THE

Chronicles of Early Melbourne

1835 TO 1852.

HISTORICAL, ANECDOTAL AND PERSONAL,

by

"GARRYOWEN,"

Author of "Things not Generally Known."

"Fama quam meruit, tulit."

CENTENNIAL EDITION.

WITH PORTRAITS AND ILLUSTRATIONS.

COPYRIGHT.

VOL. II.

Melbourne:

PRINTED AND PUBLISHED BY FERGUSSON AND MITCHELL, COLLINS STREET.

1888.
<table>
<thead>
<tr>
<th>Chapter</th>
<th>Subject</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I.</td>
<td>The Un-Named Village and Its Beginnings</td>
<td>1</td>
</tr>
<tr>
<td>II.</td>
<td>Increased Value of Town Lands</td>
<td>13</td>
</tr>
<tr>
<td>III.</td>
<td>Corporations and Municipalities</td>
<td>20</td>
</tr>
<tr>
<td>IV.</td>
<td>Primary Population: Its Extension and Progress</td>
<td>32</td>
</tr>
<tr>
<td>V.</td>
<td>Introduction of Civil Government: Formation and Growth of the Public Departments</td>
<td>39</td>
</tr>
<tr>
<td>VII.</td>
<td>The Supreme Court and Minor Tribunals</td>
<td>118</td>
</tr>
<tr>
<td>IX.</td>
<td>Old Melbourne Described, 1840-51</td>
<td>108</td>
</tr>
<tr>
<td>X.</td>
<td>Religious Demonstrations: Their Foundation and First Celebrations</td>
<td>113</td>
</tr>
<tr>
<td>XV.</td>
<td>Old Court-Houses, Old Gaols, and the Penitentiary</td>
<td>179</td>
</tr>
<tr>
<td>XVI.</td>
<td>Melbourne “Under Fire,” Water, and Snow</td>
<td>263</td>
</tr>
<tr>
<td>XVII.</td>
<td>The Three Governors and Lady Franklin</td>
<td>218</td>
</tr>
<tr>
<td>XVIII.</td>
<td>Old Melbourne Charities</td>
<td>227</td>
</tr>
<tr>
<td>XX.</td>
<td>Two Defunct Public Bodies</td>
<td>253</td>
</tr>
<tr>
<td>XXI.</td>
<td>The Melbourne Corporation</td>
<td>258</td>
</tr>
<tr>
<td>XXII.</td>
<td>Some Municipal Reminiscences</td>
<td>298</td>
</tr>
<tr>
<td>XXIII.</td>
<td>Enticing and Pastimes</td>
<td>320</td>
</tr>
<tr>
<td>XXIV.</td>
<td>Elections to the Legislature of New South Wales</td>
<td>421</td>
</tr>
<tr>
<td>XXV.</td>
<td>Removal of the Superintendent</td>
<td>344</td>
</tr>
<tr>
<td>XXVI.</td>
<td>Remarkable Supreme Court Trials</td>
<td>347</td>
</tr>
<tr>
<td>XXVII.</td>
<td>Black Thursday</td>
<td>354</td>
</tr>
<tr>
<td>XXVIII.</td>
<td>Physical Phenomena</td>
<td>412</td>
</tr>
<tr>
<td>XXX.</td>
<td>Two Oldest Institutions</td>
<td>417</td>
</tr>
<tr>
<td>XXXI.</td>
<td>The Botanic Gardens and the Yarra Band</td>
<td>424</td>
</tr>
<tr>
<td>XXXII.</td>
<td>Black Thursday</td>
<td>441</td>
</tr>
<tr>
<td>XXXIII.</td>
<td>Theatrical and Kirks Entertainments</td>
<td>451</td>
</tr>
<tr>
<td>XXXIV.</td>
<td>How Port Phillip was Peopled</td>
<td>491</td>
</tr>
<tr>
<td>XXXV.</td>
<td>The River Yarra: Its Falls, Ponds, Bridges, and Navigation</td>
<td>507</td>
</tr>
<tr>
<td>XXXVI.</td>
<td>Anti-Transportation Campaign</td>
<td>518</td>
</tr>
<tr>
<td>XXXVII.</td>
<td>Temperance and Total Abstinence</td>
<td>530</td>
</tr>
<tr>
<td>XXXVIII.</td>
<td>The Melbourne Inn-Keepers and the Licensing Magistrates</td>
<td>549</td>
</tr>
<tr>
<td>XXXIX.</td>
<td>Fuel, Light, and Water</td>
<td>554</td>
</tr>
<tr>
<td>XL.</td>
<td>Post Shipping</td>
<td>564</td>
</tr>
<tr>
<td>XLI.</td>
<td>Shipwrecks</td>
<td>577</td>
</tr>
<tr>
<td>XLI.</td>
<td>Commerce and Quarantines</td>
<td>592</td>
</tr>
<tr>
<td>XLII.</td>
<td>Black and White</td>
<td>599</td>
</tr>
<tr>
<td>XLI.</td>
<td>The Brethren of the Mystic Too</td>
<td>612</td>
</tr>
<tr>
<td>XLIII.</td>
<td>Literary and Educational Reminiscences</td>
<td>624</td>
</tr>
<tr>
<td>XLIV.</td>
<td>Ancient Saint Worship, National Societies and Celebrations</td>
<td>642</td>
</tr>
<tr>
<td>XLV.</td>
<td>A Mixed Fleet</td>
<td>661</td>
</tr>
<tr>
<td>XLVI.</td>
<td>Orange and Green; or Huckling and Shooting</td>
<td>673</td>
</tr>
<tr>
<td>XLVII.</td>
<td>Soldiers, Cemeteries, Process, and Apostles</td>
<td>698</td>
</tr>
<tr>
<td>XLVIII.</td>
<td>The Twelve “Apostles”</td>
<td>707</td>
</tr>
<tr>
<td>XLIX.</td>
<td>Sinners and Saints</td>
<td>711</td>
</tr>
<tr>
<td>L.</td>
<td>A Bundle of Old Advertisements</td>
<td>738</td>
</tr>
<tr>
<td>LX.</td>
<td>Early Settlers and Building</td>
<td>768</td>
</tr>
<tr>
<td>LXI.</td>
<td>The Age of Gold: Its Birth and Early Developments</td>
<td>785</td>
</tr>
<tr>
<td>LXII.</td>
<td>The Nativity and Non-Age of Melbourne Journalism</td>
<td>820</td>
</tr>
<tr>
<td>LXIII.</td>
<td>Political and Professional Pencil-Liners</td>
<td>849</td>
</tr>
<tr>
<td>LXIV.</td>
<td>The Disciples of Christ</td>
<td>874</td>
</tr>
<tr>
<td>LXV.</td>
<td>A Monastic Group</td>
<td>891</td>
</tr>
<tr>
<td>LXVI.</td>
<td>Some Random Recollections</td>
<td>902</td>
</tr>
<tr>
<td>LXVII.</td>
<td>The Story of Separation, An Ovo Unus ac Malum</td>
<td>925</td>
</tr>
<tr>
<td>LXVIII.</td>
<td>The Colony of Victoria</td>
<td>966</td>
</tr>
<tr>
<td>LXIX.</td>
<td>The General Elections</td>
<td>988</td>
</tr>
<tr>
<td>LXIII.</td>
<td>Some Peculiar People</td>
<td>988</td>
</tr>
<tr>
<td>LXVIII.</td>
<td>Footpath, Zapin, and Loam</td>
<td>1016</td>
</tr>
<tr>
<td>Appendix.</td>
<td></td>
<td>1074</td>
</tr>
</tbody>
</table>
INDEX TO PORTRAITS AND ILLUSTRATIONS.

<table>
<thead>
<tr>
<th>NAME.</th>
<th>PAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Phillip in 1835</td>
<td>4</td>
</tr>
<tr>
<td>Commandant's House, 1837</td>
<td>19</td>
</tr>
<tr>
<td>John Pascoe Fawkner</td>
<td></td>
</tr>
<tr>
<td>Captain Lonsdale's Cottage, Jolimont</td>
<td></td>
</tr>
<tr>
<td>Governor Latrobe's Cottage, Jolimont</td>
<td>27</td>
</tr>
<tr>
<td>Bishop Perry's Cottage, Jolimont</td>
<td></td>
</tr>
<tr>
<td>Melbourne in 1838</td>
<td>35</td>
</tr>
<tr>
<td>Captain William Lonsdale</td>
<td>50</td>
</tr>
<tr>
<td>Charles Joseph Latrobe</td>
<td>42</td>
</tr>
<tr>
<td>Bank of Australasia</td>
<td>36</td>
</tr>
<tr>
<td>Old Post Office</td>
<td></td>
</tr>
<tr>
<td>Mechanics' Hall</td>
<td></td>
</tr>
<tr>
<td>Melbourne in 1844</td>
<td>117</td>
</tr>
<tr>
<td>St. Francis' Church</td>
<td>139</td>
</tr>
<tr>
<td>St. James' Church</td>
<td></td>
</tr>
<tr>
<td>Old Supreme Court</td>
<td>181</td>
</tr>
<tr>
<td>Old Police Office (2)</td>
<td></td>
</tr>
<tr>
<td>Selectors</td>
<td></td>
</tr>
<tr>
<td>Collins Street, 1839</td>
<td>205</td>
</tr>
<tr>
<td>Bridge over the Yarra</td>
<td>368</td>
</tr>
<tr>
<td>Captain Fyans' Residence</td>
<td>468</td>
</tr>
<tr>
<td>George Coppin</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME.</th>
<th>PAGE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palmer's punt, Richmond</td>
<td>498</td>
</tr>
<tr>
<td>Punt on Yarra, 1845</td>
<td></td>
</tr>
<tr>
<td>Old Ferry House</td>
<td>368</td>
</tr>
<tr>
<td>First Printing Office</td>
<td></td>
</tr>
<tr>
<td>Prince's Bridge, 1838</td>
<td>264</td>
</tr>
<tr>
<td>Prince's Bridge, 1858</td>
<td>224</td>
</tr>
<tr>
<td>How we got our Water in 1841</td>
<td>368</td>
</tr>
<tr>
<td>Larkin-Governor Collins</td>
<td>698</td>
</tr>
<tr>
<td>Scene in Old Melbourne Cemetery, 1888</td>
<td>696</td>
</tr>
<tr>
<td>The Melbourne &quot;Advertiser,&quot; Fawkner's</td>
<td></td>
</tr>
<tr>
<td>First Newspaper, in Manuscript</td>
<td>829</td>
</tr>
<tr>
<td>The same, No. 15, in Print</td>
<td>424</td>
</tr>
<tr>
<td>The Self-styled Worthy</td>
<td>529</td>
</tr>
<tr>
<td>Sir John O'Shanassy</td>
<td>841</td>
</tr>
<tr>
<td>Sir Redmond Barry</td>
<td>857</td>
</tr>
<tr>
<td>Batman's Monument</td>
<td>891</td>
</tr>
<tr>
<td>Batman's Hill, 1844</td>
<td>760</td>
</tr>
<tr>
<td>Old &quot;Queen's Theatre&quot;</td>
<td></td>
</tr>
<tr>
<td>Police Court and Town Hall</td>
<td>904</td>
</tr>
<tr>
<td>Sal de Valento</td>
<td></td>
</tr>
<tr>
<td>Typographical Society's Banner</td>
<td>916</td>
</tr>
<tr>
<td>Opening of the First Legislative Council</td>
<td>934</td>
</tr>
</tbody>
</table>
CHAPTER XXXVII.
THE RIVER YARRA: ITS FALLS, PUNTS, BRIDGES, AND NAVIGATION.

SYNOPSIS:—The Yarra River Described.—The Yarra Falls.—The First Puntman, William Watts.—First Punt at Richmond.—Murder of Monahan.—"Folly" and "Folly" Byrne.—The Melbourne Bridge Company.—The First Bridge Across the Yarra.—Prince's Bridge.—Laying the Foundation Stone.—Public Demonstrations.—Particulars of Construction.—Opening of the Bridge.—Grand Processional Display.—Collapse of the Richmond Bridge Company.—Port and River Navigation.—Mr. Amman's Scheme.—Mr. Blackburn's Suggestions.—Porpoises in the Yarra River.—A Disputed Point.—Mr. Robert Russell's Opinion of "The Falls"—"Dreaming of Young Batman.

THE Birrarrung (water coursing through mist and umbrageousness), as aboriginally designated, but accidentally named the Yarra Yarra—Anglice, Flowing-Flowing—by Mr. Charles Wedge under circumstances elsewhere narrated, was, when first seen by white men, a stream shrouded in romance, and wrapped in a grand grotesque wildness, to which its waters and its banks within the Melbourne circuit have long been strangers. From the spot whereon Melbourne was afterwards built to the Saltwater River confluence, the Yarra Yarra flowed through low, marshy flats, densely garbed with ti-tree, reeds, sedge, and scrub. Large trees, like lines of foliaged sentinels, guarded both sides, and their branches protruded so far riverwise as to more than half shadow the stream. The waters were bright and sparkling; and, woed by the fragrant acacias, shaking their golden blossom-curls, how different in aspect and aroma from the Yarra of to-day—a foetid, festering sewer, befouled midst the horrors of wool-washing, fellmongering, bone-crushing, and other unmentionable abominations! Some of the contiguous timber attained to a considerable height in the region of the present Queen's Wharf, and the Yarra basin constituted a natural reservoir which, viewed from the adjacent eminences, offered a spectacle for which eyes would now seek in vain. The Eastern and Western, the Emerald and Batman's Hills formed an immense cordon of she-oak, gum and wattle tree forests, which it could hardly be imagined would ever succumb to the fire and the axe of civilization. As for herbage, it luxuriated everywhere, and two persons still living, who walked through un-streeted Melbourne in 1836, have informed me that in the places now known as Collins, Bourke, Elizabeth, and Swanston Streets, they waded through grass as green as a leek, and nearly breast high. The blacks, the emus, the bell birds, parrots, and magpies had the northern quarter all to themselves, for the kangaroos mostly affected the southern side of the river, satisfied with the immense scampering area afforded them throughout that then practically illimitable region. The Yarra also swarmed with a sort of black fish, bream, flounder, and herring, which afterwards became a source of much sport to European anglers. The porpoises used not only to venture out of the Bay into the Saltwater River, but were sometimes rash enough to indulge in an aquatic stroll as far as Richmond. The Yarra Falls were primarily a rocky ledge barring the river, but in the centre was a fissure sufficiently wide to permit small laden boats to ascend at high water, and such had been known to do so occasionally. The salt water flowed up the river sometimes as far as Studley Park and into Gardiner's Creek. Shoals of sharks would now and then, like a hostile squadron, take a reconnoitering look in at Sandridge and Williamstown, and seals have been caught at the place now known as Fisherman's Bend. For years after the white occupation an excursion up the river was most enjoyable; along by the new Botanic Gardens and round towards Studley Park and the Yarra Bend, which, with two or three nooks in the Merri Creek, were the favourite haunts for the aborigines—"the forest primeval," tenanted with trees of every age and condition, which had weathered many thousands of storms.

Boating pleasure parties contributed one of the earliest modes of recreation for the few persons sufficiently affluent to indulge in such a luxury; and the following account of one of these excursions on the 1st March, 1839, extracted from the Port Phillip Gazette, will best convey to the mind of a present reader...
some notion of the locality of which I am now giving a brief and cursory description:—"The spirit that
dwells on the wavelets of the Yarra Yarra, if we may use so bold a metaphor, must have gazed up from his
sedgy throne in mute astonishment when he beheld the light musical laughter and beheld the beaming of the bright eyes that starved themselves in the waters of his own silent stream, as it were to mock the deep repose from which they had awakened the river god; needless of his
indignant looks, and the wondering gaze of large-eyed 'loobras,' who ran from spot to spot to scan through
the mingled foliage of the wild vines and mimosa the movements of the white man's canoes, the boats with
their varied freights floated away from reach to reach, until they closed upon the destined theatre of future
merriment. We might dwell upon the happiness and gaiety of the scene that followed—the cool tent spread
beneath the shade of the ancestral trees—the devoted gallantry of their attendant squires—the flash of the wine cup and the melody of song, till we fell into despondence over the comparison which the cares of our every-day money-seeking life present to those scenes of unrestrained mirth and pleasure; but it is a part of the philosophy of life which we anxiously cherish to avoid these painful contrasts. Sufficient to say
that night came down upon Yarra's stream before the long flotilla was again moored, deserted, and in
silence under the shadow of the town houses."

The writer of this stilted effusion I take to be the once gay and jovial George Arden, the
gazette's editor at the time, and though the "flash of the wine cup" glitters through the diction, enough of simple
prose remains to show that the Yarra was then a wildly fascinating place.

The first survey of the river was made early in 1839 by a Mr. Nutt, an assistant surveyor. He
penetrated to a distance of 112 miles, and so great was the river's sinuosity that he roughly estimated the
point he had reached to be in a straight line not more than fifty miles from town, but it was certainly much
less. A station taken up by Messrs. W. and D. Ryrie was the sixty-mile limit. Mr. Robert Russell, the
first principal officer of survey, made short occasional trips riverward; but in 1844 Mr. R. Hoddle, the then
head of the Survey Department, traversed a considerable portion of the Upper Yarra country, and submitted
an interesting report upon the subject. The Upper Yarra region attracted little or no attention until the
gold discoveries impelled adventurous diggers to enter its fastnesses.

On arriving in Port Phillip, I was an expert swimmer for many years, and, one hot summer day,
jumped into the Yarra, in the vicinity of the now Punt Road ferry. The river was deep, and down I went,
but was astonished to find that my ascent to the surface was impeded by a kind of suction drawing me
downward, and it required all the muscular power in my body to get up again, when I effected a safe
landing, and never after ventured into Yarra running water. Several instances have occurred where some
of the best white swimmers in the colony suddenly and unaccountably lost their lives in this river. As for
the blacks, they are amphibious by habit and necessity, and no one ever heard of one of them meeting
such a fate.

THE "FALLS,"

So long spanned by the well-known bridge of that name, mark a spot of some historical interest, as it was
there the first attempt was made of anything like a public work in the colony. The "Falls," and not the
river, ought to be known as "Yarra Yarra," which is the Aboriginal appellation for a rapid, or any rush of
water over rocks. Though fresh water was obtainable above the "Falls" at certain hours, the salt-water
impelled by the tide rendered it so brackish as to be often undrinkable. Therefore, an effort was made to
stem the deleterious up-flow, and in 1839 a weir, or dam, of the rudest kind was thrown across the "Falls."
It was formed of stone, mud and mortar, by the labour of a convict road-gang, and in August the Port
Phillip gazette wrote of it as "simple, neat, and substantial," and equestrians were "requested not to ride
on it," being dangerous alike to man, horse, and embankment. The "substantiality" of this undertaking
soon gave way, and ere a year had passed the matter was brought so prominently under the notice of
Governor Sir George Gipps on his visit to Melbourne in 1841, that His Excellency not only directed the
construction of a new breakwater, but volunteered to prepare a specification for the same. Sir George, be it known, was a Captain of Royal Engineers. Though shortly after His Excellency's departure this projected breakwater was commenced, owing to the stinginess of the Government, or other unknown cause, the Vice-regal design was never worked up to, the thing was scamped, and turned out more than half a failure. The brackishness of the water was partly reduced, but the supply was noxious, and anything like good water was not to be procured until the Yan Yean advanced to working order. The boiling process worked off the saline insalubrity of the water to a great extent, and the river did not reek with the disgusting contributories which in a few years commenced that pollution which, increasing with time, at the present day has transformed the waterway into a cloaca maxima of festering impurities. The Town Council was subject to spasmodic fits towards abating the universal nuisance, but the "vested interests," and the absence of adequate legislative authority, completely paralysed intentions excellent in themselves. The only other natural breakwater within miles of Melbourne was the "Falls" at Studley Park, remarkable as a once favourite crossing-place for cattle, and a station for herring fishing, much affected by the ancient anglers.

PUNTS.

The primitive European mode of crossing an Australian river was a contrivance at once simple and easy of execution. A dray without wheels, made water-tight by tarpaulin, was launched through the agency of a small rope looped round the main rope across the river, and the requisite quantum of haulage, the transit was accomplished. The first punts were not unlike a couple of huge bullock-drays fastened together. The first man to experimentalise with a punt over the Yarra at Melbourne was a Mr. William Watts, and the crossing place was about half-way between Swanston and Russell Streets. He did so under license, by which he was authorized to charge puntage rates. Watts launched his punt on the 15th April, 1838, and it was christened "The Melbourne" by his daughter breaking a bottle of champagne against one of its sides, after which there was a plentiful distribution of grog on the spot. In honour of so important an event, however, there was a stiff jollification at the town taverns in the evening, when no such nonsensical stuff as "Sham-pain," but stiff fiery rum, and not the best of half-and-half, formed the bibations. Of all the merry-makers on that memorable though not very remote occasion, I know of but one now alive and well able to crack a bottle of champagne in Melbourne to-day, viz., the veteran Thomas Halfpenny, the Studley Park Ranger, whose good-humoured face has already peeped out in these CHRONICLES.

The first punt "spec." seems to have succeeded with Watts, for in 1839 he established another over the Saltwater River near Footscray, where he also purposed opening a public-house; but as a license would not be granted, he disbanded the punt, and the Saltwater remained unpunted for some time. The Melbourne punt continued at its work, and a second one was added; but on the formation of the Melbourne Bridge Company, the punts passed by purchase to that co-partnery, and remained in operation until superseded by a wooden bridge. Dr. (afterwards Sir J.) Palmer, who had early established himself at the now St. James' Park, on the Yarra, was the first to place a punt over the river at Richmond.

At the time when the Melbourne punt flourished there was a small settlement known as the Brickfields, south of the river on the flat, running from the Government House Reserve round by Emerald Hill, and this place was the resort of a drunken, bloodthirsty, thieving crew, by whom several nocturnal depredations were committed. One night in 1842, a policeman named Rody Monahan, whilst on duty near the place was set upon by some of the brickfielders, and pitched into the river, where his body was found after several days' search. It was thought that he had interposed to quell a drunken row, and lost his life in consequence. Three men were apprehended on suspicion of the crime, but were released through want of evidence; and though the Bridge Company offered a reward for information towards bringing the offenders to justice, nothing ever came of it.

FERRIES.

Trans-riverine locomotion by boat was established contemporaneously with the punting. The first Charon that plied close to the "Falls," was an ancient Irish Celt, known as Paddy Byrne, who lived close by...
the Southern terminus, with an only daughter named Polly. They were both in their way public favourites, and when the father would be asthmatically or rheumatically disposed, as occasionally happened, Polly officiated as "skipper" with skill and liveliness. This ferry continued until the erection of the recent Falls Bridge, after "Paddy" had gone to stretch his bones in the old cemetery, and "Polly" somewhere else to the chronicler unknown. The keeper of the second ferry was, in 1839, one John Matthews, by no means so much an identity as either Paddy or Polly Byrne, and during the great Christmas Eve flood of that year, he had a miraculous escape from drowning. His boat and himself were swept from their moorings, and he would certainly have come to grief, but for his gallant rescue by a couple of sailors.

BRIDGES.

Considering the daily increasing importance of Melbourne, the punt system was abolished, and a bridge over the Yarra substituted.

Melbourne Bridge Company.


This company, established 22nd April, 1840, with a capital of £5000, in shares of £10 each, had for its object the erection of a bridge across the Yarra Yarra, in a line with Elizabeth Street. The committee contracted with Mr. John Augustus Manton, civil engineer, for the construction of an elegant, and substantial iron suspension bridge, to be finished within sixteen months from the date of the contract, and to cost £4500. The Governor signified his willingness to lay before the Council a Bill securing to the company a toll upon the bridge for the space of twenty-one years.

The company's shares were taken up, and it was agreed that £150 a year should be paid to the Government for the privilege of punt-plying. After this the punt charges were on a loaded dray, 2s. 6d., 1s. for each 24", and 2d. for a foot passenger. In 1841, the Government increased the annual rent of the punt to £200, and required the company to supply two constables to be always on duty there. The company and their engineer appear not to have got on amicably about "the elegant and substantial iron suspension bridge to be furnished within sixteen months," and a hitch occurred in the obtaining of a private Bill securing them in the toll for twenty-one years, for they stuck to the primitive punt-ponging for several years.

At a meeting of shareholders held on the 15th April, 1845, in the Royal Exchange Hotel, it was decided to have a fixed bridge. There was much controversy between the Superintendent (Latrobe) and the Bridge Company as to where the bridge was to cross the river. Latrobe favoured the end of Elizabeth Street, whilst the company preferred Swanston Street. At Elizabeth Street the water was twenty feet deep and the bottom composed of thick mud, whereas at the other place the depth was not more than seven feet, with a hard gravelly bed, and this led to the abandonment of the Elizabeth Street motion. Tenders were invited, and Mr. Alexander Sutherland's was accepted. According to contract he was to complete the bridge, approaches included, for £400, and the first pile was driven on the 9th June. When his work was finished he found he had so far miscalculated in his estimate that it cost him £530, and for the £130 at the wrong side of his ledger he made an ineffectual appeal to the company. The bridge crossed the river in a slanting direction towards Edwards' boathouses, and in 1883 I saw some of the old piles remaining where originally put down. In January, 1846, the bridge was leased to a Mr. R. A. Balbirnie, and it remained in the company's hands until superseded by the opening of a free Government bridge in 1850.

There was one circumstance connected with the old bridge, which ought not to be passed over sub silentio. During its existence it had but one keeper, who was as well-known as the river itself. Patrick Doherty, was intrepid and humane, and had been instrumental in his time in saving eight persons from drowning. The new bridge being free to the public, the toll-gatherer lost his occupation, and a subscription amounting to £25 was raised in recognition of his past conduct and on the 23rd of December, 1850, a presentation was made on the new bridge, when the Mayor (W. Nicholson) handed Doherty the "pony."
in a purse, and with Messrs. William Hull, J.P., and John Hood spoke in the most laudatory terms of the ex-bridge-man's gallantry. Doherty soon after became a licensed victualler, and he died leaving a widow and five children.

**Prince's Bridge.**

The necessity for the erection of a suitable permanent bridge at length compelled the attention of the Government, and as it was a matter likely to entail considerable expense, it was referred for consideration by a Select Committee of the Legislative Council of New South Wales. Mr. David Lennox, an officer of experience was despatched to Melbourne to obtain reliable data, and the Committee (24th September, 1845) recommended "that a bridge of one arch with a span of 150 feet, estimated at £10,000, should be erected over the Yarra, at a spot opposite to or in the vicinity of Swanston Street, Melbourne." Lennox's plan of the bridge was approved by the Superintendent (Latrobe), and the Government lost no time in acting upon the report of the Legislature. It was decided that the bridge should be begun on the same day, and with much the same ceremony as the long-talked-of, long-awaited, and sadly-required Melbourne Hospital. The several public bodies who promised to co-operate in the one undertaking were invited to be equally obliging to the other, and the event was in every sense a gratifying success. As the procession of the Hospital has been fully described in another chapter, it is only necessary to notice here the special circumstances connected with the laying of the foundation.

After the Masonic Brotherhood and other Societies were arranged in the places assigned to them, the proceedings commenced by the Rev. A. C. Thomson, Masonic Chaplain, offering a prayer composed by himself for the occasion, after which he delivered the following invocation:—

"May the great Architect of the Universe permit this work to be carried on successfully to its completion; and make this bridge serviceable for the design of its erection, that by its means the bounties of Providence may come in to the people of this place, to their welfare, and to the glory of His holy name."

Masonic response—"So Mote it be."

The stone, previously adjusted, was then partly lowered, and Brother Frederick Lord Clay, as the Junior Worshipful Master, having received a bottle containing various coins of the realm from His Honor the Superintendent, deposited it in the stone, and also a brass plate, the inscription on which was read by Brother John Stephen, as Director of Ceremonies. It was thus:—

**The Foundation Stone of This Bridge Over the Yarra Yarra River, at Melbourne,**

Was Laid on the 20th Day of March, A.D. 1846,

By His Honour Charles Joseph Latrobe,

Assisted by the Ancient and Honorable Fraternity of Freemasons,

In the Ninth Year of the Reign of Her Most Gracious Majesty Queen Victoria,

Governor of New South Wales,
Sir George Gipps, Knight,
Superintendent of Port Phillip,
His Honour C. J. Latrobe, Esq.
Resident Judge,
His Honour William A'Beckett, Esq.
Mayor of Melbourne,
His Worship J. F. Palmer, Esq.
Superintendent of Bridges,
David Lennox,"
A silver trowel was next handed by Senior Worshipful Master A. H. Hart to His Honor, who spread the mortar, after which some verses of a psalm were sung.

The corn was then scattered, some oil and wine poured on the stone, and another invocation was offered by the Chaplain, as follows:—

"May the bountiful hand of Heaven ever supply this Province with abundance of corn, wine, and oil, and all the necessaries of life; may He whose mighty hand encompasses Eternity be the guardian and protector over this infant city and its inhabitants; and may this building which spanneth the waters be long His protection—long preserved from peril and decay."

Masonic response—"So Mote it be."

His Honor the Superintendent observed that as this was in fact the only bridge which for many years would probably be constructed over the Yarra, he wished that it might be distinguished by the name of "Prince's Bridge," in honor of the Prince of Wales, who he hoped would yet be the Sovereign of the Australian colonies.

Mr. E. J. Brewster, M.C., and a member of the Masonic Body, delivered an address, in the course of which he expressed the satisfaction entertained throughout Port Phillip at the commencement of a great and useful public undertaking, and hailed it as the forerunner of similar works urgently required throughout the district. It was impossible not to consider the period when this bridge was being erected as most auspicious. After a long night of suffering and distress Port Phillip had arisen with resuscitated energy and vigour; never was it in a more healthy condition; and when the failure of crops with which it had pleased Providence to afflict other portions of the earth was considered, it should be remembered with thankfulness that here the full horn of plenty had been poured out. The bridge will be the means of uniting two of the most fertile portions of a country justly designated "Australia Felix," and be of incalculable advantage to the commercial interests of Melbourne. He concluded thus:—"Having looked before us, if we would now look upwards, and for a moment view the vast arch extended over our heads, we will at once see how meagre and transitory is the proudest structure of man when compared with the everlasting handiwork of the Great Architect of the Universe. But this is a Masonic suggestion, and reminds me that we have now to proceed to lay the foundation of another building—this is more directly personal, and for our own benefit—that for the purpose of benevolence. In both, Masons are peculiarly interested, being from time immemorial the promoters of charity and the disseminators of the useful and liberal arts. It only, therefore, remains for me on the part of that Order, the basis of whose constitution is, to fear God, honour the Queen, and love one's neighbour as one's self—to tender you, Sir (the Superintendent) our grateful acknowledgments for the invitation which has afforded us an opportunity of participating with you in the performance of this day's ceremony; and in conclusion, to offer our supplications to the Supreme Architect of the Universe that this work, so favourably commenced, may rise in beauty, harmony, strength, and honour, to the country, to the satisfaction of you, Sir, its founder, and to the credit of our ancient Fraternity."

His Honor the Superintendent said he sincerely trusted that the bridge about to be erected would yet be traversed by thousands of the children of the present residents in the Province. He expressed his thanks to the different Fraternities honouring the occasion with their presence, especially the St. Patrick Society, the Temperance Society, and the Masonic Body.

At the conclusion of these observations, three loud cheers were given for the Queen, with three for the Superintendent. The "National Anthem" was then chanted by all present, and that portion of the day's work concluded, the assemblage proceeded to assist at the foundation of the Hospital.

