

CHAPTER XXV.

Early Postal Services at St. Kilda — A Public Meeting — Council Resent Interference—Post and Telegraph Offices—Adverse Opinions Concerning Site—Deputation of Burgesses to Council—A Notable Petition—"Hillites" and "Flatites"—Village Belle Post Requirements, 1924—Elwood Post Office—The Motor Buses' Trouble—The Routes' Question—Public Meeting—Council Declares Meeting's Views not Representative—Old Residents and Some Details—Thomas Monahan, William Howard Smith, Edmund Ashley, Thomas Headen, George Brunning, The Taylors, and Others.

ISAAC HARDING, of St. Kilda, wrote to The Argus newspaper in March, 1857, complaining that there was no delivery of letters at St. Kilda, and that he had to walk nearly a mile to the post office to obtain his letters.

Other sources of information disclose that the whole of the postal business of Early St. Kilda, was transacted in the chemist's shop of Patrick Matthew's in Robe Street. On July 7, 1857, Matthews ceased to be the principal postal agent, or acting postmaster in St. Kilda. The postal office was removed to High Street but it was arranged with Matthews that a portion of his shop was still to be used as a receiving place for unclaimed "ships' letters," and others, and for their distribution, if possible to the missing and nomadic addressees. A large batch of letters was expected by the incoming English mail, in the mail steamer "Columbian", and arrangements were made, with Matthews, to retain his position, until after he had seen that mail delivered, and his office cleared of the letters. At that date the postal authorities decided to cease sending the letters by the train from Melbourne to St. Kilda, in favor of having the letters taken to St. Kilda by carriers. This decision, apparently, was not acted upon at once. On December 28, of the same year, the Post Master General wrote to Benjamin Cowderoy, the chairman of the municipality, informing him that after the 31st instant, a postal receiving box would be opened opposite the Greyhound Hotel, in Brighton Road, and one at Mr. Matthew's shop. It was intended, the Post Master General said, after January 1st to make up a mail bag every day, at the General

Post Office Melbourne, at 5.30 p.m. to allow of letters posted up to that hour, to be forwarded by the first regular Melbourne to St. Kilda train, for early delivery the next morning in St. Kilda. Ebenezer Phillips, High Street, appears to have acted as a post master in High Street, but he soon relinquished the position resigning on June 4, 1858, whereupon the Chairman of the Council wrote to the Post Master General, telling him that the Council favored the appointment of George Slater, an applicant for the vacated position of post master, "if it was considered desirable to have a central Post Office for St. Kilda, under the new postal regulations."

In November, 1859, there were 32 unclaimed letters lying at the St. Kilda Post Office that had come from overseas, letters known officially as "ship's letters." The names of the people to whom the letters belonged were advertised in the Government Gazette; a practice the Government followed, from time to time, as the letters accumulated. Every post office had a large bundle of "ship's letters" waiting for some one to claim them. The unsettled migratory state of the population of Victoria, during the years of alluvial diggings, accounted for the non delivery of the letters, and also for the more or less pathetic notices in the Government Gazette, and the newspapers, seeking missing relations, and friends. The appalling frequency of murders, in the lonely bush, must have accounted for some of those emigrants who had set out so hopefully on their journeys, and of whom tidings were never more heard by their friends. The brute instinct of red tooth, and claw, came to the surface very often, in the years of the fifties. Numerous lurking thieves about the outskirts of the gold fields were ready to murder diggers and others who travelled carrying gold without armed escorts. The Government Gazette advertising the municipal district of St. Kilda, in 1855, contains several notices of rewards for murders, for highway robberies, for arson, for escaped prisoners, and for missing people.

Alfred J. Ogg, then a resident of St. Kilda, and being the acting Government Immigration Agent, had an advertisement in the Government Gazette that stated, "important information was waiting at the Colonial Secretary's Office, William Street, Melbourne, for Margaret Chapple, passenger by the ship "Merchantman," which arrived in 1854. The emigrant was engaged

by Mrs. William Nicholson, on May 6, 1854, and she is described as "lately in her service at St. Kilda."

Postal services, in the year 1873, were unsatisfactory to the residents in the outlying portions of St. Kilda. Gunn's cab ran daily from the Village Belle Hotel to the St. Kilda railway station, where there was a post office receiving box for letters. The cab driver carried forty letters, on an average, per day to post at the railway station. It is within our knowledge, that when the Gardiner Road Board was first formed, at the place now called Malvern, that letters, for the Chairman of the Board, and tenders for the Board's works, had to be addressed "care of the post office, St. Kilda."

Mrs. Charles Marden, who was a Miss Stringer, sister of the late Councillor Arthur Stringer (1900) was born in St. Kilda, seventy-five years ago. She, still clear and intelligent, tells us that letters for St. Kilda residents were, when she was a small girl, left by the mail cart, at the Bay View Hotel, High Street, "to be called for." With other messengers, she went to the hotel, to collect letters for her parents.

The first post office, in St. Kilda, was in High Street, near "Alma Street," but it was a poor place wherein to transact the business of a suburban branch of the Melbourne Postal Department. The office was in one room, off a chemist's shop. The space available for the work necessary was quite insufficient. The Borough Council of St. Kilda protested, on several occasions, to the Postmaster General, but without any improvements being made in the existing conditions. The primitive ways in force, are suggested by the acceptance of a tender, by the Post Office Department, from Daniel Molony, for the conveyance of an additional letter carrier from Melbourne to St. Kilda, six days a week, from May 26, 1873, to June 30, 1874, with payment, at the rate of one shilling per day. Evidently the letter carriers serving in St. Kilda, came each day from Melbourne. The post office room, in High Street, was apparently only a receiving station, and it had to serve the whole district. In March, 1873, the St. Kilda Council made a strong protest against the inadequate postal facilities to the Postmaster General. The Postmaster General, the Hon. Edward Langton, was awakened for a week or two, but then he appears to have been overcome, with the task of thinking of how he could improve the postal facilities at St. Kilda. Anyway he did not give the relief sought. Resi-

dents of St. Kilda grumbled, and continued to do so, until the month of July, when words of complaint were transformed into actions for a remedy. Thomas Taylor of Fitzroy Street issued circulars, July 19, 1873, calling a meeting of the residents of St. Kilda, who were interested in obtaining for the borough better postal services, to devise steps towards obtaining those services. At first, it was intended to present a memorial from the meeting to the Mayor, urging him to make efforts, to obtain adequate postal services for St. Kilda, but when some of the residents present, pointed out that the St. Kilda Council had done all it could do, and that still St. Kilda suffered from the scarcity of postmen, post offices, and postal services, the meeting decided, that a deputation, from those present, should wait on the Postmaster General, to raise their voices, in complaint, in such a way that he would be forced to give St. Kilda an improved postal service. The deputation was formed by Peter Davis, Henry Hull, John Wilks, J. Denham St. Pinnock, manager of the Commercial Bank of Australia, and the Hon. Nathaniel Levi, M.L.C., who lived in Princes Street. The councillors resented the action of this meeting of residents, because the Council considered, it had the position well in hand, and though, it was not clear to the meeting that action was proceeding, yet the Council had negotiations for a post office in progress.

It was known to the St. Kilda Council on September 20, 1873, that the Government had completed the purchase of a piece of land, at the south-east corner of High, and Inkerman Streets, St. Kilda, as a site whereon to erect post, and telegraph offices, for the borough. The St. Kilda Council held a meeting on September 22, when Councillor McNaughton moved:

"That the Government be requested to delay selecting a site for post and telegraph offices, until the matter has been submitted to the full Council."

