

## CHAPTER XII.

*Houses and Rents—"Cockatoo" Watermen and St. Kilda Shore, 1853—St. Kilda Pier and Jetty Company—F. J. Sargood—Proposed Breakwater—Bus Service, 1851—First Omnibus, "The Premier," Joseph Howard, Licensee, Royal Hotel, Owner—William Johnson Sugden—The Mooney Family—The Criterion Hotel Becomes New Baths Hotel—Charles Wedel Advertises St. Kilda—George Watson—Melbourne Omnibus Company, 1869—Bay View Hotel—Buck's Head Hotel—Star and Garter—The St. Kilda Cabmen—Gunn's Railway Cars and Village Belle Hotel—Ambrose Kyte and Oakleigh Hall—Traffic Returns—Land Sales and Prices—Opening of Carlisle Street to the Esplanade.*

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

In his reminiscences, an "Old St. Kilda Resident" tells how the want of a pier at St. Kilda involved him in a minor misfortune. "Well do I remember," he writes, "the temerity with which on my arrival in 1853, we left the ship with our baggage, at the wilful solicitations of a couple of unscrupulous 'cockatoo' watermen, who declared we could land in perfect safety, our valuable body, and cargo, upon the hospitable beach at St. Kilda,

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close to that perforated house we had so fortunately secured. Alas, for our first faith in Victorians—it was rudely dashed, with our property, headlong into the breakers, and buffeting up to our armpits through the surf we saw the boat bottom upwards; and our household goods wildly floating around us. But such troubles are of the past. A good landing stage now awaits the visitor, and craft even up to a firewood schooner, ride safely in the compact little harbour formed by the jetty, and the old Bathing Ship."

The reference to the firewood schooner is topical. A trade

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

In 1853, a joint stock company, called the St. Kilda Pier & Jetty Company, was formed in anticipation of the profit its promoters expected to receive from pier dues, paid by the owners of boats bringing timber, and building material to St. Kilda, and also from dues paid for the right to load firewood in the boats upon their return journey to Melbourne. The company was incorporated by Act of Parliament on October 5, 1853. When the jetty was built, it consisted of wood palisading, filled in with earth, which formed an embankment, leading to a small pier. Not long afterwards, it was built, the sea, on a stormy night, washed the pier, and half the embankment away. For a considerable time the company's pier was left lying a wreck. The Government was asked for money towards the pier's restoration but it declined to give any. In December, 1856, Frederick James Sargood, one of the first two members for St. Kilda, gave notice in Parliament of his intention to ask the Commissioner of Public Works, Captain Pasley, if it was his intention, during the then summer months to render any assistance to the populous district of St. Kilda, and Prahran, by the erection of a pier? Captain Pasley replied that the necessity

of having such a pier had never yet been brought under his notice, and therefore no steps had been taken for the purpose.

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

The original design for the jetty showed a jetty of 1000 feet in length, with a depth at least of ten feet of water. It was to be so constructed as to allow extended landing room at the sides. The jetty, which remained unfinished, was considerably less than 500 feet in length, and alongside it the depth of water was only 7½ feet. A large quantity of material was spread, by the sea, during the erection of the jetty. The side protected from the wind was thereby converted into a dangerous shallow, and the landing room was confined to a small platform, at the end of the jetty. The jetty as it stood in July, 1858, was totally inadequate for the reception of the material, it was designed to receive. The St. Kilda Council was seeking, in 1858,

to have the jetty extended, and curved to the north, so as to afford shelter to vessels, discharging their cargoes, and also to boats, lying off the jetty. Failing the curve, the Council favored a T piece, at the end of the work. The Council urged the President of the Board of Land and Works, to extend the jetty to the original designed length of 1000 feet, and to recommend that the sum of £6000 be placed on the Government estimates for that purpose.

