. Very large numbers of children and mother's sons have attended and received advice both in baby welfare and pre-maternal care and attention. The numbers in Prahran are about equal to the largest in Greater Melbourne.'

The report foreshadowed the intention to hold classes and demonstrations in various factories, workshops, etc., in the city with the object of instructing young women who may be reasonably expected to marry and become mothers in the future. In this report Dr. Fetherston added:—"The accommodation for these centres is not at all that could be desired, especially in view w
of the fact that so many as 80 attend in one day. Some further provisions will have to be made, and now that the centres have proved an established fact, I would suggest that some building should be acquired specially for this work."

Consideration was given by the Council to this report of its Health Officer, and it was decided to erect a building to house the Prahran Baby Health Centre. The City Surveyor, Mr. A. L. Johnston, B.C.E., was instructed to draw the plans, and to make the building comply with the best of the rules laid down for the erection of a baby health centre. Land at the corner of Malvern-road and Clarence-street was appropriated by the Council as the site for the building, which, it was estimated, would cost £4,000. The building was finished in August, 1923. It is built of brick, with a facade of the Ionic period, and its area is 3,300 feet. The foundation stone was laid by the Mayoress, Mrs. W. T. Chambers, on 23rd May, and the stone bears the inscription:—

THIS FOUNDATION STONE
was laid by
The Mayoress of Prahran
Mrs. W. T. Chambers
on the
Twenty-third day of May, 1923, A.D.

COUNCILLORS:

J. J. W. Flintoft, J.P. A
G. A. Austin Embling, J.P. B
William Mellwric k A
Frederick Harvey y A
A. H. Woodfull, LL.M., J.P. A
W. B. Lumley y
A. L. Johnson, B.C.E., Joh
City Surveyor. Tow
n Romanis,
R. H. Fetherston, M.D., M.L.A., J.P.,
Health Officer.

At the ceremony it was stated that the Prahran Council was spending £70 0 a year in the interest of infant welfare. When the first Baby Health Centre was established in Prahran, the attendance for the first year was 2,000, which number had been increased during the last 12 months to 9,000 attendances. Dr. Fetherston explained that to those present at an afternoon tea held in the Town Hall after the ceremony, that it was his ambition—
and he felt certain that it would have the support of the Prahran Council—to make the new building a health centre in the broadest meaning of the phrase, embracing a complete system, reaching from the infant to the adult, and giving advice in every form of health welfare, with the object of building up a healthy race. Unless it was possible to follow up the work of the Baby Health Centres throughout childhood and adolescence, much of its value would be lost. He hoped that the example of the Prahran Council would be followed by other municipalities.

When Dr. Fetherston was appointed permanent City Health Officer the work of the Health Department was reorganised, and an extra inspector was appointed to look into the condition of private dwellings, backyards, old houses, and to fumigate houses where infectious diseases had occurred. A rat-catching campaign was also entered upon by two experienced rat-catchers, and hundreds of rats were destroyed by bait traps, dogs, and ferrets. Arrangements were made to take, free of charge, swabs from the throats of children or adults suspected to be suffering from diphtheria. The Council also decided to become a contributor to the Infectious Diseases Hospital, under the conditions imposed by the committee of the hospital, which arrangement involved a payment, based on the assessment of the city, about £250 or £300 per annum.

In 1921 the Health Officer, Dr. R. H. Fetherston, reported to the Council on the growth and extension of Chapel-street as a business centre, and how the number of workrooms and the number of employees had increased, and the large number of factory workers there were who were employed in the city in connection with the manufacturing of various articles sold by drapers. A rough estimate of the numbers employed was stated to be 4,000 or 5,000. The condition of the workers and their surroundings was reported as good. The only work, in the Health Officer's opinion, detrimental to health among those employed was that of a flock mills and a boiling-down establishment in the city.

For years before this report the Prahran Council had made several endeavors to terminate the work of the flock mills, and to stop the boiling down of fat in the city. The Council refused to relicense the premises, and legal proceedings ensued, through h
the Board of Health, which is a paramount authority on health matters, granting the license, against the expressed wishes of the Council, which is more nearly concerned in the health of the city, and also the best judge whether such place in the heart of the city are nuisances.

At the end of 1918 a very serious epidemic of influenza made its appearance, and the Government, together with the municipalities, found it necessary to take joint action to cope with the disease. Local emergency hospitals were established in various districts in Prahran. The Department of Education surrendered the Armadal State school to the Council for use as a hospital. It was immediately equipped for the treatment of influenza cases. Seven hundred and sixteen patients were admitted during the period of five months twenty-eight days. Forty-three deaths occurred. The total cost, apart from ordinary salaries, amounted to £10,600, half of which was payable by the Government. The Health Officer, Dr. Fetherston devoted practically the whole of his time to the work, and no doubt saved many lives. The epidemic was particularly infectious, and the greatest care had to be taken by those in contact with patients. In the hospital Nurse Burrows and her staff, the Council's officers, and especially Mr. A. E. McMicken, the Prahran City Librarian, who volunteered to undertake the duties of the secretary at the hospital, earned the commendation of everyone who knew the nature of the great risks they ran in the cause of humanity.

When the last payment was made to the Government in 1919 on account of the treatment of influenza patients, it was understood the account was closed. The epidemic had cost the Council £5,300. In 1920 the Council was surprised to receive a bill from the Government for £1,366/1/3, a charge made on the basis of £1/1/3 per patient per day. Other municipalities receive accounts of the same nature, and it was felt that the sum was unreasonable inasmuch as the municipal emergency hospitals were conducted at the rate of 14/6 per patient per day.

A conference of the municipalities was held, and the notion was suggested by the Minister of Public Health that a committee be appointed by the conference to confer with the officer of the Health Department, and to report a later date. This suggestion was agreed to, and the Town Clerk of Prahran, St. Kilda...
and Brighton, Messrs. John Romanis, Fred. Chamberlin, and J. W. Taylor, went thoroughly into the accounts. The dispute was finally settled by payment of the full amount demanded by the Government on the basis of £1/1/3 per patient per day. It was shown that the Councils were able to treat their patients at the economical rate of 14/6 per patient per day, and to provide them with every reasonable comfort, but the Government maintained the attitude that, notwithstanding the cost, which in its opinion was unavoidable, other municipalities were bound to bear the expense equally with the Government.
CHAPTER XXII.