According to Councillor McNaughton, it had been decided, at a private meeting of the councillors, that the site of the post office should be between Inkerman, and Argyle Streets, and, on that condition, he, Councillor McNaughton had given way, but the Mayor, Councillor W. G. Murray, had acted most unfairly. The question of the site should, in his opinion, have been referred to the Council, as the councillors, at the private meeting, could not agree. He regretted that the Government did not pay more attention to a petition from the ratepayers.

Strong dissatisfaction was expressed by the ratepayers, at the site the Government had chosen. In the Council an amendment was moved, by Councillor Barrett, on Councillor McNaughton's motion, "that the Council approve of the site, at the corner of High Street, and Inkerman Street, for a post and telegraph office."

The Mayor said, that the St. Kilda post office, in High Street was a most miserable place. When he found that no money had been placed, on the estimates, for a post and telegraph office, at St. Kilda, he had consulted with the Honorable the Treasurer, R. Murray Smith, and the Treasurer promised that he would endeavor to remedy the omission. He, the Mayor, had been asked to suggest some sites privately, so that there should be no excessive land value increases by vendor, as it was probable there would *be*, if they sensed that the Government was a probable purchaser. As the land, at the corner of High Street, and Alma Street, was not sufficiently central it was determined that a site should be chosen between Inkerman and Argyle Streets, and he considered, that both of those streets were within the population centre of St. Kilda. Councillor McNaughton had pointed out a site on the upper part of Waterloo Street. The ground opposite the Buck's Head Hotel, in Inkerman Street, was available for purchase, for the sum of £700. The Postmaster had sent an official to St. Kilda, to see if he could find the required land. The selection of the site, for the post office, was the difficulty to be overcome, before the building could be erected.

In January, 1874, the Council was acquainted with the type of the building proposed to be erected, because tracings of the plan had been sent by the Postmaster General to the Council. Pending the removal of the differences of opinion that existed, in the borough, as to where the post office should be erected, the question was allowed to remain in abeyance, so far as the postal department was concerned. The delay in the erection of the Post Office was made the subject of a question (September, 1874) in the Legislative Assembly. The Post Master General, the Right Hon. Robert Ramsay, said that "the lowest tender for the erection of the post office building at St. Kilda, on the plan originally proposed was £3,649, and that was considered too high a price to pay for the work required

by the department. As soon, however, as the vote for public buildings for the year 1874-75 was available, it was intended to call for tenders for the St. Kilda post office on a less expensive plan than the previous one."

The postal inconveniences suffered by the residents continued, until, at last, they determined to make another effort to obtain a post office service, capable of serving the constantly growing requirements of the borough. With that object, a deputation of burgesses, headed by Peter Davis, waited on the St. Kilda Council, on February 8, 1875, and presented a "memorial, signed by 211 of the most influential, and business people, in St. Kilda." The purpose of the memorial was to ask the council, to use its influence, with the Government, for the erection of the new post, and telegraph office in what they considered a more central position, than at the corner of High, and Inkerman Streets—the site which had been chosen. The memorial is interesting, from a local historical point of view, quite apart from its immediate object. Its value lies, in its disclosure of the views, that 211 burgesses had with regard to St. Kilda. We enjoy the reading of the direct story of the conditions of St. Kilda—an authenticated document, descriptive of the times, by the side lights revealed in it. The memorial reads:

"To the Worshipful the Mayor and Councillors of St. Kilda.

Gentlemen, in view of the erection of a Post Office building, so far away from the St. Kilda centre of population, as Inkerman Street, or the Flat of St. Kilda is—we, the undersigned burgesses of St. Kilda, beg respectfully to submit, for your consideration, the hardship, and injustice, involved in this arrangement to the principal inhabitants of St. Kilda viz.—to those who reside in the hill parts, to whom it would be very inconvenient to go so far as to the Flat, either to transmit messages, or to post letters. We beg, therefore, in the first place, to call your attention to the fact, that almost the entire of the business of the Telegraph, and Post offices, of St. Kilda lies with the residents on the Hill portions of St. Kilda. The Cottagers, who reside in that portion of St. Kilda, known as 'The Flat' seldom, if ever, require telegraphic communication. For proof of this, we beg to refer you to the statistics of the St. Kilda Telegraph office. As the southern portion

of St. Kilda, beyond The Flat, is, for the most part, built over, being laid out in large blocks and occupied by gentleman's large residences, St. Kilda cannot further spread in that direction—if, by spreading is meant, increasing population—at least it cannot spread in this sense more than the North Ward, or East St. Kilda can spread. Under these circumstances, our respectful request is that, in the event of a Post office building being erected in St. Kilda Flat, the telegraph wire, and postal arrangements, now going on, at the top, or centre of St. Kilda, be continued at, or near the present Post office site. By so doing the supporters of the Post and Telegraph services of St. Kilda, will still have offices in their midst, and time will show, we think, conclusively, the superior convenience of the present site, for the above works. We, the undersigned, therefore beg that the Mayor and Councillors of St. Kilda, will use their best endeavors to secure to us a continuance of the telegraph and postal arrangements, referred to in this memorial, whether it be in the name of a Receiving House, or Post Office matters not.

The reference to the telegraph wire takes us a long way back in the history of St. Kilda, and its postal and telegraph facilities. A deputation of the St. Kilda Council, waited on Dr. George Samuel Evans, the President of the Board of Land and Works, on Monday, April 18, 1858, to request him, in his capacity, as Post Master General, to extend the electric telegraph to St. Kilda. The councillors, in support of their application, said that, "they considered that the number of legal, and mercantile gentlemen, resident in St. Kilda, who were interested in parliamentary proceedings, and the arrival of the mail, that the electric telegraph to St. Kilda would amply repay the cost of laying it." The Post Master General, in reply, said, "he hoped it would. The Sandridge extension (Port Melbourne) did not return a gross sum of more than six shillings, per week, although, from its propinquity to the shipping, great things were expected of it. The expense of the extension to St. Kilda had been roughly estimated at £600. So soon as Parliament met together, without waiting for the estimates, he would move a special vote for that purpose."

A contract was signed on April 22, 1875, for the erection of the St. Kilda Post Office, for a sum of £3,380. The contrac-

tors were Walker and Halliday of Carlton. The building, at the corner of Inkerman, and High Streets, was completed on January 24, 1876, the total cost, with extras, being £3,423.2.5. The post office was opened, for business, on March 11, 1876, and the first departmental official in charge of the new St. Kilda Post Office was a woman—Postmistress Jane Constable.

One might reasonably suppose that, after a period of fifty years had almost passed, that the postal facilities in St. Kilda, and more particularly in the vicinity of the Village Belle, would not be a source of complaints from the Council, and residents ; that the days, when a resident had to entrust his letters to a cabman, had been superseded by an up-to-date post office and postal service, yet the facts were, that in the year 1924, the postal facilities, at the Village Belle section of St. Kilda, were still lacking. In August of that year, Councillor G. B. Renfrey, J.P. one of the Councillors for the Central Ward, reported to the Council that he had attended a deputation to the Hon. the Post Master General, relative to the necessity for better postal facilities, at the Village Belle. Councillor Renfrey told the Council, that the Right Hon. W. A. Watt, P.C., M.H.R., member for Balaclava, had introduced the deputation and the Hon. F. W. Eggleston, M.L.A. for St. Kilda, had given the deputation his support. The Post Master General promised the deputation that he would visit the locality. On April 27, 1925, the Council learned through Mr. Watt that the Post Master General, had consented to give the Village Belle district better postal facilities and that a Post office had been established in the old bank premises, at the corner of Barkly and Mitford Streets.