The Government made available the sum of £4,000 for the construction of a jetty at St. Kilda. Thirteen contractors tendered for this work, which was given to Abram Crawford, whose tender amounted to £3,146 3/-. The tender was let to him on October 22, 1857. Among the unsuccessful tenderers was the firm of Cornish & Co., who became well known railway contractors. Later it was found that extra work would have to be done in connection with the construction of the jetty. The road approaching it required filling up and the slopes of the Esplanade had to be pitched. This extra work cost £423/6/8/, and

Crawford was again the contractor. His tender papers when the works were finished were endorsed "How did he fill his contract? Satisfactorily." John Keys was the successful tenderer for the necessary fencing to the pier, at the sum of £164/15/-. Five tenders were received for that work.

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

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

On April 14, 1859, the Council was informed that the Government was agreeable to placing the jetty under the control

of the Council.

In addition the Government told the Council that £1000 was to be spent on the jetty. The Council's attention was drawn to the large deposits of cargoes of stone discharged on to the jetty and left there. This stone had been brought

across the bay, and belonged to the railway contractors for the St. Kilda railway, and they had abandoned it. The Council asked the Government whether the removal of the stone had been a clause in the contract for the jetty, and were told it was not. On July 4, the Council learned that the contractor for the jetty was unable to proceed with his work, owing to the railway contractors having made the pier impassable with loads of railway material. Who eventually removed the stone we do not know.

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

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

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

was proposed towards the cost of the breakwater. Those in opposition to the proposal said it was a vote of money to be

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

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

In October, 1851, according to contemporary notices in the Melbourne newspapers, St. Kilda had a bus service, and it was considered a sign of progress to have a bus service, even if the conveyance made but two journeys a day. The omnibus was appropriately named the "Premier," and so far as our researches have disclosed, it was the first public conveyance travelling between Melbourne and St. Kilda. The "Premier" bus left the "Bull and Mouth" Hotel in Bourke Street daily for St. Kilda, at a quarter past 10 o'clock in the morning, and at five o'clock

in the afternoons, calling for passengers at the Prince Albert Hotel in Swanston Street. It started from St. Kilda at nine o'clock in the morning, and at four o'clock in the afternoon. The fares were one shilling each way, children under seven years of age were carried at half price. The "Premier" bus service was owned and carried on by W. Wilson, the proprietor and licensee of the Royal Hotel, St. Kilda. Wilson subsequently sold his interest in the hotel, and in the "Premier" bus service, for we found, also in 1851, an advertisement in "The Argus," stating that "the St. Kilda omnibus still continues to run as heretofore, leaving the Royal Hotel, Joseph Howard, licensee, at nine in the morning, and 5.30 in the afternoon, starting from the under-mentioned places :—Passmore's Hotel, Sugden's Royal Mail Hotel, and the Prince Albert Hotel. Fares each way, one shilling; children under seven years, half price."

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

Champion shooting pigeon matches took place frequently at the Brighton Retreat Hotel in the years of 1859 and '60. On the days of the pigeon matches, a five-horse omnibus started from the St. Kilda Junction, and ran to Brighton, carrying sportsmen. The fare was 2/6 each way. The same omnibus on race days, left the Retreat Hotel, Brighton, at 9 a.m., called at the Devonshire, Brighton, Elsternwick, and the Junction, St. Kilda, hotels to pick up passengers. The fare out to Flemington and back to St. Kilda was 20/-.

William Johnson Sugden was well known in Melbourne in the year 1845, since his name frequently appeared in the "Port Phillip Gazette" as holding the office of inspector of distilleries. Two years afterwards his name still appeared as the "Chief Constable in the Melbourne Police," under notices of sales of

goods, seized by officers of the Court, in satisfaction of judgments. Happily for Sugden, perhaps, had he remained a Government official, and had he not embarked upon the career of a publican, which eventually led him to St. Kilda and Carlton House, and to his goods being seized as he was wont to seize the goods of others. His own goods were sold under the hammer of a Supreme Court Sheriff.

