

## CHAPTER XXVI.

*The St. Kilda Upper and Lower Esplanades—Quarry at Esplanade—Prosecution for Stone Thieving—Melbourne Police Court Clerk and St. Kilda Resident, a Witness—Band on Esplanade, 1864.—Fitzroy Street Widened for Duke of Edinburgh's Visit—Gas Lighting—Electric Lighting—Beach Show, a Public Nuisance?—St. Kilda's Life Boat—First Tramway—Widening the Esplanade—Reclamation of Foreshore—Straightening Street Alignment on Upper Esplanade—Esplanade Bandstand—"Granny."*

**T**HE St. Kilda Esplanade was called at first "The Terrace." When that name was abandoned, an uncertainty arose among the residents regarding its place-name. Some of them referred to the hanging road as "The Promenade," a name that was descriptive of its uses. Others there were, who preferred the term, "The Esplanade." An interesting philological race arose between the two words, "Promenade," and "Esplanade." In the end "The Esplanade" survived and "Promenade" was forgotten.

Nature first determined the original snub-nosed point of St. Kilda Hill. Man improved upon Nature, and fashioned the sharp sweeping lines of the Upper Esplanade. Tons of red sandstone were taken from the sea face of the Esplanade, for it was used as a quarry by contractors, making roads for the Central Road Board. The Board's contractors were not diffident about filching soil, and stone, from Crown Lands, since they assoiled themselves, with the thought, that the theft was for the public good. When St. Kilda became the centre of a village settlement, the residents, feeling the urge of the growing spirit of communal interests, objected to these road makers stripping stone from the St. Kilda hill lands, from the St. Kilda beach front, and more especially did they protest against the action of the contractors' men quarrying for stone at the Esplanade.

Matthew Charleton, William Charleton, Benjamin Barber, and Lawrence Thompson, were before the City of Melbourne Police Court, on January 9, 1854, charged by a Crown Bailiff, with damaging Crown Lands, by the quarrying of stone, near the St. Kilda Hotel. From the evidence given the defendants had

opened a quarry into St. Kilda Hill. W. B. Belcher, the clerk of the Melbourne City Court Bench, stated that he lived in Dalgety Street, and he saw the defendants committing the trespass on the Crown Lands. He repeatedly cautioned them to cease quarrying, but without effect. They told him they were acting under the authority of a road contractor. According to Mr. Belcher's evidence, a vast excavation had been made, in a part of St. Kilda Terrace, which was a regular public thoroughfare. The excavation was one of a very dangerous nature, particularly to parties walking along the beach. The defence set up was, that the defendants were in the employ of the contractors, under the Central Road Board, by whose directions they had acted. They denied having done the damage alleged. The Bench held that the defendants had not sufficient authority, and fined each of them £3. Years afterwards, when the St. Kilda municipal authorities were carrying out improvements at the Lower Esplanade and on the foreshore, they were somewhat surprised to discover that the natural overburden of the land, resting upon the red ferruginous shelly sand pliocene base, was gone, not knowing, at that time, what our research has since revealed, that man with pick, shovel, and cart, had been there, in the days, when St. Kilda was in its district infancy.

The geological formation of the municipality of St. Kilda, is upper silurian, with recent surface drift. The Red Bluff, now Point Ormond, was a bold headland, but it has been removed, and the spoil used, to reclaim Elwood's marsh lands. The headland, or miniature cape, was a solid mass of "thick gritty, and honeycombed ferruginous beds, interstratified with hard brown sandstone, more or less micaceous." Below that again the drill has proved there is a layer of brown coal. It is asserted, but on what authority we know not, that St. Kilda was known to the aborigines by the name of "Euro-Yroke," and that the name was used by aboriginals to describe the red brown sandstone, found along the beach of St. Kilda, in outcropping spurs, and ridges. The stone to the aborigines, in the stone age, was, we are told, a master stone, on which they sharpened their axes. Hunger, or the crave for a change of diet, may have had more to do with the aborigines visiting St. Kilda, than any desire they had to sharpen their stone axes. Mounds of mussel shells once to be seen on the beach at Elwood, and other places, along the St. Kilda foreshore told the tale of aboriginal shellfish feasts.

Aboriginals, in the days of St. Kilda's early settlement, were rapidly deteriorating from their primitive bush independence, and becoming persistent beggars. They were regarded as a nuisance by residents. They spread themselves, so far as their camps were concerned, fairly well over the western swamp terrain of St. Kilda. The two Miss Jennings had memories of their father, Henry Jennings, taking them to see an encampment of natives, on the banks of the Albert Park lagoon.

John Augustus Gurner K.C. in his *Recollections of "Life's Panorama"* (1930) referring to St. Kilda, writes "In Albert Park there was always a number of aborigines, men, lubras, and picaninnies, accompanied by great packs of dogs of all kinds. Frequently the blacks built mia-mias for themselves out of the gumtree branches in the park."

The south end of the Esplanade was, until August, 1859, a place without an outlet on the south, by way of any public highway. The ratepayers, who were rated for properties on the Esplanade, on the ratepayers' roll for the Municipal District of St. Kilda 1859-60, were John Dinwoodie, John Dismore, Thomas Gamson, William Hardcastle, Thomas Jackson J. Jennings, J. S. Johnston, Julius Kaepfell, William Kesterson, R. W. King, George Kohler, Alexander Macfarlane, Moritz Michaelis, James Miller, — McGrath, C. S. Withers, and John Yewers.