His Royal Highness the Prince of Wales visits Prahran — A Right Loyal Welcome — Coronation of His Majesty King George V. — Vice-Regal visits — The City of Prahran — Its wealth and population — Its Mayors — Conclusion — Spectemur Agendo,

GAY with flying favors, hanging from Venetian poles and street lines punctuated by strong posts of Friendly Societies and other organisations, were the entrances to Prahran city. Chapel-street was beflagged from South Yarra to Windsor; Prahran poured her citizens into the streets, and the day was 31st May, 1920. Never before in its history had Prahran looked so gay. The sun shone fair on a field of colored bunting. Every vantage place, window, verandah, ledge and roof was overspread by men, women and children. The occasion was the coming to Prahran of His Royal Highness the Prince of Wales. The scene recalled the picture Shakespeare drew of the return of Henry V. to London from France after the siege of Harfleur:—

"How London dot h pou r ou t he r citizens! The Mayo r an d al l hi s brethre n i n bes t sort, — Like t o th e senator s o f th e antiqu e Rom e With th e plebian s swarmin g a t th eir heels — Go forth, an d fetc h th eir conquerin g Caesa r in."

The Prince was timed to arrive at the Town Hall at a quarter to four o'clock. At three o'clock Chapel-street was so congested with citizens that no one could advance or retreat, save in fair-way, between the street barriers. Tramcars for hours before had carried full loads of sightseers. Streets leading into Chapel-street were passage-ways for hundreds of hurrying men, women and children. Prior to the coming of the Prince there was a marshalling of the State school children, of files of cadets, of lines of returned soldiers. Life, movement, color, filled the street, and men and women talked of the Prince who had charmed their hearts. His youth, symbolical of the youth of the new world, was the touchstone towards which all were drawn.
The Prince was royally punctual. At the hour appointed the word passe d with incredible speed along Chapel-street that the Prince was coming. Far as the sight could carry hand flags were seen to wave. They might have been red butterflies fluttering in the sunshine. A volume of sound rolled along the lines of people, and the sound became articulate as cheers, coming from thousands of throats, and the next crowd roared, 'There he is! There he is!' Yes, it was the prince, standing in a rapidly moving motor car, taking off his hat, and bowing his greetings, for the wonderful reception. It was well to see that fair-haired young man, clad in a grey suit, the object of those cheers of welcome. The youth of the Prince, his clean young manhood, and the consciousness of his soldier services, and that he, too, claimed to be a "digger/" roused the emotions of the citizens to the highest pitch of a right royal welcome.

Almost before the Prince was seen by those nearest him the motor car carried him to the civic dias in front of the Town Hall. There he was welcomed by the Mayor, Cr. G. N. Heyward, the Mayoress, and the councillors, and the Town Clerk, Mr. John Romanis. The music of the National Anthem was not heard in the continuous roar of welcome. The Mayor held up his hand for silence, and the roar ceased, while the Town Clerk read the following address of welcome:


May it please You r Royal Highness —

"We the Mayor, Councillors, and the Citizens of the City of Prahran humbly extend to Your Royal Highness a loyal and cordial welcome on the occasion of Your visit to this part of our glorious Empire, comprising the Australian Commonwealth.

"We beg You r Royal Highness's Most Noble Representative of His Majesty the King to accept the assurance of our loyal allegiance to the Throne and of Pers onal Hi s Majesty the King George the Fifth.

"We sincerely trust that your visit will afford your Royal Highness the fullest satisfaction and pleasure, that you will continue to enjoy the blessing of Divine providence, and that you will long retain the most pleasant recollection of your sojourn amongst us, which in the interests of the Empire you have so graciously undertaken.

"Given under the Seal of the Corporation of the City of Prahran this 31st day of May, 1920."
Accompanying the address was a unique smoking outfit in the style of Sheraton of the latter part of the 18th century. This gift, from the citizens of Prahran, was made of the finest Victorian figured blackwood, and the inlay of discs, strings, handles, clasps, and other fittings was made of wrought gold. On each door a circular plate of gold and blue and red enamel, on one plate being a replica of the coat of arms of the City of Prahran, and the other plate bears the inscription:—"Presented to H.R.H. the Prince of Wales, on his visit to the City of Prahran, 31st May, 1920. G. N. Heyward, Esq., J.P., Mayor." The outfit was made under the direction of Mr. W. R. Dean, A.R.C.A., Lond., the principal of the Prahran Technical School, and it was given by the citizens of Prahran as a gift to a prince.

His Royal Highness expressed the pleasure his welcome to Prahran had given him. He said:—

"Mr. Mayor, —

"I deeply appreciate your loyal address and the beautiful present which accompanies it, and I beg to convey my warmest thanks to all your citizens. I will be happy to convey your assurance of devotion to my father the King.

"My visit to the Commonwealth has proven a more delightful than I anticipated, and I am greatly touched by the cordiality of the welcomes which are meeting me everywhere. I thank you most sincerely for your good wishes regarding the remainder of my tour.

"I wish the City of Prahran much happiness and prosperity."

The Prince was also presented by the children of the Hawksburn State School with a Queensland bea matchbox, mounted with gold. It bore the inscription:—

"Presented to H.R.H. the Prince of Wales, from Hawksburn State School, 1920."

His Royal Highness said he was greatly pleased with the unique gift.

The day in Prahran was made one of general rejoicing, and the children of the city were entertained at the picture theatres.

The coronation of His Majesty King George V. was celebrated in Prahran on 16th August, 1911, during the Mayorship of Councillor Rupert Nicholson. Coronation week was a round of patriotic concerts, pictures, theatres, and school sports for children of the city. Altogether 5,600 scholars attended the demonstrations. The facade of the Town Hall and Post Office were festooned with flags. By night the radiant glow of hundred s of
various-colored electric lights suspended about the buildings, illuminated Chapel-street. The proclamation of the King was read in front of the Town Hall, the Mayor in civic robes, all the councillors attending him, surrounded by a large group of loyal bare-headed citizens, while the Prahran Band played the National Anthem.

On 31st July, 1911, His Excellency the Governor-General of Australia, Lord Denman, P.C., K.C.M.G., who had just come to Victoria, halted at the boundary line of the city at Punt-road, St. Kilda. The Prahran Council followed its usual custom when vice-regal representatives passed its boundary line on their arrival in the State of presenting a loyal address of welcome. A noteworthy clause in the address to Lord Denman reads:—"You have come to a part of His Majesty's Dominions whose peaceful shores have during the last century welcomed many of Britain's sons and daughters, who, under wise and beneficial government, are assisting to establish a nation which has, and we trust always will be, the motherland by ties which never will be sundered."

Prahran citizens have played their part in the aim to establish an Australian nation standing for what is best for our young nationhood that is hopefull y spread s it s gloriou s vist a before us. Prahran's spirit of loyalty is crystallised in the address of welcome.

