

CHAPTER IX.

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

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

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

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

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

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

"THE BATHING SHIP," ST. KILDA BEACH.

This Bathing Establishment has peculiar claims upon the support of the Public, inasmuch as its Proprietor, Capt. William Kenny, was in the year 1853, the original Projector of Sea-Bathing accommodation to the inhabitants of Melbourne and its vicinity. Up to the above period, all persons, no matter what their degree or position, must, in order to enjoy a Sea Bath, have submitted to an *al fresco toilette* on the open Beach, exposing themselves (however unwillingly) to the gaze of persons within range of observation. To most persons this mode of obtaining a bath was absolutely objectionable, and but few persons ventured on Sea-Bathing under such circumstances. Consequently there was but small encouragement for "capitalists" to provide an accom-

modation manifestly required, but which, nevertheless promised only very remote prospects of "interest on capital." With this difficulty apparent to him Captain Kenny, however, in the year 1853, invested all his available capital in the purchasing and placing the Bathing Ship "Nancy" in her present condition, firmly believing that our citizens would sooner or later appreciate the advantages of a "comfortable and decent plunge in the open sea." The first season did not pay. The second season did pay, and the profits were devoted to improvements in the accommodation. The third season was a "decided success." So decided, indeed, that the speculation was considered too good a thing to be enjoyed by Captain Kenny alone—even though his private enterprise had led to the result, and very soon after his success becoming apparent, he found his unaided "Private Enterprise" was opposed by a Public Company. Captain Kenny does not complain of this competition, for success in any undertaking naturally leads to opposition; but still, in competing with his powerful opponents, he would remind the Public that "The Bathing Ship" is the original St. Kilda Bath. Notwithstanding his private resources must of necessity be more limited than the means of competition possessed by a Public Company, Captain Kenny now with confidence, and some amount of honest pride, asserts that, although it may not be so ornamental in exterior, yet still his old unpretending establishment will bear favourable comparison with his opponents in all material points, and that he can now offer to his liberal patrons a Bath in the best Bathing Site in the Colony! FENCED IN AND FREE FROM FISH! The bottom is composed of a thick layer of fine sand, and consequently the Diver can enjoy his plunge without danger. The depth of water varies from 12 to 3 feet, affording facilities, as well to the inexperienced as to the experienced Swimmer. To the latter, the site is peculiarly advantageous, inasmuch as it contains the largest swimming area in the Colony, fenced in and free from observation.

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

Captain Kenney's claim to be the first person to provide accommodation for bathers on the St. Kilda Beach, was not literally correct, though he may not have considered an earlier fugitive attempt to establish baths as insufficient to deprive him of his claim. In newspaper articles written about Captain Kenney and his ship baths, and such public references were numerous at one time, the date of the Captain's arrival in Melbourne has repeatedly been given as in the year 1850. Man's memory is a frail reed to lean upon alongside the support that is given by the written word, and documented dates. Captain Kenney, according to the Melbourne Custom House Shipping Register, now in the Melbourne Public Library, arrived during the close of the year 1852, viz., December 16. For business

purposes the new year must have seen the launch of "The Apprentice" adventure, and its unfortunate end on the rocks of King Island. During this time the record for providing the first commercial bathing facility at St. Kilda was made by a woman, Mrs. Ford, who provided, in the year 1853, a bathing shelter for bathers, wherein they could undress, and dress, in private. Her baths were on the south side of the jetty. When Captain Kenney was safe from the perils of shipwreck in Melbourne, and began to contemplate a sea baths speculation, and when he visited St. Kilda he thought that Mrs. Ford had secured the best bathing site on the beach, and he bought what rights of site and material Mrs. Ford had.

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

SHIPPING INTELLIGENCE.

February 20. Nancy, Swedish brig, 200 tons, C. C. Nord-querb, from Hong Kong, 13th July, via Swan River, 20th January. Passengers.—Cabin : Messrs. F. Knoop, C. Weiss, and forty in the steerage. F. Knoop, agent.