The Masons and Oddfellows held high carnival that evening in honour of the joint ceremonies of the day, and the bridge was paid an unique and special compliment by the Chief-Constable (W. J. Sugden) entertaining the members of the police force at a dinner in the Market Square Hotel.

The bridge was 150 feet span and 30 feet in width, and the following is an estimate of the probable outlay:—Digging foundations, &c., £500; making and putting up centring, £850; 17,000 cubic feet of cut stone in the arch, of granite, at 2s. per foot, £2,700; 10,660 cubic feet of cut stone in the abutments, of bluestone, at 2s. 6d. per foot, £2,799 10s.; 5,959 cubic feet of cut stone in the frieze, cornice, parapets, &c., at 2s. per foot, £595 18s.; 4847 perches of building stone in abutments, wing-walls, &c., at 6s. per
perch, £1454 2s.; 6665 perches of building and mortar, at 6s. per perch, £1999 10s.; 67,200 cubic yards of embankments at the two ends of the bridge, at 6s. per yard, £3360. Total, £12,209.

The recent discovery of a stone quarry at Corio (Geelong), suitable for the work, would, it was expected, reduce the gross amount by £2000. The troubles of the bridge, however, soon commenced, the first stumbling-block being the stone contractor, who declared he had under-tendered, and was dilatory in keeping up the supply. Little advance was made until August, when it was ascertained that, instead of £12,000, the probable cost would be £20,000, and instead of being finished in three years, as expected, it would take five. It was first intended to proceed with one-half of the arch, but some local engineers having expressed disapproval, the Bridge Superintendent changed his mind, and went on with the whole. During 1847 it dawdled away, the subject of scornful and disparaging comment; but at the commencement of 1848 there were no less than twenty masons hammering away on it! On the 10th February the arch was half finished, and when completed it would be the largest in the colonies, and, with only one exception, the largest in Europe. Its span would be 150 feet, whilst the span of the main arch of London Bridge was but two feet more (152). The material was granite and bluestone; some of the granite blocks weighed one and a-half tons, and it took eight bullocks two days to drag one of them to Melbourne. The granite was well-grained, in no manner inferior to the Scotch article. On the 7th September the second portion had so far progressed that the process of "keying" took place at 3 p.m., in the presence of Superintendent Latrobe, when the Union Jack was proudly unfurled. The arch was an elliptical span of 150 feet, the crown being but thirty feet above the water. It was the flattest ever thrown, only one-fifth of the altitude, whilst the celebrated bridge at Neuilly, in France, of 120 English feet span, rose from the spring to the crown of the arch more than a fourth of the entire span. The centre arch of the new London Bridge was the nearest approach in dimensions and contour to the Melbourne one, but the crown of that arch was 35 feet above the springing of the intrados, or nearly one-fourth, and one-third of the extreme span. For strength the lower tiers of stones were set so as to project inwards eighteen inches on each side, leaving a clear span of 150 feet. The breadth of the arch was thirty feet, and, estimating the weight of each cubic foot of granite used in construction at 168 lbs., or 1 1/2 cwt., there were 23,490 cubic feet for the solid contents of the arch, which would weigh over 1260 tons. On the 19th April, 1850, the last "cap" stone was placed on the bridge, an event signalized by the sprinkling of a legion of Union Jacks and other flags all over the structure. The amount expended to date was £12,000. A most wanton act was perpetrated in the vicinity of the bridge on the 14th July, 1850. The Superintendent had a small wooden building for an office, and this was feloniously fired. The place contained a plan of the bridge and several documents of value. A reward was offered for the detection of the perpetrators, but to no effect.

The bridge was formally opened on the 15th November, 1850, with the grandest procession display witnessed in the colony, a description of which will be found amongst the Separation rejoicings on one of "the three white days." Lennox well sustained his reputation by the manner in which this first stone bridge was built, for in durability it has had no equal in the colonies. On the 26th September, 1851, it was lit by three lamps on each side.

I was under an impression that the design for this structure had been prepared by Mr. David Lennox, a Superintendent of Bridges, despatched from Sydney, but I have now reason for believing that it was the handiwork of Mr. Charles Laing, the second Town Surveyor of Melbourne. It appears that the Public Works Committee of the Town Council, acting in conjunction with a delegation from the District Council of Bourke in 1844, offered a premium for plans and estimates for a bridge over the Yarra. The structure was to be on elliptic arches, and, though there were more than a dozen competitors, the design adjudged deserving of first prize so deviated from the conditions of the plans that a writer of the time declares its acceptance to be "a shameful injustice," as it was a plan "which cannot by any possibility be tortured into anything approaching to elliptical." As to this old structure Mr. Russell thus gossips:

"Concerning the stone bridge at present under condemnation (I wish I had the power to grant a reprieve), you may be aware that a premium was offered, and this design was accepted. It was not quite in accordance with the terms of the advertisements, as will be seen by the letter in the Port Phillip Herald of June, 1844, forwarded herewith; but it is nevertheless well constructed, and being one of the largest spans,
THE CHRONICLES OF EARLY MELBOURNE.

should rather be doubled in width, and dry arches formed on either side for traffic, than have to give way to iron and ornamentation.

"I enclose copy of a letter sent by myself to the Town Council, with my design, in which I was assisted by the late Mr. Samuel Jackson. We got the second prize. The following memo (6th June, '44) was also forwarded in connection with the plan submitted:—

""In the accompanying design the viaducts on either side of the river are so arranged as to support the arch of the bridge. These viaducts, or dry archways, are, moreover, available for communication through the raised roadway, which is intended to be filled up from the line of Flinders Street on one side, and back to the rise on the south side of the river, giving additional value to the Government land in the latter situation. The estimated cost of this bridge, including viaducts, is £12,000; the formation of roads as approaches is estimated at £600; the filling-up approaches at £1000." There was a wooden bridge also constructed, whilst the stone one was progressing, and in July, 1845, I have an entry of payment received by me on account of superintendence of same." The undertaking here specified is manifestly the Company's pile bridge, previously described.

NEW PRINCE'S BRIDGE.

The Prince's Bridge of 38 years ago being a thing of the past, it will be interesting to place in juxtaposition a few particulars connected with the inception, progress, and opening of the magnificent structure which has succeeded it in the same place. Explanation, if not apology, is needed for this step, as only under exceptional circumstances could the apparent solecism of including herein events that happened nearly forty years after the CHRONICLES are supposed to close, be pardonable.

One of these exceptional circumstances will be found in the connecting link that the bridge forms between the past and the present—the Omega of engineering skill and colonial enterprise. Another circumstance is the perfect contrast (not at all favourable to the latter) presented by the opening demonstrations of the two bridges. And to these may be added a third, that a similar course has been adopted herein with regard to other Institutions, in the material advancement of which a noteworthy public interest is taken.

Previous "rejoicings" and grand "processional displays" that took place at the opening of the old Prince's Bridge in 1850, have been alluded to. But it must be contended with humiliation, that there is no material with which to rejoice or make display in connection with the opening of the new bridge. True, there was a kind of demonstration at the laying of the foundation stone of the latter; but even that had its heart-burnings, for the "powers that be" and the "power that would be" clashed considerably. There was a good deal of talk, and not a little correspondence in the public press, upon the questions of right and etiquette to be observed. On one hand it was held that the Government of the day should have elaborated the occasion as one, the importance of which would have warranted it being identified with at least a public, if not an universal, celebration. On the other hand, His Excellency the Governor was spoken of as being the most appropriate celebrant of a performance that will live in our colonial history. But it is difficult to arrest the influences of personal vanity, or to counterpoise the temptations of private caprice; and so the contractor's own whim carried the day.

One of Melbourne's most popular mayors (Mr. J. C. Stewart, member of a firm of Solicitors) reigned over the metropolis in the year 1886; the anniversary of his wife's birthday was fixed as the day on which to "lay the stone," and the lady herself was the chosen means by which the work should be performed. The compliment was an exceedingly appropriate one, which it need not be said was as gracefully accepted; but the proposal came from the wrong quarter. The Government was robbed of its opportunity (for it has not been upheld that the contractor was right in usurping the functions of the Ministry and the public, whose business he was engaged to perform), notwithstanding Mr. Stewart's assertion that Mr. Munro's "selection had met with the approval of the Government." The matter was personal to Mr Munro—nothing more—a fact that stripped it of its inherent political and commercial significance. What the legal aspect of the question may be is outside my province to argue; but as questions of taste and palpable duty...
I think there can be no difference of opinion that both were violated. Had the contractor merely desired to make merry with the "troops of friends" he undoubtedly possesses, the occasion would have been a sufficiently legitimate one, without the addition of plumes borrowed by French leave, and if I add that the foundation arrangements appeared to give satisfaction to an exclusive coterie, and that the occasion was allowed to sink to the level of a semi-private jollification, simply from the exercise of good feeling, and a correct taste on the part of the public, it was, nevertheless, understood that the Governor would lend the additional prestige of his office and presence at the opening ceremonial.

And this had its justification, inasmuch as the construction of this bridge was a ne plus ultra undertaking in the heart of the metropolis of the Colony, over the destinies of which His Excellency presides as the honoured representative of the Queen-mother of the son after whose patronymic the bridge is specially named.

But, as the time arrived, local jealousies again cropped up, and instead of the jubilation we were led to expect, the opening event was allowed to pass unhonoured and unsung—that is, save and except the gathering of a political Minister's clientèle, and consumption (by them) of the cold meats remaining from the Mayor's ball held the night before in the Melbourne Town Hall.

The sum of this humiliating state of things is nearly complete. Suffice it to note that Mr. Contractor Munro once more stepped between duty and inclination, and sacrificed the former to a momentary gratification of the latter. The Government could not negotiate for the final ceremony until the work had been placed under their control, and the contractor could not hand over the bridge until it was finished. The Governor was powerless to take action unsolicited. Mr. Munro, doubtless, courted any additional kudos that might come in the search for popularity, but the people would have experienced a conjunctive satisfaction if His Excellency could have driven over the structure in state (which he did) and declared it open for public traffic at the same time (which he did not). The "double event" might have come off, but that it was forestalled by the contractor personally inviting the Governor to cross the bridge (before its completion) with his retinue, on his road from Government House, on the opening of Parliament. This, of course, gave umbrage to the "powers that be," and once more the "power that would be" triumphed. The Government rather inconsistently, not to say pettishly, held that the Governor's drive across (which, in reality, he was merely invited to do for comfort's sake, to avoid the mud-pools in the St. Kilda road), constituted a virtual "opening" of the bridge. Still the Minister of Public Works was deputed, subsequently, to enact the hollow farce of walking on to the new highway, and proclaiming a fact the public already enjoyed, for traffic had been going on for some time.

There was no gathering of the Masonic and other bodies, as on the opening of the first Prince's Bridge; no prayers for a blessing; no bands playing; no colours flying; no "enthusiastic rejoicings of the inhabitants;" no "Union Jack proudly unfurled," as of old time. The Ministry were represented by a solitary subordinate member of it, whose senseless punctilio has cast a shadow over an event which should have been enshrined on the scroll of years to come, with all the pomp and circumstance of a glorious, if not a mighty, achievement; and the Prince's Bridge of 1888 will remain alike a monument of the Colony's energy, wealth, and progress; a reproach to the supineness of a captious Government; and a silent testimony of the selfishness of a favoured few, who, by their secluded libations to Bacchus, cast ridicule on what should have been an enthusiastic democratic demonstration by the people.

LAVING THE FOUNDATION STONE.

This event took place on Tuesday, the 7th September, 1886, and the Melbourne Argus of the following day thus reports the proceedings—

"The weather in the morning was threatening, but rain did not fall until after the ceremony, which was performed under pleasant and auspicious circumstances. Admission to the enclosure surrounding the site of the bridge was by ticket. The persons invited were admitted at the gateway on the northern side of the river, and crossed by a temporary footbridge to the spot at which the foundation-stone was to be laid on the southern side. The massive stone was suspended on a movable crane over the abutment on which it is to rest. Planks were laid down on the excavated area around the stone, and on the
platform above there were seats for spectators, who assembled early in large numbers. Over the wooden framework of the bridge streamers of flags were hung. The display of bunting was profuse, and gave a festive appearance to what was otherwise a somewhat sombre scene. A band, kindly lent for the occasion by Mr. R. K. Montgomerie, of the New Brewery, West Melbourne, was present, and relieved the tedium of waiting by selections of music.

Punctually at 12 o'clock the Mayoress of Melbourne (Mrs. J. C. Stewart) arrived, and was greeted with cheers by those inside and outside of the enclosure. The Mayoress was accompanied by the Mayor and the Town Clerk (Mr. Fitzgibbon), and was received at the entrance by the contractor (Mr. D. Munro). Amongst the gentlemen present were the Chief Secretary (Mr. Deakin), the Commissioner of Customs (Mr. Walker), the Commissioner of Public Works (Mr. Nimmo), the Minister of Education (Mr. Pearson), the Postmaster-General (Mr. Derham), the Minister of Defence (Mr. Lorimer), the President of the Legislative Council (Sir Jas. MacBain), Colonel Sargood, Mr. F. Ormond, Mr. C. J. Ham, Mr. Simon Fraser, M.L.C.'s, Mr. T. Bent, Mr. J. B. Patterson, Mr. G. D. Carter, Mr. E. L. Zoë, and Mr. J. W. Peirce, M.L.A.'s, Mr. W. H. Steele (Inspector-General of Public Works), Mr. C. Le Cren (Secretary of Public Works), Representatives of the contributing Municipalities, and Messrs. Green, Dobbie, and Gall (members of the Adelaide Chamber of Manufactures).

Everything being in readiness for the ceremony, Mr. D. Munro called upon the Chief Secretary to address the assembly.

"Mr. Deakin said,—'Mr. Mayor, Ladies, and Gentlemen,—It is rather more than 40 years since the foundation-stone of the first Prince's Bridge was laid on the other side of the Yarra, and he would have been a bold man, I fancy, who on that day would have ventured to predict that even within a century that handsome and substantial structure would be removed in order to make way for a still finer and more imposing bridge. Under no ordinary circumstances could such a change in so short a time have been well imagined; but the circumstances of Victoria have not been ordinary. They have been entirely unprecedented, and in a space of less than half a century the Government and the City Council of Melbourne and the Councils of its now existing suburbs are called upon to face quite a new order of things. Forty years ago Melbourne had 12,000 inhabitants, and the colony as a whole had only a population of 35,000. To-day Melbourne has 365,000 inhabitants, and the colony has a population of more than 1,000,000 within its borders. (Cheers). Such a change in so short a space of time, I suppose, has not been witnessed in any other part of the world. Then there was great rejoicing at the commencement of the construction of a bridge which cost £20,000, and which took four years to complete. To-day we celebrate the laying of the foundation-stone of a bridge which is to cost £150,000, and which we expect, will be completed in less than two years. Judging by the progress which the contractor has made, I think we are well justified in that expectation. At the same time, we cannot afford to despise the day of small things. On the contrary, one of the chief obstacles to the construction of a bridge sufficiently magnificent to meet the demands of modern Melbourne was the fact that the existing structure was a beautiful, and in its way, a splendid structure. There was the greatest regret at even the idea of cancelling such an old landmark—one which had so many associations clustered around it, and which had so well fulfilled its purpose. It was not until we were able to connect this question of the Prince's Bridge with the larger question of the river improvement, and permanent protection from floods, that we saw any means whatever of enabling a new bridge to be built. Consequently, we resorted to that device.

"When I had the honour, in 1883, to be Minister of Public Works, I introduced a Bill into the Legislative Assembly to authorize the construction of a temporary bridge in place of the old bridge, because it was felt that as long as the old bridge stood before the eyes and in the hearts of the people of Melbourne there would be no chance of getting a new bridge. We obtained the necessary permission to have the old bridge removed, and the Public Works department determined then to put up such a structure as would not satisfy the people for any long period of time. That innocent piece of strategy has justified itself, and that structure is now to be superseded by one worthy of our metropolis. The cost and the importance of this work have been greatly increased by the fact that it is part of our great scheme of river improvements. There are many here who can..."
remember the time when from where we stand to the Immigrants' Home behind us was one rolling river of turgid water, carrying haystacks, and occasionally cottages, down to the sea, and those who witnessed the flood of 1878 do not wish to see the same thing again. (Laughter.) Since then the work of river improvement has been carried on with such rapidity that 7,000 tons of solid rock forming a wall across the river have been removed from the spot on which we stand, and 43,000 tons removed from the site of the other wall lower down, so that altogether 50,000 tons of solid rock have been taken out of the river. In addition to that the superficial area of the waterway, which under the old bridge was 300 square feet, will be increased under the new bridge to 4,000 square feet. According to the testimony of Sir John Coode the work done in connexion with this bridge, the widening of the river to 300 feet, the removal of the rocks, and the making of the new cut, will give us the only possible preventive of future floods. In that way, therefore, as in other ways, the ceremony of to-day marks an important advance, and we may congratulate ourselves upon it. Not long ago we celebrated the iron wedding that it was hoped would knit Victoria and New South Wales more closely together. Now the Mayoress is about to lay the foundation-stone of a bridge in which, by the marriage of stone and iron, we shall have the north and south banks of the river wedded together for all time to come. We shall have the divisions of north and south Melbourne very largely removed, and the spot where we stand may at no distant date be almost the centre of a great and prosperous city. It is looking forward to greater Melbourne, of which we may regard this as the first important work, that I have now the pleasure and privilege of addressing these few words to you to introduce the ceremony which the Lady Mayoress will at once perform." (Cheers).

"Mr. D. Munro then read the following address to the Mayoress:—

'To Mrs. Amelia Henderson Stewart, wife of James Cooper Stewart, Esquire, The Right Worshipful the Mayor of the City of Melbourne.

'Dear Madam,—

'I have pleasure in asking you to perform the gratifying and auspicious ceremony of laying the foundation-stone of this The New Prince's Bridge.

'The reasons which have led to its erection in lieu of the handsome stone structure which has been removed to give it place (namely, the insufficiency of the latter to the requirements of the increased and constantly increasing population and business of this the capital of Victoria, its suburbs, and the country southward of the Yarra, and the determination to obviate recurrence of injury from floods, and to increase the usefulness and sightliness of the river by widening its waterway, and by deepening and removing obstructions from its bed), are unmistakable proofs of local energy, and progress.

'Whilst the enterprising spirit of the Government and Parliament of the Colony, the Mayor, Aldermen, and Councillors of the City of Melbourne, and the Mayors and Presidents and Councillors of the other contributing Cities, Boroughs, and Shires in planning and providing funds for a structure of such noble dimensions, is evidence of present prosperity, and unlimited faith and confidence in the future of our country.

'Personally, whilst conscious as none other can be of the weight of the obligation so incurred, I am proud that it has fallen to me to contract, and become responsible, for the carrying out of this important national work, and in asking you to perform the interesting task of laying the foundation-stone, I feel sure that to none can the occasion be of greater pride than to you who were born in this city, and it is pleasing to remember, on a day of which this is the anniversary, and of which I take opportunity to wish you many happy returns.

'I beg your acceptance of this trowel for use in, and as a memento of, this ceremony.'*

The trowel presented to the Mayoress was made by Mr. H. Newman, of Melbourne. It is a very fine example of colonial art. The blade is of silver, and bears the arms of the Colony and of the City of Melbourne, together with a well-executed view of the new bridge. The handle is of
The Mayor (Mr. J. C. Stewart) in acknowledging the gift on behalf of the Mayoress, said,—"Mr. Munro, I thank you very sincerely for the high compliment you have paid to the Mayoress and to me as the Mayor of Melbourne in inviting her to perform the interesting and pleasant ceremonial duty of laying the foundation-stone of the new Prince's Bridge; for your expressions of personal respect and good wishes as to her birthday, with which your invitation is accompanied, and for the handsome present you have made to her, which will be treasured as an heirloom by us. It is gratifying to know that, apart from the personal considerations which have influenced you, your selection meets with the concurrence and approval of the Government and of the Municipal Bodies interested in the work; and I need scarcely add that in the circumstances it affords the Mayoress the greatest pleasure to comply with your request. I may be pardoned for expressing my individual opinion that the duty could scarcely have been more appropriately entrusted to anyone else. My wife was born in this city, almost in view of the present site, and here her life has been spent while the bridge, when completed, will be wholly within Melbourne. It seems to me, therefore, to be only in harmony with the policy, according to which the laws of this Colony are made and administered, and which aims at securing the pride of place to our native products, that the honours of the occasion should be conferred on the first native-born Mayoress of Melbourne. For the first ten years in the history of the Colony, viz., from 1835 to 1845, the provision for crossing the river was by punt only. The first bridge, which was of wood, and placed a little higher up the river than the site of this bridge, was like the previous punts, private property. It was commenced on the 9th June, 1845, and with its approaches cost the company for which it was built £400, but to the unfortunate contractor, Mr. Alexander Sutherland, £500. Tolls were charged for its use until the opening of the Prince's Bridge, which was built as a free bridge, at the public cost, by the Government of New South Wales, of which this colony, then the district of Port Phillip, formed part. The estimate and vote for the work was £10,000, but the actual cost approached nearer to £15,000. The choice of its design was chiefly that of the Superintendent of the District, afterwards the first Governor of this colony, Charles Joseph Latrobe, Esq. It was a single arch of stone, 150ft. in span, less by 50ft. than the Grosvenor-bridge at Chester, of which it was nearly a fac simile, but still one of the largest stone arches then existing, and of very light, graceful, and artistic appearance. Its materials were local basalt and granite. The superintendent of the work was Mr. David Lennon, and the builder was Mr. Patrick Reed, who, like Mr. Sutherland, complained that the price received did not repay him his expenditure. The foundation-stone was laid, and the bridge, in honour of His Royal Highness the Prince of Wales, was named 'Prince's Bridge,' by Mr. Latrobe, on 20th March, 1846, and was opened by that gentleman on 15th November, 1850, amidst the enthusiastic rejoicings of the inhabitants at the news received two days previously of the passing of the Act of the Imperial Parliament, authorizing the separation of the district from New South Wales, and its erection into the Colony of Victoria. The City of Melbourne, then included the present Cities of South Melbourne and Fitzroy, the Boroughs of Port Melbourne and Hotham, and parts of the City of Collingwood and of the Boroughs of St. Kilda and Brunswick."

"I fervently hope that, under the Divine Providence, the work may, in your enterprising and able hands, be completed without loss of life or property, and I do not doubt but that the association of your name with this great national and local undertaking, will recall memories only as pleasing as that of the ceremony in which we are now engaged." (Cheers.)

"The Mayor then placed in a cavity in the stone a bottle containing a parchment recording the event, copies of the local newspapers, and several coins of the realm. The Town Clerk read the inscription on the parchment, which was as follows:—

"The foundation stone of this bridge over the Yarra Yarra River at Melbourne, built (instead of a former structure of stone, but of smaller dimensions), at the joint expense of the Government of Victoria, the Corporation of the City of Melbourne, and the Corporations of the Cities of South Melbourne and
Prahran, the Boroughs of St. Kilda and Brighton, the Shires of Caulfield, Malvern, and Moorabbin, was laid, and the said bridge was named, like the former, after his Royal Highness the Prince of Wales, 'Prince's Bridge,' by Mrs. Amelia Henderson Stewart, the wife of the Right Worshipful the Mayor of Melbourne, on the anniversary of her birthday, the seventh of September, A.D. 1886.

"In the fiftieth year of the reign of Her Most Gracious Majesty Queen Victoria.
"In the third year of the Governorship of His Excellency Sir Henry Brougham Loch, Knight.
"In the Premiership of the Honourable Duncan Gilles, M.L.A.
"James Cooper Stewart, Esquire, Mayor of the City of Melbourne.
"Robert Wright, Esquire, Mayor of the City of South Melbourne.
"R. A. Forbes, Esquire, Mayor of the City of Prahran.
"Frederick Wimpole, Esquire, Mayor of the Borough of St. Kilda.
"J. F. Hamilton, Esquire, Mayor of the Borough of Brighton.
"Richard Dawson, Esquire, President of the Shire of Caulfield.
"R. G. Benson, Esquire, President of the Shire of Malvern.
"David Abbott, Esquire, President of the Shire of Moorabbin.
"William Henry Steele, Esquire, Inspector-General of Public Works.
"Designed by J. H. Grainger, Esquire, Architect.
"The Contractor (under contract entered into during the Commissionership of the Honourable Alfred Deakin, M.L.A., now the Chief Secretary of Victoria), David Munro, Esquire.'

The Mayoress then gracefully laid the stone, assisted by Mr. W. H. Steele (Inspector-General of Public Works), Councillor Wright (Mayor of South Melbourne), and Councillor Forbes (Mayor of Prahran). The ceremony having been successfully completed, the Mayoress declared the stone well and duly laid, and named the structure 'Prince's Bridge.' The band played the National Anthem, and, at the instance of the Commissioner of Public Works, cheers were given for the Queen, the Prince and Princess of Wales, the Governor, the Mayoress, and the Contractor. Mr. Munro called for cheers for Mr. Nimmo, which were heartily given, and the proceedings closed.

THE OPENING CEREMONY

Is thus reported in the Age of Friday, October 5th, 1888.

"At noon yesterday the new Prince's Bridge, which has been built across the Yarra in a line with Swanston Street, was officially and formally opened by the Commissioner of Public Works (Mr. John Nimmo, M.L.A.). Prior to the hour appointed for the opening to take place, some 2000 persons assembled at the city end of the bridge, where they were kept in check by Inspector Pewtress and a small force of police. At noon precisely the Mayor of Melbourne, Alderman Benjamin, accompanied by the members of the City Council, arrived on the bridge in four carriages. They drove along a clear space through the crowd, and on to the centre of the bridge, where the Commissioner of Public Works, together with a number of officers of his department, who have supervised the work; the contractor, Mr. David Munro, and a number of members of those Municipal Councils which, with the Government and the City Council of Melbourne, have contributed to the cost of the structure, met them. The vehicles were driven across the bridge, and subsequently a halt was made in the centre of the bridge, by the carriage containing the Commissioner of Public Works and the Mayor of Melbourne. Mr. Nimmo then declared the bridge open for public traffic. He expressed the pleasure it gave him to meet there the Representatives of the Municipalities which had contributed to the cost of the structure. He had invited them to be present to inspect the bridge, and he congratulated them on its noble appearance. He believed there was only one bridge in the world of a greater width than the new Prince's Bridge—(Mr. Munro, Senr.: "No, there is not one")—and that one was in Dublin. He considered that all concerned might feel proud of the work they had combinedly accomplished, and it afforded him the greatest satisfaction to declare the bridge open for the use of the public.
The public assemblage, which had been restrained by the police, was then permitted to cross the bounds at which they had so far been detained, and flocked to all parts of the bridge, cheers being given for the Minister of Public Works and the Mayor of Melbourne.

The gentlemen who had taken an official part in the opening ceremony, then adjourned to the Town Hall, where they were entertained at luncheon by the Commissioner of Public Works.

The Luncheon.

About 150 gentlemen were present, and Mr. Nimmo presided, having on his right the Mayor of Melbourne, Mr. William Westgarth, M.L.A.; Mr. David Munro, Mr. Munro, Sen., and Mr. E. G. Fitzgibbon. On the left of the Chairman were the Mayor of South Melbourne, Councillor T. Smith; the Mayor of St. Kilda, Councillor S. E. Jeans; the President of the Shire of Malvern, Councillor A. E. Clarke; and the President of the Shire of Caulfield, Councillor James Ballantyne. The remaining guests comprised members of the Municipal Councils contributing to the cost of erecting the bridge, and officers of the Public Works Department. The luncheon was excellently served by Mr. Skinner. The usual loyal toasts having been honoured, the Chairman proposed success to the new Prince’s Bridge, and read an official précis of the history of the bridge as follows:

On the 3rd September, 1880, the Minister of Public Works directed that the bridge be proceeded with in accordance with the Report. On the 10th September, 1886, as the Engineer in Chief of Railways asked that additional width be given to Flinders Street Station ground over that afforded by the lines...
recommended by the Board, the Minister asked the Board to meet and consider the question; and on
the 10th December, 1880, the Board reported to the effect that if the Government considered the additional
ground worth the cost that would be entailed there was no objection. On the 19th January, 1881,
the new line on the north side of the river, as desired by the Railway Department, was therefore
adopted. In the conditions of competition it was provided that the author of the first design
might be requested to prepare the working drawings of the bridge, and Mr. J. H. Grainger, having
represented that such design was prepared by himself, applied to be entrusted with their preparation
and that was accorded to on 10th March, 1881. On the 22nd November, 1881, the plans were
completed by Mr. Grainger. On the 26th January, 1882, the plans were forwarded to the City
Council and approved, and afterwards forwarded to the Emerald Hill Council. On the 9th May,
1882, the Minister of Public Works asked the Board to again meet and report, as it was stated that
the views of the Railway Department as to the extent of ground required for station purposes had
been now modified. In May, 1882, Messrs. R. Watson, W. H. Greene, A. J. Skene, and W. Cain were
added to the Board, as Messrs. T. Higinbotham and A. K. Smith had died, and Mr. W. Elsdon had
resigned. On the 30th May, 1882, the Board, after ascertaining the views of the Railway Department,
reported and recommended that the original line of river and site of bridge referred to in the Report
of 3rd September, 1880, should be adhered to. On the 8th August, 1882, the Board again reported,
fixing the gradient for the north approach to the bridge so as to give headway for the railway traffic
under the structure. The above Reports were approved, and Mr. Grainger was directed to make the
necessary alterations to the plans of the bridge consequent on the change of site. On the 18th August,
1882, at the request of the City Council, a roadway 24 feet wide was provided for on the south bank
of the river, and granite or bluestone was substituted for Stawell stone in the face-work of the masonry
of the bridge. Tenders were invited for the new bridge, exclusive of the south approach, on the 21st
March, 1883, and the tenders were opened on the 7th June, 1883. The lowest, £128,000, was not
accepted, being considered too high. On the 9th August, 1883, Mr. Grainger received the balance of
his commission for the preparations of the plans of the bridge, and his connection with the Department,
and the work of the bridge then terminated. On the 31st August, 1883, it was reported by the
Inspector-General that, in view of the occurrence of a flood while the piers of the new bridge were
being built, it was necessary that a temporary bridge be erected and the old Prince's Bridge removed,
so that an outlet might be had by removing part of the reef under the old bridge. This was approved
by the Minister of Public Works on 12th October, 1883, and tenders were invited for the erection of
a temporary timber bridge and the removal of old Prince's Bridge. These tenders were opened on
1st November, 1883, and the contract was taken by Mr. W. Halfpenny, for £6095, and was completed
about 1st August, 1884. The year 1884 and the early part of 1885 appeared to have been occupied
in negotiations between Mr. Deakin, Minister of Public Works, and the various local bodies south of
the Yarra, with reference to the amounts to be contributed by them towards the remaining one-third of
the cost of the bridge. It was decided that when fresh tenders were invited the work should include
the south embankment and the widening and deepening of the river adjacent to the bridge. The
preparation of the plans of the south embankment, the widening and deepening of the river, and the
modifications of the plans of the bridge rendered necessary by the cable tramway passing over it, were
now entrusted to Mr. F. M. Hynes, C.E., of the Public Works Department. On the 29th May, 1885,
tenders for the new bridge were invited, and the tenders were opened on the 27th August, 1885, the
lowest being that of Mr. David Munro, for £136,998. The contract was signed on 16th November,
1885, and the work proceeded forthwith.

