CHAPTER XLII.

PORT SHIPPING.

SYNOPSIS.—Batman and Fawkner the Founders of Victorian Commerce.—Fawkner the First Ship-owner.—Harbour Nomenclature.—Fawkner’s First Lighter.—The First Customs House.—Arrival of H.M.S. “Rattlesnake” with Governor Bourke.—Arrival of H.M.F. “Conway” with Bishop Broughton.—Captain Fermaner’s Reminiscences.—The First Yarra Steamer.—Despatch of the First Wool and the First Mail for London.—Early Ship Signalling.—The Pioneer Steamers.—The Port Phillip Steam Navigation Company.—Visit of Captain Sir Everard Home.—Launch of the “Jane Cain.”—Postscript.—An Old Colonist’s Maritime Reminiscences.

BATMAN and Fawkner were the founders of our commerce, the schooners (the “Gem” of the one and the “Enterprise” of the other) being the first two crafts laid on in the port, so, as Fawkner purchased the “Enterprise,” he was our first ship-owner. Batman and Fawkner were also our first traders, because from the beginning they were engaged in trade or traffic of some sort. Batman became an importer, and was for some time the principal merchant or storekeeper, whilst Fawkner was a kind of “Johnny All Sorts,” and dabbled in everything. Batman’s establishment was a substantial shed-like construction, erected on portion of the site of the now Western Market, where he carried on the affiliated avocations of wholesale and retail storekeeper, shipping agent, bill discounter, broker, and money-lender, in addition to some squatting speculations. His town business was attended to by one or more of his seven daughters, efficiently aided by Mr. Willoughby, his son-in-law. The other earliest merchants were Messrs. W. F. Rucker, S. Craig, J. Hodgson, J. F. Strachan, P. W. Welsh, F. Nodin, and J. M. Chisholm. What the settlement most feared in its babyhood was a dearth of flour. But the shadowy spectrum of an incoming schooner, when descried some miles off Williamstown, would cheer up the drooping spirits of the fistful of a populace to a state of jubilation, and the messenger of plenty was always accorded a heartfelt welcome.

Grimes made the first survey and prepared the first chart of the Bay; but in 1836, Captain Hobson, whilst on a trip from Sydney to Melbourne in H.M.S. “Rattlesnake,” instituted a more thorough examination. It may be as well to state here that the whole of the harbour was named Port Phillip, after Captain Arthur Phillip, the first Governor of New South Wales; and its upper portion or head Hobson’s Bay, after the Captain Hobson just mentioned. Two well known localities at the Heads were designated Points Nepean and Lonsdale, the first in compliment to Sir Evan Nepean, of the Admiralty, and the other to William Lonsdale, the first Police Magistrate and Commandant of Port Phillip. The nomenclature of Queenscliff has undergone some amusing nominal alterations. It was first called Whale’s Point by Captain Woodruff, Commander of the “Calcutta,” the principal ship of the Collins Convict Expedition of 1803, in consequence of its formation resembling the head of a whale. It was also known as Shortland’s Bluff, after Lieutenant John Shortland, a naval officer, who in 1788 accompanied the “first Fleet” to Sydney as Government Agent. Sorrento, when it formed the infant penal settlement of Collins, was officially known as Sullivan Bay and Sullivan Camp, after Mr. John Sullivan, an Under-Secretary of State for the Colonies. Williamstown was in the first instance named Point Gellibrand, after the Van Diemen’s Land lawyer of that name, who figured conspicuously in the land-grabbing negotiations of Batman with the natives, and was the first to perish a supposed victim of Aboriginal assassination.

Williamstown, which would unquestionably have been selected as the chief township but for a want of anything approaching fresh water, was for a brief period a place of more importance than
Melbourne. The live stock imported was landed there. For some time no provision whatever was made for the safety of vessels navigating the Bay and river, and the discharge of cargo at the appointed places was accomplished under every imaginable disadvantage.

The First Lighter.

"Johnny" Fawkner—though he could in after years affect the aristocrat when it suited his vanity to do so—was prone to the snobbish indulgence of disinterring a period when he toiled in a saw-pit in Van Diemen's Land, and used to take pride in himself as a "top Sawyer." Were there nothing else to be ashamed of in his pre-Port-Phillipian antecedents, no need to blush at this, but when persons seek to make too much capital from humble beginnings, the overdoing develops into the ridiculous. Fawkner was just the sort of man for a new settlement, practically a more useful member of an incipient community than Batman, for he had health, energy, pluck and perseverance; a disposition to do something, and a mind so fertile in resources through the vicissitudes of colonial life, that failure in one respect was succeeded by fresh efforts in another. He was the first to place a buoy in the harbour; and, when in 1836, there was a difficulty in discharging the schooners, Fawkner essayed to mitigate the inconvenience. Procuring a whale-boat he placed it on the river as a lighter to convey goods to the few storekeepers establishing themselves around the Western Market square. This vehicle he "skippered" himself, and his first crew consisted of Thomas Halfpenny and John Harrison. Halfpenny has lately told me that the river sailors would be worried almost to distraction by the myriads of mosquitoes swarming and swooping down upon them in clouds. Fawkner would grin and yell like a Bedlamite, but, nevertheless, had the comfortable assurance that the venture paid, for his lighterage scale of charges was heavy. Halfpenny declares that for a time Fawkner pocketed the incredibly enormous remuneration of £20 per ton for water carriage from the Bay to the town. Though positive as to this amount, I cannot resist the conclusion that his memory must be at fault, for such a payment appears to be preposterous. In 1852-3—the raving gold fever years—river lighterage did not rise above £7 or £8. As evidence, however, that the Fawknerian enterprise answered its helm pecuniarily, may be cited the fact that the whale-boat was soon replaced by one of ten tons burden, commanded by Halfpenny, whose chief officer, or rather man of all work, was named Cotter, a brother of Dr. Barry Cotter, historically inscribed as Melbourne's first practising physician. Increasing trade led to improved lighterage accommodation, and Fawkner's second contrivance had to make way for its betters.

The First Custom House

Was a curiously shabby out-at-elbows affair, and the first person who appeared as a public benefactor in his solicitude to provide for the safety of the harbour was the inevitable Fawkner. In August, 1836, it is recorded "that he had beacons placed at his own expense;" and in the first number of his manuscript newspaper, issued in January, 1838, there appears the following characteristic advertisement—

WANTED by the commercial world at Williamstown and Melbourne about forty beacons (good tea-tree stakes would answer) to mark the channel for the outer anchorage to this town. Whoever shall perform the service shall be entitled to public thanks.

In 1838 the Sydney Government Gazette contained the important notification of a call for tenders for three wooden buoys for the Bay; and in 1839 it was announced that there was to be a floating light near the Heads, and the arrival of a pilot was anxiously expected. The predecessor of the present staid-looking lighthouse at Williamstown was a wooden structure, erected in 1846, though it could not be lighted up until a lamp was transported thither from Van Diemen's Land.

Fawkner's Melbourne Advertiser (9th April, 1838) complained of the wharfage neglect by the Government. At Williamstown, it declares "that persons who land must wade ashore through water
and mud, or else pay for being carried through it.” It averred that the Fawknerian free beacons or buoys originally fixed in August, 1835 (1836 ?), had been twice renewed at Fawkner’s expense, but the boatmen used to destroy them for their own benefit. Masters of craft coming up the river had to send a boat ahead, sounding all the way, and though vessels paid port charges, there was no Government pilot.

In 1839 Melbourne was proclaimed a free warehousing port, though Geelong and Portland were not freed until 1848. Though there were as yet no such nocturnal conveniences as old boilers or gas pipes providing gratuitous “shakes down” for belated vagabondism, the wharf loafer had already come to the front, and a regulation or bye-law was issued—a sort of Curfew law—warning off all loiterers after sundown, who were liable on apprehension to a fine. This and the other requirements of the time will be best ascertained by the publication of a waif, the first of the kind in Port Phillip.

**Wharf Rules and Regulations.**

1.—Vessels are to remain no longer than six days alongside the wharf.
2. The Commanders of vessels at the wharf and in the basin, are to keep a watch on board during the night, and not to allow any disorder on board.
3. Nothing allowed to loiter on the wharf after sunset.
4. No nuisance to be committed, and no rubbish or filth to be landed on the wharf.
5. No timber, or bulky article of any description, to remain within twenty feet of the wharf’s edge, nor to continue more than four days on any part thereof.
6. No wood to be cut, or lime burnt, on the wharf.
7. Boats are not to be permanently stationed at the wharf, and only to be there for temporary purposes.
8. No light goods, or such as are subject to depredation, to remain on the wharf after sunset, unless under charge of some person appointed by the owner.
9. No cattle, sheep, horses, pigs, or goats, are suffered to remain on the wharf, except for the purpose of landing or embarking.
10. Any person violating any of the above regulations, is subject to a fine of twenty shillings.

This ukase was, with some modifications, extended to Williamstown.

On the 26th October, 1835, the “Norval,” chartered by the Batman Association with 500 sheep, arrived in the Bay, and the stock was landed at Gellibrand’s Point (Williamstown). In the same vessel arrived 50 pure Hereford cows, consigned to Dr. Alexander Thomson, the afterwards well-known Geelong identity.

In April, 1836, the “Francis Freeling” arrived from Hobart Town with 800 sheep, purchased by Mr. Joseph Sutherland for two guineas each, and they were disembarked on the coast, some half-way between Point Henry and Indented Head. Half of them died through drinking salt water, and the rest were rushed and carried away by the blacks, though a large proportion were subsequently recovered through the exertions of Mr. Sutherland, Mr. F. Taylor, and others of the party.

The “Prince George,” revenue-cutter, and H.M.S. “Rattlesnake,” arrived with Government officers from Sydney in 1836. Mounts Martha and Eliza were so named by a “Rattlesnake” lieutenant, after Mrs. Batman and Mrs. (Captain) Lonsdale.

The barque “Stirlingshire” arrived from Sydney on the 6th October with a curious combination of Customs and Survey officers, a head constable, a detachment of soldiers, and a gang of labour convicts. Mr. Robert Russell (1888) remains the sole surviving member of this remarkable expedition.

In January, 1837, the “Indemnity” and “Henry,” with sheep, arrived from Launceston. The quadrupeds were landed at a place named Point Henry after one of the vessels. On the 3rd March, 1837, H.M.S. “Rattlesnake” made its appearance with Governor Sir Richard Bourke and his suite from Sydney.

On the 14th September, 1837, the “James Watt,” the first steamer, arrived from Sydney, bringing as passengers Captain Fyans (the first Police Magistrate at Geelong), Dr. Cussen (the first Colonial Surgeon), and Mr. John Hodgson (well-known in after years in several public capacities).
An advertisement in the first number of Fawkner’s manuscript newspaper (Melbourne Advertiser), 1st January, 1838, announced the projected departure in the following month of the fine fast-sailing ship, “Hartley,” 400 tons, for London; but this intention was not carried out.

The same publication (5th January) records that on the 21st December, 1837, during a heavy gale, the “Thistle,” from Launceston, parted both her chains at Port Fairy, but that “the presence of mind so inherent in our brave seamen was possessed by Captain Mills,” who succeeded in getting sail on the vessel, and ran his ship so high on the beach as to save everything on board.

The “Eudora,” from Van Diemen’s land, arrived 10th November, bringing as visitors two worthy Quaker missionaries, viz., George Washington Walker and James Backhouse, who, during a short stay, exerted themselves landlady to render the few residents God-fearing and temperate, but they did not succeed quite so much as they deserved.

In April, 1838, H.M.F. “Conway” (Captain Bedon) arrived from Sydney, with Bishop Broughton as a passenger. The frigate remained some days in the Bay, and was visited by most of the townpeople, who were much pleased with the courtesy shown them. It is reported that the ladies were especially smitten “by the very kind and flattering behaviour of the officers.” On the 18th the captain entertained the two or three Government officers of position in town at dinner, and next day started off with the Bishop for Hobart Town.

I was recently interviewed by an “old salt,” who supplied me with a variety of curious information, from which I select the following for present publication:—His name is David Fermaner, a native of Lewisham, in Kent, was bred to a seafaring life, and on 17th March, 1833, he arrived in Sydney, as one of the crew of the ship “Lady Nugent,” with convicts. In June he passed on to Launceston, and whilst in Van Diemen’s Land, knew Batman, Fawkner, and other ancient historical personages. In 1834, being employed on a whaling cruise, the vessel in which he served put into Portland, and he was there in November when the Henty party landed. During the subsequent years he was engaged in the intercolonial trade, with an occasional turn at whaling, and on 24th December, 1837, whilst on board the “Thistle,” schooner (the vessel in which the senior Henty voyaged from Swan River), she was wrecked in a gale at Port Fairy. The skipper (J. B. Mills), not being much of a sailor, Fermaner, who was mate, did the best he could, but the craft had to be abandoned, whilst the captain, mate, and two seamen named Ferris and Jennings, struck out in a whaleboat for Hobson’s Bay, where they arrived in safety. Fermaner was the first licensed waterman at Williamstown, and in 1842 was appointed by Governor Gipps, pilot at Port Albert. As such, and as Acting Harbour-Master, he continued in the Public Service until 1876, when he was superannuated on the plea of old age, though now (1888) over 70 years of age, he is smart, wiry, active, and apparently as capable of work as if twenty years younger. He assures me that the “James Watt,” referred to in the shipping chapter, a good sized paddle-boat, was the first steamer that traded between Melbourne and Launceston so early as 1838. Previously engaged between the Clyde and London, the vessel was despatched to Australia to ply between Sydney, Launceston, and Melbourne, but there was not sufficient business, and after making two or three trips to Melbourne, the “Watt” was sent on to China. Captain Fermaner also relates the following circumstances:—A whaling captain named S—— (name forgotten), whose brother now resides in the neighbourhood of Mount Macedon, wishing to transfer his family with some bullock-drays and stores from Sydney to Melbourne, chartered the schooner “Sarah” (then at Williamstown), for the purpose. When sailing for her destination the “Sarah’s” long-boat was forgotten at Williamstown, and the craft herself went her way and was never after heard of. A brig, named the “Britannia,” was soon after driven ashore near Frankston, but being foggy, was brought up the Yarra and refitted for service. As she had no long-boat, the one belonging to the “Sarah” was procured and placed on board. The “Britannia,” with a cargo of wool, was despatched to Sydney, but instead of going there she came to grief on the way and disappeared. The long-boat was picked up at sea by a revenue-cutter sent from Sydney in search of the “Sarah” and “Britannia,” neither of which vessels was ever after seen or heard of. The “Sarah” and the “Britannia” were two of the five vessels mentioned in Chapter 43 as having been wrecked in or near Bass’s Straits in 1839-40, and in one or other of which was the white woman, afterwards detained by the Gippsland
Aborigines. Captain Fermaner is now at Williamstown, in charge of the yacht “Taniwha,” belonging to Mr. P. Turnbull, the only survivor of a once well-known old mercantile firm in Melbourne.

The First Yarra Steamer

Was not inaptly named the “Firefly,” William Pearson, Commander; and on the 28th October, 1838, she commenced to ply as a regular daily trader between the ports of Melbourne and Williamstown. She condescended to carry passengers for 2s. 6d. per head each way; goods 8s. per ton; and towing vessels for £5 per job. This apology for a steamboat was a half-rotten, incommodious old tub, more disposed to buzz than to fly, and with more smoke than fire in its composition. She lumbered away for a time, not much to the advantage of either her proprietor or the public; yet she continued in possession of the river until January 1839, when her flying was put an end to, her fires put out, and her engine put to more profitable use by being transferred to a sawmill at Brighton.

In November, 1838, a Captain Tobin started business as a private pilot, and his first engagement was to bring the Launceston schooner “Industry,” from Launceston, to the Melbourne wharf. The craft drew right and a-half feet of water, and Tobin got through his work very creditably on the 20th.

On the 3rd January, 1839, there arrived the barque “Hope,” from Sydney, with 150 immigrants (including 30 women and 50 children), a detachment of military, and four recently appointed assistant protectors of Aborigines. The four officials imported between them families amounting to twenty-two children, an acquisition in peopling an infant colony.

The first wool ship for England was the “Thomas Laurie,” for London, on the 15th January, 1839, with 400 bales, and other cargo valued at £6,500. This vessel carried home the first direct English mail.

In May, 1839, the “Industry” arrived from Launceston with a cargo of flour, just in time to avert a famine, as the stock of flour was almost out, and the price was £59 per ton.

The “Louisa Campbell,” barque, Buckley, for London, cleared outwards on the 20th May, with 740 bales wool and 25 tons bark. On the evening previous Captain Buckley was entertained at a public dinner in the British Hotel, William Street, at which Messrs. H. N. Carrington, W. Meek, J. Hodgson, P. W. Welsh, C. Williams, and others attended.

It is a remarkable coincidence that the two first vessels sailing direct from British ports arrived in Hobson’s Bay on the same day (17th June, 1839), and both grounded coming up from the Heads. They were the barques “Midlothian,” from Leith, and the “William Bryan,” 500 tons, from London. These mishaps occurred through want of pilots. The Scotchman was in first.


If the cabin, intermediate, and steerage passengers in these two ships were put together and shaken up, there would be found amongst them, as the sequel proved, strange an agglomeration, good and bad, as could well be imagined. Some of them acquired high name and fame, and their
lives form part of the history of this new country; others of them ran to seed as swindlers and bolters, whilst two of them attained the grey hair stage in the seclusion of Pentridge.

Trade was rapidly increasing, and in the early part of 1840 twenty vessels used to be seen at one time in the harbour; but much inconvenience was felt through the want of an accredited pilot, and ship signalling stations at Melbourne and Williamstown.

On 6th January the brig "Caroline," 200 tons, from Sydney, made her way to the Melbourne wharf, and as she was the largest vessel that had up to that time ventured so far, she fired a salute to commemorate an event so notable.

On the 26th June, 1840, a notification was issued from the Harbour-Master's office, signifying that "after the 1st August, 1840, a plain stationary light would be shown from sunset to sunrise from a lighthouse erected on the extremity of Gelibrand's Point, Williamstown, Hobson's Bay, visible five leagues in clear weather from any safe position to the southward."

The Flagstaff.

One of the eminences which enabled a not unerring peerer into futurity to predict that the Melbourne of no distant date would be a seven-hilled city, is the area now known as the Flagstaff Gardens at West Melbourne. Originally it was known as Burial Hill, from the establishment there of a small cemetery wherein half-a-dozen individuals were provided with a last earthly resting-place. It was a bleak, shelterless hillock, away in the country, and absolutely treeless. It was for a time difficult to decide as to the best position for a signal-station. Batman's Hill was suggested, but it was too low, and the timber-growth between it and the beach was then such as to impede the view to Williamstown, where a responding signal-station was to be founded. The site of the now New Law Courts was also mentioned, but the elevation was thought to be insufficient, and so finally the north-western Hill was selected. In September, 1840, was commenced what was regarded as an important public work. The staff was raised and rigged in form like the mainmast of a ship, and on the 13th it appeared in full dress, with the ensigns of various nations flaunting in the breeze from truck and yardarms, and ribbons in profusion coiling round and fluttering from the upper cordage. It was a fine Sunday, so the whole town turned out to look at and admire all the finery, dancing in wild confusion between earth and sky. Ere the end of the month it was officially intimated "that from and after the nth October, the time would be indicated by the hoisting of a black ball, and dropping it at noon." But the elaborate, semaphoric, and chronometrical arrangements contemplated, were speedily disarranged by an amusing miscalculation of the required staff altitude; and when the signalling test was submitted to practical application, the spars were found to be too low for the Bay signalling. Matters, therefore, had to remain in abeyance until loftier timbers were obtained. The unshipped materials were transhipped to Williamstown, where they were raised, and did the flag-flying work tolerably well for a while. The code of signals by which the Melbourne establishment was worked, is now to be found only in some three or four old Directories in the colony. They were ten in number, and though difficult enough to be remembered, the old inhabitants were, as a rule, well versed in such nautical lore, as everyone then felt a keen interest in shipping arrivals, especially those from British and European ports, for by such means only was intelligence from the fondly cherished Home-country to be obtained. A ship in sight was proclaimed to the townpeople by a chequered flag raised to the masthead. When the class of vessel was ascertained the flag was struck and a ball hoisted on the yard, and its position east or west told the rig of the approaching visitor. For a Queen's ship the Union Jack was flown in addition to the ball over the indicating flag; and for an emigrant vessel (most prized arrival of all) there was a chequered flag added to the indicating one.

When a vessel anchored during the night, or arrived too late to be signalled in the evening, the ball was lowered; the flag remained on the yard two hours afterwards; and the flags were hoisted as soon as the particulars could be ascertained in the morning, and remained in suspension for two hours.
The indicating ensigns were thus distinguished:

**Flags.**

3. White and red ditto—Liverpool.
4. Red and blue ditto—Scotland East.
5. Blue and red ditto—Scotland West.
7. White—Europe (Continent).
8. White and Blue, divided horizontally—America, North.
9. Blue and white ditto—America, South.
10. White and blue, divided vertically—Africa.

**Pendants.**

1. Red and yellow—Sydney.
2. White and yellow—Hobart Town.
3. White, red, and yellow—Launceston.
4. Yellow, blue, and white—South Australia.
5. Blue, yellow, and red—New Zealand.
6. Blue—Swan River, King George's Sound, or any port of Australia.
7. Blue and yellow—Port of Australia Felix, West.
8. Red and yellow chequered—ditto East.
9. Blue, yellow, and black—Whaling, or South Sea Islands.
10. Blue and yellow chequered—ditto East.
11. Blue, yellow, and black—Whaling, or South Sea Islands.

Many a cherished recollection of times past is associated in the minds of the few surviving old colonists of 1888, with this Flagstaff Hill, as it was the pleasantest outside place in Melbourne for a Sunday or week-day evening stroll. The reported incoming of an English ship would draw crowds there, and they stared with anxious, wistful gaze as the ship beat up the harbour, yearning for the home letters, of which she might be the bearer, of good or evil news, the harbinger. In the June of 1847, quite an unprecedented occurrence took place, for on one day no less than five English vessels arrived. People could scarcely believe it possible, and the next day the newspapers crowed themselves hoarse, and in grandiloquent notes of interrogation, vauntingly demanded if ever such a thing had been known in the Australian colonies, and prognosticating almost incredible consequences for Port Phillip in future. In five or six years after (1852-53), through a totally uncounted agency, Port Phillip waters were rushed by the mercantile marine of the civilized globe, and Hobson's Bay was frequently anchoring ground for hundreds of vessels of every country and flag.

**The Pioneer Steamers.**

The beginning of December, 1840, witnessed an arrival, the most remarkable of the notabilia of our early shipping annals, for on the 5th, the steamer “Clonmel,” 250 horse power, and 500 tons, made her appearance in Hobson's Bay. She was sent from England for the Sydney, Melbourne and Launceston trade, and her coming was hailed as a significant indication of the importance which the Australian colonies were assuming in the commercial mind of the Mother-country. The most exalted notions were entertained as to what the “Clonmel” would do for Port Phillip—notions doomed to be shattered in the wreck of the steamer, which occurred on her second trip from Sydney. She left Sydney on the 1st, and made the passage here in seventy-two hours. The day after her arrival (Sunday the 6th) was scorchingly hot, and crowds from Melbourne had a broiling tramp of it through the burning sands to Sandridge to view the interesting stranger. The “Clonmel” left for Launceston on the 7th, returning on the 14th, and steamed back to Sydney on the 16th, but she did not enter Port Phillip waters again. The fares by her to Sydney were thus notified:—Ladies, £12 12s.; gentlemen, £12 12s.; on deck, £6. On the 9th January, 1841, the “Augustus” barque, 160 tons register, arrived, being the first three-master berthed there. The second river steamer was the “Governor Arthur,” a small craft, which was laid on between Melbourne and Williamstown, making two trips each day (except Sunday).
Fares:—cabin, 3s. 6d.; forecastle, 2s.; and freight, 10s. per ton. In May, a Mr. F. Pitman, one of the mercantile fraternity evinced sufficient public spirit, to have a small stage or platform formed at the wharf or mud bank, to enable vessels to discharge—a privilege conceded only upon payment of £1 10s. each. The same month great fears were entertained for the safety of the "Augustus" (before mentioned), which had sailed from Sydney. She turned up all right, after being thirty-four days out. Provisions and water had run to so low a level with her that on her arrival the last bag of biscuits was nearly eaten, and for three days the only beverage procurable was bottled ale.

A second steamer arrived from London, which shared a better fate than the "Clonmel." This was the "Corsair," 450 tons, via Adelaide, on 28th May, in charge of Captain Fox, an ex-East India Company Officer. She was placed on the Melbourne and Launceston route, with very beneficial results to all parties interested. The "Sea Horse," 500 tons, Captain Ewing, soon followed, as a regular trader between Melbourne and Sydney. The first steamer between Melbourne and Geelong was the "Aphrasis," leaving one day and returning on the morrow. The fares were £1 cabin and 12s. steerage, with a scale of freights, sliding from £1 10s. for a horse to 5s. for a dozen of poultry. She left on her first trip amidst the plaudits of hundreds of spectators, and made the passage in five hours, allowing for some delay in taking in firewood in lieu of coal. The inhabitants of Geelong were so beside themselves on her appearance in the (then) beautiful bay of Corio, that they honoured the event with a feu de joie of musketry.

Attempts were gradually made to erect small premises for boat repairing, and by degrees, three of these not considerable establishments acquired the nominal distinction of being known as docks. One was owned by a Mr. Charles Chessel, another by a Mr. Kell, and a third by a Mr. Kruse. The scanty requirements of the port were efficiently ministered to, and so early as 1842 we hear of a spruce little steamer, the "Vesta," being fitted up at the south bank of the river, and launched there in the presence of several hundred spectators. She was imported by Mr. Frederick Manton, an early merchant and mill proprietor in Flinders Street.

**THE PORT PHILLIP STEAM NAVIGATION COMPANY.**


Directors for Sydney—W. S. Deloisse, and E. Manning, Esqs.

Secretary and Treasurer—Arthur Kemmis, Esq.


This Company was established in January, 1840, with a capital of £20,000. The first steamer, the "Aphrasis," was built at Williams River, New South Wales, and arrived in Melbourne in the early part of 1841. Other vessels were chartered, and during the few years the Company existed, it contributed much towards accommodating and increasing the business of the port.

At end of 1841, the following steamers were in the Melbourne trade:—

- The "Sea Horse" (Captain Tallan), twice each month between Melbourne and Sydney.
- The "Corsair" (Captain Bell), chartered by the Port Phillip Steam Navigation Company, twice a month between Melbourne and Launceston, suitably as far as practicable her days of departure to the arrival of the "Sea Horse."
- The "Aphrasis" (Captain Lawler), the property of the Port Phillip Steam Navigation Company, twice a week between Melbourne and Geelong, leaving the former at 10 a.m. every Wednesday and Saturday, and starting on return same hour on Thursdays and Mondays.

On the intermediate days, the "Aphrasis" plied between Melbourne and Hobson's Bay, chiefly in bringing the cargoes of vessels to Melbourne.

The "Governor Arthur," twice a day on week days only, between Melbourne and Williamstown.

On the 1st May, 1842, the "Vesta," belonging to F. Manton and Co. was put on between Melbourne and Williamstown—on week days three trips per diem, and a trip to Geelong every Sunday.
The following notice from Stephen's Immigrants' Almanack for 1842, in reference to the early Port Phillip steam communication, is well worth repeating, and cannot fail to be perused with interest at the present period of quick and frequent passages and low fares:

**STEAM VESSELS.**—Steam communication between Sydney, Port Phillip, and Launceston. In order to afford every facility to passengers between the above Ports, the following arrangements will be as nearly as possible observed:

The "Sea Horse" will leave Sydney, 8th, Melbourne, 15th, Sydney, 24th, Melbourne, 31st, of each month.

To agree with the above, the "Corsair" will leave Melbourne, 15th, Launceston, 22nd, Melbourne, 31st, Launceston, 7th, of each month.

**Fares:**—"Corsair"—Cabin passage, exclusive of wines, spirits, &c., £6; Steerage passage, exclusive of wines, spirits, &c., £3. "Sea Horse"—Cabin passage, exclusive of wines, spirits, &c., £12 17s. Steerage passage, exclusive of provisions, £5.

The "Aphrasia" starts for Geelong every Wednesday and Saturday, at 9 a.m. Leaves Geelong every Monday and Thursday, at 9 a.m. Fares.—Cabin, exclusive of refreshments, £1; Steerage, exclusive of refreshments, 10s.

"The Governor Arthur" quits the Queen's Wharf daily at 9 a.m. and 3 p.m., and Williamstown at 12 noon and 5 p.m. Fares.—Abaft the funnel, 3s. 6d.; Before the funnel, 2s. 6d.

A pleasurable incident happened on the 11th June, 1842, when Mr. Benjamin Boyd, an eminent Sydney merchant, arrived from England in his pleasure yacht, the "Wanderer," 180 tons. She anchored off Sandridge, and many went from town to see her. The owner came ashore, and was made much of, and feasted and feted by the then Melbourne Club. Boyd's Australian career was brief and brilliant. Of large means and no small enterprise, his intentions in various ways were broad and venturesome, and amongst his projects was the settlement of the territory known as Twofold Bay, where a few ruins, the remains of what was once known as Boyd Town, perpetuate his otherwise forgotten name. In 1850, Mr. Boyd and his "Wanderer" wandered away to California, then giving incipient symptoms of its famed golden eruption, but the master never returned. On the voyage back, the vessel touched at the Solomon Islands, and Boyd's evil destiny prompted him to go ashore on a shooting excursion, attended by a black boy, but nothing after was heard of either of them. They were supposed to have been murdered by the natives, and after futilely waiting for a considerable time and receiving no tidings from the island, the "Wanderer" put to sea and sailed to Sydney. Subsequently, a human skull, declared to be Boyd's, was obtained by a ship-master calling at the island; it was taken to Sydney, where on examination it was conclusively ascertained to be the head-piece of an Aborigine.

**Wharf Improvements.**

The disgracefully neglected, or rather untouched north bank of the Yarra, was one of the earliest grievances, and so far back as the 11th May, 1839, a public meeting was held, at which a deputation consisting of Messrs. P. W. Welsh, S. J. Brown, and John Hodgson, was delegated to represent to the Police Magistrate (Captain Lonsdale) the absolute necessity for doing something towards rendering the wharf even partially available for landing cargo; and though he promised to do all in his power (which was but little), nothing came from the remonstrance, until the authorities began to feel so much ashamed that a commencement was made in the way of some slight improvement, and in September a few piles were driven as a small beginning. Some trifling change for the better was very reluctantly and tediously effected; but, in 1842, private enterprise endeavoured to remedy, in a small degree, Executive neglect, by Captain Cole and Mr. James Dobson starting the construction of private wharves on purchased land off south-west Flinders Street.

A somewhat rare cargo of live stock arrived in the Bay in October, per the "Georgiana," barque, from Rotty and Timor. She started with a freight of 112 ponies, but no less than 78 were lost during the passage.
3rd December, 1842 (the Saturday after the first Town Council elections), is noteworthy in consequence of its being the first occasion of a steamer pleasure trip down the Bay. The "Corsair" was put on for that purpose, and, as a Municipal commemoration it was well patronised. The fares were—Saloon, 15s., and 12s. 6d. for families; second cabin, 10s. 6d. and 7s. 6d. A déjeuner à la fourchette was included.

On the 23rd June, 1843, H.M.S. "North Star," 26 guns, Captain Sir Everard Home, arrived from China, and the Commander and Officers were welcomed by a grand ball, got up specially in their honour by a private assembly then in being. The festivities came off at the Royal Exchange Hotel, Collins Street, and passed off in an exceedingly gratifying manner.

Towards the end of 1846, the machinery of the old "Governor Arthur" steamer superannuated, was taken out and worked in a new steamer belonging to Captain G. W. Cole; it was called the "Diamond," and plied for years between Melbourne and Williamstown.

On 27th January, 1848, the "Jane Cain" (the property of Captain James Cain, a well-known merchant) was launched from the South bank of the Yarra basin in the presence of some 5,000 persons. For the occasion a sumptuous lunch was provided on board for over a hundred visitors.

In January, 1849, a jetty was commenced at Sandridge; and in a year was completed. It was 200 feet long by 15 feet wide. Its cost was about £1,000, and at high water the small steamers lay at the end in about 8 feet of water.

On the 7th November the "John Thomas Foord," 790 tons, from Plymouth with immigrants, anchored in the Bay. During the voyage there were several deaths from cholera, and she was ordered into quarantine.

In December the keel of a steam dredge, to cost £1,150, was laid down at Chessel's, intended to be employed in deepening the Yarra.

At the commencement of 1850 there was being manipulated behind the gaol the granite stones for a lighthouse tower, under a contractor named Morgan. It was to be of circular form, 15 feet in diameter, and about 10 feet in height. Several years previously, a jetty had been commenced at Williamstown and the piling was only now finished. It was 220 feet in length, and there was a 6 feet of water depth at low tide for 50 feet.

In 1850, the "Victory," from Glasgow, was stranded off Point Lonsdale. The parties could not agree as to the amount of salvage to be paid, and, under an English Statute then in force, a Board composed of Messrs. R. W. Pohlman, B. Heape, and E. Worthy, was appointed to adjudicate, when the following award was made: £115 to the master and crew of the Government schooner "Apollo," £145 to the master and crew, and £250 to the owners of the "Aphrasia" steamer.

Captain G. W. Cole had built at Kruse's yards, a smart little screw propeller named the "City of Melbourne." It was launched on the 20th February, 1851.

Towards the close of the year a well-merited compliment was offered to Captain George Gilmore, of the steamer "Shamrock," a favorite trader between Melbourne and Sydney. He was entertained at a public dinner, and presented with a handsome sovereign testimonial, commemorative of his having accomplished one hundred trips between the two capitals.

No record can be found of the inward and outward shipping before 1837. In that year, the inward tonnage numbered 12,754, as against 13,424 tons outward. In 1851 there were 712 arrivals of 129,426 tons, against 658 departures of 111,005 tons.