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

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

The same paper published a paragraph, in its news columns, in the form of a warning notice :—"Look out. We perceive forty steerage passengers by the Nancy from Hong Kong, via Swan

River. Are these men bond or free?" The reason of the paragraph was that Melbourne people were suspicious of those who came from Swan River, which was then a Crown convict colony.

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

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

of 26 feet. She was sailing the seas when Captain Cook was cruising along the Australian coast line, in the "Endeavour," in 1770. The brig "Nancy" was slightly larger than the "Santa Maria," in which Columbus bravely sailed into the unknown seas, and discovered the new world. The "Santa Maria's" measurements were 90 feet of a keel line, and a beam of 29 feet.

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

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

Captain Kenney grumbled to the last at what he considered was the arbitrary action of the Government in supporting the

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

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

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

between marshlands, and the sea. In dry seasons the place was a drifting desert of sand.

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

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

When the brig "Nancy" was settled in its new position, at the shore foot of Fitzroy Street, the use of the roped ferry boat, from shore to brig, was abandoned. Captain Kenney, knowing his ship was permanently anchored, connected the shore with the ship by a small slender pierway. Thousands of bathers in the years passed along that narrow pier, for Kenney's Baths were popular. In the heyday of their prosperity they were the accepted place for Melbourne people to hold marine sports, and

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

A display of swimming was given at St. Kilda on March 5, 1859. The Argus newspaper's report of the affair states : "There was a large number of persons present. The Bathing Ship was completely crowded, and the beach for some distance, on the Sandridge side, was lined with spectators. A heavy rolling sea, we are informed, was not conducive to the success of the swimming exhibition. A trial of skill between two expert swimmers, Horne and Stedman, was the attraction of the afternoon. Horne was awarded a gold cup, though the opinion of the spectators was divided as to whether Stedman was not quite as good a swimmer." Visitors to the Bathing Ship wrote letters of complaint to The Argus editor, saying the price of admission to the swimming races, three shillings, was again too

high. Three shillings was the charge to watch the races from the deck of the "Nancy," the grandstand. Among the spectators interested in Horne's trick swimming was Professor Irving, a graduate of Balliol College, Oxford, and who had been appointed a Professor of Classics at the University. He afterwards became the Principal of the Wesley College.

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

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

"It was with some surprise that Punch last Saturday afternoon beheld Mr. R. H. Horne (Orion) in *puris naturalibus*, lying, on his back, in the water, outside Kenny's Bathing Ship, with about a thousand people looking at him, and admitted to the sight at eighteenpence and two and sixpence a head. Walk up! Walk up ! Walk up! A real live poet, unsophisticated as when barn into the world."

The paper says : "Mr. Horne's situation did not look epic in this new 'water commission.'" Messrs. Facie, Nicholson, Gregory, and Patterson, on a raft, were the judges.

Horne, at the time, was the Commissioner for the Yan Yean Water Works. He had been educated at the Royal Military College, Sandhurst, and had an adventurous and honorable career, including fighting as a naval unit in the Mexican-Spanish

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

Henry Vizetelly, of Vizetelly & Co., publishers, London, who published the epic poem "Orion," tells us in his memories of

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

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

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

Horne was contemporary with Miss Clara Aspinall, who came on a visit from England to St. Kilda in the year 1858. She stayed with her brother, the well-known barrister and politician, Butler Cole Aspinall. She wrote her impressions of her stay under the title of "Three Years in Melbourne," published by L. Booth, London, 1862. She says that "few families reside in Melbourne unless their business avocations compel them to do so. The favourite localities are St. Kilda, Brighton, South Yarra, Studley Park, Hawthorn, Toorak, Richmond, and Heidelberg. Then she proceeds, "St. Kilda is decidedly the favourite of all these suburbs, and the most thickly populated, chiefly on