"The cost of the bridge is contributed as follows:—The Government, one-third; City Council of
Melbourne, one-third; City of South Melbourne, £10,000; City of Prahran, £10,000; Borough of
St. Kilda, £10,000; Shire of Malvern, £2500; Borough of Brighton, £2500; Shire of Caulfield,
£2500; Shire of Moorabbin, £7000. The names of the officers of the Public Works Department
who have been engaged on the works of the new Prince's Bridge are as appended.—W. H. Steele,
Inspector-General; W. Finlay, Superintending Officer; F. M. Hynes, Engineer; C. Casami, Assistant
Engineer; J. Bell, Inspector of Masonry (killed by falling into the coffer dam in August, 1887);
The following condensed review is from *The Argus* of the 3rd October, 1888:

"Probably no engineering work has ever been carried out in the Colony in connection with which so many difficulties had to be overcome. In the first place excavations had to be made to widen the river, the material from which was deposited in the south approach. The first attempted was that down stream, between the present bridge and the railway bridge. Careful inquiries were made as to the usual height of floods, and a bank of the requisite height was erected around the excavation, after which work was commenced. A gullet being put in, and a track laid from this under the temporary bridge, and up into the bank. Great difficulty was experienced with pipes and drains here, as they crossed the excavation in all directions, some drawing water from the Yarra for use in the paper mills, and some discharging it.

In May, 1886, cracks were observed in the bank left between the river and the cutting, but as there was still a large amount of material to be removed the bank was shored up. On the 10th, however—a very wet day, the river rising considerably, and cracks showing in many places along the bank—the rails and sleepers and other plant and materials were removed out of the cutting, and at seven in the evening the bank collapsed and the water rushed in. From this cutting 44,000 cubic yards of earth were taken. To the north of the boatsheds was a much larger cutting, from which altogether 70,000 cubic yards were removed. The water was allowed to break into this on the 23rd May, 1887; but another cutting in front of the boat-houses was filled by a high flood in the Yarra on the 11th July, before the work of excavation was completed. Centrifugal pumps were fixed, and as soon as the flood-waters began to fall the pumps commenced work and rapidly emptied the cutting. Other excavations were also carried out on the north side of the river, and on the south side, reaching from the northern face of the southern-most pier to the face of the river embankment, and for the various piers and abutments, and containing in all 44,000 yards of earth and 13,000 yards of bluestone rock. A portion of the work was done by dredging, but mostly by ordinary excavation, the material being removed in trucks, which were drawn up an inclined plane by a powerful winding-engine. In all, 224,000 yards of earth and rock were removed, most of it going into the embankment of the south approach. It is said that the site of the present bank was occupied by old clay-pits, but, at any rate, it proved a very bad foundation for the vast weight put upon it. The estimated quantity required for this bank was 140,000 cubic yards, but on account of repeated subsidence over 200,000 cubic yards have been swallowed up in it. It runs up to 30ft. high, and provides for a roadway 90ft. wide.

The bridge in appearance very strongly resembles the Blackfriars Bridge, London. It has unquestionably a fine appearance, and, with the roadway, forms a noble approach to the city, but there are Engineers in the city who declare that as fine, or even a finer design might have been carried out for less money.

In the construction of the bridge itself 150,000 cubic feet of bluestone ashlar, 11,500 cubic yards of rubble, 6,000 cubic yards of concrete, 13,000 cubic feet of Malmsbury stone, and 3,000 cubic feet of granite have been used. The majority of the bluestone was obtained from the contractor's quarries at Footscray, which were opened for this purpose, a siding being laid into them from the Sandhurst line, and a siding to the site of the bridge from the Prince's Bridge Station yard. The largest stones used weighed seventeen tons in the rough, and these finished may now be seen in the cutwaters on the piers, just below the granite columns. The Malmsbury stone—a finer, softer, and cleaner species of basalt, used for the carving and the more finely-finished work—was obtained from the contractor's quarry at Kyneton, and the granite from Mr. Blight's quarry at Harcourt. In that quarry blocks of granite can be easily cut beside which Cleopatra's Needle would be a toy. Blocks, 120ft. long and 30ft. square, can be obtained without difficulty. Before ordering this stone, however, enquiries were made in all the granite-producing countries of the Old World—in the Pyrenees, France and Spain, in Scotland, Wales, and Ireland. The prices quoted were high, and no firm would undertake to supply the large columns in less than two or three pieces.
The City Council insisted on each of the large columns consisting of a single stone. The stones were easily obtained in the quarry, but the task of conveying them to the work was more difficult. The bridges and culverts between the quarry and the Castlemaine Station were most carefully examined, and very elaborate preparations made and precautions taken. The large blocks were packed upon heavy waggons drawn by twenty-four horses, and were landed without serious accident on four large trucks which had been specially strengthened and prepared. A special train was formed, and ran at a slow speed at a time when all other traffic could be conveniently stopped. On arrival at the site of the work, a twenty-ton crane was ready to unload the huge stones, and special machinery was employed to polish them. None of the granite-polishing firms in the colonies had the necessary plant for working these columns. The contractor was, therefore, compelled to construct his own, and many ingenious contrivances had to be originated to overcome the unusual difficulties. It is stated that so large a surface was never before polished at one time. By means of the powerful plant available these stones were all fixed in position with little difficulty, and without any casualty. This plant consisted of three Goliath travelling cranes, of 45ft. span, and capable of lifting twenty tons and travelling on a high staging side by side the whole length of the bridge works.

The iron for the bridge was specially rolled, and workshops were erected at South Melbourne for the construction of the girders for this and the 'Falls' Railway Bridge. There are altogether 1,000 tons of wrought iron in the bridge—the iron for the rivets of which, if placed on end would reach thirty miles—and about 200 tons of cast iron.

A somewhat detailed description of the new bridge will doubtless be interesting. The bridge consists of three spans of 100ft. each, and a land span of 24ft. at the south end, and measures in all over abutments about 400ft. in length. The width between the parapets is 99ft., 63ft. being occupied by the tramway, carriage-way, and side channels, leaving a footpath 18ft. wide along each side. The abutments, piers, and wing walls are built of bluestone, with concrete foundations resting on solid rock. The three main or river spans of the bridge are in the form of segmental arches, having a rise of 10ft. at the crown, each arch being formed of 10 ribs constructed of plate and angle iron, and having a depth of 2ft. at the springing and 2ft. 6in. at the crown. The top boom, spandril, filling, and bearing, consist of angle T and plate iron. Over the longitudinal ribs transverse plate-iron girders, 12m. in depth, are placed, spaced generally about 5ft. 3m. apart. These girders, in the case of the roadway, carry the bent plates which form the constructional part of the floor of the bridge. In the case of the footpaths, longitudinal rolled iron bearers are introduced over the cross girders, with the object of gaining the additional height required, and the floor-plates are secured thereto. The main longitudinal ribs to the land span of the bridge are straight wrought-iron plate girders, the cross girders and super-structure being of the same construction here as the river spans. Over the bent floor-plate, concrete is filled in, brought to a regular surface, and finished with a 1in. layer of cement mortar. Over this the tram and carriage-ways are laid with red gum blocks, and the footways formed of Seyssel asphalt with a kerbing of bluestone. After the design for the bridge had been adopted, special provision had to be made for the accommodation of the cable tramway, which necessitated the lifting of the roadway to the extent of 5ft. 2in., and the parapets were increased in height from 3ft. 3in. to 3ft. 9in. The face-work to the arches and girders of the bridge, also to the spandrils and the parapets over the openings, as well as over the wing-walls, are of cast-iron. The caps and parapets over the abutments, piers, and pilasters to the wing-walls are of stone, with carved enrichments, harmonizing with the cast-iron work. The south approach to the bridge is carried over an embankment, which is more than 30ft. in height at the highest point. The original width of the river at the site of the bridge at ordinary times was about 130ft. It has now been increased to about 316ft.

Richmond Bridge.

The floods used to pummel the shaky old punts in which Dr. Palmer speculated at Richmond, and two of them having gone off on an excursion towards the end of 1849, a company was started for the erection of a bridge there in February, 1850, with a capital of £3,000, in 300 £10 shares. A Provisional
Committee was appointed, consisting of Messrs. James Simpson, J. F. Palmer, William Hull, A. M'Lachlan, J. D. Pinnock, George Annand, H. Miller, O. Browne, J. W. Cowell, J. McIntyre, and T. H. Power; W. Highett, Treasurer; and George Hull, Secretary; but beyond a little preliminary flourish nothing was done.

THE PORT AND RIVER NAVIGATION.

From an early period the question of facilitating the intercommunication of Melbourne and Hobson's Bay engrossed the attention of the trading portion of the community. There were three plans considered, viz. —Railway communication, a canal from Melbourne to the beach, and the deepening of the river channel. Each scheme had its ardent advocates, but the canal, or "cut," was the greatest favourite with the majority; and no public question ever had more ventilation, though it was one upon which only high professional ability was qualified to give judgment. The Superintendent (Mr. Latrobe) took a deep interest in it, and two engineers (Messrs. Garrard and Manton) were employed to make a survey of the river, and the following schemes were presented:—

MR. AMMAN'S SCHEME.

On the 5th September, 1851, a public meeting was held at the Mechanics' Institute, on a requisition to the Mayor (Nicholson) "to take into consideration the propriety of constructing a jetty and a railway between Melbourne and the Beach (Sandridge) for the landing and the better transit of goods and passengers from the shipping, and to form a company for carrying out the same." The attendance was an influential one, and from a newspaper report of the time the following details are gleaned:—

Mr. Amman, a civil engineer, considered it would be a grave mistake either to undertake the removal of the sand bars in the river or to cut a canal. He had made a careful examination of the river, but would recommend the construction of a railway. The jetty he proposed to erect would extend 900 feet into Hobson's Bay, where five fathoms of water would be found. The line would pass on the left side of the lagoon, and he estimated the expense at £16,000. He also suggested the connection of Williamstown and the North Beach by means of a suspension bridge; this would render Hobson's Bay one of the first harbours in the world, and make communication between Williamstown, the Bay, and the City so easy as to supersede the desire to bring up vessels of heavy tonnage to the Melbourne Wharf. The jetty was to consist of five arches of 30 feet span each, and 1800 piles of various dimensions for the work. He would have two rooms of 18 feet each as a station at the Beach, and also an engine-house. The station at Melbourne to be 180 yards long by 60 yards wide. The viaduct was to cross the river at the dam ("Falls") and to pass over towards Emerald Hill—a distance of 800 feet. For the £16,000 he would undertake to furnish one first-class carriage, two second ditto, and one engine of 16 horse-power. The length of the railway would be one mile three-quarters and three chains, with a width of 21 feet, and the weight of iron to be employed would be 270 tons. Only 180 yards of earth would be required to be removed near Emerald Hill to carry out the work; and by means of portable trams he would guarantee to bring the goods to the very doors of the merchants in any part of Melbourne. This absurd proposition was actually not only discussed with seriousness, but a Committee of shrewd, hard-headed business men was appointed to report upon its feasibility. The names so nominated were Messrs. A. H. Knight, W. F. Rucker, G. Annand, J. Hodgson, W. Mortimer, J. O'Shanassy, H. Miller, J. S. Johnston, D. Young, J. Hood, R. Kerr, Thompson, and J. Duerdin. Whether this Committee investigated the matter does not clearly appear, but on the 15th September a prospectus was issued for the establishment of "The Melbourne Railway and Jetty Company," with a capital of £16,000 in 3200 shares of £5 each, first instalment payable £1 5s. per share. The Provisional Directors were: Messrs. William Clarke, J. G. Foxton, R. S. Gregory, J. Hood, W. Hoffman, G. Nicholson, J. Orr, and A. Thorpe. Bankers: Bank of New South Wales; Engineer: W. M. Amman; Solicitor: John Cunningham; Secretary: H. Patteson. It was intended to apply for a grant of land, and also for an Act of Incorporation—intentions that were not fulfilled.
Mr. Blackburn's Suggestions.

The City Council having requested Mr. James Blackburn, the City Surveyor, to report "on the proposed improvements in the mode of communication between Hobson's Bay and Melbourne," that officer presented a document (dated 21st November, 1851) which treated the important question in an exhaustive and masterly manner. He was in favour of a "cut" commencing at Prince's Bridge, going in a straight line until it terminated at Hobson's Bay, about a quarter of a mile northward of the jetty at Sandridge, in soundings of 20 feet deep at ordinary low tides. The entire length of the "cut" was to be 4928 yards, of which 792 would run through the shallows which margined the Bay. The river dam ("The Falls") was to be removed, and the tide would flow, as it originally did, up as far as Hodgson's punt (near Studley Park bridge). If this were done 8,448,000 cubic feet of water would ascend the river bed every tide, a quantity capable of increasing the velocity of the discharge by at least 42 feet per minute. After entering with technical minuteness into various dimensions of the project, and dealing with certain objections, a map and sections prepared by a Mr. Garrard, who surveyed the river for the Government in 1848, was produced. The estimated cost of "cut," banks, pier heads and silt was £113,056. The report provided for a wet dock to occupy the site of the Yarra basin, with dam and wharf extending from Elizabeth to King Streets. It would have an area of 15g. 2r. 28p., and a water frontage of 3531 feet, with a permanent depth of 21 feet, sufficient to prevent even the largest vessels from grounding. It should be surrounded by a wall, entered at three points, viz., one opposite the Custom House, and one at either end—east and west. Against the wall sheds should be erected, and in front of them, between them and the basin, quays, and wharves, 120 feet wide at the least. The dock, including wall, sheds, platforms, and two locks, would probably cost £62,500, or a total for the entire works of £176,000. The cost of lighterage of goods, and conveyance of passengers and supplies to and from Hobson's Bay, was some £25,000 per annum, which, at fourteen years' purchase, was £350,000. The propositions were described as—(1) A railway, (2) The improvement of the river, and (3) A canal. The railway was to begin (a) by a jetty at Williamstown, and, keeping by the western bank of Hobson's Bay and the Yarra, terminate at Raleigh's warehouse in Flinders Street; or (b) commencing in the same way and place, running along the western bank of the bay to mouth of the Yarra, there to cross on piles with a swing bridge in one of the channels, and thence proceed in a direct line, terminating on the south bank of the Yarra, opposite the Custom House; or (c) to form a jetty in the head of the Bay on the eastern side, and to lay down a railway, thence to a terminus either on the north or south side of the Yarra, near Prince's Bridge.


On the 25th October, 1851, the colonial architect, Mr. Henry Ginn, presented a report on the improvement of the Port of Melbourne. The several schemes referred to him by the Government for examination and opinion were—

No. 1.—A railway over the land between Hobson's Bay and Melbourne, with a mole for sixty ships; or, the same line of railway, with a wharf at the Beach but no mole.

Estimated cost with mole... £207,230 | Piled wharf... £115,280

DETAIL OF COST OF WHARF.

Railway, 2 miles 1 furong 8 perches... £7400
Branch lines, turntables, etc... £360
Bridge over the Yarra at Melbourne... £8000
Engine-house, sheds, and offices at Melbourne, and sheds at the Beach... £500
Circular wharf at Beach... £98,000

Total... £115,280

Mole with flood-gates, hydraulic engine, etc... £150,950

No. 2.—A wharf at Williamstown in connection with a railway to Melbourne, the wharf to be faced with stone; or a wharf at Williamstown, in connection with a railway to Melbourne, the wharf to be piled.

Estimated cost, with wharf faced with stone... £110,376. Estimated cost, with piled wharf... £85,668.
THE CHRONICLES OF EARLY MELBOURNE.

DETAIL OF COST.—Railway, £13,308; branch line and turntables, £380; bridge over the Yarra at Melbourne, £8,000; engine house, offices, and sheds at Melbourne, £1,000; swing balance bridge near mouth of river, £22,000; offices and sheds at Williamstown, £10,000; wharf at Williamstown for twenty-two ships, £26,000; branch roadways from wharf to land, £7,000.

No. 3.—The forming of a new channel for the river, from Humbug Reach, estimated expense, £38,000.

No. 4.—The deepening the present course of the river, and forming a cut through the bar near Williamstown. The same, and forming a cut through the mud bank at its mouth. Estimated expense through bar, £34,000; estimated expense through mud bank, £81,000.

No. 5.—A canal from Melbourne to Hobson’s Bay. Estimated expense, £56,000. And fender wharves at the Bay and Melbourne, £45,000.

This last scheme was the one which he recommended for adoption, not only on account of its cost being less than the others, but what was of more importance, the great accommodation it would provide for the shipping of the port, and the formation of docks and warehouses, which must eventually enhance the value of the adjacent land by more than the cost of the entire scheme.

Nothing definite was done until after the gold discoveries, when the changing conditions of everything applied the necessary stimulus to private enterprise and the Melbourne and Hobson’s Bay Railway Company was formed. Their line from Melbourne to Sandridge commenced in January, 1853, was opened in September, 1854, with a result which will form an interesting item in the modern history of Melbourne, and doubtless, before the lapse of many more years, Melbourne will behold the realisation of the three river dreams, over which her inhabitants talked and ranted and raved in the days that are passed.

ADDENDUM.

Whilst the Yarra chapter was quietly flowing through the Herald, the writer has been honoured with half-a-dozen communications, three of which raise some questions, and one of them notably supplies a few facts so interesting (though in no way impugning the general accuracy of my narrative) that I am induced to append this postscript, as a means of making special reference to them.

One correspondent, whilst expressing admiration of the sketch in general, confesses himself sceptical as to the veracity of the assertion that porpoises not only travelled up the river, but even ventured to show their noses at Richmond. He was in the settlement in 1836, and he never beheld or heard of such an excursion. In reply, I may say that the first intimation I had about the Yarra porpoising was from the late Mr. W. F. Rucker, who died in 1882. He assured me that he saw porpoises more than once popping about in the Yarra basin at the wharf, and when I ventured to express doubt, he declared positively there could be none. Two other old colonists confirmed this statement, and there is still alive at Kew a gentleman (whom I am authorized, if necessary, to name), who with his brother (recently dead) carried on a lucrative wood-cutting business some miles up the river, and not only once or twice but a score of times, were porpoises, not in shoals, but twos and threes, passed and repassed between Melbourne and the present bridge at Richmond, the connecting link between a Church and a Chapel Street. The “Falls” in its primitive state, presented no obstacle to their advance, for, as already stated, there was in the centre of the ledge of rocks a rift sufficient in width for a small laden boat to pass through; and whatever a vehicle of this class could accomplish in water, it is not assuming too much that a porpoise could do the same. As to the rift or fissure, its existence is questioned; but against this I place the averment of Mr. Thomas Halfpenny, of Studley Park, that he not only saw it but saw the boats pass through it. I have also in my possession a copy of the first sketch made of the “Falls” in 1836, and the rent is marked on it plainly enough.

But there is one of my correspondents who cannot be dealt with so summarily, for there is no man in the colony so competent to treat of any olden topic which he takes in hand. This is Mr. Robert Russell who has laid me under many obligations for rare and valuable information placed at my disposal. Mr. Russell from the day he landed in Port Phillip in 1836, kept a voluminous diary, and is able thereby to give chapter and verse to sustain every allegation he puts forth. As his letter refers
to several subjects, I shall run through the points on which it touches, seriatim, and there need be no apology for quoting largely from it, for the old waifs disinterred are both racy and readable.

Several theories have for years been indulged in as to the course that constituted the original bed of the Yarra, and where it discharged into the sea. It has been confidently asserted that primarily the Yarra cut a waterway from a point at the southern side opposite the Gas Works, and penetrating the intervening flat, found its outlet through the Sandridge Lagoon; whilst others have maintained that its present course has been its course always. A third speculation, and, to my mind, the most probable is, that, at a remote period, the Yarra separated its waters below old Melbourne, and a channel since filled up found an outlet at Sandridge when the large swampy, scrubby, snaky area from the beach round by Fisherman’s Bend and back by the Southern bank of the river was what is geographically known as a delta. Mr. Russell thus writes:—"You are probably aware that a tradition existed among the natives that at one period a great earthquake came which caused a change in the course of the Yarra. My informant was a Mr. John Cobb, a very old colonist, at present in England. The natives of Geelong told him that the present harbour was once dry land, and described the undulating motion caused by the earthquake. The river, they said, emptied itself near Cape Schanck, and in the cave there resides an evil being, entitled "Plenty Sulky," who caused all the disturbance. Be this true or false, it always appeared to me that the ledge of boulders at the Melbourne "Falls" is but the edge of an extinct volcano."

I have before mentioned the circumstance of a native black being rare if ever known to be drowned in the Yarra, in consequence of the perfection acquired in what was to the aboriginal race not merely an accomplishment but a necessity, viz., the art of swimming. The children (male and female) were inured to the creeks and rivers almost as soon as they could toddle. They were pitched in like balls, watched for a short time, and the youngsters soon learned "to paddle their own canoe." They could perform wondrous feats in swimming and diving, and the mode of water-travelling was unlike the European system, as the swimmer instead of lying flat on the water, went on his side with hand struck out from the shoulder as a steering apparatus, and the other hand and feet acting as powerful propellers. Alluding to my previous reference to many mishaps occurring on the Yarra, Mr. Russell writes:—

"The drownings which have occurred in the Yarra are, as you know, numerous. The first I remember was that of a blackfellow. Mr. C. H. Le Souef and I were sculling our little boat across, when we saw what we took to be a black dog in the water, but on pulling it up we found a blackfellow attached to the shock of hair. It was in Dr. Cussen's time, and it was found that intoxication had been the cause. Subsequently a Mr. Gall, of Messrs. Campbell and Woolley's establishment, came to his death by the same undercurrent of which you speak in the Herald. He was said to have been a good swimmer. The only son of John Batman, playing on the brink of the 'Falls,' was also accidentally drowned. He was very young. It is melancholy to think of his dead body being carried down by the tide and sweeping round the very hill that bore his father's name."

In re the "Falls" Mr. Russell thus writes:—"Many of the first arrivals crossed in our little boat, which was tied to a stump just above the 'Falls,' and the danger of the short passage when the river was up was considerable. Not unfrequently the boat was carried down the 'Falls,' and Winters (our man-servant) was occasionally out of sorts. The 'Falls' was first encountered by Captain Lonsdale. I declined having anything to do in the matter. His construction was of wood and stone mixed, and was swept away one fine morning. When Sir George Gipps arrived on a visit to Melbourne (he was a bit of an engineer) he tried to mend matters, and, after taking a long look at the debris, decided on the stone construction (curving downwards) which now in its turn is to be removed." A letter was published from the then Town Surveyor—whose name I forget—objecting to such obstructions because they would cause the filling up of the basin, owing to the non-scouring of the river in the time of flood. In 1844 a peculiar sight was afforded below the 'Falls,' when the 'Floating baths' of Dr. Palmer left their moorings and appeared swimming in the stream.

* The "Falls" has been (1888) removed in the construction of the New Falls Bridge.—Ed.
CHAPTER XXXVIII.
THE ANTI-TRANSPORTATION CAMPAIGN.

SYNOPSIS.—Preliminary Remarks.—The Pentonvillians.—Importation of Convict Labor Advocated.—Arrival of the "Royal George" with "Exiles."—Another Meeting against Convict Labor.—Mr. Reynolds Addresses the Meeting.—Another Meeting.—Arrival of the "Thomas Arbutht."—Resolutions against Convictism.—Arrival of the Two Plague Ships.—Sympathy with the Cape.—Sympathy with Van Diemen's Land.—Anti-Transportation League.—The League and Solemn Engagement.—Liberal Subscriptions in Support of.—The Council of the League.—Mr. J. C. King, Delegate to England.—Official Declaration of Independence.—Political Separation from New South Wales.—Convictism a thing of the Past.

It would seem like a dispensation of Providence that the plague of convictism was averted from the genial clime and sunny shores of Port Phillip. As the Southern portion of the Penal Colony of New South Wales, it was originally the intention of the British Government to constitute it a depot for the reception of a quantum of the deported prison scum of the Home-country, and for that purpose the Collins' expedition of 1803 was despatched to make a beginning. If Colonel Collins had settled further up the Bay, turned into Corio Harbour, or squatted on the Yarra, his crop of felonry might have taken such root in the soil as to render it a matter of difficulty to extirpate it; but he drifted into the sandy, unpromising Sorrento, and conceived such a poor idea of what he saw about him that, on his urgent representations, the infant establishment was transferred to Van Diemen's Land. It is alleged against Colonel Collins that personal, or even sordid, motives prompted his action in the matter, but no sufficient proof has been adduced to warrant so serious an imputation. It may, therefore, be assumed that he was actuated by a sense of duty, based upon a very superficial knowledge of the country. The Province had a second narrow escape on the occasion of the attempted settlement of Western Port, in 1824, when the discouraging appearance of the surrounding scrubs and swamps again exercised the function of a guardian angel, and once more the proximate evil was averted. From 1836 until 1840 the gaunt spectre was not laid, but obtruded its tainting shadow, and flapped its unwholesome wings. When Captain Lonsdale was deputed to officiate as "Commandant" at Port Phillip he was more of a Convict Superintendent than anything else, and he brought with him all the appliances (except secure barracks) with which to control a small establishment. The very limited community consisted then mainly of two classes, viz., the free settlers and merchants (or, rather, the agents of Sydney, Hobart Town, and Launceston commercial houses), and the free by servitude or convict expirees. Between two and three hundred ticket-of-leave holders were poured into the place and distributed through town and country. This number would, no doubt, have been largely increased but for the want of sufficient means to keep a lawless horde under proper restraint. There were no buildings to be found capable of use for a prison barracks of any extent, and the Government was so niggardly that it shrunk from incurring the outlay necessary to provide a substantial receptacle for the safe custody of criminals. But the influx of Bounty Immigration, and the exodus from the British Isles, decided the issue, and Fate finally pronounced that the future Victoria should be unsoiled by the contagion of a penal colony. The ticket-of-leave men scattered about were gradually called in from assignment, and returned to bondage. En passant, it may be well to mention that originally Port Phillip prisoners under sentence of transportation were shipped off to Sydney, next to Hobart Town, and subsequently to Sydney again.

THE PENTONVILLIANS.

In the course of the year 1841, one of Fame's fabled hundred tongues wafted over the sea a vague intimation that it was intended to inflict upon the Province, what was, to all intents and purposes, a modified system of convictism. The intelligence was received with incredulity and annoyance; but a
fixed determination predominated that a prison contingent to the population would be resisted in every practicable way. The question, however, was removed from the region of suspense by the arrival, in the Bay, on the 15th November, of the "Royal George," from England, with an assorted sample of twenty Pentonville* "exiles." Though shipped under the guise of "emigrants," they were simply convicts, who, having served a certain period of their sentences in the Penitentiary at Pentonville, obtained pardons, conditional upon their leaving England. It was stated that they had come out under engagement to a cabin passenger; but this was a point never satisfactorily cleared up. They were to receive wages, and would not be amenable to the stringent conditions imposed upon ordinary "ticket-of-leave" men. Such an unexpected event created quite a sensation, and the first note of opposition was struck by the Town Council, which lost no time in memorialising the Home Government in the matter.

Through some explicable apathy, there was no public demonstration to second the well-timed action of the Corporation, and no doubt, miscalculating the bent of public opinion, or encouraged by the inaction prevailing, a number of squatters, and others interested in pastoral pursuits, had the hardihood to venture upon a public meeting, to commend the course pursued by the Home authorities. This gathering (which professed to emanate from persons interested in obtaining a sufficient supply of labour, and endeavoured to induce the Government to forward Pentonville exiles suited to country pursuits), was held on the 17th December, at the Royal Hotel, Collins Street, and Major William Firebrace was appointed Chairman.

Mr. Edward Curr moved a resolution affirming "that in the absence of the ordinary means of obtaining free immigration, the introduction of a number of the class of men from Pentonville Penitentiary, denominated "exiles," would be beneficial to the country." This was seconded by Dr. Bernard, a passenger by the "Royal George," who so identified himself with the "exiles," as to lead to the belief that he was either the person reported to have "farmed" them, or was in some other way specially interested in the matter. But the advocates of cheap labour were not to have it all their own way, for a small opposition mustered, and was led by Mr. William Kerr, who vehemently denounced both movement and movers, and declared that the people would resist to the uttermost any attempt to introduce convictism, no matter in what form. Dr. Palmer moved, as an amendment, that a public meeting be convened by the Mayor for the 9th January, for the consideration of the question, and he was supported by Messrs. J. L. Foster, N. Black, A. Cunninghame, and others, but it was negatived, and the motion carried with a slight alteration.

The squatting move acted like an exploded bomb in waking up public feeling, and a numerously-signed requisition was presented to the Mayor (Mr. H. Moor), by virtue of which a meeting of the inhabitants was held on the 23rd December. The Mayor presided, and addresses were delivered by Messrs. W. Kerr, J. A. Mavrides, J. P. Fawciner, John Stephen, Michael McCulla, Stephen Donovan, and George Were. Resolutions were passed condemning the introduction of prisoners or expirees, Pentonville or otherwise; that it would be a wanton act of injustice to sanction such a step, and declaring that the former meeting did not, by any means, represent (as purported), the inhabitants of Port Phillip.

Meanwhile, the authorities in Downing Street, not caring much how the convict offal of British prisons could be got rid of, despatched intermittent batches of the euphoniously named "exiles" in such manner as they thought would, by degrees, reconcile the colonists to the infliction. In so doing, they were, no doubt, covertly encouraged by the settlers, their London friends, and the large home wool houses interested in Australia. Free immigration had ceased, and a continuous supply of free labour cut off. Stockmen, shepherds, and shearers, must be had at the lowest possible figures; the lower the better—and those interested in station property (save a few honourable exceptions), cared little from what region, upper or lower, the labour came, provided they got it at a minimum. As to the "exiles," the supposed engagement in England was all nonsense, for the moment they landed from the ship, they were free to follow a good or evil course ad lib. Some of them started fairly enough, and subsequently lived a new life. One of them, in a few years, owned a chemist's shop in Collins Street, and was elected to the Town Council, and aspiring to the Mayoralty, but did not get it. A wealthy, over-fast publican, whose glib tongue and "shouting" ways, raised him to an Aldermanic chair, was a remarkable instance how a man

* Pentonville is to London what Pentridge is to Melbourne.—ED.
can, at times, jump out of the gutter, but he lost his equilibrium, and soon collapsed. Others of them
turned out capital police officers, and there are four of them now (1883), enrolled in the Colonial
Magistracy.

In 1846 the New South Wales Legislature favoured a return to transportation under certain
limitations, and the Secretary of State for the Colonies was only too ready to oblige, conditionally,
upon the colonists being satisfied to receive it. A despatch to such effect having been published, the
Pro-transportationists of Port Phillip rushed rashly into a public meeting and clamoured loudly for cheap
labour. Whether it consisted of "exiled" convicts, or what was known as conditionally pardoned prisoners
from Van Diemen's Land, did not matter. It was a favourite plan of theirs to pack a meeting of a score of
these wool-growing wide-awakes, in some Melbourne hotel, get up a grandiloquent memorial, and post it
away in Tooley Street tailor style, as the protocol of "We, the people of Australia Felix," etc., etc.

Some of the newspapers occasionally denounced the underhand work, and impunity finally so
blunted the edge of discretion that those who hungered after convict labour at length summoned courage to
venture out of cover, and presented a requisition to the Mayor to convene a public meeting on the subject.
This move broke the spell of inactivity by which the people generally were bound; a powerful opposition
sprang into life, and it did not subside until the question was effectually settled. The first shot fired
scattered the Pro-transportationists in every direction, and from its effects they never recovered. It assumed
the form of a "monster" meeting held in the Queen's Theatre (Queen Street) on the 1st March, 1847.