On April 29, 1857, the second month of the Council's being, Councillor Spicer gave notice of motion that he intended to move, "for the consideration by the Council, for the placing of seats, and the planting of trees, on the slope of the Esplanade, between the Royal Hotel, and the Bathing Ship." The St. Kilda Council had been administering the business of the municipality for twelve months, when its members sought to persuade the Government to make a roadway to the jetty, the road to start from the southern end of the Esplanade. The Government refused the Council's request. The St. Kilda Council's early experiences, of the various governments of Victoria, were such, that more than one public man, residing in St. Kilda, remarked upon the persistency with which the Council was met by departmental negatives. The Council was not disheartened. Its persistency, in asking for things, was slightly greater than the Government's stubbornness in refusing to grant them. There was a margin of success, in the St. Kilda Council's favor. In the case of the refusal mentioned, the Council determined to under-

take, on its own financial responsibility, the permanent improvement of the shore face of the Esplanade, by forming an upper, and a lower roadway, which, in the words of the Council, "it was hoped, with the intervening slopes, will add greatly to the beauty, as well as to the permanent usefulness of this very important part of the municipality."

On January 8, 1864, The Argus newspaper stated that "the St. Kilda Esplanade Band will play this evening (Friday), commencing at half past seven. The visitors to this promenade are nightly increasing. The borough council are now erecting a number of seats on the beach reserve, which will add considerably to the comfort of the ladies." Contrast the following note, selected at random, from an opened minute book of the year 1924, with the paragraph from The Argus, both dealing with band recitals. The minute book records, that the Council carried a motion to the effect that, "the St. Kilda City Brass Band, to consist of not less than twenty members, in full uniform, be engaged to give, during the ensuing season, a continuous series of twenty-five recitals, on Sunday evenings, as from the 2nd November, and twelve Sunday afternoon recitals, in such localities, and on such dates, as the Council directs, at a remuneration of £7 10/- per recital payable monthly, subject to the conditions of an agreement to be entered into."

We have a note that in October, 1867, the St. Kilda Council decided to widen Fitzroy Street at its junction with the Esplanade, to its permanent width, in anticipation of H.R.H. the Duke of Edinburgh landing at St. Kilda. Here then, was the first germ in the St. Kilda municipal mind, of a vice-regal landing, at the St. Kilda Jetty, and of a carriage drive for royalty along Fitzroy Street to Melbourne, and of the necessity of preparations for local road beautification in anticipation of the honor. The St. Kilda Council was, in this hope of a vice-regal landing in full public state, many years ahead of the times. Years were to elapse before such a public and acclaimed royal landing at St. Kilda was to take place.

On July 9, 1877, the St. Kilda Council considered a proposal to place six lamp pillars on the Esplanade. The Mayor, Councillor H. C. Fraser, said the additional lamps would beautify the Esplanade, and be of a benefit to respectable people, who might wish to walk there after dark. A discussion took place on the proposal, wherein Councillor McNaughton said, he did not think

the Council would be justified in going to the unnecessary expense of six lamps. He moved an amendment, which was carried, to the effect, "that four new lamp pillars be erected on the Esplanade, the two old ones to be removed." The new lamp pillars were probably iron ones, and therefore more expensive than the old ones, constructed of wood, with a short iron arm, whereto the lamp was fastened.

We digress to say that, in the year 1858 a proposal was advertised to float a St. Kilda and Prahran Gas Company. The chairman of the provisional directors was the St. Kilda Council's first chairman, Benjamin Cowderoy. The engineer was S. W. Smith, and he acted as honorary secretary till the company was floated. His address was the Court House, St. Kilda. A meeting of the shareholders was held at the Court House, on October 18. The allotment of shares was announced as 2,476, and the first call had been made of 17/6 per share. The directors, the chairman stated, had had several interviews with members of the Government on the subject of a grant of land in Albert Park for their gas works.

The amount the promoters of the proposed gas company received on deposit, and the first call on 1,066 shares, was £1,066. The provisional directors were the chairman, Councillor B. Cowderoy, J.P., Messrs. Dr. Van Hemert, J.P., George Rolfe, J.P., T. Hales, W. H. Ritchie, F. Gardiner, and W. S. Woolcott. Nothing came of this movement to establish a local gas works in St Kilda, and to prevent the Melbourne Gas and Coke Company from supplying St. Kilda with gas. In August, 1859, several private houses in St. Kilda were lighted by gas. That was before the streets of St. Kilda were illuminated by gas lamps. Not until that year, 1859, did the Council have an interview with Secretary Priestly, of the Melbourne Gas & Coke Company, with a view to illuminating some of the streets by gas lighting. The Company's charge for gas was 22/6 per 1,000 cubic feet. Streets in St. Kilda, in the year 1861, were lighted by 44 lamps, belonging to the Council ; of that number 31 were gas lamps, and 13 oil lamps. During the year the street lamps, in St. Kilda, had been painted, and repaired. The first light a traveller saw, along the St. Kilda Road, in the year 1850, when he was near to St. Kilda, was the lantern placed above the front bar door of the Junction Hotel. The lighted lantern was a legal requirement.

Hotel licensees were subject to penalties, if they did not have the lantern burning brightly after sunset. On the Esplanade, there were the three hotel lanterns to illuminate that highway. The hotel lanterns threw but feeble points of light to guide belated travellers. Frequently early police court records contain notes of convictions, against market gardeners, for travelling through St. Kilda, after sundown, without lights on their waggons. The well worn, and invariable defence, was that the lantern light had "just gone out." The conclusive police rebut, that won a fine of 5/- to the revenue of the Colony was, "I felt his lantern, your Worship, and it was stone cold."