We have now made the endeavour to trace the passage of Prahran from the days when the place was a Road Board District until the present time, when Prahran occupies the second position amongst the cities of Victoria. In the effort we have tried to "save and recover somewhat from the deluge of time." We have seen that Prahran did not win through from "Poor Ann" to the status of a prosperous city without havin g ha d it s dar k days. We have learnt that though the council is not always wrong, yet, "in the multitude of counsellors there is wisdom." The Prahran Councils have triumphed. They have dominated the corporate soul of the city, while the spirit of progress has permeated Prahran's highways and byways. Cities' character accompanies their advance and shadow attend the footstep of the man. An ordinary citizen knows but little of the poetry or the prose of his city's life. For example, there is the pleasure-loving watering-place, half-mermaid and half-siren, that lures man to lotus eating.
Then there is the city where industry is on the move like the flying shuttle of a weaving machine. That is the city of action. Within its walls are men with strong arms, brows damp with sweat, faces and hands grimed. Such a city is the embodiment of industrial manhood. Prahran is halfway between those two types of city.

Prahran's pleasure gardens are full of allurements to the tired citizens, to their wives and children. The municipal tennis courts at Orrong Park, opened by the Mayor, Cr. A. H. Woodfull, J.P., LL.M., on 22nd July, 1922, are also a great source of attraction to citizens and their wives and folk. Another uplifting influence in the city is the Boy Scouts' movement, which is encouraged by the Council. On 24th June, 1922, the Toorak Boy Scouts' building was opened by His Excellency the Governor, the Earl of Stradbroke. The land on which the building was erected was given by the Council for the purpose.

In May, 1924, Mr. D. E. Lewis, a Prahran citizen, presented to the Council a block of land adjoining the Prince's Gardens, at the rear of Chapel-street, and fronting Malvern-road, for the purpose of extending the gardens further along Walker-street. The cost of the land amounted to £987/10/-, the whole of which was paid by Mr. Lewis. A building on the land which had fallen into a state of disrepair, was removed. It possessed a historical interest, as a portion of the building was the original manse occupied for many years by the Reverend William Moss, the founder of the Prahran Independent Church.

In the avenues of trade and business wealth and merchant have come to Prahran with sufficient enterprise to venture to establish large business emporiums. These businesses are housed in palatial buildings. Both businesses and building have helped to make Chapel-street a remarkable thoroughfare, the wonder of the metropolitan circuit. Unknown and unseen by visitor to Prahran are little industries and factories in side streets. The number over 60, and the variety provided by over 1,000 workers, whose daily labor range from making ice cream cups to constructing motor car bodies, from toy making to engineering, from hat manufacturing to hand-loom weaving, and to other kinds of manufactures. Thus number of such little industries and factories...
tories grows each year. Municipal statistics show that the industrial development is on a steady but continuous advance. The inference is drawn that in the year ahead Prahran will become the seat of important manufacturing activities, while still retaining its paramount position as a shopping centre.

Prahran's municipal and industrial wealth would serve for a king's ransom, and as that wealth grows so greater is the year by year. The municipal properties and plan have a capital value of £240,225. Prahran's population was estimated in 1923 at 51,032. The City Health Office (R. H. Fetherston, M.D.), reporting under date 24th March, 1924, says that the births total for the year 1923 was 1,281, being 642 males and 639 females. This is equal to a birth rate of 25.12 per thousand of population, which is considered high. There are for Victoria 23.3, and that for Australia 25 per thousand of population. The total number of deaths was 424, as against 409 the previous year. The death rate is equal to 8.3 per thousand of the population. This is a low death rate, and, compare with this, the death rate of Victoria (which is 9.7), and that for Australia (which is 9.2), is a very favorable one, especially when analysed, as it shows the pleasing fact that the death rate for children under one year of age in Prahran is 3.35 per cent of births. The death rate for Victoria is 7.3 per cent of births, and for Australia 6.6 per cent. The rate in New Zealand is 4.8 per cent, of births. In all cities and states in Australia there are varying circumstances which affect the birth and death rates, and which make the actual death rate of individuals in districts very hard to compare, but for a large city, such as Prahran, which is fairly densely populated, it is extremely gratifying to show such favorable statistics as above.

If it were possible to send a "Coo-ee" that would reach the first settler on Forrest Hill it would have to be a loud one. How man has whittled the Hill, and swept the swamps of Prahran out of existence! In another generation or two the early history of Prahran, and its account of marshy lands, will be strange tales in view of the modern city that stands on the site of these swamps.

To-day Prahran is a city in being, palpitating with the life of thousands of citizens, having the common aims and aspirations that belong to a prosperous Australian community. Benef
societies, tradesmen’s associations, clubs, and many other social aspects of city life have their place in the daily round. Civic open-air concerts in the municipal gardens allow the citizens to enjoy pleasant summer evenings in their hours of ease. What a contrast to the lives of the first settlers! They were busy men in their cabbage patches, or in brick clayholes, with little or no time to dream of a fair city arising from the ground on which they delved. The man who put up the first wattled humpy did so to protect himself from the heat of the summer’s sun and to repel "the winter’s thaw." And when the humpy was moved out of the way to make room for the imported iron house it seemed to him that a great advance had been made in the housing accommodation of the settlement. The era of brick building dovetailed into the "iron age," and to-day the visitor to Prahran has but to lift his eyes to look upward in Chapel-street to find himself marvelling that such a wonderful building evolution has taken place within the Biblical span of a man’s life.

Let us submit an instructive statement of valuation and revenues from 1910-11 to 1923-24:

<table>
<thead>
<tr>
<th>Year</th>
<th>Valuation</th>
<th>Revenue</th>
</tr>
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<tbody>
<tr>
<td>1910-11</td>
<td>£479,84</td>
<td>£52,439</td>
</tr>
<tr>
<td>1911-12</td>
<td>507,575</td>
<td>53,932</td>
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<tr>
<td>1912-13</td>
<td>547,400</td>
<td>57,200</td>
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<td>1913-14</td>
<td>581,546</td>
<td>59,715</td>
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<tr>
<td>1914-15</td>
<td>603,924</td>
<td>64,453</td>
</tr>
<tr>
<td>1915-16</td>
<td>617,655</td>
<td>63,953</td>
</tr>
<tr>
<td>1916-17</td>
<td>629,829</td>
<td>64,475</td>
</tr>
<tr>
<td>1917-18</td>
<td>669,678</td>
<td>59,638</td>
</tr>
<tr>
<td>1918-19</td>
<td>671,676</td>
<td>59,935</td>
</tr>
<tr>
<td>1919-20</td>
<td>710,249</td>
<td>69,527</td>
</tr>
<tr>
<td>1920-21</td>
<td>794,094</td>
<td>80,306</td>
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<td>1921-22</td>
<td>861,933</td>
<td>89,025</td>
</tr>
<tr>
<td>1922-23</td>
<td>960,934</td>
<td>98,742</td>
</tr>
<tr>
<td>1923-24</td>
<td>994,000</td>
<td>106,546</td>
</tr>
</tbody>
</table>

The work of the city is ever going forward, and every important municipal work undertaken is the best that knowledge and money can buy. Prahran has within its boundaries samples of the finest classes of roads in the world, a brave statement, but a true one. The corporation of Prahran has money; it has not
been a spendthrift, but it has never been niggardly in its expenditure on city improvements. Loans when necessary are floated by the Council, and these loans are in due season redeemed with clock-like regularity, and after each loan has been spent the city advances so that one idea that floats ahead, beckoning to the Prahran Council to realise it—Prahran the Perfect.