The theatre was crowded with the more prominent personages of the evening, and the issue to be
pronounced upon was put plainly and unmistakably as to "Whether convicts should be admitted in
any shape, and upon any conditions."

The Mayor (Mr. Henry Moor) was appointed Chairman, and in opening the proceedings he declared
that, "As for his own part, he must say that he for one was not prepared to consent that this Province
should become the receptacle of British criminals upon any terms, and he hoped the time would be
far distant ere Port Phillip would be converted into the Penitentiary of Great Britain."

The enthusiasm of the assembly was unbounded, and the thrilling and heart-gushing applause
with which the several speakers were frequently interrupted left not a shadow of a doubt as to
the uncompromising earnestness with which the struggle (supposing there to be one) would be fought
out to the end. Addresses, in tone and language as unmistakable as the cheering, were delivered by
Dr. Peter McArthur, Messrs. W. F. Stawell, E. E. Williams, John O'Shanassy, William Kerr,
Sidney Stephen, Wm. Hull, H. W. Mortimer, Major St. John, and Bernard Reynolds. The first
and principal resolution adopted was, viz.:—

"That whilst this meeting acknowledges and sincerely regrets the scarcity of labour in this district,
and the injury to prosperity resulting therefrom, it cannot under any circumstances entertain any proposal
for a system of importation of British criminals, considering, as this meeting does, in the declaration made
by the Legislative Council of the colony, in 1844, 'That the moral and social influences of the convict
system, and the contamination and vice which are inseparable from it, are evils for which no mere
pecuniary benefits would serve as a compromise.'"

Another resolution was also passed, thanking the Governor (Sir C. Fitzroy) for promising to
recommend a renewal of free emigration to the colony, an intimation to such effect having previously
emanated from His Excellency.

During the proceedings two remarkable episodes occurred. At one period, Mr. Edward Curr, who
was on the platform, moving to the front, commenced to address the meeting, when he was overwhelmed
with a torrent of disapprobation from every part of the building, consisting of hooting, hissing and yelling.
He was a straight built, slightly stooped, rough, red-faced old man, with hair well bleached into greyness,
and he scowled on the multitude with such a fixity of solid grimness that, in his general appearance.
he might be likened to a Polar bear, got up for the occasion in man's habiliments. He would not
knock under, for he was plucky and obstinate to the backbone, and for several minutes he gesticulated at
the curious exhibition of dumb show, for, though his action was seen and jeered at, not a syllable of what
he uttered could possibly be heard. In the midst of this clamour out jumped before the curtain
Mr. E. E. Williams, who, like an English bull-dog, tackled the bear in such a style that the old agitator
withdrew with the utmost reluctance and ill-grace. The reason for this warm reception of Mr. Edward Curr, who in other respects had proved himself a staunch friend to the Province, was his known sympathy with previous "hole-and-corner" proceedings, and his anxiety, as an employer of labour, to procure that article by any means, not caring much about its quality, provided he could have as much as he required, and at a low figure. But the speech of the evening was delivered by (so the orator styled himself) "an humble bushman from the Plenty." After the principal resolution had been proposed and seconded, there appeared at one of the side wings an ungainly, slouching figure of a rustic, garbed in a blue-serge shirt, who with a cabbage-tree hat clumsily carried in one hand, delivered an oration in a soft, mellow tone of voice, with a well-attuned inflection, and an emphasis which at once rivetted attention. His speech, evidently well prepared and committed to memory, was both argumentative and rhetorical. The thunders of applause which it called forth were positively deafening, and, figuratively speaking, the "house" was absolutely brought down by the following passage:—

"For the inconsiderable inconvenience to a few, will you sacrifice the welfare of the multitude? Will you imitate the antiquated folly of the Egyptian priests who sacrificed bullocks to blue-bottle flies? Will you agree to inundate your land with a cataclysm of immorality? Will you agree to receive such men as a Jeffrey, who violated the mother, and then dashed out her infant's brains while the unconscious innocent was smiling on its brutal murderer? Or will you agree to receive such men as the cannibal Pearce, who, according to his own dying confession, devoured the flesh and muscles of seven of his fellow creatures?"

The speaker afterwards became well known as "Barney Reynolds," who delivered other addresses, both on political and temperance subjects, but no other effusion of his equalled his first. "Barney," for one night at all events, grew into a star of the first magnitude, and he and his Anti-transportation speech formed the chief item of town talk for the following week. One of the newspaper proprietors offered to take him on his staff, but "Barny" had no notion of chaining himself to the unending toil of a newspaper office, and afterwards found his way to California, whence no tidings of him were ever received.

At this period of the agitation the Argus fought vehemently against the reception of convicts under any possible circumstances, in which it was followed, but in a more measured style, by the Herald. The Patriot had been "got at" by the Pro-transportationists, and advocated diluted felonry, whilst the Gazette was see-sawing from one publication to the other.

The "Thomas Arbuthnot" arrived from Portsmouth on the 4th May, 1847, with a cargo of 288 "exiles" from the great prison depots of Pentonville, Parkhurst, and Millbank. Rumours as to the ingenuity and cleverness of this large mixed batch soon spread abroad, and the stories told of their doings on board occasioned much uneasiness to the public. During the voyage out they started a newspaper, under the loud-sounding and menacing designation of the Thunderbolt. Like Fawkner's first journal, it was in manuscript, but very unlike in other respects, as some of its articles (in prose and verse) displayed an ability so marked as most decidedly to make it compare favourably with any journal then printed in the colony. The great fault with this penal production was that its tone was too good to last; and its ethics were pitched in too high a key, considering the sources from which the inspiration was drawn. As a counterblast to the literary engine, the ship also brought out a completely organized gang of burglars, with a captain and all necessary equipments, such as an extensive variety of skeleton keys, pick-locks, files, jemmies, and trifles ejusdem generis. The personnel of the "exiles" was no less remarkable, for in their "roll call" mustered a licentiate of the Church of Scotland, a barrister, half-a-dozen other legal mongrels, two doctors, and a Lieutenant of a Line Regiment. Amongst them also was William Whitelaw, declared to be the individual who, at the Canterbury riots, arrested the madman Courtenay, alias "Thom," the moment after he had shot the officer. This compatriot, though expatriated for his country's good, strangely enough brought out such strong recommendations that the great Anti-transportational Mayor (Moor) actually placed him in the Town Police. After landing in Melbourne the "Thomas Arbuthnotians" soon forgot or unearned the moral teachings of the Thunderbolt, for, instead of betaking themselves to honest labour, before a week was over some daring robberies were perpetrated with a skill that defied the vigilance of the police, and the "exiles" when spoken of were classed under the generic term of "Pentonvillaifs," irrespective of their having come from either Millbank, Parkhurst, or Pentonville. About fifteen
hundred of this undesirable fraternity found their way into the district, and, with a few exceptions, turned out a bad bargain.

In June despatches were received from Mr. Archibald Cunningham, previously relegated to the Mother-country as a Pro-Separation and Pastoral Delegate Missionary, from which it appeared that he had so far exceeded his instructions as to advocate the transmission of “exiles” to the colony. *Ultra vires* action of this kind gave much dissatisfaction, and to apply the break as soon as possible to Cunninghame’s unwarranted behaviour, it was brought under the consideration of a meeting of the Delegate Fund subscribers, who were supposed to direct and control Cunningham’s movements in England, when, on the motion of Mr. W. Kerr, seconded by Mr. J. O’Shanassy, a resolution was passed disavowing the action of the delegate in promoting the emigration of what he termed “Free Convicts,” and peremptorily instructing him to render no support to any such or similar movement in future.

A notification appearing in the *Arbroath Guide*, and reprinted in the Melbourne newspapers, caused a fresh alarm. It was in effect that the British Government had determined upon establishing a penal settlement at Portland (Port Phillip), and by means of prison labour erecting such fortifications and defensive works there as should render it a second Gibraltar. The English journal had evidently substituted one Portland for another, for the assertion was either a mistake or a hoax; at all events, nothing further was ever heard about it.

Still the cheap-labour advocates would persist in their underhand work, trying by every conceivable means to obtain convict labour either from England or Van Diemen’s Land, and causing misrepresentations to be made to the colonial authorities in London; yet all their efforts and manoeuvres were resultless. As to the general mass of the people, convictism, under any device and in any guise, was to them thoroughly obnoxious. Then there was the Legislative Council of New South Wales, where “squatterocracy” was predominant. That body used to get pretty well muddled in dealing with the Transportation question. It was either blowing hot or cold, and once, in 1848, in a fit of lukewarmness, it addressed the Secretary of State agreeing to the introduction of convicts holding tickets of leave, or conditional pardons, provided an equal number of free immigrants were also sent. In 1849 Sir C. Fitzroy received a despatch expressing the concurrence of Her Majesty’s Government with the scheme, and on the receipt of this intelligence a public meeting was held on the 6th March in an open space where now the Town Hall stands, and an immense crowd collected at 2 p.m. The Mayor (Mr. W. M. Bell) presided, and the speakers, in addition to the Chairman, were Messrs. Wm. Hull, R. A. Balbirnie, Sidney Stephen, John O’Shanassy, Bernard Reynolds, William Kerr, J. S. Johnston, Richard Heales, J. P. Fawkner, and Henry Langlands. Resolutions were passed (1) Expressing astonishment, alarm, and indignation that, notwithstanding previous public declarations against convicts or exilism, the British Government contemplated constituting the Province a penal settlement: (2) That Transportation to the colony would be absolutely ruinous, as stopping the supply of a virtuous and industrious population, as well as degrading to the people: (3) Recording the determination of the inhabitants of the Province to resist the landing of convicts on their shores; and (4) Appointing as a deputation the Mayor, Messrs. S. Stephen, W. Hull, J. Simpson, William Kerr, and Dr. M’Arthur to wait upon the Governor (from whom a visit was expected) on his arrival, and request him to transmit the resolutions to the Queen, and also to impress upon him the necessity for preserving the public peace, and following the example of the Governor at the Cape of Good Hope, by prohibiting the landing of convicts (should any arrive) until Her Majesty should be correctly informed of the wishes of the community.

In the course of the proceedings strong hints of a resort to physical force, if necessary, dropped from some of the speakers, but were checked by the Chairman.

Prior to the holding of the meeting it got abroad that the occasion would be turned into an opportunity for making a covert attack upon the Superintendent, who was the reverse of popular in certain coteries. As an example it was stated that he was a staunch favourer of Transportation, when in reality he was altogether the other way, as was subsequently testified by Sir C. Fitzroy. For this reason Messrs. Stawell, Williams, and others foremost in weight and influence, kept aloof and even two of the deputation (Hull and Simpson) declined acting.
A MAGISTERIAL PROONOUNCEMENT.

In a little more than a week after the foregoing an extremely important declaration of opinion was obtained. The Mayor, and Mr. Simpson, Warden of the County of Bourke, issued a joint circular, convoking the Town and Territorial Magistracy to speak out on the Transportation question, and on the 15th March twenty-four Justices of the Peace assembled at the Police Court, when the following resolution was unanimously adopted:

"That the introduction of convicts to Port Phillip under any designation, or in any manner whatever, as contemplated by the Secretary of State, is, in the opinion of this meeting, unacceptable to the great majority of all classes of the community, and injurious to the moral and social interests of the colony."

During the Governor's brief sojourn in Melbourne, an interview between His Excellency and the Magistrates took place on the 10th March, and the result was very satisfactory. Sir Charles Fitzroy declared that in consequence of the state of feeling prevalent, and the strong representations made to him by Mr. Latrobe, he had decided that on the arrival of any convict ship in port, the captain should be instructed to proceed with his freight to Sydney. It was further understood that in such event the convicts intended for Port Phillip should be deported to the Cockatoo or Norfolk Island depots, pending the final decision of the Imperial Government.

Some time after the holding of the meeting in 1847 was the subject of conversation, and innuendo in the newspapers, that no official acknowledgment of the resolutions had been received from the Secretary of State. His enemies attempted to cast blame upon the Superintendent, but Mr. Latrobe bore it quietly, depending on time to place him right with the public. This was done through some disclosures made at the interviewing of Sir Charles Fitzroy, from which it was made apparent that through carelessness or treachery, the resolutions had never been officially transmitted from the meeting to the Executive. The culpability was then sought to be shifted from the Superintendent to the Chairman (Mr. H. Moor.)

A public meeting was held in consequence at the Mechanics' Institution on the 26th March, 1849, with the Mayor (Mr. Bell) as Chairman, when two resolutions were passed, viz., (1.) "Censuring Mr. Moor for his carelessness or culpability;" and (2.) "Thanking Superintendent Latrobe for his exertions in supporting the public opinion of the country against the introduction of transportation." Mr. Henry Moor had some very bitter enemies amongst a certain section of the community, and they watched every opportunity by fair and unfair means to blacken his character. With respect to the omission to forward the resolutions in question to the proper quarter, though prima facie the Chairman should have done it, when it was known that he had a large professional business as a solicitor to attend to, the other principal promoters of the movement must certainly be regarded as accessories after the fact.

The settlers in the far west of the Province were in a state of high dudgeon at the effects of the agitation in the Capital. For some months it was known that prison ships would be despatched direct from England to Port Phillip, and it was to provide for such an expected emergency that Governor Fitzroy was induced to order that the criminal cargoes should be moved on northward. Sixty or seventy settlers in the Portland quarter prepared a memorial to the Governor, praying that the valuable labour of the convicts should not be lost to Port Phillip, and that the ships on their arrival in Hobson's Bay, instead of going on to Sydney, may be directed to go back to Portland, where their passengers would be cordially welcomed, and their services cheerfully availed of. The memorial was referred to the Superintendent, and its prayer was unceremoniously refused.

ARRIVAL OF TWO "PLAUGE" SHIPS.

Melbourne was frightened from its propriety on the morning of the 8th August, 1849, by the appearance in the Bay of the "Randolph," from Woolwich, with a full cargo of convict prisoners and "exiles," guarded by detachments of the 11th and 58th Regiments. Superintendent Latrobe had previously despatched orders to the Pilot Station that on the ship's arrival she was not to enter the Heads, but proceed to Sydney. His mandate was disregarded, but upon imperative instructions being returned, the ship sailed away for her new destination on the 11th.
THE CHRONICLES OF EARLY MELBOURNE.

Such an untoward event renewed the public uneasiness; and on the 20th a public meeting was held at the Queen's Theatre, to enter a further protest against the possibility of the introduction of transportation. The Mayor (Mr. W. Bell) acted as Chairman, and speeches of a most determined character were delivered by Messrs. Lachlan M'Kinnon, Colin Campbell, William Kerr, R. A. Balbirnie, Thomas Wills, J. A. Mandsen, J. S. Johnston, Thomas M'Combie, Henry Langlands, Dr. Greeves, Dr. Thomson, Captain Webster, and the Rev. A. M. Ransay. Several resolutions were adopted, and it was decided to transmit Petitions to the Queen and both Houses of Parliament.

On the 14th December, 1849, another harbinger of evil appeared in the arrival of the ship "Adelaide" from Hobart Town, with 281 convicts for Port Phillip, but against this visitation the Superintendent was prepared. He dispatched a messenger express to the Heads, with positive instructions that the ship was to come no further. She remained off Queenscliff for four days, and then followed in the wake of the "Randolph." Thus again was the dire shadow of the impending evil driven off.

SYMPATHY WITH THE CAPE.

In the difficulty of finding some British Dependency whereon to discharge the contaminating forces of British crime, an attempt was made to foist convictism upon the Cape of Good Hope, but there resistance even more unflinching than in Port Phillip was offered, and the floating prisons were obliged to sail out of Table Bay, and bring on their freight of human depravity to Van Diemen's Land, the inhabitants of which island were now besmirching themselves to stem the pestiferous issues with which they were being overwhelmed. When news of what had been accomplished at the Cape travelled to Australia, the Anti-transportationists of Melbourne deemed it desirable to give all the moral support in their power to a movement similar to that in which they had themselves engaged. Consequently on the 28th February, 1850, a public meeting was held in the Mechanics' Institute for the expression of sympathy with the Cape Colonists "In their noble efforts to avert the tide of convictism, with which the Home Government were attempting to degrade and ruin their free and prosperous settlement." The Mayor (Dr. Greeves) presided; energetic and eloquent speeches were delivered by the Chairman, the Rev. Dr. Lang, Messrs. William Kerr, J. S. Johnston, William Nicholson, George Annand and others; and a vote of sympathy was passed with acclamation, and ordered to be forwarded by the Chairman to the leaders of the agitation at Cape Town.

A THREATENED REVIVAL.

Towards the close of the year efforts were made to procure the sanction of the Legislature of New South Wales to the renewal of transportation, whereat a fresh wave of alarm swept over the land. This induced the most enthusiastic demonstration that was ever held in Melbourne. It was unmistakably a forcible expression of public feeling, and from the tone of the speaking, and the status of most of the speakers, its importance as a general utterance of the collective voice of nine-tenths of the entire community could not be gainsaid. Between 3000 and 4000 persons assembled in front of the then new Police Court in Swanston Street. The Mayor (Dr. Greeves) was voted to the chair, and the immense gathering was addressed by Messrs. W. F. Stawell, A. F. Mollison, C. H. Ebden, W. M. Bell, J. O'Shanassy, W. Hull, J. P. Fawker, L. M'Kinnon, J. A. Mandsen, C. Campbell, T. M'Combie, and Captain G. W. Cole.

The first resolution was the adoption of a petition to the Legislative Council praying that the sanction of the Legislature will not be given to the importation of convicted felons in any form or under any designation whatsoever, to this colony or any part of it; and even should it be resolved to exempt this district from participation in such an infliction, that the Council will not by re-degrading the Colony of New South Wales into a penal settlement, make it necessarily a curse to the future colony of Victoria.

The second resolution enunciated, that as Her Majesty's Government have solemnly and explicitly pledged the public faith that transportation should not be resumed to the colony, without the express consent of its inhabitants; and as it is the unanimous wish of the entire body of the colonists of Port Phillip and of the great mass of the inhabitants of the other portions of the colony that the transportation of convicted felons to this colony, or any portion of it, should be at once and for ever abandoned—This meeting declares their
conviction that any renewal of the proposal to send convicts here would be eminently calculated to weaken their allegiance to Her Majesty’s Government, and that it is their firm determination to resist any measure tending to a consequence so much to be deplored.

The meeting also expressed its deep sympathy with the colonists of Van Diemen’s Land for their suffering under the present state of that island, occasioned by the continuous influx of British criminals. It tendered a hearty concurrence and co-operation in their endeavours to procure a total cessation of transportation to any of the Australian colonies, and appointed the following permanent Committee to act as may be found necessary, viz., Messrs. Henry Langlands, Germain Nicholson, William Nicholson, William Stawell, Colin Campbell, William Kerr, W. U. Tripp, W. M. Bell, Richard Heales, A. F. Mollison, J. S. Johnston, Octavius Browne, William Westgarth, Henry Moor, C. H. Elden, Lauchlan McKinnon, W. K. Bull, John O’Shanassy, William Hull, Dr. John Dickson, and Major Mercer.

Furthermore it was declared to be a betrayal of trust for any of the Port Phillip members of the Legislative Council to vote for the renewal of transportation to the colony of New South Wales. The Chairman was instructed to transmit copies of the several resolutions to the Secretary of State for the Colonies, and to the Provincial representatives in the Sydney Legislature.

ANTI-TRANSPORTATION LEAGUE.

Great efforts were being made in Van Diemen’s Land to banish the evils of transportation from that island. It was proposed to organize a league to which the co-operation of the various Australian colonies would be invited, the Rev. John West, and Mr. P. W. Weston were appointed Delegates to prosecute an Anti-transportation Crusade, and their early appearance in Melbourne was announced. The Port Phillipian Anti-transportationists, sensible of the advantage of powerful combined action, were only too willing to help in every way in their power, so preliminary meetings were held, a Committee appointed, and the Mayor (Mr. W. Nicholson), with Messrs. William Westgarth, and W. M. Bell, nominated as the Melbourne Delegates. A Conference was held on the 1st February 1851, at the Queen’s Theatre, where the Van Diemonian Delegates attended, who brought over with them a League Banner to be unfurled on the occasion.

The Mayor of Melbourne presided, and introduced the Rev. Mr. West, and Mr. Weston, and announced Messrs. William Westgarth, M.L.C., and W. M. Bell, with himself, as Mayor of Melbourne, as the individuals chosen by the inhabitants of Victoria to represent her interests in the cause. The Rev. Mr. West read the following

CONSTITUTION OF THE LEAGUE.

The object of the League is to secure by moral means only, the Abolition of Transportation to the Australasian Colonies. All who sign the League and Solemn Engagement to be members.

ORGANIZATION.

The governing body of the League to be constituted by Delegates, assembled in Conference, and appointed by the several colonies as hereinafter provided.

The Conference to appoint and approve of the various measures to be adopted during the year following their meeting.

The Conference to appoint annually an Executive Board; also, a permanent paid agent to travel through the colonies, and, under the direction of the Local Councils, to hold meetings and otherwise to promote the business of the League.

On the nomination of the Council, the Conference to appoint representatives of the League in London, who shall be authorized to employ agents who, by means of the Press, public meetings, and all other lawful methods shall concentrate public opinion in the United Kingdom, on the object of the League.

The Conference before separating to determine the next place of meeting, at which the Executive Board shall report.

The Board for the year to be composed of residents in the colony where the last meeting of the Conference was held.

In the several colonies Councils shall be chosen by the members, to consist of nine persons.

The money contributed in a colony shall be under the exclusive control of the Local Councils. The Local Councils may appropriate money for the disposal of the Conference, to be expended in general and special purposes. Money so appropriated...
shall be remitted before the meeting of Conference to the Bank of there to be placed at the credit of the Treasurer of the Delegates.

Each Council shall appoint representatives in England, consisting of gentlemen resident in the United Kingdom, to be called the London Board of the Australasian League, with whom the Colonial Executive Board of Conference shall correspond.

To secure the objects of the League £20,000 shall be raised in five instalments, the first payable immediately, and the rest in equal sums on the 1st day of January in each following year.

The Rev. Mr. West said that himself and colleague, Mr. Weston, appeared there as the representatives of Van Diemen's Land. Their object was to cause transportation to cease to the Australian Colonies, and he proposed

That this Conference of the Delegates of the Australian Colonies do now form an Australian League, for the prevention of the transportation of convicts to any of the Australian Colonies, and adopt the foregoing as their League and Solemn Engagement.

It was seconded by Mr. William M. Bell, and carried unanimously.

The Banner of the League was next unfurled amidst three hearty cheers. It was of blue ground, with the stripes and cross of the National Union, and the addition of four stars on the ground work.

Mr. Marsden read the address of the Conference to the inhabitants of the United Kingdom of Great Britain and Ireland. It presented in pointed and eloquent terms the statement of the case for the Colonies against the formidable infliction they were engaged in combating. It thus concluded:

We address the words of supplication not of threatening. A few short years, and that which is now a grievance will grow into a quarrel; but those eternal laws which justify our appeal must secure its triumph. By instant concession, an act of justice will become a monument of Imperial clemency. But these colonies are solemnly pledged, each to the other by their mutual interests—their future destinies—their fellowship of weal and woe—and now by their League and Solemn Engagement, to achieve the freedom of their common country.

This was adopted, as was also “An Address to the Colonists of Australia,” similarly couched.

This closed the general business of the Conference, and those present resolved themselves into a public meeting, when several energetic speeches were delivered, and the following resolutions agreed to:—Proposed by Mr. Henry Moor, M.L.C., and seconded by Mr. W. F. Stawell—

That the transportation of British criminals to the Australasian colonies has become deeply injurious to their welfare and reputation, and ought to be terminated.

Mr. W. Westgarth, M.L.C., proposed, and the Rev. J. West seconded—

That as it is advisable to unite the colonies in a moral and legal resistance to the transportation of criminals, this meeting desires to express its hearty concurrence in the formation of the Australasian League, and its approval of the documents called the League and Solemn Engagement, and the Constitution of the League as adopted by the Conference.

Proposed by Mr. W. M. Bell, and seconded by Mr. P. Weston—

That it is the conviction of this meeting that the great evils inflicted by transportation are unknown to the people of England, that the Address to the inhabitants of the United Kingdom, adopted by the Conference, be approved as conveying the wishes of the colonists to their fellow subjects.

Dr. Greeves proposed, and Mr. Richard Heales seconded—

That the Committee for the Abolition of transportation be requested to enroll the members of the League, to open subscriptions for the promotion of its objects, and to set in motion the machinery prescribed for the Constitution of the Victorian branch of the League.

Mr. William Kerr proposed, and Mr. J. A. Marsden seconded—

That this meeting earnestly recommend to the Australian colonies the objects of the League, and that the Address now read be recommended to their serious consideration.

Three cheers were given for the Queen, and the meeting terminated.

At the conclusion a German gentleman read an address from his fellow countrymen, bewailing the misfortune they were under of being made subservient in many instances to convict masters; and proposing, as a dernier ressort, that we should re-embark for England any convict that arrived here.

Subjoined is the now forgotten, but historically interesting, document as adopted:

...
"The League and Solemn Engagement of the Australasian Colonies, Declared by the Delegates in the Conference held in Melbourne, 1st February, 1851.

"Whereas, in 1840, by an Order-in-Council, the practice of transporting convicts to New South Wales was abandoned by the Crown: And Whereas, by divers promises the Government of Great Britain engaged not to send convicts from the United Kingdom to New South Wales, New Zealand, Victoria, or King George's Sound: And Whereas, by an Act of the British Parliament, transportation to South Australia was positively prohibited: And Whereas, Lieutenant Governor Denison, in 1847, declared to the Colonists of Van Diemen's Land, Her Majesty's most gracious purpose, that transportation to that island should be discontinued: And Whereas the colony of Van Diemen's Land has been deeply injured by the pouring in of enormous masses of transportable offenders: And Whereas divers and repeated attempts have been made to depart from the letter and spirit of these promises: And Whereas the avowed object of Her Majesty's Secretary of State is to transfuse the convicts disembarked in Van Diemen's Land through the Australasian Colonies, and thus to evade the spirit of the promises and Act of Parliament so made: And Whereas large tracts of land have been purchased by the colonists from the Crown, many millions of capital invested in improvements, and many thousands of Her Majesty's subjects have settled in Australasia on the pledged faith of the Crown not to disturb their social welfare by the importation of crime: And Whereas the native Australians are entitled to all the rights and privileges of British subjects, and to the sympathy and protection of the British nation: And Whereas many and varied efforts have been made to induce Her Majesty's Ministers and the British Parliament to terminate the practice of transportation to these colonies, but without success—Now, therefore, the Delegates of these colonies, in Conference assembled, do declare their League and Solemn Engagement, to the effect following:—

"That they engage not to employ any persons hereafter arriving under sentence of transportation for crime committed in Europe.

"That they will use all the powers they possess, official, electoral, and legislative, to prevent the establishment of English prisons or penal settlements within their bounds; that they will refuse assent to any projects to facilitate the administration of such penal systems, and that they will seek the repeal of all regulations, and the removal of all establishments for such purposes.

"That they solemnly engage with each other to support, by their advice, their money, and their countenance, all who may suffer in the lawful promotion of this cause."

So far everything went in a most encouraging manner, and as the most unerring indication of the public pulsation, the following gentlemen subscribed one hundred guineas each to the League Fund:—


The roll was soon swelled to thirty, irrespective, of course, of lesser subscriptions; and it would be impossible to have a stronger criterion of public spirit and earnestness. In these times of semi-million acres and large capitalists, thirty "one-hundred guinea" donations may be sneered at, and held of small account; but comparing the condition of the then Port Phillip with the now Victoria, the population, trade, developed resources, and individual wealth of the two periods, it will not be an exaggerated estimate of the test of 1851 to multiply by ten, and imagine 300 of the colonists of today subscribing one thousand guineas each to ransom the country from some looming public calamity! It is difficult to conceive any possible contingency that could cause such an opening of purse strings. If Doomsday were approaching, and a postponement of the Last Judgment could be negotiated, such an event might happen; but nothing short of some such extreme visitation could produce a corresponding result.

A COUNCIL OF NINE.

The next important step was the election of an Executive body of nine members to administer the affairs of the Victorian Branch of the Australasian League, and much interest was excited as to the selection. The Rev. J. West, with Messrs. W. F. Stawell, W. W. Tripp, and W. Kerr were appointed a Sub-Committee; the election to be held on the 21st February, the voting to be by ballot, and the Van Diemen's Land Delegates (West and Weston) to officiate as Scrutineers. There were seventeen candidates, and the following were elected:—William Westgarth, M.L.C.; William Kerr, William Nicholson.
THE CHRONICLES OF EARLY MELBOURNE.

(Manuscript page 528)

The Mayor, Dalmahoy Campbell, George Annand, W. F. Stawell, William M. Bell, J. S. Johnston, and John Hood.

The Council of the League held its first meeting on the 22nd February. Mr. William Nicholson was appointed President of the Melbourne branch, to act during his Mayoralty; Mr. Westgarth, Honorary Secretary; and Mr. W. M. Bell, Honorary Treasurer. Messrs. Nicholson, Westgarth, and Bell were nominated Delegates to an Australasian Conference, to be held at Sydney, and Messrs. Westgarth, Bell, and Kerr were commissioned to proceed to Geelong on the 3rd March to secure the co-operation of an Anti-transportation Committee which had been appointed there. It was also decided to despatch to England some Port Phillip resident, "possessed of the requisite colonial experience, general ability, and official diplomatic training," as a Delegate from Victoria, for the purpose of promoting the objects of the League.

On the last day of February the League Fund amounted to £4795 15s. and numbered amongst the contributors 34 at 100 guineas each, 9 at 50 guineas, 1 "fifty-pounder," 5 of 25 guineas, 23 at £25, 1 of £15, 2 ten guineas, 3 "ten-pounders," 5 at 5 guineas, and 5 "five-pounders."

The Delegate.

The appointment of a Home Delegate was now the question of questions, and speculation was on the qui vive as to whom would be given what was believed to be both an office of much importance and handsome emolument, as times were then. The terms and remuneration of the post were anxiously discussed in the Council with closed doors, and much reticence was observed on the subject. It transpired, however, that the Delegate’s tenure of office was to be for three years, at £600 per annum, and the cost of transit to England and back paid. The appointment was to be made on the 21st March, and an unaccountable degree of mystery was maintained about it. This reserve went so far that, at the Council meeting on the election day, it was resolved to observe absolute secrecy, not only as to the voting, but even the names and number of candidates for the office, of which there were nine. At length the event came off, and Mr. J. C. King, the Town Clerk, was declared to be the chosen vessel. At the same meeting Mr. H. Moor was appointed Delegate for the coming Sydney Conference, vice the Mayor, who was unable to leave, owing to the pressure of business engagements. A London Board of Co-operation was also nominated as the Victorian representatives, on which would be Lord Ashley, Sir William Molesworth, and Mr. William Ewart, M.P.

The selection of Mr. J. C. King elicited a loud storm of disapprobation, and it was at once denounced as a gross job, to promote one partizan and provide another (Mr. Kerr) with a billet in the to-be-vacated Town Clerkship. Some men of note withdrew from the League, and the most important secession was that of Mr. Stawell as a member of the Council. It was currently believed that King’s election led to this step, though the reason assigned in the published letter conveying Mr. Stawell’s resignation to the members of the League was “that he could not serve them with advantage by continuing in a useless minority.”