St. Kilda is one of the best lighted cities in the Melbourne metropolitan area. Contrast, for a moment, the times when strings of market carts, returning to the districts of the market gardeners, Brighton, Moorabbin, Cheltenham, and elsewhere, went lumbering, full of manure from city stables, across the St. Kilda Junction. The horses were tired out, the drivers were sleepy, or sleeping, for man, and horse, had been travelling to the Melbourne market since the early hours. Compare this scene, with the one to be observed to-day, at the St. Kilda Junction, when that place of the meeting of the cross roads, is vibrant with traffic. Tram cars, motor cars, and other vehicles, speed, hither and thither, in such an endless line, that to regulate the traffic requires the services of a special pointsman and of a traffic constable. When St. Kilda was emerging from the nights of very feeble oil lamps into the nights of having a few lamps, burning gas, it was spoken of as a notable sign of progression. To have the municipality illuminated, in its streets, by gas, was the St. Kilda Council's ambition, and every encouragement was offered to the agents of the gas company to lay gas mains. In time, the St. Kilda Council attained to its ambition, and the municipality was served by gas lighting. Then came the introduction of electric lighting, and its use was at first confined to leading roads, and specially high powered lights, at cross roads, and "bottle necked" roads, which to St. Kilda present a serious problem, in the dangerous traffic conditions they create.

In July, 1928, the Lighting Committee of the St. Kilda Council reported to the Council that it had gone thoroughly into the question of the advisableness of changing the method of public lighting from gas to electricity. As a result it was unanimously in favor of such a change, and the Committee added

that it regarded the time as opportune. The report stated that there were then 863 gas lamps installed, 622 of the single Kern type (for which the Metropolitan Gas Co. was paid at the rate of £8/5/- each per annum), 130 special lights at varying rates and 111 high and low pressure lights comprised in the high pressure system for St. Kilda Road, Fitzroy Street and the Upper Esplanade. The total candle power hours were 5291 millions. The 622 ordinary lamps were lit from half an hour after sunset to half an hour before sunrise, except for three nights at each full moon.

The Committee further reported having received authentic information of an intended revision by the Melbourne Electric Supply Company of its charges for public lighting, to cover all night lighting, from half an hour after sunset to half an hour before sunrise, every night in the year. From a financial aspect, considerable savings would be effected by the change.

The Surveyor, Mr. R. J. Kelly, was empowered to seek co-operation by the officers of the Melbourne Electric Supply Co. Ltd., in drawing up a comprehensive scheme for the electric lighting of the city involving a redistribution, where necessary, of present lighting points, and the addition of new points as may be necessary.

In December, 1928, the Lighting Committee's final report was adopted, and the Council authorised the execution of an agreement with the Melbourne Electric Supply Co.

The electric system now installed comprises 4 750 watt lamps, 13 500 watt lamps, 79 300 watt lamps, 304 200 watt lamps, 866 100 watt lamps, and 5 60 watt lamps. The total candle power hours are 767f, millions. The city was for the first time wholly lighted by electricity on the night of October 15, 1929.

Special features in the electric installation are the 48 lamps in St. Kilda Road (34 200 watt and 14 300- watt) , in panelled units known as the "Nevalux" pattern, 44 of these being placed on fluted steel columns, and 4 on brackets on tramway span poles. This is in continuation of the scheme adopted in the Melbourne portion of the St. Kilda Road. In Fitzroy Street, each centre tramway pole is fitted with a pair of 200 watt lamps in radial wave reflectors. On the Esplanade, 27 pairs of 300 watt lamps are placed on alternate tramway poles

on either side of the road. In Brighton Road, use is also made of the tramway span poles, a 100 watt lamp being affixed to each pole.

In addition to the number of lamps above quoted, the Council came to an arrangement with the Melbourne and Metropolitan Tramways Board in regard to track lighting, and contributes to the cost of maintaining 8 500 watt lamps, 77 200 watt lamps, 8 100 watt lamps, and 59 60 watt lamps.

St. Kilda was one of the last municipalities to abandon gas as the medium of public lighting, and throughout the Council's relations with the Metropolitan Gas Company were of the most harmonious character. Just prior to the change over to electricity, members of the Lighting Committee paid a "farewell" visit to Mr. Bradshaw, the Secretary to the Gas Company, and expressed their appreciation of the good service rendered by the Company for so many years.

In the year, 1861, the St. Kilda Council placed two flights of wooden, red gum, steps on the slopes of the Esplanade. One flight of steps was in a line with the entrance to Robe Street, and the other flight was opposite Thomas Leggett's Baths, afterwards Hegarty's Baths. These steps were worn out after seven years of use, and they were replaced with new ones in 1868. A tall flagstaff was erected in Alfred Square, the old Customs House Reserve, that had within its area a plot of land temporarily reserved for a bowling green. Upon the peak of the staff, on every high day, and holiday, the St. Kilda Council had the British flag flying, braving the sea breezes as of yore. We recall, that at a council meeting held on March 24, 1873, the Planting Committee of the St. Kilda Council recommended "that Alfred Square, occupying as it does such a commanding position on the Esplanade, be enclosed by a dwarf wall, surrounded by handsome iron palings, furnished with suitable gates, and that it be levelled, laid out, and planted." An estimate of the cost of the dwarf wall was £1,000. The Council was not in favor of spending £1,000 on Alfred Square so the work was not done.