The executive officers of Prahran City, directed by the alert Councils, are always moving in the direction of better works, newer improvements, and in securing all the up-to-date appliances necessary to maintain the prestige of Prahran in the forward position of the model city of Australia.

In this work of carrying on the prestige of the city the honored line of Prahran Mayors has done excellent work. It is true that in British municipalities the powers of a mayor are small, and that his chief official duty is to act as the presiding officer at the Council meetings, but on the social side of a city’s life there is only the limit that the Mayor sets to himself to mark the sphere of his influence. Prahran Mayors have pride in themselves on the yearly sums which they raise for hospitals and such like claims for assistance by suffering humanity. Very large sums, through fetes, bazaars, and hospital auxiliaries, have been so obtained from Prahran’s generous citizens, quite outside the liberal charitable donations made by the Council each year to hospital and kindred institutions.

The Prahran Council is punctilious in ceremonious respect to its Mayors. In Prahran the Mayor is actively recognised as the living symbol of the city’s lawful and executive authority. He is honored as such in the Council chamber, where we look upon the portraits and the oil painting of ex-Mayors. Most of the Mayor have joined the “Great Majority,” but though he decease the years of office speaketh. Some of them are enveloped by mayoral robes, and those who came after 1906 wear in addition the mayoral chain, which bear the Mayor’s name on each link, and each mayoral year adds another link to the chain.

The first mayoral allowance was made in the year 1890, Cr. William Fuller being Mayor, and the sum voted was £300. In 1894 the allowance was reduce to £200, to be subsequently increased by steps (1901, £300; 1906, £400), up to the present mayoral allowance (1923) £500. The rate for the city when
the mayoral allowance was first granted (1890) was 1/4 in the pound. An increase, the first increase in the rate, had taken place the year before (1889), when the old one shilling rate that lasted from the incorporation of the Council until 30th September, 1888, gave way to a rate of 1/3. The rate attained its maximum in the history of Prahran in 1898, when it was 1/9, to fall the following year to 1/8. At present the rate is 1/9.


If we consider Prahran's political sense, we find it has been made by interested parties, as far as electoral boundaries are concerned, a chopping block. One time it was taken on to St. Kilda, and a name had no political existence. At another stage South Yarra was parcelled off as a mere pocket handkerchief electorate. Politicians for the most part have represented the various portions of the electorate—Toorak, South Yarra and Prahran—to their own satisfaction, but the result to Prahran as a municipality has not been of such moment as to warrant any special comment here, with the exception of the invaluable service given to Prahran by Dr. R. H. Fetherston, M.L.A., when he succeeded in securing for Prahran the High School on Forest Hill. This was a real boon to the aspiring youth of the district, and on which we will always, in the history of the school, be associated with the name of the City Health Officer. Among the past notables who represented Prahran as a electorate portion of St. Kilda, were Robert Murray Smith (1837), J. Stephen (1874), Thomas Howar and Fellow (1871), Butler C. Aspinall (1870), and Archibald Michie and J. B. Crews (1864).

Politicians are, however, but a fleeting shadow when compared with the stability of the Council and the life of the city. A whiff of current political favor has made the municipal count from the ballot box may contain the verdict of their deposition. Not so the corporate body of the Council. It ceases not when time, death, or the ballot box decree the passage of one of its members. The stream flows on in municipal life. Mayors come
and Mayors go, but their influence often lingers as a tradition, or is active in some created and accepted precedent. So long as their pictures remain on the Council chamber walls their memory has not vanished. An oil painting of the first chairman of the municipality, the late F. J. Sargood, hangs above the mayoral chair in the Council chamber. The almost speaking picture of the tall man, with dome-like brow, pencilled with thought-knitted furrows into his strong, administrative nose, with his deep-set eyes, and austere countenance, seems to watch the present-day councillors in their discussions, much in the same way as he himself may have looked as he presided over Prahran's first Council's meeting. Those Councils of the year of the 'fifties blazed the track to progress. To win Prahran from the bush was a big task, and now that the pioneers' victory is our inheritance, we give them full credit for the toil they gave in other days. Prahran itself is, however, their monument. The Council's motto stands for posterity—Spectemur Agendo—"Let us be seen by our deeds"—and so may it be.
COUNCILLORS OF THE MUNICIPALITY OF PRAHRAN FROM 1856 TO 1925

PROCLAIMED A MUNICIPAL DISTRICT, APRIL 24, 1855

1856-7
*F. J. Sargood
J. Mason
Peter Snodgrass
W. R. Pye
J. B. Crews
W. Oliver
Andrew Isett

1857-8
W. Smith
*J. Cunningham
J. Palmer
F. J. S. Stephen
J. Mason
J. B. Crews
W. Pye
P. J. Sargood

1858-9
*J. Thompson
J. Stodart

1859-60
1861-2
D. R. Long
J. Campbell
E. Chambers
T. H. Fellows
J. Goodman
W. H. Lacey
J. Wisewould

1862-3
J. B. Crews
*R. McClure
T. H. Fellows
J. Coates
J. Snowball

PROCLAIMED A BOROUGH, OCTOBER 1, 1863

1863-4
A. F. White
J. Stodart

1864-5
*J. B. Crews
T. Dickson

1865-6
T. H. Fellows
W. H. Lacey
E. L. Vail
<table>
<thead>
<tr>
<th>Year</th>
<th>Members</th>
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</thead>
<tbody>
<tr>
<td>1867-8</td>
<td>G. Young, J. B. Crews, C. F. E. Brown, W. H. Laycey, C. Og, E. L. Vail</td>
</tr>
<tr>
<td>1868-9</td>
<td>*W. H. Laycey, G. Young, J. B. Crews, T. C. Wright, G. Young, C. Brown, W. H. Laycey, G. Lewis, Charles Hipwell, John P. James, Charles Og, R. M. Smith, E. L. Vail</td>
</tr>
<tr>
<td>1872-3</td>
<td>*George Lewis, *Charles Hipwell</td>
</tr>
</tbody>
</table>
COUNCILLORS AND MAYORS 36

David Ross
Theophilus Thomas
E. L. Vail
Joseph Harries
Wm. Howard Smith

1874-5
*Joseph Harries
George Young
J. B. Crews
E. J. Dixon
William Fulle r
W. Harriso n
James Hol e
D. Ros s
S. Willi s
George Young

1875-6
*Joseph Harries
J. B. Crews
E. J. Dixon
William Fulle r
W. Harriso n
James Hol e
Joseph Harries

1877-8
*William Bowen
Thomas Arkle
B. Waymouth
E. J. Dixon
Joseph Harries
James Hol e
G. W. Taylor
John Turner
S. Willi s
George Young

