

**JUBILEE HISTORY**

OF THE

**City of South Melbourne**

AND

**ILLUSTRATED HANDBOOK.**



1905.

*PERIODICALS PUBLISHING COMPANY,*

PRINTERS AND PUBLISHERS.

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## **Preface.**

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This little work makes one of a series issued by the publishers, and was in its initial stages before the council discussed the question of issuing a Jubilee Illustrated History.

The publishers have to thank the business people of the city who have so liberally supported their efforts to depict the growing importance and still greater capabilities of the city, as both the Birmingham and Manchester of Victoria. All that is required is energy, concentration and good management to secure these. Some firms, who received a serious check when the land boom burst, have scarcely yet recovered their balance in these matters, nor the courage necessary to again work up their connection by assiduous and untiring effort. The business, which is conducted on the principle of catch-as-catch-can, is not likely to be a very progressive and stable one, nor fit to compete with sound business management.

To the courteous and obliging council clerk, Mr. F. G. Miles, his Worship the Mayor, Messrs. Meehan (the proprietor and editor of "The Record"), Youl, Murray and others, we tender our thanks for the assistance they have given us in the production of this little book.

PERIODICALS PUBLISHING COMPANY.

# Index.

Abattoirs ... ..	136	Maples Furniture Warehouse ... ..	138
A. Clissold's Stores ... ..	116	March Past, Scottish Rifles ... ..	63
Albert and Kerford Roads and Pier ...	56 and 57	McCauley's Furniture Warehouse ... ..	139
Albert Park Steam Laundry ... ..	127	McGibbon's Cycle Works ... ..	122
Alexandra Avenue and Prince's Bridge ...	26	McKellam's Carpet Works ... ..	108
Alexander's Pawnbroking Establishment...	133	Metropolitan Gas Co.'s ... ..	117
Alkemade Bros.' Lime Works ... ..	113	Middle Park Baths ... ..	124
Australian Distillery Co.'s ... ..	112	Military Barracks ... ..	53
Austral Otis Engineering Co. ... ..	97	Miller's Confectionery Works ... ..	125
Baker and Son's Pharmacy ... ..	118	Mintaro Slate Works ... ..	95
Baptist Church ... ..	75	Mitchell and McCabe's ... ..	123
Baragwanath and Carter's Offices ... ..	122	Mitchell's Tailoring Works ... ..	131
Beaconsfield Parade ... ..	59	Morgan's Celebrated Dairy ... ..	120
Bostock Bros.' Butchery ... ..	133	Moreton's Federal Cycle Works ... ..	123
Botanical Gardens ... ..	54	Mr. Dawe's Monumental Works... ..	96
Bowling Green, Albert Park Ground ...	35	Mr. O'Hara's School ... ..	77
Bridport and Dorcas Streets ... ..	60	Murray's Wood Turnery ... ..	122 and 134
Brooks, Robinson and Co.'s ... ..	106	"Neli," Mr. Brine's Residence ... ..	90
Cafe Chantant ... ..	45	Nettleton's Cycle Store ... ..	125
Caldwell's Ink Works ... ..	112	Nixon and Son's Works ... ..	99
Canterbury-rd. & Middle Pk. Bowling Green	58	Old Views of South Melbourne ... ..	40 and 41
Carpenter's Machinery Stores ... ..	98	Opening the Speedway ... ..	62 and 63
Cashmore's Outfitting Warehouse ... ..	125	Paulin's Fruit Store ... ..	130
Castlemaine Brewery ... ..	104	Peterson and Larsen's Works ... ..	110 and 111
Church of England ... ..	71	P. J. King's Works ... ..	116
Clarendon-street ... ..	61	Presentation of Colours Albert Park ...	36
Clarendon-street Presbyterian Church...	66	Princes Bridge (2 Views) ... ..	89
Coasting Vessels in the Yarra ... ..	23	Purvis Bros. ... ..	129
Congregational Church... ..	74	Queen's Bridge and Railway Bridge ...	23
Convent of the Good Shepherd ... ..	76	Recollections of the Council Clerk ... ..	14
Cowan's Hotel ... ..	124	Recollections of the Fifties ... ..	12
Craine's Carriage Works ... ..	114	Reeve and Marshall's ... ..	98
Crawford's Drapery Stores ... ..	123	Residence (Councillor Mountain) ... ..	47
Dobell Bros.' Dairy Store... ..	125	Residence (Mr. Buxton) ... ..	48
Dondey and Testro's Work ... ..	101	Roman Catholic Church ... ..	71
Dorcas-street Presbyterian Church ...	69 and 70	Savings Bank ... ..	79
Dawnie's Bread Factory ... ..	121	School Board of Advice ... ..	91
Edmonds' Produce Store ... ..	131	Sennitt's Cold Storage and Ice Works	92 and 93
E.S. & A Bank ... ..	134	Silbereisen's Carriage Works ... ..	122
Esmond's Cycle Works... ..	108	Six State Schools ... ..	50 and 51
Evans Bros.' Works ... ..	109	Skinner's Coach Factory ... ..	134
Ex-Mayor Councillor Craine ... ..	84	S.M. Bowling Green and Cricket Grounds	49
F. Cotterells and Co.'s Works ... ..	103	Sneesby's Works ... ..	99
F. G. Miles, Council Clerk ... ..	86	South Melbourne from Prince's Bridge ...	24
Fild's Tobacco Warehouse ... ..	130	St. Kilda Road, South Melbourne, from Go-	
Flannagan's Bicycle Store ... ..	133	vernment House and Grounds ... ..	55
Football on South Melbourne Ground ...	34	St. Kilda Road (2 views) ... ..	25
From Town Hall, Looking South ... ..	30	Taylor's Grocery... ..	131
From Town Hall, Looking Towards Beach	28	The Chute and Toboggan ... ..	44
From Town Hall, Looking Towards St.		The Lake ... ..	49
Kilda Road ... ..	29	The Markets ... ..	78
F. Watkins' Butchery ... ..	124	The Mayor and Councillors ... ..	21
Gelling's Boat ... ..	124	The Mayor and Mayoress ... ..	82 and 83
G. Harness' Sign Works ... ..	108	The Old Orphanage ... ..	20
Government House and Grounds, Opposite		The Town Hall ... ..	19
South Melbourne ... ..	55	T. H. Payne ... ..	80 and 81
Great Flood, 1891 ... ..	64 and 65	T. H. Whitworth's Grocery, etc., Stores ...	132
Gresvenor Paint Works ... ..	108	T. J. Connelly and Son's ... ..	101
Hagues' Plumbing Works ... ..	132	Tye and Co.'s Warehouses and Factory ...	119
Hirst's Dental Rooms ... ..	115	Tyson's Furniture Warehouse ... ..	140
H. Morgan's ... ..	121	United States Tailoring Works ... ..	135
Homœopathic Hospital... ..	52	Unveiling Jubilee Fountain ... ..	42 and 43
Honeybone Hall ... ..	128	Victoria Avenue ... ..	59
Howe's Crescent ... ..	46	Victoria Varnish Co.'s ... ..	105
In and Near Alexandra Avenue ... ..	27	View on the Lake ... ..	31
Interior of Town Hall ... ..	22	View on the Lake ... ..	32
J. Allison's Undertaking Establishment ...	132	View on the Lake and Boat-sheds ... ..	33
J. Anderson's ... ..	130	Views in St. Vincent's Gardens ... ..	37, 38, 39
Jas. Forbes' Works... ..	109	Watts & Haig, Estate Agents ... ..	137
Jas. Herschell's Grocery ... ..	126	Wells & Son, Auctioneers ... ..	138
J. G. Rookes' Grocery ... ..	129	Wesleyan Church ... ..	73
J. M. Honeybone and Son's Works ... ..	128	W. H. Brewer's Works ... ..	107
Jno. Danks and Son's ... ..	102	Whitworth Co.'s Grocery ... ..	132
Jones' News Agency and Book Shop ... ..	130	W. Lewis' Cycle Works ... ..	123
Jubilee History ... ..	4	Wm. Train and Co.'s Marble and Slate Wks.	94
King's Boot Shop ... ..	131	W. Stephen's Iron Foundry ... ..	98
Langwill Bros. and Davies' Works ... ..	100	W. Swindley and Co.'s ... ..	113
Lindsay and West's News Agency ... ..	135	Yachting Reminiscences ... ..	16
Literary and Debating Society ... ..	87 and 88	Youl and Co.'s Hosiery Manufactory ... ..	133

## City of South Melbourne.

### JUBILEE OF THE MUNICIPALITY.

The foundation of the Municipality of South Melbourne dates back to May 26th, 1855, when, after an agitation for severance from the city of Melbourne, the Emerald Hill district availed itself of the privilege of local self-government, under Captain Clark's Municipal Act, and was proclaimed "The Municipal District of Emerald Hill." The district was enlarged in 1857 by the inclusion of a piece of land which formed the northern part of Macarthur Ward in the city of Melbourne. On February 26th, 1872, the town of Emerald Hill was proclaimed. The progress of the town was so rapid that in 1882 it was declared the city of Emerald Hill, the name being subsequently changed to the city of South Melbourne, on September 24th in the following year.