On January 18, 1873, the tender of H. Turnbull, for the work of the extension of the St. Kilda Jetty was accepted at the cost of £1,430. In September 1874, the Government allocated the sum of £1,500 for the purpose of building a breakwater at St. Kilda. Step by step, the municipal records reveal the steady progress of St. Kilda, advances that were considered very satis-

factory when they were accomplished. Constantly the records of work, proceeding in the municipality, contain references to the Esplanade, and its general improvement, such as, for instance, the building of the Esplanade Hotel on the site of the old Criterion Hotel. The new hotel, it is stated, has a frontage of 78 feet to the Esplanade. The hotel contains 50 bedrooms. The first licensee was James Hay of the Athenaeum Club, Melbourne. An esteemed councillor of St. Kilda, Sigismund Jacoby was a licensee for a number of years.

When the Council made the Lower Esplanade roadway the waves washed against its western base. In storm periods the waves rushed over the road. To protect the roadway, "a neat low fence made out of half sheets of galvanised iron, was built. Both the Upper, and Lower roads of the Esplanade had been improved by the Council at a cost of over £3,000, of which amount the Government contributed the sum of £1,125. Later, the iron galvanised fence was removed, and a wall, made of blue stone pitchers was built. The road was raised up considerably to meet the level of the Upper Esplanade, and an easy sweeping gradient was attained that made a pleasing improvement to the north end of the Lower Esplanade.

The St. Kilda Council, in the year 1881, reported that it had been able to construct asphalted crossings over the roadways of some of the principal streets, among them the Esplanade. The red gum wood street kerbing was to be replaced with stone kerbing. And yet there is an expressive note of satisfaction in the records, dated years before, of the encouraging sign of progress visible' when the streets of St. Kilda were first kerbed with red gum boards.

We add, that in the Council's report, for the year 1881, it is stated that, "Great improvement has taken place between Melbourne and Punt Roads. Several houses have been, and others are about to be, constructed in this locality, rendering it necessary for the council to expend considerable amounts in sanitary works." Bridges, like roads, were worn out, and the bridges, over the main drain of St. Kilda required to be renewed. The bridge at Acland Street was replaced, and a new bridge was erected over the drain at Carlisle Street. Four years later, September 30, 1885, the Council's report was singing the song of progress. Important local buildings, "handsome mansions," for there are mansions in St. Kilda, as well as in higher places,

are being erected, including those of S. J. Payne, Alma Street, and H. G. Turner, in Tennyson Street. The George Hotel, built on the site of the Terminus Hotel, has had additions made to it, at a cost bordering on £20,000. Its additions were of brick, and cement, four stories in height, and surmounted with a dome. The hotel had a frontage of 202 feet to Fitzroy Street. It was, in this year (1885), that the annual valuation of rateable property, in the Borough of St. Kilda, reached the sum of £178,853, or an increase of about £22,000 over that of the previous year.

In the year 1887, the St. Kilda Council had before it, a private offer by The Victorian Pier Company, with a contemplated capital of £100,000, to build a pier 1,500 feet in length, and 30 feet in width, with a deck 25 feet in height, above high water mark. The deck was to be on the same level as the Upper Esplanade. The pier was to be placed between the St. Kilda Ladies' Sea Bathing Company's Baths, and the Royal Baths. Provision was made for a theatre pavilion to hold 1000 people, refreshment rooms, etc. The Council was agreeable to the pier being build, under certain conditions, and the Lands Department was so informed. The lack of pence, prevented the proposal from being materialised.

Provision was made, in the Parliamentary Estimates, by the Premier, Sir George Turner, in July, 1898, for extending the pier, at St. Kilda, into a greater depth of water, the sum of £2,000 being earmarked for that purpose. This sum was contingent upon the St. Kilda Council paying the annual sum of £100, for ten years, towards the cost of the extension. The Council agreed to do so, and it, on its part, arranged with Bay Excursion Companies and the Metropolitan Tramways Board to pay a portion of the hundred pounds. The allotment of annual payments was Huddart Parker & Co. £20, the Bay Excursion Company £15, The Metropolitan Tramways Board £15, Howard Smith & Co., 15 ; a total of £55, the Council paid the balance £45. The rentals of Beach showmen, for leasing portions of the reclaimed land, on the foreshore, more than paid the annual liability of £45.

The work contemplated was to carry the pier 500 feet further seaward, making the length of the pier 2,300 feet. By means of the extension of the pier, it was anticipated that a depth of 12 feet of water, at low tide, would be reached. The

depth of water, at the end of the existing pier head was eight feet. An L shaped end, to terminate the new pier, was built, 200 feet in length, and this allowed the Bay Excursion steamers to come alongside. The extension of the pier, in width, was 18 feet, or 8 feet less than the width of the then existing pier.

The Public Works Department, in March 1899, intimated to the St. Kilda Council, that it was prepared to undertake the work of removing the "old rubble wall" from the Lower Esplanade. The description of the wall, in the newspapers, as one composed of rubble, that is a wall built of irregular fragments of stone, is incorrect. We remember the wall was built of substantial oblong blue stone pitchers. The Department undertook to place the dismantled wall, along the outer edge of land, reclaimed by the Council, between the solid portion of the pier that was rooted into the shore line, and Captain Kenney's baths. The cost of doing so was estimated at £450. The Department also agreed, to deposit, on the low lying shore land, enclosed within the line of the new wall, about 4,000 cubic yards of sand filling, from the adjoining foreshore, at an estimated cost of £50, provided the Council undertook to pay one half of the total outlay, in yearly instalments, each payment to be £50. The Council was also engaged to cover the sand filling, with a layer of schist, or other appropriate filling, to the depth of not less than eighteen inches. These compacts the Council carried out. When the work was completed the total cost to the Council was £712. A pressing, and a natural sequence to this work was that improvements should be made to the Marine Parade, which now sweeps along the seashore, a beautiful highway, as far as the southern boundary of St. Kilda, Head Street, where the Elwood Life Saving Club has its brick clubhouse. In pursuance of the works of shore improvement the Marine Parade was embanked, formed, and metalled, on the sandy portions of the road, in the same year 1899. In the winter of 1906, when work was scarce for the laboring man, the Premier, the Hon. Thomas Bent, employed, on behalf of the Government, a large gang of men to work on the Elwood, and Point Ormond (Red Bluff) improvement scheme.

