

THE HISTORY OF ST. KILDA

CHAPTER 1

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

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

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

On February the first the schooner was abreast of the lands of St. Kilda. On Grimes' survey plan the swamp at Elwood is marked "salt". It was at the swamp the surveyors saw "two large emus." Flemming states in his journal that "the land

appears to be covered with water in wet seasons. Came to a salt lagoon about a mile long, and a quarter of a mile wide, had no entrance to the sea." That swamp we know as the Albert Park Lake. Its area extended southward over the flat lands at the back of the Beaconsfield Parade. In some old maps the swamp, and marshy ground, are plotted close to Fitzroy Street, at the point where the St. Kilda Railway Station stands.

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

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

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

John Pascoe Fawkner, the owner of the "Enterprise", was not aboard of his schooner when, with sails aback, she played patience with the wind off the Red Bluff, St. Kilda. The landing party's instructions from Fawkner were "not to finally settle

down except on a river or copious supply of fresh water." What is now called the Elster, or Elwood Canal, and the one time Elwood swamp, did not fulfil the conditions required. Fawknor's party therefore returned to the schooner, and she was then sailed across the bay. Her anchor was dropped "just clear of the bar upon the channel to the Yarra Yarra."

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

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

"Arrivals:-

July 6. Lady of St. Kilda, 136 tons. Lawrence, master, from Plymouth
27 Feb. Passengers none."

A news paragraph concerning her reads :-

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

Six days after the arrival of the "Lady of St. Kilda" there appeared in the Port Phillip Patriot newspaper a census showing the social condition of the community. The population of Melbourne was given as 4,479 ; of the County of Bourke 3241; of the District of Western Port 1391; of Geelong 454; of the County of Grant 336; of Portland 597; and of the County of Normanby 1,260. Total 11,728. The dwelling houses were returned at 1,559 distributed as follows, Melbourne 769 ; County Bourke, including Newtown (now Collingwood) and William's Town 432, besides 67 huts, meaning the old wattle and dab constructions with the bark roofs. How many of those residents of

Melbourne used blacking? The manifest of the schooner "Lady of St. Kilda" contained no less than 34 barrels of blacking!

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

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

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

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

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

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

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

The district of Port Phillip, in common with the Colony of New South Wales, was at the end of 1841 on the eve of a severe monetary struggle—"a land boom burst"—that lasted until 1843. There were more ships lying in Hobson's Bay, and tied up to the Queen's Wharf, than there was merchandise to

fill their holds. Buyers of schooners were not to be found in the market place nor in the vicinity of the Customs House. It was known in Melbourne too that the "Lady of St. Kilda's" timbers were badly strained in that "heavy blow" off The Cape. The few Australian passengers she had carried between Sydney, Hobart Town, and Port Phillip, had heard the alarming clanking of the ship's pumps when she was at sea. A perusal of her log shows that the schooner was pumped every two hours. Nevertheless the "Lady of St. Kilda" was a fine seaboat, though she was but a small boat of 140 tons burden. She had survived many storms ; she was sun-blistered, and weather-beaten too with the grey and green seas of both Occident, and Orient ; her bottom was fouled with barnacles, and she was for sale by barter.

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

"IN EXCHANGE FOR SHEEP"

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

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

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

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

The Register was closed on transfer of the schooner to Sydney N.S.W. on 31st October 1843."

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

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

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

As a Port Phillip magistrate, and a leading Melbourne merchant, J. B. Were was probably, if the Latrobe picnic was held, one of the guests of Superintendent Latrobe. We have

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

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

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

him a wealthy man. James Duerdin's connection with the Were's and the "Lady of St. Kilda" is established by the fact that his firm, Hinton & Duerdin, advertised, in the Port Phillip papers, that they had the vessel for sale, in June 1843.

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

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

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

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

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

There was a busy time on board the "Lady of St. Kilda" on July 25 1842. She was taking in cargo and preparing for a voyage to Canton. The original log of her voyage to Chinese Ports opens with the words :— "Log of the Schooner 'Lady of St. Kilda' from Port Phillip towards Canton. Captain Gildon Manton, master; James William Usher, Chief Mate." At this time Captain J. R. Lawrence had surrendered his command of the schooner, and settled down in Melbourne. An inquiry made by us at the British Admiralty showed that Captain Lawrence's service in the Royal Navy though not a distinguished career

was an honorable one. That he was the friend of Sir Thomas Dyke Acland and the sailing master of his private pleasure schooner yacht, the "Lady of St. Kilda," was not without its influence in the nomenclature of the city of St. Kilda.

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

That ship brawl, or minor mutiny, took place in Hobson's Bay eighty-eight years ago ! Could Usher have foreseen that the ti-tree fringed eastern shore outlined in the moonlight of a clear winter's night in July, would become the beach of a city such as St. Kilda is to-day, he must indeed have marvelled, but that a copy of his entry made that night in the schooner's log book should ever be read by the citizens of the city would have seemed to James William Usher, first mate of the "Lady of St. Kilda" little short of miraculous. And that it is so, is remarkable, when one surmises at what must have been the fate of most of the log books written eighty-eight years ago by the mates of such stormy petrels of the sea as the "Lady of St. Kilda."

On the following day the William's Town justices dealt with the three seamen and sentenced them to fourteen days imprisonment in addition to forfeiting all their wages, and everything belonging to them on board the schooner. Mr. Usher engaged three sailors to take the places of the mutinous ones, and the schooner then proceeded on her voyage to Canton. On May 7th 1843 the schooner had once more arrived in Port Phillip Bay. The newspapers' shipping news tells us that she left Canton on February 7 and cleared Manilla on March 4. Again on May 23 she sailed for Sydney with 14 passengers. On June 20 she was once more in St. Kilda waters, moored at her old anchorage, and being daily advertised for sale in the Port Phillip newspapers by Hinton & Duerdin. Eventually the schooner was sold, and her new owners were registered in Sydney, on October 31 1843. A brief record in the Sydney Customs House states she sailed from Sydney, and was "Wrecked at Tahiti, date unknown."