1878-9
*Samuel Willis
Thomas Arkle
W. Bowen
E. J. Dixon
W. Harriso n
James Hol e
Thos. Kilpatrick
John Turner
G. W. Taylor
George Young

1879-80
Thomas Arkle
W. Bowen
E. J. Dixon
W. Harriso n
James Hol e
Thos. Kilpatrick
G. W. Taylor
S. Willi s
W. A. Zeal

1880-1
*James Hol e
Thomas Arkle
W. Bowen
Alfred Brow n
S. L. Chapmain
S. Willi s
M. H. Davies
W. Harriso n
John Turner
W. A. Zeal

1881-2
*M. H. Davies
Thomas Arkle
W. Bowen
Alfred Brow n
S. L. Chapmain
A. D. Michie
M. H. Davies
G. W. Taylor
W. Templeton

PROCLAIMED A CITY, MAY 27, 1879
1883-4
*William Temple-ton
Thomas Arkle
W. Bowen
S. L. Chapman
Robert Inglis
John Turner
A. D. Michie
T. B. Muntz
G. W. Taylor

1884-5
*G. W. Taylor
Thomas Arkle
W. Bowen
J. B. Crews
R. A. Forbes
James Hol
Robert Inglis
G. W. Taylor
John Turner

1885-6
*T. B. Muntz
Thomas Arkle
W. Bowen
J. B. Crews
R. A. Forbes
James Hol
Robert Inglis
G. W. Taylor
John Turner

1886-7
*R. A. Forbes
Thomas Arkle
John Beatty
W. Bowen
J. H. Maddock
W. Fulle
H. M. Jones
T. B. Muntz
John Turner

DIVISION OF CITY INTO WARDS

1888-9
*Henry Osmont
John Beatty
B. G. H. Brown
J. S. Edwards
Thomas Ellis
R. A. Forbes
William Fulle
D. H. Herald
Robert Inglis
Richard O'Donnell
John Parr
James Wighton

1889-90
*W. Fulle
J. Beatty
H. Maddock
W. Davies

1890-1
*T. Ellis
W. Davies
W. J. Edgcumb
R. A. Forbes
W. Fulle
H. M. Jones
J. H. Maddock

1891-2
*J. H. Maddock
W. Davies
W. J. Edgcumb
R. A. Forbes
W. Fulle
H. M. Jones
T. B. Muntz
H. Osmont
G. L. Skinner
J. Turner
J. Watson
COUNCILLORS AND MAYORS

1892-3
*G. L. Skinner
W. Davie s
W. J. Edgcumb e
T. Ellis
R. A. Forbes
W. Fuller
J. H. Furneaux
H. M. Jones
T. Luxton
J. H. Maddock
E. Naylor
H. Osmen
T. Turner

1893-4
W. Davie
W. J. Edgcumb e
T. Ellis
R. H. J. Fetherston
R. A. Forbes
W. Fuller
J. H. Furneaux
W. J. Edgcumb e
T. Ellis
R. H. J. Fetherston
R. A. Forbes
W. Fuller
J. H. Furneaux
J. H. Maddock
E. Naylor
H. Osmen
T. Turner

1894-5
T. Luxton
W. Davie
T. Luxton
W. J. Edgcumb e
J. Finlay
A. J. Nyulas y
R. A. Forbes
W. Fuller
J. H. Furneaux
W. J. Edgcumb e
J. Finlay
A. J. Nyulas y
R. A. Forbes
W. Fuller
J. H. Furneaux

1895-6
*T. Luxton
W. Davies
R. H. J. Fetherston
R. A. Forbes
W. Fuller
J. H. Furneaux
J. H. Maddock
E. Naylor
A. J. Nyulas y
J. Doe
H. Osmen
G. L. Skinner
T. Turner

1896-7
*T. Luxton
W. Davie
J. Doe
R. H. J. Fetherston
R. A. Forbes
W. Fuller
J. H. Furneaux
J. H. Maddock
E. Naylor
H. Osmen
T. Simmon
J. Turner

1897-8
*R. A. Forbes
W. Davie
J. Doe
R. H. J. Fetherston
W. Fuller
J. H. Furneaux
J. H. Maddock
E. Naylor
H. Osmen
T. Simmon
J. Turner

1898-9
*T. Simmon
J. Amott
J. Doe
R. H. J. Fetherston
S. A. Chambers
R. A. Forbes
J. H. Furneaux
H. M. Gooch
T. Luxton
J. H. Maddock
E. Naylor
G. L. Skinner
J. Turner

1899-1900
H. M. Gooch
T. Amott
W. Davie
S. A. Chambers
J. Doe
R. A. Forbes
J. H. Furneaux
A. M. Williams
T. Luxton
J. H. Maddock
E. Naylor
T. Simmon
G. L. Skinner
J. Turner
1900-1
*H. M. Gooch
S. A. Chambers
W. Davises
J. Doeg
R. A. Forbes
T. Luxton
J. H. Maddock
E. Naylor
T. Simmons
G. L. Skinner
J. Turne
A. M. Williams

1901-2
*T. Luxton
S. A. Chambers
J. Doeg
W. Densha
J. J. W. Flintoft
H. M. Gooch
A. E. Langford
J. H. Maddock
E. Naylor
T. Simmon
G. L. Skinner
J. Turne
A. M. Williams

1902-3
*W. Densha
S. Bangs
S. A. Chambers
J. J. W. Flintoft
H. M. Gooch
A. E. Langford
T. Luxton
E. Naylor
G. L. Skinner
J. Turne
H. Upton
A. M. Williams

1903-4
*W. Densha
S. Bang
S. A. Chambers
J. J. W. Flintoft
H. M. Gooch
A. E. Langford
T. Luxton
E. Naylor
G. L. Skinner
J. Turne
H. Upton
A. M. Williams

1904-5
*S. A. Chamber
W. Densha
J. J. W. Flintoft
H. M. Gooch
J. Mille
T. Luxton
A. Natha
E. Naylor
G. L. Skinner
H. Upton
A. M. Williams

1905-6
*S. A. Chamber
W. Densha
J. J. W. Flintoft
H. M. Gooch
J. Mille
T. Luxton
A. Natha
E. Naylor
G. L. Skinner
H. Upton
A. M. Williams

1906-7
*J. J. W. Flintoft
S. A. Chambers
W. Densha
F. T. S. Dobson
T. Luxton
J. Mille
A. Natha
E. Naylor
J. R. G. Nicolson
G. L. Skinner
H. Upton
A. M. Williams

1907-8
*H. Upton
*F. T. S. Dobson
S. Bang
S. A. Chambers
W. Densha
J. J. W. Flintoft
T. C. Kelly
T. Luxton
J. Mille
E. Naylor
J. R. G. Nicolson
G. L. Skinner