The Post Master General was not unfamiliar with the faces of the St. Kilda councillors, who came to him, in due form, with the Federal member of the district, and sometimes they were accompanied by the State member. Two years before the Post Master had granted the request of the Council for the Village Belle post office, that is in October, 1923, the Council had waited upon him to obtain a post office at Elwood. The Council, on that occasion, urged upon him the necessity of placing a post office, on the site, reserved by the State, for public purposes, at the corner of Glen Huntly Road and Broadway. The Post Master General told the councillors that newspaper reports of the Commonwealth having bought a site for the

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Elwood post office were not quite correct. State and Government authorities were still negotiating upon the subject of the purchase. Money for the cost of erecting a post office on Broadway, Elwood, would be provided for, in the next year's estimates of the Commonwealth. In November, 1924, the Council received word that £500 had been set aside, towards the cost of a new postal building at Elwood. Sketch plans were to be prepared, for consideration by postal officers, by the Works and Railways Department, and later, the Council learned that tenders had been called for the erection of a post office, on the corner of Glenhuntly Road, and Broadway.

A common slang word, in use among cabmen, at St. Kilda, and elsewhere, was "duck shoving." The cabman who indulged in the illegal act, along St. Kilda Road, of ".duck shoving" was not a popular individual with cabmen. An early St. Kilda resident, David Blair, defined the term as expressing, the "unprofessional trick of breaking the rank, in order to push past cabmen on the stand, for the purpose of picking up a stray passenger or so." David Blair, does not in his definition, go far enough. Wagonette-cabs, such as Gunn's St. Kilda cabs ran to a time table, and passengers waited along Fitzroy Street, and other roads for them, much in the same way as passengers of to day wait at the various tram stops. A "duck shover" ran ahead of the licensed cab, and picked up passengers waiting for it. "Duck shovers" were prosecuted, and fined, in the St. Kilda Court, since such pirating acts led to breaches of the peace among cabmen. A variation of "duck shoving" was brought about with the coming of motor omnibuses upon the roads of Melbourne, and a very serious position was created in the year 1924, for the Melbourne and Metropolitan Tramways Board. The private owners of motor buses entered into competition with the Tramways Board along its own legal routes, and the motor buses were so freely patronised by the travelling public, that the Tramways Board began to suffer a marked financial loss, indeed, so great was the falling off of the receipts from tram fares that the Chairman of the Tramway Board foretold a deficit, and the eventual depreciation of values in the whole tramway system. The tramway authorities' point of view was that the tramways belonged to the public, and that the touting for passengers by motor bus proprietors along the established tramway routes lessened the number of the tramways' passen-

gers. In the event of a tramway revenue deficit, the Tramway Board had power, under "The Melbourne & Metropolitan Tramways Act 1918" to call upon the municipalities to make up the loss, and this power, if exercised, would have the effect of -causing the Councils to increase their rates, and so the ratepayers, the public, eventually would have to pay for depreciating the revenue earning capacity of their own property, the tramways, through their own acts of patronising the motor buses.

Many people, and councils, took the view, that the motor bus proprietors could not be allowed to be a law unto themselves, and to select their own passenger routes, though some jurists said, yes, that they could do so, contending stoutly that the unrestricted use of the King's Highway was the established right, by law and custom, of every man engaged in a lawful purpose, a view thousands of Melbourne citizens held.

The real issue at stake in the end was evaded by a compromise. Motor omnibuses were permitted to run on selected routes that would not interfere with the tramway's business of carrying passengers. The motor bus proprietors were robbed of their right to the King's Highway, in that fashion, being dragooned into obedience by "The Motor Omnibus Act, 1924," relating to the defining of motor omnibus routes. The selection of these routes, through various municipalities, quickly brought the metropolitan councils into the fray of tramway cars and motor omnibuses. Apart from the monetary aspects of passengers changing their seats from tramway cars to those of motor omnibuses, the omnibuses were heavy lumbering vehicles, shod with powerful wheels, that began to damage the councils' various roads, in a most destructive manner. In short, the traffic was too heavy, too constant, for roads, not designed for the passage of such vehicles. The roads went to pieces under the strain. A minor phase of the damages done by the motor omnibuses was the shaking of some houses to their foundations, since their passage caused vibrations that weakened the walls, and also caused plaster to fall. Specially was this so in High Street, St. Kilda, when the omnibuses were going up the hill, the hill for some reason being resonant, and it trembled to the rhythmic oscillation of the heavy buses, made still heavier by full loading.

This sudden motor omnibus invasion into the city of St. Kilda was one that had to be faced and legislated for, in com-

mon with other suburban councils, that were also affected by the motor omnibuses' services that had sprung up in a night. The St. Kilda Council held a special meeting, all councillors present, on January 19, 1925, "to receive, and deal with the letter, and annexments, from the Public Works Department, under the provisions of Section 3, of the Motor Omnibus Act 1924, relating to the prescription of motor omnibus routes." The Council dealt with no less than twelve routes of the motor omnibuses which impinged upon St. Kilda, and these routes were used by the Trak Motors, the Melbourne General Omnibus Coy, the Greater Melbourne Transit, A. W. Press, the Grey Motors, the Kintrak Motors, Ramsay, Black & White Motor Omnibus Company and by some others. Since these companies have all disappeared, the routes upon which their buses ran do not concern us. In two instances, we have, in the St. Kilda Council's attitude, a foreshadowing of the civic troubles caused by heavy traffic, destroying roads. In the Council's decision, at this special meeting, it was resolved to inform the Advisory Committee to the Public Works Department, that the Council did not approve of applications for the use of Barkly Street for motor bus traffic, unless, the conditions be laid down, that the omnibus must be fitted with pneumatic tyres, and that it shall not weigh more than three tons." Somewhat the same conditions were made regarding motor buses travelling along Alma Road.

On February 5 the Council received a deputation of four ladies, Mrs. Glencross, President of the Central Executive of the Housewives' Association, and also of the St. Kilda Branch, Mrs. Watts, Vice-President; Mrs. Mair, and Miss Robinson, Hon Secretary. The ladies were introduced to the Council by Councillor Gray. The deputationists were indignant at the decisions of the new Advisory Committee with regard to the buses, and the manner in which some of the bus owners, who were about to be ruined, had been treated. They asked the Mayor to call a public meeting of citizens to consider the question. The Mayor agreed to do so, and at the same time removed some misapprehension regarding the usage of the Alma Road motor bus route. So far as the Council was concerned, the Council had not desired the immediate withdrawal of a motor omnibus from Alma Road, nor did the Council know the reason why that bus had been withdrawn.

Councillor Gray, at the Council meeting, held on February 2, 1925, moved: "That in view of the action taken by the Commissioner of Public Works, the Hon. G. L. Goudie, M.L.C., and the Treasurer, Sir Alexander Peacock, in advising the Governor to *sign* an executive Act which has deprived the City of St. Kilda of a very necessary means of transport, essential to its progress, and thus penalised the ratepayers, and which will greatly reduce the revenue of places of amusement, that this Council immediately urge our Parliamentary representative, Mr. Eggleston, Minister of Railways, to demand, that the Premier should convene an urgent meeting of the Cabinet, and take the necessary steps, to authorise the bus routes (approved by this Council) that have been refused by the Commissioner of Public Works on the advice of the Advisory Bus Board."

In submitting the motion, Councillor Gray enumerated the thirteen applications for routes referred by the Advisory Board to the Council for an expression of its opinion, and the decision by the Council on each application. Objection was taken by the Council to the use of the word "demand," and when the word "ask" was used to replace "demand," the motion was carried.