**Harbor Dues.**

The following were the first enforced in Port Phillip—

For every vessel under 100 tons................. £0 5 0
"  100 tons, and under 200 tons........... 0 10 0
"  200 tons, and under 300 tons........... 0 15 0
"  300 tons, and under 400 tons........... 1 5 0
"  400 tons, and under 500 tons........... 1 10 0
"  500 tons, and upwards................... £ 10 0
THE CHRONICLES OF EARLY MELBOURNE.

CUSTOMS CHARGES.

For every steam-vessel, employed in the coasting trade, from one port of New South Wales to
another 15. 6d. entry, and 15. 6d. clearance.

For every vessel registered in Sydney, and so employed, if above fifty, and not exceeding one
hundred tons, 4s. entry, and 4s. clearance.

For every such vessel so employed, if above one hundred tons, 10s. entry, and 10s. clearance.

For every ship or vessel, 15s. entry, and 15s. clearance.

LIGHTHOUSE DUES.

s. d.

On every ship or vessel above fifty, and not exceeding one hundred tons, employed in
the coasting trade, from one port of New South Wales to another .... .... .... 2 0

On every steam-vessel, the ton register measurement .... .... .... o 0½

On every other ship or vessel, the ton register measurement .... .... .... o 2

POSTSCRIPT.

An old colonist has favoured me with a maritime memo, written from memory, and full of
interesting gossip. Though there may be discrepancies between it and my own published résumé,
it will be found substantially correct, and extremely readable. It may also be mentioned that
some of the incidents detailed are dated later than 1851, the period when my CHRONICLES are
supposed to terminate—

"One of the earliest, if not the first, passenger vessel which arrived in Port Phillip was the
ship 'John Barry,' from Sydney, which cast anchor in Hobson's Bay, on 1st March 1839, after
a fine run of 10 days." She conveyed to this colony a large number of passengers, including
Dr. Patterson, the first Immigration Agent here. A few weeks prior to this, a large number of
emigrants had arrived in New South Wales, which caused employment to be very scarce; and, as
the new settlement at Port Phillip was opening up then, the Government offered a free passage
to any who wished to try their fortunes there. Some hundreds availed themselves of this
opportunity and took passage in the 'John Barry,' and among these were natives of England and
Wales, Ireland, north and south, with Scotland, including the Highlands. Amongst the Caldonians
were five families named Macdonald, and the captain numbered them off as Macdonald No. 1, 2, 3, 4, 5.
There was only one small steamer, named the 'Firefly,' running from Hobson's Bay to Melbourne,
and as the terms were too high, the captain landed the men and boys at Liardet's Beach (now
known as Sandridge) whence they walked into town; while the women, children and luggage were
put in the largest ship's boat and towed up the Yarra by a smaller craft manned by eight sailors.
Their progress was slow, and it was 11 o'clock at night before the basin was reached. Much
difficulty was experienced in obtaining accommodation, as there was only one small house building
in the town then, a two-roomed brick place, situated, and still standing in a lane opposite the
Theatre Royal. The new arrivals had many obstacles to encounter, and provisions were high, flour
being £70 per ton. A large schooner named the 'Industry,' from Hobart Town, was then lying
in the basin. As the population increased, trade improved, and numbers of vessels arrived direct
from England and Scotland, bringing many passengers; but according to the Land Regulations
all the purchase-money was devoted to Immigration. In the course of two or three years so many
immigrants arrived from home that employment became very slack, and hundreds were out of work.
There was much distress, and the Government gave employment to men, making a road from Emerald
Hill to Sandridge.

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* Another writer—Mr. B. Rose, of Nar Nar Goon—places the "John Barry's" arrival on the evening of the 30th April.—En.
Many of the immigrants, including a number of young single women, were located in tents near Batman's Hill, and the services of the latter were offered to any one providing them with food and clothing. During 1840 and 1841, several fine vessels made their appearance in the Bay, including a splendid ship named the 'York,' formerly a frigate in the Government service. Very old colonists may recall the sensation caused in 1841 by the arrival of immigrants by the 'India,' which took fire on the passage from England to this colony. After burning for some hours, and when several lives had been lost, a French whaler hove in sight and rescued the remaining passengers taking them into Rio Janeiro, whence they were sent on here. They arrived in an utterly destitute condition, but the inhabitants soon collected sufficient funds to put them in a comfortable condition.

During the dull times it was quite an event when an English arrival took place, and the inhabitants would gather en masse at the flagstaff to watch the vessel drop anchor in the Bay. Shipping was so sparse then, that at one time in 1840, there were only three schooners and one barque at anchor, and the only occupant of the Queen's Wharf was the 'Ellen and Elizabeth,' a small schooner of 28 tons, which then traded to Portland Bay. The largest sailing vessel that came up to the Queen's Wharf in the olden times was the brig 'Britannia,' which had taken fire in Hobson's Bay. She was bought by a ship carpenter named Watt, and brought up the river; but as there were no means of repairing her in this port, she was patched up and sailed for Sydney, but was never heard of again, and was supposed to have foundered on the Ninety Mile Beach, on the Gippsland coast.

The first steamer that ever ran on the river was the 'Firefly.' She was succeeded by the 'Governer Arthur,' which came from Hobart Town in 1840, and was worked between the town and the Bay and ran for several years. The next steamer was the 'Aphasia,' from Sydney, a smart article, which was in the Geelong trade for a time, and was highly thought of by the public. She was used as a lighter up to a few years ago. The first steamer built on the Yarra was the 'Vesta,' an iron paddle-steamer imported by the Mcents, Manton, from England, and put together opposite the Queen's Wharf. She was launched in fine style, decorated with bunting, crowded with people, and Tickel's band merrily playing 'Off She Goes.' The largest steamer that came up the river in the early times was the 'Corsair,' a paddle-steamer of about 500 tons, which formerly sailed between Belfast and Glasgow. She appeared at the wharf early one Sunday morning in 1841, and surprised the people by blowing off steam. She had come from Sydney on a trial trip, but never tried to come up the river again, as she was aground for three weeks on the bar at the river's mouth on her way back to the Bay, there being generally only a depth of eight feet of water at that time. What a difference from the present time, when large vessels drawing 17 feet can easily come up to the wharves.

Ship-building to a moderate extent was carried on in these times. A small steamer named the 'Diamond,' built on the banks of the Yarra, was in the Hobson's Bay trade for years; also a smart schooner named the 'Teazer,' and some smaller vessels. But the most ambitious attempt was the building of a barque named the 'Jane Cain,' a vessel of 292 tons register, and intended for the London trade. When the day arrived for her launch, the vicinity of the Queen's Wharf was crowded by thousands of people anxious to see the great event. The Temperance Band commenced playing 'Off She Goes,' and the vessel began to move; but after running a few feet stuck fast, to the great disappointment of the assembled crowd, who after waiting until dark, slowly dispersed, and the 'Jane Cain' remained on the stocks for several days before she was moved off. She made one trip to England, but as she was too deep to come up the river, she was put into the African trade, and lost sight of.

The first screw steamer seen in the colonies was the 'City of Melbourne,' 139 tons register, built on the Yarra. The engines had been imported for a mill, and at first did not act very well, for

I am indebted to Mr. J. J. Lander, of Grey Street, East Melbourne, for the following, which differs slightly from the above:

The very first vessel that was ever built on the banks of the Yarra, viz., the 'Yarra Yarra' barge, was an ugly square-head and square-stern sort of structure, that would hardly be used to carry anything in a large way of business in Melbourne as merchants, I think the 'Yarra Yarra' was launched in the latter part of 1841. (The Author.)
when she started on her trial trip to the Bay she proceeded at a snail's pace, and many thought she would have been a failure; but she did better after a while, and ran to Launceston until she was wrecked on King's Island. She was afterwards usefully employed as a lighter. The swiftest paddle-steamer of the olden times was the 'Thames,' brought from Hobart Town, and ran successfully in the Geelong trade until she was lost off Point Cook. The first screw steamer from the old country that arrived here was the 'Keena,' which came by way of Sydney. The steamer 'Shamrock' for some years was the only regular trader between Sydney, Melbourne, and Launceston, under the skilful supervision of Captain Gilmore. The 'Christina,' brig, Captain Saunders, was very well known between Melbourne and Sydney. Her genial and much respected commander, who was afterwards in the 'City of Melbourne' and 'Clarence' steamers, was, until lately, a resident of this city. The 'Scout,' a clipper brig, Captain Gwatkin, and 'The Raven,' a fine brig, Captain Bell (both of whom are gone) traded to Launceston; and the schooners 'Flying Fish' and 'Circassian' (Captain Smith) traded to Hobart Town. There were other vessels in the Sydney and Tasmanian trades, but those mentioned were the most regular traders. It was quite an event to see two brigs, such as the 'Christina' and 'Raven' at the wharf at the same time, and many would look forward to the time when an increased trade would necessitate a ship canal, and perhaps full-rigged ships might be moored at the wharf. One of the former city surveyors of Melbourne, Mr. Blackburn, made a comprehensive plan of a ship canal which has not been beaten by later schemes."

Mr. Charles Chessell has furnished me with the following:—

"I feel myself particularly well qualified to speak on the subject of the shipping of the early days of Tasmania and Melbourne. I had the ship-building yard at Paddock Point, Hobart Town, where I built the 'Maria Orr,' to the order of William Morgan Orr. This was the first square-rigged vessel built in Tasmania. The frame of the steamer, the 'Governor Arthur,' was forwarded from England to Tasmania. She was built for the purpose of trading between Kangaroo Point and Hobart Town, but as her owner thought that the Melbourne trade would be more profitable, I was engaged to fit her with false sponsons to enable her to carry sail across Bass's Straits. After trading between Melbourne and Williamstown for some time, she took fire, her deck and top sides being burnt. I had settled in Victoria in the meantime, and was again called in to repair her. Her trade, however, never paid, and she was eventually purchased by Captain G. W. Cole, who purposed placing her engine in a new steamboat, the 'Diamond,' which was built by me to his order, and was the first steamer built on the Yarra. Before the 'Diamond' was constructed, Mr. John Manton determined to convert the 'Fairy Queen,' lighter, into a steamboat. With this end in view he placed in her an engine from his brother's flour mill; a brick chimney was built to act as a flue. To celebrate the transformation, a pleasure party assembled on board for the purpose of taking a trip to Williamstown. Starting from near the 'Falls,' the current took her smoothly down the river as far as the junction, the engineer and passengers fondly imagining she was a model boat. But, alas for human hopes! a brisk breeze and the incoming tide now met us, and she immediately came to a standstill. After much excitement and discussion it was decided to put about and return to Melbourne, but the current that helped us down now hindered our homeward journey. Those who formed the party, and if now alive with memories green, will well remember the episode of the man who, to increase the steam pressure of this most peculiar marine engine, stood on the weights of the safety valve. They will also see in the mind's eye an excited fireman and passengers pulling the individual off, who was about to give them a gratuitous passage to ethereal regions. The outcome of the trip was that the chimney and engine were soon taken out, and she became once more a lighter. The 'Gripper,' the first steam dredge built in Victoria, and now used deepening the Yarra, was built by me at Chessell's dock. She was launched in the presence of His Excellency Governor Latrobe. The 'Elizabeth' was the first schooner built on the Yarra. She was constructed by me to the order of Charles Dean. The timbers of this vessel were obtained from the flat near the Sandridge Lagoon."
CHAPTER XLIII.

SHIPWRECKS.

SYNOPSIS:—The First Shipwreck.—Loss of the Steamer "Clonmel."—Arrival of Mr. and Mrs. Michael Cashmore.—Wreck of the "Cataraqui."—399 Persons Drowned.—Success by Mr. David Howie.—Public Meeting to supply Funds.—Mr. George Coppin gives a Benefit.—Presentations to the Succourers.—Five Graves in a Lonely Churchyard.—Government Memorial.—Alleged Drowning of Mr. Guthrie.—Other Marine Catastrophes.

The first recorded shipwreck is that of the brig "Britannia" on the 29th March, 1839. She sailed from Launceston in command of Captain Gibson, and passed safely through Port Phillip Heads. Anchor was cast some distance off the Red Bluff (St. Kilda), and about 10 p.m. she drove from her first, and at 11 parted with her second anchor. An attempt was then made to get sail on her with a view to crossing the Bay, but the vessel was driven under the Bluff and ran ashore. The next morning she was high and dry, when her cargo of sheep was discharged, nearly all of them being saved.

It was stated that during 1839 the "Sara," "Yarra Yarra," "Lady Franklin," and "Port Phillip Packet" schooners employed in the Melbourne trade had disappeared at sea, and were never accounted for.

In January, 1840, the "Britomart," from Melbourne to Hobart Town, was wrecked off Cape Portland. Three cabin and several steerage passengers were lost. A chest containing the captain's clothes, register, and £1800 in bills was subsequently picked up on Preservation Island.

Loss of the Steamer "Clonmel."

During the end of 1840, the Melbourne newspapers were loud and joyous in their paeans on the arrival of the "Clonmel," a steamer sent out from England to trade between the ports of Sydney, Melbourne, and Launceston; but the vessel on her third trip to Port Phillip met with a watery grave under the following circumstances:—On the afternoon of the 30th December, the "Clonmel" left Sydney for Melbourne with passengers and crew consisting of seventy-five individuals, and a valuable general cargo. At daylight the 1st January, Cape Howe bore W. S. W., and in the course of the morning Ram Head was sighted, and a fresh departure taken, steering for Wilson's Promontory. The wind was fair, with smooth sea; the course S. W. 42° W., with wind and sea continuing favourable during the day and night. A little after 3 a.m. of the 2nd, all the passengers were startled by the ship striking heavily. Rushing on to the deck, breakers were perceived ahead. Finding that the engines were of no avail, orders were given to lighten her by throwing overboard some of the cargo, but without the desired effect, the vessel still surging higher upon the reef. The anchors were then let go, when, after a few more bumps, she swung head to wind, taking the ground with her stern, and bedding herself, with the fall of tide, upon the sand, rolling hard and striking occasionally. During the whole of this trying scene the most exemplary conduct was shown by the crew in obeying the orders of the captain and officers. When daylight made its appearance, it was ascertained that the steamer was on shore at the entrance of Corner Inlet, Gippsland, about half a mile from the beach, between which and the vessel a heavy surf was rolling. Captain Tollery's conduct had hitherto been that of a careful and watchful commander; he was on deck during the whole of the middle watch, which he himself kept, anxiously on the look out, and was on the paddle-box at the time the vessel struck; but as the night was misty, nothing could be seen beyond the length of the vessel. The captain, on finding all attempts to get the vessel off unavailing, and a strong sea rising with the flood tide, turned his attention to the safety of the passengers and crew. After several trips
by the whale-boats first, and assisted by the quarter-boats afterwards, every soul was landed in safety by 2 p.m., the captain being the last to leave the vessel. A sufficiency of sails, awnings, and lumber was brought on shore to rig up tents for all hands; and everybody set to work to form an encampment. In a short time the female passengers were comfortably camped, having beds placed for them in a weather-proof tent; the male passengers and crew were equally well accommodated by means of spare sails and awnings. Provisions, consisting of live stock, hams, bread, flour, biscuits rice, tea, sugar, wines, and beer, had been landed during the forenoon, and water, though rather brackish to the taste, was found in abundance by digging. The captain next evolved order out of the chaotic mass. Provisions were stowed under a boat turned upside down, to guard them as well from petty depredations as from the weather, and sentinels posted. When order was thus established and provisions distributed for supper, the captain consulted with Mr. D. C. Simson, one of the passengers, and a brother tar, and they agreed upon the desirability, if possible, of starting a boat to Melbourne to obtain succour. Simson, who knew the route, volunteered as leader, and was joined by five others, including Mr. Edwards, of the firm of Edwards and Hunter, and the next morning, amidst the cheers of the derelicts, were launched from the beach by them in the whale-boat. Proceeding to the vessel to lay in a store of provisions, they were nearly two hours before they reached the ship, being every moment in danger of swamping.

Time was short and precious, and so the most should be made of the present. They procured a supply of such provisions as came within their reach, and after hoisting the Union Jack reversed from the mast-head, the boat's crew shoved off, and committed themselves to the care of a merciful Providence. At 8 a.m. of the 3rd they took their departure, outside the bank, steering for Sealer's Cove. The boat was manned by five seamen, and besides oars, had a small lug-sail made out of the awning. Their provisions consisted of biscuit, a ham, a breaker of water, three bottles of wine, twelve of beer, and one of brandy; of the latter article Simson would not take more, dreading its effects upon the crew; but the small quantity was found very beneficial when subsequently administered in moderate portions.

The voyage in the open boat was attended with its own perils, and as it was the first of its kind a narrative of its progress will be interesting.

Shortly after leaving the "Clonmel" the wind came from the westward, and they were obliged to down sail, and after six hours' vain struggling against the wind to reach the main land, were under the necessity of running for one of the seal islands, where was found a snug little cove, into which the boat was steered. Here, after refreshing by a three hours' rest and hearty meal, they again pulled for the mainland, and reached Sealer's Cove about midnight, where they landed, cooked supper, and passed the remainder of the night in the boat anchored in deep water. At half-past three a.m. on the 4th three men were sent on shore to get the breaker filled with water. They had scarcely done so and brought it down to the beach when several natives were observed rushing towards them. The men hurried on board and the boat got under weigh, the wind blowing hard from the eastward at the time. After a severe pull of four hours they were at last able to weather the southern point of the Cove, to hoist sail and run for Wilson's Promontory, which was rounded at 10 a.m., the sea running very high.

At 8 p.m. they succeeded in bringing up in a small bay at the eastern entrance of Western Port, and were glad to get on shore. After a refreshing night's repose on the sandy beach they started the next morning at the break of day, with a strong and steady breeze from the eastward, although they were in imminent danger of being swamped, the sea having risen very considerably, and breaking over them repeatedly. At 2 p.m. they were abreast of Port Phillip Heads, but to their mortification the strong ebb tide caused so much broken water that Simson did not consider it prudent to run over it. A cutter was descried making for the Heads, and bearing down upon her she was found to be the "Sisters," from Launceston, by which they were taken on board and very hospitably treated. Both boat and party arrived in safety at Williamstown at 11 p.m., having been sixty-three hours from the time they left the ship.
The cutters "Sisters" and "Will Watch" were at once despatched for the scene of the wreck, having on board Mr. Lewis, the Harbour Master, Captain Roach, the agent of the "Clonmel," and Lieutenant Russell, with a detachment of the 28th Regiment. The passengers and crew were brought in safety to Melbourne. The mail was also with difficulty fished from the wreck.

Amongst the passengers were Mr. and Mrs. Walker, of Sydney; Mr. Goodwin, of the firm of Hamilton and Goodwin of Melbourne, to whom one-half of the cargo belonged; Mr. Robinson, of the Union Bank, having in his charge £3000 of the Bank's notes for the Melbourne branch, which sum was lost and supposed to have been stolen; Mr. and Mrs. Michael Cashmore, of Melbourne, newly married, and bringing a large quantity of goods for a new drapery establishment intended to be opened at the corner of Collins and Elizabeth Streets. There were on board 300 tons of coals and 200 tons general cargo.

It was a stormy honeymoon for Cashmore, and all he saved was his newly won wife and an old silver watch, both of which remained with him, keeping good time for many years thereafter. Much of the uninsured cargo was destroyed, and several local merchants were heavy losers.

Captain Tollervy sustained a severe injury to one of his ankles, by the tendon of the joint breaking, and it was thought the foot would be rendered useless for life. The "Clonmel" ultimately became a total wreck; about £1000 worth of cabin furniture, a gig, some spirits, and general stores were saved. The vessel had been insured for £17,000.

BURNING OF THE "AUSTRALIA."

On the 2nd October, 1840, the barque "Australia" Captain Yule, sailed from Leith for Port Phillip, with five cabin, fifteen steerage passengers, and a valuable freight. Calling at Rio she resumed her voyage, and on the 29th December took fire 600 miles westward of the Cape of Good Hope. The cargo consisted mostly of deals, oakum and tar, and the accident was believed to have been occasioned by friction taking place in the hold. The conflagration broke forth so suddenly about 11 o'clock at night, that the vessel was wrapped in flames as soon as the misfortune was discovered, and it was as much as could be done to save the passengers and crew, leaving the ship to her fate.

The long and jolly boats were quickly and safely launched, and with the scantiest stock of provisions all on board passed forth; but before the boats had pulled many yards away, the ship, a mass of raging fire, were down suddenly with a report resembling a salvo of artillery. For eight days and nine nights the two boats wandered away on the world of waters, their unfortunate passengers exposed to the severest sufferings from starvation and the effects of the weather, from which there was no protection whatever. They were so short of provisions that each individual was rationed upon a small allowance of biscuit and a wine-glass of water per day, and Meares, John Chisholm and Pete, two of the passengers, died from exhaustion. At length the boats sighted the coast of Africa, and after much difficulty a landing was effected upon an inhospitable beach. After traversing the country for about twenty miles they came upon a Dutch settlement, where they were treated with much kindness. The Governor had them forwarded in waggons to Cape Town, where they arrived after an eleven days' journey. The captain, with several of the passengers and crew, returned to England by the first opportunity. Phillips, the mate, and others arrived in Hobson's Bay in the barque "Byker," in the month of April.

Loss OF THE "PAUL PRY."

A schooner trading between the ports of Melbourne and Launceston. On a return trip (31st August, 1841), a sudden squall coming on, she was laid on her beam ends, and never righted. The passengers were at dinner, which they had to leave unfinished and take to the boats. All hands were saved except a Mr. Waite, who was drowned in getting into a boat, and after much peril and difficulty the party got safely ashore at Sandy Beach, eastward of Cape Schanck. They next made Barker's station late in the evening, in a miserable plight, where every kindness and attention were shown to them, and thence they effected a speedy transit to Melbourne.
THE CHRONICLES OF EARLY MELBOURNE.

AN EMIGRANT SHIP DESTROYED BY FIRE.

On the 4th June, 1841, the "India," with 198 persons (crew included) sailed from Greenock for Port Phillip, and proceeded safely until the 20th July, when in 16 south lat. and 33 west long., she speedily came to grief from a very simple cause. The third mate and a boy, were drawing off spirits from a cask below. The mate bungled by accidentally spilling some rum, and the boy did worse by accidentally dropping a lighted candle into the spilled liquor. The whole place blazed up instantaneously, and the mate and the boy rushed shouting on deck, closely pursued by the flames, with which they had a neck-and-neck race. The ship in a short time was on fire from stem to stern, and the greatest consternation prevailed. A French whaler was made out some nine miles to windward, but it was an hour before she noticed the disaster, and then at once steered for the blazing vessel, on nearing which the French boats were lowered, and every help rendered. The "India's" boats were in the meantime got afloat, but the first was rushed and overloaded, when it capsized, and several persons were drowned. The swamping of this boat deterred the French boats from approaching close to the wreck, and it was owing to the activity and bravery of the first mate of the "India" that any life was saved. He was in the boat that turned over, and getting out of the sea into another boat by extraordinary presence of mind and exertion, he succeeded in removing every living soul from the sinking vessel to the French boats, whence they were transferred to the whaler. Many of the refugees were almost naked, as before they were rescued their clothes were burned off their backs. Nothing whatever was saved of either ship or cargo. The unfortunates snatched from a terrible death were landed at Rio de Janeiro, where liberal provision was made for them. Over £1000 was subscribed to present the captain with a gold chronometer (though the mate deserved it better), to refit the shipwrecked officers and crew, and assist the emigrants, but very little of it the last mentioned got. To this fund the officers and crew of the "Potomac," an American frigate then in port, contributed 500 dollars. Seventeen of the passengers, the boatswain, and one of the crew were drowned. The remainder were kept at Rio until means were found of sending them to Port Phillip, and they ultimately arrived in Melbourne, when prompt measures were taken to provide for their relief.

THE SCHOONER "ROVER,"

Was under way from Sydney to Port Phillip with a cargo of Government stores, and on the 13th October, 1841, was hurricaned, and compelled to put into Brulee Harbour for safety. A terrific surf raged there, tearing the vessel from her anchorage, and driving her ashore. Captain Boyce (the master), the mate, one soldier and six prisoners of the Crown were drowned.

BURNING OF THE "GOVERNOR ARTHUR,"

This casualty happened at the Melbourne Wharf early on the morning of the 23rd December, 1841, when the steamer, plying between Melbourne and Williamstown, was destroyed, under the following circumstances:—On the wind-up of the day's work the previous evening the fire was drawn from the furnace, thrown into an iron box—its usual receptacle—and some buckets of water drenched over it, as was thought, to thoroughly extinguish it. This, it seems, was not effected, for about 2 o'clock next morning, it was discovered that the vessel was on fire. An alarm was given, and the crew of some small craft in the vicinity rendered prompt assistance. One discreditable exception there was in the crew of a brig named "The Supply," anchored close by, point blank refusing help. At length, by breaking, the vessel was scuttled, with only her mast, funnel, and bowsprit above water. She was valued at £2500, and in a few days after was floated. In time she was refitted; but never came to much account.
THE CHRONICLES OF EARLY MELBOURNE.

WRECK OF THE "BURHAMPOOTER."

In February, 1843, intelligence was received in Melbourne of the destruction of a colonial-bound vessel, under the following circumstances:—

In October, 1842, the newly-built ship, the "Burhampooter" (Captain Crowley) sailed with emigrants for Port Phillip, and on the 18th she was caught in a terrific gale off Margate, and driven ashore. Through the presence of mind and courage of the seamen, all hands, viz., the crew, seventy adult passengers, and twenty children, were saved. The emigrants lost every scrap of luggage except the clothes in which they were dressed. They were conveyed in carts to the town, when their more pressing wants were generously supplied. A subscription was started in their behalf, to which the Emigration Commissioners contributed eleven guineas. Though the situation of the vessel was very precarious, it was hoped that she would hold together until got off the reef, but the hope was not fulfilled.

WRECK OF THE "JOANNA."

A schooner engaged in the intercolonial trade between Launceston and Belfast. On the night of the 20th September, 1843, she was en route from Van Diemen's Land, and caught in a violent gale, which, after knocking her about in the Straits, sent her ashore on the 22nd, between Cape Otway and Moonlight Head. William Cooper, a seaman, was washed overboard, and the crew and passengers, in all 23 persons, abandoned the vessel, with the intention of making their way overland to Melbourne. They had only a small stock of provisions with them, and getting lost in the bush for six days would have perished but for finding a dead whale adrift on the beach, the blubber of which averted starvation. In the course of their wanderings they fell in with a tribe of Aborigines, who behaved most kindly, and helped the outcasts to reach an out-station of Mr. Willis, west of the Barwon. Here they were taken in, well done for, and enabled to reach Geelong, whence they proceeded in the "Aphraia," steamer, to Melbourne.

WRECK OF THE "REBECCA."

Barque, on King's Island, on the 28th September, 1843, from Batavia. Her captain managed to land his crew and a few passengers by means of the ship's boats. Here they passed a miserable night, and the weather having moderated towards morning, the ship was boarded by some of the party swimming off to her, and a quantity of stores obtained by adjusting a jack-stay from the mast-head to the beach. They set to work to build a boat, in which they succeeded, and reached Williamstown on the 21st October. The vessel broke up.

STRIKING OF THE "ISABELLA."

On the 18th June, 1844, the "Isabella," barque, left Hobson's Bay, with several passengers and a full cargo, for London and Leith. Whilst working through Kent's Group on the 21st, breakers were seen ahead, the anchor was let go, and the vessel brought up between Chapel and Badger Islands. The ship drifted until next morning, and then struck. The lady and some of the male passengers were put ashore by the boats, and the remainder of those on board were lashed to the poop in a state of abject misery and momentary expectation of death. After a night of terrible anxiety, a calm morning enabled them to land in safety, and they had hardly left the vessel when it went to pieces, mail, cargo, luggage and everything going down at the same time. For three days the islanders had but a few pumpkins washed ashore from the wreck and a few crayfish caught on the beach. Thoroughly ignorant of where they were, they did not know what to do, and ultimately in despair launched the boats they had with them, and in them pushed out to sea, as under any circumstances they could not fare worse than where they
were. They soon saw land a few miles off, and making for it, found themselves on Flinders Island, where there was not only a sealers' settlement, but the schooner "Flying Fish" was preparing to weigh anchor. There was also there an Aboriginal station, under the charge of a Dr. Mulligan and his wife, from which worthy couple a supply of clothes and provisions was obtained. The "Flying Fish" brought them back to Melbourne, where they experienced much kindness, and a subscription was raised for their benefit, in aid of which a concert was given and £40 net thereby realized.

WRECK OF THE "CATARAQUI," IMMIGRANT SHIP: APPALLING LOSS OF LIFE.

The "Cataraqui," ship, 800 tons, Captain C. W. Finlay, sailed from Liverpool for Port Phillip on the 20th April, 1845, with 362 emigrants, two doctors, and a crew of 46. The emigrants were principally from Bedford, Stafford, York, and Nottingham Shires. About 120 of the passengers were married, with families, and amongst them were seventy-three children. About 7 p.m. on the 3rd August, the ship was hove to for some hours. On the 4th, it being quite dark and raining hard blowing a fearful gale, and the sea running mountains high, the ship struck on a reef on the west coast of King's Island, at the entrance of Bass's Straits. No opportunity had offered to enable the captain to ascertain the ship's course for four days previously; but from dead reckoning, it was presumed that the vessel was in 141 degrees 22 east longitude, and 39.17 south, which would make her between 60 or 70 miles from the island. Immediately after the occurrence she was sounded, and four feet of water was in her hold. The scene of confusion and misery that ensued it is impossible to describe. The passengers attempted to rush on deck, and many succeeded in doing so, until the ladders were knocked away by the working of the vessel. Then the shrieks of men, women, and children from below, calling to the watch on deck to assist them, were terrific. At this time the sea was breaking over the ship, sweeping the decks, every sea carrying off one or more of the passengers. About 5 a.m. the ship careened over on her larboard side, washing away boats, bulwarks, spars, a part of the cuddy, and literally swept the decks. At this critical period the captain ordered the masts to be cut away, hoping the vessel might right and enable the crew to get on deck the remainder of the passengers from below. This was done, but it was all to no purpose. The passengers remaining below were all drowned, the ship being full of water; and the captain called out to those on deck to cling unto daylight to that part of the wreck above water. As the day broke the vessel's stern was found to be washed in, numerous dead bodies were floating around the ship and on the rocks. About 200 of the passengers and crew were still holding on to the vessel—the sea breaking over, and every wave washing some of them away. About four in the afternoon, the vessel parted amidships, and from seventy to a hundred of the poor creatures were launched into the roaring and tempestuous seas! The fury of the waves continuing unabated, about five o'clock the wreck parted by the fore-rigging, and so many souls were submerged in the waters, that only seventy out of all were left crowded on the forecastle! Thus the sea breaking over them, the winds raging, and the rain continuing heavy all night, the poor wretches stuck as well as they could to the vessel's bow. Numbers died and fell overboard, or sank and were drowned. As the morning advanced the sea was making a clean breach into the forecastle, the deck of which was rapidly breaking up. About this time, whilst numbers were helplessly hanging from the bows, and continually dropping off without the possibility of succour, the captain attempted to reach the shore, but could not, and with the assistance of some of those who were strong enough to help him, regained the wreck. The lashings of the survivors were now undone in order to give them the last chance of life. Mr. Guthrie, the chief mate, who was on the sparsail yard, washed out to the bowsprit; he saw the captain and second mate and steward hanging on to the bows, with some eighteen or twenty others only left alive, amid a heap of dead bodies on the fragment of the wreck. Mr. Guthrie was driven to a detached part of the wreck, but finding it impossible to live with such a sea breaking over, he seized a piece of plank under his arm, and
leaping into the water was carried over the reef, and thus got on shore. He found there a passenger who had escaped ashore during the night, and one of the crew, who followed in the morning. John Roberts, a seaman, plunged in when he saw the mate ashore, and partly swimming and partly driven reached the land. Five other seamen followed, and were saved, but dreadfully exhausted. Almost immediately afterwards the vessel totally disappeared. Thus, out of four hundred and eight persons on board, only nine were saved. Their names were—Thomas Guthrie, chief mate; Solomon Brown, emigrant; John Roberts, William Jones, Francis Millan, John Simpson, John Robertson and Peter Johnston (able seamen), and William Blackstock, apprentice. They had neither drink nor food from the time of the ship striking—early on Monday morning—to the Tuesday afternoon, when they found one small tin of preserved fowl, after eating which they laid down in the bush with a wet blanket, fished out of the water, for their only covering, and being almost destitute of clothes. The beach was strewed with pieces of the wreck and fragments of corpses in horrible profusion. After a vain search for water, and being unable to find any more survivors, they passed the night in a miserable plight. The following morning they found a cask of water cast ashore, but were unable to get means to make a fire. About 10 o'lock a.m., observing a smoke, which, presuming they were on the main land, they imagined it to be a fire of the natives. To their delight they soon saw a white man approaching, who turned out to be a Mr. David Howie, who with a party of sealers resided upon the island. It seems Mr. Howie had observed ashore, at the part of the island where he was located, a mangled human body, and therefore assumed there must have been a wreck somewhere about. He consequently resolved upon a search, and dividing his men into two parties, acted as the leader of one, and took the western side of the island. Each party carried the means of procuring fire, some provisions, and warm clothing. After a fatiguing tramp of 40 miles, Howie found the survivors, and helping them as far as he could, returned to his homestead for more supplies. He made this journey several times, and whenever he left home he posted on the door of his hut an announcement of the wreck, so that any persons arriving in his absence should become aware of the calamity. It was fortunate he took this precaution, for during one of his absences, Messrs. Fletcher and Cockburn landed from the cutter “Midge,” and reading the notice, hastened to help Howie in his mission of charity. If the notice had not been where it was observed, not only the survivors, but Howie and his whole party might have been starved, as his supplies were limited. Howie's arrival was a real God-send for the poor exhausted and benumbed sufferers, to whom he instantly afforded fire and food, and constructed some shelter against the weather. As Howie's boat was wrecked, there was no possibility of leaving the island for some time. The party, therefore, put up a hut, and stayed for five weeks, during which time they were most hospitably provided for by Mr. Howie according to his means, and the supplies had actually to be carried 40 miles over a most difficult road. On the 7th September the “Midge” was seen approaching the island where the party were camped, and took them off the island with much difficulty. They arrived in Hobson's Bay on the morning of the 13th.