The city of Melbourne was originally of much larger area than at present, extending from Brunswick on the north side to St. Kilda on the south side, and from Punt-road, Richmond, to Footscray. The city was divided into four wards, the portion now known as South Melbourne being in the Lonsdale Ward. When land was sold and the township formed in 1853, houses sprang up with great rapidity, and improvements in sanitation and road construction were demanded. The requests of the people were ignored by the city fathers, who were concentrating their efforts in improving the central portions of the city. After repeated appeals and meetings, the "Hillites," as they were then called, resolved upon an expedient, which proved successful. A council of war was called in the iron store, and scouts were placed at different points on the Sandridge-road to watch for the city rate collector. When his arrival was heralded, a messenger was immediately despatched to the Fire Brigade Station, where the fire-bell was rung as a warning to the people not to pay rates.

The first election for the new municipality was conducted by the late Sir John O'Shannassy, the following gentlemen being returned:— Messrs. James Service (who was elected chairman), Robert Stirling Anderson, Albert Hancock, Henry South Gardner, Charles Chessell, Peter McLean Ross, and James O'Brien.

The Government assisted the new municipalities in those days by large votes, and by this benefaction of the Government and the rates levied, the municipality progressed rapidly. The ratable value of property at that time was small, but only 1s. in the pound was imposed, while to-day the assessment value of rateable property is £308,911, and the rate 2s. The growth of the city necessitated the expenditure of moneys far beyond its rating power, and in 1873 a loan of £25,000 was negotiated, to enable the council to carry out certain public works. Shortly afterwards a great public agitation for the removal of the Melbourne Orphan Asylum, which occupied the grounds contained in the area bounded by Clarendon, Dorcas, Cecil and Park streets. After some years this was carried out, the result

being the throwing open of the land for building purposes, and the acquisition by the council of the land upon which the Town Hall stands. To compensate the Orphan Asylum Board, provide for the erection of suitable buildings, and carrying out general works, another loan was floated of £90,000, a portion of which was used to pay off the first loan. In 1885 the low-lying land surrounding the Hill, having been sold, heavy expenditure was incurred by the council being required to fill up the land, so as to raise it to a level which would allow of the properties being properly drained. This necessitated the flotation of a new loan of £80,000, which was raised in England at 5 per cent. Some fear was expressed at the time that the English market would not respond to this, as it was a new experiment for a municipality to go direct to the English money market. However, this course was strongly recommended at the time by the Town Clerk, and the loan proved a great success, over £5000 beyond expenses being paid as premiums on the debentures. Shortly after the council, to keep pace with the general inflation of the boom period, floated in 1889 a loan of £128,700, at 4½ per cent. The loan was to some extent forced upon the council by the absolutely necessary precaution to keep level with the requests and offers of the Government, which, having large surpluses, were liberal in grants to the municipalities, but required an equal expenditure of £1 for £1. Under this new loan, St. Kilda-road was entirely reconstructed, Beaconsfield-parade was made, the Hanna-street sewer and pumping station were provided, and large works entered upon. The value of land on the south side of the river rose very high, and, being so close to the city, the parent corporation sought to annex a large portion to their city. Every effort was made to bring about a severance, but extraordinary vigilance was exercised, with the result that the boundaries remained intact.

#### ST. KILDA RAILWAY.

In July or August of 1856 the first contract was let for the construction of the Melbourne to St. Kilda railway, the successful tenderer being a Mr. Crawford. Various difficulties beset the path of the contractor, however, owing to the stringent conditions of the contract, which the company in an arbitrary manner subsequently cancelled. The fortnightly pay of the men working on the line was two days over-due, and they claimed to be paid for the time they were kept waiting. A test case was tried, and a verdict given against the contractor, who had 200 summonses issued against him that afternoon. The company brought a railway contractor from Sydney to complete the line.

An incident worthy of note in connection with the railway was the successful endeavour made in 1863 to enforce the right of the council to a roadway across the line at Clarendon-street. On September 17th Mr. Wm. Thistlethwaite, who was chairman of the council (and who, by the way, had the honour of receiving the Duke of Edinburgh when he visited Melbourne), instructed Mr. James Minty to procure timber and construct a footway across the railway line between the time of running of the last train at night and the first train on the following morning. The work was successfully accomplished, the men remaining being Messrs. Minty, T. Graham, Thos. Jenkins, and Wm. Warden. An engine containing police, the engineer-in-chief, and the secretary

of the company, arrived from Melbourne, and the alleged trespassers were ordered off the line. Acting under instructions, they refused to leave, and were marched to the police station, where they were detained until they obtained bail for themselves. The day following they were charged with trespass, and the cases dismissed. They then proceeded against the company for damages for false imprisonment. The action was tried in the Supreme Court, before a judge and jury of 12, who awarded £10 damages to Jenkins, whose case was made a test one. It was two years, however, before the matter ended, the result being that the company agreed to improve the approach to Queen's Bridge, and to erect a bridge, at a cost of £5000, over Clarendon-street.

#### VARIOUS INCIDENTS.

In 1852 a great influx of people followed the reports of the gold finds, and no accommodation could be obtained. The people pitched tents on the rising ground near St. Kilda-road, and this particular place was named "Canvastown." Sandridge (or Port Melbourne) was then unknown, the foreshore being known as Liardet's Beach.

In the early history of the municipality, Mr. James Service (afterwards Premier of the colony) took an active part, and was chairman in 1855-6-7. He resided in a two-story house in Dorcas-street, near the railway station. Judge Higginbotham and his brother (who was Engineer-in-Chief of the Railway Department) resided in Montague-street, near Bank-street, where the house still stands. Mr. Robert Stirling Anderson was also an active man in politics, and was a councillor for many years. The well-known names of Andrew Lyell, W. G. Sprigg and John Whiteman appear as councillors in the early days.

Up to 1859 water was an expensive item, the rate being 10s. 6d. a barrel. The supply was obtained from a tank at the corner of Montague-street and Sandridge-road, which was filled from a pumping station at Jolimont. When water was laid on, the first house to be connected with the service was a butcher's shop which stood on the site now occupied by the Railway Hotel.

In 1859-60 a strong movement was made for the establishment of a volunteer corps. The matter was taken up warmly by the chairman of the council (Dr. Palk), and a large body of volunteers enrolled.

In 1863 a disastrous flood occurred, which devastated all the low-lying portions of the city on the river side. Rain fell for two days, and, with a strong south-west wind, the flood waters were banked in the river, which overflowed at St. Kilda-road, the depth of water running across the road being estimated at 11 ft. The water also rushed across Albert-road into the lake, and along a deep drain situated where Beaconsfield-parade is now formed. Tradespeople landed goods from boats, and funerals were taken round Albert-road and Toorak-road, through Richmond, to the Melbourne Cemetery. The water cut through the Sandridge-road at the Floodgate Hotel, leaving a trench 16 ft. deep, over which a temporary bridge was erected to carry the traffic.

A strong agitation occurred in 1877-78 against the proposal of the council at the time to have the Orphanage removed. Indignation meetings were held, and strong representations made to the council to erect a Town Hall on the site now occupied by the E., S. and A. Bank, and other buildings, which was then known as the National

School site. However, an Act of Parliament, enabling the council to carry out the proposal, was passed, and the present palatial pile of buildings erected. The foundation-stone was laid by Mr. John Boyd (Mayor), on March 27th, 1879, and the hall opened by Dr. Iffa in the following year. In 1879 the designs for the new Princes Bridge and embankment were prepared, and special attention was given to the protection of South Melbourne from flood waters.

In 1881 another serious flood occurred, in which a young man was unfortunately drowned in Ferrars-street while attempting to cross the flooded road. This accident cost the South Melbourne Council £2000.

In 1886, the city was divided into five wards, and the number of councillors increased from nine to fifteen, Mr. Robt. Wright being elected Mayor.