The dissatisfied section of the St. Kilda residents held a public meeting in the St. Kilda Town Hall, for the ostensible purpose of condemning those who, it was alleged, "deprived the City of St. Kilda of a very necessary means of transport essential to its progress," &c. The outcome of this meeting was hostility to the Nationalist member for St. Kilda, the Hon. F. W. Eggleston, the Minister of Railways, for the part he was incorrectly alleged to have taken in preventing St. Kilda from having the bus routes. The St. Kilda Council passed the following motion, "That this Council sincerely regrets the unfair hearing, granted to Mr. F. W. Eggleston, at the meeting, held in the St. Kilda Town Hall, on Monday evening, February 9, 1925, and expresses a feeling of confidence in Mr. F. W. Eggleston, and his administration, of his office." The motion was moved by Councillor Thomas Unsworth, and seconded by Councillor R. H. Morley. A further motion was moved by Councillor E. B. Clarke, and seconded by Councillor F. L. Dawkins, "That this Council informs the Commissioner of Public Works, the Hon. G. L. Goudie, that in, its opinion, the public meeting held in the St. Kilda Town Hall, on February 9th, regarding the bus routes, was by no means representative of St. Kilda ratepayers." This

motion was carried. Councillor Gray desired that his vote should be recorded against the motion. At the subsequent parliamentary elections, Councillor Gray, who occupied the position of Mayor of St. Kilda at the time, standing as an Independent- Liberal was returned as the member for St. Kilda. At the St. Kilda Council meeting held on April 11, 1927, he was congratulated by the councillors, upon his success at the parliamentary election held on the previous Saturday. Some little feeling, the outcome of differing political views, was shown by the councillors, but, as a body, the Council congratulated its Mayor, Councillor Burnett Gray.

We now turn to the personal side of life in St. Kilda, to pass in review some of the old residents. They were a part of St. Kilda, a section of the borough's daily life, before strangers who knew them not, came in large numbers, with the intention of taking up their abode in St. Kilda. The result of the influx was inevitable. The old residents dribbled into the background, and only their own cronies knew that they belonged to the past. It cannot be expected that a full record can be made here of notable residents of St. Kilda, since in the legal, commercial, and political worlds the St. Kilda residents, who were outstanding men of their day, either by ability, wealth, or position, were numerous. The memories of some of these residents linger more than others either by reason of their picturesque careers, or some outstanding trait of a strong personality. Take a man like Thomas Monahan, who bought so freely of the lands in South St. Kilda, bordering on Elwood. Monahan lived at "Erindale," Brighton Road, St. Kilda, and he died there at the end of May, 1889. He was born in Dublin, in the year 1812. He left Kingston to join the ship "North Britain," which left London for Sydney on August 13, 1839. Much overladen, she carried 360 emigrants for Australia. Of that number no less than ninety emigrants died on the voyage, due to "ship fever," typhus, arising from the awful insanitary conditions prevailing on these early emigrant ships, the want of fresh water, the lack of proper food, the crowded conditions of the cabins, or holds, the long periods over which these voyages of death extended. To Monahan the tragedy of the "fever ship," "Glen Huntly," must have seemed a mild one, when he recalled memories of the coffin ship, the "North Britain," in which he, an Irish youth, travelled to the land of his adoption, where he was to make a large for-

tune. He had every reason to have a close acquaintance with the fever cases of the "North Britain," since he had served as an hospital assistant for seven years at Kildare, and it was as an hospital assistant he embarked on the "North Britain." When he landed at Sydney, in the beginning of 1840, the doctor on board the "North Britain," gave to him a testimonial unrestricted in appreciation of Monahan's worth. On February 22, 1841, he married Miss Timms of Sydney. In the same year he left Sydney, and came to Melbourne, where he opened the Port Phillip Club Hotel, in Lonsdale Street. In 1845, he built the Queen's Arms Hotel in Swanston Street, the site of which is now occupied by the State Savings Bank, at the corner of Flinders Lane. Not so long before Monahan's arrival at Port Phillip, the Melbourne Hospital consisted of a log but of two rooms, which served the settlers as a post office, a police office, and a hospital. Later, a house in Little Collins Street, at the back of Temple Court, was used as a hospital. When, in 1846, the foundation stone of the hospital in Little Lonsdale Street, was laid, Monahan was one of the first subscribers to the institution. He also donated to its funds £20, and became one of the first life governors of the hospital. Another St. Kilda resident, the Hon. Dr. A. F. A. Greeves, was appointed in July, 1847, one of the hospital's first surgeons.

The Hon. J. Alston Wallace married, in 1875, the second daughter of Thomas Monahan. Wallace came to Melbourne in 1852, engaged in hotel, store, and mining activities, on the gold fields, and made a large fortune. His future father-in-law, Monahan, tried a mining adventure at Buckland, where Wallace had been successful, and he lost £7,000. After that he confined himself to building. Like his rich neighbor, James Mason, he favored hotel properties. Both had acted as publicans, both made fortunes, both were well known characters of St. Kilda. Monahan had a somewhat florid complexion, with an Irish type of face, and he wore a white beard. He was a well set, sturdy man, and he collected his own rents. We have seen him enter the Queen's Arms, Swanston Street, evidently for that purpose. So well known was he as a Melbourne character, that we have heard bystanders say in Swanston Street, "There goes Tom Monahan." It was said of Monahan, in "The Victorian Men of the Time" that "he never gave a bill, or a bond, an I.O.U. or a mortgage, but that he had taken many. He always paid in cash,

for great, or small things." He was what is called, a "self made man," who had a natural talent for finance, but it was Mrs. Monahan, skilled with the pen, who kept his books. It is noteworthy that Tom Monahan, a very early resident of St. Kilda, owned valuable property in Swanston Street, and that another very early resident, Germain Nicholson, also owned an even more valuable property than that held by Monahan, in Swanston Street, and that both of them bought freely of St. Kilda lands. Monahan lost money in mining, but Nicholson, wiser than he, made money by buying gold from miners. Another St. Kilda resident who made money out of miners was Thomas Alston, J.P. He lived in High Street, and became a merchant draper, the senior partner of the old Melbourne drapery firm of Alston and Brown. He has related how the diggers, and their temporary wives, spent their money freely in his shop, before they drove out in a drag to Mooney's Hotel, St. Kilda. Alston was one of the most constant among the justices in his attendance on the St. Kilda Bench.

Another outstanding St. Kilda resident was Captain William Howard Smith, who lived at "Moreton," on the Esplanade, St. Kilda, and died there on March 23, 1890. He was a man of sterling integrity, and had the enterprise of a sea adventurer of the best type ; one of the breed of seamen who have made the ocean highways but as the backyards of Great Britain. He was born at Yarmouth, in the year 1813, and he came of a seafaring family. His father owned a number of vessels, engaged in the trade to the Netherlands, and they carried the mails to Rotterdam, and Antwerp. In 1834, Captain Smith was employed by Malcomson Brothers, a shipping firm, and he made voyages in their ships to Dutch, Spanish, and South American ports. In 1854, he decided to emigrate to Australia, and with E. Skinner, he bought the steamer "Express," and Skinner acted as her chief engineer. Captain Smith brought his wife and five children with him to Melbourne. He went into the spirited Geelong trade, wherein was much competition for carriage between Geelong and Melbourne. Records say, there was some wild work between competing shipmasters. Above suspicion, Captain Smith remained in the Geelong trade for eight years, and then he turned to Newcastle, and made that coal venture, contemporaneous with the one made by Captain Kenney with the chartered ship "Antelope." Smith succeeded where Kenney failed

This led to Captain Smith returning to Europe in the year 1864. He bought a steamer then running from French ports to the Black Sea. He renamed her the "You Yangs," and when she was in Australian waters employed her in the Newcastle coal trade. Then he bought the ill-fated steamer, "Dandenong," that perished with a loss of almost all hands. To write the subsequent history of William Howard Smith is to record the rise, and the growth of the Australian great shipping firm, "Howard Smith Limited." The founder, who spent the evening of his life, like Captain Kenney, within sight of the sea, was keenly interested in yachting, and was a St. Kilda yachtsman for many years.