During a storm the Marine Parade wall, made by the Government engineers, had to bear a severe test. The wall consisted of rubble, stone, and sand. Breakaways were caused by the onrush of the waves. The ramps, leading to the beach,

were washed away. On the contrary, a stone wall built by the then St. Kilda engineer, Mr. W. J. Woolley, withstood the wash and suction of the waves. After the storm, there was scarcely a crack in the wall, a result that gave pleasure to the St. Kilda councillors.

In October, 1899, the rival clubs, the Royal Victorian Yacht Club, and the St. Kilda Yacht Club, had a friendly difference of opinion, on their relative claims to a portion of the land, the St. Kilda Council had reclaimed from the sea, opposite to the Lower Esplanade. The dispute was settled by the St. Kilda Yacht Club retaining its site, and extending 30 feet seaward, and excising from its site, 30 feet on the land side. The Royal Yacht Club was granted a site north of the site of the St. Kilda Yacht Club. The site was 50 feet by 100 feet in depth. The Council retained control of the land to the south of the St. Kilda Yacht Club's site.

In 1926, the Jubilee year of the Royal St. Kilda Yacht Club, the club built a new club house, on the Lower Esplanade, at an estimated cost of £5000. The club was founded in the year 1876, and occupied, until 1898, a site on the West Beach of St. Kilda. From 1898 to 1903, the club had, by the consent of the Lands Department, the use of a site lower on the Esplanade, near to the pier. At that time, the club had a membership of 80. To-day it has on its roll over 300 members, exclusive of cadets.. The club has contributed generously to charitable efforts conducted by the St. Kilda City Council. The club gave £1,000 towards the St. Kilda Pier improvements, and the breakwater fund. The yacht races the club promotes are one of the many attractions of St. Kilda's beautiful sea front. The club authorities in the year of its jubilee said the club had more yachts than any other yachting club in Australia.

When, in March, 1918, the St. Kilda Dinghy Club expressed its wish to obtain a lifeboat for use, in the St. Kilda waters of Hobson's Bay, the councillors said they were heartily in sympathy with the club's application. The Council understood that the Department of Ports, and Harbours, was inclined to favorably consider the club's proposal, and in pursuance of that belief the Council suggested that the Engineer of the Department, should be asked to confer with the club's representatives, and the Council's officers, so as to settle the question of the location of the boat, and to devise means for its future manage-

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ment. In August, the Town Clerk, Mr. Fred. W. Chamberlin, accompanied by Messrs. Strahle, and F. Brooks, representing the St Kilda Dinghy Club, inspected a life boat, stored at the Dredging Depot, Coode Island, which the Engineer of Ports, and Harbours thought would be available for life saving purposes, to the St. Kilda Council. The Minister of Public Works had approved of the loan of the lifeboat, provided that satisfactory arrangements were made for the care and the housing of the boat. On these terms becoming known to the St. Kilda Council it was decided that the mayor should confer with the representatives of the St. Kilde Dinghy Club, as to where the boat was to be housed and to ascertain what the arrangements were to be for the management of the boat. On November 12, 1923, the Council placed an order for the construction of a lifeboat with J. Jones, of Ascot Vale, for the sum of £85.

An interesting question arose in February, 1916, as to whether a beach show, a vaudeville entertainment, in a more, or less, open theatre, constituted a public nuisance. The St. Kilda Council was informed, that complaints had been received, by the Chief Secretary, regarding annoyances, caused by the noise, arising from the performances that took place in The Follies Theatre, situated on the Esplanade. The Chief Secretary conveyed to the Council that, in his opinion, the cause of the complaints was within the Council's jurisdiction, and not within his. A deputation of residents, disturbed by the noise, had waited on the Chief Secretary asking that the registration of the Follies Theatre, as a place of theatrical amusement, under Section 3 of the Theatre Act, be refused, and the leaders of the deputation urged the opinion, that the St. Kilda Council had the power to cancel the registration of The Follies Theatre. Finally, the residents stated that their complaint, in the form of a case, had been before Mr. Justice a'Beckett in 1911. The learned judge found, as a fact, that there was a nuisance, as alleged, and it was of such a nature, that, on the appellant's case, it called for restriction. His Honor made an order prohibiting the theatre managers from carrying on the theatre, in such a way as to be a nuisance.

The complainants in the year 1916, said that no effect had been given to the learned judge's order. Their appeal to the Chief Secretary, was made only just at the point of the expiry of the term of registration. When the councillors considered

the merits of the case, they were of the opinion that the delay of the complainants had prejudiced their claim for consideration. The Council pointed out, that the injunction, given by the learned judge, was against carrying on the performance, in such a manner as the ensuing applause, and cat calls, to performers should constitute a nuisance. The injunction did not stop the performance altogether. The Court said, that the noise complained of was just over the border line of a nuisance. The applicants wanted the Council to do something, far beyond the powers that the Council could obtain in a court of law. The Council's restraint could only mean a closure, and there was not subject enough, in the complaint, to justify a cancellation of the registration, under the Theatre Act. The end of the plaint was that the Council informed the Chief Secretary that it had decided, by virtue of its By-law No. 79, to re-register the Follies Theatre as a place of public amusement.

