

## CHAPTER 2

*Elster Creek, Origin of Place Name Elster—Charles Hotson Ebden—Surveyor Bagshawe and Elsternwick—St. Kilda, a Cattle Run—Early, Leaseholders, Archibald McLaurin, Captain Benjamin Baxter—Thomas Enscoe & Co.—First Hut in St. Kilda—Letter to His Honor C. J. Latrobe—Crown Land Sales, 1842—Particulars of Lots Sold and Purchasers Thereof—The Red Bluff Quarantine Station—The Fever Ship, "Glen Huntly"—Place Name Glen Huntly—The St. Kilda Cemetery.*

**T**HE CREEK near to the Red Bluff, noticed by Fawkner's party, when sailing to the head of the bay, in the schooner "Enterprise", is stated to have been named some years after its first discovery. The man who is reputed to have sponsored the creek's name is Charles Hotson Ebden, one of the adventurous group of the second flight of the pioneers of Victoria. He established, and owned a sheep station, on the Campaspe river, in the Kyneton district, and he called his property Carlsruhe. As time went on and settlement increased the station gave its name to the town of Carlsruhe. Ebden was educated in Germany at the German town Carlsruhe. He was treasurer of the Colony of Victoria in the Haines Ministry for the years 1857-58, and represented the Electorate of Brighton in Parliament. At the second Crown sale of lands held at St. Kilda and Elsternwick Ebden was among the purchasers of allotments. Ebden Street, in "South Elwood" now Elsternwick, recalls his name. A belief exists that he had a home in South Elwood, and that he called his dwelling place "Elster", which happens to be in the German language, the word for a magpie. The place name "Elster" extended, it is alleged, from Ebden's property to the creek, from the creek to the district, when it took on the addition of the Anglo Saxon word, "wick", hence Elsternwick. The creek's banks were the summer playground of magpies. The presence of these birds is asserted to have influenced Ebden in naming his home "Elster", and his early school memories account for the selection of the

German word "Elster", meaning a magpie. Magpies still (1928) frequent the vicinity of where the creek once ran, now called the Elster, or Elwood Canal, though only a few odd pairs of birds are seen each season.

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

On the other hand, "Elster" is a word that is used as a place name in quite a number of localities in England, as well as in Germany. In Germany, rivers and streams, have "Elster" for their place names. The root, and reason of the name of Elsternwick is, we think, as likely to be found in England as in Germany. Early Government surveyors named hundreds of outstanding Victorian landmarks in the country they surveyed. Moods, and temperaments, mental outlooks, and historical knowledge, classical, and modern, all played their parts, at different times, in building up a mental complex that formed the place name box from wherein a puzzled surveyor drew a suitable name to place upon his map of newly surveyed unnamed country. Often the surveyors called local places after overseas localities, associated in their memories with pleasant thoughts of their homeland. That practice should be remembered before commitment to a final assertion of the correctness of the history of any Victorian place/lame, when its commonly accepted line-

age is cloudy, or without any documentary title that is available, or known to exist.

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

In the first days of "The Settlement" at Port Phillip, when Victoria was a South Eastern district of New South Wales, the Government authorities, stationed at Sydney, leased the lands of Port Philip as grazing areas. Cattle, and sheep were driven overland from stations in New South Wales, or they came by ship, across Bass Straits, from Van Diemen's Land, the live stock cargoes from Launceston consisting chiefly of sheep. Under the terms of those grazing leases we find that in 1836 Archibald McLaurin, and his brother, are recorded as grazing sheep over an area of land extending from Caulfield, as far as the Red Bluff, including the southern parts of St. Kilda. Lands whereon the city of St. Kilda now stands, were made available for a grazing area in the year 1839. A lease of those lands was granted by the authorities, in Sydney, to Captain Benjamin Baxter. His leasehold grazing license permitted him to pasture

his cattle over an area to the South West, as far as the Red Bluff, or Point Ormond. When these notes were Originally written, in 1912, some of the old residents, who have since died,

remembered the currency, in their youth, of the words "Baxter's Stockyard," but they were unable to say whereabouts its site was. Since that time we have seen, in the Government Lands' office, of Melbourne, a plan drawn by Robert Hoddle's assistant surveyor, H. B. Foot, in December 1842, on which Baxter's Stockyard is marked. The spot was the south west corner of Robe and Acland Streets. Captain Baxter had a license to graze stock on the lands of St. Kilda in 1842, probably a renewal license of leases formerly held. At that time, he had gone from St. Kilda and had taken up land, at a place, still known by his name, called Baxter's Flat.