When the ship "Himalaya," Captain Burns commander, anchored off Williams Town on February 26, 1842, he had among his emigrant passengers, a young man, twenty-four years of age, named Edmund Ashley, who was well equipped to seek his living in a new land, where craftsmen, with a knowledge of mechanics, were wanted. Ashley was born at Tupton, near Chesterfield, in Derbyshire. He was apprenticed to the craft of a wheelright, agricultural implement maker, and house carpenter. When he arrived at Melbourne, after a voyage lasting five months, he reached the rising city, by the way of the Yarra, in a small steamboat called the "Governor Arthur." He landed at Coles Wharf, near by to tea tree groves, and green banks. He, with two other emigrants, lived in a house close to St. James Church, owned by a man named David Duncan. In April, 1842, Ashley was employed by Robert Langlands and Thomas Fulton, engineers. While there he invented a lever rack for wool presses, that found favor with squatters. Then he made a bellows for a blast furnace, and in other ways, won the esteem of his employers. In 1846 he, with six others, built the paddle boat, "Democrat," which the crew drove by pedalling. The crew, all pedalling, could drive the boat on the Yarra faster than the steamer "Vesta" could steam, but, after a burst of speed, they were glad to have the "Vesta" to take the "Democrat" in tow. The adventurous crew had on one occasion taken the "Democrat" across to Williams Town. The end of the boat was to be cap-sized. It is believed that when she did so one of the crew was drowned. Ashley was well known to early colonists, and recollections recall that he was usually in his walks abroad, accompanied by his old dog "Darby."

In the year 1852, Ashley entered into partnership with Richard Heales, as importers of coach materials, and general merchandise. Heales had been apprenticed to a coachbuilder, and had emigrated to Melbourne, with his father, in 1842. Quite likely he was a fellow emigrant with Ashley, for at Heales' death in 1864, Ashley was one of the executors of Heales's will. Heales was Premier of the Colony in 1860, and a brass tablet in Christ Church, South Yarra, records his virtues. His one time partner, Edmund Ashley, and Mrs. Ashley, nave a memorial window to their memory, in Holy Trinity Church, Balaclava.

Heales & Ashley wanting blackwood for the manufacture of carriages, found there was blackwood growing in the Dandenong Ranges. They decided to start a saw mill at the foot of the ranges and to haul and sledge the blackwood tree trunks to the mill. This determination made them the pioneers who opened up the now well known Fern Tree Gully. A track was cut through the dense scrub, wide enough to allow a team of bullocks to drag a timber carriage through to where the tree trunks had been carried on sledges, which were sent sliding down the hills. Once the sledges started they went over the greasy soil with such an impetus that the trunks crashed the small scrub to the ground, so that more and more way into the bush was made for the bullock teams.

Edmund Ashley occupied several public positions. He was the chairman for many years of the Melbourne Benevolent Society. In that connection he was appointed a member of one of the Royal Commissions on Charities. In the year 1861, he was appointed a justice of the peace.

Edmund Ashley lived at the house he named "Chesterfield," Tennyson Street, and he died there in December, 1892, in the 75th year of his age. He took an interest in his garden that had an area of an acre and a half. The garden was originally formed by a Mr. Welshman, a former owner of Ashley's house. We do not know how it is now, but in 1874 Ashley's garden was considered unique in the horticultural world of Melbourne, since it contained an eight foot, in height, specimen of the rare Araucasias, which had been brought from New Caledonia, by W. Duncan, a collector of garden novelties, for J. J. Rule, of the Richmond Nursery. Though other specimens of the plant were brought to Victoria, very few of them lived, and none of them grew like the one planted at "Chesterfield." Edmund Ashley left behind him an estate worth £61,000.

One of the tradesmen of early St. Kilda was Thomas Headen, a builder. He settled in "The Village" in the years of the fifties. He was born at Birkenhead on October 24, 1831. When the news of gold finding reached Birkenhead in a letter from his brother, who was digging up the Victorian gold fields, Headen decided to emigrate to such a wonderful country. Unfortunately, he had not the money wherewith to pay his passage in the ship. He found it was possible, by a bribe, to a ship's officer, to be taken aboard a ship as an able seaman, at the wages of one shilling per month. He paid £5, and was rated as one of the crew of the ship, "Australia." She took 110 days to cover the distance, and Headen, with others, landed at Williamstown in 1852. One of the first tasks he, with his brother, and cousin, were engaged upon was building a small wing to the Royal Hotel on the Esplanade. The work occupied the party six weeks, and their earnings worked out at £110 per man, after they had paid for their board and lodgings. Another cousin of Headen's came from England, while they were at work on the wing, which was put up mainly to provide room for a bar. The newly-arrived cousin contracted to cover the floor of Mooney's hotel stables with pitchers for the sum of ten guineas. The work occupied him three days. Mooney paid him £10, and went to the bar to obtain the ten shillings. After the publican had gone, Headen's cousin ran away, and he told Headen that he did so, because he was ashamed to take the 10/- so little work had been done for the £10 10/-. Headen said that James Mooney was the proprietor of the hotel, and Joshua Mooney owned the coach, that ran to and from Melbourne, the passengers being charged 2/6 each way. Sometimes a party of residents would charter the coach for the purpose of being driven into Melbourne, and out again at night. Their object was to attend performances at the theatre, the "Old Iron Pot" as the place was called, because it was constructed mainly of galvanised iron. G. V. Brooke, the famous tragedian, was the lure that took them to the theatre in the years 1855-56. According to Headen, Captain Kenney's baths were not the first to be established on the St. Kilda Beach. "Before Kenney's Baths were," Headen says, "Mrs. Ford and her family came down from Castlemaine, and my brother, and myself, put up their bathing tent on the point, where the old ship was afterwards beached. They did not carry on the baths there long, but moved down opposite the Royal Hotel, and I

think Captain Kenney subsequently bought out Mrs. Ford. My brother married Mrs. Ford's daughter."

Headen relates that when on the goldfields, he was passing through Ballarat with his cousin Tom Hilton, when he met John Camm of Charles Street, St. Kilda, who had come up to Ballarat with some goods, he being a carrier. Headen went back with Camm, and this decision led to his introduction to Miss Camm, and to Headen subsequently marrying her. Miss Camm was a native of Liverpool, and arrived in Victoria in August, 1854. Mrs. Headen states that after she married Headen, she went with a party for a picnic to Brighton. They made the journey in a dray. On their return, the driver of the dray sought a short cut to St. Kilda, along the margin of the Elwood Swamp. They were well into the swamp, with its slimy mud bed, when the horse became frightened. The animal refused to go either way. The wheels sank somewhat in the mud. The dray was bogged, the party marooned. The men had to carry the women to the lagoon's margin, where there was firmer land, and, in doing so, the men sank in the mud as far as their knees. Headen built many houses in St. Kilda, and a number in The Avenue, Windsor, for W. Templeton, P.M. Headen says Templeton said to him that he would name the street, "The Avenue," and he did so. Afterwards Templeton planted silver poplars in it. The Headens lived to celebrate their diamond wedding. They were surrounded with 27 children and grandchildren.