The first tramway, along the Esplanade, was a horse tramway, under the management of the Melbourne Tramway & Omnibus Company. The Melbourne Tramways Trust was then (1890) in being. The St. Kilda Council succeeded in persuading the two tramway bodies to agree to substitute a cable tramway for the old horse tram, that had replaced the first company conveniences, the rattling, cumbersome omnibuses. How the cable tramway pleased the Council may be gathered from its Annual Report, 1891, wherein it was asserted that "The Esplanade Cable Tramway is regarded as perhaps the most satisfactory, and complete in the world, and is greatly appreciated by the travelling public, in and around the metropolis."

When the cable tramway was in the course of construction, it was found necessary to increase the width of the upper roadway of The Esplanade, to spend moneys in wood blocking, and on other contingent improvements, on, and about the Esplanades. To increase the width of the roadway, the St. Kilda Council set apart the sum of £5,000, out of some loan moneys. The road was widened by building an embankment wall, and filling up the space between the wall, and the road, to the level of the roadway on the Upper Esplanade. The width of the Esplanade varied from 100 to 126 feet. The filling in of the space, created by the embankment wall, swallowed down some thousands of loads of spoil, principally sand, to raise its level to an average height of nineteen feet. The embank-

ment was secured by a relay of bricks, sloping towards each end, north and south. Provision was made for ten shops on the Lower. Esplanade. The designs in connection with the work were made by the late W. B. Downe, the then surveyor of St. Kilda. The opinion was expressed, by some of the councillors, that the revenue from the shops would pay the interest on the capital, absorbed in the work of improvement, and also provide for a sinking fund, to repay the principal moneys invested. The work exceeded by £1,000 its estimated cost.

In the St. Kilda Council's annual report, for the year 1899, it states that the portion of the foreshore, lying between the Pier, and Kenney's Baths, has been reclaimed by the Council at a cost of nearly £1,300, of which amount the Government has placed £400 upon the estimates." Thus, it will be seen, that the St. Kilda Council anticipated the work of the future St. Kilda Fore Shore Committee, which did not come into being as a Foreshore trust, until the year 1906. The St. Kilda Council, prior to the Fore Shore Committee's advent, had leased some of the Lower Esplanade lands to entertainment proprietors.

The best known of them, and the pioneer one that enjoyed the patronage of thousands of children was Baxter's Merry-GoRound. It never lost its popularity since the day of its opening. Shows came to, and shows went from St. Kilda by the sea, but the prancing steeds of Baxter's Merry-Go-Round still ran their circuit to the powerful noise of Baxter's mechanical band. Many different kinds of entertainment made their appearance on the St. Kilda sands, but the managers of the vaudeville shows usually found private properties on the Esplanade, which premises were leased and converted into partially open-air theatres in summer. In the war years, the vaudeville shows were apparently prosperous, but afterwards the companies certainly were not encouraged to keep open by reports and receipts from the box offices of "a beggarly account of empty boxes." In this connection, reference is made, in Chapter XXIX., to St. Kilda beach show sites that "were not always gold mines."

Some of the work of the St. Kilda Foreshore Trust Committee would not have been so readily accomplished, on the beach front, and more especially the Esplanade frontage, had it not been for the foresight exhibited, and the work done by the St. Kilda Council, years before the Foreshore Committee was appointed to do like works. The St. Kilda Council had

shown that such beach beautification was possible, by producing an admirable sample of such seascape, or beach, gardening on reclaimed sand shoals, and so the Council gave an encouraging lead to the future Foreshore Trust Committee.

A granite drinking fountain was presented to the City of St. Kilda, in the year 1906, by *Mrs.* Fairchild, in memory of her husband, who was a resident of St. Kilda for many years. His name appears on the Municipal Roll for 1859-60 as living in Dalgety Street. The unveiling of the Fairchild memorial drinking fountain took place on Sunday February 11, 1906, at the St. Kilda Esplanade, in the presence of the Mayor, and Mayoress of St. Kilda (Councillor H. B. and *Mrs.* Gibbs) several councillors, and a large number of people. The unveiling ceremony was performed by Miss Marjorie Felstead.

A public benefactor to St. Kilda, was Mr. Sali Cleve, who has shown a fine example of good citizenship. He presented to the city the handsome drinking fountain, on the Lower Esplanade. It bears the inscription "This drinking fountain is a gift to the public, from Sali Cleve Esq., April 1911." Mr. Cleve took a great interest in the reserve, at the corner of Beaconsfield Parade, and Fitzroy Street, and much of its beauty is due to his liberality.. The Council, recognising Mr. Cleve's good works, paid him the deserved compliment of naming the reserve after him, "The Cleve Gardens."

The street alignment, of the Upper Esplanade, on the East line, was irregular, a fault due to the indifferent ways, in which the various allotments of land in the first Crown Land sales were plotted. For some years, such irregularities of the frontages of properties to the road had been the subject of passing criticism. The Council has always desired to bring the fences abutting on the Upper Esplanade into line. In October, 1923, the councillors decided to do so, by virtue of the powers, conferred upon councils, under the provisions of the Local Government Act, to take land compulsorily. The Council proceeded, in the first place, to serve notices on the owners of its intentions, and invited them to attend the Council meeting, held on October 29, 1923, to state their objections, if they had any, to the improvement. One of the properties affected, belonging to Mr. E. Hoban, had been held by one proprietorship for the space of seventy years. Some of the property owners accepted the Council's invitation, and either personally, or by their legal

representatives, stated their objections, while others intimated that they had no objections to lodge. The main contention of the objectors was that there was no necessity to do the work.