1908-9
*F. T. S. Dobson
*E. Naylor
S. Bang
COUNCILLORS AND MAYOR'S

S. A. Chambers
W. Densham
H. A. A. Embling
J. J. W. Flintoft
T. C. Kelly
T. Luxton
J. Mille r
T. G. L. Scott
J. R. G. Nicolson
H. Upton
E. H. Willis

1909-10
E. Naylore
S. Bangs
S. A. Chambers
W. Densham
H. A. A. Embling
J. J. W. Flintoft
H. C. Heyward
T. C. Kelly
A. A. Holdsworth
T. Luxton
J. R. G. Nicolson
T. G. L. Scott
E. H. Willis

1911-12
H. A. A. Embling
S. A. Chambers
J. J. W. Flintoft
A. T. Ginn
H. C. Heyward
A. A. Holdsworth
T. Luxton
J. E. Morris
Wm. M. Mcllwrick
E. Naylore
J. R. G. Nicolson
T. G. L. Scott
E. H. Willis

1912-3
T. G. L. Scott
A. T. Ginn
S. A. Chambers
Edward Naylore
W. Densham
J. R. G. Nicolson
H. C. Heyward
J. E. Morris
J. J. W. Flintoft
Wm. M. Mcllwrick
E. H. Willis
H. A. A. Embling

1913-4
E. H. Willis
T. G. L. Scott
A. T. Ginn
S. A. Chambers
E. Naylore
W. Densham
G. N. Heyward
J. R. G. Nicolson
H. C. Heyward

1914-5
*H. C. Heyward
S. A. Chambers
T. G. L. Scott
A. T. Ginn
E. Naylore
G. N. Heyward
J. R. G. Nicolson
J. E. Morris
Wm. M. Mcllwrick
J. J. W. Flintoft
E. H. Willis
H. A. A. Embling

1915-6
*Wm. M. Mcllwrick
S. A. Chambers
A. H. Woodfull, LL.M.
A. T. Ginn
D. S. Abrahama
J. E. Morris
E. Naylore
G. N. Heyward
J. R. G. Nicolson
J. J. W. Flintoft
E. H. Willis
H. A. A. Embling

1916-7
*H. A. A. Embling
J. C. Pickford
A. H. Woodfull, LL.M.
A. T. Ginn
D. S. Abrahams
W. B. Lumley
Wm. M. McLwrick
E. Naylo r
G. N. Heyward
J. R. G. Nicolso n
J. J. W. Flintoft
E. H. Willi s

1917-8
*H. A. A. Emblin g
J. C. Pickford
A. H. Woodfull ,
LL.M.
A. T. Ginn
D. S. Abrahams
W. B. Lumley
Wm. M. McLwrick
E. Naylo r
G. N. Heyward
B. Matthews
J. J. W. Flintoft
E. H. Willi s

1918-9.
*E. H. Willi s
J. C. Pickford
A. H. Woodfull ,
LL.M.
A. T. Ginn
D. S. Abrahams
W. B. Lumley
Wm. M. McLwrick
E. Naylo r
G. N. Heyward
B. Matthews
J. J. W. Flintoft
E. H. Willi s

1919-20
*G. N. Heyward
J. C. Pickford
A. H. Woodfull ,
LL.M.
T. C. Miners
D. S. Abrahams
W. B. Lumley
Wm. M. McLwrick
E. Naylo r
B. Matthews
J. J. W. Flintoft
E. H. Willi s
H. A. A. Emblin g

1920-1
*J. J. W. Flintoft
W. T. Chambers
A. H. Woodfull ,
LL.M.
T. C. Miners
D. S. Abrahams
W. B. Lumley
Wm. M. McLwrick
E. Naylo r
G. N. Heyward
B. Matthews
H. A. A. Emblin g
A. A. Holdsworth

1921-2
*A. H. Woodfull ,
LL.M.
W. T. Chambers
T. C. Miners
A. V. Renowden

1922-3
*W. T. Chambers
A. H. Woodfull ,
LL.M.
F. Harvey
A. V. Renowden
W. B. Lumley
Wm. M. McLwrick
A. R. Jackson
B. Matthews
Æneas McGregor
J. J. W. Flintoft
H. A. A. Emblin g
A. A. Holdsworth

1923-4
*W. B. Lumley
A. H. Woodfull ,
LL.M.
F. Harvey
J. C. Pickford
A. V. Renowden
Wm. M. McLwrick
Æneas McGregor
A. R. Jackson
W. G. Minchinton
J. J. W. Flintoft
A. A. Holdsworth
H. A. A. Emblin g
COUNCILLORS AND MAYORS 36

1924-5 R  J. Grant W  G. Minchinton
W. B. Lumley J  J. W. Flintoft,
*J. C. Pickford Wm  M. McLwrick A. A. Holdsworth,
A. H. Woodfull, E  J. Owen H  A. A. Embling,
F. Harvey A  R. Jackson,

*Denotes Chairman or Mayor as the case may be.
Denotes last-name'd Councilors having taken place of former through an
extraordinary vacancy occurring.
INDEX.

Advice, First Board of, 23 4
Alfred Hospital, Prince, site, 28 8
Alfred Street, 9 3
Anglican Churches, 21 6
Argyle, Dr., M.L.A., 32 2
Armadale, place, name, 26 8
Aspinall, Hon. B. C., 22 3
Avoca Street, 23 5
Ayres Arms Hotel, 9 7

Baby Health Centre, 34 1
Backhouse, James, 4
Balbirnie, R. A., 3 6
Ball, First City, 21 5
Balmerino, 3 5
Baptism, First, 21 3
Barker, Edward, M.D., 2 2
Barker, Major S. A., 21 9
Baths, Municipal, Proposed, 25 1
Battle of Prahran, 6 3
Berry, Graham, 21 3
Blind Institute for, 21 2
"Boss of the Woolshed," 21 8
Box, Miss M., 2 4
Box, Mrs., meets John Pascoe Fawkner, 9 1
Bowling Club, 20 0
Brennan, Rev. J. D., 21 4
Brickmaking, Era, 6 7
Brickmakers, Mastermen, 9 4
Bridge, Proposed, 163; Church Street Bridge dangerous, 166; Bridge Conferences, 168; New Bridge, 16 9
Brodribb, Rev. W. K., 21 7
Bromby, Rev. Dr., 21 6
Brown, John "Como," 2 3
Building Regulations, 1872, 23 9
Bush Inn, 3 7

Caroline Street, 23 5
Cassell, J. H. N., 10 2
Chambers, Enoch, 18 5
Chambers, James, 9 7
Chapel, The, 4 2
Chapel Street Alignment, 263; Cutting, 104, in 1860. Proposal to widen, 268; Railway Station, Proposed, 31 2
Chapman, Revan's F. Justice, Reminiscences, 4 4
Children's Free Lending Library, 130; Story Hour, 13 1
Churches, 209; Pew Rent de-faulters, 214; Situation in 1857, 213
City Hall fire, 281; Foundation Stone, 28 4
Coates, M.D., J., 14 5
Coleclough, T., 3 7
College Lawn, 98; First house, Resident's, 10 7
Commercial Road, First traders, 101
Como Lake, 40; Park purchase, 256
Coronation H.M. King George, 34 9
Court House, 27 6
"Cox Old," 25 8
INDEX