Mrs. Elizabeth Harvey, a daughter of Samuel Morey, states she arrived with her parents from Tasmania, in December, 1836, and that she can remember the appearance of Port Phillip Settlement in 1841. With her parents she lived in Malakoff Street, St. Kilda, in the year 1845. Her father was on the Ratepayers' Roll in 1859. Samuel Morey, was the first builder, and contractor to settle in St. Kilda. He built the Royal Hotel on the Esplanade, and also the Inkerman Hotel. William Round, who arrived in 1852, and lived in Prahran, for fifty years, says his favourite Sunday afternoon walk was from Melbourne to St. Kilda. The road from St. Kilda to Melbourne, lay along the edge of the lagoon, and near the Domain Road corner led over a steep hill, where the house for the residence of the commandant was afterwards built. Before the present St. Kilda Road could be formed, a portion of the then forest had to be felled, and the opening thus made presented a grand appearance to the eye of

the passer-by who witnessed it. Referring to Mooney's hotel, he says he knew the bar that was included in the additions Mooney made to the Royal. The bar was accustomed on Sundays to be thronged by a pushing, and struggling set of men, impatient to obtain a drink. Outside the hotel would be a line of 20 or 30 vehicles, left there by their owners. When Round was married he, and his expectant bride, and the wedding party, formed a procession of two and two, and they marched from Cecil Place, Prahran, to Christ Church, St. Kilda, where the ceremony was performed by the Rev. David Seddon. At that date, such wedding processions from Prahran to St. Kilda were not uncommon. Another instance was when the daughter of John Craven, the first Town Clerk of Prahran, was married at St. Kilda.

The Rev. C. Stuart Ross states that on the discovery of gold, in 1851, and the consequent incoming of population into the Colony, in the immediately succeeding years, St. Kilda made rapid progress, and became a favourite residential suburb. "Two friends of mine—city men—kept 'Bachelors' Hall' there. They were Mr. Gabriel, a solicitor (known socially among his more intimate friends as 'The Archangel') , and Mr. Lilly, secretary to the Melbourne, and Suburban Railway Company. In the early days St. Kilda was infested with native cats, and Mr. Gabriel devised an ingenious trap, in which many of these animals were captured. Two of them, preserved by Gaskel, the well-known taxidermist of those days, have now a place in the Marischal College Museum, in Aberdeen." S. Gabriel lived in Dalgety Street, and a Clark Ross lived in Alma Street, East, in 1860.

Edward Frederick Christian Ritter was, in the year 1853, a well-known resident of St. Kilda. He was also an extensive gold buyer. His office in Elizabeth Street, was often full of diggers with gold to sell. On March 17 of that year, St. Patrick's Day, Wednesday, the Melbourne banks were closed, notwithstanding that the Melbourne newspapers had criticised the impending closure as unbusinesslike towards gold buyers. Ritter, like other gold buyers, was unable to place the gold, it was presumed, he had bought from diggers, in one of the banks, and that presumption was acted upon by the lawless bush-ranging element, numbers of which, ex-convicts and their kind, hung, like predatory wolves, on the outskirts of Melbourne. Ritter left his home, with his brother-in-law, Samuel Maxwell Alexander, at eight o'clock on Thursday morning in a chaise,

and drove along the unmade St. Kilda Road bush track to Melbourne. His daily custom was to water his horse at a swamp, east of Canvas Town, on the slope of Emerald Hill, not a quarter of a mile south from the Prince's Bridge over the Yarra. He was in the act of doing so, on the morning of St. Patrick's Day, when his chaise was surrounded by six, or more men. One of the men seized his horse's head, and he and his brother-in-law were covered by them with pistols. A basket in the back of the chaise was pulled off the vehicle, but it did not contain anything of value to the bushrangers. Ritter, knowing he had but sixpence and a key in his pockets, was fearful of ill-treatment by the ruffians. Maxwell had fourteen shillings with him. The fraternity of bushrangers and foot-pads, at this time, had made it a practice, when the contents of their victims' pockets did not yield enough money or gold to please them, to beat their victims so severely as to often leave them on the ground bleeding and insensible. Ritter, in fear of like treatment, therefore began to flog his horse to cause the animal to plunge, and so break away. At the same time he struck, severely, the bushranger holding the animal's head, and the man was compelled to let go of the horse. Desperate then, at least four of the bushrangers discharged the contents of their pistols at Ritter. Six, or seven, shots were fired, and five balls hit Ritter, some lodging harmlessly in his dress. Pistols of those *days* were indifferent weapons. One ball entered Ritter's leg at the shin bone and inflicted a severe wound. He was taken to Melbourne, where Dr. O'Mullane attended to the wound, but the ball was not extracted at once. It is recorded that Mr. Ritter's "lady" came to town, and stayed with her husband. Men's wives in those days were often in the newspapers referred to as "ladies," and not as wives, though they were, let us hope, both. This bushranging hold-up on St. Kilda Road, said to have been the third of its kind, created some excitement in Melbourne. The newspapers referred to troopers wasting their time in the streets of the town, when they should be patrolling, day and night, the roads to the out-lying villages, such as St. Kilda, Prahran, Richmond, and other places. Arrests of suspected men, hidden in houses of ill repute, in Little Bourke Street, were made on the night of the robbery, and other arrests followed. Some of the suspected men were released, but there seemed to be no doubt about the identity of four of the men with the highway men.

They were identified by Ritter and Matthews, and subsequently convicted of the crime of highway robbery. The fact that such a highway robbery could take place in the bush of St. Kilda Road within sight of Melbourne town, is a striking illustration of the condition of that road, and the state of the times. It was not till April 4, 1853, that the Central Road Board, sitting for the first time on March 15, 1853, decided "to take the usual steps to have this road from Prince's Bridge to St. Kilda Junction surveyed, and all its trees removed with a view to its immediate construction and levelling." We have seen and perused pages of the first minute book of the Central Road Board, which was found, after a search, in the vaults at the Lands Office, Melbourne. We acknowledge our indebtedness to Mr. T. H. Taylor, chief clerk of the Lands Office, for information given, extending over years, on obscure land questions that have arisen during the compilation of four suburban histories. No trouble, whether in searching the vaults of the Lands Office for minute books, or in turning up old records, has been too much for Mr. Taylor to take in the interests of accuracy and public historical information.

In December, 1859, Professor Irving of the Melbourne University, was bailed up by a bushranger in St. Kilda Road. The Professor had been dining with a friend at St. Kilda, and was returning home on horseback. He was close to the toll gate, when two men rushed out upon him, from the side of the road, and attempted to catch hold of the bridle of the horse. The Professor was carrying a heavy riding whip, with which— he made a blow at the nearest ruffian. The bushranger was quick enough to evade the blow. At the same time the Professor put his spurs into his horse, and he managed to ride clear of the men, and reached Melbourne in safety.

An "Old Identity" of St. Kilda was John Findley, J.P., who died on August 15, 1887, and who lived in Inkerman Street. At the time of his death, he held the record of having attended the St. Kilda Court from an earlier period than any of his colleagues. Names we recall at random are those of ex-Councillor Johnston, with eighteen years of civic service. He died on November 26, 1888. Ex-Councillor and Mayor W. H. Ellerker, who died March 30, 1891, and ex-Councillor Dixon, who died December 5, 1886. Ex-Councillor Shaw, Mayor and Chairman of the Bench 1881-82, died June 2, 1894, and later we have the well-known Frederick

A NOTABLE ST. KILDA SHOEMAKER

Wimpole, J.P., the proprietor of the George Hotel, St. Kilda. He was first elected to the St. Kilda Council in 1875, and he was Mayor of the city in 1886-87. He died at his residence, "Fardon," Fitzroy Street, on March 21, 1905.