The question was before the Council once more on December 10, 1923, when evidence was heard, in support of the suggested readjustment of the street alignment of the Eastern side of the Upper Esplanade. The Chief Technical Expert of the Town Planning Commission, gave evidence, wherein he stated that, on the invitation of the Town Clerk of St. Kilda, he had, in company with the City Surveyor of St. Kilda, (Mr. R. T. Kelly C.E.) made a visual survey of the Upper Esplanade. The widening of the Upper Esplanade to make it uniform throughout, necessitated the resumption of portion of the properties known as "Arcadia," "Symposium," "Cremorne," and "Mandalay," and the amendment of the kerb alignment, between Fitzroy and Robe Streets. The Town Planning Commission expert pointed out, to the Council, that, "the proposed new alignment was equidistant from, and follows the alignment of the tram track, and would, when effected, remove several inequalities then existing in the roadway, tending to congestion when fast moving traffic was abreast of the tram cars." He concluded some more remarks, by saying, the proposed widening of the Upper Esplanade was imperatively necessary in the public interest. Another witness was Mr. A. E. Aughtie, city surveyor of South Melbourne, who stated that the locality of the Upper Esplanade was "the most popular section of sea frontage in the metropolis, and being provided with many, and varied classes of entertainment, led to the congregation of large members of visitors. The transport of these crowds was conducted by trams, buses, motor cars, and other vehicles. Vehicles were necessarily parked in a continuous line along the Eastern kerb-line of the Esplanade, from near to the Upper Esplanade Hotel, towards Robe Street, and as the roadway was also a through route for traffic, running to other suburbs, the available width, for passing vehicles, between such parked cars, and the tram rail was reduced, and led to dangerous congestion... By increasing the width of the carriage way, the existing bottleneck would be removed, and a continuously even width, for moving traffic, would be maintained from Fitzroy Street to Robe Street, outside of the line of stationary vehicles. The width of pathway, proposed for pedestrian traffic, fifteen feet,

should be regarded as a minimum for the crowds to be accommodated."

This evidence suggests to those who know St. Kilda, the stir and crush of a holiday crowd on the Upper Esplanade. The evidence was given in the year 1923, before the tramway track on the Upper Esplanade had been electrified, and when it was stated by South Melbourne's City surveyor, that it "must be an accepted fact, that the traffic, which has greatly developed during recent years, will increase enormously, and rapidly creating a condition that demands early action to afford relief, in the congested area." Congested! What sailorman, looking across the taff-rails of the "Lady of St. Kilda," at the sea shore, dotted white with wandering seagulls, could have believed had some prophetic sea siren told him that the lonely tea tree, and gum and sheoak tree covered hill, in front of him, would ever be a "congested area" of humanity, and crowded with vehicles, such as motor cars, and electric tramway cars, vehicles of which he had no possible conception! Time's passage not only solves things, but it also produces many unlooked for changes, that are often, in their nature, marvellous surprises. Sea planes have alighted on the waters, wherein the schooner yacht's anchor lay embedded in the sands. Where the seagulls flew overhead there have been, occasions of national welcome to Kings' Sons, and to vice-regal Governors, flights of aeroplanes. Instead of a hill, covered with trees, there are houses, and mansions, breaking the skyline; in place of the sandy beach, the Lady of St. Kilda's lovely beach of sand, there are well trimmed lawns, and red gravelled pathways, to the water's edge, and the incoming waves break against a well constructed stone wall. We think that sailorman, if it were possible for him to revisit the place, would rub his eyes, and then fail to remember the seashore he once knew as "St. Kilda beach," and if he was told that, in December, 1927, the open land before him, on the crown of the hill, would fetch at auction the sum of eighty pounds per foot, as an Upper Esplanade frontage, and that lots facing Robe Street, would bring forty pounds per foot, he would not understand how such things could be.

The municipal surveyors, before the Council without any romantic flights, about other days, testified to what was then necessary on the Upper Esplanade to relieve the traffic. The St. Kilda Council was satisfied, and the following motion was

passed, moved by Councillor George Cummings, and seconded by Councillor T. Unsworth.

"That the Council, after hearing all objections to the scheme, for the widening of the Upper Esplanade, which scheme involves the compulsory taking of land, and after hearing the evidence, as to the desirableness, and necessity for such work, and is appearing to the Council, expedient so to do, the Council hereby makes an order, pursuant to the provisions of Section 467, of the Local Government Act 1915, directing the work to be executed, according to the specifications, maps, plans, sections, and elevations, prepared and deposited, in accordance with the provisions of the Act."

Public spirit, on the part of the residents of St. Kilda, was not lacking, when there was an opportunity given to supply a communal want. In November, 1894, a number of residents met in the Esplanade Hotel for the purpose of arranging to take the necessary action to place a band pavilion, on the Esplanade. Councillor Edward O'Donnell was in the chair. Frederick Tullett was the convener of the meeting. It was moved by him, and seconded by A. Apps, "That it is desirable that a band pavilion should be erected in St. Kilda." For some months, prior to this meeting, a movement to improve Alfred Square had been launched. Some money had been subscribed for the purpose, by the public, but the pavilion was a citizens' endeavor though it had, as its chairman, a valued councillor. When the motion was carried, Councillor Sigismund Jacoby stated, that funds had been collected for improving Alfred Square, but the scheme had been abandoned, and the money in hand was to be used towards the cost of erecting a pavilion for band purposes.