The survivors testified to the skill and efficiency displayed by the captain, who was a native of Dublin, and left a wife and two children at Liverpool. He had once before passed through Bass's Straits. Mr. Guthrie, the mate, was likewise warmly commended. It was to his encouragement that most of the seamen saved ascribed their escape. Whilst on the island the party employed themselves in burying the dead bodies as far as possible, the mangled condition of many of which was indescribable.

The two doctors were brothers—Charles and Edward Carpenter. The first-named was the ship's surgeon superintendent, and both intended settling in Australia. Most of the ship's papers, and the mail, except one packet of 35 letters, went with the wreck. The most painfully intense excitement prevailed in Melbourne for some time, and heavy censure was passed upon the New South Wales Government for disregarding a frequently urged request for the erection of a lighthouse on King's Island. This was declared to be the fifth wreck there within ten years, the other ships being the “Harbinger,” “Neva,” “Isabella,” and “Rebecca.” On the Sunday following the receipt of the intelligence, the Rev. A. C. Thomson, Episcopalian minister, preached an eloquent sermon at
St. James Church on the wreck, selecting for his text the 4th chapter Amos, and the last line 12th verse, “Prepare to meet thy God.”

Measures were at once taken to raise funds for the relief of the survivors, and to acknowledge in a becoming manner the gallant and humane conduct of Mr. Howie and his men, and also the owners of the “Midge.” One of the earliest in the field at this good work was Mr. George Coppin, still amongst us, and in 1884, as in 1845, doing good to his adopted country and his kind. He was then lessee of the Queen Street theatre, and, unsolicited, gave the proceeds of a benefit to the fund on the 18th September, which realised a net sum of £66 (a considerable donation in such times). On the same day a public meeting was held in the Royal Hotel, Collins street, to aid the movement, and as some of the remarks and resolutions characterizing this gathering possess an interest beyond the more immediate purpose in view, an abstract of its proceedings is appended.

THE “CATARAQUI” PUBLIC MEETING.

The Mayor (Mr. Henry Moor) stated that the object of their assembling was “for the purpose of devising means of rendering assistance to the survivors of the ill-fated “Cataraqui,” and to express the sense of the community towards Mr. D. Howie and his party for their generous and benevolent exertions on their behalf. In consequence of the departure of the “Shamrock,” steamer, he regretted his avocations did not allow him to remain; but he pledged himself to contribute towards the furtherance of the object in view.

On the motion of Mr. E. Curr, seconded by Mr. J. P. Fawkner, the Rev. A. C. Thomson, Episcopalian minister, was voted to the chair.

The Chairman observed that on the present melancholy occasion it was unnecessary to say much to excite commiseration. Their feelings were already wound up to a high pitch, and their hearts deeply touched with a sense of the misfortunes occasioned by the late wreck. Never did such a frightful destruction of human life occur on the Australian shores, and as all present were aware of that fact, and their minds had been already fully impressed with such a disaster, he felt that a long speech was altogether unnecessary to urge them to perform their duty, for he was assured that British Christians (did he say Christians?) or persons of any religion whatsoever, under such circumstances, from motives of humanity, perform their duty towards their fellow men. He therefore felt confident that persons of every denomination would most cheerfully respond to the call now made—one which the Providence of God brought about to excite the sympathy of their hearts.

Dr. A. F. Greeves proposed the first resolution, viz.:

“That this meeting, in expressing their deep sorrow for the awful calamity of the wreck of the ‘Cataraqui,’ and their regret at the neglect of any means to prevent similar catastrophes, consider it a public duty to relieve and assist the survivors.”

He said little was needed beyond the reading of the resolution to induce “everyone to join in adopting it.” The event to which it alluded was so recent and terrible, and so overwhelming a catastrophe, that few there were ignorant of the particulars. If there were any, let them only read the official list of the sufferers. Who could peruse without emotion the names of so many large families suddenly swallowed up by the raging sea; or picture without being sick at heart the scenes of agonizing distress and horror which must have taken place? Great, indeed, was the loss this colony had to deplore. The actual loss of life was greater than upon any similar calamity, except the “Royal George,” and the “President,” steamer. But we have not only to deplore the loss of life, the loss of so much useful labour—the loss of so many who would have extended the foundation of our future community; we have also to regret the evil impressions which would result at home towards this colony, and the check to emigration. The resolution alluded to the want of means to prevent similar catastrophes; and it was impossible to avoid reflecting that if lighthouses had existed on that coast that it is probable the accident would not have occurred. It was the fifth shipwreck which had happened near the same spot; besides which there were numerous narrow escapes, of which one seldom hears. On the voyage out to Sydney of a reverend gentleman now living in Melbourne,
The Chronicles of Early Melbourne.

585

the ship was actually in the middle of Bass's Straits without its being known (in consequence of foul weather) where she was, until the situation was ascertained from a Port Phillip vessel, which, providentially, came near. The Legislature voted a sum of money for a lighthouse on Cape Schanck in 1842. The Van Diemen's Land Government, also, the same year voted a lighthouse on Swan Island, and another on Goose Island—the route from Port Phillip to Hobart Town. Both these latter works are nearly completed, and but for the wreck of the vessel at the Cape of Good Hope, which was bringing out the lanterns, they would now be illuminated. But nothing had been done for the Port Phillip lighthouse on Cape Schanck. Yet that place was the main route to Sydney and Launceston, and New Zealand, as well as Port Phillip—in fact the high road to the South Seas.

The resolution proposed to relieve the survivors, and others he expected would refer to the claims of Mr. Howie on their grateful feelings. He was aware that some persons were of opinion that the promoters of the meeting were doing too much; but really he thought that the people of Port Phillip had a great duty to perform—indeed all money considerations—to mitigate the feelings of relatives and friends of the sufferers at home by displaying their generous sympathy in the fullest possible way. But even in a pounds, shillings, and pence view of the case, a considerable sum was required. There was Mr. Howie, to whose judgment and forethought the nine persons saved unquestionably owed the preservation of their lives. If he had neglected to seek them for a few hours after the first shocking token of a wreck was seen by him; if he had not divided his party into two, or had not taken food with them, or not left a notice of the matter on his door, the great probability is the whole nine would have perished of starvation. Besides which the whole nine were maintained by him for five weeks. There was, further, his own time, and the time of his men, and the loss of a portion of the sealing season. Therefore, he said, that even in a pecuniary point of view the claims of all the parties upon the public liberality were large. He thought they ought not to take a narrow view of a case like this. We should measure less the wants of the sufferers than the extent of our sympathy; we should calculate less the amount of Mr. Howie's claims than the greatness of our approbation of the whole of his conduct.

Mr. Edward Curr felt great pleasure in seconding the resolution. The motion submitted related to the living, with whom he deeply sympathized, but he must say that his thoughts were not so much about the living as the dead—the corpses that now lie unburied at King's Island. He had attended the present meeting with the intention of making some apt and perhaps severe observations upon the neglect of the Government, but he had heard since his arrival in town to-day, that it was the intention of the Superintendent to provide means for the sepulture of those corpses which were now a prey to the crows and eagles on King's Island, and that they were to be interred in one common sepulchre, with some distinguishing mark over them. He would therefore make no further allusion to the subject, than to regret that some such announcement of the intention of the Government had not gone abroad at the same time as the announcement of the calamity, in order that the people of Great Britain might receive the intelligence of both at once. With reference to the second part of the resolution, "as to the means of preventing similar calamities," which he conceived to be the erection of lighthouses in Bass's Straits, he would ask the present meeting were they going to get them? He had no hesitation in answering, No; for he had always been guided as to the future of a Government by its past, and he would refer them to a case which would prove the truth of his conviction. He (Mr. Curr) happened to visit the colony in the year 1839, and was at the time stopping at the Old Club House, one of the windows of which looked out upon a building erected by a colonist whom he saw present. In this there was half a ton of gunpowder, and at that time the people of Melbourne were devising means for securing themselves from the consequences of an explosion. A gunsmith lived in the house referred to; an explosion did take place, and the unfortunate man, his wife, and five children were blown into eternity. He (Mr. Curr) was present at the time, and saw the ill-fated Mrs. Blanch carried forth, her person blacker than the hat before him, with nothing on but her stays, and the child that was likely to be born in one week was still alive. (Sensation.) He then said to the gentlemen near him, "You are sure to get a powder magazine
THE CHRONICLES OF EARLY MELBOURNE.

now." But what was the result? A sum was still on the Estimates of the Legislative Council, but allowed to pass away, no doubt expecting similar calamities. He would therefore judge of the future acts of the Government by the past. It would be the same with the wreck of the "Cataragui." We shall be promised lighthouses, but unless some decided step was taken now we should not get them. The wreck in question would be forgotten, as in the case he had alluded to. Cape Otway and King's Island were the two pillars leading to our very gate; and as such they should be marked out in a proper manner. He should admit that in Port Phillip it was rather difficult to speak as to whence the necessary means could be procured; but in New South Wales it was quite different. What might be called prudence in Sydney was rather different in Port Phillip. Prudence in the Middle District was to be continually urging upon the Governor—whereby the people with the Legislative Council ultimately prevailed; but here the prudence was a different thing. It was exactly like "shutting the door after the steed was stolen." In 1839, when Blanch was blown up, the steed was stolen; but the prudence of the people of Port Phillip was, to give up the matter altogether—"when the steed was gone to pawn the saddle." However, he felt that by proper representations the people of Great Britain would be found to act upon Downing Street, and in a like manner the Legislative Council on the Colonial Government, and the matter would be thus forced upon them. With regard to the subscription to be got up on behalf of the survivors, he perfectly agreed with the views taken by Dr. Greeves.

Mr. A. H. Hart proposed, and Mr. J. P. Fawkner seconded, the next resolution:—

"That this meeting is of opinion that the humanity and forethought displayed by Mr. Howie in seeking out and relieving the survivors of the wreck, and his efforts for the interment of the dead, deserve the highest praise; and that his generous hospitality in sustaining the survivors during their protracted sojourn on King's Island, demands a substantial recompense."

Mr. A. Cunningham, in moving the next resolution—"That this meeting considers that Messrs. Fletcher and Cockburn deserve a token of public approbation for the prompt and humane manner in which, at great risk, they brought off the survivors from the place of wreck," remarked that he had been given to understand that it was the intention of the Government to adopt measures for the interment of the bodies of the sufferers, and to place over them a monument; but the best monument the Government could erect over their unhappy remains would be a lighthouse, to afford protection for others, and should such monument be erected by the Government it should be considered rather a commemoration of neglect than anything else, and something in the following strain should be inscribed upon it—"Erected by the Government of New South Wales to commemorate its neglect which caused the wreck of the ship 'Cataragui' upon this coast, occasioning thereby measures to be taken to meet such a calamity when too late, by George Gipps and C. J. Latrobe."

The motion was seconded by Mr. George Cavenagh.

Mr. James McEuchern moved and Mr. William Merek seconded:—

"That a Committee be appointed to carry out the above objects by raising a public subscription, and by requesting the various ministers to raise collections; and that the Committee consist of the following gentlemen (with power to add to their number)—The Mayor, the minister of each congregation in town, Messrs. J. A. Marsden, G. Cavenagh, A. H. Hart, G. S. Brodie, D. S. Campbell, J. P. Fawkner, J. R. Murphy, M. Cashmore, C. Kilburn, and Dr. Greeves."

The foregoing resolutions were severally agreed to.

The Rev. John Ham, Baptist minister, had great pleasure in proposing a vote of thanks to their Chairman. It also gratified him to think that the meeting had thought proper to include the ministers of religion in the Committee. All he could say was that no exertion or influence upon his part would be wanted to carry out the object of the resolution.

Mr. Michael Cashmore seconded the resolution, which was carried by acclamation.

The Rev. Mr. Thomson, in thanking the gentlemen present, observed that the manner in which the meeting had taken up the recent melancholy occurrence would prove a source of joy to the friends and relatives of the unfortunate shipwrecked, and it would also let them see that there were warm
hearts in Port Phillip, and that the survivors were not cast upon an inhospitable shore. A generous sympathy for the sufferers, and a due appreciation of the humanity of those who so nobly exerted themselves for the relief of the survivors on the Island, was the best way of alleviating the sorrows of bereaved relatives in England, and lessening the evil which has befallen the colony by the disastrous wreck.

The proceeds of the movement yielded £161 19s. 5d., and were thus applied:—£43 15s. 9d. expended in the maintenance of the seven seamen, and each of them in addition was to receive one month's wages and an outfit. To the immigrant survivor was to be paid a donation of £10; to the surviving officer, Mr. Guthrie, thirty guineas; to Mr. D. Howie and his party, forty guineas (i.e., ten guineas each, being four in all); a gold medal to Mr. D. Howie; gratuity to two seamen belonging to the "Midge," silver snuff-boxes with suitable inscription, to Meares, Fletcher and Cockburn, owners of the "Midge," each of the value of five guineas.

It was also determined, that in the event of additional subscriptions being received to enable the Committee to make any additional grants—a further sum not exceeding ten pounds to be given to the only surviving immigrant, Solomon Brown; any remainder to be devoted to the Melbourne Hospital.

Mr. Coppin's liberality was thus recognized: "That the cordial thanks of the Committee be conveyed by letter to Mr. Coppin for his prompt liberality in holding a performance at the theatre for the benefit of the survivors from the wreck of the 'Cataraqui,' and the parties who succoured and relieved them on King's Island."

Howie's gold medal, which was procured from Mr. Hancock, a Collins Street jeweller, bore the following inscription:—"Presented to David Howie, Esq. by the inhabitants of Melbourne, for his humanity and forethought, on the awful wreck of the emigrant ship 'Cataraqui,' at King's Island, 4th August, 1845, in which 414 perished,* and only nine survived."

The wreck was subsequently bought by a Mr. Alexander Sutherland, for a trifle, and his bargain verified the adage about an ill-wind blowing good to some one, as he made a capital thing of it; for the brandy, wine, spars, deals, copper, and other portions of the vessel recovered were worth between £1100 and £1200. The Government agreed to pay Mr. Howie £50 for collecting all the mortal remains cast ashore, and interring them in a common sepulchre; the Government to supply any tools required. Howie performed the contract thus:—A principal grave, 18 feet long, 16 feet broad, and 12 feet deep, contained the remains of 206 persons. Grave No. 2, 16 feet by 12 feet, and 6 feet deep, held 50 bodies. No. 3, 12 feet by 8 feet, and 6 feet deep, held 20 bodies; and No. 4, same size, 18 bodies. Lastly, a small grave was made to retain 10 bodies—in all 304 out of 399 perished.

The beach was for some distance strewed with human bones, all of which were collected and buried. This group of graves occupied an elevated site within a hundred yards of where the catastrophe occurred. They were protected by a substantial fence, and could be seen from a league off at sea when the weather was clear. Here they have rested in peace, undisturbed year after year, unless by the genius of the storm to whom the place is familiar, murmuring frequent requiems over relics long since forgotten. The Government some time after caused to be erected on the spot a tablet thus inscribed:—

"MEMORIAL
Of the total wreck of the Immigrant ship
'CATARAQUI'
From Liverpool to Port Phillip,
C. W. FINLAY, Master,
On these reefs, 4th August, 1845.

"Of four hundred and eight souls on board, but nine survived.—
The Chief Mate, Thomas Guthrie, seven sailors, and one emigrant, Solomon Brown. This memorial records and deplores the loss of the Master, C. W. Finlay; Surgeon-Superintendent, C. Carpenter; Assistant Surgeon, Edward Carpenter, and twenty-seven officers and men of the ship's company. Of sixty-two emigrant families, comprising three hundred and thirteen souls; of unmarried female emigrants, thirty-three; of unmarried male emigrants, twenty-three: in all, three hundred and ninety-nine souls. This tablet is erected at the expense of the local Government of Port Phillip."

* The Memorial Tablet, erected by the Government, is inscribed showing that there were only 418 souls on board, and that the exact number perished was 399.—Ed.
The monument consisted of a painted board, supported from a base by two columns of Gothic design. The inscription was done in elevated metal letters pegged into wood, and the whole was pronounced to be a specimen of neat workmanship, and creditable to Langland's Foundry, where the symbols were prepared.

As a curious sequel to the great calamity, it may be mentioned that Solomon Brown, the sole saved immigrant, was found dead some three years afterwards in a bush creek a few miles from town, with only a couple of feet of water in it—a strange exemplification of the aphorism that a man born to be drowned will not be hanged.

A correspondent, who does not send his name, has obligingly placed me in possession of the following:—"The chief officer of the ship, Mr. Guthrie, the only officer who was saved, came out to the colonies a year or two later as captain of the brig 'Tigress,' of Leith, which vessel went ashore off Onkaparinga, on the South Australian Coast. The captain, trusting to his great powers as a swimmer, endeavoured to take a line ashore, and was drowned in the attempt, his life being the only one lost in connection with the wreck. I write entirely from memory and subject to correction, but I believe that the above statement is right."

Mr. H. Tacchell, of Inglewood, gives the following version:—"Relative to the drowning of the first mate of the above vessel (then captain of the 'Tigress' brig, on the Onkaparinga Beach, S.A.), I wish to correct your correspondent. He says the captain's was the only life lost, whereas there were two—the captain and a passenger, a Mr. Frew—both of whom declined to enter the volunteer's boat that pushed off to save the crew (of which I was one). "In the night the vessel broke up, and after a day or two some portions of their bodies were washed ashore. I must apologize for troubling you, but your correspondent used the words 'subject to correction,' and this is given in good part."

**Loss of the "Thetis."**

In the month of May, 1848, the schooner "Thetis," 95 tons, was proceeding from Sydney to Melbourne, and on the 10th was forced by stress of weather to run into Twofold Bay. She left after a few days, and was compelled to fight every inch of the way against wind and wave until late on in the evening of the 26th, when she reached Port Phillip Heads. It was pitch dark, and in passing Point Lonsdale she struck on a reef, and thrown on her beam ends, her masts falling over on the rocks. The seas tumbled over the deck, drenching the twenty-four persons, of whom the crew and passengers consisted, who were in a state of much alarm. It was blowing very hard and the two children of a Mr. M'Carthy were swept away almost out of the arms of their parents, who had as much as they could do to save themselves by clinging to one of the masts. The captain, as a possible means of safety, caused the passengers (fifteen) to creep along the spars and drop from the fallen topmast to the head of the reef which was bare, within a few yards of the vessel. They did so and were all saved including the Mr. and Mrs. M'Carthy already referred to. These people when they got on to the rocks grew very faint from cold and exposure, and dropped down to all appearance dead. Mr. M'Carthy's brother, also a passenger, was saved, but his brother and sister-in-law died. The sea having fallen, by means of the dingy all the survivors were removed to a higher part of the reef, and after much suffering they next day reached the pilot station where their immediate wants were attended to, and they were forwarded per the cutter "William" to Melbourne. The "Thetis" was a newly-built Sydney craft, worth some £2000, and not insured. She was totally wrecked, and the cause was supposed to be a defect in the compass, which, under the circumstances, is very questionable.

**Wreck of the "Sophia."**

A few days after intelligence was received of another wreck on the same reef upon which the "Thetis" was cast, and it now began to be believed that the two accidents proceeded from the same cause—the injudicious site of the lighthouse. In this case it was the "Sophia" from
Hobart Town, that suffered, fortunately without loss of life. The weather was boisterous, squally, and thick as the vessel in the early morn came within sight of the Shortland's Bluff (Queenscliff) Lighthouse, but so indistinct was the glimmer that it was impossible to form any idea of the distance of the brig from the shore. The captain steered N.W. to run in, keeping a sharp look-out, when the vessel struck twice upon the western reef, off the spit of Point Nepean, carrying away her rudder, and becoming perfectly unmanageable. She broached to with her head to the eastward, immediately began to fill rapidly, and in fifteen minutes went down, with all sails set, in about thirty fathoms of water. The boats were put into requisition, and the captain (White), crew, and four passengers were soon embarked. When clear of the wreck, however, the crew found themselves without oars, and only a handspike in the boat. They were accordingly compelled to pull the loose thwarts out of the boat and paddle with them towards the Bluff, where they landed about nine o'clock in the morning. Had there been an ebb tide at the time the "Sophia" struck, there would have been no chance of saving a soul.

SHIP BURNED AT GEELONG.

The "Hero," barque, 332 tons, had completed loading with wool for England, and was lying at Point Henry. On the afternoon of the 13th February, 1849, a fire broke out on board, generated as was supposed by spontaneous combustion amongst the cargo. Prompt assistance was at hand, when it was decided to scuttle the vessel; the cargo of which was valued at £25,000. About fifty bales of wool were saved, but the ship’s papers and instruments, chests, and personal effects were lost. The vessel was sunk in fifteen feet of water, and there were thirty tons of tallow amongst the cargo. The expense of re-washing and re-packing the wool would, it was thought, considerably depreciate the value of its recovery, but things turned out much better than was expected, for the ship was easily raised, through little injury being sustained by the hull, and a good deal of the cargo was recovered.

WRECK OF A VESSEL FROM CHINA.

On 24th February, 1849, another wreck occurred on the Point Lonsdale Reef. The "Princess Royal," 230 tons, Captain Sinclair, was coming from Hong Kong to Melbourne, and at 3 a.m. struck. The crew and passengers took to the boats, and with the assistance of Pilot M’Pherson landed in safety. During the following night in a heavy S.W. gale the vessel parted amidships, was totally wrecked, and a whole cargo of rice and sugar lost. The mishap was occasioned by the recent shifting of the light on the Bluff, and the captain had no correct chart. Broken boxes and tea chests strewed the beach, and all saved was a box of letters addressed to the Post Office.

A SCHOONER BLOWN UP.

A casualty of this kind happened forty miles westward of Cape Otway, about 4 a.m., 27th March, 1849. The "Minerva," schooner, 162 tons, was coming from Sydney to Portland, and smoke was perceived in the cabin. This was succeeded by a strong smell of sulphur, and it was soon known that the vessel was on fire. As there was a large quantity of powder on board, all hands were consequently impatient to get away before they should be blown up. The two boats were got out, and the crew (there were no passengers) were in such a hurry to get into them as never to think about provisions, and only took away a small keg of water. The boats shoved off some distance, and the captain had a notion to return on board to save something, when an explosion took place, hurling the main and foretopmasts into the sea. The crew then attempted to regain the deck of the schooner, but found it impossible to do so, in consequence of the combustion of the oil, gin, rum and brandy in the vessel. By 11 a.m. the "Minerva" was burned to the water’s edge. The boats then shoved off with the intention of making Port Fairy, but at 2 a.m. of the 28th, when only thirty miles from their destination, the wind shifted to N.W., and commenced to blow strong. This
misfortune obliged the boats to turn back, and after much privation and suffering both of them reached the Pilot Station, at the Port Phillip Heads, on the 29th, where they were kindly helped, and the seafarers arrived in Melbourne late on the night of the 30th.

A SHIP MAIMED BY A WHIRLWIND.

There arrived in Hobson's Bay on the 4th of October, 1849, the barque "Mahomed Shah," 615 tons, M'Meikan, commander, with a general cargo, and 246 emigrants. She sailed from London 17th June, and the captain reported the following disaster as having happened:—In the afternoon of 3rd September they were in lat. 40°28' S., and long. 63°45' E., with the thermometer at 56, and the barometer at 28.82. All hands were aloft after close-reefing the foresail, and some were on their way to assist on the foreyard, when a tremendous whirlwind struck the ship nearly dead aft, carrying away the three masts, and sweeping every man above into the sea. They were 25 in number, 17 of whom were saved, and 8 drowned, viz. the carpenter, five seamen, and two apprentices. Of the rescued, 11 were disabled—two very seriously. The foremost went about 15 feet above the deck, the mainmast by the eyes of the rigging, and the mizzenmast by the cap. Nothing was saved but the mainyard. The hull was not seriously injured. Intense consternation possessed the emigrants, who rendered every help in their power in an orderly and willing manner. The ship was hove to under the mizzen, the only sail left, and she strained and rolled feebly. The whole afternoon was occupied with clearing away the wreck, and night came on with heavy squalls and rain. Next morning the weather showed a favourable change, and though they had lost their carpenter, they had other craftsmen of the same kind on board, and by the aid of willing hands, stout hearts, and smooth seas, they patched up jury masts, and through great pluck and good luck, reached their destination. Not a single emigrant was injured in any way.

CAST ON A REEF.

The "Jenny Lind," 484 tons, Captain Taylor, left Hobson's Bay, for Singapore, on the 3rd September, 1850, under charter to proceed from India to Liverpool. The ship's company consisted of the commander, first-mate (Masters), second-mate (Harper), sixteen seamen, and three apprentices. She had as cabin passengers, Messrs. Beal, Noble, Ackerman, and Somerset, Mrs. Harper, Mrs. Somerset and three of her children; and was freighted with a cargo of flour and beef. The weather was variable for about a fortnight, when the sun became so obscured that no observation could be taken for a couple of days. About 4 a.m. of the 21st, it was the mate's watch, and he fancied he noticed something black ahead. It was believed by some to be a heavy cloud, but the mate fearing otherwise had the helm put hard up, and summoned all hands to be in readiness for an emergency. The captain was on deck without loss of time; the vessel wore off, but she struck aft, and immediately after lay broadside on to a reef, with the sea broaching over her. The masts were cut away, yet the vessel continued to lurch heavily, and it was feared she must soon break up. An unsuccessful attempt was made to launch the pinnace; but, after much difficulty, the jolly-boat was got afloat, and two hands placed in her, who, after running great danger, got her close under a rock a short distance off, inside the reef, where she was secured. To launch the safety-boat was next tried—a very troublesome job, owing to the position of the ship; it was done however, and with the jolly-boat acting as a sort of depot, the women and children were first removed there, and ultimately all hands accomplished a safe departure from the vessel. The people were next divided into two boats, and thus reached a coral bank half a mile off, and when landed, found themselves on an islet of 100 yards long by 40 wide. The wreck was next boarded for provisions, but only a small quantity could be procured, with a four gallon keg of water, a gill of which only was served out to each individual for that day. A miserable night was passed, and next morning some sails, more provisions, and a quantity of lime-juice were obtained by a second visit to the ship, which manifested symptoms of breaking up. This occurred soon after, and by an almost superhuman exertion, and a risk amounting to the
recklessness of despair, a copper boiler, some lead piping, and a cistern were secured, and dragged at low water to the coral island. This was the means of preserving the lives of the party, one of whom (Mr. Philip Beal) having been a ship's surgeon, applied his knowledge of chemistry to the distillation of fresh from salt water, and succeeded so well, as to be in a position without much delay, to treat each of his fellows in misery to a delicious ration of half-a-pint of good water. Wood for purposes of distilling, and other fuel, was obtainable from the wreck; and after some consideration, it was determined to construct a boat wherewith to seek extrication from their perilous condition, and the carpenter undertook to do it. In order to work systematically, the men were told off into three parties, viz., (1), to get materials from the wreck; (2), to assist Beal in working the fresh-water distillery; and (3), to build the boat. Tools and materials were obtained from the foundering craft, and the boat-making was commenced. In exploring the coral island, relics of a former wreck were found, such as a rusty chain, some pieces of iron, hooks, nails, the iron head of an axe, and some barred hoops, and cinders, which left no doubt that a fire had been made at no very distant period on the bank. Beal brought his improvised distillery to such perfection, that on the 25th he was able to secure 25 gallons of fresh water; but, unfortunately, as the water became abundant, the provisions began to shorten, and they were soon reduced to such straits, as to be obliged to subsist on half-a-pound of flour converted into pudding, per mouth, per diem. The very small quantity of biscuit secured, they resolutely reserved as a future sea stock. Matters went on in this way until the 29th October, when everything was announced ready for a start, and the roughly-finished craft was launched. In this was stowed the small stock of stores, and 25 persons went on board, 6 others being provided for in the safety-boat. They had a good start, and steered in what they believed to be the direction of Moreton Bay (Queensland), having for some time a favourable breeze; but a southerly change coming, they were obliged to run into a small cove to the south of Wide Bay. Here they were observed by some natives, who appeared anxious to board the boats; but were not permitted to do so. Another shift of wind induced a start for Brisbane; and, after much trouble and perplexity in looking for the mouth of the harbour, they ended their adventurous journey in safety. They were all comparatively well, after a 37 days' sojourn on a desolate coral reef in the Pacific, and their preservation was something akin to the miraculous. They were supplied by the colonial authorities with all the succour they were in need of. The reef on which the “Jenny Lind” struck was not marked upon any chart up to date.
CHAPTER XLIV.

COMMERCE AND QUARANTINE.

SYNOPSIS:—Commercial Review.—Early Exports and Imports.—Mr. Charles Williams, the "Self-trumpet Blower."—The Commercial Exchange.—The First Chamber of Commerce.—The First Mercantile Muster Roll.—The First Tariff.—The Melbourne Auction Company.—Sir George Gipps Refuses a Private Bill.—Harbour Quarantine Stations.

The mercantile beginnings of Melbourne were certainly "small beer" of an humble and unpretending brew. The so-called "merchants" were for years mostly "storekeepers," and commercial houses in Sydney, Hobart Town, and Launceston established agencies until accompanying the tide of British emigration, which commenced its inflow in 1839, representatives arrived from firms in the Mother-country. The introduction of banking has been treated of in a previous chapter, and here it is only necessary to add that for some time the imported freights were usually general cargoes of live stock, flour, groceries and other kinds of provisions, spirituous and fermented liquors, unmanufactured drapery goods, and made-up articles of wearing apparel, passing under the general denomination of "slops." The exports were chiefly wool and tallow, to which bark was, after a time, added, and then wheat and other commodities.

It is impossible to obtain any reliable data of the importing and exporting trade during the earlier years of Port Phillip; indeed anything like even a correct approximation of the quantities and values is not procurable anterior to the creation of the independent colony in 1851. The reason is thus explained in Archer's Statistical Register published in 1854:—"In the Customs books in the years 1838 to 1841, the particulars are not given, only the total amounts, and with reference to these and all the rest of the totals prior to Separation, it is well to remark that the district of Port Phillip, being a portion of New South Wales, articles coming from and going to that colony were not entered in the Customs books; so that there is a deficiency in each year up to 1851."

The following particulars are gleaned from Hayter's Victorian Year Book, Anno 1874:—

"In 1831 the total value of imports was £115,579, and exports £12,178. The latter comprised 175,081 lbs. wool, estimated as worth £11,639; 2240 lbs. tallow at £28, and hides and skins £22.
In 18317 the imports diminished to £73,230, whilst the exports increased to £77,998. The quantity of wool shipped off was 320,383 lbs., valued at £23,635; tallow 18,114 lbs., £485, and hides and skins, £117.
In 1832 there was a stiff jump-up in all the items except tallow, as is thus shown:—
"Value of imports, £204,722; exports, £77,684. Wool, 615,603 lbs., £35,226; tallow, 18,532 lbs., £296; and hides and skins, £249."
In 1839 there was a stiff jump-up in all the items except tallow, as is thus shown:—
"Value of imports, £435,367; whilst the exports reached £128,860. These were—941,815 lbs. wool, £67,902; tallow, 48,048 lbs., £293; and hides and skins, £251. For 1851, the imports were assessed at £1,056,437, and the exports, £1,422,909. The wool appeared as 16,345,468 lbs., worth £734,618; tallow, 9,459,520 lbs., £123,203; and hides and skins, £741."

From a heap of old Customs papers before me, I select a few miscellaneous items, which may be worth disinterring in 1884:
Grain, consisting of wheat, barley, oats, and malt, was imported in 1842 to the extent of 81,719 bushels, valued at £13,223; whilst the exports consisted of 3293 cwt., £1016; and the exported consisted of 5592 lbs., £186.
There is no authenticated return of the importation of live stock prior to 1842, but the Rev. Dr. Lang, who wrote an interesting history of Port Phillip under the designation of "Phillipsland" (to which he wished to have the name altered), prints this return:

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</tr>
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<td>74</td>
<td>96,22</td>
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<td>135</td>
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| 1840 | 244           | 19,95 | 8

The 37 entry of sheep is seemingly a misprint, or probable exaggeration.

The first exportation of pigs happened in 1846, when four grunters were so got rid of. In 1842, thirty bundles of unmanufactured leather, and 26,583 pairs of boots and shoes, valued at £5900, were imported, and 1843 beheld the first exportation of £450 worth of leather. According to Archer, "As early as 1834, the Messrs. Henty had formed a whaling station at Portland, and sent, in 1835, 700 tons of oil from that place to Van Diemen's Land, in return for which there arrived cargoes of sheep from Launceston."

In 1844, oil in quantity, 176 tons and 297 gallons (various kinds), valued at £2077, was exported from Port Phillip. The first soap sent away was 6 tons 3 cwt. in 1844, and the smallest quantity imported since 1842 was twenty-five boxes (£50) in 1849. In 1842, one ton of bark (£4) was received, as against 397 tons, value £1667, despatched. Candles were necessaries in universal use, and Melbourne soon commenced the making of its own lights in this respect. In 1844, the imports consisted of 27,334 lbs., value £536; but in 1848 there were only two cases, £10. Candle exportation began in 1843, i.e., 5097 lbs. £153, whilst the imported article exceeded this by 2000 lbs. The first beer was exported in 1846.