Up to 1875 the land on the southern side of Park-street, west of the railway line, was occupied by various friendly societies and rifle butts, mostly the low-lying land being a swamp. The Minister of Lands at the time was asked by the council to resume possession of the land temporarily granted to the friendly societies, which was at once done, and the land subsequently cut up into building allotments, and sold at about £80 a quarter acre. The first house of any pretensions built on that side of Park-street is now known as "Kalgoorlie." Mr. W. P. Buckhurst built largely in the locality. The Albert Park Railway Station was then known as the "Butts' Station," and the first train which stopped there landed one passenger only.

The road from Ferrars-street to St. Kilda was constructed in 1876, and extensive works were carried out by the Government in 1878 in providing work for the unemployed. Beaconsfield-parade, then known as the Military-road, was formed from Sandridge to St. Kilda, all the batteries were levelled, and the swamps in Albert Park and Middle Park filled. The embankment which formed a connection between the railway stations of Windsor and St. Kilda was also levelled, and altogether about £30,000 spent in improving the locality.

A movement was made in 1876 to get rid of the Agricultural Society's Show Ground which then occupied a site on the St. Kilda-road. The agitation was successful, and the Society removed to their present commodious grounds at Flemington.

In 1870 a proposal to erect public baths was made, but the idea was ridiculed at the time. A more successful proposition was the establishment of a gas company. After several meetings the Government was approached, and a site secured. Everything went well with the company until they came into conflict with the company lighting the City of Melbourne. A long war resulted in the latter company absorbing the South Melbourne Company on a share distribution basis.

The Mechanics' Institute was an early institution in the city, and occupied a piece of land granted by the Government at the corner of Cecil and Dorcas streets. The land was sold after the Institute was transferred to the Town Hall, where it is now open as a splendid free reading and lending library, under the supervision of the council.

Towards the end of 1868, the first step towards the foundation of a Friendly Societies' Dispensary was taken. A number of lodge members, belonging to the Court of Forestry, met, and, although they

only numbered 873 members, they determined to establish a united dispensary. Subsequent meetings were held, and the first United Friendly Societies' Dispensary of Australia was opened on February 1st, 1869. A good deal of difficulty was experienced at the beginning, as many of the wholesale chemists refused to supply the new institution with drugs, owing to the opposition of local chemists and doctors. However, the dispensary outlived the prejudice, and is now a flourishing institution.

Amongst those who took an active part in the foundation of the Dispensary were Messrs. John Boyd, H. Fowler and John Maxwell (who acted as secretary at the initial meetings). Rules were adopted, and the following permanent committee appointed:—Messrs. Walter Rayson, J. McCarron, Geo. Stephens, A. Sproul, John Boyd, F. M. Garson, Jas. Bracken, H. Fowler, T. Ruddock, John Storey and M. Findlayson. A piece of land was purchased, and the present building erected, at a cost of £1250. The committee own a piece of land centrally situated near the Park-street railway bridge, which they propose to utilise in the future.

#### MELBOURNE HARBOUR TRUST.

The Melbourne Harbour Trust, which was brought into existence for the control and management of ports and harbours in 1877, were instrumental in improving South Melbourne trade, and consequently the city, by the vigorous manner in which they proceeded with wharf construction, dredging, and shed building. Some idea may be gained of the magnitude of the work carried out by the following figures. The Trust have provided shed accommodation 11,420 feet in length, with an area of 537,330 square feet. There are 44 sheds altogether, reaching two miles in length. They own eleven dredges, five steam tugs, three steam launches, barges, cranes, and other necessary plant worth £536,000. The Trust has spent since its inception in maintenance, constructive works, working expenses, and property the enormous sum of £5,813,639 19s. 8d.

#### CONTINUED IMPROVEMENT.

The city continued to progress by leaps and bounds until the boom years, when the sudden failure of land-inflaters to maintain values led to the smash which so many have cause to remember to their sorrow. But the district of Albert and Middle Park commenced to recover early, and is advancing at a great rate, and is fast becoming the popular residential area of the city. Added to that a good substantial class of building is being maintained, which will always keep it in the fore.

To give an idea of the city's expansion during the 50 years since its proclamation it has only to be stated that the following were the receipts for the first half-year:—Town rate, £533; Clarendon-street, £26; police fines, £30; dog licenses, £3. The revenue for 1903-4 was £48,152, and the ratable value of property £314,450.

#### THE JUBILEE.

Jubilee day was celebrated by the unveiling of a memorial fountain erected in honour of the soldiers from South Melbourne, who lost their lives in South Africa. The ceremony was performed by his Excellency the Governor, Sir Reginald Talbot, who we presented

with a scroll as a souvenir of the occasion. There was a very large attendance of interested people. A picture of the fountain is given elsewhere. Subsequently the Mayor also entertained the school children of the district at a series of bioscope exhibitions.

#### THE COUNCIL.

The following is the constitution of the council:—Mr. John Baragwanath (Mayor). Councillors: Beaconsfield Ward—Messrs. E. A. Wells, F. G. Farr, John Baragwanath. Canterbury Ward—Crs. A. Parker, J. S. White (J.P.), and W. O. Strangward. Fawkner Ward—Crs. J. Sloss, J. P. Sennitt, and Thos. Craine. Normanby Ward—Crs. F. G. Knight, H. E. Laslett, and J. L. Murphy. Queen's Ward—Crs. D. McArthur (J.P.), J. Cockbill, W. J. Mountain (J.P.).

The following are the officers:—Town Clerk, Mr. Fredk. Geo. Miles; City Surveyor, Mr. A. E. Aughtie, C.E.; Treasurer, Mr. W. H. Don; Rate Collector, Mr. A. P. Forbes; Assistant Rate Collector, Mr. Chas. Andrews; Valuers, Messrs. J. O. Lean and Chas. Foster; Foreman of Works, Mr. P. Kerr; Inspector, Mr. P. Dalton; Hall Keeper, Mr. W. S. Day; Head Gardener, Mr. D. Forbes; Health Officer, Dr. T. J. W. Kenny; Librarian, Mr. E. D. Heather.

#### SPORTING CLUBS.

The male portion of the community entered early into the field of sport, and there is not a branch in which they have not produced champions. Cricket, football, rowing, tennis, boxing, foot racing, horse racing even, have all come in for a share of attention.

#### CRICKET.

The cricket club was commenced in a very humble way, the original pitch being situated at the river side of Sandridge-road near the Castlemaine Brewery, but as time progressed a pitch was applied for and granted in Albert Park, and the club have now, through a generous donor, a ground second only to one in the colony. They have a fine pavilion, from which a magnificent view may be obtained of the splendid park, the ocean, and the numerous fine residences which come within range. A progressive committee are pushing the club ahead, and improving the grounds on every side. They provide amusements besides cricket, and, during the summer months, moonlight concerts are a great source of attraction. The club has produced many a good player, whose names are too well-known to need recording here. Several of them are still living, and enjoy the comfort of a ground which is in strong contrast to their old pitch alongside the old plank road.

#### FOOTBALL.

The football club also emerged from humble surroundings, and their members have achieved greatness in the field. The club was originally the Albert Park Football Club, which amalgamated with the Hotham. They played their matches on Albert-road in 1869 and 1870. The members paid 3s. 6d. membership subscription, the receipts of the club for the season being £11 11s. The expenditure amounted to £6 9s. 3d., the principal items of expenditure being two footballs and a bladder, £3 7s. 6d. The new club was established in 1880, and such was the rate of progress in those days that in 1890 the expenses amounted to £2,462 12s. 3d., the sum of £923

being spent on excursions for the players, and £325 10s. on trophies. The club have been several times premiers, and have turned out some very fine players. The team have probably the most complete gymnasium and training rooms in Victoria, generously provided by a vigorous president and committee.

#### THE BOWLING CLUB.

The Albert Park Bowling Club, connected with the cricket club, is also well looked after, having two good greens to play upon, and comfortable dressing-rooms. The playing members have always been in the forward ranks, and have provided players equal to the best. There is also a ladies' club playing on the ground, and a special green is being laid down for their convenience. The committee are energetic, and the ladies show an aptitude in grasping the points of the game. For the first time probably in the world the cricket club committee inaugurated a series of matches, which were played by electric light. They proved to be a great success, and the committee were complimented on all sides by visitors from other clubs on the satisfactory result of the experiment.

#### AQUATICS.

Aquatics on the lake have always been a source of attraction to the young men of the district, who have maintained two rowing clubs and a sailing club. The Albert Park Rowing Club holds some brilliant records in races, and have a club room second to none in the State, the room, which is well-furnished, contains a full-sized billiard table, and hung round the walls are photos. of old members who have performed doughty deeds for their club. It may be mentioned here that one of their popular members, Mr. Alec. Chamley, has won no fewer than 105 races, included in which are several Inter-State contests. Unfortunately, through an accident, he has been compelled to retire from rowing.