The schooner's stay in the immediate vicinity of the St. Kilda Beach waters was of a sufficient duration of time to associate the shore line with the schooner's name. Shore lines, wanting more particular features, were sometimes identified by a name taken from a ship at anchorage adjacent to the shore, or from the name of a seaside hotel, or from the hotel owner's name.

That was what took place, further along the bay line, in the locality now called Port Melbourne. The first hotel keeper on the water front, was named Liardet, and the beach opposite his hotel, licensed in September, 1840, was referred to as Liardet's Beach. We assume the place name "St. Kilda's Beach" was on the tongues of men before the time the name was recognised officially. When the Government decided to lay out the site of the village, the name of the village was suggested by the name of the shore line, if the authorities desired to use it. Apparently they were not in favor of plucking the place name St. Kilda from off the Beach. Nevertheless the place name "St. Kilda" survived its neglect, and the powerful fact that the authorities first chose the name of "The Village of Fareham" for the lands about to be sold.

Mr. H. Selkirk, an officer of the Lands Department, Sydney, who has been specially empowered to conduct researches among

early official archives, has favored the Victorian Historical Society with a copy of the following letter :—

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

No. 42/26.

"Sir,

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

"I have &o.,

"Francis L. S. Merewether
"Clerk of Councils

Plan Catalogued K 1185

Sir Thomas Mitchell Knt.
Surveyor General."

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

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

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

"Catalogued T.W.R."

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

approved, as well as the name of "St. Kilda" for the name of the village on August 29 1842, which information is contained in the Chief Secretary's letter No. 414 August 29, 1842.

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

PLACE NAME.

To the Editor of The Argus.

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

"EDWARD M. S. STAFFORD.

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

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

In 1903 a memoir of Sir Henry Wentworth Acland Bart, K.C.B. Regius Professor of Medicine, was published, the author being J. B. Atlay, Scholar, Oriel College. Mr. Atlay writes in the memoir, on page 475: "One trip, however, that to St. Kilda, though often projected was never destined to be realised, and to the last Dr. Acland was never able to reach the island west of the Hebrides which had given a name to his father's yacht. One

of his treasures on board was the chart which had belonged to Sir Thomas on which were marked the positions of the "Lady of St. Kilda" when more than 40 years previously he had made what was thought the rather perilous voyage to this outlying part of the British Isles."

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

"Killerton"

Exeter,
22 Oct. 1912.

"Dear Sir,

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

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

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

I believe that she was originally built for the fruit trade between the Mediterranean and Great Britain, and that my grandfather bought her in 1834 and owned her for about 5 years, and then sold her. I never heard the date on which she was wrecked. He certainly never went further than the Mediter-

ranean in her. I will endeavour to send you a photograph of him and either his autograph or a facsimile of it.

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

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

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

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

Writing to The Argus newspaper under date July 14, 1928, "D.B." states :—"Lady Grange was an ancestress of mine. Lady Grange's husband was scheming with his political friends to restore the fortunes of Bonnie Prince Charlie. She remonstrated with him. On April 22, 1732, Lady Grange was forcibly taken from her family with her husband's consent, and removed to the almost barren Island of St. Kilda. Here she was kept a prisoner for 17 years. The suffering of this refined and cultured woman beggars all description, A clergyman at last arrived on

the island, and she prevailed upon him to write an account of her sufferings. She afterwards found an opportunity to conceal this account in balls of yarn, which found their way to a friend. This friend applied to the proper channel for redressing her wrongs, and a ship of war was sent to remove her, but it was too late. She was dead. Probably Captain Acland knew this lady, and called this yacht after her."

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

The book in question is not the only copy of the work in the State. Upon the shelves of the invaluable Melbourne Public Library is another copy of the same work. The copy of the

book belonging to the Rev. F. McQueen lies before us as we write these lines. The book is in an excellent state of preservation, and it is still in its original leather binding. The *title page* reads :—

A LATE
VOYAGE
TO
ST. KILDA
THE REMOTEST OF ALL THE
HEBRIDES
OR
WESTERN ISLES OF SCOTLAND
WITH
A History of the Island, Natural, Moral and Topographical wherein is an account of their Customs, Religion, fish, fowl &c. As also a Relation of a late Imposter there, pretended to be sent by St. John Baptist.
By M. Martin Gent.
London.
Printed for D. Brown & T. Goodwin at the Black Swan and Bibles without Temple Bar, and at the Queen's Head against St. Dunstan's Church in Fleet Street,
M.D.CXCVIII

The book is dedicated to

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

The adventurous traveller "M. Martin Gent" assures the Right Honorable Charles Montague that :-

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

On page 14, the old voyager of the year 1698 states "This isle is by the inhabitants called Hoit and likewise by all Western

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

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

top of Oterveaul Hill, almost a foot under ground, and there was likewise a Wooden Dish full of Deers' Grease found in the same hill underground. 'Tis also said of this Warrior that she let loose her Greyhounds after the Deer in St. Kilda making their course towards the opposite isles. There are several traditions of this famous Amazon with which I will not further trouble the Reader."

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

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

In this book no reference is made to a monk Kilda, who is asserted by some of the encyclopaedists to have lived on the island, and to have been called a Saint after his death by the islanders. There does not appear to be any evidence existing

for such a statement. How the word Saint came into the place name appears to be inexplicable, without Peter Goas (1663) canonised the island Hirta in his Dutch sea map as "St. Kilder."

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

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