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

Forces, and emigrated to Melbourne, December 1837, where he was appointed Melbourne's first post master, in the year 1838, with a salary of £150 per annum. He lived in John Batman's house. In 1839 he retired from the position of post master to become a cattle master. He died at Baxter's Flat in 1892 at the age of 87 years.

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

Thomas's but is the first building in St. Kilda that can be referred to with contemporary documentary proof as being in existence in the year 1842. No doubt the hut was used as a dwelling place of Captain Baxter's stockman. Captain Lawrence of the Lady of St. Kilda was probably among the earliest of settlers who named an unmade public road, when he named Acland Street. A cottage was placed upon Lawrence's land, and its position is indicated on an old plan. The corner of the Esplanade, at Fitzroy Street, was not built on for some time. In the year 1857 there were three houses grouped at the corner, and they were sufficiently close to each other to allow of them being turned into one house with connections made by verandahs. The corner house had two stories, the upper story consisting of one room. These houses were joined together for the purpose of transforming them into the St. Kilda Club Hotel, a very early hostelry now long since forgotten. The third cottage, in Fitzroy Street, we think was Captain Lawrence's house. The two cottages were destroyed by fire, but the third cottage was saved from destruction, Mainly owing to an East wind. The site of

Lieut. Lawrence's cottage was marked for years by an old copper plate, nailed on to the gateway of a brick house, with the name "St. Lawrence" upon it. In our youth in passing

we often noticed the plate, without knowing that our eyes rested on an historical relic.

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

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

"VILLAGE OF ST. KILDA"

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

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

29th July, 1842.

"Messrs. Thomas Enscoe & Co.

"Melbourne, 20th July, 1842.

"Sir,—Having by your Honor's kind permission been living for nearly two years past on the site of the future St. Kilda and perceiving in the newspapers that it is to be put up for sale in November next we would further trespass on

your Honor's kindness by requesting your permission to renew our license and to remain there till the land is sold. We shall then be enabled possibly to purchase ourselves, or by disposing of them to some party purchasing obtain something for the buildings we have put up. We may be allowed to remark that as our residence is on the reserve our remaining until the time of sale cannot in any way militate against it.

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

Sir,

"Your Honor's most obliged and humble servants,

"George Thomas and John Enscoe."

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

"C. J. Latrobe

"28th July, 1842.

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

A pen picture of the St. Kilda road, and of the St. Kilda country, is contained in a letter of Mrs. Perry, the wife of the first Anglican Bishop of Melbourne, Richard Perry D.D. Mrs. Perry was writing to her friends in England. The letter is

dated, "March 10, 1848, Southern Cross Hotel, Australia Felix." Mrs. Perry is describing the road from St. Kilda to Brighton—

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

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

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

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

	A	R	P		Per acre	Total
Section 1	2	2	16	Lieut. J. Ross Lawrence	£86	£223 12
	2	2	3 4	Js. M. C. Airey	£74	£205 7
	3	3	— —	Captain Hutton ..	£75	£225

The south boundary line of the allotment purchased by Captain Hutton was "reserved for public purposes." It is now known as Prince Alfred Square, but it was then called the "Custom Reserve," and it covers an area of one acre three roods, and eight perches.

On the north its depth is 400 feet, and on the south its depth is 200 feet, while it measures 600 feet frontage on its Eastern boundary. Two sections abut on its eastern boundary, having a frontage of 300 feet to Acland Street. The land so plotted by Surveyor T. H. Nutt was known as Sections 4 and 5.

	A	R	P		Per acre	Total
Section 4	1	3	8	J. P. Maine	£66	£118 16
	5	1	3	J. F. Palmer	£73	£131 8
	6	2	1.24	D. Ogilvie ..	£81	£194 8
	7	2	1 —	Dr. Thomas Black ..	£78	£175 10

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

	A	R	P		Per acre	Total
Section 11	1	2	—	J. J. Peers	£66	£44
	12	1	2 —	Captain W. Lonsdale	£36	£54
	13	3	1. —	George Sherbrooke Airey	£38	£114
	14	2	1 —	Robert Deane	£35	£105

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

	A	R	P		Per acre	Total
Section 19	3	—	—	Major W. Firebrace	£30	£90
	16	4	— —	J. H. H. Spencer	£30	£120

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

	A	R	P		Per acre	Total
Section 17	4	— —	—	J. H. H. Spencer ..	£30	£120
	18	3	— —	Captain R. H. Bunbury	£30	£90
	19	4	— —	Major W. Firebrace ..	£30	£90
	20	3	— —	R. Deane ..	£30	£90
	21	3	— —	R. Deane .. ..	£31	£93
	22	3	— —	R. Donaldson ..	£30	£90

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

and it was bought by J. Howard, who afterwards built the "Royal Hotel" upon it. It contained one acre two roods and thirty five perches, and its depth, like all the foregoing allotments, extended to Acland Street.