The South Melbourne Rowing Club are well housed, and have some good boats, but the members do not take the vigorous interest in the sport which characterises the sister club.

The Albert Park Yacht Club have a good members' roll, and some interesting matches are contested between the members.

#### BOWLING AND TENNIS CLUBS.

The South Melbourne Bowling Club and the Albert Park Tennis Club occupy grounds in the picturesque St. Vincent Gardens, situated on the western side of the railway. The bowling club have a capital green, and a comfortable pavilion. The players are always able to give a good account of themselves, and they have also a ladies' club which has been very successful.

The Tennis Club have a good court, and their players have frequently attained premiership honours.

#### OTHER CLUBS.

The other clubs include the Melbourne Speedway Club, the newly-formed Middle Park Bowling Club, the popular rifle club, swimming, and last, but by no means least, the South Melbourne Cycling Club. Added to these of course are the numerous junior cricket and football clubs.

#### THE MARKET.

The market is one of the leading business places of the city, and

is worthy of such an important suburb as South Melbourne. It had a modest beginning, but is now a valuable asset to the City Council, who derive a large revenue from the tolls and dues collected. This year the experiment is being made of having the dues collected under the supervision of the councils' officers, instead of leasing the market as had always been done previously. One need only visit the market on Wednesdays, Fridays, and Saturdays, to see what a boon it is to the people of the city. A constant stream of humanity is to be seen going to and fro, carrying baskets, bags, etc., laden with household supplies, which are nearly always obtainable at moderate prices. One can obtain almost anything "from a needle to an anchor," as the saying is, so diverse are the articles offered. There is always a very large attendance on market days, and stall-holders are kept busy supplying the wants of customers.

#### THE PARK.

During the past 50 years the surroundings of the park have been made delightful and picturesque-looking, and the place is universally used as a pleasure resort. The 600 acres contained in the park certainly are the lungs of the city. The reserves have been planted with handsome trees, and the view on a fine day from the cricket club pavilion of the wide expanse of green sward, dotted with sportsmen engaged in their various games is worth going a long way to see. The large area on the western side lends itself to displays of military evolutions, and is largely utilised for that purpose. The park is managed by a committee elected by the South Melbourne and St. Kilda Councils, and representatives from the Lands Department. Each of the councils contribute £250 per annum, which is supplemented £1 for £1 by the Government. A revenue is also derived from the leasing of grazing areas, and from the various clubs occupying sporting grounds. The roads are well kept, and a large staff are kept going in keeping the place in order.

#### THE LAKE.

The lake comprises 113 acres of the park, and is a fine sheet of water. Until recently great difficulty was experienced in keeping the large expanse of water free from weeds and undergrowth, but the committee of management succeeded in obtaining a weed cutter from England, and the sports of yachting and rowing are freely indulged in without any drawbacks. Plenty of boats are available at the sheds for patrons.

#### BEACONSFIELD PARADE.

One of the vastly improved parts of the city is Beaconsfield-parade, which, from a succession of sand hills, has become a resort which attracts thousands of people from all parts of Melbourne during the summer season. The walk along the parade on a fine day has a most exhilarating effect upon the nerves, and on holiday occasions the place is literally alive with picnickers, who enjoy themselves in the water to their hearts' content. Excellent bathing accommodation is provided, and on two nights in the week, and frequently on Sundays, band performances are given in the rotundas. The parade is being fast built upon, and the time is not far distant when not a vacant allotment will be available on the sea front between Port Melbourne and St. Kilda.

## Recollections of the Fifties.

By J. B. YOUL.

Travelling in the neighbourhood of Emerald Hill in the fifties was often very dangerous and unpleasant. For some years I had to cross the Yarra night and morning, and in order to get to it, more especially from the south side, had to travel along one of several ramshackle gangways, about 2 ft. wide, raised from 2 to 6 ft. above the quagmire, or swamp, which lay between the City-road, then called Sandridge-road—if it might be dignified by the name of road—and the river. There were three or four ferries, and each licensee had to provide their own approaches, or gangways. On dark nights and mornings one had to be exceedingly careful how he or she walked along these flimsy structures. It was a common occurrence for people to miss their footing and fall over, more especially if they happened to be unsteady in their gait; and here it may be mentioned that artizans and labourers, and even young women and girls, had to commence work at 6 o'clock in the morning, and continue at it in many cases till 11 o'clock at night. Very often I had to go and escort my sister home from her place of business in Collins-street at a late hour, and one night, when Elizabeth-street was flooded from side to side and from end to end with a rushing torrent of storm water, I missed my footing at a crossing, and was all but carried away underneath a culvert, but happily managed to clutch hold of the edge of the culvert, and, with the aid of my sister, scrambled out. Indeed, travelling became so dangerous, owing to the cutting up of the roads by bullock drays, etc., that pedestrians had to carry lamps to light them on their way. One of the ferries at the foot of Spencer-street was leased by Patrick Hanna (Peter he used to be called), who made a pile of money at it, and in course of time became quite a nabob, with a seat in the Legislative Council.

By-and-bye a pile bridge was built over the river at the then falls, but it seriously interfered with the ferryman's traffic near by, so one morning it was discovered that several of the piles had been sawn through in a slanting direction, so that if the river became flooded, or a heavily weighted dray crossed over, it had a chance of being wrecked; indeed, if the dastardly act had not been noticed when it was, there might have been a serious catastrophe. However, it led to the abolition of that ferry, and the punishment of the rascal who perpetrated the deed.

Along the south bank of the river, commencing near the old Prince's Bridge, there were two rows of wooden shanties, built on piles, something after the style of the lake dwellers we see in pictures. Running down between them was a rickety wooden gangway, about 3 ft. wide, and from 4 to 10 ft. high, which served as a street, and a means of allowing the residents to get in and out of their dwellings or workshops.

On the opposite, or north, side of the river, the bank gradually sloped down, allowing the drivers of water carts to fill their barrels. Sometimes they ventured in too far, and got bogged.

Just below, or to the west of the ferry, at the foot of Clarendon-street—or Clarendon-street then in imagination—was the commencement of an almost impassable quagmire of swamp, ti-tree and tangled vegetation, extending to the mouth of the river, reminding one somewhat of those horrible American dismal swamps we read about.

It was often a source of pleasure to the writer to lie down on the green sward on Batman's Hill and watch the droves of wild bullocks being driven to the slaughter-yards—which were located where the gas works now stand—by the almost equally wild stockmen careering on their horses, over the muddy plains stretching away to the Salt-water River, and cracking their great whips over the cattle.

About bullocks, one morning, on my way to my place of business in the city, I noticed a very large bullock lying dead in Queen-street. It had broken away from the herd, and came tearing and bellowing along the street, making all and sundry fly to places of refuge, when a medium-sized white bulldog rushed at the monster, caught him by the nose, and hung on till he brought him down, which allowed a policeman to come out of his hiding-place and shoot him.

The principal shipping traffic on the Yarra was confined to tug-boats, towing lighters to and from the ships in the bay, and the small paddle steamers plying to Geelong. It was sometimes a risky undertaking for passengers in going aboard or coming ashore to walk along a 2 ft. wide plank for several yards, as there was no wharf accommodation. It was just the virgin earth bank on which the shore end of the plank rested. One day I stood watching the passengers as they footed the plank, and I well remember being struck with the beauty of a young lady, a brunette, being carefully shepherded along the plank by the captain. It is strange how the appearance and the faces of some people leave such a lasting impression on the mind.

The Yarra has been the scene of many a tragedy during the last fifty years. Some have been cleared up, but many, many others never will be. Marvellous and wonderful have been the changes wrought along its banks, and no doubt, as time goes on, further progress and development will mark the surroundings of its ever-flowing waters.

“Epochs in times triumphal onward march,  
 Events predestined leave their imprints deep,  
 Enduring as the firmamental arch,  
 In seen and unseen matter, spirit, mind,  
 Onward and upward in evolving sweep,  
 Records of Nature's story and mankind.”



## Recollections of Mr. C. H. Miles, Council Clerk.

### SOUTH MELBOURNE IN FLOOD TIME.

This city's experience of floods has been accompanied by some amusing and, at least, one tragic incident. Mr. Miles, the Council Clerk, has a record of a friend of his who sailed over what is now a thickly-populated part of the city in the time of a great flood in 1845. Again, in 1849, the waters covered all the low-lying part of South Melbourne, leaving only the hill itself uncovered. Not much inconvenience was occasioned by these, as there was no population except the scattered brick-makers and two or three settlers on the banks of the river, but in 1863, during the great flood, the first time the height of the waters was marked, the communication with the hill was only accomplished with boats.