One of St. Kilda's minor identities was a man who talked politics, from morn to night, as he hammered at his last, for he was a shoemaker. His shop was close to Henessey's baker's shop, or four doors from the George Hotel, in Fitzroy Street. Many of the orders to repair boots came from visitors at the George Hotel, who confided their damaged footwear to the hotel boots, who passed them on to the bootmaker, J. G. Wise. He advertised that he mended boots under vice regal patronage. This touch of vice-regality exalted him, far beyond the limits of a mere journeyman bootmaker. No other shoemaker in Melbourne, squatting on his three-legged stool, could say he was under vice regal patronage, though we doubt if the vice regal representative ever wore a boot of Wise's. Yet let the man speak for himself. His card ran:—

TO HIS EXCELLENCY THE GOVERNOR VISCOUNT
CANTERBURY K.C.B.
V. (Royal Arms) R.
J. G. WISE
(Formerly of London)
BOOT AND SHOE MANUFACTURER
FITZROY STREET ST. KILDA
NEARLY OPPOSITE RAILWAY STATION, ST. KILDA
Jockey and Riding Boots.

Wise, or otherwise, in his political opinions J. G. was a genial, if a combative cobbler. He has long since gone to a place where soleing and heeling will not trouble him, nor vice regal patronage be of any avail.

A photographer, who carried on the business of portrait taking in St. Kilda, in the early municipal stages of the town's development, was a man named Van Berckelaer, whose studio was in High Street near to the Junction. His portraits of men show that the fashion of shaving the chin clean prevailed. Very often only a fringe of hair was retained round the face, and under the jaws. In barbers' slang of the day, the fashion was

called "The Newgate cut." The St. Kilda Council has in its possession a portrait of Councillor Florence Gardiner, taken by Van Berckelaer. Gardiner wore his abundant hair in large curls. Another picture, but not the work of Van Berckelaer, is that of Councillor Frederick Brice Bunny. In the portrait he wears a white waistcoat that makes a sharp contrast to his black beard. He lived in Inkerman Street. On June 2, 1885, he died at the age of 65 years.

Among the well known men in the second decade was John Oldham J.P. who lived in Enfield Street. He entered the Council in 1864 and was Mayor of St. Kilda in the year 1869-70. He died on March 21, 1905. Edward Sydes, Dalgety Street, who was elected to be a councillor in 1860 did not die until March 3, 1906. T. J. Crouch was a councillor, and ex-Mayor, a man whose name is associated with the life of his day in St. Kilda. His name appears on the first ratepayers' Borough roll as living in Barkly Street. Benjamin Cowderoy lived in Fulton Street. He attained to the great age of 93 years, dying on Sunday, October 1st, 1904. He retired from the Council in 1866. At the time of his death, he was one of the oldest Justices of the Peace in the State. Cowderoy died at Notting Hill, near Oakleigh.

Theyre Weigall, a barrister, was an early resident of St. Kilda, and he supported the swimming sports that were held in Captain Kenney's Bathing Ship. He was present on one occasion, in March 1861, when a swimmer was almost drowned through having his head caught by a rope line that was stretched below the water. Several attempts were made to rescue the man by diving, but at first without success. A kanaka named Kamimenoo, dived several times, but failed in releasing the man. A well known boatman of St. Kilda, George Craddock, also tried and at last achieved success. The rescued man eventually recovered. Theyre Weigall was the father of Theyre a'Beckett Weigall, who was born in 1860, became a distinguished barrister and K.C., 1906. He was named a'Beckett after a St. Kilda resident, the Hon. Thomas Turner a'Beckett, M.L.C., who had a son, Edward a'Beckett born in 1844, an artist who was taught in the Royal Academy, England. He was the first pupil entered on the school roll of the Church of England Grammar School, Melbourne, and he painted the portraits of the three first headmasters of that school. His mother was the president of the St. Kilda (Ladies') Benevolent Society. Another woman

who had a very wide circle of friends in St. Kilda, was Mrs. Grace M. Hadfield, wife of John Hadfield the school teacher with 35 years' of memories of St. Kilda boys. Mrs. Hadfield had lived in the famous "Canvas Town," and when she died on January 18, 1899, at the age of 69 years, she had completed her 46th year as a colonist.

An emigrant who came to Victoria in the s.s. Ganges, in the year 1853, and to St. Kilda in 1860, was well equipped to make a start in a new country, and he had the knowledge of a calling that diligently followed was sure almost to command success. His name was George Brunning and his place of residence in 1860 in St. Kilda was Argyle Street. He was born at Lowestoft, Suffolk, England, and he learned his profession of a gardener at Somerleyton Hall, Suffolk' England, then in the possession of two large railway contractors, named Morton & Pete. George Brunning bought land in Brighton Road, St. Kilda, and founded the nurseries, that afterwards were household words, with all lovers of gardens, throughout Australia. Brunning's Nurseries, St. Kilda, probably advertised St. Kilda in places where the name of St. Kilda was, in those first years, scarcely known. The combination of the two names as the years went on, and by their constant usage became, or appeared to become, indissoluble. Brunning's Nurseries, St. Kilda, was the best known nursery in the Southern Hemisphere. About fifty years ago the sons of George Brunning were admitted to partnership with their father, the firm being G. Brunning & Sons. The sons' names were George Edward Brunning and Herbert John Brunning. George Brunning, senr., died in 1893. The business was carried on until the end of 1926, and then the famous nursery, as a nursery, closed its gates for the last time. The land had become far too valuable to be kept for nursery purposes. The surviving partners decided to sell the land, and to retire from business. When the St. Kilda Council learned that such was the Brunning Brothers' intention, the Council, on November 22, 1926 wrote to the firm, expressing its regret that such an old established firm was terminating its useful career. The firm made a generous gift of plants to the municipality. Where the nursery once was is now covered by a nest of houses on the town planning system. Anyone curious years hence, to know where Brunning's St. Kilda nursery was will find an indication of the area in the name of Brunning Street, running

East from the Brighton Road, to the railway line. Another firm that started in a small way in St. Kilda, and progressed so far as to become an extensive establishment was the firm of Gainers & Klaer, plumbers.

A well-known tradesman of St. Kilda, who became a councillor of the city in August, 1893, was Jacob Miller. His early experiences have, when told, a certain picturesqueness in their contemplation, but probably the reality was hard enough. A tour on foot of three years, wandering and working in Germany, France, Holland, Belgium and England may appear to adventurous youthful spirits to be attractive vagabondage. The pilgrimage recalls Oliver Goldsmith's wanderings on the Continent, when he paid for various lodgings by playing his flute. Miller's asset against failure was a pair of strong arms and a willingness to work. He was born on February 8, 1836, at the little village of Hof, in Rhenish Bavaria, not far from Saarbruck, where, on August 2, the French army scored a minor success in the fateful opening days of the Franco-German War of 1870-71. Miller, when a boy of fourteen years of age, laboured on his father's farm lands that were close to the Rhine. The boy of fourteen *years* developed the wanderlust mentioned, as he bore the tedium of the long wearisome days, working from sunrise to sunset and after. It was then he set forth to seek adventures in the wide world that was to be to him as an oyster to be opened. After labouring in the countries of his wanderings, he made still a greater pilgrimage, for he sailed from Liverpool for Launceston, Tasmania, and reached there, in the year 1854, after a voyage of 110 days, a voyage wherein some of the crew mutinied. There was some trouble to quell the discontents. Miller was then a hefty lad of eighteen years, and he stood by the captain for law and discipline. He left Launceston after twelve months stay in Tasmania, and crossed Bass Strait in the "Black Swan," arriving in Melbourne on his birthday, February 8, 1855. Taking his swag, he left Melbourne to tramp to the goldfields. He tried his luck at Forest Creek, Bendigo, McIvor, Jim Crow, The Woolshed, Maryborough and Fiery Creek. His fortunes as a digger varied as those of a gambler, and he suffered in his bush wanderings. On one occasion he was without food, shelter or fire for two days. He walked from Fiery Creek to Warrnambool. From there he

went to Melbourne where he was given work by George Selth Coppin, the theatrical manager, who was associated with Mr. and Mrs. Charles Kean, G. V. Brooke, and other notable "stars" of those hustling days of the gold era. Coppin imported from England the framework of a theatre constructed of sheets of iron, and reassembled the sheets in Lonsdale Street, Melbourne. He named the theatre the Olympic. Then came the purchase of the Theatre Royal, in Bourke Street, and the creation of Cremorne Gardens at Richmond, and financial ruin. Miller remained for a long time in the employ of George Coppin. In the year 1858, he settled down in St. Kilda, was married, and thrust behind him his nomadic yearnings. He had every cause to do so, for he was, as the years passed, well anchored at the corner of High Street and Alma Road as a furniture warehouseman, with a quiver full of thirteen children. He died on May 6, 1917, aged 82 years. Two of his sons are in business in High Street. The name of Miller is honoured in St. Kilda by those who recall Jacob Miller and his wife, who was a native of Surrey, England.