King was the reverse of a public favourite, and, indeed, outside a small clique, he was in no wise popular. An Irish Northerner, he was declared to have taken a degree at a British University, and, though a man of liberal education, was extremely illiberal in other respects. On arriving in Melbourne he commenced business as a commission agent; he kept a Servants’ Registry Office, and acted as Government Auctioneer for a short time prior to taking the Town Clerkship. A small factionist even before he entered the Corporation employment, he was always the focus of petty intrigues there, and the consequence was that he carved out unpleasant times for himself. He was badgered, abused, and found fault with, often for no reason, but as often for much; and there were times when it was alleged that the small duties of his office were much in arrear. A pale-faced, mild-looking man, when he innocently gazed at you through a prominent pair of spectacles, one would take him to be a much milder-mannered man than he was in reality, and not at all the individual capable of concocting the rancour and animosity with which his opponents declared he was absolutely surcharged.
Amongst the candidates for the appointment of Delegate from the League were some two or three of higher social positions, more general ability, and likely to be more acceptable to the public than Mr. King; but he was strong with the Scotch influence, and the Caledonianponderance in the Council carried the day. The Argus was loud in sounding his praises, and great were the predictions risked on his behalf; none of which were realized, for as a Delegate he was far from a success. He resigned the Town Clerkship, and on the 29th March a thinly-attended public meeting was held under the presidency of the Mayor, when, on the motion of Mr. W. Kerr, seconded by Mr. G. Annand, an Anti-transportation Address to the Queen was adopted, with the presentation of which the Delegate was specially charged. Mr. King departed on his mission, duly accredited, but little came of it, probably in consequence of the wonderful and unexpected changes wrought during the year, which rendered a Home Delegation unnecessary, and any revival of transportation to New South Wales, or its introduction to Port Phillip, an utter impossibility. Such was another of the many important results evolved from the bowels of the earth by the gold discoveries.

The League's Council Meetings were at first held with the public locked out, but in April admittance was conceded to the Press. The motto of the colony was an absolute "No surrender:" there should, would, and could be no terms made with the enemy—no quarter, no treaty, no capitulation—the convicts were to be kept out at any and all hazards.

And so the months flew by—the autumn passed, and the winter came, and with it the official Declaration of the Independence of the new Colony of Victoria. No real symptoms of the yellow fever yet, but the first Provincial General Election was coming on, and here the League worked hard to induce the people to make "Transportation" a test pledge with the candidates. Agents were appointed to stump the country, the most notable of them being the mercurial and inflexible, though hot-tongued Captain Harrison.

The Executive Board of the Australasian League offered a gold medal of £10 10s. for an Australasian anthem, capable of being set to music. Yet no bard sufficiently inspired to take the prize appeared. An Address from the League bearing the signature of "William Westgarth, Hon. Secretary," was issued, imploring the electors of Victoria to return no candidate who was not a member of the Confederation. In this manifesto the grave question at issue told with much effect. "Our Legislative Assembly," it justly remarked, "Is our strong right arm in this sacred cause, both because that body stands forth amongst us as a great public example, and because it is the constituted channel by which the views of the colonists are given and recognized by the parent country. Suffer us to hope, then, that on the exercise of your electoral franchise, you will guard against the admission of any advocate of 'Transportation' in any shape or form, or under any name whatsoever, to a seat in our future Legislature. It is now in your power to secure that your representatives shall be of one voice and one mind with you on this great question. Let every candidate be questioned as to his views on this cardinal point. Let no man enter the Council Chamber respecting whose fidelity there exists even the shadow of a doubt."

The appeal to the people resulted as expected, for the verdict of the constituencies was an emphatic declaration against the reception of imported convictism in any possible form, or under any circumstances whatever. But an ally appeared from another quarter, so formidable in its kind as to place it effectually beyond the power of the Imperial Government, to evermore even dream of transplanting convicted British crime to this portion of the Australian Continent. By the commencement of 1852, the fame of the wonderful gold-fields of Ballarat and Mount Alexander was being wafted on the wings of "the Fourth Estate" to every region of the civilized world, and Victoria was becoming the scene of attraction towards which human eyes turned, and hearts throbbed by tens of thousands. The evil spirit of "Transportation" was at length and effectually exorcised by the wand of the gold enchanter, and the ten years' war so gallantly waged by Port Phillip against the insidious and pertinacious foe of the young Commonwealth, was brought to a triumphant termination.
CHAPTER XXXIX.

TEMPERANCE AND TEETOTAL SOCIETIES.

SYNOPSIS.—Inauguration of the Port Phillip Temperance Society.—Formation of the Total Abstinence Society.—Teetotalism Explained.—Mrs. Dalgarno Lectures Against Intemperance.—The Temperance Hall.—Bishop Perry not a Teetotaller.—Formation of the Philanthropic Total Abstinence Society and the Salford Unity.—The Victorian Total Abstinence Convention.—The Father Matthew Society.—"Emerald Hill"—The Origin of its Name.—Founding and Opening of the Father Matthew Hall.—Its Final Dissolution.—Formation of a Rechabite Lodge.

In 1837 Melbourne was visited by James Backhouse and George Washington Walker, members of the Society of Friends from Hobart Town, and this brace of worthy Quakers were the pioneers of the many praiseworthy efforts made in the colony to stay the progress of intemperance. Even at that early date, and amongst a population numerically small, the evils arising from an excessive indulgence in intoxicating liquor began their baneful effects, and the two individuals named decided upon an attempt to arrest the spread of a plague which, like Milton's Moloch, might be truthfully depicted as,

"Besmeared with blood, Of human sacrifice, and parents' tears."

On the 15th November they inaugurated

THE PORT PHILLIP TEMPERANCE SOCIETY.

Being warmly supported by the Superintendent (Mr. Latrobe), the Rev. James Forbes, and others. They made a gallant beginning, and the Society pushed on its good work under many difficulties. Very little is known of its infantine proceedings, and the first printed notice I have been able to find on the subject is a brief record of a meeting held on the 29th October, 1838, at the Scots' School, Eastern Hill. This was the first anniversary celebration, and addresses were delivered by the Revs. James Forbes, and William Waterfield, the first Presbyterian and Independent Ministers. The Annual Report was submitted, and the prospect was the reverse of encouraging. In seven months there had been imported into Melbourne upwards of 2000 gallons of rum and 1500 gallons of brandy and gin (not so bad for a population of 3000 persons), on which the duty alone amounted to £1640. The document concluded with the prophetic enunciation, "That the meeting was assembled at a place likely, at no distant day, to become the Capital of an important Dependency of the British Crown, which may eventually become an influential Province of a mighty Empire."

Another meeting was held in the same place on the 26th March, 1839, the Rev. W. Waterfield presiding. On the motion of the Rev. J. C. Grylls, the first Episcopalian Minister, seconded by Mr. Robert Deane, Solicitor, a resolution was passed, "Declaring the use of ardent spirits for any other than medicinal purposes as altogether unnecessary, and injurious in many respects; and it would be highly beneficial in every society were it discontinued." It would be well for the same Mr. Deane if, in after years, he had adhered to the spirit of this dictum; but so far from doing so, he recognised the use of ardent spirits to such an extent that it ruined him professionally, and subjected him to the animadversions of Judge Willis in open Court. On this occasion Messrs. Waterfield and Forbes delivered very effective addresses. Archdeacon Jeffries, of Bombay, who was on a brief visit to Melbourne, lectured on the "Evils of Intemperance" to a crowded audience in the Scots' School, on the 18th December. In 1840, the Society assumed larger proportions, and it was thus influentially officered.
THE CHRONICLES OF EARLY MELBOURNE.

Patron—His Honor C. J. Latrobe.
Secretary and Treasurer—Rev. James Forbes, M.A.
Committee—Rev. W. Waterfield, Messrs. Robert Reeves, John Gardiner, Robert Campbell, Wm. Robertson, Wm. Kerr, Thomas Jennings, Henry Kettle, Geo. Lilly, E. M. Sayers, John Thomas Smith, and Robt. Wilson. Of this dozen men some of them afterwards turned out the opposite of total abstainers, and one of them at least did well in pushing the sale of ardent spirits for other than medicinal purposes.

In 1841 the Committee of Management was reduced to ten, viz.—The Revs. A. C. Thomson, W. Waterfield and Samuel Wilkinson; Messrs. William Kerr, J. A. Marsden, Thomas Napier, Robert Reeves, Abel Thorpe, R. Wilson, and W. B. Wilmot, M.D. Of these two teams only one is (in 1888) alive, viz., Mr. J. A. Marsden. The Society passed into a state of coma, and the cause slept for a couple of years, when it was woke up on the evening of the 22nd October, 1842, by a public meeting in the Scots’ School, the outcome of which was the establishment of a

TOTAL ABSTINENCE SOCIETY,

On the motion of Mr. Robert Knox, seconded by Mr. John Wade, the following working staff were elected—

President—Mr. R. Knox.
Secretary and Treasurer—Mr. Wade.

On the 12th April, 1843, the members did not exceed thirty. The Society, however, continued to meet at the Scots’ School, and to gradually increase its numbers, until the secession of the Rev. J. Forbes from the Scots’ Church rendered it necessary to look out for some other place of Assembly. This originated the idea of purchasing a site, and erecting a Temperance Hall. An active movement was initiated to collect the necessary funds, which eventuated in the buying of an allotment in Russell Street and building a Hall thereon.

Some vitality was infused into the Society during the year 1843, frequent meetings were held, and adherents flocked in numbers to the banner of Temperance or Teetotalism; and here it may not be out of place to refer etymologically to the meaning of Teetotalism, of which several derivations are given. Some trace it to the transition from alcohol to tea-drinking, through which total abstainers pass, and that therefore it is a compression of tea-totalism. Others refer its origin to the slang phrase “to suit to a T” (fit to a nicety), an old idea borrowed from the T-square by which a carpenter tests the accuracy of his work; and thus “tee-total” would imply a thorough and precise totality or completeness of abstinence; but the commonly accepted definition is that there was an ardent Total Abstinence spouter in America, who, from the pressure of the tongue against the root of the upper teeth, the process by which a T is pronounced, was unable from a natural stammer to apply a sufficient break-power to prevent a duplication of the T, and as he could never master the word “total,” he jerked away with his T—t—t until delivered of his T—t—t—otal—so “teetotal” it became, and as it happened to hit the public taste it so remained, and is now regularly enrolled as a duly naturalized denizen of the grand old English tongue.

MRS. DALGARNO.

An unexpected fillip was given to the Temperance agitation the following year by the advent of a lecturer of considerable energy and no inconsiderable talent. She was a Mrs. Dalgarno, the wife of a sea captain of that name, the master of the barque “Arab,” which brought a cargo from England to Melbourne. By a strange incongruity, though the lady was an abhorrer of grog in every shape and form, her husband’s ship was well freighted with the “fire-water,” and when it was announced that Mrs. Dalgarbo meditated an onslaught upon the practice of brandy-drinking, and all its aiders and abettors, the Melbourne publicans waxed furious, and some of the newspapers inveighed bitterly. At length, on the evening of
the 25th June, 1844, Mrs. Dalgarno held forth in the Scots’ School, at a special meeting of the Melbourne Total Abstinence Society, on the demoralizing and woeful effects of indulging in intoxicating liquors. Some of the Licensed Victuallers vowed they would “make it hot” for her, and took the necessary measures for doing so. The moment the lecturer entered, the place was rushed by a band of rowdies led by Mr. Phillip Anderson, landlord of the Commercial Inn, which stood on the site of Rocke’s Furnishing Warehouse in Collins Street East. Anderson was a stout-built, broad-shouldered Scotchman, with a face ablaze with what some would designate “grog-blossoms,” and fists that would not discredit a pugilist. He and a few select followers hit out right and left at the “water-demons,” and on the following day Anderson was summoned to the Police Court to answer for his misconduct. The presiding Magistrates were Messrs William Hull and James Smith, and on behalf of the defendant half-a-dozen technical objections were offered. Mr. Hull, one of the Justices, was a wholesale wine and spirit merchant, and, as such, was supposed to entertain (involuntarily no doubt), strong sympathies with the retailers. He was also given at times to the expression of somewhat peculiar opinions from the Bench, and on this occasion indulged in the weakness. He began by doubting the legality of such a meeting as the one held, in a Corporate town, without the sanction of the Mayor, which had not been obtained, and then proceeded to censure Mrs. Dalgarno for presuming to appear on a public platform. He pronounced it as against Scriptural teaching, and at variance with the New Testament, in which St. Paul forbids it. It was stated there that “It is a shame for a woman to speak in public;” and further that “A woman should never speak before men.” Hull’s colleague, though highly conscientious, was easily “bossed” by a stronger mind, and the result was that the Bench held that no malice had been proved, and dismissed the charge; but rather illogically intimated that the Temperance Society should be protected, and no further molestations of the meetings would be permitted.

A few days after, a Mr. James Buchanan, the keeper of the Scottish Hotel, situated where the Gaiety Theatre, in Bourke Street East, stood, casually meeting Mr. Henry Frencham, the then President of the Society, and Town Auctioneer, called him to account for the circulation of calumnious reports about the reputation of his establishment, and Frencham’s rejoinder not being considered satisfactory, the publican administered a dose of horsewhip which it took the teetotaller some time to forget. This necessitated another appeal for redress, and before the same Magistrates, who only fined the flagellator 2s. 6d., though cautioning the complainant that as he was a public official, it behove him to keep a civil tongue in his head. Mrs. Dalgarno, during more than one visit to Melbourne, delivered some very effective discourses. A perfect mistress of the subject, she did good service in a cause in which she took a deep interest.

Towards the end of the year 1844 a Total Abstinence Band was established. It formed an agreeable attraction at the meetings of the Society and in occasional public processions. Soon after there sprang into existence an “Australia Felix Total Abstinence Society,” which acted as a valuable auxiliary to the other.

The Temperance Hall,

In Russell Street, was the result of continuous exertions prosecuted under formidable difficulties, which reflects undying credit upon the zeal and energy of the early teetotalers. I regret it is not in my power to supply as fully as I could wish any detailed particulars of the foundation of the building. The sources of reference to which I had access are silent on the subject, and a courteous application addressed by me to the Secretary at the Hall was not deemed worthy even of an acknowledgment—a marked exception to the manner in which I have been generally treated in hunting up information for my sketches of Old Melbourne. I am, however, under obligation to Mr. Edmund Ashley, whose services in promoting the spread of total abstinence in Melbourne have been extremely valuable. I must, therefore, be content with stating that, in the month of December, 1846, the foundation-stone of the Hall was laid by the Right Worshipful Master of the Australasian Kilwinning Lodge of Freemasons, with the Masters of the other Masonic Lodges in Melbourne. The building was completed in September, 1847.
A Bishop not a Teetotaller.

Shortly after the arrival of the Right Rev. Dr. Perry in the colony in February, 1848, the Total Abstinence Society of Australia Felix resolved upon having a grand field-day (or rather evening) in the Temperance Hall, and they booked the new bishop as a certainty to support them. An invitation was consequently forwarded, asking the pleasure of his Lordship's company to preside on the occasion; but, much to the disappointment of all, the ready response expected did not arrive. His Lordship favoured them with a lengthy epistle strongly sympathising with any movement directed against intemperance generally, but declining to accede to the particular request made upon him to occupy the Chair. He took this course, he wrote, "as he was not (nor did he intend to become) a member of any Total Abstinence Society. He considered wine and beer, equally with bread and meat, the gifts of a Gracious God for the use of His creatures, and believed it to be contrary both to reason and the Scriptures to denounce, as many advocates for total abstinence have done in England, the moderate enjoyment of them as sinful." He did not disapprove, however, of the existence of Total Abstinence Societies, and without being a member was ready to promote the objects of the Society in any manner he could. In this latter respect his Lordship afterwards amply kept his word.

As a curious statistical remanent connected with the subject of this chapter, I present the following copy of a scrap discovered in an old Melbourne newspaper:

Return of the number of persons (male and female) apprehended, fined and discharged for drunkenness, before the Melbourne Police Court during the years from 1841 to 1847:

<table>
<thead>
<tr>
<th>Year</th>
<th>Males Fined</th>
<th>Males Discharged</th>
<th>Females Fined</th>
<th>Females Discharged</th>
</tr>
</thead>
<tbody>
<tr>
<td>1841</td>
<td>1603</td>
<td>86</td>
<td>59</td>
<td>11</td>
</tr>
<tr>
<td>1842</td>
<td>1357</td>
<td>110</td>
<td>134</td>
<td>18</td>
</tr>
<tr>
<td>1843</td>
<td>412</td>
<td>29</td>
<td>46</td>
<td>5</td>
</tr>
<tr>
<td>1844</td>
<td>299</td>
<td>9</td>
<td>41</td>
<td>9</td>
</tr>
<tr>
<td>1845</td>
<td>240</td>
<td>14</td>
<td>32</td>
<td>3</td>
</tr>
<tr>
<td>1846</td>
<td>370</td>
<td>9</td>
<td>68</td>
<td>3</td>
</tr>
<tr>
<td>1847</td>
<td>345</td>
<td>9</td>
<td>70</td>
<td>3</td>
</tr>
<tr>
<td>Totals</td>
<td>4626</td>
<td>266</td>
<td>455</td>
<td>55</td>
</tr>
</tbody>
</table>

It is a singular fact that, of the above period of seven years, the years 1842 and 1843 were ones of such extreme depression that the Province was on the verge of general insolvency; property had become almost unsaleable at any price for cash, and cash was a very scarce article indeed. Relatively, 1845 might be considered a period of revived prosperity as compared with the others.

In 1849 two other non-drinking Fraternities were established, viz., The Philanthropic Total Abstinence Society, and the Salford Unity. On the 3rd June there was a grand Teetotal Festival in the Temperance Hall, at which the Resident Judge (A'Beckett) presided, and extremely eloquent addresses were delivered by him and Bishop Perry. Amongst the other speakers were the Rev. Jas. Forbes, Messrs. R. Heales and Henry Langlands. On the 21st May, 1850, the Salford Unity members strode in procession through the streets to St. Peter's Church, where there was a special service, and the evening wound up with an extensive tea party at the Protestant Hall. In the course of this year Mr. Richard Heales, junr., an ardent teetotaller, as a member of the City Council, protested against the pernicious practice of conducting the Municipal elections in public-houses, and proposed as a substitute places apart from licensed taverns, or booths erected for the purpose. The principle laid down by Cr. Heales was not denied, but much diversity of opinion existed as to the proper remedy to be adopted. The question was referred for consideration to the Public Works Committee, a body not much disposed to do other than shelve it, and so nothing came of the point gained. The truth was "the Mayor, Aldermen, and Councillors" of the time were to a large extent pecuniarily interested in wholesale and retail spirit-selling, and those who were not in the trade were so partial to systematic "nobblerings," as it was termed,
as to be only too willing to throw cold water upon any project such as Heales was Quixotic enough to believe he could carry under the Civic conditions then existing.

On the 2nd November, 1850, was issued No. 1 of the Total Abstinence Advocate and Temperance Journal. It was a small, neatly-got-up four paged weekly publication—3d. per copy—its main object being the advocacy of the distinguishing principles of the Temperance Movement.

In March, 1851, the Resident Judge (A'Beckett) made a valuable presentation of books to the Melbourne Total Abstinence Society, as an expression of his good wishes. On the 17th March a tea-meeting was held by the members of the Salford Unity in honour of Mrs. Dalgarno. After tea the company was resolved into a public meeting, presided over by Mr. Edward Bastings. Several appropriate speeches were delivered, and an Address was presented to the lady.

The Victoria Total Abstinence Convention

Was initiated 25th March, 1851, by a Soiree and Temperance Meeting at the Temperance Hall. The Resident Judge presided, over 300 persons were present, and there was the greatest enthusiasm. The Chairman delivered a very eloquent and scholarly address, and was followed by Messrs. R. Heales, Reid, Bastings, and others. Geelong was visited by a deputation from the Convention on the 21st May, when a numerously attended meeting was held in the theatre, Malop Street. Mr. R. Heales officiated as the Chairman of the evening, and a resolution was passed by which the Geelong Total Abstinence Society was pledged "to public identification with the objects of the Convention, and co-operation with it in order to the advancement of its interest."

Dr. Mingay Syder, from the University of Giessen, arrived in Melbourne in June, and delivered at the Temperance Hall three interesting lectures on (a) "The Voice of Science," (b) "The Nature and Properties of Alcoholic Fluids," and (c) "Their Action on the Human Frame in Health and Disease." He was followed in September by Mr. Justice A'Beckett in an elegant and masterly Essay on "Temperance and Moral Obligations of Sobriety and Industry in the Pursuits of Life." This was printed in pamphlet form, and well merits re-publication.

Amongst the men who gallantly strove in the olden times to oppose the progress of the "Juggernaut of drunkenness"—a monster which has destroyed innumerable more worshippers than the Hindostanee idol so called—a few names stand forth in bright relief, and no sketch of the early struggles against intemperance would be complete that did not mark them for honourable mention. They are the two Richard Heales (father and son), William Wade, Robert Knox, Thomas Watson, William Nish, and William Webster, all of whom I think are now dead.

The Father Matthew Society.

An institution though not necessarily restricted in its membership to the Roman Catholic persuasion was mainly composed of such, and indirectly controlled by the Roman Catholic Clergy. It was fenced by a certain exclusiveness (implied though not expressed), and, therefore, though engaged in the promotion of a common purpose, acted so far apart from kindred bodies, as to render a separate notice of it desirable. Though as moderate a drinker as Bishop Perry, Father Geoghegan, the first Roman Catholic priest, so highly appraised the beneficial effects of total abstinence, that in his efforts to propagate them, he drew no fine distinctions between Temperance and Abstinence, and at an early date initiated a St. Francis Total Abstinence Society. Under the already described Bounty system of emigration, there was a large influx of the Irish element to Port Phillip during 1839 and the two succeeding years. Many of these Southern Celts had, before leaving the Green Isle, "taken the pledge" as it was termed, personally from Father Matthew, the Hibemian "Apostle of Temperance," and they brought with them their pledge-cards, which each regarded as little short of a consecrated amulet, that would act as a spell in influencing for the better his future career. Several of them afterwards lived for thirty, even forty years in the colony, bearing their pledges unbroken to the grave, and a few of those strong, unflinching teetotallers still survive in Victoria. Such were the materials whereon the untiring priest relied for co-operation, and not in vain. In 1844 the
movement acquired considerable numerical importance, and the meetings were held in a schoolroom erected rearward of the St. Francis' Presbytery in Lonsdale Street. Probably in consonance with the light-hearted elasticity of the Irish temperament, the Father Matthewites went in strongly for outside spectacular display—such as processions, picnics, and excursions. A band was formed, which acquired more celebrity than that of the Society before referred to. The functions of this musical combination were somewhat mixed, being partly lay and partly ecclesiastical, for on special occasions it used to assist at the church services.

The first bandmen were: Mr. John Cosgrave, (late City Treasurer), then (in 1844) a smartly-made well-shaped, good-looking juvenile, who performed on the clarionet; Mr. John Mansfield, now a serious-faced, white-haired "Geelongoose," proprietor of one of the best-established bakeries in "The Pivot," who worked a trombone; four strapping youngsters known as Phelan, Egan, Connor, and Conlon, (a composer), operating on various instruments, the whole concluding with Mr. J. P. ("Jerry") Dalton, who thundered away on a big drum. The Society's first street demonstration was on the 22nd January, 1845, when 150 of them marched forth with band and banners, wended their way to the then grassy and well-wooded Richmond Paddock (now the cut up and disfigured Yarra Bank), where they bivouacked on the fragrant bank of the river, drank "billied" tea brewed in big pots, and crammed themselves with sandwiches, cakes, and ginger beer, returning in the evening, blowing and half-bursting specimens of total abstinence.

On Easter Monday (24th March) there was a grand "Father Matthew" procession through the principal highways of Melbourne, and after "doing the town" the members adjourned for refreshments to the St. Francis' school-room, finishing with a dance in a tent pitched on the Church reserve; and amongst a number of admiring outsiders were the then Resident Judge, the Honorable Roger Therry, and his better half. The Society has now so far succeeded as to number 600 members, and the funds looked so promising that there was some notion of building a "Father Matthew" Hall.

EMERALD HILL.

Towards the close of the year 1845 it was determined to have a "Father Matthewite" picnic on a then beautiful, houseless, grassy and accaciaed emience at the sonthern side of the river, and this event derives some importance from its having led to the naming of the place as Emerald Hill. This nomenclature, though of no more account than the naming of any other locality in the colony, has led to some controversy in consequence of the appearance of two or three claimants for the honour of bestowing the designation, which was then as appropriate a one as could be devised. The following in brief is a true and correct history of the incident. Mr. W. C. Conroy, now of Lygon Street, Carlton, called at the Port Phillip Herald office to procure the insertion of an advertisement in that paper. Mr. E. Finn, one of the literary staff, was there up to his eyes in "proofs," and as he was a tolerably ready penman, he was asked to write the notice, and at once complied. While so engaged, looking up he queried, "Where's this picnic to be held?" and Conroy replied, "On the hill over the river." "But," rejoined Finn, "We can't well put that in an advertisement, we must give the place some name." "Then," laconically struck in Conroy, "You may just call it what you like," and Conroy replied, "On the hill over the river." "But," rejoined Finn, "We can't well put that in an advertisement, we must give the place some name." "Then," laconically struck in Conroy, "You may just call it what you like," and Finn, after musing for a few moments exclaimed, "Well then if I may do so, I will, and here goes, as it is a beautiful green hill it shall be named 'Emerald Hill.'" The suggestion met with general approbation, the designation was adopted and embodied in the advertisement which duly appeared; the green name stuck to the green place, and no other name was at that time more appropriate. The Hill was covered with a rich sward, green as the freshest shamrock; no houses in sight except those of the then small Melbourne; trees scattered about, and the whole eminence encircled by shining lagoons, the sparkling sea, and growths of scrub and ti-tree along the Sandridge road-side, and away to Fishermen's Bend.

The Emerald Hill of 1845, aboriginally a kangaroo ground, and afterwards a sheep-walk, has grown into an incorporated city, displaying substantial evidences of the astounding progress of Victoria. The time has arrived when the propriety of changing its name has been considered by its Municipal authorities, and much difference of opinion prevails as to what should be the new designation. Several have been suggested, all of them inappropriate, and the least suitable is the one likely to be chosen. It is seriously proposed to call it South Melbourne, and if this notion be carried out, a flagrant mistake will have been made for two reasons, viz., that it is simply conferring on a special portion of a district a nomenclature by
which the whole district is already officially known, for the primary appellation of all the area between the Yarra and the Bay was South Melbourne. Again, if it be so called, it will be nominally reducing it to a part and parcel of Melbourne, a subordinate adjunct of the principal city. To my mind, there are two—and only two—names by which the new city should be known. If styled "Emeralda" the break in the two words of the primary name would be removed, and its traditional affinity preserved; or what could be more becoming than to affix to it a meet companion name for Melbourne, by calling it Grey, as a posthumous compliment to the statesman who administered the Colonial Empire of Great Britain, at the time that Port Phillip was transmuted into the independent colony of Victoria? The first mentioned would be unquestionably the better; but most assuredly, if any regard exists as to the proprieties of the case the "South Melbourne" idea will be sunk in the Albert Park lake. It is noteworthy that three-fourths of the Australian metropolitan cities have been nominated after historical British personages.*

MISSION TO GEELONG.

A branch Society had been formed in Geelong, and it was arranged that on the 17th March, 1846, the Melbourne Fraternity should proceed there to assist at a joint demonstration. The "Aphraxis" steamer was chartered, and on a fine Saturday forenoon the streets of Melbourne were again tramped by several hundred members with music and banners, scarves, rosettes, and medals (a new decoration). The "Geelongers" were in blue paraphernalia, and after a landing was effected, the allied armies executed a combined march through the streets, the blowing and clashing of two loud bands banishing for the time all drowsiness from a quarter never subject to fits of insomnia. They rendezvoused at Raleigh's store, and Messrs. Daniel Rooney, Robert Hayes, James Wallace, Patrick McDowhough and others spoke, or rather "spouted," like so many vociferating whales. The strangers experienced much hospitality during their stay, and on the Sunday visited the Barwon, winding up the evening with an encore of the previous night's performance, and on Monday returned to Melbourne.

On the 19th August, 1846, the foundation stone of the first Roman Catholic Church at Geelong, was laid, and the Melbourne "Father Matthew" Society was invited to co-operate. Of course there was a willing compliance, and some of the incidents are subjoined.

Another great day was when the Society, with its brass band, chartered a steamer to Geelong to assist at laying the foundation of St. Mary's Church, Father Walsh being resident priest. Old Corio was taken by storm, and the band playing through the streets caused a flutter in the Wesleyan dovecot, it being Sunday. In the evening the scarcity of provisions became a palpable fact, our visit being unexpected, except by a few, to whom it did not occur, I suppose, that teetotallers had any inside man to provide for. A large unoccupied store, with a few bundles of straw, served for bedroom for a good many, while they had to go only about twenty feet to perform their ablutions in the silvery waters of Corio Bay.

The teetotallers fared less plentifully upon this than on the occasion of their previous visit. Probably the church authorities, who certainly ought to have made some commissariat arrangements for the visitors, concluded that as there was a "spiritual abundance" there should be no "temporal vacuum."

THE "FATHER MATTHEW" HALL.

As the year further advanced there was sufficient cash in hand to commence the erection of a building for the use of the Society, minus the land; and as there was no chance of obtaining a site from the Government, Dr. Geoghegan, the Society's Patron, gave a slice of the St. Francis' reserve for the purpose, and here the initial ceremony was performed with all the honours in the beginning of October. At an early hour a procession started from the Roman Catholic schoolroom, and after perambulating the streets, returned to the site, when the customary forms were observed, Dr. Geoghegan being the principal officiator. In the cavity was placed a bottle containing one of the Society's medals, and a scroll of parchment thus inscribed—

* Emerald Hill is now (1850) officially known as South Melbourne, thus completing the four cardinal divisions of the Victorian Capital.—Ed.
THE FOUNDATION STONE
OF
FATHER MATTHEW'S BRANCH OF THE PORT PHILLIP TOTAL ABSTINENCE SOCIETY'S HALL
Was laid at Melbourne on this fifth day of October, A.D. 1846,
By the
VERY REVEREND PATRICK BONAVENTURE GEOGHGAN,
In the Tenth Year of the Reign of Her Most Gracious Majesty,
QUEEN VICTORIA.
GOVERNOR OF NEW SOUTH WALES,
SIR CHARLES A. FITZROY.
SUPERINTENDENT OF PORT PHILLIP: HIS HONOR C. J. LATROBE, ESQUIRE.
PRESIDENT: MR. DANIEL ROONEY. SECRETARY: MR. JOSEPH FELLEY.
TREASURER: MR. HUGH CAIN.

The Rev. Mr. Cotham, a Van Diemonian visitor, delivered a suitable address, and, after a collection of £20 towards the Building Fund, the assemblage dispersed until evening, when there was a Society's Ball, at a new store in Queen Street, belonging to Messrs. Turnbull, Orr and Co., and four hundred " ladies and gentlemen " enjoyed themselves until long after the cocks commenced crowing.

Through great difficulties, and with a praiseworthy persistence, the erection of the Hall was proceeded with, and by various devices, justifiable under the circumstances, it was finished, though not until nearly two-and-a-half years had elapsed. At length, on the 12th March, 1849, it was opened by a public meeting, the chief feature of which was a truly excellent exhortation from the Rev. Dean Coffey, one of the staunchest friends it could possibly have. On the succeeding St. Patrick's Day the members marched in procession through the streets with band and banners. An immense crowd accompanied, and Judge A'Beckett received the compliment of a serenade.