To be known to thousands of children, as the kindly dispenser of the goodies, lollies, and fruits, that form one of the sources of the children's happiness, during a wonderful day on the St. Kilda sea sands would give any normal woman a feeling of pleasure. Such pleasure was conferred, by the children, who visited St. Kilda, upon a poor old crone, who was known to Melbourne as "Granny". She is remembered by hundreds of those thousands of children even unto today, when they have become men, and women, and have children of their own. "Granny" of the Esplanade, Councillor Tullett once said, at a council meeting, was not only a seller of apples, and of

oranges ; "she was an institution." And such was the general opinion. St. Kilda Beach—the Esplanade—without "Granny" was not St. Kilda to her hundreds of childish shoppers. They cried to see "Granny", and their mothers, had no peace on the sands, until their children were given a penny to spend at "Granny's" stall.

When James Mooney bought the Royal Hotel, on the Esplanade, a gum tree stood in front of the hotel. Mooney placed a seat that encircled the tree, for the use of anyone, who chose to sit down there. An old woman came along, carrying a basket of oranges, and lollies, and she made a habit of sitting on the seat, waiting for customers. Mooney, seeing the harmless old creature so often, started to take an interest in her endeavor to make a living for herself, in the days before the Old Age Pension was thought of; in the days when a lonely old woman, such as she was, could only look forward to becoming an inmate of the Melbourne Benevolent Asylum—the Antipodean English workhouse—if she could not, having no money saved, provide for her own living. And "Granny" did not wish to go to the colonial work house. She declared she would never do so, if she had any say in her movements. She must have reached seventy years of age when Mooney first knew her in the year 1863. Surprisingly little is known of her life, before she became an apple woman, and even her name is given differently by people, now dead, who professed to know her. Our information of "Granny" is derived from Miss Kenney, daughter of Captain Kenney, who knew "Granny" for many years. We often saw "Granny" on the Esplanade, but at a stage in our life, when we had not any call to trade with "Granny", and so we have not any recollection of having spoken to her. "Granny" was a widow, and she may have been married on two occasions, which might account for the two names she was known by. We understood her name to have been Mrs. Anderson. She was known also as Mrs. Eakes, but she was to the multitude, "Granny". Her apple basket was decorated with pink paper, and sitting on the seat she placed the basket, full of the golden spheres of oranges, at her feet. She was neatly dressed in black, with a clean white apron, and covering her head was a white grannies' cap, with the ruffles forming a frame, around the wrinkled face, that usually beamed with good nature. Mooney and Councillor Tullett took a liking to her.

Mooney had for her convenience a cupboard built, and attached to the tree trunk. "Granny" used this cupboard, in her business, that was an expanding one, as her repute among children grew. One night, in the year of 1864, a "southerly buster" storm came, and the tree, in front of Mooney's hotel, was blown down, and the cupboard smashed. The site of "Granny's" business was wrecked. The incident was referred to in a newspaper paragraph, which conveys the impression of how well known to thousands of picnickers, the little lady was. The paragraph reads, " 'Granny's' tree was uprooted during the great storm. The wind pressure was so great, that the brick wall, of the bar of the Royal Hotel, was blown in at the same time. In the morning, looking out to sea was a wild waste of turbulent waters. The baths fencing was completely swept away. The 'Nancy Brig' was all that remained of Kenney's Baths."

"The Act of Providence" that had fallen on the tree, that sheltered "Granny" with its shade, leaving her without the intimacy of her location, was the subject of compassionate talk, among her customers, and many of the visitors to the Beach front. On the initiative of Councillor Tullett and James Mooney, assisted by leading St. Kilda residents, it was decided to promote a concert, for the purpose of obtaining funds, wherewith to build a weatherboard room, that would be suitable to be used by her as a stall. It came to pass as "Granny's" friends, and customers, wished. The St. Kilda councillors took an interest in the effort to re-establish "Granny" in her business. They granted the civic hall, without cost, for the concert to be held therein, and they did a great deal more inasmuch as they allowed her permissive occupancy of a piece of land, flush with the footpath of the Upper Esplanade, upon which the shop was built. We reproduce a photograph of the shop, with "Granny" in front of it. Upon the signboard may be read the words "Granny's Shop." Two of the children to the right are Captain Kenney's. The photograph has an intrinsic interest of its own. It is dated by the woman sitting on the seat, enveloped by a crinoline, her parasol looking in comparison absurdly small. The red gum kerbing along the footpath is entirely gone in the left of the picture. There are the remains of an old paling fence at the back of the single rail and chain fence. Some glimpses of tea tree show above the fence, and one of the last of the original she-oak trees growing on the slope of St. Kilda Hill is shown.

Below, reached by descending the red gum steps, is the Royal Ladies' Baths. We remember those sand covered steps, still in use in the years of the seventies. The only other photograph of "Granny" known to exist is the one, wherein she is to be seen, in front of the Royal Hotel, which appears in Vol. I., page 36.

Brick residence areas and shop areas were not in vogue in those days. The art of town planning had yet to be defined, but if all these civic ideals had been in existence, the St. Kilda Councillors of the year 1864, would have given themselves a dispensation to have ignored them, for the sake of "Granny", and her young holiday customers, who swarmed on the St. Kilda beach. The day came, when "Granny" found, that she was too old, and too feeble, to carry herself to, and from her apple stall. Arrangements then were made to find a home for her in the Melbourne Benevolent Asylum, where she was happy enough then to stay, for she was a contented old soul, and the officials, and nurses, made much of the famous little lady. When "Granny" was gone, her stall was taken down. Plenty of people would have rented it from the Council had their offers been entertained, but the Council said "no, it was 'Granny's' stall. 'Granny' had gone, her stall would go too." The time was about 1872, and it was not long after her going,—a few months, when "Granny" died.