### THE FLOOD OF 1880.

In September, 1880, a very heavy continuous rainfall had the effect of causing the river to rise very high, and the strong south-west gales that accompanied the downpour had the effect of backing up the waters of the river, and, on a Sunday afternoon, noting the conjunction of these two forces, Mr. Miles went down on to the then Falls Bridge, and there meeting Mr. W. F. Walker, M.P., and Mr. John Boyd, they went to Princes Bridge and saw that the waters of the river were then just passing over the low road on the south side; seeing that the low land at the back of the barracks was likely to be inundated, he hastened back, saw the Mayor and obtained the services of a bellman who went by Hanna and Moray streets, and, by Thistlewaite-street and Gladstone-place, rung his bell, uttering a solemn warning of the inroads of the water. All was of no avail, the residents who were having their Sunday afternoon nap, like the antediluvians, regarded the warnings of the modern Noah as idle tales, and refused to believe in the possibility of a flood. Only a few hours elapsed before they found, to their cost, that the warnings should have been attended to. In the darkness of the night might have been seen strange figures lightly attired splashing about in the waters, and entreating to be taken off in the boats which had to be hurriedly got to work, and which were plying among the panic-stricken women and children, and taking them to places of shelter.

### A FATALITY.

On the following morning a most unfortunate occurrence took place. The water in Ferrars-street was up to a point near City-road, and a number of people were assembled when a young man drove up in a butcher's cart and turned into Ferrars-street; the crowd called to him, strongly advising him to refrain, but he, with a laugh at their fears, dashed on, saying that he knew the way to Gladstone-place. As he reached Buckhurst-street, where the water was running with a strong current, his horse swerved, got on to the footpath, and was carried into a deep hole at the corner. The crowd which had watched his reckless drive, now looked with horror on

his fate, for, seen for a moment clinging to the horse, he sunk from sight. His body was recovered as the waters subsided, and, beyond the regret felt at the result of his foolhardy conduct.

#### THE COUNCIL MULCT.

All was thought to be over, but a sharp lawyer got wind of the matter. An action was commenced against the council, and Judge Higinbotham decided that, although the man was warned by the crowd, that did not relieve the council, who should have had a gang of men at every point where danger existed, to officially warn people from attempting suicide. The upshot of the matter was that the widow obtained £1000, while a child a few months old received £300.

#### A RED-LETTER DAY.

The opening of the Town Hall was celebrated with most unheard-of festivities—a ball and concert and a luncheon. The latter was conducted under most disadvantageous conditions; the day was bitterly cold, the large hall (only partially filled) was draughty, and walls were damp. His Excellency shivered, and sent for his overcoat. The toast list was lengthy, and everybody was wishful for the end, when the volunteers, drawn up in front, who could not stand the cold any longer, mistook a sign given by an official, and tramped into the hall, just as the architect was about to respond to the toast of his health, and took their seats at the denuded tables. This caused a diversion, the architect stormed, and was indignant with the official; the latter was quite equal to the occasion, and everyone rejoiced that an opportunity was afforded to quit the feast.

#### AN AMUSING INCIDENT.

The arrival of Lord Hopetoun gave rise to a most amusing incident. The procession was to be led through Port Melbourne by the Port Melbourne Council. South Melbourne Council determined to meet the procession at the boundary and head it through the city, and engaged a drag. They waited at the place patiently, and then the drag led the way. This was no part of the programme as laid down by the Military Chief, who had the command, and the sight of the drag disturbed his equanimity. He hastily summoned his orderly, and sent him ahead at full gallop to order the offending drag out of the procession, but, dreadful to relate, the orderly, a most military and handsome-looking young fellow, was actually an officer of the South Melbourne corporation, and his efforts to carry out the commands of his superior officer, and at the same time not to offend his employers, were so ludicrous as to cause roars of laughter all along the route, and to be a source of merriment among the councillors for months after.



## Yachting Reminiscences.

By "VAN."

It is now somewhat over a decade since the present writer was prone to take the wheel in a weekly review of yachting and yacht racing matters, in the long-repeated endeavours to pilot the pastime into a more progressive and practically useful one from a national point of view, thus making it something more than a Saturday afternoon's recreation.

He has always been of opinion that yachting was not only one of the most generous and manly of sports, but certainly the most useful that man has yet invented for the occupation of leisure hours. It is also one that should count largely in directing its youthful votaries towards maritime pursuits, these giving force to Captain Marryatt's axiom, that—

"This difference of our nation is increased,  
By every man being more or less a sailor."

Not only have its votaries the exhilaration of wave-climbing, and its bracing effect on the nerves after the week's mental and physical strain, but the consciousness that they are helping along one of the ideals which has conduced largely to make the Britain of to-day what she is, and the British race a world-spreading power, and the envy of the nations. It is, however, the security of our own hearths and homes that Australians are most interested in, and, at a time when Australia is called on to witness the uprising of a maritime colosseus in close proximity to our northern boundaries. Security will depend more on the youth of our seaboard, than the Socialistic fads of the "political journeyman," and the Dervishes who dance to the tune of a White Australia.

It was thought by many yachting men that on the advent of a late Governor who was prone to pose as one of the foremost yachtsman of England, "that yachting and yacht-racing in Victoria was about to assume a more progressive and truly national character. It was anticipated that there would be club matches more worthy of the name, where fishermen and other votaries sailing outside the clubs would be permitted to take part, but sailing men were soon disillusioned by the offer of £10, publicly, by the Vice-regal commodore of the Royal Yacht Club of Victoria, for the design of his yacht, the only particulars vouched being a load line limit of from 24 to 28 feet. Out of some 15 designs and models sent in, the only one which found favour in his Lordship's eyes, notwithstanding the recommendation of the judges of two deeper and more seaworthy craft—one a racer and the other a cruiser, fit to sail round our coasts, was a shallow half-decked racing machine, the designs of which appeared in the "Yachtsman" the previous year. Readers will therefore not be surprised to learn that when asked by his Lordship to favour him with a programme of an intercolonial regatta, the writer informed the new and not very magnificent patron of the pastime he

professed to be desirous of helping—"That an intercolonial regatta was out of the question, while such a little shallow racing machine as the 'Helen' would be put forward to race with legitimately-built and equipped yachts which would have to sail from here to other colonies." Under Lord Brassey's regime the professional yachtsman became as extinct as the Dodo. He was becoming somewhat of a negligible quantity before, but the laying up of the "Sunbeam" sent him to "Davy Jones' locker," nor has he been seen in these parts since, except occasionally aboard the "May Queen" schooner yacht, owned by R. White.

Although South Melbourne possesses the finest foreshore in Port Phillip for yachting, it has never figured prominently in sailing, unless the matches that have taken place of late years on the Albert Park Lake can be said to claim any legitimate affinity to the more breezy pastime on the bay as Lindsay Gordon says in one of his coastal rhapsodies:—

"Oh, brave white horses, ye gather and gallop,  
When the storm-cloud loosens your lusty reins."

About three decades ago some very interesting sailing matches took place on the Albert Park Lake, when the "Foam," "Emerald," "Reporter," and other smart craft made their debut, and hoisted their racing flags under the bargee of the A.P.Y.C. every Saturday afternoon. Shortly after their launch, the two former took part in a Brighton Yacht Club regatta, and easily distanced the ancient-looking centre-boarders of the local club. Their designer, then a resident of Ballarat, has kept a large sheaf of telegrams, "recounting their weekly victories," often when conceding as much as eight and ten minutes to their rivals. Bay-sailing, however, soon attracted their owners to more exhilarating contests, and match-sailing on the Albert Park Lake soon went back to its old hired boat practice, when craft become yachts in name, although not in appearance, during the time they are hired by the club member. Their doings have occasionally been enlivened by visitors from the Conawarra and Ballarat Lake craft in regatta and private matches. That match-sailing under the bargee of the A.P.Y.C. has become almost a thing of the past, and has apparently in interest given place to what is termed model yacht racing; it certainly is not because the latter is in the least conducive to improvement in form for bay sailing, as some of its votaries profess. Surely it is not because the dockyard of the club is at the northern corner of the lake, that the matches should not take place in the southern portion, where the open space is of larger area, and where the large island is not so much in the way. How long this monument of Lacustrine engineering will remain an obstruction to lake sailing and rowing will doubtless remain to be descanted on in the next centenary hand-book of South Melbourne, judging by the pace of improvements of the last three decades.