In a former chapter I detailed the curiously interesting circumstances under which Mr. Donald Ryrie planted the first vines at Yering, on the Upper Yarra (1838), and a note in Archer's Register states that "the export of wine prior to 1852 did not in any year exceed £50 in value; but in that year it amounted to £2251, value £2351, and in 1853 to 106 casks and 51,502 gallons, value £15,844. In 1846 was the first exportation of sugar, viz., 5 cwt. refined, value £6. It was quadrupled the next year, but in 1848 and 1849 dwindled to nil. Potatoes were the primitive luxury, and in 1842, though there were imported 348 tons, £4120, 2 tons 15 cwt., or £27 worth were exported. In 1846, there was the solitary export of a ton, valued £1, showing a vast falling off in price, size, or quality; and in 1849 the exportation disappeared, but returned next year to 25 tons, valued at £106. Tallow was first imported in 1847, to the tune of £5 valuation or 5 cwt., but in 1850 it increased to 420 cwt., £450. So early as 1840, the merchants so-called began to appreciate the value of co-operation as an engine for the protection of joint interests, and they commenced to meet as if on 'Change at the mart of Mr. Charles Williams, one of the principal auctioneers, than whom no louder self-trumpet blower could be found. This mart was the ground floor of a large brick building erected for Batman, at the south west corner of Collins and William Streets, a position then the most centrally convenient for the purposes of mercantile consultations. The interesting conversations indulged in here led to the establishment in 1841 of an association known as

**The Commercial Exchange**

="For the purpose of watching over the commercial interests of the Province," and the following constituted its managerial staff:—Chairman: Mr. Jonathan Binns Were; Deputy-Chairman: Mr. John Porter; Committee: Messrs. Alexander Andrews, George Arden (Honorary), James Cain, D. S. Campbell, George Cavenagh (Honorary), G. W. Cole, Hon. Heape, Arthur Kennis, Wm. Kerr (Honorary), William Locke, John Orr, Andrew Russell, J. A. Smith, John Stephen (Honorary), George Thomas; Treasurer: Mr. James Graham; Secretary: Mr. Thomas Stevenson.
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In 1844, oil in quantity, 178 tons and 207 gallons (various kinds), valued at £3,977, was exported from Port Phillip. The first soap sent away was 6 tons 3 cwt. in 1844, and the smallest quantity imported since 1842 was twenty-five boxes (£50) in 1849. In 1842, one ton of bark (£4) was received, as against 307 tons, value £1,667, despatched. Candles were necessary in universal use, and Melbourne soon commenced the making of its own lights in this respect. In 1842, the imports consisted of 77,334 lbs., value £575; but in 1848 there were only two cases, £20. Candle exportation began in 1843, i.e., 5097 lbs., £153, whilst the imported article exceeded this by 2000 lbs. The first beer was exported in 1846, i.e., 540 gallons, £24—which declined to 40 in '47, was 50 in '48, and nil in '49 and '50, whilst in '51 it spurted up to 1525 gallons, an equivalent for £158.

In a former chapter I detailed the curiously interesting circumstances under which Mr. Donald Ryrie planted the first vines at Yering, on the Upper Yarra (1838), and a note in Archer's Register states that "the export of wine prior to 1852 did not in any year exceed £50 in value; but in that year it amounted to 22,531 gallons, value £2931, and in 1853 to 106 casks and 35,502 gallons, value £12,844. In 1846 was the first exportation of sugar, viz., 5 cwt. refined, value £16. It was quadrupled the next year, but in 1848 and 1851 dwindled to nil. Potatoes were the primitive luxury, and in 1842, though there were imported 348 tons, £4120, 2 tons 15 cwt., or £27 worth were exported. In 1846, there was the solitary export of 4 tons, valued £1, showing a vast falling off in price, size, or quality; and in 1849 the exportation disappeared, but returned next year to 25 tons, valued at £50. Tallow was first imported in 1847, to the tune of £5 valuation or 5 cwt., but in 1850 it increased to 420 cwt., £450. So early as 1840, the merchants so-called began to appreciate the value of co-operation as an engine for the protection of joint interests, and they commenced to meet as if on 'Change at the mart of Mr. Charles Williams, one of the principal auctioneers, than whom no louder self-trumpet blower could be found. This mart was the ground floor of a large brick building erected for Batman, at the south-west corner of Collins and William Streets, a position then the most centrally convenient for the purposes of mercantile consultations. The interesting conversations indulged in here led to the establishment in 1841 of an association known as

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THE CHRONICLES OF EARLY MELBOURNE.

The Honorary membership was a clever ruse to secure the good wishes of the Fourth Estate (then consisting of only three branches), for the distinction was confined to the Editors of the *Patriot* and *Herald* and the Editor and Assistant Editor of the *Gazette*.

This Committee met every Wednesday in the long room of the Royal Exchange, Collins Street, westward of Alston and Brown's recent fashionable emporium.

The Commercial Exchange was an organism of not much vitality, and in truth it would be unreasonable to expect it could be otherwise under the circumstances. However, it came to no violent or unnatural end, but half slept through a peaceful listless life until it quietly passed from the world with hardly anyone noticing the event. And so matters went on until 1851, a year eventful as the "separation" and "gold-finding" epoch, when the Melbourne merchants suddenly woke up.

THE FIRST CHAMBER OF COMMERCE.

A preliminary meeting of the instigators of the movement was accordingly held on the 12th March, 1851, at the counting-house of Mr. Octavius Browne, where twenty of the principal merchants attended, and a resolution was passed recommending the establishment, by subscription, of a Chamber of Commerce, and a Provisional Committee, of Messrs. Octavius Browne, J. B. Were, David Benjamin, Samuel Bowtree, and James Rae, was appointed to prepare Rules and a Report for submission to a future meeting. The Committee accomplished their work, secured a place of temporary accommodation, and in the following July their action was confirmed, the Chamber regularly initiated, and the following office-bearers elected: — Chairman, Mr. William Westgarth; Vice-Chairman, Mr. J. B. Were; Treasurer, Mr. J. G. Foxton; Committee, Messrs. J. Rae, S. Bowtree, G. P. Ball, John Gill, W. F. Splatt, R. Turnbull, James Graham, and J. A. Burnett.

Things again fell into a languishing condition during the absence, in England, of the first Chairman (Mr. Were), who, on his return to the colony during the stirring times of the gold revolution, infused some new life into the Chamber. At the annual meeting, on the 8th June, 1875, Mr. R. J. Jeffray, the then Vice-President, in the course of his address, thus referred to the somewhat obscured cradledom of the Chamber: —

"By the kindness of Mr. J. B. Were, whose experience reaches back to the earliest period of commercial life in Melbourne, I have ascertained that the first attempt at the formation of a Mercantile Chamber took place in 1841, when the Commercial Exchange was established; and from Kerr's *Melbourne Almanac* of 1842, it appears that in that year Jonathan Binns Were, Esq., was Chairman of the body, and James Graham, Esq., Treasurer. This institution existed for a few years, and was revived in 1851-2, when Mr. William Montgomerie Bell was Chairman. From that date the records of the body, under the title of the Melbourne Chamber of Commerce, proceed with little interruption to the present time. The most cursory glance at the successive Reports makes it manifest that during a period of well nigh a quarter of a century, the Chamber has deliberated upon an immense variety of important topics, has from year to year contributed to the discussion of all questions of moment, and has been influential in securing many practical benefits for the community."

THE FIRST MERCANTILE MUSTER ROLL.

In Kerr's *Port Phillip Directory* for 1841, is printed a schedule of names, which must be undoubtedly taken as representing the pioneers of our now (1888) wealthy and thoroughly established system of Melbourne Commerce. To some, the re-publication of such a document at the present day may seem an act of tedious uselessness; but it appears to me well worth while (even at the risk of gently boring certain readers) to include it in a chapter such as I am now inditing, for, on due consideration, I believe, if not adding to its interest, it will in no small degree contribute to the completeness of the contrast that makes the present condition of "The Queen City of the South" one of the wonders of the Colonial world. I have, therefore, presumed to transcribe it: —
THE CHRONICLES OF EARLY MELBOURNE.

MONTHS AND AGENTS.


Little Collins Street:—Manton and Co., Pullar Brothers and Porter, Oliver Gourlay.

Bourke Street:—Worsley and Forester.

Lonsdale Street:—A. Abrahams.

William Street:—L. Hind and Co., Strachan and Co.

Queen Street:—Arthur Willis and Co.

Elizabeth Street:—Campbell and Woolley, Porter and White, Hamilton and Goodwin.

E. M. Sayers, George James.

Russell Street:—James Graham.

The following mercantile houses in Melbourne have branch establishments:—


At Williamstown:—Messrs. Langhorne Brothers.

At Portland Bay:—Messrs. P. W. Welsh and Co.


This phalanx, however, had troublous times before it, for instead of having only one storm to breast, it was on the eve of three or four years of a commercial crisis, never since equalled in intensity and disruption. 1842-4 constituted an ordeal of the most testing nature for the mercantile fraternity of the time, through which few, indeed, passed unscathed. The tempest came on—the hurricane not only swept the country, but settled upon the town, and the crash was all but universal. Speculation, over-trading, and insufficiency of capital, a recklessness in business, and an excessive inter se system of bill-discounting, known as “kite-flying,” only produced the consequences inevitable from such rashness. Every imaginable device for “raising the wind” was unscrupulously resorted to; but the particular monetary wind that was wanted would not blow. The Resident Judge (Willis) who revelled in the rôle of mischief maker, judicially, or extrajudicially, seemed like a spirit of evil, with a blazing torch, spreading about the flame of discontent whenever he had a chance; and Supreme Court attachments, sequestrations, and assignments, were the order of the day during his tenure of office. Creditors grew clamourous for payment; property of every description, not only depreciated in value, but for a time was absolutely unsaleable. Overdue paper could not be retired, overdrafts remained unreduced, and the Australasian and Union Banks were, in self-protection, forced to put on the “screw.” Sales were compelled under ruinous sacrifices, and the break-up was general. Some of the merchants and agents terminated their earthly anxieties by dying, whilst others took wings and “bolted.” The majority were thoroughly “burst up,” whilst a few emerged from the tribulation unscathed, and in the march of time succeeded in acquiring considerable affluence. One of the departed (Mr. F. Manton), I had always good reason to hold in kind remembrance, for it was in his employment I earned the first money that ever, as my own, entered my pocket. A cheque for fifteen guineas received from him was the first “oil” I struck on entering upon what has proved a neither short nor altogether uneventful “battle of life;” and though the “valuable consideration” did not remain long with me, whenever it recurs to my memory, it is accompanied by a vision of the pleasurable sensation which I experienced.
In operation in Port Phillip provided:—

1. Upon all spirits, the produce and manufacture of the United Kingdom, or Her Majesty’s plantations and possessions in the West Indies and in North America, imported directly from the United Kingdom—nine shillings per gallon.

2. Upon all other spirits imported—twelve shillings per gallon.

3. Wine—five per cent. ad valorem.

4. Tea and sugar—five per cent. ad valorem.

5. Flour, meal, wheat, rice, and other grain and pulse—free until the 31st December, 1840, after which five per cent. will be charged.

6. Tobacco and snuff, manufactured—two shillings per lb.; unmanufactured—one shilling and sixpence per lb.

7. Goods, &c., not being the produce and manufacture of the United Kingdom—ten per cent. ad valorem.

In addition, there was a long list of wharfage rates leviable upon everything, and sliding from three shillings on a threshing machine to three farthings for a foot of spar.

The two earliest Bonded Stores of which there is any record were:—Messrs. Arthur Kemmis and Co., Market Square, and Captain Roach, Little Flinders Street.

The Melbourne Auction Company

Was established in April, 1840, with a capital of £60,000, but though ushered into the world with every kind of flourish which the typographical clarion was capable of sounding, it soon shared the fate of several other old joint-stock undertakings which, starting with a Directory of ostentatious names, and less capital than expectations, very soon came to grief. The Directory of this large “knocking down” firm were William Langhorne, Frederick Manton, Farquhar McCrae, Jonathan Binks Were, Alexander Thomson, Thomas Wills, Charles Howard, Daniel Stodart Campbell, Alexander McKillop, William Ryrie, James Graham, Arthur Kemmis, Horatio Nelson Carrington, George Brunswick Smythe, William Higlett, William Hampden Dutton, Godfrey Howitt, and William Morris Harper, Esquires.

The chief executive staff was thus formed:—Managing Director: John Carey, Esq.; Auctioneer: George Sinclair Brodie, Esq.; Accountant: Archibald M‘Lachlan, Esq.; Solicitors: Messrs. Montgomery and M‘Crae.

The professed object of this co-partnery was to afford sufficient security and increased facilities to parties having property to dispose of. It was declared to have a fair prospect of success, but required an Act of Council to enable its Managing Director to sue and be sued. On attempting to promote a Private Bill in the Legislature of New South Wales, the Governor (Sir G. Gipps) refused his sanction (the granting of which was an indispensable preliminary) in consequence of the failure of an auction company in Sydney. There was no alternative, therefore, but a dissolution. Of all the names above given, the only survivor in 1888 is Mr. James Graham.

Defunct Quarantine Stations.—Point Ormond.

The first yellow-flagged ship arriving in Port Phillip was the “Glen Huntley,” from Greenock, with immigrants, on the 17th April, 1840. Typhus fever had shown itself on the voyage, and out of 157 passengers there were no less than fifty on the sick list. Great was the consternation amongst the townspeople on the appearance of so unexpected and unwelcome an importation as a probable pestilence, and no time was lost in arranging for the establishment of a Quarantine Station. The then unbragious, picturesque territory, now thoroughly civilized and known as St. Kilda, was designated by the Aborigines “Euro-Yroke” from a species of sandstone abounding there, by which they shaped and sharpened their stone tomahawks. Its first European appellation was the “Green Knoll” (the eminence, then much higher, now recognized as the Esplanade), until Superintendent Latrobe named the country St. Kilda in compliment to a dashing little schooner, once a visitor in the Bay. St. Kilda was considered a smart walk from town, and adventurous pedestrians made Sunday trips there in the fine weather. About a mile further, looking out in perpetual watch over Hobson’s Bay, was a
point known as the Little Red Bluff, afterwards improved into Point Ormond, and here some four miles from Melbourne, a pleasant enough spot, was organized our first sanitary station, where tents were pitched, and crew and passengers sent ashore. Ample precautions were taken to intercept communication with the interdicted world by land or sea, and Dr. Barry Cotter, Melbourne's first practising medico, not being too full handed with patients in a small, healthy, youthful community, with a magnanimity that did him credit, volunteered his services to take charge of the newly-formed station. There was a military detachment located there, from which a guard was assigned to protect the encampment on the land side, whilst the revenue-cutter, "Prince George," from Sydney, was stationed seaward to shut off communication by boat or otherwise. The Surgeon-Superintendent entered upon his duties with a becoming sense of their importance. By an amusing perversion of terms he styled the place "Healthy Camp," and whilst lording it there, issued regular bulletins upon the condition of the invalids and convalescents consigned to his care. Three of the immigrants died there, and were interred near the Bluff. Their lonely graveyard was afterwards enclosed with a rough wooden railing, but has been destroyed by time, and from oversight or culpable neglect has not been replaced, and so their mortal remains have rested in peace, unprotected and undisturbed.

On the publication of the foregoing in the Press, the following correspondence took place.

A writer signing himself "Architect" says:—

"In Garryowen's Reminiscences of Early Melbourne he mentions the dilapidated state of the forgotten graves on Point Ormond. Now as the St. Kilda Council seem to have gone to sleep over the matter, I think it would be well for the public to endeavour to place an iron railing and small monument over the spot. I send you cheque for one pound to start the subscription, and I shall be most happy to prepare plans, &c, and superintend erection of same without charging for my labour."

To this Mr. J. N. Browne, Town Clerk of St. Kilda, thus replies:—"This Council (St. Kilda) applied to the Hon. the Minister of Lands for control of the reserve at Point Ormond, which request was refused by the Minister. The reserve in question is now vested in and under the control of certain gentlemen as a committee of management."

A note by the Editor further explains thus:—"We are informed that the late Councillor Tullett, of St. Kilda, moved in the matter, but died before any definite action could be taken. Councillor Tullett moved that a suitable monument should be erected at the expense of the Council, and inscribed as follows:—"This monument was erected by the Mayor and Councillors of the Borough of St. Kilda, in memory of Armstrong, locksmith; Craig, weaver; James Matter, cook; George Denham, all of Scotch nationality. They arrived in this colony in the barque 'Glen Huntley,' which sailed from Oban, Scotland, 28th October, 1839, and thence to Greenwich, where the above deceased embarked, and having been detained there in quarantine for some weeks, sailed thence 13th December, 1839, and after an extraordinary succession of illnesses on board and accidents (once running on a rock, one collision, and once fouling with another ship) arrived, and anchored at the point then known as Point Ormond, now called Red Bluff, 17th April, 1840."

A friend, to whom I am under much obligation for acts of courtesy, has forwarded a communication containing this extract:—"When I landed here in February, 1842, there was a ship, I think, called the 'Manlius,' in the Bay near Williamstown, with her passengers landed, and in quarantine at Williamstown. Many of the passengers died, and were interred near the old lighthouse. That would be some years before the ship 'General Palmer' arrived." I obtained similar information from another private source; but not finding any corroboration in the newspapers of the period, I did not include it in my narrative.

SOUTH WILLIAMSTOWN.

Settlement was gradually, though sparsely, extended over the hilly, grassy, swampy country, now (1888) one of our wealthiest suburbs, and the danger and inconvenience of a lazaretto so close to Melbourne grew so self-evident that another and more suitable site had to be looked up, and it was determined to cross the Bay and appropriate some locality on the other side. A spot on
the coast about a mile southward of Point Gellibrand (the Williamstown lighthouse) was chosen—a cheerless, rocky, dreary place enough—and here it was decided to provide temporary accommodation when required. But time flew by, and no infected vessel was reported, and so people almost forgot even the existence of a possible disagreeable contingency, when, nine years since the quarantining of the first sick ship, another put in appearance. This was the "General Palmer," with immigrants from London, arriving on the 10th April, 1849, with unwelcome intelligence that fever and whooping-cough had prevailed on board. Tents were hurriedly pitched on the ground, though there arose no subsequent necessity for occupying them. A Medical Board, composed of Dr. Patterson (Immigration Agent), Dr. Beith, R.N., and Dr. Wilmott (Coroner) was appointed to investigate the case, and they reported to the Provincial Superintendent (Latrobe) that during the voyage six cases of fever had occurred amongst adult passengers, but without any fatal consequences. There were eighty-six children on board, several of whom had suffered from scarlet fever and whooping-cough, and eight had died—four from each disease. There was then no contagious sickness prevailing, and it was recommended that after a four days' isolation, should no fresh case occur, both ship and passengers should be released from detention. This course was adopted, and nothing after occurred to question its propriety.

**Spottiswood's Ferry.**

Unsuitability from its unsHELTERED position, and other objections were urged against the second sanatorium, which necessitated another removal, and the third establishment was placed at the other extreme of Williamstown, towards the confluence of the Yarra and Saltwater Rivers, close by what got to be known as "Spottiswood's Ferry," from boats plying there to supply pedestrians with a short cut from Williamstown to the capital. A small roughish encampment was raised, and here on the 7th November, 1849, were impounded the crew and passengers of the "John Thomas Foord," 790 tons, from Plymouth, with immigrants. Cholera had been raging on board during the passage out, and the deaths numbered twenty-four. The ship sailed on the 17th July, and as no fatal event happened since the 1st August, the detention of the quarantined was of short duration.

On the 21st December, 1851, the "Eagle," 1065 tons, from Liverpool, with a large number of passengers, was placed in quarantine, in consequence of fourteen children having died from measles, and one adult from smallpox, during the voyage. Though no disease had appeared for several weeks, the doctor, as was thought, through some grudge towards the captain (Boyce) refused to report the vessel as healthy. A medical inquiry was forthwith instituted and resulted in a removal of the detainer, with only a few hours' inconvenience.

No need to identify the present, only too familiar Quarantine Station at Portsea, beyond mentioning that the Point Nepean region was originally a place chosen for lime-burning operations, and in the lapse of time grew into a depasturing depot for police troopers' horses. It is instructive to note as an instance of the appropriateness with which the Aborigines wedded localities to names, that the Sorrento Peninsula was known in the native dialect as "Boona-tall-ung" signifying a kangaroo hide, which when spread out bears a marked resemblance to the neck of land of which Point Nepean forms the apex or "snout."
CHAPTER XLV.

BLACK AND WHITE.

SYNOPSIS.—William Buckley: His Sentence, Escape, Life in the Bush, Return to Civilization, Pardon by the Governor of Van Diemen’s Land, Colonial Pensions, and Death.—White Women Captured by the Blacks.—The Missing Vessel, “Brittomart.”—Supposed to be Wrecked near Port Albert.—Miss Lord, a Passenger.—Reported to be Captured by Natives.—Miss McPherson and Mrs. Capel also supposed Passengers.—Organization of Rescue Parties.—The Government Expedition.—The Private Expedition.—Another Government Expedition.

THE WILD WHITE MAN.

Amongst the prisoners under sentence of transportation in the Collins Convict Expedition, at Sorrento in 1803, was one William Buckley. He was born at Macclesfield, Cheshire, in 1780, learned the trade of a stonemason, and enlisted in the Grenadier Company of the 4th Regiment, serving in Flanders and Gibraltar. One day he was guilty of the unsoldierly act of assaulting a superior officer, for which a Court-martial deported him beyond the seas, and he arrived at Port Phillip in the “Calcutta,” one of the two transport ships, which conveyed the Collins’ party. Whilst camped on the beach, on the verge of a terra incognita, there flickered a lingering hope, through the minds of many of the prisoners, of their ability, not only to escape, but to reach Sydney overland, having no conception of the numerous obstacles, which rendered the realization of such a wild scheme impossible. Several escapes were effected, but the precarious liberty so obtained was of brief duration, for the runaways were either shot or recaptured in pursuit, or, scared by the hunger and desolation of the wilderness, returned, and were soundly flogged for their temerity.

Buckley with three others had for some time meditated an exit, and by some means contrived to secrete a scanty stock of provisions, and also secured a gun, two or three tin billies and an old kettle. On the night of the 30th of December, 1803, they got away, though not without alarming the guard, who fired after and killed one of them. There is some uncertainty as to the names and precise number of the “bolters,” and the following confused entry referring to the occurrence appears in the diary kept by the Rev. R. Knopwood, the chaplain who had spiritual charge of the convict expedition:—“Saturday, 31st December, 1803. Deserters from the camp—Convicts—Mac. Adenan, George Pye, Pritchard, M. Warner, Wm. Buckley, Charles Shaw, wounded and brought to the camp; Page, taken same time when Shaw was shot, G. Lee, and Wm. Gibson.”

The Buckley gang, consisting of himself, Pye, Pritchard, and Warner, succeeded in clearing out, and soon found the kettle to be such an encumbrance that they dropped it, and it remained in the bush for some forty years, when it was picked up, rotted and rusty, by a party employed clearing some land in the neighbourhood of Elsternwick. Crossing the Yarra at the Studley Park Falls, they went at first a considerable distance to the northward, seeing many signs of, but meeting no natives. Turning westward, they crossed the plains, not knowing where they were, but supposing they were on the route to Sydney. There is much uncertainty as to when and how Buckley and his companions parted, and it was never satisfactorily cleared up; for when, in after years, Buckley was questioned on the subject, he prevaricated in the explanations he gave. Once he declared that one of them had died from the bite of a snake, and he did not know what had become of the others. Again he stated positively that when their provisions were used up, they separated by mutual consent, he going westward and they facing the east. At all events they were never heard of afterwards, having probably perished of hunger, or murdered by the blacks, or shared a more horrible fate, though in the absence of any stronger evidence than surmise, it would be unfair to add to Buckley’s crimes the additional one of murder.
Mr. J. H. Wedge, surveyor to the Batman Association, declared that Pye was so exhausted by fatigue that his companions abandoned him on the banks of the Yarra, and that Warner left Buckley near Indented Head, intending, if possible, to retrace his steps and return to surrender himself at the encampment. But it is difficult to imagine upon what grounds Mr. Wedge felt himself justified in making such a statement. However, when Buckley was left to himself, he was driven to desperate straits to provide food, and took to the coast as the most likely place where he could find sustenance. Crayfish he caught in abundance, and such with wild berries formed his staff of life for some months until he was discovered by the natives. The story of his affiliation with the “black brotherhood” is also differently told. According to one authority he possessed himself of the abandoned “nua-nua” of a tribe, near which was the grave of a native chief. From this a fragment of a spear protruded, and Buckley appropriating it, and meeting some savages a few days after, on recognizing the spear, they fancied that the defunct dead man had resumed existence in the wonderful apparition that stared at them, and, so to speak, they received him with open arms and ever after treated him with marked kindness and consideration. Next it was alleged that he was first seen by three native women, who presented their treasure-trove to the males of the tribe. He bore in his hand portion of a spear, and exhibiting some resemblance to a deceased chief named Murragark, he was hailed and welcomed as a new revised whitewashed edition of the great departed. A third version is supplied by the following memo obtained by Mr. Robert Russell from Mr. Thomas Jackson of St. Kilda, in August, 1878:—

“Buckley was immediately taken to be him, a ‘Jumped up white fellow.’”

Buckley, like a true philosopher, made a virtue of necessity, and soon fell into the ways of the new people. With a facility not to be expected from a person of rather dull comprehension, he rapidly acquired a thorough acquaintance with their language, and gradually became quite satisfied with their mode of life, clothed in an opossum skin, and relishing all their “delicacies,” such as grubs and raw flesh. He lived in every way as one of them. Food was always supplied to him, and he took no part in their quarrels, nor joined against the enemies of his tribe. In fact, he appears to have ate, drunk, and slept for the space of two and thirty years, seemingly contented, if not happy, and stolidly reconciled to his fate.

There is also much diversity of opinion as to the number of Buckley’s Aboriginal wives and children, some averring that he had only one, others two, and others more partners, whilst his offspring are rated at from none to several. According to Mr. John Morgan, of Hobart Town, who wrote a rather fanciful sketch of the “Wild White Man’s Aboriginal Existence,” Buckley’s first “rib” was a buxom widow of twenty, and they dwelt in a sylvan retreat on the banks of the Karrauf (the junction of the Moorabool and Barwon). But his hymeneal happiness did not see out the honeymoon, for one evening, while the recently consented pair were secluded in the domesticity of their loosely constructed abode, the bower of bliss was rushed by half-a-dozen young bloods, who abducted the lady, not very much against her consent, the bereaved Benedict taking his loss very quietly. Her career, however, had a speedy and tragic termination, for she commenced to play some tricks upon her new possessor, which he unceremoniously paid off by sending a spear through her heart. Buckley’s loneliness was quickly cheered by the appearance of a sprightly young woman—a runaway from a neighbouring tribe—and having hastily struck up a match, they shifted their quarters to a cavern at Point Lonsdale, still pointed out to sea-side visitors as “Buckley’s Cave,” which, judging from a five minutes’ sojourn there, I must pronounce to be about the most comfortless hole that ever two human beings burrowed in. If Fawkner is to be believed, Buckley “had several wives among the native women and a number of children;” but “Johnny” never took kindly to Buckley, because the latter had attached himself to the Fawknerian rival—Batman, for whom he entertained a sincere liking, and when intelligence of Batman’s death reached Hobart Town and Buckley heard it “he threw himself on his bed and cried bitterly.” In 1835 Buckley was said to have two “lubras.” As to his
children he declared he had none, but had adopted a boy and girl the children of a brother-in-law, who had been "waddied" out of the world. Some old settlers were certain there were several young Buckleys in existence, and a Mr. A. Sutherland testified to two handsome girls as Buckley's daughters, whilst others spoke of two good-looking sons. Dr. Ross, of Van Diemen's Land, made references to a daughter of Buckley's in Port Phillip. At last the "Rebecca," with Batman's party arrived. The members of it left behind lived in tents on the N.E. side of Indented Head.

At this time a plan was laid by the natives to murder the whites for the sake of their tomahawks, etc., which Buckley attempted to dissuade them from by telling them that if they did so soldiers would come over and kill the whole tribe; but the threat had no effect, and they would have carried their intention into execution, had not Buckley taken steps to defend his countrymen, arming himself with a musket, the deadly effects of which he explained to the blackfellows.

When Buckley first attempted to address the strangers he was unable to articulate a word of English; for—

"So long hath he been traversing the wilds,
And dwelling in the realms of savagery,
That he hath nigh forgot his mother tongue."

He made several spasmodic attempts to speak, but ineffectually, until one of the white men, named John Greene, offered him a piece of a loaf and called it bread. Buckley clutched it with his hand, looked at it, took a bite of it, and the word "bread" burst from his lips. He then displayed his arm, on which the letters "W. B." were tattooed—a memorial of some barrack-life freak, and the uncertainty as to whether he was a black or a white man (for his colour was a dark whitey-brown, covered with hair) vanished. They were some time before they could ascertain his name, and several guesses were made. That "W" stood for William was admitted; but what could the "B" indicate? Was it Brown, Bryan, or Burgess? Some thought it must be "Burgess;" but the unknown, upon whose dimmed intellect the light was breaking, shouted "Buckley!" "William Buckley!" and thus was the monogram elucidated. Several written descriptions of him are to be found. Nicholas Goslyn, one of the primitive colonists, writes:—"That when he (Buckley) was taken from the blacks he was a monster of a man, stood six feet three inches in height, and stout in proportion." According to Fawkner, "He stood six feet five inches in his stockings, was not very bulky, nor overburdened with nous."

By degrees he was able to recollect a few words, but it was more than a week before he could hold anything like a connected conversation, and according to Mr. Wedge "nothing could exceed the joy he evinced at once more feeling himself a free man, received again within the pale of civilized society." Buckley's restoration occurred on the 12th July, 1835, and it is admitted that he was instrumental in promoting a friendly feeling between the two races. It was no easy work to bring the recovered barbarian into something like ship-shape; for his hair was long and matted, his beard hung in profusion, and he was a regular "Wild man of the woods." It is not known whether his face was denuded of its hirsute crop by means of a reaping hook, a shears, or a razor, but possibly through the aid of the three implements it was brought into a trim according with his new position. The first shirt manufactured in the colony was made for him by one of Batman's daughters.

It was not long before a new-born trouble gave him an anxious mind, for he soon became sensible of the dangerous position in which he stood as an escaped convict, liable to arrest at any moment. This anxiety was, however, promptly removed through the intercession of Batman and Wedge with Sir George Arthur, Governor of Van Diemen's Land, who, on the 25th August, 1835, granted him a free pardon. Buckley remained in Port Phillip for a couple of years, rendering himself useful as a mediator between the whites and blacks, and as a guide to persons undertaking excursions into the then unknown interior. Proceeding to Hobart Town, he filled several minor appointments there, where he acted as a constable, was porter at the Female Nursery, and assistant storekeeper to the Immigrants' Home. His varied experiences in coloured married life seemed to have rendered celibacy distasteful, for in 1840 he contracted a matrimonial alliance with a white woman, the widow.
of a recently-deceased immigrant. In 1850 he was made the recipient of two small pensions, i.e., £40 from the Legislature of New South Wales, and £12 from Van Diemen's Land. In January, 1856, he was pitched out of a vehicle and so seriously injured that he died on the 2nd February, age 76.

WHITE WOMEN CAPTURED BY THE BLACKS.

There is not in the whole history of Victoria a more harrowing episode than the capture and detention of three European women by the Gippsland Aborigines; or one, now more utterly forgotten, and of which no lengthy or complete narrative has appeared in any publication, if the disjointed accounts printed in some of the early newspapers be excepted.

In 1839-40 four or five intercolonial trading vessels sailed from Hobson's Bay, and little or nothing was afterwards heard of them, their passengers or cargoes. Some foundered at sea and disappeared; others were wrecked on the iron-bound coast of the continent, and the island reefs in Bass's Straits; and though rumour in its usually exaggerated form, was rife and busy, the painful surmises assumed no tangible shape for several years; and it was not until 1846 that positive intelligence was received in Melbourne as to the existence of one or more white women amongst a tribe of blacks occupying the country near Port Albert. One of the missing vessels was the "Brittomart," believed to have gone ashore in that neighbourhood. A Miss Lord was on board, and she was supposed to have fallen into the hands of some savages, by the chief of whom she was detaineed; and in the early part of the year some mounted troopers, whilst riding at the base of a mountain-range, beheld in the company of a group of natives at a distance the figure of a white person, who was at once pronounced by the public voice to be the unfortunate lady. In May, whilst some blacks were making a raid upon a mob of cattle belonging to Mr. M'Millan, a settler, a few miles from the port, a half-caste child fell into his hands, and Miss Lord was believed to be its putative mother. When the intelligence reached Melbourne, much painful interest was excited. The old story of the lost ship was revived; it was the universal topic of conversation, and any scrap of information tending to throw light on the terrible mystery was eagerly devoured. The probable identity of the captive was canvassed in the newspapers, and it was soon enveloped in perplexity from the several theories started. It was positively declared by some that the female was not Miss Lord (for whose rescue £1,000 had been previously offered by relatives in Sydney), but a lady who sailed from Port Phillip to Sydney in the "Brittomart" in 1839; and the following circumstances connected with her supposed detention were communicated by Mr. Stratton, a resident of Tarraville:—"She was a Miss M'Pherson, once attached to a hotel in Elizabeth Street, kept by a Mr. John M'Donald, and known as the Scottish Chiefs. Leaving Melbourne in 1839 to visit her relatives in Sydney, the vessel by which she travelled was totally wrecked on the Gippsland coast, when she by some chance reached the shore, escaping death only to meet a more terrible fate. She was seized by a native tribe, and becoming the prize of its chief, was carried off and kept in the ranges. She gave birth to four children, three of whom died, and was several times seen by the shepherds, but was never permitted to approach a white man, a very rare visitor in such parts at the time. One day in the mountains a shepherd came across a large tree, on the bark of which was carved the name, 'Ellen M'Pherson,' also the name of the ship and some rude directions by which she hoped to be traced and recovered." The controversy started in Melbourne soon spread to the other colonies, and an apparently well-informed correspondent of the Sydney Herald supplied the following particulars, introducing a third unfortunate upon the stage:—"It was the writer's belief that the white captive was neither Miss Lord nor Miss M'Pherson, and in support of this view he quoted the Port Phillip Gazette, 11th December, 1839, to show that the 'Brittomart,' instead of sailing for Sydney, left Melbourne for Hobart Town with nine male and no female passengers. This vessel he thought went ashore at Preservation Island, in sight of Van Diemen's Land, and if any of the crew or passengers escaped, they were probably murdered by some of the runaway convicts or other outlaws then infesting all the Straits Islands. He was himself in the Straits on the night of the supposed wreck of the 'Brittomart,' some sixty miles distant from the scene of the catastrophe. It was his belief, beyond doubt, that the
THE CHRONICLES OF EARLY MELBOURNE.