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

Mooney was the licensee of the Brighton Hotel, he promoted an omnibus service that ran from Brighton, through St. Kilda, to Melbourne. Even before Howard and Mooney's bus service a coach started from Cheltenham, and passed through Brighton and St. Kilda on its daily way to Melbourne. Mooney's transfer from Brighton to St. Kilda proved to be a notable one for the fortunes of the Royal Hotel. Mooney added a story to the two-storied building he bought from Howard. Aged people in the years of their sixties, alive to-day, who passed their early life in St. Kilda, have evolved a belief, or tradition, that the Royal Hotel, Mooney's Hotel, was the only

hotel of any note on the beach. The Royal Hotel is spoken of by them as something unique, but this regard arises from not knowing there were other hotels of considerable pretensions on the beach front in the year 1859, powerful rivals of the Royal Hotel, which hotel in that year was kept by Fritz Schluter, late licensee of the Criterion Hotel, also on the Esplanade. Fritz, by the way, was one of the best rifle shots in the St. Kilda Rifle Corps. The St. Kilda Club Hotel was at the corner of Fitzroy Street and the Esplanade. Then there was the Criterion, afterwards called the New Baths Hotel, one of the favourite hotels of St. Kilda, and one, too, with extensive grounds and gardens. Early in the history of St. Kilda in the year 1857, November 7, the St. Kilda Horticultural Society held an exhibition in the garden, and grounds, of the newly-named Baths Hotel. The numerous seats the licensee of the hotel had placed about the hotel grounds were appreciated by the large number of ladies present. The exhibition of flowers grown was satisfactory. An extensive collection of bouquets was shown, and also choice specimens of geraniums, fuchsias, and pansies. During the afternoon the band of the 40th Regiment played a varied selection of music. Schluter did his best to advertise St. Kilda in the newspapers as "a fashionable and delightful watering place."

A man named Johnson was, at one time, the licensee of the New Baths Hotel, and he advertised the attractions of the hotel, informing the public that the house had a splendid frontage to the beach, at St. Kilda, "nearly opposite the new bathing establishment, as well as the proposed jetty, and within five minutes walk from the railway terminus." Continuing, the advertisement said: "Visitors to this hotel will enjoy the advantage of the large, and extensive pleasure grounds, covering three acres, which the proprietor intends shortly to open as tea gardens, to which will be added two bowling alleys upon the American principle, a large quoiting ground, throwing the hammer and a variety of other amusements. Johnston advertised that he made special provision for wedding parties. He was appealing to those who had "diggers' weddings," who arrived in St. Kilda in drags drawn by four horses, gay with

favours, and to diggers' wives, resplendent in dresses of startling colors. The digger and his wife sat on the box

seat, and a hilarious party, shouting and yelling, drinking to all and sundry, occupied the body of the drag. The sanitary conditions of the Criterion Hotel during Johnson's tenancy were not such as would be permitted to-day. A complaint in the newspaper, *The Argus* (March 6, 1861), states that "the open sewer, exuding from the hotel, and running along the foot-path is a detriment to the health, and the pleasures of the inhabitants, and numerous visitors frequenting the beautiful walk on the Esplanade."

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

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

The Criterion Hotel has long been an inn of the past. After the foundations of the hotel had been carted away, and the land on the site the hotel occupied had been levelled, a great crop of vigorous Scotch thistles sprang up and flourished amazingly. The thistle seed was supposed to have been brought out from Scotland in the straw packing placed, to protect the bottles from breakage, in cases of Scotch whiskey. For some years after the hotel buildings had been removed the three acres of

land that Johnson used as a tea garden, and a playing ground, was known to St. Kilda residents as the "Criterion Paddock." The Esplanade Hotel now stands on the site of the one-time Criterion Hotel.

Before the year 1852, when a well known resident of St.