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

	A	R	P		Per acre	Total
Section 9	3	—	—	Dr. T. Black	£162	£186
	16	4	—	David Ogilvie	£54	£162

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

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

Before the land sections were planned for sale, irregular settlement had taken place. In picturesque spots of the Crown Lands by the seaside, temporary dwellings were to be found in the tea tree scrub. One of the reasons was that Melbourne Town was not regarded by its residents as a healthy place. Sanitary arrangements in the town were bad. As a result of inattention to such governing factors of proper living, "colonial fever" was more or less prevalent, and in summer season it often raged with virulence. Naturally a seaside residence, built on clean soil, away from the smells of town drains, was desired,

and sought for, by the early settlers, but they had no security of tenure. They took the risk that the Crown would not turn them off as trespassers. The Government later issued licences to allow huts, or tents, to be placed on Crown Lands. This concession led in the year 1859, to complaints being made by the St. Kilda Council to the Government. The Councillors asserted that their municipal officials had no control over a new undesirable class who had come to live in tents about St. Kilda beach. Some of these Ishmaels defied the council officials. They even impudently waved their Government licences in the officials' faces ! As will be seen hereafter (Chap. XIII) the council rated these "Beach Squatters."

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

The necessity of appointing the Red Bluff at St. Kilda, to be the first quarantine station at Port Phillip arose along a tragic chain of circumstances. In December, 1839, a barque of 430 tons, called the "Glen Huntly," Captain Buchanan in command, left Greenock and Oban, Argyleshire, with 157 Government emigrants for Australia Felix. She arrived in Hobson's Bay, on April 17, 1840, and came up to the usual harbor anchorage off William's Town. The port authorities then learned that the "Glen Huntly" was a "fever ship." Ten emigrants had died from fever during the voyage. The Port Phillip authorities acted promptly, ordering Captain Buchanan to at once cross the Bay, and anchor the barque off the Red Bluff. "Several cart loads of tents," says the Port Phillip Patriot "having been previously sent down, and every comfort provided for the accommodation of all parties, the disembarkation of the emigrants commenced yesterday." That was Wednesday, April 23,

1840. The report proceeds, "A sergeant and four privates are sent down as a guard to prevent any intercourse with settlers or others, and the most rigid quarantine laws will be observed to prevent, if possible, a calamity similar to the visitation which has so recently befallen Hobart Town."

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

A newspaper paragraph appeared, at this time, with regard to Scotch emigrant ships, to the effect that it was "repeatedly asserted" that they were sent out "badly provided, wanting comfort and provisions." The inference was that the "Glen Huntly" called the "Fever Ship" belonged to that class. It was notorious that ships condemned as quite unfit for further service in any trade were patched up, and chartered to convey emigrants to Australia. In a London paper, the "Weekly Dispatch," published a month before the "Glen Huntly" left Greenock, an article was devoted to the scandalous conditions obtaining on board emigrant ships. The paper declared that "there were many shipowners between London and Blackwall who possessed sufficient influence to get a leaking waterbutt, if they wished it, chartered to take out emigrants or convicts." The Government inspection was a farce. Pumps had to be kept going to prevent

the ships sinking; provisions were of a most inferior quality, the ships were overcrowded below, and, as a consequence, on reaching certain latitudes, fever broke out, decimating the emigrants. The loss of child-life was fearful. Finally, the trade of carrying emigrants as then practised by unscrupulous ship owners, was deemed to be "a wholesale traffic in human life." How far that scathing denunciation applied to the owners of the "Glen Huntly" we are unable to say, but the ugly facts remain obtruding through years that have passed since then, that the barque was 430 tons burden, and that she had 157 emigrants men, women and children—as well as her crew, stowed somewhere, and somehow, aboard of her. In the circumstances, that only ten emigrants died at sea, and three more at the Quarantine Station, is surprising.

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

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

George Armstrong was a locksmith, a widower, and James Mathers was a single man. The last two emigrants who died in the quarantine camp were placed in graves dug alongside the first grave. A special Board of Inquirers, appointed by His Honor, the Superintendent, made a satisfactory inspection of

the Camps on May 27. The healthy emigrants were released from quarantine on Monday, June 1. Twelve days later, on June 13, the rest were allowed to go to Melbourne.