Some twenty years back the present writer, on visiting the Albert Park Lake, in the company of the late engineer of the Ballarat City Council, was asked what scheme of improvement he had chalked out. He replied that his idea was to divide the lake into three sections by dams intersecting the large northern island, also the small

one left right in the entrance of the St. Kilda reach, taking the bottom out to a depth of two or three feet, and the islands and stuff removed to be placed on the banks—raising the same in Serpentine contours—one section to be done yearly, and its water to be syphoned into the next. This scheme was so much approved of that his friend asked him to introduce him to the town clerk and the engineer, as he desired to express his approval of the proposal. Some short time after this episode a movement took place among the lake clubs to urge this scheme on the attention of the City Council.

A meeting, largely attended, convened by the then Mayor, Councillor F. Mackey, in which several councillors took part, urged improvement in the direction suggested. This was the last of the proposal; some time after, the present flimsy low-lying wooden breasting was put up, so low, in fact, in some places that a slight ripple fanned by a smart breeze will overtop and swamp the side-walk.

The writer would not consider this somewhat hasty notice of the Albert Park Lake, and its sailing clubs complete without mentioning one special and original characteristic of its votaries, which savors very much of the pedestrian and other arenas. In all British, American and Continental yacht or sailing clubs, it is the name and prestige of the boat or yacht that is the important factor in all match sailing, the skipper and crew being of secondary moment, and only auxiliaries to her performances. Need I say our local skippers, and subordinate Corinthians wear their trophies on their watch-chains.

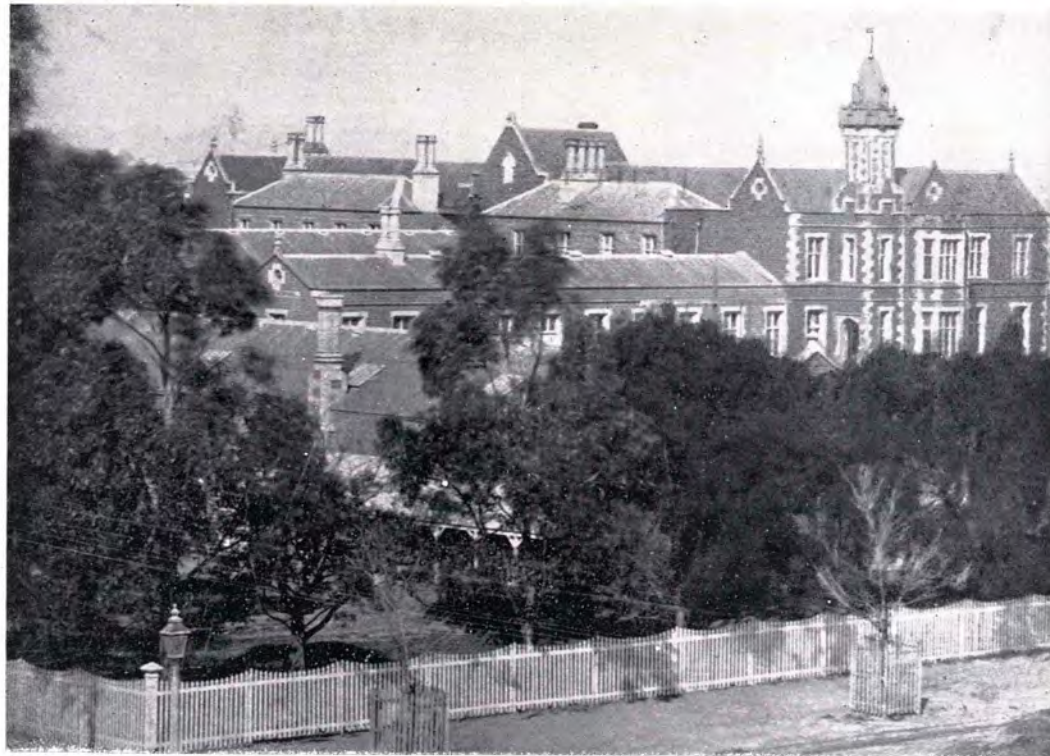
Although Melbourne South has not figured much in bay sailing from a club point of view, it has a fair claim to the production of the most notable yachts that have been built in Victoria. Even the schooner yacht "May Queen," although built in Fitzroy, was designed and draughted at the bottom of Clarendon-street.

Also from here came the "Janet" "Assegai," "Little Eastern," and many other yachts and launches including the "Wanderer of Portland," the first of her type, and most seaworthy of the fishing fleet of that port.





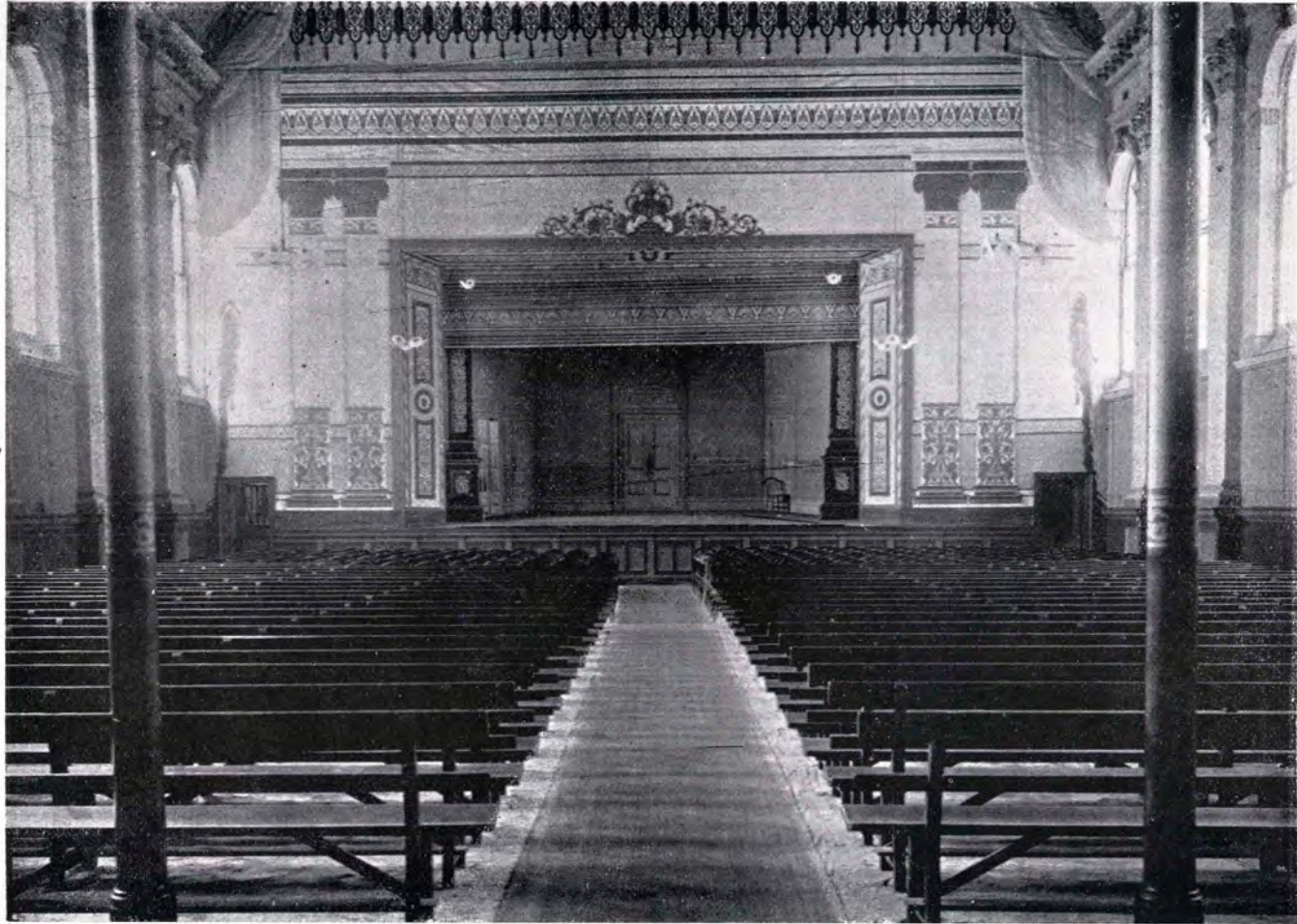
The Town Hall.