Among St. Kilda's early tradesmen were men whose names, and calling, were as follow, John Marshall and T. Targett were tailors, the first in High Street, the second in Inkerman Street. There was an A. P. Targett in Brighton Road in 1859. William Perrin was a saddler, a profitable trade in the days when horses were used extensively as a means of locomotion. Samuel Jeans was a plumber, but no ordinary plumber for he invented a gas stove, duplicates of which sold freely, and Jeans was blessed by housewives. He was a councillor of St. Kilda, for a number of years, and his son (J. F. Jeans) was employed by the Council, and became Chief Clerk. He died while quite a young man, to the great regret of everyone who knew him and his promising career. The councillors lost a faithful employee, and they marked their appreciation of his merits by voting a gratuity to his wife. William Inkley's Forge was a well-known blacksmith's forge in St. Kilda, which dated from the year 1853. It was next the Greyhound Hotel, one of St. Kilda's four historical hotels, the others being the Royal, the Junction, and the Village Belle. Whiteman's shoeing forge came after Inkley's. Dando's forge was called the Junction Shoeing Forge, and was opposite the Junction Hotel. Downie & Campbell had also a shoeing

forge at the Junction till they moved next door to P. A. C. O'Farrell's Queens Arms Hotel in Inkerman Street. Alexander Downie was a blacksmith in St. Kilda for thirty years, and he lived in Inkerman Street, alongside his forge. When he took Paul Campbell into partnership Paul explained to his intending patrons, that he "had been employed as a general blacksmith, in the first establishments in St. Kilda, where he was well known. It is, says Paul "therefore hardly necessary to inform the public that he will give them general satisfaction." Poor Paul, and poor humanity! flitting for a space, in front of the screens, time stretches across St. Kilda, and then comes the silence of the past. Silent too, the public, that presumably sought fifty years ago "general satisfaction" from their blacksmith Paul! G. Rakestrau was a bootmaker in High Street, in the year 1858, and another bootmaker, or boot seller, in High Street in 1859, was John Sundercombe. Eastwood was a baker, and near by to him was William Williamson, a tailor who lived in Acland Street in 1859. L. Vanderauwera, at 138 High Street, was a draper. John Squire owned the High Street timber yard.

Some first trade names have survived in St. Kilda, by reason of sons of the original traders, still carrying on the same trades. For instance Joshua Taylor arrived in Victoria, with his parents, in the year 1852, when he was ten years of age. There is no occasion to retell in detail the oft told tale of how emigrants arriving at the gold period experienced a difficulty to find a place wherein to stay, and how Canvas Town sprang into existence, to meet the want of housing. The Taylors did not go to Canvas Town, but instead they lived for ten months, in a tent that was pitched on land in Collins Street. The family then moved to St. Kilda in the year 1853, where Taylor's mother started a grocer's, and vegetable store, at the corner of High, and Inkerman Streets. Subsequently Joshua was employed by Moses Fraser, a grocer, in High Street, whose shop was in existence in 1859. Fraser prospered, and built the Duke of Edinburgh Hotel. Some time later Joshua, with his brother Joseph, who in 1859 lived in Neptune Street, took over their mother's business. Mrs. Taylor advertised the business transfer on April 18, 1874, saying that "the grocery business hitherto carried on by A. Taylor, corner of High and Inkerman Streets, has removed to the opposite corner of Inkerman Street, and will be carried on by Joshua and

Joe Taylor. N.B.—A. Taylor thanks the public generally for past favors, and solicits a continuance in favor of her sons."

The brothers went into partnership, under the firm name of Taylor Brothers. Good business men, of the highest integrity, their business expanded, until they opened shops in different suburbs, the firm of Taylor Brothers becoming very well known. Joshua retired from the business in 1899. The High Street business was sold to A. Willis, and Joshua's two sons took over the branches. After living for so lengthy a period in St. Kilda, he retired to Highbury Grove, Kew, when he parted with the prosperous business he had built up. At the time of his death, in July 1901, he was 59 years of age. A very old friend, and also a St. Kilda resident of the stirring church days, Professor Gosman was the minister at Joshua Taylor's grave. One of his sons, Robert Tolson Taylor, is a councillor for the North Ward of St. Kilda, and he, like his brother in South Melbourne, is a grocer, the owner of the historical shop "The Junction Store," St. Kilda. He has had two generations of ancestors in St. Kilda, father and grandfather.

John Allan Smith was a grocer in Grey Street. He was born in one of the Orkney Islands, Scotland, in 1831, and emigrated to, and settled in St. Kilda in 1852. He was a trustee of the Loyal Prince of Wales Lodge M.U.I.O.O.F. for many years. He died on April 28, 1906. The grocer's business Smith carried on, was bought from William Hamilton and William Barr, who tad their shop in Grey Street in 1859. Smith had a partner named Ross, and the firm of Ross & Smith was a popular one in St. Kilda, both men being highly esteemed in the local shop-keeping world.

We recall William Pummeroy, High Street, who did contracting work for the Council. In April, 1868, he was paid £31/3/4 for cement pavement. On one occasion he wrote to the council stating he had tendered a price, and had since doing so found he would sustain a great loss if he was held to his contract, therefore he prayed that he might be released from his undertaking. Such pleas, though rare, are not unheard of by the Council to-day. Pummeroy had his prayer granted. Descendants of his still live and have their business in St. Kilda. The families of the Stringers and Mardens in time go a long way back, in St. Kilda, and their names are not in danger of dying out. Charles Marden, the founder of the St. Kilda branch of his name, was an

early butcher. His son, Charles, aged 72 years, died in 1927. The Stringers were butchers, and Charles, the son, married a Miss Stringer. Her mother was a very early resident and lived to 86 years of age. Marden was a well known painter and sign-writer, of St. Kilda, whose shop was in High Street. and he painted signs for the St. Kilda Council. In the years of the seventies the painting on butchers' carts was so elaborate, that it required a considerable amount of skill to do it. Marden was an artist of some merit, and in his younger days associated with artists. Commercially the painting of bulls' heads on butchers' signboards, and on their carts, were his chef d'oeuvres. He also painted monograms on the door panels of carriages. With changing fashions the demand for Marden's painted bulls' heads passed away

William George Apps, who died on January 19, 1918, at Robe Street, St. Kilda, was the head of a well known family in St. Kilda. He was born at Ramsgate, England, and came from a seafaring family. His grandfather was one of Nelson's sailors, and his father was a ship's chaplain. With such adventurous blood he emigrated to Victoria, where he arrived in the year 1854. He tried out his luck gold digging, and after some trials he, being by trade a cabinet maker, started as an undertaker and founded the well known firm of Apps. He at one time was one of the vice-presidents of the St. Kilda Tradesmen's Club. David Watson, a builder, was born at Aberdeen, and he came to Port Phillip in the years of the forties. He resided in Inkerman Street East for 52 years, a period that must be a record for residence in Inkerman Street.