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

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

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

was made, and as a result a suitable memorial was placed on the grave. The tombstone is in the south west corner of the St. Kilda cemetery, and it bears the following inscription :-

"On December 13th, 1839, the emigrant ship "Glen Huntly" left Greenock, Scotland, and arrived at Hobson's Bay on 17th April, 1840. Many of the passengers suffering from fever were landed at the Red Bluff, St. Kilda, on 24th April, 1840, that being the first quarantine station in Victoria. A few days later

John Craig

James Mathers

George Armstrong

succumbed to the disease, and were interred at the Bluff. Owing to the encroachment of the sea, their remains were exhumed, and removed to the St. Kilda Cemetery, on 27th August, 1898, by the Board of Public Health.

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

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

"They dared the perils of the sea  
To win with hope the promised land  
To find new homes was not to be  
But lonely graves upon its strand.

"For almost sixty years they slept  
Unmindful of the troubled waves  
Till the encroaching tide o'er stepped  
The limit of their sea girt graves."

The barque "Glen Huntly," as an emigrant ship, made other voyages to Melbourne. A Melbourne Shipping Register speaks of the barque arriving in Melbourne on January 9, 1850, under the command of Captain Robert Barr, consigned to Dalgety, Gore, & Co., Melbourne, shipping agents. Her cabin passengers were Mr. and Mrs. Heathcote, Mr. Foxchall, and Dr. Burley, surgeon, with 46 emigrants in the steerage. She carried 157 emi-

grants on her fatal voyage ! Her tonnage, in the Register, is given as 505 tons, not 430 tons, as in the Customs House books. This voyage, in the year 1850, was the third voyage of the Glen Huntly to Melbourne. On the previous voyage, she left Melbourne on Oct. 5, 1848, for Sydney. She had been absent from Melbourne for 15 months and 4 days. Finally, she left Melbourne for London, on March 6, 1850, and she did not, so far as records go, return. Her owners, or managers, were Marshall and Eldridge of 34 Fenchurch Street, London.

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

"Cock of the North, my Huntly braw

Whaur are you wi' the Forty twa ?"

Gordon was the colonel of the 42nd Highlanders.

The St. Kilda Cemetery, in East St. Kilda, wherein all that remains of the "Glen Huntly" pioneers is laid finally to rest, has served since June 9, 1855, as the God's acre of St. Kilda. At least that is the date of the first burial recorded in St. Kilda Cemetery Register. There were earlier burials. Sir Archibald Michie told Dr. Charles Bage that he attended the first burial in the St. Kilda cemetery. It was that of a school girl, the fact of whose burial was not recorded until fifty years after her

death. Originally the Cemetery extended from Orrong Road (East) to Hotham Street (West) but the area was reduced to its present proportions of twenty acres. The deed of grant from the Government to the Trustees was issued on February 7, 1861. Well known names of early St. Kilda residents appear in the list of Trustees. Augustus Frederick Adolphus Greeves, William Lane, John Matheson, Francis Edis Beaver, Charles H. Symonds, Robert Kerr, Benjamin Cowderoy, Henry Tullett, William H. Lacey, and James Stodart. The trustees were then under the control of the Crown Law Department, but they are now appointed by the Governor-in-Council, under the advice of the Board of Health. They number eleven, and represent the leading religious denominations, and four of the trustees are elected by the councillors of the cities of St. Kilda and Prahran.

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

Minister of Justice in the McCulloch Ministry of July 14, 1863 to July 18, 1866. Fifty names, out of a population of 10,000 were attached to the petition. The Commissioner of Lands refused the prayer of the petitioners. Another attempt to close the cemetery, upon the plea of offensive drainage, was made later by certain interested residents but that also failed.

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

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

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

Because the main source of the income of the Cemetery Trustees, the sale of graves, was no longer available after December, 1900, the condition of the cemetery, without having any maintenance money spent upon its upkeep, became deplorable through weeds and overgrowth. In 1928 it was decided to put an end to such a growing wilderness. To enable the Trustees of the St. Kilda Cemetery to raise money for maintenance the Minister of Health agreed to an Order-in-Council authorising the reopening of the cemetery, and the sale of

allotments for 500 graves at £10 each. Some months before a special order was made to allow the sale of 500 graves in the Roman Catholic section of the Cemetery. The last order referred generally to the whole of the burial ground. This forced source of revenue can only prevail so long as there are grave allotments to sell. Once the graves are sold the cemetery must, in time, revert to its former deplorable condition. In sympathy with the Trustees, in their difficult position, the St. Kilda Council, and the Prahran Council, are, at the present time (August, 1930), in conference on the subject.