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

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

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

The Royal Hotel, St. Kilda, was on the way to a dusty death. Memories of its days of prosperity were sinking deeper and deeper into forgetfulness. Modern St. Kilda did not know its past. The hotel's ownership changed, and finally the hotel was delicensed. The building was demolished, the walls, in their fall, clouding, for a brief space, the roadway with the dust of other days. And so the famous Royal Hotel came to its end, in *March*,

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

Other old-time publicans were Morris Griffin, of the Victoria Hotel, Fitzroy Street, and John O'Rourke, of Grey Street. Mooney's Royal Hotel omnibus was driven by a youth, a "tall, lanky fellow" named William Killick, who was generally alluded to as "Billy, the bus boy." Killick, being of a frugal mind, saved his wages and kept safely his passengers' tips, and prospering in his worldly wisdom, and his goods, he eventually became a well known publican in St. Kilda, as the licensee of the Star and Garter Hotel. In the year 1867, there was an hotel at the corner of Brighton Road and Carlisle Street, close to the

historical Greyhound Hotel, called the Inverness Castle, the licensee was A. Fraser. Quite recently the Town Clerk unexpectedly received a photograph of the old place from Miss H. Fraser, now a resident in Euston Square, London. The picture shows a primitively designed horse trough in front of the hotel, and also, presumably, the licensee and his wife and child standing at the door of the public house.

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

The St. Kilda Council sought to regulate the cabmen's actions, and to draft drastic rules of the road for their observance with a penalty not exceeding ten pounds if they offended against any of the twelve clauses of By-law No. 24—municipal year 1859-60—for the regulation of public vehicles within the municipal district of St. Kilda. Clause 7 is not without its unconscious humor. It provided that no driver, or conductor, was permitted to carry in his vehicle a noisy, or violent passenger except that he carry him to some police office or watchhouse. The stands for public carriages plying for hire within St. Kilda were in number 8 as follows :— (1) On the Melbourne Road at the junction of Fitzroy Street; (2) Alma Street East on the north side, at the junction of High Street; (3) Brighton Road, west side, at the Greyhound Inn; (4) Glen Eira Road, north side, at the junction of the Brighton Road ; (5) Brighton Road, west side, at the Elsternwick Hotel ; (6) Barkly Street, west side, at the junction of and south of Fawkner Street; (7) Esplanade, west side, at the Royal Hotel; (8) Railway Terminus, Fitzroy Street. In each case the direction in which the horses' heads were to be turned was indicated. Among other things, cabmen were warned to place a muzzle upon the head of any vicious horse; to use nose-bags to contain forage;

and not to remove a horse's blinkers while he fed, nor was a driver to interfere with any other cabman about to obtain a passenger, nor was he allowed to stand his cab within ten feet of the corner of any street, and generally when in line on the authorised cabstands, all cabmen were warned to leave a space of six feet, at least, between every fourth vehicle, for people to pass through.

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

In 1873, "Gunn's Railway Cars" ran from St. Kilda railway station for the Village Belle Hotel, via Grey Street, on the arrival of each train, and vice versa. Gunn's cars also left the St. Kilda railway for the baths, and the Esplanade, and vice versa. The fare was three pence each way at all hours. Gunn advertised that "sober and steady drivers may be relied upon." Gunn, who was authorised by the railway directors to ply for hire, within the precincts of the railway premises, had opposition against his business as a public carrier. The "St. Kilda Time Car Association" ran cars from 9 a.m. till a quarter to 12 p.m., charging sixpence fare each way, so it was not surprising that Gunn secured most of the passengers. George Gunn had his stables in Commercial Road, Prahran. He established the Red line of cabs—Prahran to Melbourne. "Red light by night, red flag by day, and threepence each way." In the years of the seventies, Gunn's large stables were consumed by fire, and a number of horses were burnt to death. The poor terror-stricken animals, paralysed by panic, would not leave their stalls, and their squeals were heart-rending. On the morning following the fire, we, in company of hundreds of people, saw the ruins of the stables and the bodies of Gunn's horses. Gunn never quite recovered from the shock, and he died a year or two afterwards.