An unfortunate woman in question was a Mrs. Capel, a passenger by the brig 'Britannia,' which left Port Philip for Sydney, on 4th November, 1839, in ballast, with Messrs. Bowerman, Snowdon, Browning, M'Lean, and Watt. Mrs. Capel, a native of Ireland, arrived (1837) at Sydney, in an emigrant ship. Towards the end of 1838 she came to Port Phillip, and in a few months married Mr. T. Capel, a brewer. The husband soon after disposed of his business, and accepted an engagement to manage an extensive brewery in Sydney, whither he went, the wife remaining in Melbourne until she should hear from him. Capel soon settled down satisfactorily in his new berth, and, writing for his wife, she departed in the 'Britannia' to rejoin him. The ship went to pieces early on its journey, and portions of the wreck were subsequently found along what is known as Ninety Mile Beach. The Government despatched the revenue-cutter 'Ranger' to search about the place, and found the long boat of the 'Britannia' ashore on the Long Beach, with her sail set, and a black silk neckerchief on a thwart. Several footmarks were perceptible on the sands, which, added to other appearances, led to a supposition that the boat had been beached, its inmates had landed, and from the direction taken by the tracks it was believed that they endeavoured to make overland towards Twofold Bay. It was further supposed that all the males had been either murdered by the natives, or died from hunger on their journey, more probably the former, for several of the blacks were afterwards seen attired in fragments of European clothing. The presence of the woman was first discovered by a stockman in quest of stray cattle, who, falling in with a party of Aborigines some distance back from the Ninety Mile Beach, was astonished by the appearance of a white child amongst them, and in answer to enquiries he was told it belonged to a white woman who was detained by the chief of the tribe. Mrs. Capel was *enceinte* when she left Melbourne, and the apparent age of the child so corresponded with this circumstance, as to justify the conclusion that it was hers."

In a short time there was a strong conviction amongst the Melbournians, that instead of one there were two white women captives, and the public anxiety was so exercised, and a desire to make some effort to rescue the miserable creatures grew so strong, that a requisition was presented to the Mayor (Dr. J. F. Palmer) to convene a public meeting to adopt measures to ascertain how far the rumours were reliable. The Mayor complied, and the meeting was held at the Royal Hotel, in Collins Street, on the 2nd September, 1846, when, though not numerous, the attendance was an influential one. Amongst the speakers were Messrs. John Stephen, D. Baird, J. A. Marsden, Robert Robinson, Wm. Kerr, Wm. Westgarth, Geo. Cavenagh, P. Davis, and Dr. Greeves. The last-named (one of the best-informed men of the time), who had evidently been well posted in all the data in connection with the subject, made a statement from which are taken the following facts:—At an early period of the settlement of Port Phillip, five vessels, viz., the "Australia," "Britannia," "Brittomart," "Sarah," and "Yarra," trading between Melbourne, Sydney, and Van Diemen's Land, were lost, as nothing had been ever heard of them. In most, if not all of them, there were female passengers, and it had been stated by persons of veracity that a white woman had been seen amongst an Aboriginal tribe in Gippsland. There was living on the station of a Gippsland settler, a civilized black boy, who had described this poor creature (also several children she had probably borne to a native chief, by whom she was detained); and even pointed out the spot where, when younger, he had played with the little half-castes. A white female name had been found carved on a tree in a place to which no white man had previously penetrated, and the name was that of a female passenger by one of the missing vessels. This had been found out only after the discovery of the carved name, and the institution of enquiries in Melbourne. She was never permitted to come near any white persons, and whenever observed by any bushmen, it was noticed that the black with whom she was supposed to be, always kept her in advance, as if to intercept any attempted rescue. If anything were to be done, it should be marked by secrecy and despatch; and there were in Melbourne six persons ready as volunteers to risk their lives as a rescue party, but they would not do so for pay. Resolutions were passed condemnatory of the apathy of the Government in the matter, and initiating a subscription to equip an expedition. The Chairman, in his opening remarks, committed one of those mistakes which, as a public man, more than once brought him into trouble. He threw out a suggestion that possibly the white woman had formed ties with the blacks which she might be unwilling to discover—an intimation
which gave much dissatisfaction, and was warmly resented by Mr. J. A. Marsden, who declared that such an announcement would be calculated to retard the movement by alienating the co-operation of persons who would be only glad of any excuse not to contribute towards it. Dr. Palmer was also soundly castigated by some of the newspapers for having the courage of such an opinion, in which, however, he did not stand alone, for Mr. Superintendent Latrobe, one of the most humane men in the province, was of the same way of thinking. A Committee was appointed to raise funds, and to ascertain whether the Government would assist, and to what extent. The Committee lost no time in setting to work, and issued an appeal to the public, especially to the ladies, which was freely responded to, and Mr. M'Pherson, a clerk in the Treasury at Sydney, brother to one of the supposed captives transmitted two remittances of £10 and £30.

On the 19th September a reply was received from the Colonial Secretary to the communication of the Committee, forwarding a copy of the resolutions, and asking for assistance in the way of certain supplies towards the fitting out of an expedition. It set forth, that so far back as the month of May, when the report assumed a distinct character, the Superintendent of the province had taken prompt steps to test its truth, and if found true, to follow up the measures necessary to effect a possible rescue; that there were "pretty certain proofs" of the existence of an unfortunate female in the position described, and that the Government officers had been entrusted with the duty of prosecuting a search, and authorized to incur every expense necessary for such a purpose. His Excellency the Governor considered the proposed movement calculated to defeat the object in view, as the course pursued by the Government officers was the best, having regard to the full attainment of the end and security to the life of the female. He therefore declined giving either assistance to the private expedition, or his sanction to the steps proposed to be taken. It concluded with an expression of surprise that neither the Mayor nor the projectors of the public meeting had thought proper to apply to the Superintendent for the information in possession of the Government. Notwithstanding this "wet blanketing," the Committee persevered, and both raised sufficient money from voluntary contributions and started the expedition, of which a more detailed account will be found further on.

A letter from Mr. M'Millan before referred to is so interesting that I give it in compressed form. The writer expressed his positive belief that there was a white woman with the blacks. In October, 1840, he came to a blacks' abandoned encampment on the Glengarry river, and found there a dead white child about eight months old. On approaching the place he saw several Aboriginal men and women behind a female, pushing her forward, and questioning a native black who accompanied him, was told it was a white woman. This he did not believe; for, if so, he should have followed them. The subsequent finding of the child's corpse convinced him that the blackfellow was right. He wrote on a slip of paper where his station was, and left it at the camp for the supposed white woman. There were also found there a pair of prunella shoes, a child's dress, some light brown or sandy colour human hair, and parts of a brass sextant and quadrant, evidently procured from some wreck. On returning there next day the place had been destroyed by fire. He stated it as the opinion of Dr. Arbuckle, a medical practitioner in that part, that the child found was born of an European parent. Two separate and independent search parties were now in the field, and in order to recount their proceedings in an intelligible and consecutive manner, the latter are produced seriatim, precedence being given to

**The Government Expedition.**

Early in the year 1846 a correspondence passed between Mr. C. J. Tyers (Gippsland Crown Commissioner), Captain Dana (Commandant of Native Mounted Police), and Superintendent Latrobe, which left little doubt that there was a white captive woman with the Aborigines. Two of the troopers declared that once, when patrolling at the foot of some ranges, they saw a party of natives having with them a white woman with red hair. She wore an opossum cloak, which, accidentally or intentionally she dropped, and it was then they noticed her whiteness. An old native man, armed with a spear, caught and forced her into the scrub, in which the Aborigines speedily
disappeared. The troopers afterwards found the cloak, and by their power of scent were able to
say that it had been worn by a white person. The troopers gave as a reason for not attempting
a rescue that he who first saw the woman was rendered almost powerless by surprise, and the second
was fearful of hitting the woman if he fired at the old black. An Aboriginal boy taken from his
tribe, was staying at the station of Mr. M'Millan, and had learned to speak some English. He
stated that a white woman, who had escaped from shipwreck, was living with the tribe adjacent to
the one he had left, and he had often played with her children. This testimony was partially
corroborated by an Aboriginal girl from Gippsland, who was living with the Western Port tribe. All
the correspondence in possession of the Government had been perused by a member of the
Sydney Herald staff, and he inclined to the belief that the captive was the Mrs. Capel before
mentioned. In the Port Phillip Herald of 1st October, 1846, was printed an interesting narrative
of the excursions made by the native police in their searches, of which I append the pith:-In the
latter end of March, Mr. Walsh, the second officer of the native police, with eight Aboriginal troopers,
Sergeant Windridge, and three of the Border Police, accompanied by a black boy of the Gippsland
tribe named Johnny Warrington, started from the police station at Eagle Point to search for the
supposed white captive. Well rationed, and in two boats, they proceeded up the River Nicholson,
and after rowing for four miles discovered nothing. Returning, they started again in the first week
of April, proceeded up Lake King, and after some coasting came upon what they believed to be
blacks in canoes fishing. Crossing the lake and camping, they remained until 3 o'clock next
morning, when with muffled oars they pulled over the lake to within almost three hundred yards of a
black camp. Getting ashore, they proceeded stealthily towards the "ma-mia," and having arrived
within a dozen yards hid in the adjoining scrub. In a few moments the rain descended in torrents,
disturbing the blacks in their "quambying." Awaking in a hurry, they commenced breaking some
boughs to shelter themselves from the inclemency of the weather, and one of them actually
climbed a tree which overhung the party in perdu. From what the native boy overheard of some
Aboriginal chattering, it would appear that they intended to shift their quarters to the sea coast,
some three miles away. Daylight at length dawned, and the searchers crept to within a yard
of the camp, when some alarm was given, and the whole force scampered off through the
scrub, leaving whatever little could be termed baggage behind. They were immediately pursued, a
few women and children captured, but all the males escaped. The pursuers proceeded via
Lake Victoria, through M'Lellan's Straits, for four miles, entering Lake Wellington. After traversing
this neighbourhood, sterile and waterless, and spending two days in fruitless exertions, they returned
to the boats for a renewal of provisions, after which they again set out on their journey, but
were soon compelled to desist in consequence of the lack of water. The black police were an
especial impediment through their improvidence in the consumption of rations; and as soon as
the supplies were out they were eager to return. The whites were inclined to advance, feeling
assured that after a little perseverance success would crown their efforts, but in consequence of the
black troopers demurring, the undesirable alternative was adopted, viz., to return. Mr. Walsh,
Trooper Connolly, and two black fellows resewght the boat, which, after some difficulty, they
brought up the following night, when they joined the land party, who had signalled to them by firing
a tree. Here they passed the night, and at an early hour the following morning started in search.
Two of the native police were despatched to reconnoitre the whereabouts of the blacks. The party
considered it advisable not to proceed further until about three o'clock the next morning, which
is the hour of soundest sleep for the Aboriginals of this country. At the appointed period the
boats were manned and ran down an inlet for two miles coastwise. Here they disembarked and
proceeded a short distance in the scrub when the black boy said—"he plenty smell the fire of the
warrigals" (the camp of the blacks.) After advancing a mile farther the lad's anticipation was
partly realized; the blacks had been there, but were gone, and the embers of their fires were still
smouldering. After daybreak, a native policeman climbing a tree ascertained that the objects of
their search had shifted from that to the other side of the inlet in small bark canoes. Four men
accordingly remained at the former side and the others crossed in the boats, but the instant they
approached the off bank the blacks, who were quite close, on seeing they were strangers, scampered into the bush and disappeared. Three "gins" and some "picanninnies" were taken prisoners, whom "Johnny Warrington" recognized and commenced playing with, and some of them knew him. After they were given some bread the boy asked—"Where quamby the white woman?" and one of the "gins" replied that she had run away with the first party. The Aborigines soon conceived suspicions of the boy, and obstinately refused to answer any further interrogations. The prisoners were then set at liberty, and the party continued a fruitless search for several days; they finally returned to the station without having fallen in with any of the blacks wanted.

Fourteen days after, Sergeant Windridge, five Border Police, two of the black police and the native boy, made another excursion in quest of the white woman. They proceeded in a boat up one of the many "back-waters" in the locality, taking a somewhat similar route to the former. Signs of the Aborigines were, after some time discovered, and when they reached a return water channel, which ran down by the back of Lake Victoria, they "lay to" for the night. Next morning they steered to the lake, and about noon came in sight of a thick scrub. Leaving two men at the opposite side, they rowed towards the scrub, and went ashore. About 2 o'clock, watching an opportunity, they rushed the camp, when the blacks fled with loud yells to some canoes which lined the verge of the lake, but the moment they beheld the boat and the armed men, they doubled back to the scrub. One old man jumped into a canoe, and pulled vigorously with a great effort to cross the lake. Sergeant Windridge, Trooper Connolly, and a bullock-driver in the employment of Commissioner Tyers, started after him in their boat. The old fellow made his way over the lake with wonderful rapidity, but was intercepted by the men stationed at the off side, one of whom presented a gun at him, which the old chap acknowledged by hurling a spear. He was ultimately captured by one of the native police. The prisoner was stowed on board, the whole party re-crossed the lake, and on reaching the shore another of the black police fell in with an aged blackfellow, whom he was in the act of securing, when he felt a piece of flesh literally bitten out of his arm, and quickly dropped his prey, who slipped off through the scrub. A large knife, and about half-a-dozen dried-up black men's hands, were dangling from the savage's neck. The boy stated that he knew him; that he was an old chief, and father to the celebrated black, "Batke," who was the first person to whom the ill-fated object of their search was consigned after her miserable capture. The sergeant next questioned the prisoner in custody, and in reference to the fate of the white woman, he stated that the tribe in whose possession she was had gone to the mountains to make war implements for fighting with another tribe, whose chief had in some manner insulted her. This, it was afterwards discovered, was a canard, and cost the party an ineffective trip to the mountain ranges. Finding it useless to continue any longer, the party returned home, bringing with them their prisoner, and keeping him for two days at the police station, during which time, upon being asked to describe the white woman, he pointed to the sergeant's wife, saying she was much like her.

The party now determined upon a trip to the mountains, anxious to leave no effort untried, and hoping that Fate would smile more propitiously on them by land than she had done before by "lake." Accordingly, after a week's rest, there was a start for the hills, with Johnny Warrington perched upon a charger, prouder than the proudest chief that ever shipped a spear. The sergeant, three white and three black troopers, and the boy, accompanied by a pack-horse, laden with a week's provisions, set out on their third expedition, and, after a two days' journey, were completely embedded in the mountains. They found no native tracks, but the next day they came up with Messrs. Turnbull, M'Millan and M'Clelland, and continued in their company until they reached a new country known as "Dargo," up the Mitchell River. Here the greatest possible natural obstacles were presented to their progress; so much so, that after some time they were compelled to return. They continued in company with the M'Millan party until they reached the station of the latter, forty miles from the police station.

During their career through the mountains, especially whilst encamped at night, they obtained some interesting particulars from the boy relative to the white woman, which embraced the manner in which she fell into the hands of the natives, and some subsequent facts connected with her
cruel lot. The boy described her arrival in the following singular manner, a portion of which is given in his own mixed dialect: “One day, long time ago, there were a great many black fellows on the coast, when big one canoe (ship) yan yan (ran along) saucy water (boisterous sea). Dead boy canoe murrain murang (the men got into a small boat). Caubaun canoe, caubaun blanket (big ship carried big sail). That many white fellows (holding up eight of his fingers) and white gin come up in dead boy canoe (small boat). Plenty black fellow sit down this time along the beach; white fellows began corroboree to black fellows; black fellows catch white gin by the hands, and all white coolies plenty yan yan (ran away); plenty more black fellows yanem from the scrub, and plenty black fellows throw spear after white fellows.” The boy was remarkably silent upon the fate of the unfortunate white men; but the probability is that they were speared. He described the woman as having been dressed like Miss Tyers, as with a bonnet on and a “caubaun pussy cat” (boa) about her neck. He further stated that the black “gins” immediately commenced dragging the white one’s clothes off, and left her stark naked, with the exception of her boots and stockings, and when the latter were worn out they sewed opossum skins about her legs in consequence of her inability to walk barefoot. She was immediately assigned to the chief of a tribe, and was delivered of a child soon after her arrival amongst them. Batke and another chief named Bunjalena fought for her some time after, when the latter was victorious, and she passed from her former tyrant to him, with whom she still continued. She was a tall woman, and had had five children, three of whom were dead. Warrington further recollected having often spoken to the white woman, and played with the children; and one day she was discovered by the blacks reading a large book, which they immediately snapped out of her hands and threw it in the fire, saying that it belonged to the white fellows. She was in the habit of cutting letters on trees with shells, and when noticed the symbols were erased by the blacks with their tomahawks. Being shown an alphabet, and requested to point out the characters he saw marked by her, he invariably fixed upon C. G. and W. Those facts appear rather singular, and some may deem them incredible, but singular as they may seem some of them could be substantiated by coincident circumstances. For instance, a few years before the station of Dr. Jamieson, at Western Port, was robbed by a tribe of Gippsland blacks, and several books and newspapers abstracted, one of the latter being evidently picked up by the celebrated traveller, Count Strezlecki, in his overland journey from Gippsland to Melbourne. Amongst the books purloined was a large edition of the Bible, which was in all probability found by this unfortunate woman in some of the blacks’ encampments, for some leaves of a corresponding size, with the typography almost completely obliterated, were picked up at one of her supposed haunts. Mr. McMillan also testified to the boy’s accuracy in a rather remarkable manner. He stated that some time before the blacks and the white woman happened to be “quambying” in a scrub close by the beach; the boy was there, and saw two boats with some white men therein. The white woman beheld the boats, and was moving slowly towards the water, when a half-suppressed cry escaped her lips, and Bunjalena started up, poised his spear ready to throw it, when she, fearful of her existence, ran towards him and cast herself at his feet.

After the party returned from Mr. McMillan’s station, the men went back to their quarters, where they remained for eight or nine days, during which time Mr. Walsh arrived with his black police. It was therefore resolved to make another effort to recover the white woman, as it appeared that the old man had practised a deception. Accordingly the boats were got under weigh and a supply of provisions put on board. The party proceeded to make a circuit of some of the lakes, thence to the back waters towards the coast, and about the middle of the second night sighted some Aboriginal fires. At day dawn they beheld a number of natives moving rapidly across the main land between the coast and the islands. The party then considered it prudent to “lay to” until the following night, keeping a vigilant look-out upon the movements of the blacks, at the same time guarding against the chances of being discovered. They then ran up the back waters for about four miles, where they landed and encamped. In the morning they saw a number of canoes on an adjoining lake, and having given chase they succeeded in capturing one woman and a child, whom they secured in one of the boats. After some further exertions they overhauled two males, and these they handcuffed. From one of
the blackfellows it was elicited that the white woman had gone with her tribe to fish at a portion of the coast they had passed on the previous day. In the evening Trooper Connolly happened to stay a short distance from the encampment, when he found a black man asleep in the scrub, whom he secured and brought to their quarters. The black boy entered into conversation with him, and learned that he had seen the white woman the day before, in the very place where they were then encamped. On the following morning the party and their prisoners were again on the water, retracing a portion of their course of the former day. On a tree close by they noticed a shell, seeming to have been cut by a man, one of which penetrated Walsh's shirt and grazed his chest. The man whose spear had been attended with such an almost fatal effect was shot in the shoulder, but not killed. After some further skirmishing, in which other blacks were wounded, the former retreated, leaving ten women and as many children "prisoners of war." Amongst these the black boy recognized his sister, and learned that his mother was one of the persons who succeeded in escaping. He also ascertained from her that the white woman was at the time within one half-hour's journey of them; that there was a considerable number of blacks accompanying her, and that those who had just shown battle had been despatched to reconnoitre. The party then resolved to persevere, but the black police positively refused to stir an inch further, as they had no provisions. The chase was therefore reluctantly abandoned, bringing with them the three prisoners, and also the black boy and his sister, both of whom stayed for a time at the black police station, Green Hills. One of the prisoners died in a few days after.

The ill-success of the expedition was supposed to be attributable to two circumstances—the want of some persons invested with supreme control in leading the party—whence originated several bickerings between Mr. Walsh and Sergeant Windridge—and the inadequate manner in which it had been equipped.

**The Private Expedition.**

The Committee lost little time in bringing their preparations to a conclusion; the members of the party were soon selected, equipped and provisioned, as it was estimated for three months. It consisted of five white and ten black men, whilst the leadership was entrusted to Mr. C. J. De Villiers, an ex-mounted police officer, and of reputed experience in bushmanship. The second in command was Mr. James Warman, but why he should have been chosen was a mystery. Though he possessed a certain sea-faring knowledge, and might make a good commissariat subordinate, he was about the last man in Melbourne to be booked on such an undertaking, literally a "forlorn hope," which could only be fulfilled by some extraordinary stroke of good luck, or dashing act of bravery or strategy, little short of the miraculous. The proprietary of the "Shamrock," the favourite steamer plying between Melbourne and Sydney, remitted half the transit fare for the men, who with their whale-boats and other conveniences were dropped near Rabbit Island. On arriving in Gippsland they had a kindly reception from the few settlers scattered about, some of whom even volunteered to accompany them. The first intelligence received from the party was a letter from Mr. Warman (30th October, 1846) addressed from Emu Flats, to the Chairman of the Melbourne Committee. It stated that the searchers had found a supposed relic of white shipwrecked people. It was the butt of a cherry tree on which were carved the initials "H.B." and the rude figure of a ship's cutter. The tree trunk was met with uprooted in some ranges, twelve miles from Tarraville, and was forwarded to Melbourne for inspection by the curious. In addition to Warman's marks, the block showed BRIT cut immediately under a carved figure of something like a sloop, and other letters nearly
defaced and illegible. This led to a supposition that the entire word when readable was either "Britannia" or "Brittomart," the names of two of the five missing vessels. Further intelligence represented the party as having opened communications with some of the native tribes between Lakes Victoria and Reeves, and ascertained from them that the chief Bunjaleena had a white woman at a place called Waitbon, in the mountains; and one Aboriginal even hummed an air which according to him, the white woman was accustomed to sing. They had met with Mr. Walsh and his Government party on the Tambo.

On the 1st January, 1847, De Villiers wrote to the Committee, and two blackfellows were the bearers of his missive to Melbourne. He was at Lake King, and had sent presents to Bunjaleena, and a letter to the white woman, both of whom, he heard, were at the Snowy River. Two old blackfellows had been arrested by the Walsh party, and through the medium of the "boy" interpreter, it was elicited from them that the De Villiers' epistle had reached the white woman, who wept bitterly over it, and was about to write an answer on it, with a pencil sent for the purpose, when Bunjaleena snatched it away, muttering "that she wanted to yabber to whitefellow." An altercation ensued, and ended in Bunjaleena "waddying" her and tying her legs, lest she should attempt an escape. She was described as marked and scarred like the ordinary black lubra.

Further correspondence from De Villiers supplied a few interesting particulars of his enquiries. It was believed that originally there were two white women in the possession of the Gippsland blacks. They were shipwrecked with five white men, and were seen first by the Paul-Paul tribe of Lakers, with whom they remained for some time, until the abduction of one of the women and the spearing of all the five men. The woman carried off was killed soon after, whilst she who remained was consigned to one of the Paul-Pauls, who did not live long, and she passed by some means into the challet of one Batke, the handsomest fellow that could be found, in fact, a dark Adonis. He belonged to the Parbury Kongies, in which tribe Bunjaleena wielded much influence. One day Batke, having business from home, handed over his white slave to the protection of a bevy of old "gins," and in his absence Bunjaleena persuaded the harridans to "slope" and bring the white one with them. Batke was soon in pursuit, and, coming up with the runaways, he and his rival had a set-to at fists, when Bunjaleena, though left-handed, gave him such a good pummelling that he surrendered the prize to the more muscular pugilist and never after troubled himself about her. Bunjaleena was a man about 6ft. 3in. in height, of surpassing strength, a savage and ferocious disposition, and kept in awe the blacks of the surrounding tribes. The white woman whose Aboriginal name was "Waitbon," was tall, and afflicted with deafness, of light hair, approaching to red, or what is generally termed sandy. She stooped, which might be occasioned by the extraordinary hardships to which she had been subjected, and nursed her child totally different from the lubras, and precisely similar to all white women. She was supposed to have borne four children since her captivity. The first two being females, were murdered, as is the custom of the Aborigines, and the others males, one of whom she was at the time sucking. The blacks treated her with some consideration of kindness, and she employed a portion of her time in weaving fancy grass baskets and other net-work, in which the lubras imitated her with no little dexterity.

On the 10th February, 1847, De Villiers arrived in Melbourne with four of the blacks of his party, the rest coming back via Port Albert. He had run short of provisions, and not obtaining, as he expected, some supplies from the Commissioner of Crown Lands, beat a retreat. Such a finale had been for some time foreseen, and it did not therefore cause much surprise. A lengthy concluding despatch of his was published, but it was mostly taken up with reference to altercations with the Government party, and contained nothing of import to this narrative. It, however, testified to various kindnesses on the part of Commissioner Tyers, and the good-tempered efficiency of Trooper-sergeant Windridge. And thus abortively terminated a movement instigated by feelings of humanity, and a sincere desire to render succour under circumstances of the most revolting misery. In consequence of the supposed apathy of the Executive, the public generously came to the rescue, though the obstacles interposed against success were never calmly and thoroughly considered. If the Government had despatched a properly organized party under Windridge, the object sought for might have been attained; but neither Dana nor Walsh, though not deficient in personal bravery and powers of endurance, was the proper person to lead in a work that required coolness, cunning, and bushcraft. Neither was De Villiers the person to...
be charged with the command of the private expedition, though he effected just as much as might reasonably be expected under the anomalous conditions in which he started. The simple fact of his holding no Government authority, not being even sworn in as a special constable, and on a service which could not be carried out without a resort to physical force, certain bloodshed, and possible loss of human life, was in itself sufficient to assure futility as a result that could not be otherwise than inevitable.

Another Government Expedition.

Official correspondence, printed by order of the Legislative Council, supplied some additional particulars. There was a communication from Sergeant Windridge, which revealed the horrible fact of the Gippsland tribes indulging in cannibalism, so far as to devour the bodies of the "gins" or married women when they died, the corpses being either baked or roasted and so served up. In a communication from Superintendent Latrobe to Commissioner Tyers, the former remarked:—

"Presuming the existence of the female in the circumstances stated, the fact that five or six years have elapsed without the white inhabitants of Gippsland having received any hint or token direct or indirect, on her part of her existence, can only, in my opinion, be accounted for by one or two suppositions, either the peculiar circumstances of her case, and the degradation to which she has been subjected for years, and through the strength of the ties that she has apparently formed amongst the natives, she may be herself at present indifferent or averse to reclamation by those of her own race; or that, having shown a disposition to communicate with the whites, she had been watched with such unremitting and jealous attention that such communication has been impossible."

In a letter to the Colonial Secretary of New South Wales, Captain Lonsdale, Sub-Treasurer of Port Phillip, acting for Mr. Latrobe, absent in Van Diemen's Land, thus wrote (13th October, 1846) :—"I have not the slightest doubt of such a person being there, and consider time ought not to be lost in prosecuting the attempt for her recovery. In addition to the information already communicated to you on this subject, I now learn that the female appears to be about 24 or 25 years of age; that her hair is light brown, and now cut short; that when wrecked she seems to have been well dressed, her shoes being described as of thin material; that she had on a boa, and that part of a silk dress, which was found some time after, belonged to her. When first discovered by the blacks, it is stated that a tall young man was sitting by her. It is said that from the period of her being taken she has always been under the immediate protection of the black man Bunja-leena, who is kind to her, and with whom she appears to live contentedly. It is stated she sometimes cries, yet joins in the amusements and pursuits of the people she is with, and that she has good health. She had two children, but it is doubtful whether more than one is now alive." The Government at length felt constrained to make another effort to recover the captive woman, for there was one in reality, no longer permitted of any reasonable doubt. The Commissioner of Crown Lands (Tyers) was consequently instructed to do everything in his power in the matter. The Commissioner of Crown Lands (Tyers) was consequently instructed to do everything in his power in the matter. It was even suggested for his consideration whether the Aborigines amongst whom she was supposed to be, might not be disposed to exchange her for a ransom of blankets, tomahawks, and other articles. Mr. Walsh and the little black tracker, Johnny Warrington, were requested to accompany any police expedition deemed advisable. Commissioner Tyers lost no time in organizing a party, which was joined by half a dozen volunteers, and the old Expedition Committee despatched from Melbourne an assortment of gratuities for the natives, in the forms of tomahawks, sailors' knives, Jews' harps, fishing hooks and lines, with several looking-glasses, each thus labelled on the back:

"White woman—A strong armed party, headed by the Government, is now in search of you, determined to rescue you. Two Warrigals named Boondowal and Karrowtheet, are with the white party. Be careful as far as your own safety is concerned, and do everything to throw yourself into the hands of this party. Inform the person who detains you, as well as his tribe, that he and they will be handsomely rewarded if they will give you up peaceably; but if they persist in detaining you that they will be severely punished. Melbourne, 4th March, 1847."

To recount the excursions of this third expedition would be virtually a repetition of many of the incidents similar to those that have preceded.
One remarkable event occurred, viz., the finding amongst the blacks the figure-head of a small schooner, which had at some period been cast ashore. It was the bust of a female, smaller than life, roughly made, and painted red with white eyes. The red had been so worn off as to assume a darkish brown colour. This simulacrum the blacks used to carry with them, and danced round and worshipped it as a fetish. There was much difficulty in getting it from them.

By the aid of some blacks bought over by largess, Bunjaleena was one day surprised and made prisoner; but he was too wary to have the white woman with him. He acknowledged her existence, declaring that she belonged to his brother, and not to himself. He was detained, and the only privation in addition to confinement to which he was subjected, was the ordinary white man's rations, considered, insufficient fare, for he pretended to be half-starved, and was eternally yelping for more "tucker." He promised that, if released, he would restore the white woman before three moons; but this offer was disregarded.

The Commissioner and his State prisoner at length showed a disposition to come to terms so far that certain propositions were actually committed to paper and "signed, sealed and witnessed." This, so far as I know, is the second instance of the execution of such a formal black and white negotiation (the first being the celebrated Batman purchase treaty), and as it is a document quite unique in its way, a copy is appended——

Memorandum of agreement entered into this day between Charles J. Tyers, Esq., on the part of Her Majesty's Government, and Bunjaleena, Chief of the Gippsland tribes.

I, Bunjaleena, promise to deliver to Charles J. Tyers, the white female residing with the Gippsland blacks, provided a party of whites and Western Port blacks proceed with me to the mountains at as early a day as may be convenient, for the purpose of obtaining her from my brother. I also agree to leave my two wives and two children with the said Charles J. Tyers, as hostages for the fulfilment of my promise. And I, Charles J. Tyers, promise on the part of Her Majesty's Government, to give Bunjaleena one boat, with oars, a tent, four blankets, a guernsey frock, some fishhooks and a fishing line, and a tomahawk for the said Bunjaleena's own use; and six blankets, two tomahawks, three guernsey frocks, and other articles, between three or four men of the said Bunjaleena's tribes, who may be instrumental in the recovery of the said white female, conditioned that the said Bunjaleena fulfil his part of the agreement.

Witness—S. WINDRIDGE, CHAS. J. TYERS. Mark

Witness to the Agreement—S. WINDRIDGE, WILLIAM PETERS, DONALD McLEOD, RICHARD HARTNETT.

Done at Eagle Point, Gippsland, this Seventeenth Day of May, One Thousand Eight Hundred and Forty-seven.

In pursuance of this bargain, a party returned to the mountain ranges, but with no result, for Bunjaleena either could not, or would not, keep the pact to which he had so solemnly affixed the sign of the cross. It was surmised that he had never intended to have acted in good faith, and that he lied, by some means, warned his compatriots to keep the white woman far out of reach. Bunjaleena was next transferred, with certain wives and children given by him as hostages, to the native police station at Narree Warren, where they were committed to the charge of the Commandant. The Chief was not kept a close prisoner, but placed under the strictest surveillance, and some of the black troopers were detached for special and continuous watch duty over him. After being detained in this way for some time they were released. It was now fast advancing to mid-winter, so the expedition was broken up, and there was no occasion to form another, for on the 5th November intelligence reached Melbourne that on the 29th October the dead bodies of a white woman and child were found by Tommy, a native trooper, at a place called Jemmy's Point, on the bank of a Gippsland lake, some four miles from the residence of Commissioner Tyers. The next day a quasi-official enquiry was held by Mr. McMillan, and there was a general agreement that the remains were those of the white woman and one of her children. The corpses were interred on the 1st November, in the presence of the European residents in the neighbourhood. It was a singular want of thought that no sufficient effort was made to endeavour to establish the identity of the adult.

It was subsequently ascertained, by information gathered from the natives, that after Bunjaleena's arrest, his brother seized upon the white woman, when another, and a stronger man took her from him by physical force, and kept her until, as surmised, the brother out of vengeance, watched an opportunity, and murdered both woman and child.

This was the last ever heard of the sorrowful story of the white woman, and of the most pitiable and painful tragedy that ever shadowed the canvas of the colony's history.
CHAPTER XLVI.

THE BRETHREN OF THE MYSTIC TIE.

SYNOPSIS.—Lodge of Australia Felix.—The Australasian Kilwinning Lodge.—The Australia Felix Lodge of Hiram.—The Lodge of Australasia.—United Tradesmen's Lodge.—The First Royal-Arch Chapter.—Presentations of Medals and Jewels.—Giando Lodge of Unity and Prowlne.—The First Provincial Grand Master.—The First Masonic Testimonial.—Presentations in 1853.—The Only Lady Mason.—Oddfellows: Formation of the First Lodge.—The First Medical Officer.—Formation of the Local Millennium Lodge.—Port Phillip Constituted a District.—Opening of the Local Millennium Lodge.—Oddfellows Statistics in 1853.—First Board of Directors.—Duke of York Lodge.—Smoking in Lodge-time Prohibited.—Oddfellows' Statistics 1852-1854.—Panegyric on Dr. Gervis.—Provision: Arrival of Mr. James Hemen.—Formation of First Lodge a Failure.—Its Resuscitation.—Death of Mr. Hemen.—Statistics in 1860-1863.—Orangeism: Its Alleged Origin in Port Phillip.—Formation of a Confederacy.—Reported Statistics in 1872.—Origin of the Local Orange Institution.—The Protestant Hall.—Laying the Foundation Stone.—Opening of the Building.—Completion of New Hall in 1872.