And so the "Father Matthew" Society went its way, attracting by its good example many adherents to its ranks, and favourably regarded by the community as a moral agency through which much good was effected. One of its last appearances in public was at the laying of the foundation stone of the Roman Catholic Church of St. Patrick, in April, 1850, where it formed the chief scenic attraction; but decadence soon commenced, and its end was annihilation.

Prior to the commencement of their building, the "Father Matthewites" were advised by prudent friends not to build their Hall on church land, to which it would not be possible to give them a legal tenure. The reserve was specially granted for the erection thereon of a place of worship, a minister's residence, and a school-house. No one knew this better than Father Geoghegan, and it is difficult to imagine how a man of his sagacity and conscientiousness could have so far acted ultra vires as to permit any portion of the granted land to be devoted to the purpose of a temperance edifice. No one who knew him would for a moment attribute any motive but the most thorough bond fides; but there was an absence of prevision in his mind when he consented to the expenditure of funds raised for a special purpose. Certainly the foundation stone was laid before the appointment of a Roman Catholic Bishop, when Father Geoghegan was exercising the functions of Vicar-General, but this in reality could not materially affect the question. On the assumption of his high office by Bishop Goold, the administration of the Diocese passed away from Dr. Geoghegan, and he consequently must be held blameless for what followed—that is, if any person were in reality blameworthy. No full public explanation of what happened was, so far as I know, ever given, and, therefore, there may have been circumstances in existence which, if known, might not only clear away doubts, but completely exonerate those who were instrumental in transferring the "Father Matthew" Hall to a purpose for which, as was publicly believed, specifically it was not intended. All that was generally known was that when the place was required for a Roman Catholic School-house, its name of " Father Matthew " was changed to that of St. Francis, and the Society had to turn out, like Adam after his fall,

"The world before it were to choose
Its place of rest, and Providence its guide."
The Chronicles of Early Melbourne.

But it was an evil day for the Society when this happened, for Providence seemed to have deserted it. The displacement caused a scattering of its members, and the social changes wrought by the gold discoveries in 1851-2 completed its disruption. Some of its most indefatigable disciples passed over to the enemy, embarked in the business of Licensed Victuallers, and made large fortunes by vending the spirituous and fermented abominations they had previously denounced. Others tumbled into drunkards' graves, or died paupers in the Benevolent Asylum; whilst a few treasured in their hearts' core their pledges inviolate, and an organization founded under the almost canonized name of Theobald Matthew, the illustrious Cork Friar, has long since dwindled into a small dim memory, doubtless to be soon not only forgotten, but absolutely unknown, in the colony, except for its present resurrection.

The Rechabites

Made their first appearance in an Association formed at Geelong in June, 1847, when a Mr. John M'Minn succeeded in establishing a Lodge or Tent at a Temperance Coffee-house there. Three months after, Mr. George Wright was appointed to the office of Chief Ranger, and Mr. J. McClure, Secretary. Rechabism does not appear to have taken much root in the Province until after some years of the golden era, but that it has since thriven is evidenced by the fact that, according to the Registrar's Statistics of Friendly Societies, on the last day of 1880, the Independent Order of Rechabites numbered some 155 branches and 5161 members in Victoria.

Postscript.

It is a source of much gratification to me to reflect that the various communications I have received confirm the general accuracy of my sketches, and testify to the impartial spirit in which they are written. I am in receipt of one from an old colonist of much intelligence, who, by enterprise and industry, has attained an assured position of wealth and respectability, and from it I am induced to make the following extract:—

"I have carefully read all your articles, and, as one of the early residents, feel much interested in your Chronicles. I have not missed one of them from the first, and would suggest, when you have done writing such interesting accounts of Old Melbourne, you should publish them in book form, and I am certain they would have a large circulation. I would look upon such a book as containing the most complete information of this, the great, good, and prosperous colony of our adoption. Respecting the Temperance Hall in Russell Street, of which you have treated, there are a few facts, not obtainable from any printed reports, deserving of publicity. Towards the end of 1852, the late well-known popular Richard Heales purposed proceeding, with his wife and family, to England, and, as he felt a deep interest in the Hall, he left satisfied that a liability owing to a Building Society would be paid during his absence by certain individuals charged with the duty of seeing after it. The payments were not kept up as they ought to have been, and Heales' return was so timed that he arrived just as the Building Society was about to sell the property to satisfy the mortgage held over it. Heales at once came to the rescue, and, with the assistance of Mr. William Forsyth, the encumbrance was removed, and the Temperance Society secured in a property now ranking amongst some of the first in Melbourne. The Saturday night entertainments were initiated by Richard Heales and a few friends, to attract young men from the pernicious allurements of the public-houses. Concerts in a small way were given, in which amateurs assisted. They gradually grew into popularity, and in course of time thoroughly established themselves in public favour, and acquired the dimensions they now present. The original building was too small for the rapid progress witnessed, and hence its replacement by the spacious edifice now so extensively patronised, and which works so much good in its own way. Richard Heales has gone the path of all flesh, leaving after him few so gifted with the qualities essential in a good man and true citizen."

Appendix.

In 1839 there arrived in the Province an enterprising immigrant, the head of a family of youngsters, who in after years were amongst the most industrious and deserving members of the community. One of
the juniors was a wee recently-trousered imp of a boy only a few years old, though he is now a sedately
good-humoured and well-to-do citizen, of the modern Antipodean Babylon, known as Melbourne, the
centre-piece of a wide circle of friends and more profitable cordon of customers. He drives a brisk
and lucrative business in one of the busiest city thoroughfares, and of all the old colonists with whom I have
conversed anent the bygone incidents of long syne, he is gifted with the most precise and tenacious of
memories, giving, without reference to journal or diary, the date, day, hour, names and minute particulars
of the most trifling occurrences of long ago. To him I am indebted for some amusing refreshers of ancient
reminiscences—waifs, either forgotten or not known to me, and of which no mention was to be found in the
files of musty newspapers and manuscripts amongst which I have been wading for the past two or
three years. Having consulted him on the subject of the foregone chapter, I was favoured with a written
tract, which on perusal is so brimful of interesting trifles that I am induced to append it, with an expression
of regret that my informant's inherent modesty is so strong that I am prohibited by special request from
disclosing his name.

"Temperance Societies."

"Associations for the promotion of Temperance were early formed in Melbourne. So early as the
year 1842 meetings for this object were held in the Scots' Schoolroom, Collins Street East, at which
Messrs. P. Heales, J. Wilson, and others were the speakers. The cause advanced, and eventually land was
purchased in Russell Street (where one of the most commodious buildings in town now stands), and a
comfortable Hall erected, in which weekly meetings were held. As it was found to be advisable to provide
attractors for the meetings, a band of music was formed in 1847, which numbered over twenty performers,
and gave great satisfaction on its first public appearance. On each Tuesday evening, when the public
meeting took place, the band paraded the streets for upwards of an hour, and attracted an audience which
more than filled the hall. Among the many speakers who took part in the meetings was a lady,
Mrs. Dalgarno, wife of the captain of the ship "Lochnagar," who, when her husband was in port, invariably
attended, and did all in her power to advance the cause of temperance. The "Lochnagar" was sailed as
a temperance ship, and afforded much gratification to passengers and crew. Mrs. Dalgarno is dead, but
her husband, Captain Dalgarno, is (I believe) still (1888) living at Williamstown.

"Richard Heales was a consistent advocate of temperance, and to him chiefly is the colony indebted.
Another popular speaker was known as 'Teetotal Bill,' who had been a prize-fighter and navvy in
England. His descriptions of his former life were graphic. He spoke in the Yorkshire vernacular,
and his appearance at the meetings invariably drew a large attendance. The members of the band
were unselfish, and gave the proceeds of their services to the Society for the purchase of new instruments
and towards defraying the debt on the Hall. After a time, as Bandmaster Tickle became unsteady, an old
Peninsular veteran named M'Kee supplied his place until 1849, when the Messrs. Hore arrived in
the colony. They were the first to introduce sax-horns here. They formed a quartette, consisting of
P. Hore, first horn; J. Hore, second; S. Hore, tenor; and R. Hore, Senr., bass. The Melbourne
Total Abstinence Society was not the only one existing in Melbourne in the early time, for many of
our Irish colonists had had vivid remembrances of the great Apostle of Temperance in the green
Isle, and formed a Fraternity Society bearing his name. Some will still remember the genial Dean Coffey,
who often endeavoured to gain the adhesion of his fellow countrymen to the good cause. He was of
fine stately proportions, being a head and shoulders above the ordinary people (as Saul was among the
Hebrews), and had a splendid voice. It was no ordinary treat to hear him sing, 'It was a Friar of
Orders Gray.' It has often been remarked that a great feeling of kindliness as a rule prevailed in
the olden times among the people of Melbourne, but which quite passed away after the gold discovery,
when there was such an influx of strangers from all parts of the world that the old element was quite
swamped. In 1840 the sole representatives of the three leading denominations (Rev. A. C. Thomson,
Episcopal Church; Rev. P. B. Geoghegan, Roman Catholic; and Rev. Jas. Forbes, Presbyterian)
might have been frequently seen arm in arm promenading Collins Street, and they cordially united in
all good works."
CHAPTER XL.

THE MELBOURNE INN-KEEPERS AND THE LICENSING MAGISTRATES.

SYNOPSIS:—The Early Liquor Laws.—The First Hotel.—"Johnny" Fawkner, the First Grog Monopolist.—The Fawknerian Decree.—Dissolution of Fawkner's Groggery.—Fawkner's Second Hotel.—Locality of Fawkner's First Newspaper.—Melbourne Hotels.—Synopsis of the Licensing Law.—"Sticking Plasters."—The Counter Lunch.—The Dead House.—Halfpenny, the First Whisky-seller.—Melbourne Hotels in 1840-42.—"John Barleycorn."—Licensing Bench Vagaries.—Official Corruption.—The Pressman bribes the Mayor.—Vale Major St. John.—Panegyric on the Licensed Victuallers.

HERE is, perhaps, no more amusing, though intricate study, than an investigation of the primitive legalized grog-selling in New South Wales, of which, when a penal colony, Port Phillip was a part and parcel. The first notification is contained in the Sydney Gazette, and dated "Government House, 1st October, 1800." Under this no person was allowed to sell spirituous liquors, and any person landing spirits or wines from any ship without a written permit from the Governor, was subject to the pains and penalties of selling without a license. On the 27th October an Order was issued authorizing the Magistrates to recommend persons suitable to hold annual licenses, and on the 1st November gambling and drunkenness were prohibited in public-houses, and no liquor could be sold between the drummer's evening "tattoo" and the next day's sunlight. On the 10th April, 1801, an Ordinance was promulgated commanding public-houses not to open on Sundays from dawn of day until 9 p.m. Subsequently annual licenses were granted from the 1st November by the Justices, when a publican was bound in recognizances as to good behaviour of two bailmen of £10 each, and himself in £20. Any unlicensed grog-vendor incurred not only fine and imprisonment, and a forfeiture of his stock-in-trade, but the house could be pulled down about his ears. By an Act passed on the 8th February, 1825, by the Governor-in-Council, no person could sell malt, spirituous, or fermented liquors, in less quantities than five gallons, without a license, grantable by the Justices in Quarter Sessions, and not valid unless approved by the Justice residing nearest to the house to be licensed. The applicant should also be provided with certificates of recommendation from the Minister of the Church of England, should there be one officiating in the district, the Chief-Constable, and three respectable householders. This worked so inconveniently that it was soon repealed. It is an almost incredible fact that in that barbarous age the British currency was ignored in the licensing system, as 100 dollars formed the premium for a spirits and beer license, and 20 dollars for the beer privilege singly.

By an Act, 7 George IV., No. 2 (20th February, 1826), the publican's general license was charged £25 per annum, and the Governor was empowered to determine the number of licenses to be granted in each town; and by Clause 15 it enacted "That whenever a Coroner's Jury shall find that a death has been caused by intoxication in a public-house, the keeper of such house shall be deemed from the date of such finding to be unlicensed, and no new license shall be granted to him." In October, 1835, the law was amended, authorizing one qualified Justice to grant licenses.

Such was the state of the Licensing law in 1836, when the "Settlement," now known as Melbourne, began gradually to expand, and that unvarying concomitant of civilization, a public-house, became not only a desideratum, but a necessary evil. To fill the vacuum the inevitable "Johnny" Fawkner was prepared to offer his services; but the difficulty was how to obtain a license. The Police Magistrate (Captain Lonsdale), a timid martinet, unwilling to risk any consequences he could not foresee, was reluctant to grant the Magisterial certificate upon which a license could issue from the Sydney Treasury; and even had he done so there was a difficulty which absolutely rendered the issue of a publican's license a legal
impossibility. The Act required that after the granting of a certificate recommending a license such certificate, with the £25 license fee, should be received at the Sydney Treasury within fourteen days after date, and in the then irregular and slow-going sailing transit between Port Phillip and Sydney, this indispensable could not be complied with. Practically, then, the law was a dead letter, or rather there was no law, and there could be no legalized retail liquor traffic. This state of things, therefore, was growing intolerable. The Yarra water was at times so unpalatable that the brackish fluid would be all the better for a mixture with a little aqua vitae. There was no want of grog wholesale in some of the stores, but what was the use of this for people longing for "nips." The grocers could not yet sell "single bottles;" nor any one in quantities under five gallons. The people were Maine Liquor-lawed, ex necessitate; but as "Necessity has no law," the would-be rum and beer bibbers grew discontented. Fawkner at last declared he would face the emergency, and chivalrously opened a public-house. He could not be said to be a "sly" grog seller, for there was no slyness about what he did; and it could hardly be said that he violated any law, for there was no law practically in existence. He became in fact what might be termed "an innkeeper on sufferance," and he so continued until others announced that they should do likewise. The Police Magistrate did not well know how to act in such an awkward conjuncture, but he awoke slowly to the expediency of granting license certificates, though in law not worth the paper they were written on. In this manner "Johnny" Fawkner and a couple of others were "certificated," though "unlicensed" publicans, out of which arose a dilemma to be removed only by a Bill of Indemnity, and consequently, in September, 1837, the Legislature of New South Wales passed an Act validating the licenses irregularly issued upon the Port Phillip certificates, and discharging the holders from any penalties incurred. The Police Magistrate at Melbourne was also empowered to grant regular licenses, instead of having a roundabout recourse to head-quarters.

THE FIRST HOTEL.

Fawkner's Tavern was built on a portion of the Custom House Reserve, rearward of the present building, towards the intersection of William and Little Flinders Streets, on about the spot long used as a telegraph office. The place was then the side of a green hill, gently sloping towards the river. The house was erected of quartering and broad palings, with a half-paling, half-shingle roof and hard-wood flooring. It was more properly one-and-a-half than two-stories in height, for the second or upper compartment was an attic, subdivided into bedrooms or "sleeping ovens," close enough in winter, but stuffy, stifling, and almost unendurable in the hot season. The ground floor contained six apartments or divisions, the front quarter facing the river was specially reserved for the accommodation of the most respectable customers. The bar was at the back, and over the door was elevated a signboard, on which was daubed rather than painted a row of large unevenly-sized, ill-proportioned letters, which a stranger after some hesitation deciphered to be Fawkner's Hotel. This hostelry was for a time largely patronized, for that very best of reasons that there was no other place to go to; and Fawkner (who in after years was wont to inveigh loudly against anything favoring of monopoly) was then the sole grog monopolist in the country. Here he established a queer sort of table d'hote (or, as he translated it, "table hoty"), over which he invariably presided himself, and in distributing the viands he was not only capricious but peremptory. One had to take whatever the host gave him, fat or lean, under or over done; the whimsical taste of the carver was alone consulted, and if any enter dared to have a choice or opinion or taste of his own, the knife and fork were twirled in his face, and he was snarlingly told that if he did not like what he got (though too good for him) he had better clear out and go elsewhere, the irascible little Boniface being well aware that his "elsewhere" meant "nowhere." Never was there a more inflexible adherence to the well-known adage of de oustibus non est disputandum, for no parleying was permitted, and there was no appeal. But there was a more unpalatable accompaniment. Fawkner indulged in an incessant chatter upon the few public topics of the time, and as his views occasionally took very peculiar turns, and his temperament was not the most tolerant, he would brook no contradiction; the Fawknerian dicta should be gulped down with the cupables and drinkables, and if a wry face were made, an expression of dissent uttered, or a negative head-shake ventured at, the knife and fork pantomime, an invitation "to make tracks" was the result, and direct
personal abuse was resorted to. Take the following as a laughable illustration which I had from one of the actors—Mr. W. F. A. Rucker, the second earliest of the commercial world of Melbourne, used to dine every day at Fawkner’s public table, and on one occasion “Johnny” would only give him a certain part of a joint to which he knew Rucker had an antipathy, and when the latter begged to be helped to something else, Fawkner “ho hoed” and laughed in his face, declaring that what he had been offered was good enough for him, and not a bite of anything else should he have even if he starved. Rucker rose and quitted the room, and had a tent rigged up as a personal board and lodging house on a convenient slice of the wharf. The next day was very hot, windy, and dusty, and whilst Rucker was discussing a chop dinner under canvas, a tremendous squall came rolling along over the hills, and taking the tent at the rear, swept it and the limited prandial appliances into the river, the proprietor having much difficulty in clearing himself of the disjecta membra, and so escaping, if not a possible drowning, an absolute ducking. Recovering his legs he beheld with regret his appetizing grill disappear to feast the fishes, and with a sigh was obliged to confess that after all, bad as Fawkner’s menu was, a hungry man might go further and fare worse. He went back, made his peace with the hotelkeeper (always easily mollified), and remaining there with meek resignation, took “Johnny’s” pot-luck without a murmur until he was able to procure more comfortable quarters.

Fawkner was not long the only Licensed Victualler. Fawkner’s Hotel, (some of the materials for which had been fashioned in Van Diemen’s Land and imported for the purpose) was thrown together by the rough bush carpenters or handy men of the time, and was little more than a clumsy and comfortless booth. It was put up on a piece of Government land “jumped” for the occasion before a scrap of the township was sold. In 1837, Fawkner visited Launceston, leaving the “hotel” in charge of a friend named Evans, and several acres of wheat nearly fit for the sickle, between the Yarra and Emerald Hill. “Johnny” had no sooner turned his back on Port Phillip than Evans sublet to one Smith, who was determined “to have and to hold” the premises against all comers, the redoubtable Fawkner included. Smith also appropriated the crop of golden corn, and by aid of some of the military, who were allowed at times to do odd jobs of work for the civilians, had it reaped and stooked. On Fawkner’s return, Smith refused not only to admit him, but point blank declined to give up the premises. The land was “no man’s territory,” and until the Government chose to turn him out he would not budge an inch. No law of ejectment as yet ran in the district, and in such a case, “possession” which is said to constitute “nine points of law,” where land laws are in operation, was everything here. Fawkner blistered and raged, snarled and swore, but all to no purpose. Smith for the time had the whip hand of him. Fawkner at length corked up the residuum of his wrath, apparently “bested,” but mentally vowing he would have another try for what he believed to be his—legally perhaps not, but in equity assuredly. Two or three nights after, the place was stormed by Fawkner at the head of a band of Van Diemonian sympathizers, well primed with rum, who assailed the stronghold as if they were so many battering rams, and for a time it was thought the whole concern would collapse and be the grave of its defenders. Smith, apprehensive that he should have to stand a siege, was not quite unprepared, having a strong defensive force, and after some hours’ sharp work (in which there were several cut heads, bruised limbs, and damaged faces, but no killed), the Fawknerians, by escalading the windows forced their way into the parlour. Fawkner then had this place so securely barricaded against ingress, as to render it unassailable except by fire—a measure which Smith could not resort to without destroying the whole concern. Next morning, after leaving an armed guard in possession, “Johnny” with the rest of his retainers sailed over the river, and brought as many of the corn sheaves with them as would more than half fill the parlour. In this improvised barn he set a couple of threshers to work, who were to be relieved by relays of freshailers, and they were to hammer away day and night without intermission, making as much noise as possible. The din was increased by the loud babblement of the crowd that gathered outside to listen to the far, and the result was that Smith, anxious to escape the probable horrors of a lunatic asylum, vacated the tenement, and Fawkner was reinstated by stratagem. But Smith had his revenge in another and unexpected manner. Mr. Henry Ratman had laid down in the Market Square the wooden framework of a house, in which he resided for a short time. He sold this to Smith, who, having it removed across the street, where it formed the foundation of the Lamb Inn, a tavern which soon acquired a popularity which seriously damaged Fawkner’s business. A sensational end awaited Melbourne’s first
"grocery." The Government required the reserve where it stood, for the erection of a Custom-house, and in order to part peaceably with Fawkner, the tenement was purchased for £150, with the stipulation that Fawkner was not to re-build there. The materials, subsequently sold to someone else, were re-constructed in Market Street, and rented by Blanche, a gunsmith. On the 24th December, 1839, the "Sporting Emporium," as it was called, was blown up by the accidental ignition of some powder carelessly laying on the counter, and produced the horrible tragedy described in a former chapter.

Fawkner's Second Hotel.

At the second Melbourne Government land sale (1st November, 1837), Fawkner became the owner for £10 of the half-acre allotment at the south-east corner of Collins and Market Streets, on which he put up a wooden and brick building for an hotel, and on the erection of what was afterwards the Club House at the corner, the old affair was turned into the printing office where the *Patriot* was published for many years. The Club House was subsequently metamorphosed into the *Shakespeare*, and after numerous amplifications reappears now before the public as the *Union Club Hotel*.

Fawkner's Hotel was in its day the principal place of entertainment in town, and No. 2 was a vast improvement (though that is not saying much) architecturally, and from every point of view, on No. 1. Yet this old-forgotten inn has associated with it two historical reminiscences, for which the most pretentious hotel of to-day would wish for in vain. It was here, on the 1st January, 1838, Fawkner started the first newspaper, not printed, but written, in the colony—The *Melbourne Advertiser*; and here was made the first attempt, humble enough in its way, to form our first reading-room. Though Fawkner had little of the literature about him, he was a voracious reader, and one of his hobbies was to affect to provide good *pabulum* for the mind, and corporeal and intellectual refreshments were therefore served up at the hotel.

For the grosser aliment is. per drink was charged, and a free read was thrown in as ballast. The *Melbourne Advertiser* will be more fully noticed elsewhere, but from its first number (the only one in existence) I have copied the following literary curiosity. It is in Fawkner's penmanship; the etymology and punctuation are also his, and it is the first advertisement of the kind issued in Port Phillip:

FIRST ESTABLISHED HOTEL IN MELBOURNE.

**FAWKNER'S HOTEL**

Supplies to The Traveller and Sogourner

All the usual requisites of a Boarding House and Hotel of the very best Quality

Being mostly laid in from the First Mercantile House in Cornwall V D Land

In addition to which there will be found Mental Recreation of a High Order

There are provided 7 English and 5 Colonial Weekly Newspapers

Seven British Monthly Magazines Three Quarterly British Reviews up to July and August 1837

A very choice Selection of Books emcluding Novels Poetry Theology History Philosophy Chemistry &c.

N.B. A late Enclycloedia

The use of Any of these Works will be free to the Lodgers at the Above Hotel.

The two great weaknesses, or perhaps rather strong points, in Fawkner's composition (and he was a voluminous newspaper writer) were a desire to "capitalize" immoderately, and rarely to put down the brake from start to finish. As for colons, semi-colons, and such trifles he would not condescend to notice them. At periods he was even reluctant to make a stop, and skipped over them often more than otherwise.

In 1838 there were 8 Licensed Victuallers in the Province, viz.:—

**MELBOURNE**—J. P. Fawkner, *Fawkner's Hotel*, Collins Street; William Smith, the *Lamb Inn*, Collins Street; Thomas Halfpenny, the *William Tell*, Collins Street; Michael Carr, the *Governor Bourke*, Little Flinders Street; Michael Pender, the *Shamrock*, Little Flinders Street; J. H. Unplceby, the *Angel Inn*, Collins and Queen Streets; William Harper, the *British Hotel*, William Street. **THE GOUVERN RIVER**—John Clark, the *Traveller's Rest*. 
The population of Port Phillip was then 3500, including 430 women and children, which would give one tavern for about every 440 individuals. In August 1832, there were in Victoria 4312 publicans' licenses, beside 317 grocers, and 79 for the sale of colonial wine; and assuming the population at 900,000, there would be a Licensed Victualler for every 200 persons, including women and children, of whom there was an infinitely larger proportion than in 1838.

Little Flinders Street was considered the best business thoroughfare in the olden time, but a few years witnessed a great change. Mr. Michael Pender was the first to open a small sod-built public-house there, wherein he laid the foundation of a large fortune. Bonwick describes him as coming from Launceston "an industrious, saving man, who brought over one of the earliest bullock teams, which he employed in cutting, carting, and selling bush hay at £1 a load. His wife then attended to the inn." The same Pender bought a half-acre of land running from Collins Street to Little Flinders Street, for £19. On the frontage to the latter street he erected his Shamrock, and on the Collins Street part was built in after years the Royal Hotel; subsequently re-named the Criterion, and now the site of the Union Bank. Pender acquired a large quantity of valuable city property, and continued through life "a saving and industrious man." He had three sons-in-law at one time established in public-houses, and he died some years ago, leaving a good circle of grandchildren to inherit his well-earned and well-minded wealth. The Government Hotel was situated in Little Flinders Street, at the corner of the now Bond Street, whilst Harper's British Hotel was in William Street, near the southern corner of Little Flinders Street. Halfpenny's William Tell was in the first instance a wattle-and-daub cottage hovel where the Theatre Royal now flourishes; but the stand was then so bad for business, in consequence of its distance in the bush, that he took the earliest opportunity of having his license transferred to another one-story holding on the eastern portion of "The Block," within a few yards of Queen Street. Halfpenny has outlived all his contemporaries by many years, and his colonial career has been one of exceptional activity. "Disbarring" himself about 1847, he obtained the appointment of Chief-Constable at the Wimmers, then a wild and boundless district.

A queer quaint-looking building was put up off Collins Street, rearward of the Bank of New South Wales, and it was called the Royal Exchange. It was subsequently moved out in an enlarged brick form on a line with the street, and kept first by a Mr. Davies, and subsequently by a mercurial sort of Scotchman named Campbell. At the northeastern junction of Queen and Collins Streets, a Mr. Umpleby kept a tavern rather inappropriately named the Angel, and the Royal Highlander was opened in Queen Street (western side, half-way between Little Collins and Collins Streets) by an individual of the very un-Highland, though not un-belted name of "Jemmy Connell." It was afterwards moved to the "wharf," under the management of a thorough Scotchman known as "John Shank." As not irrelevant to the subject under treatment, it may be worth while to present the first printed advertisement for an hotel tenant. It is extracted from the Melbourne Advertiser, 9th April, 1838, and thus reads:

TO LET,

For a period of five years, those handsome premises known as the Angel Inn, situate at the corner of Queen and Collins Streets, containing 3 parlours, 4 bedrooms, hall, billiard room 35ft. by 20ft., and 16th, high, 3 upstairs rooms—all furnished in the first possible style—tap-room 30ft. by 12ft., large kitchen and oven, with servant's room, out-buildings, &c. To be let with furniture to a respectable tenant for £250 a year, payable quarterly, but good security would be required.

For such a promising investment, which looked much better on paper than in reality, I am unable to record whether or not an eligible offer with a secured rental was obtained.
were partial to swinging sign-boards as the most effectual mode of signalling to the passers-by by day, as the guttering sickly tallow or oil lamp did by night.

On the 26th September, 1838, the Act of Council 2 Vic. 1 No. 18 was passed, and commenced operations on 1st January, 1839. By it the license fees were—For general license, £30; night license, to keep open after 9 p.m. until 12, £10; billiard table, £10; retailing wine and beer, £10; ginger or spruce beer, £2; and £1 for selling on board a steamer on its passage. All licenses were to be granted in Petty Sessions in April, and to date from the 1st July of each year. Transfers between different persons or houses might be made at other times, as well as pro tempore, for fairs, races, and places of amusement, but at no greater distance than ten miles, if out of the district of the licensed person. No publican could, under a penalty, have in or about his house any skittle ground, or ball court, or any dice, cards, bowls, billiards, quoits, or other implements used in gaming, or permit the use or exercise of such or other unlawful game; but the holder of a billiard license might allow the game to be played all the year round, except on Sunday, Good Friday, and Christmas Day.

Sunday trading was permitted from 1 to 3 p.m. only as regarded the sale of fermented liquors. No spirits could be legally vended, but beer might be bought for consumption off the licensed premises, where nothing could be drunk. Good Friday and Christmas Day were subject to similar restrictions. The non-consumption proviso used to be frequently evaded by fellows bringing out their foaming pewters into the streets, and then and there absorbing the contents. The Sabbath trading soon came to be as great a farce as it is now. All public-houses might remain open from 4 a.m. to 9 p.m. from 1st October to 31st March, and from 6 a.m. to 9 p.m. during the other six months of the year; holders of night licenses to keep open until 12 o'clock; and the sale of spirits out of Melbourne was prohibited. If a publican sold liquor to a married person whose intemperance was known to be of injury to his family, he was liable to a penalty of £5, and the same consequence followed the allowing of wages to be paid in the hotel, or the selling or serving grog to prisoners servants, except medicinally or by the permission of the master, and even then only to the extent of half a gill (glass) in six hours, or one gill in twenty-four hours. Any person giving intoxicating liquors to an Aborigine was liable to a £5 fine. There was also a heavy ascending scale of punishment for drunkards. A first offence was punishable with a fine of from 5s. to £10, or, as alternatives, not more than twenty-four hours' solitary confinement on bread and water, or a twist on the treadmill not to exceed twelve hours. Repeated offences received augmented punishment upon each successive conviction, not exceeding in the whole the amount or period specified, multiplied by the number of convictions. Thus, for a twentieth appearance, an incorrigible drunkard could be fined £20, and on non payment either twenty days' solitary or half the time "milking."