When the Melbourne to St. Kilda railway was completed, the omnibus no longer ran from Mooney's Royal Hotel to Melbourne. The railway made an alteration in the everyday life of the residents of St. Kilda who daily went to Melbourne. At the railway's terminus in Fitzroy Street there was a refreshment room, of which Frederick Wimpole, of the George Hotel, afterwards Councillor Wimpole, was a licensee. In 1865 the refreshment rooms at the St. Kilda railway station were kept by William Dicksin, the licensee of the Prince of Wales Hotel, Fitzroy Street, and afterwards by William B. Mallan and A. King. Spiers & Pond, the famous caterers at the Exhibition in London, the men who introduced maids to serve behind hotel bars, were usually the successful tenderers for refreshment rooms attached to these new railways. They leased the refreshment rooms of the Theatre Royal, in Bourke Street, which was built and owned by a St. Kilda resident, Ambrose Kyte. Kyte was the man who, regardless of expense, built Oakleigh Hall, Dandenong Road, East St. Kilda, the finest dwelling at the time around Melbourne, but its magnificence was a little beyond Kyte's early environment. He was not quite happy in its possession. Financial troubles assailed him. In June, 1865, the St. Kilda Council sued Kyte for arrears of rates due on his mansion, Oakleigh Hall. The case, Borough Council of St. Kilda v. A. Kyte, terminated by Kyte paying the amount claimed, £69/0/11. On June 16, the town clerk informed the Council that the judgment had been satisfied, and that he, the town clerk, had made a formal application to the Court to have the settlement entered on the records of the Court.

Ambrose Kyte was one of the remarkable men of his day in Melbourne. He belonged to the class of self-reliant workers, not uncommon in the history of the days of the first settlement, who often rose to undreamed-of affluence with the expanding prosperity of the colony. Kyte was born in a small village in Tipperary. He emigrated from Ireland when he was eighteen years of age, arriving at Port Philip in the year 1840. He obtained work as a laborer until, by his industry and frugality, he was able to rent a small store in Bourke Street, where he set up as a hay and corn merchant. In his prosperous days he had an annual rent roll of £10,000. He was on two occasions elected to Parliament, once as the representative for East Mel-

bourne, and once as the member for Richmond. He gave £1,000 towards the expenses of the Australian exploring expedition of Burke and Wills, and £500 every year for a silver cup as a prize to encourage agriculture. He died on November 16, 1868.

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

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

Most of these houses belonged to distinguished Melbourne merchants, but apart from such merchants' manifest wealth in dwelling places, the evidences of prosperity were to be seen in

the streets of St. Kilda, in the form of well-bred pairs of horses, driven in carriages, and also in many smart gigs, and American buggies. St. Kilda streets had a considerable amount of traffic. We have found a record of a census of traffic for six days in the year 1873 in St. Kilda. It reads:-

From 6 a.m. to 6 p.m. July 17 to July 23, 1873, both dates inclusive. Sundays not included. Six days	Four-wheeled Waggons, Lorries, Carriages	Four-wheeled Carriages	Drays and Carts	Buggies and Spring Carts	Horsemen	Cattle	Totals
North Ward, Alma Rd., East side of, and at junction with High St.	53	351	516	1001	290	223	1921
South Ward, Carlisle st., east, on east side of and at junction with Chapel St.	13	413	398	545	244	-	1369
West Ward, Fitzroy St., opposite to Wimpole's George Hotel, east of railway	371	379	771	891	434	96	2412

(Traffic taken going both ways.)

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

Such, by the official tabulated record, were the traffic movements in St. Kilda in the year 1873. The inference to be drawn from it is that there were wealthy, prosperous and respectable people in St. Kilda. Carlyle quoted the evidence of a witness