FREEMASONRY

has been defined as a Moral Order, instituted with the praiseworthy design of recalling to remembrance the most sublime truths in the midst of the most innocent and social pleasures founded on Brotherly Love and Charity. Of its great antiquity there can be no doubt, though its origin is clouded in uncertainty, and the theme is of much grandiloquent conjecture. Some Masonic historians gravely affirm that “it had a being ever since symmetry began, and harmony displayed her charms.” They trace it to the building of Solomon’s Temple, and it is averred that Mahommetan Architects, in the Sixth Century, brought it from Africa to Spain, as a specific against Christian fanaticism. The period of its appearance in England is matter of disagreement, some assigning it to the commencement of the Sixth Century, and others placing it earlier. In all I have occasionally read on the subject I have found only one writer venturing to disenchant the time-honoured traditions of Masonry by advancing anything like a plain, matter-of-fact statement as to its inception; and in the light of all that has been written and spoken on the subject, it is both instructive and amusing to read the following prosaic assertion from the pen of Dr. Brewer, no insignificant authority as an antiquarian writer: — “Freemasons: In the Middle Ages a Guild of Masons, specially employed in building churches, called “free,” because exempted by several Papal Bulls from the laws which bore upon common craftsmen, and exempt from the burdens thrown on the working classes.” Such is the definition given in a revised edition of the Dictionary of Reference, and if there be any truth in it, the Papacy in the cycle of time must have had good reason for repenting its favours, for in 1738 Freemasonry was excommunicated by the Pope, and the Roman Catholic Church has since invariably maintained an unswerving position of hostility towards the Order.

If Mr. Brough Smyth can be regarded as an authority, the system is, like the kangaroo, indigenous to Australia, for in his elaborate work on the Aborigines is the following declaration: —

“It is believed that they (the Aborigines) have several signs, known only to themselves, or to those among the whites who have had intercourse with them for lengthened periods, which convey information readily and accurately. Indeed, because of their use of signs, it is the firm belief of many (some uneducated and some educated), that the natives of Australia are acquainted with the secrets of Freemasonry.” If so, their knowledge must be of the most rudimentary kind, and time has failed to elucidate it on any part of the great Australian continent. However vague and apocryphal may be the various speculations indicated, one thing is certain, that the Freemasonry of civilization was early acclimatized in Port Phillip, for so far back as 1839 (four years after the white settlement of the country) steps were being taken to establish the first Lodge in Melbourne.
The Order of Australia Felix was in operation in Sydney, and the necessary Dispensation Warrant was obtained from Mr. George Robert Nichols, the Provincial Grand Master of Australia, and thus the requisite preliminaries were forthwith set in motion. A meeting was held at the Lamb Inn (now Scott's Hotel), on the 6th February, 1840, and a liberal subscription was entered into for the purchase of jewels in Sydney. The date of enrolment is 25th March, 1840, and there were about one hundred members. The place of meeting was moved to the Adelphi Hotel in Little Flinders Street, and the first officially issued carte is thus:

LODGE OF AUSTRALIA FELIX.—No. 474,
W.M., Bro. William Meek; S.W., Bro. Richard Forrest; J.W., Bro. John Pridham Smith; Secretary, Bro. H. L. Worsley; Treasurer, Bro. Thomas Strode. Lodge Room, Adelphi Hotel. The Warrant was dated and signed by the Duke of Sussex, as Grand Master, on the 2nd April, 1841.

Certain paraphernalia were procured from Sydney, and the first Masonic banquet was held on the 24th June, when there was quite a jovial “night of it,” and on leaving, the Brethren deposited their regalia in the Adelphi Storeroom, but the place was broken into during the night of the 25th, by some intoxicated rowdies, who knocked everything about, and saturated the various insignia with spilt grog. The Masons, when they heard of this act of desecration, kicked up a row with the landlord (a Mr. Brettargh), on the score of carelessness, and the insecurity of the place. He afterwards paid £28 as compensation for the damage done.

The place of meeting was again altered to the Exchange Hotel, in Collins Street, where it continued for a considerable time, and the following extended list of office-bearers acted in 1842:—

THE AUSTRALASIAN KILWINNING LODGE.—No. 337
Was formed provisionally on St. Andrew’s Day, 1841, with the following Provisional Officers:—
B. W. M., The Hon. James Erskine Murray; D. M., William Kerr; S. W., Alexander Sim; J. W., James Hunter Ross; Treasurer, Henry Condell; Secretary, John Porter; Clerk, J. M. McLaurin; S. D., Joseph Anderson; J. D., Thomas Buras; Steward, Peter Inglis; Tyler, J. A. Clark.

An application for a Warrant was transmitted to the Grand Lodge of Scotland, per ship “Enmore,” in February, 1842, and an interim Dispensation was obtained from the Grand Provincial Lodge of New Zealand. The Warrant was dated and signed by Earl Fitz-Clarence, as Grand Master, on the 6th February, 1843, but the Lodge was not fully constituted until the 15th May, 1844, when the ceremony of Constitution and the Installation of the then R.W.M., Bro. William Kerr, took place. The investment of the officers was performed by Bro. J. T. Smith, and a very short time after beheld “Brothers” Kerr and Smith, two of the most unfraternial enemies in Port Phillip.

THE AUSTRALIA FELIX LODGE OF HIRAM.—No. 349
Under the Irish Grand Lodge, though its formation was commenced in November, 1841, was not constituted until the 24th June, 1843, when Bro. J. T. Smith was elected Worshipful Master, and ceremonies similar to those above described, in reference to the preceding Lodge, were performed by P.M. Bro. Stephen.

The Warrant, under the sign manual of the Duke of Leinster, as Grand Master, did not issue until the 30th April, 1847.
THE LODGE OF AUSTRALASIA

Was established in the early part of 1844, and held its meetings at the Prince of Wales Hotel, Little Flinders Street East. It was officered by Bro. C. J. Sanford as Worshipful Master; Bro. F. L. Clay, S.W.; and Bro. F. Hinton, as J.W.

Some years after the United Tradesmen’s Lodge, under the Grand Lodge of Scotland, was established at Geelong, through the instrumentality of Mr. George Coppin, who was installed as its first R.W.M.

The first Royal Arch Chapter, styled the Australasian, was constituted on the 7th May, 1844, and was in affiliation with the Australia Felix Lodge. In January, 1845, Mr. Henry Moor (the then Mayor), was elected its principal.

In May, 1842, the Masonic Lodges ordered three gold medals to be presented to Messrs. Henry Fowler, Peter Snodgrass, and Oliver Gourlay, three of the five amateur volunteers who effected the gallant capture of bushrangers on the Plenty, as described on page 351. It was not a nice thing to leave two (not the least meritorious) unrewarded, but a line of demarcation was drawn, so as to include the three named as members of “The Craft.”

In August, 1842, the Masons are reported to have purchased, for 600 guineas, a splendid organ, imported from England by Bro. F. L. Clay; and in August, 1846, a magnificent set of jewels (worth over £100) was subscribed for by the members of the Lodge of Australia Felix, as a mark of esteem for their “worthy and dearly beloved brother,” P.M. John Stephen.

From Mr. H. Bannister, Secretary of the Geelong Lodge of Unity and Prudence, I learn that the fourth Lodge established in the colony was the Geelong Lodge of Unity and Prudence, No. 801, E.C., the Warrant being dated 13th October, 1847, and the building fully erected on the 26th October, 1848, Bro. R. Forrest, who was first S.W. of the Australia Felix, being installed W.M., with William Timms, S.W., Abraham Levy, J.W., Bro. Richard Ocock, P.M., from Melbourne, was the installing officer. The meetings were held in the Royal Hotel. This Lodge is still flourishing, although all the original members have passed away.

The first Masonic Provincial Grand Master in Victoria was Mr. J. H. Ross, of the Scotch Constitution. He was installed in the year 1847.

The second of that Masonic rank was Mr. J. T. Smith, of the Irish Constitution, installed in 1850.

The third was Captain A. Clarke, of the English Constitution, installed in 1857.

It is unpleasant to be impelled by a spirit of impartiality to record that much bad feeling was engendered in the olden time by prominent Freemasons, who, it is to be feared, frequently abused their positions in their respective Lodges to gratify personal animosity generated outside. This was especially the case with Brothers W. Kerr and John Stephen, who, when beyond the jurisdiction of the Tyler were in a chronic condition of hostility to each other. At the Corporation elections, and in the Council, at public meetings, and in the newspapers with which they were connected, they evinced but little of that “Brotherly Love and Charity” upon which the “Moral Order” professes to be founded. Kerr was always not only insinuating against, but openly accusing, Stephen of the grossest immorality, and the manner in which he befouled the name of Bro. Henry Moor in the Argus formed matter not only of comment, but judicial history. Bro. J. T. Smith occasionally jumped into the mire, but the two arch-offenders were Kerr and Stephen, the former the more culpable, as he was usually the aggressor. Matters went so far that Kerr was accused before the Lodge of Australia Felix with having cast certain imputations on the character of Stephen, and, unable to establish them by proof, was (according to newspaper report) subjected to expulsion.

But one thing must be admitted of the early Freemasons, viz., that they did much collectively and individually to help and sustain the early Charities of the colony. The Masonic procession in laying a foundation-stone was one of those bright sunshiny events of the past, to be lovingly recalled by the few who now remember them; and which even when by chance read of, act like a kaleidoscope shaken before the mind’s eye. Such days used to be gala days, and in a small community where spectacular attractions were rare, the variegated glories of the grand turn-out of the Masonic and...
other associated bodies, with flaunting banners and beating drums, were anticipated with pleasurable expectation and thought over kindly for many a day after.

THE FIRST MASONIC TESTIMONIAL.

From Mr. T. B. Alexander, Frankfurt House, Abbotsford, I am in receipt of the following interesting communication:—"I think Captain George Brunswick Smyth was the first to initiate the formation of a Masonic Lodge in Port Phillip, as I have on my side-board a silver salver embossed with the usual Masonic emblems, and bearing the inscription—'Presented to Brother George Brunswick Smyth, from the members of the Lodge of Australia Felix, as a mark of fraternal regard. St. John's Day, 27th December, 1840.' I always take great interest in your CHRONICLES OF EARLY MELBOURNE, and send you the information, although it may be worthless."

Though personally unacquainted with my correspondent, I recognize in him a respected old colonist gazetted in Kerr's 1842 Directory as a settler at Mount Macedon. Captain Smyth was one of the earliest Territorial Magistrates in Port Phillip, one of the founders of the Melbourne Cricket Club, a member of Committee of the first Port Phillip Jockey Club, and during his brief stay in the province a prominent co-operator in every movement, public and private, projected for the benefit of the then infant community.

The following statement of the position of Freemasonry in Victoria was semi-officially made in 1883:—"It is forty-two years since the first Masonic Lodge was opened in Victoria, viz., the Australia Felix, No. 474, meeting in Melbourne, and chartered by H.R.H. the late Duke of Sussex, 2nd April, 1841, under the Grand Lodge of England. The Lodges in Victoria owing allegiance to the Grand Lodge of England now number seventy. The first Lodge under the Scotch Constitution is the Australia Kilwinning, No. 337, Melbourne. The warrant is dated 6th February, 1843, and is signed by the late Earl of Fitz-Clarence. There are ten Scotch Lodges in Victoria. The oldest Irish Lodge is the Hiram, No. 349, Melbourne, its charter bearing date 30th April, 1847, and granted by the late Duke of Leinster. The number of Lodges in Victoria under the Irish Constitution is fifteen. The two sister Constitutions of Scotland and Ireland, therefore, number twenty-five Lodges, as against seventy under the Grand Lodge of England."

On the inauguration of the Victorian Constitution of Freemasons in the same year, the then numerical strength of Masonic membership in the Colony was estimated at 5000, and the probable annual increase at 500.

THE ONLY LADY MASON.

Though not regularly coming within the scope of this notice, there is one curious incident narrated in connection with Freemasonry, and as many persons may be unacquainted with it, a brief reference cannot be considered altogether out of place here. Masonic membership is supposed to be confined exclusively to the male sex. Like most other kindred Societies it is believed to possess a secret impenetrable to all but the initiated. Daughters of Eve are supposed to be incapable of secret-keeping—a fact (if it be true) sufficient in itself to justify their exclusion. There was formerly an Irish Peer known as Lord Doneraile, high up in the mysterious Craft, and Lodge meetings used to be held at his house. His daughter (the Hon. Miss Eliza St. Leger), with the proverbial inquisitiveness of young ladies, after resorting unsuccessfully to every persuasive device of which she was capable, to "worm out" the Masonic secret from her gentlemen familiars, resolved upon a desperate attempt to dodge the sword of the Tyler, clandestinely penetrate the Arcana, and, no matter at what risk, if not to see, certainly to hear and judge for herself. There was an empty clock-case in the meeting-room, and in this Miss St. Leger ensconced herself before the hour of assembling, and patiently bided her time. The Lodge soon after was opened with all due formality, and the solemn rites of the Conclave were proceeded with; but after small progress had been made a titter, a sneeze, or a cough (which, is not known) sounded the alarm that a stranger was concealed somewhere
at hand, and an instantaneous search speedily revealed the interloper. She fared, however, much better than Peeping Tom, of Coventry, for his prying rascality towards the kindhearted Lady Godiva, for, if history be veracious, Miss St. Leger was not immolated on the spot, but compelled to submit to initiation as a member of the Craft. She subsequently married a Mr. Aldworth, but whether he was a Mason, and did not need a knowledge of "the secret" from his wife, I know not; or if she divulged it to him or any of her lady gossips, is a point on which I am equally unadvised.

ODDFELLOWSHIP.

I have frequently asked members of the above Fraternity for a definition of the term, or, in other words, why they were called "Oddfellows," and could never obtain a satisfactory reply. The ordinary individual would simply shrug his shoulders, scratch his head, and say he did not know—perhaps it was because women could not be members; while a knowing one would glibly remark: "Oh, the Institution is as old as Creation. Adam was the first 'Oddfellow,' and we are descended from him." In one sense this was, doubtless, true enough, because, according to the generally-accepted theory, all human kind are the issue of our first parents; but in other respects I can find no sufficient reason to believe that Adam could have been the error from which would spring an association so singularly successful in propagating habits of thrift and benevolence, ramifying throughout the civilized globe, and productive of benefits so multifarious. Though Adam was an "Odd"fellow, it was not for long, and when he was made even by having Eve as an associate, though he never could be said to be under what is modernly known as "Petticoat Government," his spouse soon acquired such an influence over him as to leave it matter of doubt if he possessed the moral courage of withholding from her that Oddfellows' "secret," which is supposed to have often been the cause of serious connubial differences in the married division of the confraternity. Obliged, therefore, to fall back upon myself, I am disposed to regard Oddfellowship as an association of men who combine in some "odd," or out of the common, unique, unusual, or peculiar manner, though for a common purpose of mutual benefit. However this may be, Oddfellowship has become a part and parcel of British civilization, and wherever an English-speaking community is planted, it springs up like religion, racing, or cricket-playing, as one of its primitive institutions. So it was with Australia, and especially in Sydney, where Oddfellowship soon took root and flourished, and it was through a Dispensation from the Australian Grand Lodge there that the Order was transplanted to Port Phillip, where it found a congenial soil, skilful cultivators, and attached adherents. The first meeting on the subject was held in the Port Phillip Gazette office, West Collins Street, on the 25th June, 1840, when P.V. Graham presided. Accordingly there was established, on the 1st October, 1840, at the Adelphi Hotel, in Little Flinders Street, the Australia Felix Lodge of the Independent Order of Oddfellows, having as its primary officers:—Augustus Greeves as N.G.; William Hayes as V.G.; W. J. Sugden as G.M.; Bro. Thomas Strode, Secretary; P.G. Bro. Cooper, Ancient Father; P.G. Bro. Shepperd, S.W.; Bro. J. Massagore, J.W.

These seven persons, with P.G. Hill, may be fairly pronounced the pioneers of the Manchester Unity in Victoria.

The first Initiation Fee was fixed at £5, irrespective of age, with a weekly contribution of one shilling, and the Clearance Money was £2 10s. The Brotherhood attending this meeting subscribed £4 each towards preliminary expenses, of which £1 10s. per head was subsequently refunded.

A Dispensation from the Australian Grand Lodge at Sydney was received, and the Lodge was formally opened at the Steam Packet Hotel, on the 7th December, 1840. This hostelry was in Flinders Street, a few yards west of the corner of William Street, kept by the N.G. (Greeves), and here meetings were held on every alternate Monday evening.
THE CHRONICLES OF EARLY MELBOURNE.

This Lodge, from its commencement, had a prosperous career. No rival appeared for several years, and it was piloted by Dr. Greeves, a man of considerable ability, and an ardent Oddfellow; indeed, a man who, if he had only displayed as much consistency and steadfastness in political life as he did in promoting the cause of Oddfellowship, would have become a most influential public man. The Oddfellows, like the Freemasons, were valuable acquisitions to the old processional ceremonials, and in all charitable movements played a conspicuous part. They were more practical in their charitable exertions than the Masons, and occasionally celebrated their anniversaries, not only with the usual convivialities, but also marching to church, and leaving an equivalent in the shape of a collection for some benevolent object.

The first appointment as Medical Officer to a Lodge was made in July, 1843, when Dr. Greeves was inducted at a remuneration of 20s. per member per annum. This was afterwards reduced to 15s. and 12s. 6d., utterly inadequate payment for anything pretending to be medical skill.

At a Lodge Meeting held on the 16th July, 1845, the first step was taken to establish a new Branch, under the designation of the Loyal Melbourne Lodge, and the application for a Dispensation bore the signatures of James Woodman, David Lyons, Henry Elms, Matthew Cantlon, and William O'Connell.

THE FIRST DISTRICT

Port Phillip having been constituted a District of the Order by Dispensation from Manchester, in April, 1844, the inauguration took place in the Australia Felix Lodge Room, at the Crown Hotel (corner of Queen and Lonsdale Street), on the 15th October, 1845. A convocation of P.G.s was held for the purpose, and a ballot being taken, showed the following election as its results:—

The application for a Dispensation for the Loyal Melbourne Lodge having been granted, it was accordingly opened on the 15th November. Others soon followed, and at the Port Phillip District meeting in June, 1851, the Manchester Unity could count seven Lodges, and 512 members.

A COURT OF APPEAL

From the District decisions was considered a necessity in course of time, and consequently at the District Meeting of 6th December, 1850, a notice of motion was tabled for the formation of a Board of Directors, or Appeal. The Rules for the government of such Court were discussed and adopted on the 4th March, 1851, and on the ensuing 4th June the Supreme body was thus constituted:—
Colonial G.M., P.P.G.M. Greeves; Colonial D.G.M., P.P.G.M. Barber; Colonial C.S., P.G. Ford; Colonial Warden, P.G. Isma, and nine members. The Corresponding Secretary was voted an annual salary of £20.

On the 5th October, 1846, there was a grand celebration of Oddfellows, when No. 1 Lodge of the Manchester Unity marched in full regalia to the Church of St. James. They were played thither by the band of the Australia Felix Temperance Society. Parson Thomson was before them with a true Evangelical welcome, and went through the Church of England Service with marked impressment, winding-up with a rather long-winded sermon on Galatians ii., 6. The collection realized £16 3s. 8½d., in aid of the funds of the St. James' Visiting Society. The evening wound up with a sumptuous spread at host W. Mortimer's Crown Hotel (corner of Queen and Lonsdale Streets), with P.P.G.M. Greeves as Chairman.

In 1846, there was started in Melbourne a branch of the Duke of York Ancient and Independent Order of Oddfellows, and their motto was “Friendship, Love, and Truth,” a triad which, certainly, so far as the two first elements were concerned, was occasionally transgressed as regarded the Manchester Unity, with which a spirited, and sometimes rather over-brisk rivalry was prosecuted. The most devoted and disinterested adherent of the Yorkists was a Mr. William Clark, for many years overseer of the Port Phillip Herald printing office; and subsequently landlord of an hotel,
known as the Waterman's Arms, in Little Collins Street. He was the first N.G., and the success of the Order had grown into almost a passion with him.

Amongst the early convivial privileges recognized amongst the Oddfellows was that of the use of tobacco, and so much did the cloud-blowing grow into vogue, that it found its way into the more solemn and mysterious rites of the periodical meetings. It was an insinuating influence against which the authority of the Tyler was powerless, and to such an extent did the annoyance grow, as to render it necessary in June, 1847, to promulgate an order in No. 2 Lodge of the Manchester Unity, "prohibiting smoking in Lodge time." At the end of the same year, the rate of mortality was so exceedingly favourable amongst Oddfellows as to have it recorded as a significant fact that during seven years of its existence in Melbourne, not a single death occurred in the Manchester Unity.

In 1847 there was quite a sensation caused by the Mayor (Mr. Moor) refusing permission to the members of the Manchester Unity to indulge in their customary anniversary procession through the streets. Consequent on an Orange riot which occurred in July, 1846, the New South Wales Legislature passed an Act for the prevention of Party Processions. In the first draft of the Bill as submitted to the Council, Freemasons and Oddfellows were excepted, but on some objection being offered the exemption clause was struck out, so that it was left a question of doubt whether or not the Act applied to such demonstrations. In all probability it did not, but as the Oddfellows made application for the permission, the Mayor (a Solicitor) adopted the safer course, and refused compliance. The consequence was that his impartiality was impugned, and for a short time he was unseasonably censured. The equanimity of the Manchesterians was in no way restored, when a few days after they were mortified by seeing the Duke of York Lodge commemorating their first anniversary in an open pedestrian display with banners, music, etcetera, the pains and penalties of the Party Processions Act notwithstanding. The Duke of York people evaded the difficulty in this way:—They did not ask the Mayor's permission, and the Mayor did not bother his head about any violation of the law, for easy-going, good-natured man, he did not care a dump what they did so long as he was neither magisterially nor officially brought into it. The result was a cause of great crowing and growling amongst the two Brotherhoods.

The first Oddfellow’s funeral was witnessed in Melbourne on 20th February, 1848. Deceased was Mr. John Shanks, the keeper of a well-known hotel, called the Royal Highlander. One hundred brethren, wearing white aprons trimmed with black crape, accompanied in procession the corpse to its final earthly resting place. His was the first death for seven and a half years in the Manchester Unity.

According to official returns issued by the Registrar of Friendly Societies, Victorian Oddfellowship at the end of 1882 comprised three main Orders, viz, The Manchester Unity: 156 branches, 14,828 members, and a credit in investments and otherwise of £201,224. The Grand United: 52 branches, 3,303 members, and a credit total of £23,263. The Independent: 47 branches, 4,755 members, and a credit of £29,744.

In March, 1884, the following authorized statements were promulgated with respect to the two first Orders mentioned:—

**Manchester Unity.**—Number of members on the books, 15,361, of whom 14,561 are financial, showing an increase on last year of 706 and 636 respectively. Of this number 2746 received 22,209 weeks' sick pay to the amount of £17,410 4s., being an average of one week three days two hours, and £1 3s. 10d. respectively for every member in the Order. The figures for the preceding year were 14,501, of which 13,688 represented financial members. Of this number 2602 were sick for a period of 20,339 weeks, receiving as sick pay £16,145 11s. 6d., being an average of one week two days eleven hours, and £1 3s. 7½d. respectively. Acquired during the year 1443 by Initiation (16 less than last year); by Clearance, 312 (54 more); total 1755. Lost by death, 159; by arrears, 496; by Clearance, 285 (being 94 more than last year). The wives of 92 members died during the year, being same as last. Gross receipts for 1883, £50,184 7s. 9d.; gross expenditure, £55,473 3s. 6d.; balance, £7712 4s. 1d.
THE CHRONICLES OF EARLY MELBOURNE.

Total value of Lodge funds, £209,286 19s. 3d., or an average of £14 18s. 9d., when the gross funds amounted to £198,805 14s. 3d. The funds have increased £10,480 15s. 10d.

The Grand United Order.—On 1st January, 1882, they had 3298 members, with assets value £25,832 4s. 1d., and on 1st January, 1884, there were 3690 members, with assets value £29,970 18s. 5½d., showing an increase of 392 members, and in assets of £4,137 17s. 4½d. The increase in members is—Melbourne district, 355; Gippsland, 6; Bendigo, 41; Ballarat, 46; and a decrease in Castlemaine district of 56. Total increase, 392; viz., financial 341; unfinancial, 43; honorary, decrease of 2. Increase in funds has been—Melbourne district and Lodges, £1813 13s. 1d.; Castlemaine district and Lodges, £151 13s. 1d.; Gippsland district and Lodges, £454 12s. 10d.; Bendigo district and Lodges, £256 13s. 3d.; Ballarat, £989 8s. 6d. During the same period there has been paid for medical attendance and medicine the sum of £7416 6s. 8d. for sick pay £6100 3s. 11d., funeral donations £1434, and for management £2987 15s. 3d., making a total for the four items of £17,948 2s. 10d.

It is a moot question with the veteran Oddfellows of the colony as to the individual who had most to do with the introduction of the Order here, though by all accounts it is a tie between Dr. Greeves, and Mr. Thomas Strode, one of the two founders of the *Port Phillip Gazette*; but if left to my arbitration, I should cast my vote in favour of Greeves, for whatever might have been Strode’s share in planting the sapling from which spread the mighty tree of the Fraternity that now branches through every part of Victoria, it was the tact, talent, position, and special knowledge possessed by Greeves, in the science of Oddfellow Arboriculture, that promoted the rapid and prosperous growth of the Order, and ensured the great results to be now witnessed everywhere. If posthumous justice be accorded where it is justly due, the name of Greeves should not be forgotten so long as the Manchester Unity lives in the land.

**DRUIDISM.**

There is not an atom of old Druidical lore to be gleaned from any of the Melbourne newspapers that I have seen, but the following may be relied on as a few particulars of the first efforts to acclimatise such a now popular and deserving Brotherhood.

A Mr. James Himen, who joined the Order of Druids in England in 1839, arrived in Melbourne ten years after, with a Dispensation from the Grand Lodge of Great Britain to establish a branch in Port Phillip. At first he was not successful, but a second attempt in 1850 partially succeeded. The Lodge "Enterprise" was floated at the *Waterman’s Arms Hotel*, in Little Collins Street West, on the 13th July, of which Himen was appointed Secretary, and though he worked hard he was never able to muster more than forty followers, who were thinned by the gold fever of 1851-2 to thirteen. The attendance at the meetings got to be so irregular that there was nothing for it but a dissolution of partnership and a distribution of the fund accumulated amongst the financial members. In 1861 the Order was revived by P.A. Brother Barnard, who was joined by Brothers Himen, Lucas, Mundis, and Williams. They opened at the *London Tavern* on the 16th April. In 1863 pioneer Himen was Noble Grand Arch of the Lodge, subsequently filled several other offices, and was the recipient of a valuable testimonial. He died at the age of sixty-seven, on the 10th December, 1870.

At the close of 1880 The United Order of Druids numbered 49 branches and 3330 members and on the 31st December, 1883, the following very creditable state of affairs was apparent—

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<tr>
<th>Total</th>
<th>£26,138 19s. 3d.</th>
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<td>Grand Lodge Funds</td>
<td>£9256 19 2</td>
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THE CHRONICLES OF EARLY MELBOURNE.

The number of members now under the jurisdiction of the Victorian Grand Lodges is 8300. The total worth of funds, £31,915 17s. 1d.; the amount paid for sick pay during the year, £5005 12s. 3d.; and the amount paid for doctors' attendance and medicine, £8655; the funeral claims paid for same period amounted to £1750. There are 63 Lodges in Victoria. Contrast this with the following:—At the half-yearly meeting, May, 1867, there were 11 Lodges, numbering 500 members, and the cash balance amounted to £111 19s. 9d.

The Grand United Druids owe much of their very marked success to their able and untiring Secretary, Mr. James J. Brennan, who has undoubtedly done for the Druids in modern times much as Greeves did for the Oddfellows forty years before, and from neither of the Brotherhoods can the name of either be even nominally dissociated.

ORANGEISM.

An Orange Confederacy has existed in the colony from an early date, and I include it as a Secret Society, using private signs, under the heading of the "Mystic Tie" because of its passwords, rather than that it is in any manner analogous to either Freemasonry or Oddfellowship. The Church of Rome has persistently set its face against Freemasonry. Oddfellowship was held in almost equal disfavour, though in some Roman Catholic communities it is tolerated; but modern Orangeism, which was unknown at the era of the Battle of the Boyne, which it affects to celebrate, has, especially out of Ireland, been so intolerably offensive, and so incompatible with the growing liberality of public opinion, as to render this short explanation necessary.

Orangeism in Port Phillip is believed to have originated with the inception of the Melbourne Corporation in 1842, to be used as an instrument in influencing the elections. The first Resident Judge (Willis) was said to have been its primary suggestor, though Mr. J. P. Fawkner publicly wrote that it was initiated by Mr. J. C. King (the first Town Clerk), and by Mr. William Kerr (one of the first Aldermen). King commenced legal proceedings against Fawkner, who, to stave off an action for libel, unconditionally apologised, and so far exonerated King. Others traced it to the Rev. Dr. Lang, who had more than once essayed the rôle of a religious incendiary in Port Phillip; but my impression is that it was imported in the guise of a small rabies from the North of Ireland in the latter part of 1842, by some dozen fanatics who settled down un-quarantined in the then small town. The germs of the contagion so introduced were very weak; the poison was barely preserved by a spark of vitality, and through incessant nursing was kept in a faint flicker until the following year, when the fierce personal antagonism that sprang out of the district general election between Dr. Lang and Mr. Edward Curr blew the flicker into a blaze. An Association was then formed under the grandiloquent designation of "The Grand Loyal Orange Institution of Port Phillip," but soon enlarged into "The Grand Protestant Confederation of Australia Felix." The first meetings were held at what was known as "Yarra House," now the Port Phillip Club Hotel, in Flinders street. It was then for a time in Fawkner's possession, and he lent it to the Brethren as a Liberty Hall; but shortly after, quarrelling in his amusing waywardness with some of the more prominent members, he treated them to a peremptory notice to quit, and they had to clear out, and take up their quarters somewhere else. For a while they put up at the Bird in Hand, an insignificant tavern in Little Flinders street, whence they moved to other hotels until, by a perseverence which deserves credit, they purchased an allotment of land at the corner of Stephen and Little Collins Streets. The Orange Confederation always conducted its proceedings with so much privacy that little of them is to be found reported in the Melbourne journals. Few persons of any recognized social status were ever enrolled amongst its members, though at periods of contested elections, candidates of good position did not disdain to indulge in political flirtation to secure the yellow vote. The affiliated Orange men, however, stuck manfully to their work, and employed a zeal and indelatableness well worthy of imitation.

In November, 1882, the then position of Victorian Orangeism was thus authoritatively stated by a Melbourne journal: "As years rolled on, new Lodges were established in the city and suburbs, and the old building becoming too small for their requirements, rooms had to be hired at the
Temperance Hall and at various other places. Lodges have been also formed in many of the up-country towns, and two or three places, such as Cheltenham, have now Protestant Halls of their own. At present there are 73 Lodges in the colony, and the total number of their effective or paying members is about 4,000, of which nearly 2,000 are in Ballarat alone. It is claimed, however, that there are at least 85,000 Orangemen in the colony who are not attached to the Order. Presiding over all the Lodges is a Grand Lodge, which holds half-yearly meetings at Melbourne, Ballarat, Sandhurst, Castlemaine, and Geelong in rotation, and to this Grand Lodge the minor Lodges pay capitation fees to meet the general expenses. That this notice is saturated with exaggeration to an absurd extent admits of no reasonable doubt.

In connection with this subject I may mention that through a sincere desire to be as correct as possible in data for the compilation of this sketch, I addressed a courteously written application to the Orange Secretary for the facts connected with the early Orangeism, and which he might consider himself justified in supplying; but I was denied the courtesy of even an acknowledgment of the receipt of my letter; a marked exception to the manner in which similar applications for information had been received in other quarters. However, what the Secretary would (or rather perhaps could) not give, has been obtained through a more authentic medium, for one of the staunchest Orangemen in the colony has placed at my disposal a curious MS. tract. It was prepared by a veteran "true blue," a resident at Richmond, and one of the three or four still amongst us who assisted at the birth, and aided in the nursing and bottle-feeding of a bantling whose evil instincts always dominated its professedly good intentions. In a spirit of fair play I append the document in extenso without even taking an exception to a few somewhat inelegant expressions dropped into the dish as a condiment:

"A SHORT ACCOUNT OF THE ORIGIN OF THE LOYAL ORANGE INSTITUTION IN MELBOURNE."

"In the year 1843 an election took place for the return of a Representative to the Sydney Legislature, Melbourne returning one member. Two candidates stood for election, viz.: Mr. Henry Condell, a brewer, and the first Mayor of Melbourne; and Mr. Edward Curr, better known as 'Circular Head' Curr; the former was a Protestant, the latter a Roman Catholic, who was defeated by a large majority.

The defeat so enraged the Catholic party that a mob of them, low ruffians, assailed the Protestant party with sticks and stones, breaking their doors and windows, and endangering the lives of the inmates. Amongst those who suffered the greatest damage were Mr. H. Frencham and Mr. J. Green, both auctioneers. The latter was prepared for the mob, and when his premises were attacked he fired on his assailants, wounding some of them. This repulse had the effect of causing the mob to retreat out of the range of fire. The firing brought quickly into action a troop of mounted black police, under the command of Captain Dana, who charged the mob in gallant style, making them fly in all directions; but he was allowed to carry off the wounded, two of whom were taken to the doctor. The scene of this engagement was in Elizabeth street, opposite the present Telegraph Office. Captain Dana and his black police did good service in restoring order, for he patrolled the town the whole night, dispersing the Catholic mob wherever they assembled. Mr. Green was brought up at the police office for firing, but was honourably acquitted.