**The Old Orphanage which stood on site of the present Town Hall.**



**The Mayor and Councillors, City of South Melbourne.**



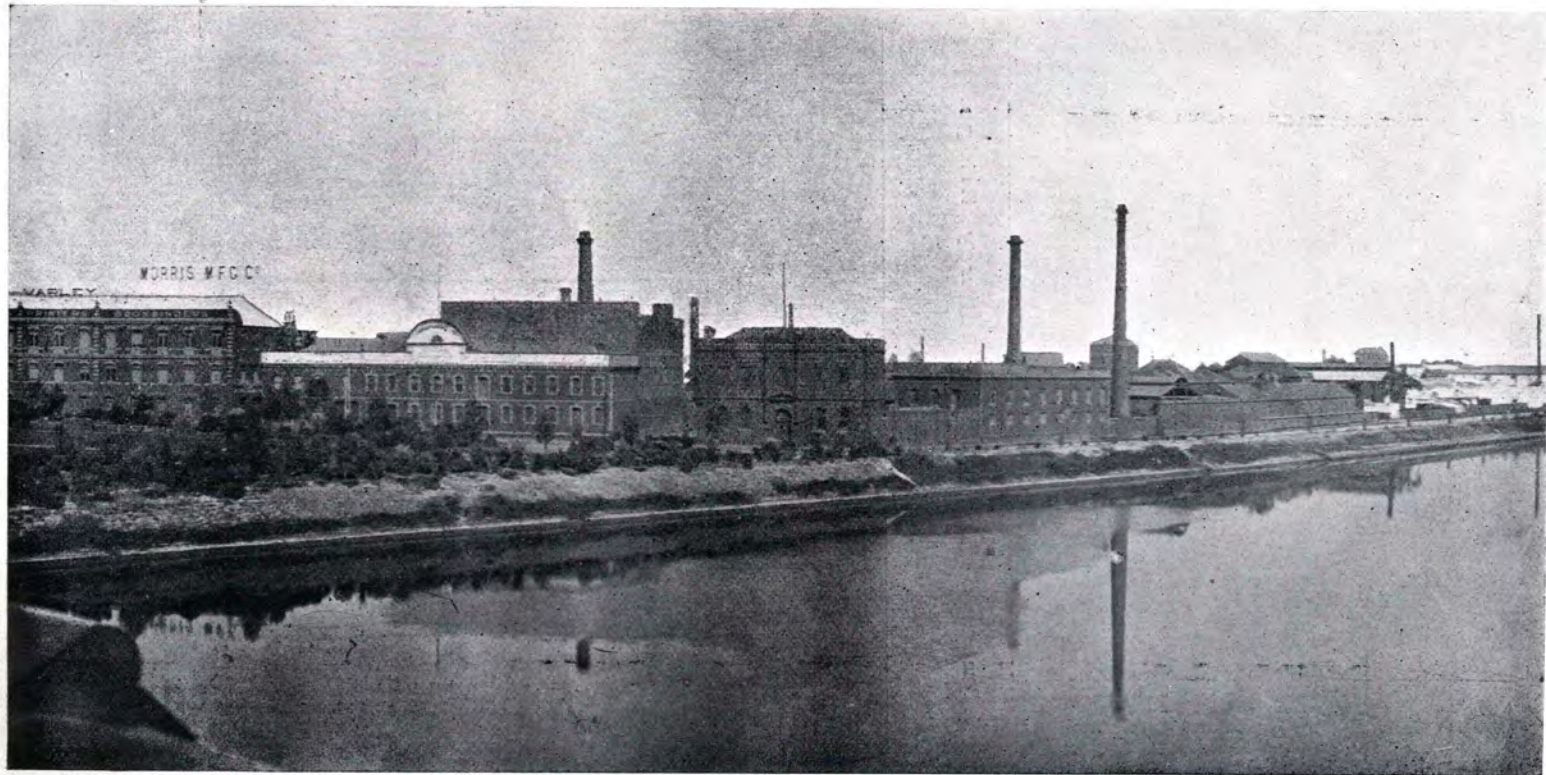
Interior of Town Hall.



Queen's Bridge and Railway Bridge.



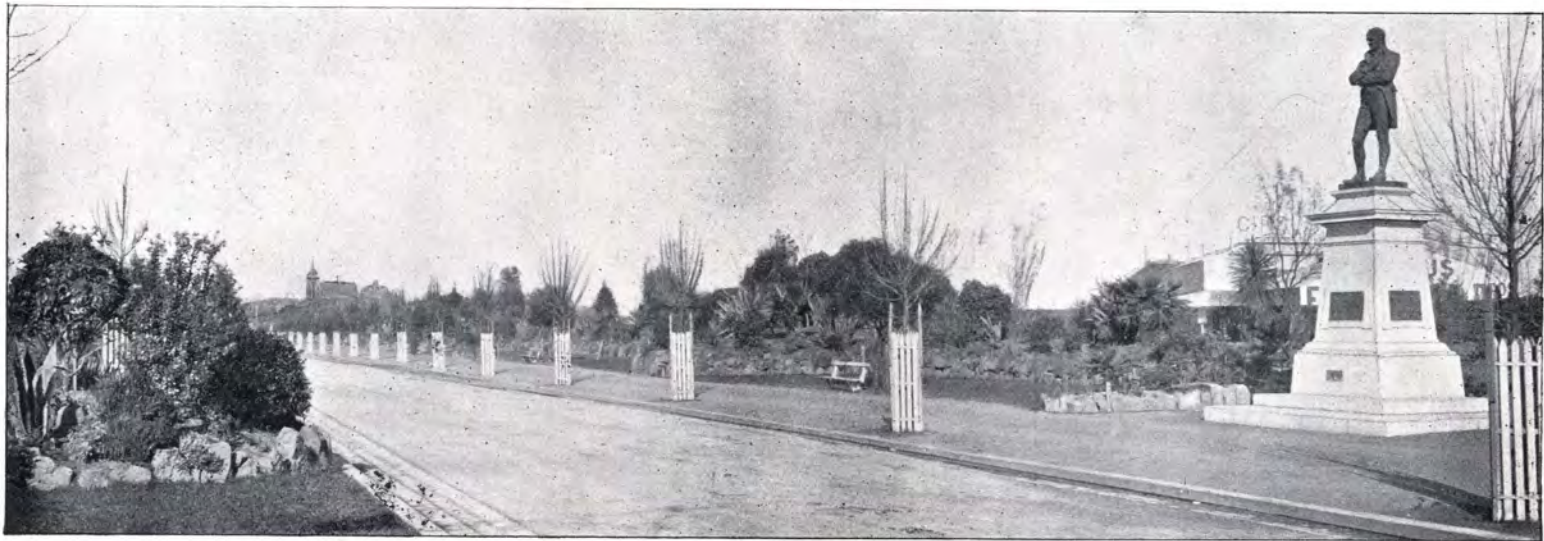
Coasting Vessels on the Yarra.



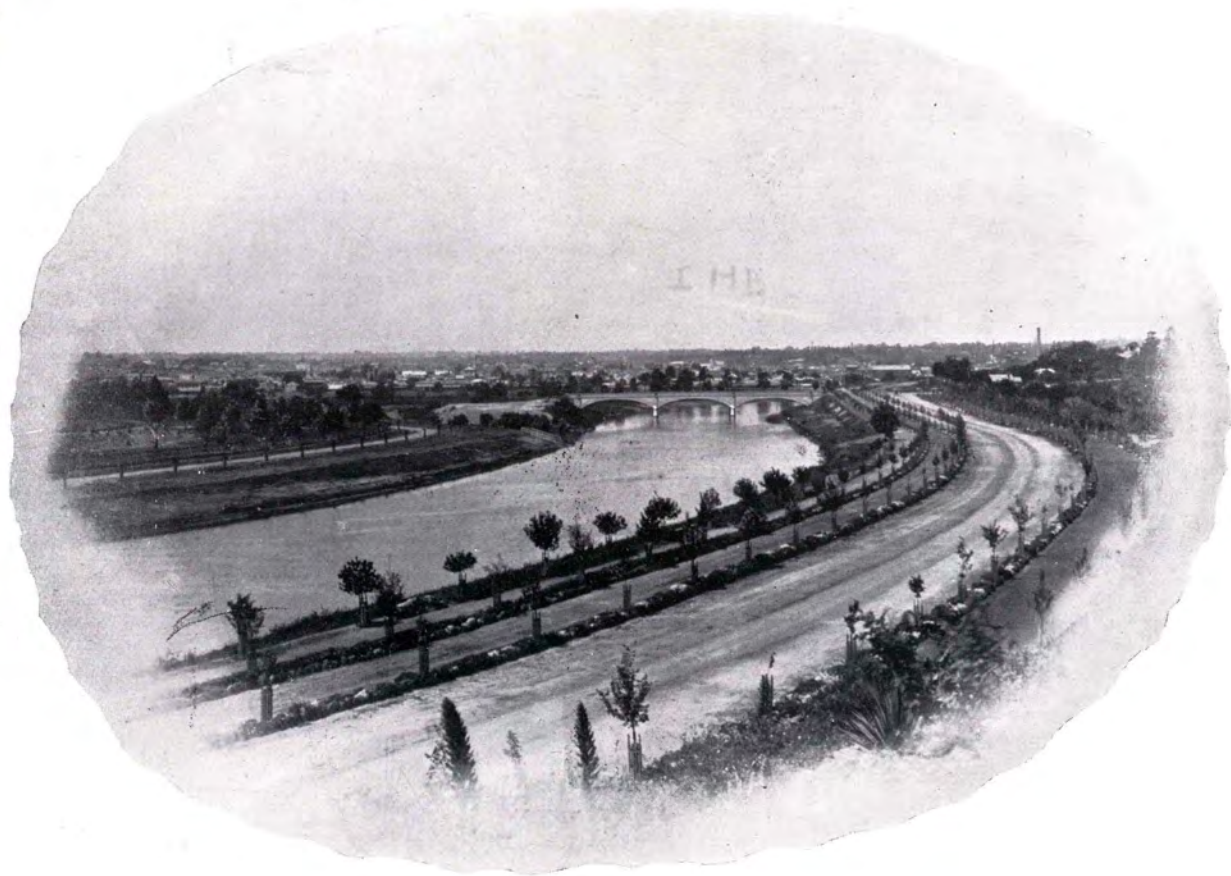
The River and South Melbourne from Princes Bridge.