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

Horne's house was in Beach Road, not far distant from the Royal Hotel. His place was advertised for sale on January 14, 1857, by Symons & Perry, auctioneers. Horne's home was described as a substantial residence with an entrance hall, dining room, five bedrooms, pantry with slate slabs and well ventilated. A covered passage way from the house to laundry and wash houses, kitchens and servants' quarters. There were stoves, heating plates, and "every appliance to the requirements of a first-class family." In addition to these conveniences, the ways and carriage, are clearly set forth. A covered carriage-way leads from the front to the outer offices. Enumerated are stables, looseboxes, harness room, hay house, and other conveniences, and means of travelling on wheels, and the housing of horse also a carriage house that has room for the parking of three vehicles. Brick flooring is used throughout the outhouses. One of the important features of houses mentioned in those days, was the state of the roof, and that the building was "well spouted." "Well spouted" meant that the spouting was in a condition to catch the rain water, and to convey it to the storage

wells usually found in the yards of any house in St. Kilda with pretensions to be called "modern" in the years of the fifties. Horne's house was supplied with "an immense reservoir and a force pump" that solved the problem of an ample water supply at about the time when the residents of St. Kilda were served with water drawn from stand pipes at the Junction. Additional attractions to this gentleman's residence were a garden stocked with fruit trees in full bearing, conservatories on both sides of the house, and two acres of land, securely fenced. In February, 1859, William Easey & Co. sold a brick cottage with four rooms, a kitchen, detached stable and coach house, in Carlisle Street, opposite to the residences of G. S. W. Horne, M.L.A., and J. H. Patterson, M.L.C., which cottage was "let to a respectable tenant for £130 per annum."

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

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

On November 8, 1873, the "St. Kilda Advertiser" newspaper has the following paragraph: "As an example of the augmentation of price which land in suburban localities attains by simple lapse of time, the result of a sale by Messrs. Gemmell & Tuckett on Tuesday last, of Mr. Robert Smith's property in Barkly Street,

known by the quaint name of 'Berochah,' may be noted. The land comprises 1 acre 1 rood and 24 perches, and was originally bought by Mr. Smith in 1851 for £400. It is laid out in a neat garden with a thriving orchard, full of various fruit trees, and a small enclosed paddock. A commodious villa residence has been erected on the property, but this being about twenty years old cannot be considered now to add a very large item to the value of the ground itself. The property was knocked down to Mr. Clapp, of the Carriage Repository, for the sum of £2,075. As there are 180 feet frontage to Barkly Street, this price would be at the rate of £11/6/- per foot."

At a land sale held in May, 1874, land in Carlisle Street, 135 feet, brought £168/15/-; 41 feet, £63/11/-; 41 feet, £61/10/-; 164 feet, £250/2/-; land in Chapel Street, 42 feet, £65/2/-; land in Camden Street, 47½ feet, £45/2/6 ; 47½ feet, £40/7/6 ; 84 feet, £74/11/-; 210 feet, £181/2/6; land in Anne Street, 43 feet, £27/10/-; 82 feet, £49/4/-; Hotham Street, 40 feet, £44; 117 feet, £105/6/-; 234 feet, £187/4/-; land in Susan Street, one allotment, £41; Bible Street, four allotments for £107/6/6. Henry Tullett was the auctioneer. The large frontages show that there was a considerable area of vacant land available for houses in the streets of St. Kilda at the time of the sale. Tullett, on Boxing Day, 1873, sold land in St. Kilda Beach Estate. There were 58 allotments, and out of that number, he sold 33 lots at prices ranging from 10/- to 33/- per foot. The property of George Rolfe was sold, by his executors, on November 28, 1874. The first lot consisted of two double houses at the corner of Westbury Street and Carlisle Streets. They were bought by J. B. Lucas for £2,000. Aston Lodge, on the opposite corner, was sold to W. C. Yuille for £1,225. Three acres of land at the corner of Alma Road, and Mort Street (now called Alexandra Street), brought £210 per acre. An allotment at the corner of Alma Road and High Street, 98 feet by 92 feet, was sold at the rate of £12 per foot. An allotment in Westbury Street with a frontage of 218 feet by a depth of 35 feet, brought £1/17/6 per foot, and an allotment in Blenheim Street, close to the railway, 80 feet by 125 feet, sold at the rate of 27/- per foot.

What was known as the Acland Estate, at the corner of the Esplanade and Carlisle Street, close to the Royal Hotel, consisted of thirty-one allotments, being portion 35, originally bought from the Crown by J. C. Riddell, M.L.A. On January

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