account of its good sea bathing, and the convenience of getting from it into town by the train. There is an esplanade overlooking the pretty bay, where it is pleasant to drive, and to walk up and down before sunset on a summer's day. It would be drawing rather extravagantly on the imagination to say that it reminds one of the East, and West Cliff of Brighton, in Sussex; still, this favourite Australian resort commands a very much more enjoyable view, the bay being dotted over with every description of vessel from the magnificent clipper ships to the tiniest of sailing boats, painted all colors. The bathing at St. Kilda is excellent, much better, I think, than at many English watering places. The bathing establishments are three-sided wooden erections, open to the sea. These are divided into innumerable little apartments, rather smaller than a bathing machine, but very much more comfortable from the fact of their being stationary,"

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

In October, 1857, Captain Kenney petitioned the Crown Lands authorities, to give to him permission to place another bathing ship, some 300 yards north, from his bathing ship, towards Sandridge. He explained that he designed the second bathing ship, "for the use (more particularly) of the working classes." He purposed to charge each person using the baths, threepence. The building to be constructed, in connection with the ship, was to be placed on piles, and the baths would be screened from observation. The approach to the ship was to be by a jetty. The Secretary for Crown Lands, informed the Coun-

cil that, as he understood, 600 yards was the least distance, from the present bathing ship, towards the Battery, that the Council approved of, he would not issue a license to Captain Kenney, until he heard from the Council. Captain Kenney's intention was not carried out. The Battery north of the Beaconsfield parade foreshore was one of those along the shore that belonged to the Victoria Volunteer Artillery Corps, which was commanded by Lieut.-Colonel Anderson, and had a corps strength of 684 men.

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

The St. Kilda Council was informed, by the Secretary of the Crown Lands Office, that proprietors of bathing establishments had no claim to the shore, only so far as it was necessary to use it for the free ingress and egress to their baths. This rule was departed from, in the case of Captain Kenney, who obtained permission to occupy a small portion of the ground, to be used as a yard to accommodate his patrons' saddle horses. In the year 1876, some of the old stalls, sand choked, were still to be seen. The shore line was closely watched by the St. Kilda Council. Questions, to the Crown Lands Department, concerning the doings of the Crown tenants, on the shore line, were frequent. In January, 1860, the Secretary of the Crown Lands, forwarded, at the Council's request, a report by the Head Crown Ranger, W. M. Bickford, showing the names of the licensee occupants, of the sea frontages, within the municipality of St. Kilda. The names were those of William Kenney, with bathing establish-

ments 1, 2, 3, for each of which he paid a rental of £10 a year ; John Webb, who paid a like rent; Mrs. Ford, a like rent. Law- ranee Tulloch was a fisherman who paid 10/- a month, as did, also, two other fishermen, McFarlane and McGregor.

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

In the bow of the brig "Nancy" there was a cabin where, in the year 1856, the Victoria Yacht Club members met, and transacted their business. In the cabin many seamen of the seventeenth century must also have sat during the brig's voyages. The rules of the club always lay on a table in the cabin for the use of the members. The book of rules bore the imprint, "Wilson, Mackinnon & Fairfax, 78 Collins Street East, 1856." We learn something from the "Rules and Regulations of the Victoria Yacht Club." Rule 31 states that the club button bears the initials V.Y.C. and Foul Anchor, and that it is optional to members whether they wear the button or not. Rule 32 defines the yachtsman's dress with the precision of a Professor Teufelsdröckh. The book gives a list of members, mentioned among whom were Samuel Henry Bindon, afterwards a County Court judge. Bindon was a member of the St. Kilda Council

from 1863 to 1867, and a member of the Legislative Assembly from 1858 to 1861; J. M. Crosbie, Thomas Miller, a Melbourne Police Court lawyer, who kept a pack of beagles at St. Kilda; George C. Ross, George Mansfield, A. J. Kenney, Robert Robinson, W. IL Belcher, Clerk of the Melbourne Police Court; Brabazon Purcell, Nicholas Riordan, McGregor, R. C. Bagot, Robert Brown, W. Hocken, Thomas Graham, H. Hellins, A. S. Wright, Mathew Cantlon, Robert Bennett, A. Sutherland, R. D. Ireland, Thomas Mathews, W. Pender, Captain Kenney, Charles Hackett, P.M., and others.