Creche, Prahran, 34 0
Crews, J. B., 113; after defeat, 196
Crook, Joseph, 28; first house in Chapel Street, 10 0
Crown land sales, 1 0
Dana Pulteney, 2 1
Dandenong Road, Boulevar d an d Bridge, 30 0
Darling Street, 23 6
Davis, Peter, 3 2
Deaf Mutes, Schoo l for, 21 2
Denham, Lord, 35 0
Destructor, Rubbish, 31 4
Dismal Swamp, The, 26 5
Donald, D. W., an d Donal d Street, 9 3
Drain, Mai n an d Malvern' s floor d waters, 26 1
Duffy, Charle s Gavan, 224; sells Crown lands, 14 2
Dust, 16 2
Education, 23 3
Elections, Firs t unoppose d Coun -
cillors, 1872, 23 9
Electric light, 23 0
Elsternwick, Paris h Prahran , place, name, 10 3
Farie, Claud, 5 8
Fawkner, Joh n Pascoe, 3 4
Fawkner Park, 14 6
Fellows, Rev. Walter, 21 6
Fetherston, M.L.A., Dr. R. H., an d the Hig h School, 32 1
Fire Brigade, 156; Cit y Hall, 281; fighting, ol d an d moder n me -
thods, 28 3
First Chairman, F. G. Sargood, 8 4
First Counci l Official s appointed, 86
Fitzroy, Si r Charles, 3 8
Floods, 28 0
Flood, 28; flood, 1912, 26 2
Football, 19 9
Ford, Willia m Frederick, 9 8
Forrest, Lieut. Charles, 14; For -
rest, Willia m St. Leger, 18; win -
dow, St. George' s Chapel, 1 5
Foundry Lane, 18 6
Free Public Library, Proposed, 12 0
Furneaux, J. H., Ex-Cr., 31 5
Gamble, Walte r M., 23 6
Gardiner, Jolin, 1
Garibaldi, Ricciotti, 23 6
Gas, Pric e of, challenged, 229; Municipal work s proposed, 30 1
Gellibrand, Aboriginal, 2 1
Geological formations, 13 9
Glover, John, Moun t Verdant, 4 0
Goodman, John, 5 9
Grattan Street, 2 5
Gregory, Rev. J. S., 21 5
Green Street, 10 9
Greenwood an d Crook, 9 8
Greville Street, 2 5
Grocers' Weekl y Hal f Holiday, 20 5
Guinness, Rev. W. N., 21 6
Hague, tinsmith, Anglica n bene -
factor, 21 3
Hardwick's Corner, 22 4
Harris, Joseph, 2 8
Harrison, Cr. William, "Terribl e Billy," 27 8
Hawdon, Joseph, 3.
Hawksburn & Hawksbur n House, 102; Hawksbur n Hotel, 21 2
Health Communal, 338; Health Of -
ficer, 339; Creche, 340; Bab y Health Centre, 341; foundatio n stone, 343; epidemic, influenza, 345
Hepburn, John, 2
Heyington Hous e an d Heyingto n Place, name, 10 3
High School, Prahran, 321, 32 5
Highbury Barn, 10 7
Hillingdon Place, name, origin, 23 5
Hodgdon Street, 10 8
Holiday, Firs t Weekl y Hal f, 20 5
Horse Rac e i n Chape l Street, 24 6
Hurlestone Street, 10 6
Independent Congregational Church, 42; foundation stone laid, 211
Ivy Cottage and Street, 40
Jackson, James, 27
Jennings, William, License to chop and dig clay, 1849, 99
Joske, M.A., Dip.Ed., Miss Enid, 130
Kelly, James, 158
Kirk’s Avoca, 235
Kirk and Burchet’s tannery, 29
Knipe, John Hanlon, 193
Ladies’ Benevolent Society, 68
Lamp posts, 228
Land, Dealing in, 271
Land sales, Subdivisional, 25, 31
Langhorne, George, 5
Langley, Bishop Henry A., 215
Lautour, Madame, names, Hillingdon Place, 235
Leal House, 212
Lewis, D.E., 351
Librarians, 124
Library open on Sundays, 126
Lumley, W.B., Mayor, High School advocacy, 322
Mackinnon, Donald, 312
Macquarie Street, name, origin, 234
Markets, 1864, 230; extensions, 253; foundation stone, 1891, 254; loan and opposition, 255; produce, price of, 67; site, poll, 233
Marriage, First in the Chapel, 211
Mason, James, 26
Mayors, their duties and allowances, 354
Mechanics’ Institute, 110, 315
Medical practitioners, First, 145
"Men of Prahran," 90
Messerey, George, 234
Michie, Sir Archibald, 113
Mirams, Rev. Jas., 212
Moss, Rev. William, 42; death, 212; Education correspondent, 234; ordination, 210
Motto, City, 133
Municipal Council question, 59; Free Library, 124
Munro, Hon. James, 97
Murphy, H.M., 89
Murphy, J.R., 88
Murray Street, 213
Naylor, C.R., New roadway, 269
Niall, Rev. P., 217
Nimmo, Hon. J., 219
Nurseries, Horticultural, 231
Ogilvy, David, 33
O’Mullane, M.D., Arthur, 24
Orrong, 154
Pasley, Hon. Charles, 69
Pasley Village, 105
Payne, John and William, 18
Pearce, Tom, "Loc Ard," 235
Penny readings, 201
Perry, Bishop, lays St. Matthew’s foundation stone, 1877, 215
Police Court, Chairmen’s attendances, 143
Politicians, 355
Poor of Prahran, 1857, 207
Postal Service, Prahran, 220; first postmen, 146-147; Pepper Cor n rental lease, 224; repudiation and Commonwealth, 225
Prahran in 1856-57, 152; 1859, 87; Court House, 156; District Road Board, 55; first Mayor, 189; gazetted a Town, 190; Horticultural Society, 201; main drain, 259; Municipa l District, 58; place, name, 5; proclaimed a City, 245; railway station, 313.
Presentation Convent, Windsor, 217
Prince Alfred Hospital site, 288
Prince of Wales’ Visit, 347; address, 348
<table>
<thead>
<tr>
<th>Index Item</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prince's Gardens</td>