Up to this time a kindly feeling had existed between Protestants and Catholics. Open voting at elections then existed, so that each party knew how the other voted, and the conduct of the Papists at this election so aroused the Protestant party to action, that they resolved to band themselves together for mutual protection, and to resist in the future the lawless conduct of the Popish mob. Accordingly a meeting was convened by a few Orangemen from Ireland, to be held at the Pickwick Hotel, Swanston street, kept by a Mr. Paterson. The meeting was well attended, presided over by Mr. Alderman Kerr, and a resolution was carried unanimously that a Loyal Orange Lodge be formed on the same principles as the Lodges of Great Britain and Ireland. A Lodge of about..."
forty members was so constituted, and although most of the men had been members of Orange Lodges in Ireland, only one could produce a certificate, (and that one was Henry Frencham), which bore the name of his father as a Deputy Master.

"The first Worshipful Master was Mr. Adolphus Quin, Mr. William Kerr, Treasurer, and Mr. J. C. King, Town Clerk, Secretary pro tem. New members were continually being added to the roll of loyal men, and the new Institution went on well until a split in the ranks occurred, owing to a difference of opinion respecting the designation of the Lodge. Several members thought the name 'Orange' was not acceptable in a new country, much variety of opinion existed, and the numbers being nearly equal, a split was the result. Accordingly the Grand Protestant Confederation of Australia Felix was formed on the 11th May, 1843, as a Benefit Society, but in every other respect the same as the Orange Lodge. A copy of the Rules is in the possession of the writer, which will be given to the Orange Institution if so desired. The most friendly feeling existed between the two Lodges, and after some considerable time elapsed a re-union took place, which has continued to the present day. Shortly afterwards the Royal Arch Purple Order was established, chiefly by James Hyde and others; the records will give the names of all."

This transcript corroborates, in certain respects, my own version of the infancy of the organization.

In a former chapter on the "Elections to the New South Wales Legislature," the battle of Elizabeth Street was much more impartially described. But I am willing to make allowance for partisanship, as "All looks yellow to the jaundiced eye."

THE PROTESTANT HALL

Was founded on the 5th April, 1847, (Easter Monday) when the laying of its first stone was effected with all the formalities and eclat characterizing the origin of certain public buildings. At 3 p.m. a considerable number of persons assembled to witness the interesting ceremonial, and the occasion was graced by a large proportion of ladies. The proceedings were commenced by depositing in a large cavity cut in the under stone, a capacious bottle, amongst the contents of which was a parchment scroll thus inscribed:

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THE FOUNDATION STONE
OF THE
PROTESTANT HALL AND SCHOOLROOM
ERECTED BY THE ORANGEMEN OF AUSTRALIA FELIX, WITH THE ASSISTANCE AND CO-OPERATION OF THEIR FELLOW PROTESTANTS,
WAS LAID
ON THE 5TH DAY OF APRIL, ANNO DOMINI, 1847, IN THE 9TH YEAR OF THE REIGN OF HER MOST GRACIOUS MAJESTY VICTORIA,
QUEEN OF GREAT BRITAIN AND IRELAND.
BY
WILLIAM KERR,
PROVINCIAL GRAND MASTER OF THE ORANGEMEN OF PORT PHILLIP.
WM. KERR,
S. MATHEWS,
R. LUMSDEN,
LEWIS JOHN MICHEL,
ROBERT MEREDITH, ARCHITECT.
JAS. GIRVAN, SECRETARY.
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The bottle also enclosed several coins of the then and late reigns, and one of the reign of William the Third, copies of the Melbourne Argus of 3rd April, the latest number of the Sydney Sentinel (newspapers), the Protestant Gathering, and the Protestant Warning, metrical effusions of a Mr. W. E. Hammond, a clever versifier, and Attorney's clerk, who was known as the Poet Laureate of Orangeism in Melbourne; also the Rules of the Orange Institute, a Prospectus of the Hall, and impressions of the Seals of the Grand Lodge and the several private Lodges, with other documents of various descriptions connected with the occasion.
The P.G.M., assisted by Messrs. Mathews, Michel, Quin, Lumsden, and W. Hinds, went through the usual formula, and the stone was pronounced to be "well and truly laid." Mr. Meredith, the architect, next exhibited a plan of the future building, and its handsome appearance and goodly proportions elicited rapturous cheering.

The P.G.M. Bro. Kerr addressed the assemblage in a lengthy and interesting oration, and thus concluded:

"Friends and Brethren,—We have this day laid the foundation of a building, within the walls of which it is intended to provide the rising generation with the blessings of a sound and liberal education, which shall afford in all time coming a rallying point for the defenders and supporters of the Protestant Faith, and a stronghold for the maintenance of Civil and Religious Liberty to all classes of Her Majesty's Subjects. May the Grand Architect of the Universe, of His kind Providence, enable us to carry on and finish the work we have now begun, and may He preserve it from decay and ruin to the latest posterity."

A hymn was sung and the Doxology followed, after which the Rev. A. M. Ramsay, a Minister of the Presbyterian Church of the Province unconnected with the State, invoked the blessing of Almighty God on the day's work, and very fervently prayed for the prosperity of an undertaking having for its object the spread of education and the maintenance of pure and undefiled religion. A collection was made in aid of the Building Fund, and £26 1s. contributed. The National Anthem was then chanted, an explosion of "Kentish fire" followed, and the proceedings, which were distinguished by good order and much enthusiasm, wound up with three cheers for the Queen.

On the 24th April, 1848, (also Easter Monday) the building was formally opened with a very successful ball, at which 400 persons attended.

On the 15th August in the same year another very agreeable re-union took place. The principal room, a fine spacious apartment, was tastefully decorated. Three fine chandeliers swung from the ceiling, and a gorgeous star illuminated with lamps, surmounted by a crown and the Royal monogram V.R. The floor was fantastically chalked by a Mr. Lightwood with the arms of the province in the centre, and "Advance Victoria" in a scroll underneath. The attendance was numerous, several of the visitors adopting fancy costumes, amongst the most remarkable of which were those of Dr. O'Toole, the Lass o' Gowrie, Flower girls, Italian peasants, and bandits. There was a sprinkling of Masons and Oddfellows in regalia, and there were the two Misses D., who were pronounced to be the evening belles. A Mr. Easeman conducted the orchestra, dancing commenced at 9.30, the supper was sumptuous, and there was not a single drawback to mar the universal satisfaction imparted.

And so as one year disappeared to be replaced by another, the Hall continued to be the arena of many pleasant festive fore-gatherings and public meetings, as well as a convenient rendezvous for religious celebrations and demonstrations. For more than thirty years the Protestant Hall fulfilled the purpose of its projectors so effectually that in January, 1882, the old building was removed with the intention of substituting a more suitable edifice. The new hall was accordingly proceeded with, and it is a creditable architectural achievement. Its estimated cost was about £6000, and the subjoined description is compressed from a Melbourne newspaper:

"The foundations are of bluestone, and the superstructure is in brick cement. The building is two-storied, and in the Italian style of architecture. The lower windows are arched, and neatly relieved by pilasters with incised basements. The upper windows are headed with square pediments, with trusses and enriched panels, and between them are pilasters in the Corinthian style. Surmounting all are a large modillioned cornice and balustrade, and from the corner springs a tower 70ft. high, with a mansard roof and a platform enclosed in an ornamental iron railing. The interior of the ground floor is divided into a number of rooms appropriated to various purposes. A stone staircase leads up to the hall on the first floor—a capacious apartment 76ft. by 42ft. and 24ft. high. A platform has been erected at one end, and a gallery at the other. The building is expected to be self-supporting, for the rents for the use of the hall and the meeting-rooms will bring in a considerable annual revenue."
CHAPTER XLVII.

LITERARY AND EDUCATIONAL.

SYNOPSIS.—Lieutenant-Governor Collins. —His Printing Press and "Jail Journal."—Early Publications and Publishers.—The Port Phillip Magazine.—The Illustrated Australian Magazine.—Mr. Thomas Hamilton.—The First Debating Society.—The Melbourne Literary Association.—The First Legislative Council.—The First Almanacs and Directories.—Port Phillip College.—The First School.—Early Schools and Regulations.—The Port Phillip Academical Institution.—Private Schools and Schoolmasters.—The Denominational System.—The National System.

WHEN Lieut.-Governor David Collins, the Commandant of the Convict Expedition, arrived at Sorrento in 1803, he brought with him from London a small hand-press, which he fixed under a gum-tree on the beach; and in this "office" were printed and issued from time to time, series of "general and garrison orders" for the enforcement of good government and discipline amongst the few free settlers and convicts, and the small military force. With little or no literary pretensions, this veritable "jail journal" is curious as being our first printed periodical, and as a specimen of what it was I append, verbatim et literatim, the first two manifestoes thus promulgated:—

Sullivan Bay [Port Phillip],
16th Oct., 1803.

GENERAL ORDERS.

Parole—Sullivan.

C. Sign—Woodriff.

"The Commissary is directed to issue, until further orders, the following ration weekly:—To civil, military, and free settlers—beef, 7lbs.; or pork, 4lbs.; biscuit, 7lbs.; flour, 3lbs.; sugar, 6ozs. To women, two-thirds; children above five years, half; and children under five years, quarter of the above ration.

"A copper will be immediately erected for the convenience of cooking, and persons appointed to dress the provisions, which are to be ready every day at 12 o' clock.

"Half a pint of spirits is allowed to the military daily.

GARRISON ORDERS.

"A guard, consisting of 1 sergt., 1 corp., and 12 privates, will mount daily in front of the marine encampment. Officers for the duty this day, 1st Lt. Johnson; to-morrow, 2nd Lt. Lord.

"The centinels at the different posts will be at all times vigilant and careful to preserve peace and good order. After the beating of the tattoo, they are not to allow any (the night watch which will be appointed excepted) to pass without the countersign. All prisoners taken during the night are to be sent to the quarter-guard. The centinels at the landing-place will not suffer any spirituous liquors to be landed at or near their post, without a written permit signed by the Lieut.-Governor, and they are not to prevent any military or civil officer, or free settler, from going into a boat or on board of ships at anchor in the harbour; but other persons, if employed by an officer, are to produce a pass, signed by the officer, which is to be given to the centinel, and by him to be delivered to the sergt. of the guard. The greatest attention to be paid to this order. The morning parade will beat at nine o' clock, the evening at sunset. Tattoo will be beat at nine o' clock. The orderly drum every day at one."

The Collins hand-press executed its last "job" in Port Phillip on the 26th January, 1804. Typography then went to sleep, and slumbered uninterruptedly for four and thirty years, when it was awakened by the publication of Fawkner's printed Melbourne Advertiser on the 9th April, 1838. The
first essay at forming a library was also the handiwork of Fawkner, who, though the reverse of a
literateur, may be fairly regarded as unquestionably our first man of letters, in manuscript and
print, for he was never so much himself as when dabbling in some form or other with newspaper
editing or writing, alike regardless of the proprieties of good temper, good manners, good style, and
good taste. This bibliothecal collection was an appendage to Fawkner’s Hotel, and circulated in
other places than the bar-parlour, for the books were lent out to solvent subscribers at 5s. per quarter.
The exterior distribution must have been even more limited than the then existent circle of readers;
as the library consisted of an Encyclopaedia, two or three volumes of English Reviews, half-a-dozen
works of history and poetry; whilst the “reading room” possessed the additional attractions of the
Sydney and Van Diemen’s Land newspapers, with a stray number of a London journal. The influx
of population by degrees added to the stock of books amongst the community, and in 1839 a
Mr. James Hill announced for sale, on the 22nd January, “An extensive library, comprising English,
French, Latin, Italian, and Greek books.”

The establishment of the Melbourne Mechanics’ Institute in the course of the same year
stimulated a desire for literary enjoyment; and a very superior course of lectures, by which it was
inaugurated, sowed seed which afterwards produced a crop of incalculable benefit to society, though
more of an indirect than a direct nature.

In 1840 a partnership—William Kerr and Joseph Thompson—established a newspaper agency
at the Patriot office; and Mr. Matthew Holmes opened a by no means extensive book shop, both in
West Collins Street. A somewhat amusing literary advertisement appears in the Melbourne journals
in July, 1840, viz., that there is on sale at the Herald office “The last edition (1839) of the
London Encyclopaedia, consisting of twenty-two volumes in boards; also an excellent stomach pump,
of Maw’s (London) manufacture.” Probably it was considered that the one would form a desirable
accompaniment to the other.

A Reading Society, started by private subscription, ran for several years. It was quite a select
affair, and candidates for membership had to undergo the ordeal of the ballot. During 1850 it
circulated 3800 book and 390 magazine numbers. Its supplies were procured chiefly from England.

EARLY PUBLICATIONS.

The first local author to write up the province was George Arden, of the Gazette, and in 1840
there appeared from his pen a very creditable pamphlet upon the capabilities of Port Phillip. The
great fault of Arden was his proneness to plunge into excesses, either eulogistic or depreciatory.
He was master of an accomplished, though inflated style, and would have been a writer of great
and taking power had his mind been better ballasted, and his verbiage denuded of florid excrescences
which were simply encumbrances. His Port-Phillipian brochure is characterized by marked traces
of scholarship, though its merits are overlaid by exaggeration. Arden’s production was a very readable
one, and did much good in its day. Several short treatises on Port Phillip were issued in England
by persons who made flying trips to the Antipodes, just looked about them, returned, and “wrote
a book.” A Mr. George H. Hayden, a sojourner of some time, published in London in 1846
an interesting work under the title of Five Years’ Experience in Australia Felix. In 1848
Mr. William Westgarth gave to the world his Australia Felix; or A Historical and Descriptive
Account of Port Phillip. The author was well qualified by ability and long residence here to handle
such a subject, and it was with no surprise that the Press acknowledged it to be a work of undoubted
merit and fulness of information. M’Combie’s History of Port Phillip is well known, and has been
very generally accepted as a text-book by subsequent writers. It was an unexpected treat coming
from such a man, and displayed a thorough familiarity with the story it tells, though portions of
it are written with too much bias, and the accuracy of the facts narrated is in several instances
more than questionable.

The Rev. Dr. Lang published a work designated Phillipsland, and he was in certain respects
very competent to do so; but much of anything he wrote was spoiled by personal acidity.
The first Manual of Horticulture was issued in 1845 by Daniel Bunce, C.M.H.S., author of Hortus Tasmaniensis, Guide to the Linnaean System of Botany, Manual of Practical Gardening, etc. This work sold at 2s. 6d. per copy, and ran through more than one edition, for it was cheap and useful.

The First Magazine.

In 1843 a pretentious monthly periodical was adventured as The Port Phillip Magazine, at 3s. per number, or 7s. 6d. per quarter. It was under the joint editorship of Mr. G. A. Gilbert, a recently-arrived drawing-master, and Dr. W. B. Wilmot, the Coroner. Gilbert was an accomplished gentlemanly man, who knew a good deal about many matters, and rendered himself much of an acquisition to the Mechanics' Institute, of which he was for years Honorary Secretary. He was a very plausible and pleasant speaker, and at pen and pencil equally an adept. The magazine professed to be a scientific, literary, agricultural and commercial journal of about fifty pages, and No. 1 was illustrated with three rather poorly-executed lithographic sketches, viz.—

(a) Williamstown; (b) Shortland's Bluff (Queenscliff) Lighthouse; and (c) the Landing-place at Sandridge—water, sand, and two hotels. The articles were on Land Drainage, Physical Geography, Agriculture and Immigration. Then followed some Statistics, and a Metrical Story on two Aborigines executed in Melbourne in 1842. For the time the ambitious attempt was as good as could be expected. Generally speaking, its whole style was defective; it found little favour with the public, and it ended in an abortion.

In 1847 an attempt was made to establish the Australasian, a monthly reprint of articles from the English Reviews, at 5s. per number, but its second appearance was its last.

A nearly similar project was revived in 1850 under the same name, at 2s. 6d. per number. The publisher was John Pullar, Melbourne, and there was to be not only a reproduction of selections from the leading periodicals of the United Kingdom, but also original contributions, chiefly on subjects of colonial interest. No. 1 failed to hit the public taste for two very good reasons—viz., because the articles reprinted were rather stale, and the original papers were the reverse of interesting. No. 2 perished in embryo.

The Illustrated Australian Magazine,

Printed by Samuel Goode, Swanston Street, for Thomas, Jabez, and Theophilus Ham, of Collins Street, sole proprietors, was commenced under the motto "Non progredi est regredi," in July, 1850, and the promoters promised "that for one year the work shall be continued at all risks; nor shall any expense be spared, or any expedient untried, in order to render it worthy of a permanent and increasing popularity." The object of the undertaking professed "to further the development of the great natural resources of our Southern clime; to stimulate and direct colonial enterprise; to give efficiency to industry, and increased productiveness to human labour; to foster native talent; and thus to promote both the interest and the happiness of all classes of society;" and it was carried out with a laudable public spirit. The Magazine was a half-crown monthly issue of some eighty medium-sized pages stitched in a wrapper with a picturesque cover. To take No. 1 as a sample, it contained a well compounded prescription of reading, its illustrations numbering five—viz., the Mechanics' Institute, the Alpaca and a North-western Passage Expedition in search of Franklin, with descriptive articles referring to each. There were also a well-written Editorial Address, a Paper on Nineveh, two short Tales of Fiction, a Metrical Enigma, a Monthly Retrospect of Events, and some Statistical Reports supplied by Mr. William Westgarth. It was, on the whole, a favourable specimen, and well deserved public patronage. Subsequent issues showed an improvement, and the pictorial enrichments were more Australian in design. The promise to keep the venture going for twelve months was more than fulfilled, for it was continued to the fifteenth number, when it exploded (October, 1851) through the action of the strange and unlooked-for gases generated in the community by the preliminary rumblings of the gold revolution. "Ham's Magazine," as it was familiarly called, went to pieces the same as many another early enterprise, and in October, 1851, its epitaph was good humouredly chanted in something like the wail of the dying swan—"Not only
THE CHRONICLES OF EARLY MELBOURNE.

have our whole staff of engravers, lithographers, and letter-press printers left us, but they have even taken their wives with them to rock the cradles! Our office is deserted! We doubt much whether we shall be able to procure men to deliver the Magazine to our subscribers. In short, there is no alternative left us but to follow the examples of all trades and professions, linen-drapers, tailors, grocers, cheesemongers, lawyers, clergymen, doctors, and Government officers, and be off to the 'diggins.'

THE FIRST MAP.

In 1841 Mr. J. P. Fawkner, the proprietor of the Port Phillip Patriot, presented his subscribers with a map of the Town of Melbourne, the first of the kind issued. It was neither engraved nor lithographed, but was set up with brass rule and type from a Government tracing, and even by a printer of the present day would be acknowledged a smart piece of workmanship. From information recently received I am disposed to believe that it was the handiwork of Mr. James Harrison, one of the early types, so well known for a series of years in connection with the Geelong Advertiser, and subsequently as a man fertile in ice-preserving experiments.

HAM'S MAP.

On the 23rd February, 1847, Mr. Thomas Ham, an engraver, doing business in a shop in Collins Street, opposite the present Bank of Victoria, issued "A Map of Australia Felix," which favourably compares as an artistic production with some of the best maps of the present day. It was engraved on a copper plate 2 feet 6 inches by 1 foot 9 inches, to the scale of 19 miles to the inch, printed on the best Imperial drawing paper, and neatly coloured. It was sold at 12s. 6d. to subscribers and 16s. to non-subscribers, and was a really valuable acquisition to the public. The copyright was registered in London, and the map was dedicated (by permission) to Sir Charles Fitzroy, the Governor of New South Wales. It was a comprehensive chart, for it embraced the whole extent of country included in what it was believed would form the boundaries of the colony on the separation of Port Phillip. It showed the positions of more than a thousand squatting stations, numerically noted, and explained by a key or catalogue. All the harbours, rivers, lakes, creeks, ranges, and other topographical information were accurately delineated, the whole being carefully compiled and revised from official charts and other authentic documents. There are but very few copies of this valuable map extant.

THE FIRST DEBATING SOCIETY.

A few of the most intelligent and active minds in Melbourne held a conference at the commencement of 1841, and the outcome was the foundation of what was designated "The Melbourne Debating Society," with a Managerial Board consisting of—President: the Hon. James Erskine Murray; Vice-Presidents: Rev. James Forbes, and Surgeon A. F. Greeves; Chairman: Mr. J. G. Foxton; Committee: Messrs. James Boyle, G. A. Gilbert, R. V. Innes, D. W. O'Nial, and J. J. Peers; Treasurers: Messrs. Thomas B. Darling, and E. C. Dunn. This Society attracted to its ranks most of the talent of the town. Weekly meetings were held at the Scots' Schoolroom on the Eastern hill of Collins Street, and considerable debating power was rapidly developed. It was not a mere ordinary school-boy exhibition of vapid declamation and puerile rhodomontade, but an intellectual gathering, where questions of interest to the community were good-humouredly, intelligently, and patiently discussed. The proceedings were reported at length in the newspapers, and were regarded with almost the interest that now attaches to Parliamentary deliverances. There never was an institution in Melbourne that did such good in its time as this old and first "talking shop." Of its original members the only survivors in 1888 are, I believe, Mr. J. G. Foxton, and Mr. J. M. Smith, the well-known Solicitor; and that his tongue is also still alive and stirring is evidenced by the proceedings which frequently enliven the heavy atmosphere of the Benevolent Asylum during the
meetings of the Committee of Management. Mr. Smith is a member of that body, and, judging by his reported utterances, his oratory seems the reverse of old wine, for it was much better flavoured and possessed infinitely more body when exercised in the Primitive Debating Society, than in its present developments.

In April, 1851, a Melbourne Literary Association was formed, and its inauguration meeting held on the 28th, when the President (Mr. W. S. Gibbons), delivered a lengthy and interesting address. It was virtually a Discussion or Debating Society, and the first question ventilated by it was the repeatedly well-threshed theme of Temperance.

The close of the same year witnessed the opening of the first Legislative Council, an articulating machine which, in some form or other, will never more shut up in the colony so long as grass grows and water runs.

ALMANACS.

This medium of a Day and Meteorologic Guide is of early introduction; for the first sheet-almanac was issued by the proprietors of the Port Phillip Gazette on the 1st January, 1839. It was a small, poorly-bordered production, containing little more than a monthly calendar, with a few items of general information. In 1842, a Geelong Almanac was prepared by Mr. James Harrison, and published by Harrison and Scamble, at the Advertiser office, Yarra Street, North Corio, Geelong. Sheet-almanacs were occasionally presented by way of a Christmas Box, or New Year’s Offering, by the Gazette, Patriot, and the Herald newspapers to their subscribers.

The Herald, being superior in “plant” to its contemporaries, produced the more picturesque article. Its Separation sheet-almanac brought out several successive years, was extremely creditable, and exhibited considerable typographical taste. This periodical at length became interwoven with the names of William Clarke and John Ferres (two well-known Herald overseers), who, in their time held first rank in their craft, or “profession,” as some typos, fondly and grandly call it.

DIRECTORIES.

The first effort of this kind was made so far back as the end of 1840, and though bearing little comparison with the corpulent and well-filled publications of the “eighties,” was, considering the times and circumstances, extremely creditable to the industry and enterprise of its projector. It was intituled Kerr's Melbourne Almanac and Port Phillip Directory for 1841—a compendium of useful and accurate information connected with Port Phillip. Its compiler was the well-known old journalist, Mr. William Kerr, and it was published by Kerr and Holmes, at their book and stationary warehouse, Collins Street, Melbourne. It was no light task to undertake such a work at such a day in consequence of (to quote the language of the preface) “the difficulties which have everywhere to be encountered in getting up for the first time a work of this nature,” and the “almost insuperable obstacles which the perpetual changes incident to a new settlement, and the complete absence of any certain means of obtaining information.” The compiler, however, settled down to his work with a will, and the result of his labours was the issue for 12s. 6d. per copy, of 264 pages, royal octavo, bound in cloth-boards. It was printed on good paper, in pica and long primer type, with the matter arranged in convenient form. The table of contents indicated a diversity of topics—Eclipses and Wharfage Rates; Vaccination and the position of the Crocodile Rock; the Gardeners’ Calendar; Abstracts of the Acts of the Legislature most commonly in force; the several codes of Government Regulations in existence; the Public Departments, Companies and Institutions are summarized, and other addenda convenient to persons engaged in business. Twenty-three pages of the Directory contain names, places of business, and private residences. The Melbourne houses were not numbered for years after; and it is a matter of surprise how such a collocation could be obtained from extremely scanty and imperfect materials.

The Almanac Advertiser at the end contains twenty-four pages of trade notices, on different coloured papers, a strong evidence in itself of the rapidly...
increasing trade and commerce of the young community. The issue of this book should remain for all time a momento of the energy and public spirit of the man who devised and accomplished it.

The same publication was continued in 1842, and though exteriorly inferior, being half cloth bound, was a vast improvement in every other respect. It contained three hundred and sixty-six pages, was printed in clearer type of thick-leaded long primer and brevier, royal octavo, and placing it by the side of a Directory of to-day, barring the cover, shows as good composition as could now be turned out of the Melbourne Printing Offices. The compiler thus concludes his preface:—"On the success which is vouchsafed to the present publication, must, of course, depend its continuance in future years; but the compiler fondly trusts that his work will be found of sufficient utility to warrant him in the expectation of having many opportunities in store of renewing his acquaintance annually with the public of Australia Felix." But the hope so indulged in was not to be fulfilled, and more is the pity. The then limited circulation for such a valuable publication was insufficient to sustain it, and for this, and perhaps other reasons which Mr. Kerr could not control, there was no third appearance.

Through an insane newspaper rivalry an attempt was made to cut out of public favour this laudable and public spirited experiment of Mr. Kerr. The three newspapers then in existence were in a chronic state of internecine feud, and the consequence was that anything projected by one office was sure to be vehemently opposed by the others. Mr. Kerr was editor of the Patriot, and his Directory was for that reason alone so much gall and wormwood. It was therefore resolved to try and burst it up, and the manner of doing so was the issue of an opposition publication of a cheaper though much inferior kind. This was accordingly done by rolling out of the Gazelle office a small pamphlet, designated The Immigrants' Almanac for 1842, containing every kind of local information, compiled for the use of the labouring classes by John Stephen, assistant editor of the P. P. Gazette." It comprised 67 pages of judiciously-collected and well-printed matter, was sold for 5s. per copy, and would, under ordinary circumstances, have claimed extensive support. But it was floated for the unworthy purpose of indulging private spleen, and pandering to personal malignity. It therefore deservedly failed, and from no point of view could any cool-headed thinker entertain for it a hope of other result.

In 1847 there was issued The Port Phillip Patriot Almanac and Directory, price sixpence to subscribers to the Patriot, and 18d. to non-subscribers. It was a small-sized, paper-covered book, royal 18mo. of one hundred and ninety pages, brevier and minion, and eighteen of advertisements. It was a marvel for the money; but as contrasted with the Kerr publication of 1842, was in every way a "cheap and nasty" affair.

A kind friend has favoured me with the following memo, in reference to two publications omitted in my notice of the Early Magazine Literature of Port Phillip:—

1. Australian Protestant Remembrancer, edited by the Rev. W. Trollope, M.A.:—First number, 1st January, 1850. It was printed by Mr. John Ferres, Herald Office, and stopped at the end of six months.

2. The Melbourne Presbyterian Magazine, edited by the Rev. A. M. Ramsay:—First number appeared in October, 1850, and it lived just twelve months. Mr. John Ferres, Herald office, was also its printer.

It is almost needless to state that the Mr. Ferres in question is the well known Victorian Government Printer, of whom something more will be heard in a future chapter.*

Copyright Association.

Amongst the early transitory organizations was one to protect the rights of resident authors, publishers and artists. It was initiated at a meeting held in the Shakespeare Hotel, corner of Collins and Market Streets, on the 23rd February, 1847, when there attended:—The Mayor (H. Moir), Messrs. George Arden, J. J. Mouritz, G. A. Gilbern, Charles Laing, Wm. Hull, George Cavenagh, John Pullar, Joseph Pittman, and Thomas Haam. The Mayor was in the chair, and resolutions were

*Mr. Ferres retired from the Government service on the 31st July, 1857.—Eo.
THE CHRONICLES OF EARLY MELBOURNE.

passed; (a) Affirming the necessity for an Act of the Legislature for the protection of Copyright and Patents; (b) The Appointment of a Committee to prepare a Petition on the subject for presentation to the Legislative Council of New South Wales; and (c) That a Society be formed for the purpose of giving a permanent character to the objects and proceedings in view. This project never got beyond its chrysalis state.

A PORT PHILLIP COLLEGE.

Anno Domini 1840 might be well termed the year of projects in Melbourne, social, commercial, intellectual, or even spiritual, for there was a handful of colonists then in Melbourne, so self-sufficient, ambitious, and hopeful that they really believed they had only to wish for anything, even an impossibility, and by some miraculous agency it would be effected. To-day, a bubble of some kind or other would be blown, only to burst the day or week after, and this had hardly evaporated when something more preposterous, and many years in advance of the age, would be floated, only to share a similar fate. The most remarkable instance of this aerial architecture was the proposition to found a proprietary college in Melbourne, so as “To place the means of education in the higher walks of literature within the reach of the youth of the Province,” though its entire population did not number more than 8000 persons. A few wise heads accordingly came together, and out of them was elaborated a Provisional Committee, which set to work, prepared a most comprehensive scheme; and submitted it to a public meeting “of those interested in the subject,” which was held on the 12th August, 1840, in what was known as the Auction Company’s Rooms, at the south-west corner of Collins and William Streets. From the programme presented it would be necessary to make provision in the proposed institution for communicating instruction in the following branches of secular education:—

2. Writing, Arithmetic, Book-keeping, Geography, and History.
3. Mathematics, and the Elementary branches of Natural Philosophy and Natural History.
4. The Ancient Classics and such modern languages as may be thought necessary.

On the subject of Religious Instruction the plan adopted at a Seminary called the Martiniere, in Calcutta, was suggested as a model. There a scheme had been sanctioned by the Protestant and Roman Catholic Bishops, and the senior minister of the Church of Scotland, and was in effect that instruction in the fundamental truths of Christianity be communicated daily and publicly by the head-master to all the pupils, it being left to the pastors of different denominations to teach the youth of their respective flocks all matters which relate to discipline, church government, the sacraments, and other subjects on which differences, more or less important, existed.

The following were the fundamental truths which it was recommended public religious instruction should embrace:—

1. The Being of a God: His Unity and Perfections.
3. The Mystery of the Adorable Trinity.
4. The Deity, Incarnation, Atonement, and Intercession of our Lord and Saviour, Jesus Christ.
5. The Fall and Corruption of Man: His Accountableness and Guilt.
6. Salvation through Grace by the Meritorious Sacrifice and Redemption of Christ.
7. The Personality and Deity of the Holy Spirit; and His operations and Grace in the Sanctification of Man.
8. The indispensable obligation of Repentance towards God, Faith in Christ, and continued prayer for the Grace of the Holy Spirit.
9. The moral duties which every Christian is bound to perform towards God, His neighbour, and himself, as they are summed up in the Ten Commandments, and enlarged upon in other parts of the Holy Scriptures, all based on the doctrines above specified and enforced as their proper fruits.
Funds for the undertaking were to be raised in transferable £50 shares, each holder to be privileged to nominate one pupil for each share held, at one-half the rates to be charged to non-proprietors. The property of the Institution was to be vested in five Trustees elected by the proprietors or shareholders. The management was to be entrusted to a President, two Vice-Presidents, and ten Directors, all elected annually by the proprietors, and empowered (subject to the review and control of the general body of shareholders) to nominate Masters and all other Officers necessary for conducting the ordinary business of the establishment. Donors of £200 or more were to be Honorary Life Directors, and strong hopes were entertained that the Government would grant a site for the building.

The Report was adopted, and the Provisional Committee were authorized to retain office until £2000 had been raised. This pro tern, body consisted of Messrs. W. H. Yaldwyn, James Simpson, J. D. L. Campbell, G. B. Smyth, E. J. Brewster, Sylvester, J. Brown, George Porter, and Arthur Kemmis, supplemented by the pastors of the various denominations of Christians. An application was forwarded to head-quarters soliciting the so-much-desired land gift, and Governor Sir George Gipps commissioned Superintendent Latrobe to select a suitable locale. There was so much unoccupied area around the small township that the choosing entailed but little trouble, and a reserve of five acres (off the South-East corner of the Carlton Gardens, then an open stretch of bush country) was selected. His Excellency’s answer was expected by every overland mail, but the arrangement was unceremoniously broken in upon by the Rev. P. B. Geoghegan, the Roman Catholic Pastor, who offered an emphatic opposition to the preferential endowment of any particular Religious Denomination. The movement, though ostensibly for the benefit of all the Christian Sects, was in reality an Episcopalian overture, and others beside the Roman Catholics regarded it as the first step towards the establishment of a Church of England ascendancy. The grant was never completed, the Collegiate prospectus fluttered for a season before the public eye, and the proprietary vanished.

THE FIRST SCHOOL.

It is a singular fact that what might be termed the first “Seminary” of the colony was an institution for the instruction of Aboriginal children. It was established by order of Governor Sir Richard Bourke, in 1836, on a portion of the reserve now known as the Botanic Gardens. Its first teacher was Mr. George Langhorne, an Episcopalian Missionary, who, for a time, had Mr. John Thomas Smith (subsequently the well-known Melbourne Mayor) as an assistant. The number of little black pupils in attendance during the first year varied from 5 to 28; in 1837, 28 to 17; in 1838, 17 to 3; and in 1839 (when it was discontinued), 3 to 2. In 1841, a second school was formed at an Aboriginal Station, at Narre-Narre-Warren, near Dandenong, the scholars ranging for the first year from 11 to 23; in 1842, 23 to 15; and in 1843, 15 to nil, which caused its break up. The third school of the kind was founded in December, 1845, principally through the instrumentality of the Rev. John Ham, at the junction of Merri Creek and Yarra. It began with 1 attendant, and during a portion of 1846 had 32, which number dwindled to 7 during the following year; and in 1850 there remained only 2 children, deserted by their mother, but subsequently cared for by the Government, and in 1853 they were under training at the Moonee Ponds National School.