Every publican should keep a two-burner lamp constantly lighted over his tavern door from sunset to sunrise, or pay from £1 to £5 for every default, unless it could be proved that the extinction was caused by accident or boisterous weather; and every licensed house should contain two sitting and two sleeping rooms plus the appurtenances required for family occupation, together with stable, hay, corn, or other "wholesome or usual provender," sufficient for at least six horses of travellers. There was likewise a provision for preventing any offence against decency, and, should any of these requirements be discontinued, two or more Justices had power to void the license. No tavern could have ingress or egress except in the street or streets named in the license, and the permission of any other passage or entrance cancelled the privilege. No liquors adulterated or mixed with deleterious ingredients could be sold under a fine of from £10 to £50, and publicans were to have their names legibly painted in three-inch letters, with the description of the license held, constantly and permanently remaining, and plainly to be seen and read on a conspicuous part of the house. Such were some of the principal provisions of the then Act; in addition to which certain customs were rigidly observed, which worked well, and would do even better at the present day. These were so recognised by public opinion that a Magistrate, in other respects corrupt enough, would not dare to disregard them. For instance, no license would be issued for "dead man's shoon," and persons who married publicans' widows could not trade under the name of the buried husband, as is now the case (1882). I could point out hotels in Melbourne where a dead man's name has been paraded over the doorway for nearly twenty years, and a second publican husband has been thriving on the mouldering bones for more than one-half that time. If a widow applied for the renewal of a license of her "dear departed."
in the olden time she would get it, but if she coupled again, the dead would be so far respected that the
new husband's name should go up on the signboard instead of the old one. That interesting and far from
uncommon specimen of humanity, vulgarly denominated a "grass," but more properly termed a "grace" widow, would, during the voluntary or compelled absence of her worse half, vainly seek the distinction of a Licensed Victuallers, for she would have no chance of it. No bachelor or spinster could obtain a license,
and I was present on occasions in the Police Court when such applications were postponed to afford parties
(male or female) an opportunity of tying the nuptial knot. After a week, a fortnight, or longer, had
elapsed the adjourned hearing would be resumed, and, on the Bench receiving satisfactory assurance of the
performance of the marriage contract, the license would be granted. No husband or wife living apart
would have the slightest chance of being publicans, and no married man would be allowed to hold a license
and engage in any other established business or calling, leaving his wife to conduct the hotel. At the
present time (1882) in this colony individuals are in the Commission of the Peace—sleeping partners in
taverns of which their wives are licensees; and one of these hostesses has recently been convicted of
Sunday trading, in which the J.P. Benedict so misbehaved as to compel his withdrawal from the Magistracy.
Such a scandal under the old system was reduced to an impossibility. Furthermore, no person could
hold a license for more than one hotel, and the public-house "farming," now "run" by brewers and wholesale
spirit sellers, which tends so much to demoralize the modern retail liquor traffic, would not be tolerated.
The early merchants and proprietors of breweries frequently assisted a person into a public-house, and might
own (in freehold) an hotel or two, but their tenants were bond-fide, and very different from the class of
impecunious subordinate helps who now work scores of groggeries of which they are as little the principals
as the beer-engine they manipulate—nay, much less—for that is a fixture, whilst the so called tenant is an
animated chattel that could be pitched into the street at any moment.

In the primitive days, and indeed for several years after, the public-house business was the most
thriving of the retail callings in the colony, and I hardly ever knew an instance of failure where the landlord
was sober, the drinkables reasonably good, the place kept tolerably clean, and the attendance ordinarily
civil. One or two writers on those bygone times have waxed very funny over the way business used to be
done in the old Melbourne taverns, but much of their pleasantry is either gross exaggeration or pure
invention. In a sketch of this kind I cannot well ignore altogether the romancing in question; but, whilst
embodying the substance of what are wholly or partly canards, I shall add corrections based both upon
ocular evidence and information obtained from persons engaged in public business in Melbourne at the time
when the marvels related are stated to have occurred.

The "Sticking Plasters."

For several years the publicans' harvest consisted chiefly in fleecing (or "lambing down," as it was
technically termed) the stockmen, bullock-drivers, shepherds, and shearer who made periodical trips to
Melbourne for a "spree," or to "knock down their money." These fellows worked harder than horses in
the bush, and spent their money like asses in town. When their six or twelve months' engagement was
up they left the station where they were employed in great glee, with orders for their wages upon some
commercial house in town, and, unless stuck up and robbed at some of the unlicensed pot-houses on the
way, they flew at once to their favourite drinking places in Melbourne, and deposited their orders with the
landlord, who drew upon his casks and bottles as long as the amount of the "bit o' writin'" would "run it."
These orders came to be known as "Sticking Plasters," but I never could see the applicability of the phrase.
One of the writers referred to explains it, because "they used to be stuck up in the bar until the amount
was said to be drunk out." This I believe to be incorrect, for I have more than once seen how the orders
were operated upon. They were not "Sticking Plasters," though they infused fresh blood into the landlord's
takings. As far as the bushmen were concerned, they might certainly be styled "blisters," for they
"burned" their pockets while they had them. The landlord no sooner clutched the "plaster" than he had
it changed for cash. The customer was then credited with the amount, the "shouting" commenced, and
the spree continued until about half-a-crown balance remained, which was handed to the bushman after his
burst with which "to absquatulate" to the country, and commence upon the compounding of another
THE CHRONICLES OF EARLY MELBOURNE.

547

"plaster" six or twelve months after. During the "melting" process,—i.e., the spending—almost every person entering the bar was invited to join in the "drinkings," but loafers or spongers were comparatively few in those times. Gooseberry cham (sham)-pagne was uncorked by the half-dozen, rum taps flowed, and beer-bottles popped—beer-engines had not yet made their appearance.

The "counter lunch" of the period was (if the analysts are to be trusted) quite sui generis. None of your wafer-like sandwiches, or bread and pulverized cheese, or a biscuit and diminutive sheep's tongue, but a plentiful cask of raw salt herrings placed glistening before you, of which you might eat till you were tired, and without stint; no fear of being pulled up by a stingy landlord or pert-tongued, forehead-fringed barmaid. The more was devoured the more was drunk, and as drink was then one shilling all round, the herrings were by no means a bad bait wherewith to hook the thirsty flatheads. It was setting a sprat to catch a mackerel with a vengeance.

THE "DEAD HOUSE."

Another usage grew up with the old hotels, sic fabula loquitur, which the latter day ones might well retain, i.e., the attaching of a littered room or dead-house—not the dreary-looking ghostly morgue, where suicides or accidentally made corpses are laid in state, but a secure, unwindowed, comfortably-strawed exterior apartment, into which the bodies of those who got dead drunk by day or night were stowed away, and suffered to rest in peace and sleep off the debauch. The "dead-house" was kept tidy and comfortable, and freshly strawed every morning. It is a mistake into which some of the old chroniclers have fallen to suppose that this "morgue" was the resting-place of any of the country customers of the hotel, for it was nothing of the kind. Every tavern then had its special connection, and the "Plaster-men" got to take to particular houses, and invariably patronized them when "ran-tanning." This class of benefactors the publicans took good care not to offend, and accordingly, when a man's "plaster" was nearly exhausted, he received the balance as travelling money, got a free breakfast, and cheerfully departed with a light heart and a still lighter pocket. The "dead-house" in reality was a humane institution for the accommodation of "casuals" helplessly intoxicated, who, instead of being tumbled out of doors, were "bedded down" for the night. Even if all this mortuary rubbish were correct, there would have been nothing colonially original in such a course, for it was only reviving a custom that prevailed in "Merrie England" in the beginning of the eighteenth century, when gin was the rage in London instead of beer; and Smollett declares that painted boards were put up, inviting people to get drunk for a penny, and dead drunk for twopence. The London gin-houses provided the accommodation of cellars laid down with straw, into which those who got helpless on the new favourite tipple might retire until consciousness was restored. If a man gets over-intoxicated now in a low class hotel he is hustled to the door, and, with a hand or foot, precipitated into the streets. A policeman may find him in the channel and take him either to the lock-up or the hospital, and cases have occurred in Melbourne where people have died from the exposure or injuries so received. Though the moderns may laugh at the old system, there was a dash of humanity in it, which might well be followed in more recent times.

"JOHN BARLEYCORN."

Usquebaugh, (Anglice "Whisky") was not only undrunk, but unknown for years in the early taverns of Melbourne. Rum, gin, brandy (dark, there was no pale) and beer were the commodities retailed.
favourite tipple of the bushman was mixed brandy and ginger-beer—a “spider,” as it was called—for which 6d. was charged, and this was the shouting that was liked by the publican, for there was much profit, and it rapidly filled the till. A treat for three was usually half-a-pint of brandy and three ginger-beers, for which 4s. 6d. was the reckoning, and half-a-dozen shouts of this kind made up what could not be termed an “unconsidered trifle.” On the 15th November, 1839, the ship “William Metcalfe” arrived from England with Mr. J. B. Were as a passenger. It was his intention to engage in commercial pursuits in Melbourne, and the merchandise which he brought out included some Cork whisky and Waterford porter. The whisky was from a then famed distillery in Cork, presided over by a Mr. Jerry Murphy, and in some short time Halfpenny, of the William Tell, purchasing two puncheons of the stuff, was the first man to vend whisky at the bar in Melbourne. For years after it was not much affected, for the rum and brandy and “Old Tom” maintained their ground, and whisky was in no great demand as a public-house draught until after the gold revolution.

I have often heard it asked how Halfpenny’s tavern obtained the un-English appellation of the William Tell, commemorative of the supposititious Swiss apple-shooter. It happened in this simple way: Halfpenny fancied that a good deal lay in a taking name, and anxiously cast about for one. He was acquainted with a young man, the only Swiss resident of the time, who was subject to most depressing fits of maladie du pays, the home sickness for which his countrymen are proverbial. When he heard what Halfpenny required, he entreated the Irish Cockney to name his intended grogery after the idol of his own hero-worship, and this was done.

At the Annual Licensing Session, held on 21st April, 1840, the following publicans’ licenses were granted for Melbourne:—Little Flinders Street, 5; Collins Street, 4; Little Collins Street, 2; Bourke Street, 1; Elizabeth Street, 1; Queen Street, 2; William Street, 1; Little Bourke Street, 1. One license was accorded to Williamstown. In 1842 the Annual Licensing Session excited much interest, as there were many new applications. The Justices were—Messrs. James Simpson, P.M., F. A. Powlett, G. D. Mercor, E. J. Brewster, William Verner, William Furloge, Drs. S. Martin and F. M’Crae. The population of Melbourne proper was estimated at 4400; Newtown (Collingwood), from 1200 to 1500; and Williamstown, 680. The result of the sitting was to increase the town licenses by 13. There were three applications for authorized grog shops at Collingwood, which were opposed by Mr. James Montgomery, Solicitor, on behalf of the respectable inhabitants, who backed him up with an anti-license memorial. There was a disposition to grant one license for the place, but as there was no constable there to look after the publican, the whole were refused. At a special Sessions held in October, Mr. David Lyons obtained one for a house on the Heidelberg Road, to be known as the Travellers’ Rest, which he opened on the 8th November. This, the first Collingwood nobbier mart, was for many years a popular refreshment stall for people indulging in strolls out of town. It was situate in Nicholson Street, Fitzroy, on the site of the (now King’s) Collage facing Faraday Street.

In connection with some of the older taverns there was an excrescence known as the “tap,” often disreputable and disorderly in its way. It was in fact a second bar, and sublet to a person who usually ministered to the lowest class of customers. Though a palpable violation of the Act of 1838, it was permitted until 1842, when “taps” being adjudged public nuisances, were peremptorily abolished. In 1844, the New South Wales Government proposed to increase the general license fee to £100 a year, at which much wrathful feeling was expressed by the retail liquor traders and the notion was abandoned. An attempt was made to establish a Licensed Victuallers’ Society, but it failed through a split in the ranks. It is a singular incident that there were as many licensed hotels in Melbourne in 1846 as in 1849, though at the latter period the population had received an addition of over twenty per cent. Melbourne of itself then numbering 20,000 inhabitants.

Licensing Bench Vagaries.

The Act incorporating the town of Melbourne in 1842, restricted the jurisdiction of Justices of the Peace to an important degree. Hitherto the magisterial function was territorial, limited by the boundaries of Port Phillip; but now there was a distinct town and district jurisdiction, and a magistrate was debarred...
from adjudicating on the town Bench, unless his name was on the Burgess Roll, and he resided within seven miles of Melbourne. Further, in adjudications under the Licensed Victuallers’ Act, no Magistrate, directly or indirectly connected with the ownership of a house licensed, or for which an application was made, or engaged in the wholesale liquor business, could take part; and such prohibitions after a time virtually drew all Bench matters appertaining to hotels into the hands of three Town Magistrates, viz., Major F. B. St. John, Dr. W. B. Wilmot (the Coroner), and Mr. James Smith (Savings’ Bank Secretary). Smith and Wilmot were men of undoubted integrity, who always fancied they were doing right, even when the opposite was the fact; but St. John was in no wise particular whether right or wrong, so long as it paid.

He gradually introduced a system of “backsheesh,” and worked it profitably for some years, when the abuse grew so notorious, that open exposure followed, and ended in his downfall. Details of the Major’s misdoings are treated of in another chapter, and only a few supplementary items will be here added. Major St. John having tasted of the illicit loaves and fishes, his appetite increased, and the Licensing Bench festered into such a hot-bed of corruption, that applicants would not apply even for a permit to keep open for a single night, without first considering how it could be made right with the Major, for he soiled his hands with everything. There was no difficulty in the giving, for every donation, even the smallest, was received willingly, if not thankfully by him, either through the post, by personal service, or at his residence. When the Major lived in Brunswick Street, a room at the rear was known as the sanctum (referred to elsewhere), the window of which looked into the yard. Outside the aperture was a fixture not unlike one of the drinking troughs to be seen opposite certain taverns, and into this receptacle as letters into a post office pillar, might be “posted,” any favours intended for the Major, and no pillar was ever cleared so regularly, for it was continuously watched, especially in the morning, the best time for depositing the offerings. But the Major’s “takings” were not restricted to his licensing business, for as Crown Land Commissioner, he controlled the management of, not only the squatting stations, but wood-cutting, brickmaking, loan carting, and other avocations. From everything coming within his official purview, he would try and make something, and the anecdotes recounted of his sharp practices might be noted by the hundred. Gross petty acts of injustice would be perpetrated, for in the case of rival disputes about run boundaries, or areas of brick ground, or publichouse licences, the value of the douceur carried the day. An auctioneer “knocks down” the highest bidder, but Major St. John “floored” the loxuest. I append a few examples: A carter who wished to secure a contraband load of wood, would meet St. John in the morning in Brunswick Street, and say, “Good morrow, Major; I’m a poor man, with a large family, and we have’n’t a bit of fuel in for the winter. God bless your honour, and let me get a few logs of dead wood at the Merri Creek or over the river.” The response was, “All right my man, do as you want. But, by the way, I am out of firewood too, as well as you; do you mind?” The man would depart, take two loads for himself and drop a third in the yard at the Major’s mansion. A canny Frenchman, resident in an outskirt of Melbourne hit upon a very polite and gentlemanly mode of making matters mutually agreeable—Whenever he wished for any small favour he would drop a sovereign into a large snuffbox, and (of course, as if by the merest accident) intercepting St. John, would execute a profound salaam, and extending the viaticum, with a tap and a comical grin entreat the Major to do him the very great honour of accepting a pinch of his latest Lundyfoot. St. John, smilingly acquiescing, would open the box; but instead of applying the proxy for the “titillating dust” to his nose, would quietly drop it into a vest pocket, with a nod and a wink, and an exclamation “that it was very capital snuff indeed.” The ice so broken, induced such a thaw in St. John’s disposition to be accommodating, that “Frenchy” had only to ask what he wanted without much risk of a denial. Another time the Major would be accidentally waylaid by an applicant for a publican’s licence, who would be told to write down all the particulars and send it to Collingwood. This was done accordingly either in person or by post, with a reminder in the shape of a remittance, about which nothing would be said in the communication, though its purport would be well understood, and not forgotten. Where there were no conflicting interests the Major invariably gave valuable consideration for what he received; but where there were opposing influences, he stuck to the client who gave the most, and ruthlessly cast the other overboard.

There was a newspaper reporter of the time, who, prior to an annual licensing session, made as much money as a Chamber or consulting lawyer, or any police office Attorney, for well Knowing how
THE CHRONICLES OF EARLY MELBOURNE.

the Major was to be "managed," he advised in a way that always brought success. I have heard him
over and over repeat the following almost incredible story:—"On an occasion there were two applicants
for new hotels, each erected on an opposite street corner, either of which was sure to be licensed,
but certainly not both. One of the suitors retained the smartest Attorney in practice, and the other the
newspaper man. The latter advised his client to keep quiet, and finish his house, so as to make it look as
smart as possible, and come to him on the Saturday prior to the Tuesday in April, when the Yearly Sessions
were always held. In the interim the adviser, who had special means for acquirimg information about the
Major's clandestine operations, found out that the applicant who had the Attorney in his pay had in addition
to the professional fee, presented the Major with his compliments in the substantial form of a ton of hay,
resting securely in the conviction that now everything would go right. On the second applicant turning
up on the Saturday as promised, he was advised on the following Monday to deliver a ton and a-half of
hay in Brunswick Street, and on the same morning a letter was transmitted through post anonymously
advising of the bounty, who sent it, and the quid pro quo expected. The Licensing day arrived, the rival
applications were heard, and he who relied solely on the superior dead-weight of hay, minus a lawyer,
completely checkmated the other, notwithstanding all the fervid eloquence of his advocate."

The green wattle-tree grove, which at the time bloomed between Spring Street and Collingwood,
was a favourite trysting place for the Major and some of his customers. A bush track ran from Collins
Street through the Parliament Reserve, and the Major, mounted on a grey horse, might be daily seen
riding home from the Police Court, about 3 p.m. Anyone wishing audience of His Worship might have it
here without interruption, and curious interviews not unfrequently took place. The "gentleman of the
Press" already mentioned often saw the Major here. They were well-known to each other, and sometimes
St. John would unbend so far as to invite the other to accompany him to Brunswick Street, and have some
brandy and water. Once the amateur licensing practitioner was not consulted until literally the eleventh
hour, the day before a licensing meeting. It was a case of emergency, and should be settled at once.
Accordingly, about 2 o'clock, the journalist sauntered over the Eastern Hill, and posting himself against a
huge tree trunk, pulled out a cigar, and whiffed away. He hid in his pocket an honorarium for the Major,
wrapped in a memo, as to what it was there for, the whole tied as a small paper parcel and superscribed,
"Major St. John, Brunswick Street." In about half-hour the Major, on his Rosinante, hove in sight,
and when he reached the point where the smoker was cloud-blowing with a second cigar, something like
the following scene ensued, in detailing which, for convenience sake, I shall refer to the pedestrian journalist
simply as "A":—

The Major.—"I say, why did you leave the Police Court so early to-day? From the way I saw
you bundle up your papers and flit, I thought there must be something in the wind with you."
A.—"Oh, I was bored to death with those monotonous wages cases, through which you and ' Old
Whistle' (Mr. J. Smith) were poking. I was up at the office until cock-crow this morning, and I wanted to
get a breath of fresh air."

The Major.—"Hem—ha! Was that it, eh? This is a fine airy place, is it not? Come, walk along
home with me; I'll give you a drink."
A.—"Much obliged, Major; but I'd prefer not. Thanks all the same to you for your well-meaning
hospitality; but I've had enough for to-day at the Market Square Hotel."

The Major.—"Oh, you had, had you. All right, then; if you don't like to come, you can do the
other thing."

A.—"You need not go to the trouble of telling me that, Major; but look you here, the queerest
thing in the world happened since I came out. At the foot of that tree beyond, I found this suspiciously
looking little packet (drawing it out from his pocket) addressed to you in a free running hand. I could
hardly resist the temptation of opening it to see what was in it, for by its feel it contains something
substantial."

The Major (growing excited and slowing his horse half round) said,—"Look you here, you fellow; hand
me over that directly, if, as you say, 'tis for me. If you dare open anything addressed to me—do you see
that gaol up there on the hill? I'll soon have you safe enough there; d— me if I won't!"
A.—"Major, please keep your bounce for the Police Office, for I don't want, and shan't take any of it. The parcel is not sealed but only taped; and even if I did open it, perhaps I should not learn more than I know. Here it is, safe and sound. Take it home, and if there be any lesson in it to be learned, be sure not to forget it."

The Major clutched the parcel, and vowing if he had A. in the Police Office he would commit him for his insolence, rode away. The enclosure consisted of three golden miniatures of Queen Victoria, and half a sheet of notepaper, with the name of an applicant for the licensing of a new house, the street, where situated, and its intended designation. The following day Mr. So-and-So obtained his license.

Messrs. Wilmott and Smith could sometimes be "hooked" unconsciously to themselves, for there were no two more upright men in the Province. Neither of them would accept a bribe, in any manner or form; but though sagacious, far-seeing, and utterly incorruptible, their temperaments were tinctured with a lassitude that imparted a gentle dulness to their minds. When on the Bench they might be compared to what is known in America as a "spike team," or in English stable slang as a "unicorn." St. John unwinkered and wide awake, being "fly" to everything, as leader. Of anything like finesse in influencing decisions they never dreamed, and thus they imperceptibly and innocently fell into traps laid for them. The misteries operando originated with the Mr. A. already mentioned, or perhaps it should be termed an invention of his. It was this:—Some two or three months before a Licensing day, the intending applicant was to open an account at the Melbourne Savings' Bank, of which Smith was the Secretary and Actuary, and continue paying in a small deposit on the days in each week open for receiving money. Smith could not bring himself to believe any regular Savings' Bank customer capable of evil; and if all the sins in the Decalogue were debited to one of that class, so long as he did not begin to withdraw, some absolving impulse in the Smith bosom moved towards him. Therefore, if a Savings' Bank depositor applied for a license (though Smith would maunder a few words about the unrighteousness of the calling), he could never think of interposing any opposition. In this way an individual, in himself pre-eminently good and religious, was involuntarily biased so far as to acquiesce in St. John's freaks; for to directly oppose him he could rarely, even under any circumstances, muster sufficient moral courage. By something of an analogous process, Wilmot, the Coroner, was prescribed for. He secured a very limited private practice, and about the time when the Savings' Bank bait would be laid for the one magistrate, the other would be called in to attend the wife, aunt, mother, mother-in-law, or child of the future applicant. Some of the most arrant instances of malingering were managed in this way. The patient underwent a short process of rehearsal; and when the Doctor was announced the invalid jumped into bed, and there was no difficulty in imposing upon the amiable, mild-mannered Esculapius, who possessed a Roman nose and wore a pair of large spectacles, both of a pronounced type, and as a rule did not see far beyond either of them. When the application came on for hearing, the Doctor was there as an emollient to facilitate its safe transit, without the most remote notion that he had been "physicked" for the purpose.

It was also believed that a certain Chief-Constable was in league with St. John, and that they used to divide the winnings. It was said of this party that on certain days he used to leave a peculiarly-made shooting coat, sported on State occasions, on the table in the small room of an hotel, near the Police Court, into the pocket of which would be dropped, as into a poor-box, the "peace offerings" destined for him. He would keep a sharp look-out on intending contributors, and the moment he saw a person emerge from the sanctuary, he would pop in to empty the pocket, so that no interloper could have a possible chance of fingering the booty. These suppositions were far from groundless, though I fancy the takings were solely appropriated by the coat-owner, for St. John did not care about going halves with anyone. He worked individually and not in partnership, and if a favour were to be bought from him he should be treated with as a principal.

Many who read this chapter will, doubtless, hold up their hands in deprecation of the official immorality here described. Statutably, at the period I write about, bribery was an indictable offence, but from the circumstances existing during St. John's career, a usage sprang up which gave a quasi-common-law sanction to his misdoings. Everyone, so to speak, was cognizant of all this; yet it was not prevented. A person wishing for a license was denied justice unless he sought it in a manner which was certainly not generally approved, though very generally resorted to. St. John's misdoings were known, not only amongst
the commonly, but in the select circle of the Melbourne Club, where he was facetiously spoken of under the alias of "Tippo," (Tip Oh !), the paternity of which alias (it could not well be called a pseudonym) was attributed to no less a personage than the Superintendent of the Province (Mr. Latrobe). Of course, his Honor only chimed in with what he believed to be a general joke, and would hesitate before taking any step to ruin a man in St. John's position. At length, when "Johnny" Fawkner "bell'd the cat" at the public meeting, previously noticed, the Superintendent taught St. John that he was not to be trifled with, and even then Fawkner was only able to adduce testimony barely sufficient to prevent St. John getting a verdict, and the legal altercation terminated in a drawn battle. It was a disastrous result, however, for the plaintiff, whose race was run in the Province, and Port Phillip was well rid of him.

As this is the Major's last appearance in these Chronicles (unless, perhaps, an incidental reference to his name), I dismiss him by stating that he was a scion of the noble English House of Bolingbroke, was born in 1797, and held a Major's Commission in the 52nd Regiment. After his departure from the colony he applied unsuccessfully for some other appointment, and was eventually admitted to the refuge provided for impoverished gentility, known as the Military Knights of Windsor, where he died 24th July, 1866.

**RACE LICENSING COMPLICATIONS.**

In 1851 Teetotalism assumed a short-lived importance, chiefly owing to the exertions of Mr. Richard Heales, who had a seat in the City Council. An impression gained ground that, if no intoxicating drinks were sold at the Melbourne Racecourse during the annual meeting, the social habits of the people would be much improved, and several underhand influences were brought to bear against a dozen Melbourne publicans, for permission to erect drinking booths on the course. The Flemington race ground was outside the city boundary, though the applicants were city publicans, and a question arose as to whether Territorial Justices could vote. This was referred for the opinion of the Government Law Adviser (Mr. Croke), who held that it was a matter in which city Licensing Justices only had jurisdiction. A special meeting of Magistrates was convened to consider the question of booths or no booths, and on a division Teetotalism triumphed, for the voting was:

For—Captain R. Jacomb, Messrs. A. M'Lachlan, H. Moor.

Against—The Mayor, Mr. W. Nicholson, Dr. Wilmot, Messrs. R. W. Pohlman, J. Simpson.

Non-voter: Mr. James Smith. Absent: Mr. E. P. Sturt, Captain Hutton, and Dr. Greeves.

Action of this kind, without precedent in the colony, occasioned widespread dissatisfaction. But though the city publicans were baulked in their desire to cater for the race-going public, the city Bench could not bind the district one. Flemington was in the county of Bourke, and a number of district publicans accordingly sent in applications for permission to sell on the course, and so the teetotal battle had to be fought over again upon a more unfavourable field. There was a strong muster of the Territorial Magistrates, and the division thus resulted:


The Chairman (Mr. Simpson) objected to the voting of Messrs. Baillie and M'Credie, as they were not Justices of the County of Bourke, notwithstanding which they voted. The Chairman then declared he should adjourn the meeting until the next day, and meantime obtain legal opinion on the point. This was done, and the legal dictum was that the gentlemen objected to possessed a Territorial jurisdiction, and their votes were valid. Twelve applications were accordingly granted, conditional upon the booths being kept open only from 12 to 3 o'clock of each day of the meeting, an absurd restriction, which was not adhered to.

**LICENSED VICTUALLERS' ASSOCIATION.**

In the beginning of 1850, the necessity for some united action on the part of the Melbourne publicans forced itself urgently upon the members of the trade. On the 14th October a public meeting was
THE CHRONICLES OF EARLY MELBOURNE.

held at the Royal Exchange Hotel, Collins Street, for the inauguration of the Society. Mr. Henry Addison was elected to the Chair, and Mr. John Cosgrave, to the Vice-chair. Every person in the room was a publican's license holder, and it was agreed that all present should be deemed members, after which the door was closed.

It was determined that the Association should be styled "The Licensed Victuallers' Society of Port Phillip for the protection of the rights and interests of the Licensed Victuallers, and to afford assistance in case of accidents and necessity." None but Licensed Victuallers should be considered eligible as members. A reward of £5 was to be paid for every successful prosecution in the suppression of illicit spirit selling, and the committee was empowered to refund police-office fines to convicted publicans under certain circumstances. Mr. W. J. Sugden was elected President without opposition. Mr. John Cosgrave, Vice-President, Mr. Michael O'Shea, Treasurer, and Mr. Henry Addison, Secretary. Messrs. M. O'Shea, M. Gallagher, T. Ryan, P. Costelloe, P. McGrath, M. Curtain, John Fitzgerald, Robert Newstead, T. McNiece, Rody Heffernan, Henry Linehan, and W. Balch, were elected Committee-men.

On the 3rd April, 1851, there was a general meeting of the Society at the Supreme Court Hotel, Latrobe and Russell Streets. There was then before the Legislative Council of New South Wales a Bill for the Amendment of the Licensing Act, and resolutions were passed as to the desirability of prohibiting the sale of liquors in less quantities than four gallons by wholesale dealers, and for the sale of even one that they should be obliged to take out a license, and allowing Licensed Victuallers to sue in the Common Law Courts for any debts contracted with them for the supply or consumption of refreshments. The President was requested to communicate these views of the meeting to Mr. George Robert Nichols, of Sydney, the Member having charge of the Bill. It was also agreed to engage a "respectable" solicitor to guard the interests of the Association, at a stipend of £50 per annum, and £1 for every additional member henceforth obtained until the remuneration reached £100 per annum. To meet the necessary expenditure each member should pay the annual sum of £3 10s. 6d., and the fee of £1 on every transfer of a license.

Taken as a body, the Licensed Victuallers from 1836 to 1851 constituted a segment of the community which did it credit, for they were as a rule honest and honourable, public-spirited and charitable. Before Melbourne possessed an Hospital or Benevolent Asylum, the publicans' hands were daily in their pockets to alleviate distress; and when any unfortunate met with an accident, and there was no Institution to receive him, the publican would take him in, and not only provide medicine and medical comforts, but even discharge the doctor's bill, though the old medicoes were not exacting in this respect. In the initiation and maintenance of Public Charities there were no more free-handed helpers than the hotel-keepers. Several of the ancient Bonifaces were amongst the most intelligent of the Melburnians, and in after years some of them made their mark, not only in the City Council, but in the Victorian Legislature, the most notable instances being Sir John O'Shanassy, Dr. A. F. A. Greeves, Messrs. J. P. Fawkner, J. T. Smith, and J. S. Johnston. Of course there were black sheep occasionally in the flock, as there will be in flocks of every condition, and for all time; but the exceptions were numerically few.
CHAPTER XL

FUEL, LIGHT, AND WATER.

SYNOPSIS:—Early Searches for Coal—The Early Days of Lighting.—Mr. William Overton, the Introducer of Gas—The Rev. John Allen’s Gas Lectures.—The First Gas Company.—First Water Company.—The First Water Supply Scheme.—Arrival of Mr. James Blackburn.—Etymology of the "Van Yean."—Melbourne’s First Supply from the Van Yean.

FIREWOOD.

In Early Melbourne coal was a luxury unobtainable and uncared for, and fire-grates or stoves in dwellings, with but few exceptions, were unknown. The fire-hearth was spacious, the wood-logs in abundance, and so the cold winter nights passed over in cozy, though rough, enjoyment. In summer the fires would be banished out of doors, and such was the general carelessness manifested that it was little short of miraculous that serious accidents did not frequently occur. A traffic in firewood necessarily became a primitive industry, and wood boats plied on the Upper Yarra; but the principal business was done with the bullock-drays laid on from the suburbs of South Yarra, Richmond, and Collingwood, the Merri Creek and adjacent places. Dead timber was to be found anywhere; but after a time tree-felling had to be resorted to. The removal of trees was effected under regulations issued by Commissioners of Crown Lands, and, in the Melbourne Circuit, Major St. John exercised all the powers of a petty despot in a most capricious, though not illiberal manner. A good load of wood could be obtained for five or six shillings, though the rate reached as many pounds during the two or three years following the gold discoveries in 1851.

COAL.

Since the European occupation of the Province, a belief existed that both gold and coal would be found sooner or later in this portion of the Australian continent; but to coal, as the most urgently required article, public attention was specially devoted. It was a frequent topic of discussion in the columns of the early newspapers, though not until the 4th March, 1841, was there any concerted action towards the discovery of a payable coal field. Some indications of the mineral having been unearthed by a Mr. Cameron, the leader of a private exploring party, and the exhibition by him of some specimens declared to have been found at Western Port, created a mild furore, and a public meeting was forthwith held "to determine the practicability of working the mines recently discovered." It came off at the Royal Hotel in Collins Street, and the Chair was taken by Mr. Arthur Kemmis, then a leading (but long since deceased) merchant. Cameron was in attendance, and submitted a very glowing viva voce report. If a tithe of it were reliable, there could not be the shadow of a doubt of the exhaustless black diamond treasures awaiting only the co-operative power of men and money to be exhumed. His statement afforded unmixed satisfaction—so much so, indeed, that though only £500 was the sum required "to bore for coal, and make such other examination as may be necessary," more than that amount was subscribed in the room. If the result proved as anticipated, a company was to be formed. A practical miner, named Watson, and four men were equipped with all needful means and appliances, and despatched to Wilson’s Promontory, and the places adjacent, where by drifting, sinking and boring the problem was to be solved. It was afterwards said that this Watson had given out that he had previously discovered a splendid coal field close to the water’s edge, and by such deception had humbugged everyone connected with the movement. The expedition eventuated in a decided failure; though there could be no question of the presence of coal,
and of good quality, omitting the question of quantity; but no vessel could approach within eighteen miles of where a shaft had been sunk, and it would require an eighteen-mile railway to bring the coal to a place of shipment.