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

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

make its way. Fortified by his belief, he remained in the coal trade, and as a result the great interstate shipping company of Howard Smith & Sons Limited was founded.

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

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

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

In 1861, Captain Kenney had established a bathing establishment for ladies. "The Argus" newspaper, in a sharply-worded paragraph, accused the proprietor of the Ladies' Baths, St. Kilda, of issuing a misleading advertisement card that was displayed in various places, including the precincts of the St. Kilda railway station. From the card's letter-press it was

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

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

Leggett was the St. Kilda Sea Bathing Company's manager, and he was well known, apart from the position he held, on the sea front. Under the Fisheries' Act he exercised the duties of an inspector. In October, 1860, Leggett, described as the manager of the St. Kilda Sea Bathing Company Baths, prosecuted three woebegone, poverty-enveloped Chinese, Ah Fow, Ah Pah, and Ah Gib, for fishing, with a net, that had in its bunt a mesh of one third of an inch in diameter. The Chinese beachcombers, who lived in the ramshackle shanty on the West

Beach offered no defence. Evidence was given that the Chinese were so poor that they could not have had much less than they had and continue to live. The net represented everything to them. They just scraped enough by working hard, morning, and evening, in salt water, with the aid of a leaky boat, to get enough to eat, and so to continue their hapless lives. The Chinese were fined 1/- each and the costs were fixed at 6/8. The net was ordered to be destroyed. An appeal was made by a Mr. Pain, on behalf of the Chinese, to stay the destruction of the net until such time as a memorial could be prepared to present to His Excellency praying him to allow the Chinese to send the net out of the colony. While the justices were in sympathy with the three unfortunate Chinese, they said there was no option but to destroy the net according to the Act. The Chinese survived the legal proceeding, and even multiplied upon the beach front. By the year 1873 there were twelve of them living on the West Beach.

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

saw some of these alien fishermen on the west beach, in the year 1876 or '77.

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

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

of the Theatre Royal bars, and of the Brighton Railway Refreshment Rooms at Brighton.

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

In January 1865 the Council was complaining of the inadequate screens there were at the baths to hide the bathers from the view of people on the beach. The Council also complained that the bathers were not as careful as they should be. They swam out to the fences, and climbed upon piles, and exposed their nudity quite unnecessarily. The Council decided to issue notices to bathers cautioning them about their conduct. These notices were not popular with the baths' proprietors. The Council, to give publicity to the notices, placed them on boards erected in the vicinity of the bathing establishments. In January, 1865, Andrew Campbell, employed by the St. Kilda Borough Council, was nailing up one of the bathing caution notices against undue exposure in front of Hegarty's baths, when Hegarty came out of his premises, and abused and threatened the Council's servant with violence if he posted up the notice. Nevertheless, Campbell refused to be intimidated by Hegarty, and posted the notice as was his duty to his employers. Thereupon Hegarty abused Campbell still more violently, but he went no further with the business of assault as threatened, the hot words seemingly having eased his mind, and stayed his hand. Campbell, feeling he had been scurvily used by Hegarty, in the performance of his duty, brought Hegarty before the justices of St. Kilda, sitting in Petty Sessions, and the justices having heard Campbell's story, said that Hegarty had done wrong, and that he must pay to the Queen's revenue 5/-, or go

to gaol in the St. Kilda lock-up for 24 hours, whereupon Hegarty elected to pay the 5/- rather than to remain in the lock-up. The wording of one of these warning notices, issued by the Council's Baths' Committee in March, 1873, reads :—"In consequence of the proximity of the Esplanade, and the houses bordering on the same, gentlemen using these baths are particularly requested not to unnecessarily expose themselves. Instructions have been given to the police to take action against any persons who may offend in this way."