THE PRIMITIVE SECTARIAN SCHOOLS.

One of the first acts of the religious community after its formation, and when temporary provision had been made for Divine worship, was the initiation of a school, no matter how small; for next to the care of their souls sprang up an anxiety for the education of a rising generation, more or less on the increase. To maintain religious and scholastic establishments in the early times solely by private benefactions was out of the question, and the Government, with philanthropic liberality, provided a pecuniary endowment in a small way. Grants of land were accordingly given as sites for churches,
THE CHRONICLES OF EARLY MELBOURNE.

parsonages, and schoolhouses, and also assistance in funds, proportionate to the amounts raised by individual contributions for such purposes. Some particulars upon this point are stated in the chapter devoted to the religious establishments, and appended is a précis of

THE EARLY SCHOOL REGULATIONS.

Prior to 1841, a meagre and imperfect code existed, but on the 24th September a revised edition was issued from the Colonial Secretary's Office, Sydney, to take effect from and after 1st January, 1842.

With respect to new schools, or those established since 1836, in towns or places with a population of 2000 or upwards, the Government grant to any school was not to exceed one penny for each day's actual attendance of every child, none to be reckoned whose parents or friends were in a station of life such as to render it unnecessary to extend to them the assistance of Government. In localities where the population was under 2000, the State aid to a school may be £.25 per diem per child, or further extended to £.50 per diem should there be no other school of any denomination receiving Government aid within five miles. In no case would Government aid exceed the sum to be raised for the support of the school from private sources, nor ever be more than £.25 per quarter, unless the number of children attending the school, or the poverty of their parents was such to make a special exception in their favour necessary. It was further declared that the sums granted by the Legislature could never be exceeded, nor the savings (if any) on one year be carried over to aid the expenditure of the next. The same rule applied to the cost of repairs to school buildings. The Government likewise expressed its intention of discontinuing, as soon as possible, the payment of fixed salaries to masters and mistresses; and consequently no salaries would be guaranteed to any such appointed after 1st January, 1842; neither would rent be paid by Government for any buildings hired as school-houses after the same date, unless previously used as such, it being considered that the providing of suitable teachers and buildings should rest with Trustees, or Committee of Management, rather than with the Government. It was further proposed as soon as possible to discontinue the extremely objectionable practice of paying one halfpenny per diem for children whose parents or friends pay nothing. "The purpose sought to be effected was gradually to bring all schools which receive aid from the Government, under one system, so far at least as the receipt of that aid is concerned."

All schools were required to furnish quarterly returns to the Auditors-General in Sydney. In addition to other information they were to include an alphabetical list of the children, with their ages, as well as the names, places of abode, and trade or calling of the parents or nearest friends. Those lists would then be transferred, in Sydney to an Inspector of Schools and in country places, to the police magistrates; and should there be none such, then to the Clerk of the Bench, or some other person authorized to act as an Inspector of Schools within his district.

The duties of School Inspectors were to acquire an acquaintance with the condition of life of all the parents, or friends of school-attending children, marking on the list supplied to him, his opinion whether or not such persons require the assistance of the Government in the education of the children. They were to visit the schools at uncertain times, never less than twice a month, when the children were to be mustered, and the numbers present compared with those entered on the daily attendance registers to be kept by the teachers. With the tuition, the Inspectors were to have no concern; nor could they exercise any control over the teachers, the object of their appointment being to watch over the financial and not the educational business of the schools. Nevertheless, it would be their duty to report to the Government "any irregularity or misconduct which may fall under their observation; and generally on the way in which each school may appear to them to be managed."

The primary schools were, as a rule, imperfect to a degree, from the impossibility of obtaining the services of teachers, even moderately competent; but a large allowance must be made for existent difficulties insuperable in their way, and only to be removed by the great magician—Time.
Decidedly the best (and the earliest) of the old schools, was one founded in connection with the Scots' Church, and the first schoolhouse erected was a historical brick building, close to the first Kirk, in 1839. The Wesleyans were early and assiduous in the same way, and so were the Episcopalians, the Roman Catholics, and the Independents. The first Scots' School teachers were Robert Campbell and John McLure. The first Roman Catholic ditto, Peter Bedeira, and the following advertisement in the Port Phillip Gazette, dated 27th April, 1839, probably indicates the first regular Church of England preceptor. "Mr. W. M. Abbot purposes opening a school for children for both sexes, in the Episcopalian Church, on the 29th. Hours of attendance, from 9 to 12, and 2 to 4; terms ranging from 20s. to 10s. per quarter, to be paid in advance."

In 1840, a Mr. James Clarke was a teacher at St. James', and Mr. John Lynch at St. Francis'. The Port Phillip Expenditure for 1841, as voted by the Legislature of New South Wales, includes an item of £750 "In aid of the establishment, and in support of schools, on condition of sums to an equal amount being raised by private contributions." The condition of the State-aided schools of the Province on the 1st January, 1842, is thus indicated in Kerr's Port Phillip Directory for that year—

**SCHOOL ESTABLISHMENT.**

Inspector of Schools—Frederick Berkley St. John, Esq., P.M.

**SCOTS' SCHOOL.**

Masters—Messrs. Robert Campbell and John McLure. Teacher of Sacred Music—Mr. William Tydeman.

The Scots' School is conducted mainly on the Glasgow training system, under the direction of five Managers, appointed annually in January, as follow:—(1). The Minister of the Scots' Church for the time being. (2). Two elected by the Trustees of the church property. (3). Two elected by such persons as may have contributed either one pound to the erection of the schoolhouse, or two pounds during the preceding twelve months, to the support of the school or schoolmaster.

The following are the Managers:—Rev. James Forbes, ex officio; Rev. James Clow, and George Sinclair Brodie, Esq., elected by the Trustees; James Oliphant Denny, Esq., and David Elliot Wilkie, Esq., elected by the contributors.

**CONGREGATIONAL SCHOOL.**

Master—Mr. James Smith. Managers—The Minister and Trustees of the Independent Chapel.

The Congregational School is conducted as far as practicable, upon the system of the British and Foreign School, Borough Road, London.

**ST. JAMES' SCHOOL.**

Master—Mr. William Anthony Brown.

**ROMAN CATHOLIC SCHOOL.**

Schoolmaster—Mr. John Lynch. Schoolmistress—Mrs. Mary Lynch.

N.B.—Besides the above, there are several very excellent educational establishments in Melbourne, but these are the only ones attached to any particular religious denominations, or receiving State support.

On 30th September, 1843, Educational Returns were furnished to the Police Magistrate showing the results from the schools established in the County of Bourke, to be:—
THE CHRONICLES OF EARLY MELBOURNE.

Episcopal: Teachers, 16; pupils, 210. Presbyterian: Teachers, 2; pupils, 88.
Roman Catholic: Teachers, 5; pupils, 151. Independent: Teachers, 2; pupils, 83.
Wesleyan: Teachers, 2; pupils, 34.

There were likewise three establishments at which 161 Protestant and Roman Catholic children indiscriminately, were instructed—giving a total of 727 attendants from three to twelve years old.

The First Infant School

Was opened in 1844, in a house in Bourke Street, eastward of the present Bull and Mouth Hotel; but the room soon becoming inadequate, a small building was erected in the rear of Mr. Rule's timber yard, further up the street, off the north-east junction of Bourke and Swanston Streets. It was 60 ft. by 22 ft., with a play-ground attached, and hither the "infants" were transferred. It was continued for some time, and its maintenance supplied by subscriptions, and the profits of tea-meetings.

The Port Phillip Academical Institution

Was ushered into existence in 1844, sponsored by an imposing list of Patrons, Managers, and Masters. Its programme promised a "Classical, Scientific, Literary, and Mercantile Education;" and the head mastership was conferred on Mr. (afterwards the Rev.) William Brickwood. The school was conducted in the Napier Rooms (hereafter indicated); and its inauguration was effected on the 4th August at a public gathering held in the Mechanics' Institute. Brickwood was an accomplished, painstaking teacher. The Academy progressed, and the "Court of Proprietors" held occasional conventions to raise money for the erection of a suitable building; but the ways and means were never realized. The Academy was next removed to a spacious villa, belonging to Dr. Wilmot, the first coroner, in the portion of Little Flinders Street, recently occupied by the warehouses of M'Arthur and Co. Brickwood subsequently retired and withdrew to Brighton.

In 1846, the Academy entered upon its third year, and was captained by a Mr. Hay, who issued a wide promissory note in the form of a printed announcement, in which he wished it to be understood by parents and guardians, "that boarders in addition to their studies in the public school, will have private lessons and religious instructions at home, and that they will be conveyed to and from the public class-room in town, in a vehicle for that purpose." His terms were forty guineas per annum (inclusive of the Academical fee of ten guineas paid in advance). It did not turn out the prolific plot of meadow land anticipated by Hay, and the scheme was dissolved on the 1st August.

Private Scholastic Establishments.

Self-supporting schools date their introduction from the latter portion of 1838, and the first notification of the kind I have seen is an advertisement in the Port Phillip Gazette, intimating "That the vacation would terminate at Mrs. Cooke's school on 1st January, 1839. Cards of terms at her residence, Kooalang Cottage, Flinders Street."

At that chronological crisis, when the years 1838 and 1839 are supposed to have come in contact, just to touch hands and part for ever, a private school was kept in Little Flinders Street by a worthy known as William Penny. He occupied a one-roomed wattle-and-daub hut, close to the Shamrock Inn, situated directly rearward of the present Union Bank. He was a Londoner by birth, and when in the Mother-country, being given to rudimentary chemical experiments, he so far improved himself, as to succeed in the manufacturing of divers halfpence, pennies, and sixpennies, which, for a short time, turned out a profitable speculation, but his little game was soon spoiled, and he got himself speedily bundled out of England to Van Diemen's Land. Through some mishap over the water, he lost an optic, and he appeared in Melbourne a monocular, bustling little fellow, fairly educated, not a bad teacher for the times, but rather given to the worship of Bacchus, and libations of throat-scorching rum. In school hours he was careful of the few urchins committed to his tutoring; but
out of school he was in a constant state of liquidation at the nearest grog-shop. Corporal punishment he abhorred—possibly through dearly-acquired experience. He was never known to cane a young delinquent, and his softness was appreciated accordingly. There was a publican in town named Halfpenny, frequently patronised by Penny, and it was a jocular saying of the latter, that, so long as the two abideth therein, Melbourne could not run out of coppers, for she would always possess, at least, a "Penny and a half-penny." This flash of humour be considered to be a most brilliant effort of genius, and it was never for an hour off his tongue. The old boy did not live long, for 1840 saw him peacefully stowed away in the then thinly-tenanted cemetery.

In everything except tippling, the antithesis of Penny was a birch-winder named Jack MackCormack, who cultivated young ideas in a cabin in Little Bourke Street, rear of the reserve intended for a Post-office. By no means so good a teacher as Penny, this fellow, if sparing the rod means hating the child, was the most affectionate temporary protector that could be found, for he punished more than he taught, and his "leathering" was so kept up, that he got to be commonly hailed as "Whack," in lieu of "Mack" Cormack. He was a big, burly, uncouth Irishman, much given to "tall talk" and "long drinks." He was a Wexfordian, and when in his cups would treat his hearers to highly-spiced, but slightly inaccurate versions of the great '98 rebel battle of Vinegar Hill, where he in his hobbledehoyhood fought in a detachment of the peasantry under the command of his father. Some years after, criminal complications at the Dublin Police Court introduced the ex-warrior to a judge and jury, and a verdict of his countrymen doomed him to the colony of New South Wales for the residue of his natural life. He found his way in the course of time to Port Phillip. A fair English scholar, barring his severity, he was above the average of common teachers in grounding urchins in grammar, arithmetic, and what he himself styled "jaw-my-three" (geometry.) The great drawback in his existence was being deprived of the bog-distilled Irish potheen, which he declared to be nectar, the supposed beverage of the Olympian deities, and as there was no whisky then on tap in Melbourne he went in for absorbing a pint of two-ales at a time, because in his opinion, in a climate like this there was nothing either in eating or drinking to "bate" a big mouthful. "Whack" or Mack went on with his post meridianal swiping, until one night the "long-drinks" got too strong for him, and whilst returning from a late carousal he tumbled into a gully at the intersection of Lonsdale and Elizabeth Streets; was found there next morning smothered, to the intense delight of the very limited circle of unwashed clientele whose parents patronised him.

In Little Collins Street there ruled in more senses than one, a gaunt, bony-visaged Caledonian, William Nicholson, but familiarly termed "Bumble," through a tubercular affection which distended one of his feet into the semblance of a battered football, impeding his locomotion rather considerably. He often gave his juvenile disciples an unasked-for half-holiday, whilst himself adjourned to a favourite tipplery, from which he would emerge extensively dazed in the evening, and his zig-zag progress through the streets would be greeted by a cordon of boys dancing around him like so many excited "bumble" bees. Apart from his frequent jollifications, and a fixed surliness of phiz, Nicholson was a well-meaning and well-regarded man, and a moderately fair instructor in the three R's. Michael Cummins also adopted the scholastic avocation in Little Collins Street. Born in a nook of the Kerry Mountains in South Ireland, and partially educated for the Roman Catholic priesthood, he was much more at home in the ancient classics than in modern English, better versed in the heathen mythology of Homer and Virgil, than the realities of Euclid and Voster, more expert in dactyls and spondees than mounting the preliminary geometric problem, vulgarly though inelegantly designated the *pons asinorum.* He was a young man of mild and unassuming manners, gentlemanly deportment, and correct habits of life, was much of a devotee and exceptionally regular in attending to his religious duties, when he invariably used the Celtic and not the Anglo-Saxon tongue, and, unusual in an educated person, prayed with beads instead of a prayer-book. He would, in all probability, have done well in after life, but consumption consigned him to a premature grave.

In 1840, Mr. Thomas Stevenson published his opening of a day and evening school, and others followed. Amongst them was Mr. T. H. Brain, of St. John's College, Cambridge, and head-master of the Proprietary School, New Town, Van Diemen's Land. The terms were six guineas per quarter.
payable in advance. His wife backed him up by tendering her services "to the ladies of Melbourne," by intimating her readiness to receive into her family "eight young ladies as boarders, whose improvements in all the branches of useful and ornamental education will form their anxious care. Her private residence will be situated within an easy distance of the town. Terms, including instruction in French, music, drawing, &c., eighty guineas per annum, payable quarterly in advance."

The result of this joint speculation of the Brains does not appear to have corresponded with their expectations. Braim floated his notion in a small brick building erected as the first Wesleyan Chapel, at the north-west corner of Swanston and Little Flinders Streets; but the boys requisite to make it remunerative did not respond, and the Brains soon disappeared, T. H. having accepted the head-mastership of Sydney College. Sydney College must have reciprocated in some measure, for at the same time its late classical master, Mr. David Boyd, started a school in Lonsdale Street West, where "the system of education comprised all the necessary and ornamental branches of a polite education."

The Thomas Stevenson previously referred to did so well that he was emboldened to take his wife into partnership, and go in for a Ladies' Boarding School. Mr. W. H. Yaldwyn, a merchant, occupied a commodious brick cottage in Eastern Russell Street, which was vacated on his departure for Europe. The Stevensons became tenants, and here Mrs. S. catered for the corporal and intellectual necessities of the few fair young blossoms entrusted to her care. As a guarantee of the matron's qualifications was cited "her long experience in teaching, having been more than seven years assistant in Mrs. Nicholls's school, at Chester." The Stevensons continued in business for several years, and "Tom" ultimately was transformed into an account collector, a position in which he acquired an eminence.

Towards the end of 1839, a Mr. John Macgregor, a surveyor, emigrated with his family to Port Phillip, with the intention of following his profession. Circumstances interposed to thwart this intention, and "Mac" early in the following year betook himself to school-keeping in premises in West Bourke Street, in the vicinity of the spot which in after time obtained a colonial celebrity as Kirk's Bazaar. He soon shifted his quarters to Little Collins Street, eastward of the present Police Court, and was joined in partnership by the Campbell already noted as connected with the Scots' School, from which he retired. The firm of Campbell and Macgregor turned out several good boys, some of whom made a mark in after colonial life. The most noticeable of this group was "Young John," son of the old Macgregor, for a length of time a Melbourne solicitor, who in the course of a brief but energetic political career, sat as a member of the Legislative Assembly, held office as a Minister of the Crown, and died in March, 1884. "Old John," called to his fathers years agone, but Robert Campbell, as the colony prospered, and Melbourne suburbs were fashionably populated, flew away to the clear air and bracing breezes of St. Kilda, where he conducted with much ability a high-class school. I have frequently heard him kindly spoken of by quondam pupils, who testify to the conscientious earnestness and unquestionable efficiency which stamped his preceptorial career.

In April, 1840, Mrs. Baylie, whose husband kept a medical establishment in Collins Street, announced herself as ready to "devote attention to the education of a select number of young ladies, in French, English, reading, writing, arithmetic, geography, and history. Terms: £3 3s. per quarter, with French as an extra £1 10s. 6d." Mrs. Dixon opened a few yards off at the same rates with the addition of music as a specialty at three guineas quarterly.

A Miss Blackmore about Christmas issued a highly spiced advertisement, in which she "proposes opening a Seminary for young ladies in the town of Melbourne, in all the branches of genteel education." She would have accommodation for six boarders, and a limited number of day scholars. Every attention would be paid to the comfort, as well as the religious and moral improvement of her pupils. The school was to open on the 2nd January, 1841, in Russell Street, adjoining the residence of Mr. Ocock, Solicitor. As a sample of the manner in which preceptresses of the first rank of the period charged, I append Miss Blackmore's "Bill of Costs" for a quarter:

<table>
<thead>
<tr>
<th>Subject</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>English, Grammar, History, Geography, Writing, Arithmetic, &amp;c.</td>
<td>£4 4 0</td>
</tr>
<tr>
<td>Music</td>
<td>£2 0</td>
</tr>
<tr>
<td>French</td>
<td>£2 0</td>
</tr>
<tr>
<td>Dancing</td>
<td></td>
</tr>
<tr>
<td>Use of the Globes</td>
<td>£1 0</td>
</tr>
<tr>
<td>Board, including washing</td>
<td>10 10 0</td>
</tr>
</tbody>
</table>

Each boarder to bring a silver teaspoon and fork and six towels. Entrance—Five guineas.
She was soon followed by a partnership comprising Mrs. Williams and Miss Carey, who guaranteed “French and English in all its branches, including writing and arithmetic.” In 1842 Mrs. Large advertised the opening of a Ladies’ Boarding School, in “Great Bourke Street, opposite Batman’s Hill,” a rather wide indication. She offered “the most suitable accommodation for genteel boarders.”

Towards the end of the year 1841, Mr. William Brickwood, of the University of Oxford, was prepared to receive a select number of young gentlemen boarders at St. Ninian’s, Brighton, for £50 per annum if aged under 12, and £60 for older; but books and washing were to be accounted “extras.”

The half-acre allotment whereon the Argus office now flourishes was purchased by the late Mr. Thomas Napier for £129 4s., and on a portion of it he had erected a tolerably capacious building for the time, which was known as Napier’s Rooms. Amongst other purposes to which the tenement was turned was that of a school, and a private institution of this sort was opened there in 1842 by Mr. J. H. Craig, who died at Warrnambool in 1884. Craig was a man of considerable ability, but his penmanship was his specialty. A Mr. W. Lingham was Craig’s assistant, and the thing not paying in such an out-of-the-way locality, Craig, the following year, removed to more central premises at the Western side of Queen Street, between Little Bourke and Lonsdale Streets. In 1844 he joined Brickwood’s Educational Establishment (before noticed), at the Napier Rooms, as writing master, and also officiated clerically for Mr. David Lennox, the Superintendent of Bridges, under whose surveillance Prince’s Bridge was erected. Craig was affectionately remembered by his pupils in after years, and at his death more than one publicly testified to his goodness and worth.

Drawing as an educational accomplishment put in an appearance in 1840, and in January ‘41 a Mr. G. H. Haydon, teacher of drawing, through advertisement, “begs to inform the inhabitants of Melbourne and its vicinity that he has removed his residence to Lonsdale Street, where he continues to give instruction in the art of drawing. He flatters himself that the manner in which his drawings are executed will secure him the patronage of a discerning public.”

A scholastic acquisition was found in 1844, when Mr. and Mrs. Clarke opened at Yarra House (now Port Phillip Club Hotel) an establishment for young ladies, where the treatment was to be “parental and liberal, the management firm and kind, and the moral and physical training sedulously regarded.” Singing was to form an essential part of the programme, and the Hullah system was to be introduced.

In the fall of the same year a Mr. J. R. M’Laughlin conducted what he denominated “The Melbourne Analytic Seminary for General Education,” in a tenement off the south-east corner of Swanston and Little Collins Streets. A dancing class was attached, under the instruction of Mr. Joseph Harper, a pronounced Professor of Terpsichoreanism, and in February, 1845, the “Seminary” had so far progressed that an elocution master was advertised for. Mr. M’Laughlin himself was an elocutionist of no mean account. None of your “elegant extracts” or “literary gems” for him; for he could supply his own prose and verse, and some of the lucubrations so turned out were certainly above mediocrity. Occasionally his versification was very readable, and effusions from his muse are to be found in some of the Melbourne newspapers. Two of his declaiming “show” pupils, well primed and got up for state occasions, were Master P. A. C. O’Farrell and his brother initialled as D. O. C. They were both well-educated, well-behaved youths, of much promise, who started well in life, but misapplied opportunities such as few other of the earlier young colonists had. M’Laughlin himself would have done remarkably well but for the rock upon which others of his contemporaries had foundered. He, like them, was too fond of the tavern, and through it he came to grief. More the pity, for he was endowed with rare mental gifts, a good heart, and free hand—much too free—in ministering to propensities which he had neither the inclination nor the courage to resist.

One of the best remembered of the “old masters” was Mr. G. W. Groves, who succeeded Mr. Craig in the Northern Queen Street School. He had been a sea captain, and his Geographical Essays were extremely interesting from the experience brought to bear upon the elucidation, seasoned with personal recollections of various countries mentally revisited. Groves was also useful as a
nautical instructor, and took much interest in scientific matters. During a portion of his colonial career he was connected with the Survey Department, and it was a widely prevalent impression that Superintendent Latrobe had promised that Groves should be the first official head of the Victorian Observatory, a promise which, if given, was never fulfilled. For several years he published weather tables, which were looked forward to with no small interest and confidence; and to give him his due he was more fortunate than more modern meteorological Solons in prognosticating the good and bad temper of the atmosphere. Saxby, a once well-known weather seer, essayed the prophetic in England, and his speculations made a profound impression upon Groves, who thenceforth devoted much attention to the newly promulgated theory. Saxby foretold stormy and rainy weather during certain months in the year 1859, which came to pass. He described the results to the action of the moon on the earth. Groves noticed this, and when the following year wheeled round, and the moon was in a similar position as in the previous year, the same results did not follow. He then searched for other influences, and found that when certain of the planets and the moon were in conjunction with the earth the same effects always followed, and on this he based his calculations for a weather table, which was exceedingly correct, for on the average eight out of ten predictions fell out as advised. It was his opinion that in the future the state of the weather would be as well known before as after. He died about the year 1878, and his memory is held in esteem by many of his old pupils who are now widely scattered.

Groves had for a time as assistant an ex-Commissioned Officer of the 29th Regiment, a warm-hearted, able man. He was a Mr. Champion, who, after selling out of the service, arrived in Sydney, and fancied that by buying sheep and driving them overland to Port Phillip, he should make a fortune. He bought and drove the sheep, but instead of filling a big purse, he burned his fingers. Regularly stumped, he was one day strolling over Batman's Hill. Captain Buckley, formerly a comrade in arms, recognized him, and learning the straits to which his old chum was reduced, promised to do his best to billet Champion in some way. Buckley was Chief Clerk in the Public Works Office, and did all in his power, though nothing turned up save the ushership at the Groves Academy.

In 1846 a prospectus was issued for the erection of a "Port Phillip School," the teachers to be of the Protestant religion, and the education a high class one. It was to be a proprietary concern, the funds to be raised by the issue of seventy shares for £878 10s., but it did not take.

A Wesleyan Grammar School was mooted in August, 1847, for which purpose a Provisional Committee was nominated. It was to be founded upon one hundred £5 shares, not transferable unless with consent of the management, and no person to hold more than five shares. But it shared the fate of many another good intention.

The arrival of the Episcopalian and Roman Catholic Bishops (Drs. Perry and Goold) in 1848 supplied a stimulus to the sectarian schools of their respective denominations. The systems and the teachers were improved, and the Church of England Diocesan Grammar School was one of the consequences.

In 1848-9, there was a tolerably efficient establishment in South Swanson Street, under the mastership of Mr. Edward Butterfield. The teacher was an able though not over personally popular individual, and the speculation not proving as payable as anticipated, he abandoned the business, and afterwards left the colony. Well for him perhaps that he did so, for in the course of years he attained a position he never even dreamed of in Port Phillip, for having passed on to the territory now known as Queensland, he filled the distinguished post of Minister of Education there.*
This Butterfield family must have had something of the true ring in its organization, for after the transformation of Port Phillip into an independent colony, a brother of the teacher came to the surface in what might be termed the middle age of Victorian journalism. He was Mr. Joseph Butterfield, and after seeing some colonial service in New Zealand, arrived in Melbourne, where he stated in the business of dairy farming (curious analogy in name and calling). His field of operation was a portion of that prosperous country over the Yarra, now overlooked by the Doncaster Tower. It was then known as "Elgar's Special Survey" from a Mr. Henry Elgar, who in 1840, by virtue of the Crown Lands Act, then in operation, selected 5120 acres of the District of broad Boroondara, as it was called, for just as many sovereigns. The region unpeopled and unutilized was in all respects a wilderness, though a fertile and blooming one. Butterfield and butter-raising did not assimilate so profitably as expected, and he betook himself to newspaper work, but did not restrict his abilities to one department of literature. He is best remembered in Victoria through having, in 1854, satisfied a pressing want in the compilation of a Melbourne Commercial Directory, a work which, considering the time when it was prepared and the numerous difficulties to be surmounted, evidences an amount of care and industry indubitably demonstrating that the undertaking was the reverse of a sinecure. Though Melbourne Directories had been previously issued, Butterfield's was the first that contained a well-executed map and classification of the streets of the city, which certainly could not have been done by his predecessors, for the Corporation had not sanctioned a numbering of the houses. Butterfield's book was repeated in 1855, in a larger and much improved form, is now very scarce, and a perusal in 1888 is a really interesting treat. The third Butterfield brother is the architect who prepared the plans for the Episcopalian Cathedral, now in course of erection in Melbourne, and I am reliably informed that as a designer of ecclesiastical edifices, professionally, he may be ranked next to Pugin.

On the 23rd January, 1849, appears an advertisement of the opening, on the 24th, of "Mr. Palmer's Classical and Commercial Academy, Great Bourke Street." It represents the principal as having been trained in one of the most approved normal schools in Europe, and therefore he could "confidently recommend the system pursued by him, as eminently conducive to forward pupils in every branch of a polite and liberal education. The course of instruction would be guided by the future profession or occupation of his scholars, as parents or guardians may direct. Every care was to be taken of their moral culture, and to instil religious principles." Such promises did not get a chance of effecting much performance.

In March, 1849, the Rev. W. Trollope, M.A., opened a high class school in Little Brunswick (now Fitzroy) Street, Fitzroy. He was a brilliant writer and of rare scholarship, yet his success in Victoria was so restricted that he availed himself of an early opportunity to transfer his regards to Tasmania.

The extent of public patronage accorded to the class of schools referred to, may be estimated from the fact that in 1849 the private scholars numbered 1324, i.e., 722 boys and 602 girls. On 1st January, 1851, the number had increased to 1586, or 722 males and 864 females.

The following tabular return shows the extent to which the Private School system prevailed for the three years indicated:

<table>
<thead>
<tr>
<th>Year</th>
<th>Schools</th>
<th>Males</th>
<th>Females</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850</td>
<td>49</td>
<td>1285</td>
<td>1367</td>
<td>2652</td>
</tr>
<tr>
<td>1851</td>
<td>49</td>
<td>807</td>
<td>884</td>
<td>1691</td>
</tr>
<tr>
<td>1852</td>
<td>17</td>
<td>219</td>
<td>253</td>
<td>472</td>
</tr>
</tbody>
</table>

The decrease in the years 1851-2 can only be accounted for by the supposition that the gold discoveries caused the schools to be deserted, and the flitting of the teachers (of both sexes) to seek more profitable remuneration for the exercise of their abilities.
THE CHRONICLES OF EARLY MELBOURNE.

THE DENOMINATIONAL SYSTEM.

During the year 1847 the extent of pecuniary Government aid received by the principal Denominations towards school maintenance was returned as: — Church of England, £405 16s. 10d.; Roman Catholic, £168 15s. 8d.; Presbyterian, £51 18s. 6d.; Wesleyans, £259 15s. 4d.; Independents, £115 10s. id. Total, £1001 16s. 5d.

The following year it was resolved to extend what was known as the Denominational system to the province. Hitherto State aid had been given to schools connected with recognized churches, either by payments in proportion to the amount of local contributions, or of so much per head for each scholar educated. The new system in force in other parts of New South Wales, provided salaries for teachers at discretion, and exercised a superior supervision, though, practically, it was nothing more than an extension and improvement of the old state of things. In 1848 the Government appointed a Board, consisting of Messrs. R. W. Polman (chairman), David Ogilvie, Edward Cuts, Robert Smith, and Sidney Stephen, "for the temporal regulation and inspection of the respective Denominational schools in Port Phillip, supported either wholly or in part from public funds," and to this body Mr. J. M. Seward acted as first Secretary. The new scheme commenced on the 1st January, 1849, when the attendance at the Public Schools in Melbourne was returned as 539 boys and 494 girls—1033. It worked with much advantage, and how the educational basis was gradually extended, may be gathered from the following extract, transcribed from a Melbourne newspaper of the period:—

"The following distribution of the grant voted for the establishment and maintenance of Denominational Schools, for the year 1850, appears from returns published by order of the Legislative Council:—Church of England Schools, £846; Presbyterian ditto, £339; Wesleyan ditto, £50; Roman Catholic ditto, £514; Other Denominations, £81. Total, £1850.

"Of the Church of England Schools 11 are in Melbourne and Collingwood, and 13 in other parts of the district. The largest sum voted to any one school is £50, and the least £30. £86 is allowed as a reserve fund for books and school apparatus. The Presbyterian Schools are 2 in Melbourne and 5 in other places. £60 is the highest and £30 the lowest allowance to any of them; and £34 for books and apparatus. Wesleyan Schools 3 in number, in Collingwood, Geelong, and Brighton, each at £30, and at the suggestion of the Rev. Mr. Sweetman, in consequence of the decreased amount of the grant for 1850, no reserve was retained for books. Of the Roman Catholic Schools 5 are in Melbourne, 1 in Collingwood, and 7 in other parts; the highest allowance is £60 and the lowest £30, with £49 as a reserve for books and apparatus. There are only two Independent Schools, both in Melbourne, one at £31 and the other at £30; no reserve allowed in consequence of the decreased amount of grant. The population upon which this distribution has been made is calculated upon the census of 1846. It is proposed to grant £2400 towards the support of Denominational Schools for 1851. The number of applications for 1851 are, Church of England Schools, 26; Presbyterian, 7; Roman Catholic, 19; Wesleyan, 7; Independent, 4; Free Presbyterian, Buninyong, 1."

In January, 1850, Mr. H. C. E. Childers (afterwards Chancellor of the Exchequer in England), recently arrived, was appointed Inspector of Denominational Schools, which he retained until September, 1851, when he succeeded Dr. Patterson as Immigration Agent in October, and Mr. Colin Campbell was appointed Denominational Inspector. This he subsequently vacated, was the first Chief Clerk in the office of the Chief Secretary, and was in 1884 officiating as an Episcopalian Minister in Ballarat.

The annexed return shows the progression of the system for three years:—

<table>
<thead>
<tr>
<th>Year</th>
<th>Schools</th>
<th>Scholars</th>
<th>Government Aid</th>
</tr>
</thead>
<tbody>
<tr>
<td>1849</td>
<td>27</td>
<td>2596</td>
<td>£1360</td>
</tr>
<tr>
<td>1850</td>
<td>54</td>
<td>3870</td>
<td>£2316</td>
</tr>
<tr>
<td>1851</td>
<td>74</td>
<td>4999</td>
<td>£3535</td>
</tr>
</tbody>
</table>
The total amount given in aid of what might be termed Denominational Schools, in Port Phillip, from 1837 to 1st July 1851, was £12,835.

The National System

Was commenced in New South Wales in 1848, when a Board was appointed, and Mr. G. W. Rusden was despatched as an agent to Port Phillip, in October, 1849. The object of the Board was stated to be principally to confer education where none had hitherto existed. Thirteen local committees were formed, and the first National School founded in the province was in August, 1850, at Pascoe Vale, near Melbourne, where a sum of £500 was raised by voluntary subscription, to which the Government added an equal amount. In 1851 Messrs. J. F. Palmer (Chairman), C. H. Elphoe, Wm. Westgarth, H. C. E. Childers, and T. H. Power, were appointed a Board of Management, and subsequently Mr. Childers was for some time Secretary. In 1850 the number of schools was 7, with 151 male and 134 female scholars, whilst in 1851 the schools were diminished by one, and the pupils to 138 boys and 123 girls.

The census returns of 2nd March, 1851, give the population of Port Phillip as 77,345 souls, i.e., males, 46,202; females, 31,143; and their educational condition is thus set forth:

<table>
<thead>
<tr>
<th>Under 21 Years</th>
<th>Above 21 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Males</td>
<td>Females</td>
</tr>
<tr>
<td>Cannot read</td>
<td>8,915</td>
</tr>
<tr>
<td>Read only</td>
<td>18,313</td>
</tr>
<tr>
<td>Read and write</td>
<td>5,279</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>