In the course of the year rumours became rife about coal findings at the Barrabool Hills, 50 feet below the surface, and the Geelong Advertiser went into fits of ecstasy about the future of the district, but nothing ever came of it. In 1842, some men were employed sinking a well on land at Pascoe Vale, belonging to Mr. H. G. Ashurst, and at a depth of 80 feet they struck a vein of coal 3 feet thick, but it never led to further disclosures. Frequent intermittent reports were made of coal and other mineral discoveries in divers places until 1848, when it was alleged that a large and valuable coal-bed had been found at the River Torwood, and at the beginning of 1849 the Superintendent (Latrobe) despatched Mr. Foote, a surveyor, to make an examination, from which it appeared that there existed at Loutit Bay indications only of lignite; the working of this would not pay the cost of transit. This announcement was received with incredulity by the Geelongites, who sent off a local examiner to test the accuracy of Foote's statements. The result of this led to Foote being instructed to return and resume the investigation. He did so, and in the course of his second inspection found some coal appearances. The Geelong people now said there was not only coal, but copper and other minerals abounding at the Cape Otway ranges and along the coast; so in June, 1849, steps were taken to organise a Geelong Coal Company, and provide funds for a thorough mineral survey of the neighbourhood of Loutit Bay; but beyond the preliminary "showing" matters went no further. Still the atmosphere was not thoroughly purged of the mineral rumours, and the Superintendent (Mr. Latrobe) manifested much interest in any possible coal discoveries that might be made, and promised all the co-operation in his power for any project initiated with a reasonable prospect of success; but he consulted the Law Adviser, who appeared to think that Crown lands could not be leased for other than pastoral purposes; but this view was not upheld by the Sydney Law Officers, and, in consequence, the reservation of coal on the part of the Crown was abandoned by proclamation.

Early in 1850 reports were rife that some bond-fide coal discoveries had been made in Western Port. Money was getting plentiful, and a spirit of enterprise was active in Melbourne; so, notwithstanding the first fiasco there, it was seriously determined that Cape Patterson should have a further, and, if possible, a fairer trial. A public meeting, presided over by the Mayor (Dr. Greeves), was accordingly held at the Royal on the 4th June. The speakers were Messrs. Henry Moor, Robert Langlands, Wm. Nicholson, A. H. Knight, B. Heape, C. H. Ebden, Wm. Highett, etc., and it was resolved that prior to the formation of a company, a "Preliminary Expense Fund" be raised by subscription. A Mr. Anderson, introduced as a practical scientific man, handed in a written statement, from which this extract is taken:—

"I have no hesitation in saying that in Western Port coal is equal to the best samples of Newcastle. It is a bituminous coal, possessing in a moderate degree the caking property, containing scarcely a trace of sulphurous pyrites, making an excellent coke, leaving a very small portion of ashes, so that it is well adapted for every purpose. In one respect it seems superior to the Newcastle coal I see landed here in Melbourne. Though some of it readily breaks into small cubical fragments like coarse gravel, very little of it crumbles into the almost palpable dust of which whole cargoes of the other seem chiefly to exist." He estimated the expense at 3s. per ton at the pit's mouth; carriage by railway to the shipping, rather under than over is. per ton; freight to Melbourne in a suitable class of vessels, 8s.; wharfage, is.; and payment to Government for the privilege of working the ground, 6d. per ton. The capital required, according to his calculations, would be from £16,000 to £20,000, and the annual sale of coal would be, say, 25,000 tons; 10 per cent. on the capital would add another 18. or 18. 6d. per ton, and about 18. would defray the cost of Melbourne management. The company, he believed, could have the coal free of charges of every kind for 186. per ton. Anderson's report was generally concurred in by Mr. G. H. Wathen, an engineer, according to whose statement the coal measures at Western Port, beginning at or near Cape Patterson, the Eastern entrance to that harbour and opposite to Phillip Island, extended almost uninterruptedly along the coast as far as the River Tarwin, a distance of thirty miles. The coal deposits, of which there were three distinct layers, were associated with strata having the appearances usually indicative of this mineral. The thickness of the first seam was given as 1 foot 8 inches, of the second as 3 feet 4 inches, and the third as..."
The middle and most important of these strata was represented as consisting of excellent coal. He also estimated that if coal could then be supplied reasonably in Melbourne, a consumption of 20,000 tons annually might be reckoned upon for steam engines, foundries, etc., which quantity might be increased to 30,000 by consumption in private dwellings. It was supposed that a company could supply the town at the rate of 16s. per ton, which was 14s. less than the price of coal brought from the River Hunter. The amount of preliminary cash required was put down at £700, of which £500 was subscribed in the room. Mr. Frederick Cooper, a Collins Street chemist, was nominated Treasurer, pro tem. It was agreed to appoint, from subscribers of £10 and more, a Committee of twelve to direct and supervise an efficient search party. Eighteen candidates offered themselves for election, and from them the following were chosen—Messrs. Henry Moor, J. R. Murphy, F. Cooper, G. W. Cole, A. H. Knight, C. H. Ehlen, William Highett, Henry Langlands, W. U. Tripp, Captain Stanley Carr, with the Mayors of Melbourne and Geelong. This dozen of individuals represented every important interest—mercantile, monetary, manufacturing, squatting, and a dash of the legal element thrown in. It possessed shrewdness, practical capacity, and good sense, yet notwithstanding, the affair proved a complete take in.

The exploring party went, and so did the Preliminary Fund, and, though the former returned, the latter was non est. It all ended in fizzle. No progress report ever turned up, and so far from anything in the shape of a coal deposit being forthcoming, not even a cinder remained as a memento of the expedition.

Light.

Oil and tallow for several years contributed the nightly radiance, in whose flickering, sputtering glare the colonists were content to live, and breathe, and have their being. They could not have had very enlightened times of it; but as they could obtain no better substitute they had to make the most of things as they came, and comfortably and contentedly they did so. The original lamp was composed of wick and tallow, seething in something like a shallow tin dipper; until oil stepped in to help and improve; and these blinking burners were mostly affected by the butchers and the hotel bars and kitchens. The only out-of-door street lighting was the compulsory lamp which every licensed victualler was by law obliged to keep burning over or near the tavern’s principal doorway, and such quasi-luminaries were often stone blind than otherwise. Tallow candles performed all the household and most of the shop duty until wax-lights appeared. At concerts, public entertainments, and other evening gatherings, candles were stuck in tin sconces nailed to wall or partition, and occasionally something would be attempted by swinging a chandelier from the ceiling and manning it with waxes. Slowly gradual improvements crept in; more taste was displayed in the “get-up” of chandeliers, lamps, and sconces; the tallow lights began to wane, and oil and candles of superior quality were introduced. The old Queen Street Theatre had a good deal to do in making matters better, for its proprietor (Mr. J. T. Smith) was endowed with an energy which he was never loth to employ for his own and (incidentally) for the public convenience. He was the forerunner of street lamp lighting, as he applied the proceeds of a Theatrical Benefit to the erection of half-a-dozen lamps in Queen Street, which so shamed the Melbourne Corporation that, through its agency, general street lighting was not long in following.

Gas.

What an amusing incident that Collingwood, which was destined to become the grand entrepôt for the production of political gas, should be the place whence emanated the first notion of supplying Melbourne with gas-light. Yet such was once indubitably the case. Towards the close of 1844, a sturdy blacksmith named George South established his forge in a small house in what was then known as the Western Road boundary of Newtown, at its junction with William Street—places now designated respectively, Nicholson and Moor Streets in the City of Fitzroy. South’s place was the now Dr. Hewlett’s corner. He was a man of some education, had a smattering of chemistry, and, being of an active turn of mind, his smithy was more of a laboratory than anything else. He practised experiments in carburetted hydrogen, and the idea flashed upon his mind that he should be the “gas-lighter” of Melbourne.
His studies were pursued with renewed zeal, his experiments multiplied, and at length he publicly intimated his ability to supply portable gas at a low price. He guaranteed that for a few pounds the requisite apparatus for gas burning could be fitted up. He flew to the newspapers with some of his samples, which, on being tested, were pronounced to have produced satisfactory results, and great illumination was predicted as the consequence. South's plan was to manufacture the gas at his forge, and supply it by the foot the same as kerosene is now sold by the gallon. After some consideration, however, people began to think that the project was too "gassy" for any practical results. It was declared that it could not be safely utilized, and at times might not be only inconvenient, but dangerous; for if persons became accustomed to portable gas, they might go about with a flask or "pocket-pistol" primed with an explosive substance. And so poor South and his portable gas were chaffed out of the public mind and soon forgotten.

There is now (1888) living near Melbourne Mr. William Overton, an old colonist, as firm and wiry in appearance as if he meant to live for another quarter of a century. Coming to Hobart Town as a sailor in 1832, he came over to Melbourne a few years after, settled down, and remained here. He is a Lincolnshire Englishman, and in 1838 opened the first confectioner's shop in a wattle-and-daub hut in Collins Street, pitched next the new Bank of Victoria. He manipulated the first buns and lollipops for the sweet-mouthed adults and juveniles of the period, and prospered accordingly.

Overton had with him a Mr. David Hill, a Scotch partner, who did not come off quite so well, for in going through his round of customers, tumbling out of a vehicle he broke his neck, thus acquiring the distinction of being the first Victorian martyr to the vagaries of a baker's cart.

In course of time Overton moved into larger premises in Swanston Street; next, southerly, to the now extensive auction mart of the Brothers Ham, and here it was that gas was first lit in Melbourne on the evening of the 23rd July, 1849. Whether South's long-exploded portable gas notion lingered in Overton's mind I cannot say, but the confectioner got so "gas-bitten" that he determined upon demonstrating that oil lamps and tallow candles were not in accordance with the brightening spirit of the age. Overton got South to construct a retort and gasometer for him, and the expectations of both were amply realized. Overton had two shops, viz., a baker's and confectioner's, and the whole premises were lit up in a style that gave general satisfaction to an immense crowd of persons thronging the street in front to witness the novel exhibition. The gas burned well, but Overton did better; for no run on a bank could exceed the rush for cakes and candies on the memorable occasion. The Overton success kindled a rage for the new element, and applications were made to him to illuminate other places of business, with which it was not in his power to comply. Nothing was talked of but the establishment of a Gas Company, and Overton lost no time in adopting practical means for effecting so desirable a consummation. Going at once to Mr. F. D. Wickham, a Solicitor, he instructed him to prepare a Prospectus, and with this in his pocket Overton soon gathered around him a few smart business men, who entered heartily into the project. The most prominent amongst them was Mr. John Hood, a once well-known chemist, who, having a fair share of common-place volubility, was an effective ally in demonstrating the benefits of the new undertaking.

**GAS LECTURES.**

But there was another who acted as a powerful auxiliary in educating the public upon the advantages of gas-light, and the feasibility of successfully founding a company for the purpose. This was the Rev. John Allen, a Dissenting minister, who was as much interested in the solidification of carbonic acid gas as in Scriptural Expositions, though he was well familiarized with both, and he delivered two exceedingly interesting lectures on the subject in the Mechanics' Institute. In his second discourse, on the 19th August, 1850, he advocated the speedy introduction of gas into the city. For £2 15s. 6d. cost of candle or oil light, a gas-light of an infinitely superior quality could be obtained at £2 1 5s. He had carefully estimated the expense of lighting the city with gas, and the whole expenditure would not exceed £8000, viz., £2000 for a building, and £6000 for the necessary machinery, service and branch pipes to the houses. All the materials requisite were on the spot, and procurable in a short time.
558

THE CHRONICLES OF EARLY MELBOURNE.

He had calculated the yearly profits realizable:—320 tons of coal would be required, which, at 18s. per ton, was £288; an extra 100 tons to carbonize, at 18s., £90; manager, clerk, overseer, stoker, and two lamp-lighters (say), £450; wear and tear of machinery, £200; dividend on outlay of £5000 at 15 per cent., £750; surplus fund, £57, making a total of £2265. This sum would be raised by £1920 worth of gas at 12s. per 1000 feet; 200 tons coke, at 30s., £300; coal tar, which would readily sell at £2 per ton (say), £30, and ammoniacal fuel, £15; total, £2265.

Such an abstract of the lecturer's figures, no doubt, will elicit a smile of amused incredulity to-day. But Mr. Allen was quite serious when he spoke, and all who listened to him seriously considered what he said.

THE FIRST GAS COMPANY.

A public meeting was held on the 28th of August, 1850, in the same building, to consider the means necessary to form a company to supply gas to the City of Melbourne. It was convened by the Mayor (Dr. Greeves), and was well attended. Resolutions were agreed to (1) Affirming the necessity existing for the establishment of a Gas Company; and (2) Appointing a Provisional Committee to make necessary initiatory arrangements. This body consisted of Messrs. W. M. Bell, William Overton, J. H. Webster, Frederick Cooper, Nathaniel Dismore, William Williamson, William Clarke, Edmund Westby, Andrew Russell, C. H. Dight, G. Nicholson, John Hood, Robert Kerr, William Westgarth, Francis M'Donnell, A. H. Hart, Thomas M'Cumbeer, Joseph Cleses, William Anderson, John Knight, J. T. Smith, John Hodgson, W. J. Sugden, and Rev. John Allen.

The basis upon which the company was to be conducted provoked much difference of opinion. The City Council offered the use of some land for the works upon conditions of which Overton disapproved; and he also opposed the payment of fees to the Directory until the company should supply gas to the public. Upon both of these points he could not obtain even a seconder, and finally, after procuring the entry of his written protest on the minutes, he left the room. This accounts for the absence of Mr. Overton's name as a candidate at the election of officers that eventually took place, and thus it happened that the man who first effectually struck light in the gas movement, found no place in the organization of which he was the founder.

At length the Prospectus was officially promulgated on the 18th September. The City of Melbourne Gas and Coke Company was to be erected on a capital of £20,000 in 4000 shares of £5, with liberty to increase the amount conditional upon three-fourths of the proprietary acquiescing. The management was to be vested in twelve Directors, to be chosen by the shareholders. The holding of 20 shares was the Directory qualification. No individual could hold more than 100, and dividends were not to exceed 20 per cent. The company was to be considered formed when 2,000 shares should be allotted. Within four days after the issue of the Prospectus 1558 shares were applied for.

The first meeting of shareholders was held on the 25th September, to which the Provisional Committee presented a most encouraging Report. The deed of settlement was also submitted, and adopted. The first election came off at the Mechanics' Institute on the 9th December. Mr. John Hodgson officiated as Returning Officer, with Messrs. Michael O'Shea and Samuel Goode as Scrutineers, and the Rev. J. Allen, pro tern. Secretary, as Poll Clerk. It resulted thus:


**AUDITORS (2).—Elected:** Archibald M'Lachlan and George Annand.


There was some difficulty in obtaining a suitable site to commence operations. At length a portion of land was purchased between Collins and Little Flinders Streets West, in a marshy flat, where the first gas works were erected, and whence the first gas was supplied to a portion of the town. Finally there was a movement to the Yarra Bank, where the present establishment flourishes. In the course of the next year premiums were advertised for plans for gas buildings, Mr. Charles Laing obtaining the first (£25), and Mr. Charles Mayes the second (£10). A gratuity was voted to Mr. F. A. Allen for a gaswork model, a gift from him to the company. An Act of Incorporation was sought from the first Legislative Council of Victoria, but in the first instance unsuccessfully, for, though "The Melbourne Gas and Coke Bill" passed through all its other stages, its third reading was negatived on 5th January, 1852. It had better luck the next Session, when it became law.

The Rev. John Allen remained Secretary for some time, until the increasing business of the concern led to his retirement. In their Fourth Annual Report to the shareholders for July, 1854, the then Directors stated:—"Before concluding their Report your Directors cannot refrain from alluding to the services rendered to the company by their present Secretary, Mr. John Allen. They remember that from the first commencement of the company up to the present time, save for a short period at the time of the gold discovery, he has been connected with it, and devoted the whole of his valuable time to the promotion of its interests at a salary barely sufficient to pay house rent. Recently an addition has been made, but they hope that when the company's works are available and producing, his labour will not be forgotten."

WATER.

The Melbourne water question exhumes some very queer remembrances. Originally the city was solely dependent upon the Yarra water, which was frequently unfit for man or beast. In hot weather it was likened to a compounded dose of lukewarm water and Glauber salts; and though it was physic one would hardly throw to the dogs, the people of Melbourne had to swallow it, though often rectified with large dashes of execrable rum or brandy. Perhaps this rendered it more palatable; but, diluted or undiluted, the Yarra draught was a bitter one to imbibe. No doubt the river was, in one sense, pure enough, for it was free of the hundred abominations it now receives from those emporia of native industries, Richmond and Collingwood. Originally the beverage was only procurable at such hours of the morning and evening when the tide had receded—periods anxiously watched by a new order of tide-waiters. Yarra water was first obtained only by bucketting, but the impossibility of supplying the increasing requirements in this way led to the establishment of pumps by private enterprise, and the institution of a water-carrying trade. The "Falls" opposite Queen Street were soon utilized, and one of the first works executed pro bono publico was the raising of the natural rocky obstruction to such a height that whilst it did not impede the downflow of the river, it prevented to a great extent much of the saline admixture forced up by the tide, for even salt water does not run up-hill. But the damming was never properly done. It was patched and peddled in such an imperfect manner that, though it improved the water supply to a considerable extent, it never cleansed it of that brackishness which rendered it so distasteful and injurious to health. At intervals along the north side of the river's bank, from the "Falls" to below the site of Prince's Bridge, ran a line of rudely-constructed pumps, from which the water was discharged into barrels mounted on carts, and delivered to householders at so much a barrel, ranging (according to the times) at from 2s. to 10s.; 3s. a load was the average rate. In the case of a building contractor requiring any considerable quantity, he would be supplied at is. or 6d. per barrel. In each dwelling-yard there was placed, close to the gate, a receiving barrel, into which, by means of a hose and a square opening cut in the fence, the waterman used to empty the liquid element. One load of water per week sufficed for the majority of families, and, presuming a load to be delivered on Monday, its residue was the reverse of pleasant drinking on the Friday or Saturday following, by which time many of the household barrels contained an unsavoury sediment of mosquitoes, centipedes, spiders and cockroaches, dead, alive, and dying.

In December, 1839, a Mr. A. Langhorne struck a spring well at Williamstown—an event which it was declared would ensure the rapid rise and prosperity of that township. Others turned up at Brighton...
and Richmond, and were hailed with as much rejoicing as would greet a new goldfield in after years. But the early spring heads about Melbourne appear not to have been thoroughly established, for the wells were easily set out of order, and three of them (at Flemington, the Merri Creek, and Brighton) took a fancy to disappear altogether. Even in 1848 a Melbourne newspaper thus bemoans a fresh-water mishap which occurred at Richmond on the 29th February, Leap Year day:

"Scarcity of water.—The inhabitants of Richmond are put to their trumps in consequence of the most extraordinary scarcity of water, for it is anticipated that shortly there will not be a single drop in the township, nor within such reasonable distance that the inhabitants can obtain a supply. The last unfortunate circumstance which happened was that of a bullock dray getting too near the brick work of the only well in which drinkable water was to be found, and sending the whole of the superstructure to the bottom of it, by which the spring became choked up, and, what is astonishing, although the rubbish has been cleared, and every effort used to obtain water from the same spot, yet from this accident the spring has been diverted in another channel, and thus the people are deprived of their last resource of obtaining water in the neighbourhood."

A WATER COMPANY

Was started at a public meeting held at the Lamb Inn, Melbourne, 25th May, 1840, for taking into consideration the means of affording to the town a better supply of water. The Rev. James Clow presided, and the following resolutions were agreed to:

1. Moved by Mr. A. M'Crae, seconded by Mr. W. Meek: "That for the purposes of affording a better and cheaper supply of water to this town, a Joint Stock Company be formed, intitled 'The Melbourne Water Works Company,' the capital whereof shall consist of £20,000, to be raised in 2000 shares of £10 each."

2. Moved by Mr. J. B. Were, seconded by Mr. Robert Russell: "That the affairs of the Company be managed by a Board consisting of a Chairman and twelve Directors, chosen annually by the shareholders from among such persons as may hold ten shares; and that at all meetings of shareholders persons shall possess one vote for every share held, and that no person be allowed at any time to hold more than 100 shares."

3. Moved by Mr. J. Hagen, seconded by Mr. J. Hodgson: "That, in order to carry the proposed plan into operation, it is necessary to appoint a Provisional Committee of Management for the purposes of taking the opinion of professional men as to the site for the works and the best manner of executing the same; of advertising for plans, and appointing such engineer as shall in their opinion offer the best; of opening a share-list, and receiving the deposit that may be agreed upon; and further to apply for an Act of Council giving the Company all necessary powers."

A Provisional Committee was nominated to give effect to the wishes of the meeting, but, like other butterfly notions of the time, after the initiatory flutter no more was heard of it.

THE FIRST WATER SUPPLY SCHEME.

The relations subsisting between the water-carriers and the consumers were never of the most amicable character, because the one side had a certain kind of monopoly, and were not very numerous in consequence of the capital required to start a horse, cart, barrel, and hose, and could, therefore, be often safely impudent and extortionate. The squabbling in the rights-of-way between the housewives and the carriers was incessant, and the public discontent, as the population increased, became universal. As to the large water consumers, though they employed their own carts, they had to buy from the pump-owners. It was, therefore, expected that, on the incorporation of Melbourne, the Town Council would take up the water question; but that embodiment of paltry factionism had too much to do in small intrigues about jobs and elections. At length, in June, 1847, the water question was referred for the special consideration of the Town Surveyor, who prepared a scheme which was approved by the Public Works Committee, and presented to the Council. This scheme suggested the construction of an aqueduct at the terminus of
Elizabeth Street near the river, and connected with it was to be a large filter composed as to three of its sides of wood, with the fourth (the next to the river) of iron. This receptacle was to be filled with gravel, and through this the water would filtrate into a capacious tank, which would communicate with six pumps under Corporation control, and thus would be supplied sufficient fresh water for the then requirements. This clumsy scheme was considered crude and unreliable, and sank into oblivion.

In 1849 there arrived in Melbourne a man whose name was, in after time, to be inseparably connected with the water supply of the City. He was Mr. James Blackburn, a civil engineer, possessed of considerable knowledge of hydraulics. Perceiving how Melbourne was fixed about its water, he associated with himself Mr. Frederick Cooper, a well-known druggist, and they resolved themselves into a private water partnership. The nature of their project will be best understood by the perusal of an extract from a Melbourne newspaper of the 28th July:

"Water.—A gentleman named Blackburn, an engineer, lately arrived from Van Diemen's Land, is forming an establishment which will be of considerable advantage to the City, so far as a supply of pure water is concerned. Mr. Blackburn, having procured certain premises at the junction of Elizabeth Street with Flinders Street, and obtained the sanction of the Town Council to bring the water from the Yarra to the locality alluded to, has sunk a well in which the water is received; a two horse-power steam engine pumps the water into extensive reservoirs overhead, from which hoses are connected, and by which the water carts (seven at a time) will be supplied at the low figure of one penny per load. Independent of the wear and tear of the days and horses in crossing Flinders Street, the drivers will be saved the labour of pumping, and in case of fire there will be no delay in procuring a supply of water. The best feature in the new arrangement is that all the water delivered at Mr. Blackburn's establishment passes through a large tank filled with charcoal and sand, and through which it is filtered from all impurities."

This water firm displayed such promptitude in perfecting their arrangements as to be able to commence the business of filtered water sellers on the 5th September, when they disposed of 100 loads on the first day. In obtaining the privilege of sinking pipes from the river they stipulated not to charge more than one penny per load for their purified fluid, but they coolly clapped on fifty per cent.—a three half-penny rate—which was denounced by the water-carters and others interested in the old system, and the intervention of the City Council was sought to prevent such an imposition. Blackburn, in his defence, admitted the increase, pleading in extenuation that he had been forced into it by his partner; but in less than a month the objectionable half-penny was knocked off, and only the penny per load charged. Blackburn, having accepted the post of City Surveyor, withdrew from the firm, which still held on, and so far increased its business that in December the average sales were 700 loads per diem; but the undertaking did not bring a fortune, a large proportion of the community persisting in patronising the worse, in preference to the better, article. In this very unsatisfactory manner was the water supply muddled until after the separation of the Province from New South Wales, when the Government could no longer shrink so vital a question, and the first extensive improvement in the water line was the erection of proper pumping machinery on the river at the extreme end of Spring Street, and corresponding works in that huge-looking square reservoir opposite Apsley Place. Some process of filtration was introduced, and the water distributed by the carriers until our present permanent water power was brought into play.

It is a fact worth mentioning that the steam engine of this establishment was worked by a Scotchman named W. H. Stevenson. He had been for more than a quarter of a century an employé in the department of the Legislative Council, and died in harness in 1882.

THE YARRA.

In 1850 the sanitary condition of Melbourne engaged the attention of the City Council. Several nostrums had been from time to time propounded, and the newest project was that of a Mr. Rosson, C.E., to supply Melbourne with water from the Yarra above the Studley Park Falls. The Council had in its employ an officer than whom there was then no person in the Province more capable of giving practical advice in such an important emergency. He was accordingly commissioned to report generally on the
THE CHRONICLES OF EARLY MELBOURNE.

subject. Funds were voted, and a Special Committee was appointed to render him any co-operation necessary. This occurred on the 26th June, 1850, and Mr. Blackburn set to work and performed his difficult task in a masterly manner.

His Report was submitted on the 9th August, 1851, and from it first originated the idea of drawing the water supply of Melbourne from a beautiful valley embosomed in the Diamond Creek and other ranges some twenty miles from town. It was then known as Rider’s Swamp, but afterwards called Yan Yean, the native name of the locality. I have long believed this designation to be a misnomer, slightly orthographical, but material in meaning. I first visited the Yan Yean in 1859, in company with Mr. William Thomas, a once well-known Assistant Protector of Aborigines, now several years dead. From him I learnt that aboriginally it meant “a young man,” and that the place was once a favourite retreat for the tribes of that quarter, but he could not tell me further. I subsequently often endeavoured to trace what possible etymological reason there could be for naming such a spot “the young man,” and I adopted as a hypothesis that in all probability the vale of Rider’s swamp used to be selected by the Aborigines as a theatre for the frequent performance of the rite of Tib-but, an extraordinary sort of hair-cropping, clay-daubing, skin-dressing, and tooth-breaking operation, by which a native youth when he arrives at puberty is propelled from the boy into the “young man,” or, in other words, Yan-Yeanized. My belief is that the proper native name of the place is Yan Yan, after the chief so called, one of the eight Aboriginal magnates who sold the country to Batman. Rider’s swamp formed portion of Yan Yan’s territory.

Blackburn’s proposal found much favour with the Lieutenant-Governor (Latrobe), though, for the time, it was considered an expensive undertaking. The scheme consisted in turning the valley into a sheet of water. Surrounded on three-fourths of its area by an amphitheatre of hills, by means of an embankment it would be absolutely enclosed, and, fed by the rainfall, the drainage of an extensive watershed, and by the River Plenty, the valley could be transformed into a lake covering a surface of 1300 acres, 2\frac{1}{2} miles in diameter at its greatest width, a maximum depth of 25\frac{1}{2} feet, and a circumference of nine miles. The water was to be conveyed by pipes to Melbourne. With certain modifications the Blackburn scheme was adopted, and on the 18th February, 1853, the Act 16 Victoria No. 39 of the Victorian Legislature was assented to, establishing a Board of Commissioners. Mr. Blackburn was appointed Consulting Engineer, but he died soon after the commencement of the undertaking. He was succeeded by Mr. Matthew Bullock Jackson, by whom the reservoir was completed. I often felt surprised that the Yan Yean works turned out to be such a great success under Mr. Jackson, who left the colony many years ago. I believe that much of the success was justly due to Mr. C. J. Griffiths (long dead), who, though not a professional, possessed considerable ability as a civil engineer, and, unlike other amateurs, knew well how to apply it. He devoted himself heart and soul to the Yan Yean, and saw that the work was well and properly done. It would be fortunate if another Griffiths were able to give a wrinkle or two to our engineers, for, by all accounts, there is no country in the world where water-works have been so expensively spoiled as in Victoria. Of the Yan Yean the colony may well feel proud, for, though it cost an immense sum of money, it has proved to be a good speculation.

There are two laughable incidents in connection with the Yan Yean worth noting. During the progress of the work there were several ill-boding prophets in Melbourne who predicted that the whole thing would prove a thorough failure—that the reservoir was in the wrong place—that it would either dry up or burst through the embankment and drown Melbourne. Foremost amongst the croakers was an old and worthy citizen, Dr. Wilkie, successful as an obstetrician, but very so-and-so as a politician, though for several years a member of the Upper branch of the Legislature. The doctor exhausted goodness only knows how many quires of foolscap and bottles of ink in demonstrating to a mathematical certainty that the Yan Yean never could, would, or should answer the purpose for which it was designed. Mr. James Murphy, a partner in one of the principal brewery firms, who once for a short time represented Melbourne in the old Legislative Council, had also a great “down” on the Yan Yean, and the prime Parliamentary effort of his career was a notice of motion—in fact, a vote of want of confidence—in the project; but his motion was not carried, and the Yan Yean was not obliged to abdicate. These were the two chief Cassandra of the time, with this difference—that the Cassandra of old foretold truly the Fall of Troy, but was not believed; while our Melbourne Cassandras were false prophets amongst unbelievers also.
The work, which was four years in progress, was commenced on the 20th December, 1853, when Lieutenant-Governor Latrobe turned the first sod. The official ceremony of turning on the water was effected by Acting-Governor Major-General Macarthur, 31st December, 1857, and from New Year's day, 1858, the formal opening may be dated. On its completion the total cost of the Yan Yean was £644,452, and £90,606 had been expended on works of temporary supply. The embankment was 3159 feet long, 31 feet high at its highest point, 170 feet in width at the bottom, 20 feet at top, with slopes of two to one towards the land, and three to one to the water. Its supposed containing capacity was 6,500,000,000 gallons, or something more than a three years' supply for 200,000 persons at the rate of 30 gallons each per diem. This quantity of water was to be supplied from the rainfall over an area of 4600 acres, exclusive of the reservoir, the drainage of 600 acres through a water-course connecting the Plenty River and the Lake, and some 40,000 acres, comprising what was known as the Valley of the Plenty. The Plenty River was linked to the reservoir by a 440 yard tunnel through a hill, and then by an open cut from the stream. The water in the Yan Yean, at the highest level, stood 600 feet above high tide in the Yarra, and was conveyed to Melbourne by 19 miles of piping, the pressure in which was reduced by several valves. With all its shortcomings and capriciousness in the quality and quantity of the fluid it supplied, it has been both the best abused and most generally useful public servant the City of Melbourne ever had, and, as the first great public work constructed in Victoria, is a remarkable example of judiciously-directed enterprise.