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

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

In 1873 the St. Kilda Ladies Sea Bathing Company Limited was in existence. Its directors were Messrs. W. Simpson, Shaw, Smith, Barnet, Doyne, Lazarus, Lord and Murray. W. Simpson was the chairman, and Mrs. Goode, the manageress of the baths. The annual report showed that 26,000 baths had been taken in

the season. The balance of receipts for the half year was £1,109/18/11. The baths were so successful that the directors decided to increase the length of the building, seawards, 200 feet.

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

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

Hegarty's baths came into the possession of Isaac Barnet, J.P., and he leased them for a number of years. In June, 1906, an important change took place when Barnet floated the baths business into a company consisting of J. C. Williamson, George Tallis, J. H. Riley, and himself. The company remodelled the baths, and made a new facade to the baths, and installed a

system of electric lighting throughout the building. Other Improvements were made, the whole cost of which was £4,500. The company intended to allot certain days to mixed bathing, but that intention was not carried out for want of official permission to do so.

Kenney's Baths did not pass out without a desperate struggle being made by many residents who favored their retention. The final round of a long-drawn-out battle took place in the Premier's office, the Hon. John Murray, on March 2, 1900, when for nearly two hours he heard both sides of the question. A petition was submitted, from residents in Fitzroy Street, and a larger one, signed by 4,000 persons, protesting against the abolition of gentlemen's swimming baths north of the St. Kilda Pier. The Premier was curious to know what persons residing in Yarragon, Gippsland, Carlton, Williamstown and Lake Bolga, who had signed the petition, had to do with Kenney's baths at St. Kilda? A representative of the opinions of the Prahran Branch of the A.N.A. was present to express the opinions of the branch. He said there were thousands of children, and adults, in Prahran, who made use of the beach. It was proposed to take a large slice of the St. Kilda beach away, and make it into ornamental gardens. The Premier, who took the greatest interest in the beautification of the St. Kilda foreshore, and which interest had been made the subject of complimentary remarks at the St. Kilda Council table, asked the A.N.A. representative, "Have you any objection to the improvements, if the Foreshore Committee is giving more sand, and better sand to the children?" The representative confessed he had not. Mr. Shew, a very old resident of St. Kilda, and first to start the St. Kilda Football Club, objected to the stone wall proposed to be put down from the pier to the baths. It meant a danger to shipping. The Premier asked Mr. Shew if he thought there was any danger of one of the large ocean liners becoming a wreck on the stone wall. Councillor Jacoby, said that the St. Kilda Council had always acted in the one way—in the interest of the ratepayers. Twenty years before that time they had learned by accident, that the late Captain Kenney had obtained, from the Lands Department, baths' extension of three acres, north of the pier. At the eleventh hour the Council heard of the proposed lease. The Council had just sufficient time to prevent the Order-in-Council from being

issued. Every councillor was in favor of the non-existence of the baths. Happily, they check-mated the grant. Kenney's Baths, as they existed, were not fit for a cow shed. As to the dangers of the charges of bathing being raised, when there was a bathing proprietors' monopoly at St. Kilda the charge was made of one shilling per bath, and ladies had to pay eighteen- pence. Now (1910) a State school child paid one penny for a bath and other children were charged two pence. Captain Currie, one of the original members of the Foreshore Committee, at the meeting, paid a tribute to the Premier, the Hon. John Murray, saying that it was Mr. Murray "who saw the dire necessity of cleaning the St. Kilda beach where, in former times, he (Captain Currie) had often gone down with his hand to his nose, owing to the number of dead cats, and to heaps of offensive rubbish on the west beach."

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

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