<td>35 1</td>
</tr>
<tr>
<td>Public Houses, First</td>
<td>14 9</td>
</tr>
<tr>
<td>Public Parks</td>
<td>28 7</td>
</tr>
<tr>
<td>Punt Road</td>
<td>10 7</td>
</tr>
<tr>
<td>Quarry</td>
<td>31 4</td>
</tr>
<tr>
<td>Quoits</td>
<td>20 0</td>
</tr>
<tr>
<td>Race Meetings</td>
<td>19 7</td>
</tr>
<tr>
<td>&quot;Ragged Schools,&quot;</td>
<td>23 4</td>
</tr>
<tr>
<td>Railways, 179: loop line, 182; rating appeal</td>
<td>19 2</td>
</tr>
<tr>
<td>Ralston Street</td>
<td>15 3</td>
</tr>
<tr>
<td>Recreation Reserves</td>
<td>28 9</td>
</tr>
<tr>
<td>Reserve, Loan for</td>
<td>29 0</td>
</tr>
<tr>
<td>Robinson, George A.</td>
<td>2 0</td>
</tr>
<tr>
<td>Rockley</td>
<td>5 3</td>
</tr>
<tr>
<td>Roman Catholics</td>
<td>21 7</td>
</tr>
<tr>
<td>Romanis, John</td>
<td>112; Romanis, William</td>
</tr>
<tr>
<td>Ross, William Murray</td>
<td>21 2</td>
</tr>
<tr>
<td>Royal George Hotel</td>
<td>10 1</td>
</tr>
<tr>
<td>Salvation Army</td>
<td>21 9</td>
</tr>
<tr>
<td>Sanitary, Early arrangements</td>
<td>23 3</td>
</tr>
<tr>
<td>Sargood, F. J.</td>
<td>84; address to</td>
</tr>
<tr>
<td>Schoolmasters, First</td>
<td>23 4</td>
</tr>
<tr>
<td>Separation movements, Southern Yarra and Windsor</td>
<td>11 8</td>
</tr>
<tr>
<td>Skinner, John Arthur</td>
<td>1 7</td>
</tr>
<tr>
<td>Sky Larks released at Mount Erica</td>
<td>15 0</td>
</tr>
<tr>
<td>Smith, Robert Murray</td>
<td>19 1</td>
</tr>
<tr>
<td>Snodgrass, Peter</td>
<td>6 5</td>
</tr>
<tr>
<td>Snow Falls</td>
<td>27 9</td>
</tr>
<tr>
<td>Soldiers’ Honour Board</td>
<td>336; Prahran Roll of Honor</td>
</tr>
<tr>
<td>South Yarra created a Parish</td>
<td>1859</td>
</tr>
<tr>
<td>Spectemur Agendo</td>
<td>13 4</td>
</tr>
<tr>
<td>Spensley, Howard</td>
<td>27 9</td>
</tr>
<tr>
<td>St Albans</td>
<td>21 7</td>
</tr>
<tr>
<td>State Schools</td>
<td>23 7</td>
</tr>
<tr>
<td>St. Joseph’s Mission</td>
<td>21 7</td>
</tr>
<tr>
<td>St. Matthew’s Church</td>
<td>21 5</td>
</tr>
<tr>
<td>Steamers &quot;Gondola&quot; and &quot;Victoria,&quot;</td>
<td>14 7</td>
</tr>
<tr>
<td>Street names</td>
<td>29; street names and origins</td>
</tr>
<tr>
<td>Taylor, G. W.</td>
<td>10 7</td>
</tr>
<tr>
<td>Technical School, President, Cr. W. Mcllwrick</td>
<td>318; Principal, W. R. Dean</td>
</tr>
<tr>
<td>Telegram, First to Prahran</td>
<td>22 4</td>
</tr>
<tr>
<td>Telephone Exchange, Windsor</td>
<td>22 4</td>
</tr>
<tr>
<td>Temperance crusade</td>
<td>21 9</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>35 1</td>
</tr>
<tr>
<td>Tintern Avenue</td>
<td>3 7</td>
</tr>
<tr>
<td>Tip, Orrong Road</td>
<td>31 4</td>
</tr>
<tr>
<td>Tivoli</td>
<td>5 3</td>
</tr>
<tr>
<td>Tolls</td>
<td>148; passing of</td>
</tr>
<tr>
<td>Toorak and place names’ meaning</td>
<td>10 3</td>
</tr>
<tr>
<td>Town Clerk</td>
<td>27 3</td>
</tr>
<tr>
<td>Town Hall clock, when first lighted</td>
<td>229; foundation record</td>
</tr>
<tr>
<td>Town Planning Commission</td>
<td>26 9</td>
</tr>
<tr>
<td>Trams in Chapel Street</td>
<td>1889</td>
</tr>
<tr>
<td>Tramways opened</td>
<td>307; Prahran and Malvern</td>
</tr>
<tr>
<td>Transport to Melbourne, First t cabs</td>
<td>14 7</td>
</tr>
<tr>
<td>Tree planting</td>
<td>29 8</td>
</tr>
<tr>
<td>Tucker, Rev. H. F.</td>
<td>21 7</td>
</tr>
<tr>
<td>Valuations and revenues</td>
<td>35 3</td>
</tr>
<tr>
<td>Victory Square</td>
<td>33 5</td>
</tr>
<tr>
<td>Volunteers in Court—Rev. Farie</td>
<td>203; Volunteer movement</td>
</tr>
<tr>
<td>War years</td>
<td>326; Patriotic and Red Cross Society</td>
</tr>
<tr>
<td>Page Numbers</td>
<td>Entries</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
</tr>
<tr>
<td>248</td>
<td>Ward Division's movement</td>
</tr>
<tr>
<td>159</td>
<td>Water carts; famine; supply</td>
</tr>
<tr>
<td>19</td>
<td>Waterloo Cottage</td>
</tr>
<tr>
<td>198</td>
<td>Watson, George</td>
</tr>
<tr>
<td>95</td>
<td>Wealth, Municipal and industrial</td>
</tr>
<tr>
<td>8</td>
<td>Wedge, John Hedler</td>
</tr>
<tr>
<td>26</td>
<td>Westgarth, William</td>
</tr>
<tr>
<td>99</td>
<td>White's forge</td>
</tr>
<tr>
<td>245</td>
<td>Willis, Samuel</td>
</tr>
<tr>
<td>1887, 286</td>
<td>Windsor railway accident; township</td>
</tr>
<tr>
<td>92</td>
<td>Withers, W. B., reminiscences</td>
</tr>
<tr>
<td>311</td>
<td>Woodfull, C. A. H., advocate's tramway line to Richmond</td>
</tr>
<tr>
<td>47</td>
<td>Wright, Martha, reminiscences of Punt Hill and Prahran</td>
</tr>
<tr>
<td>97</td>
<td>Yan Yean service; first water pipe</td>
</tr>
<tr>
<td>8</td>
<td>Yarra Yarra's meaning</td>
</tr>
<tr>
<td>96</td>
<td>Yarra Street Wharf</td>
</tr>
</tbody>
</table>