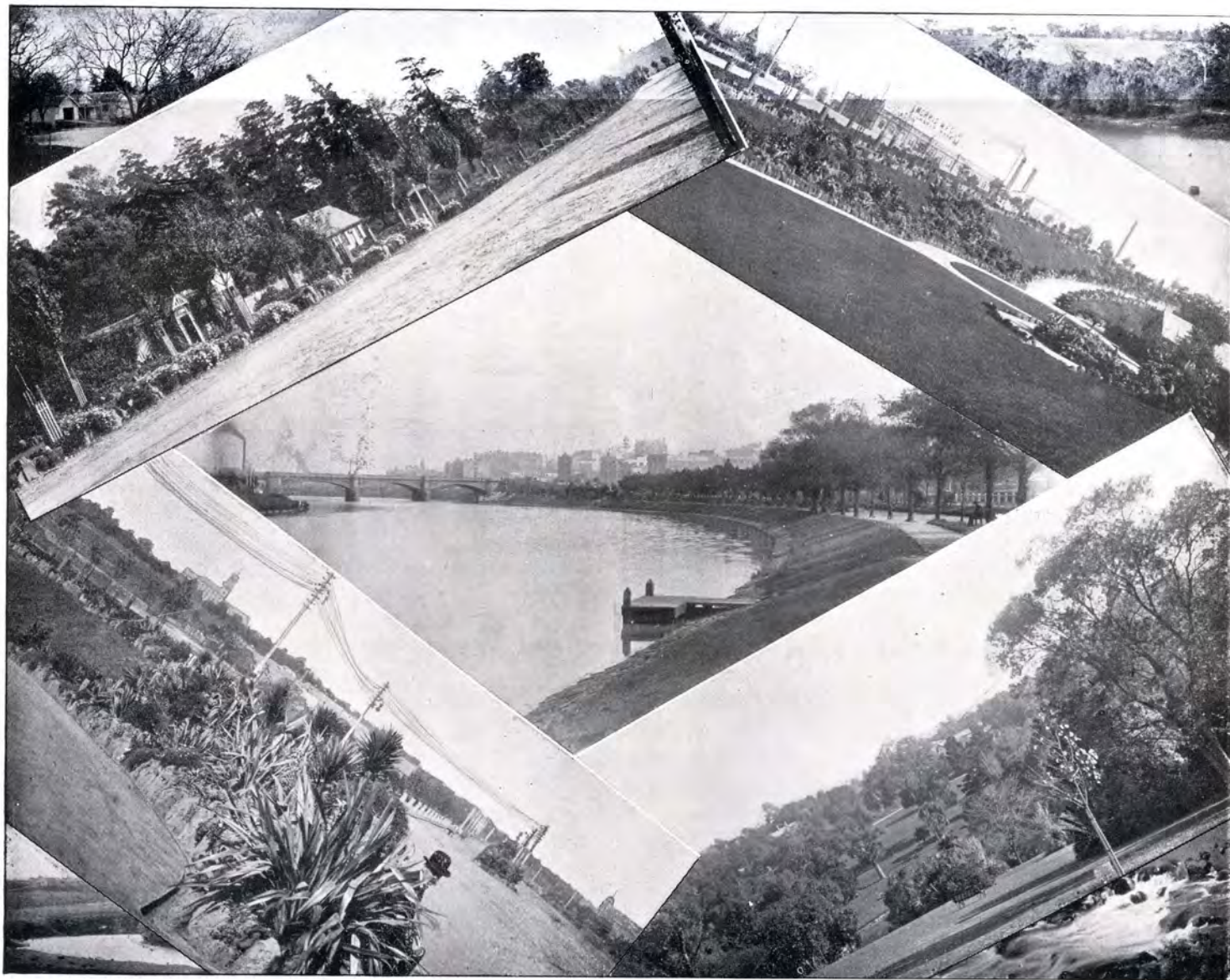
**Residences on St. Kilda Road, South Melbourne.**



**View of St. Kilda Road, South Melbourne, and Burns' Statue.**



Alexandra Avenue.



In and Near Alexandra Avenue.



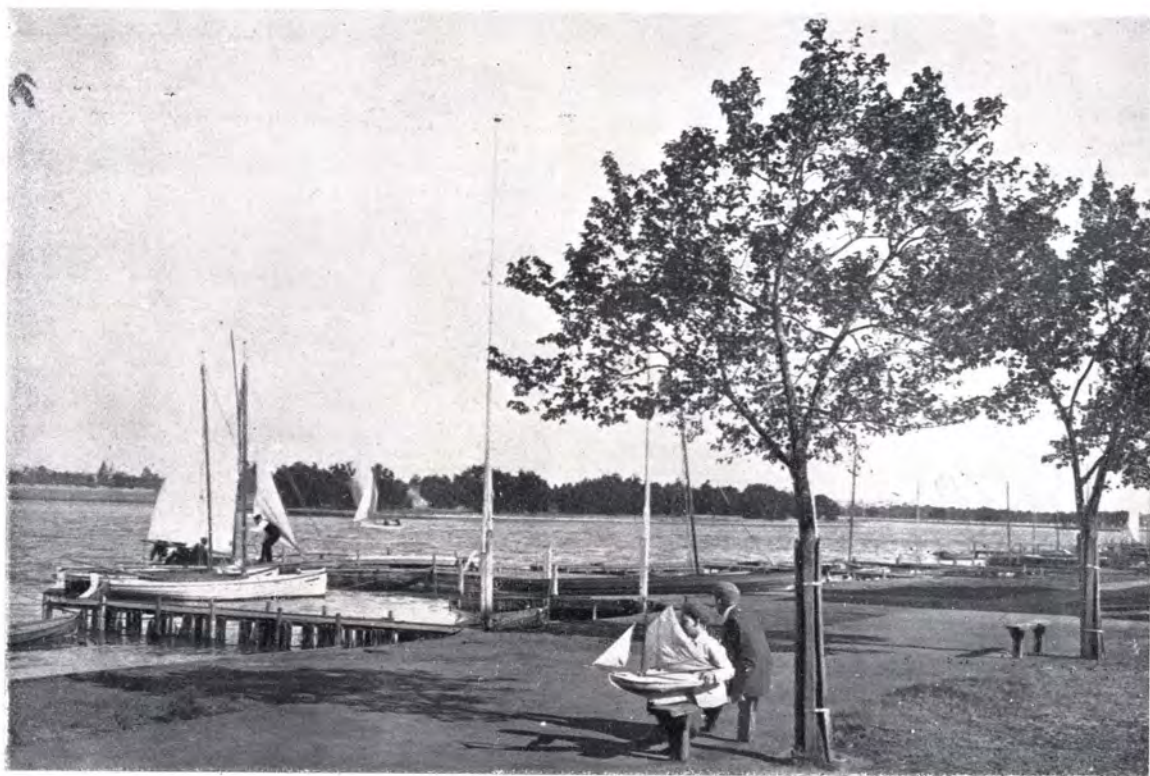
Looking towards Beach from Town Hall Tower.



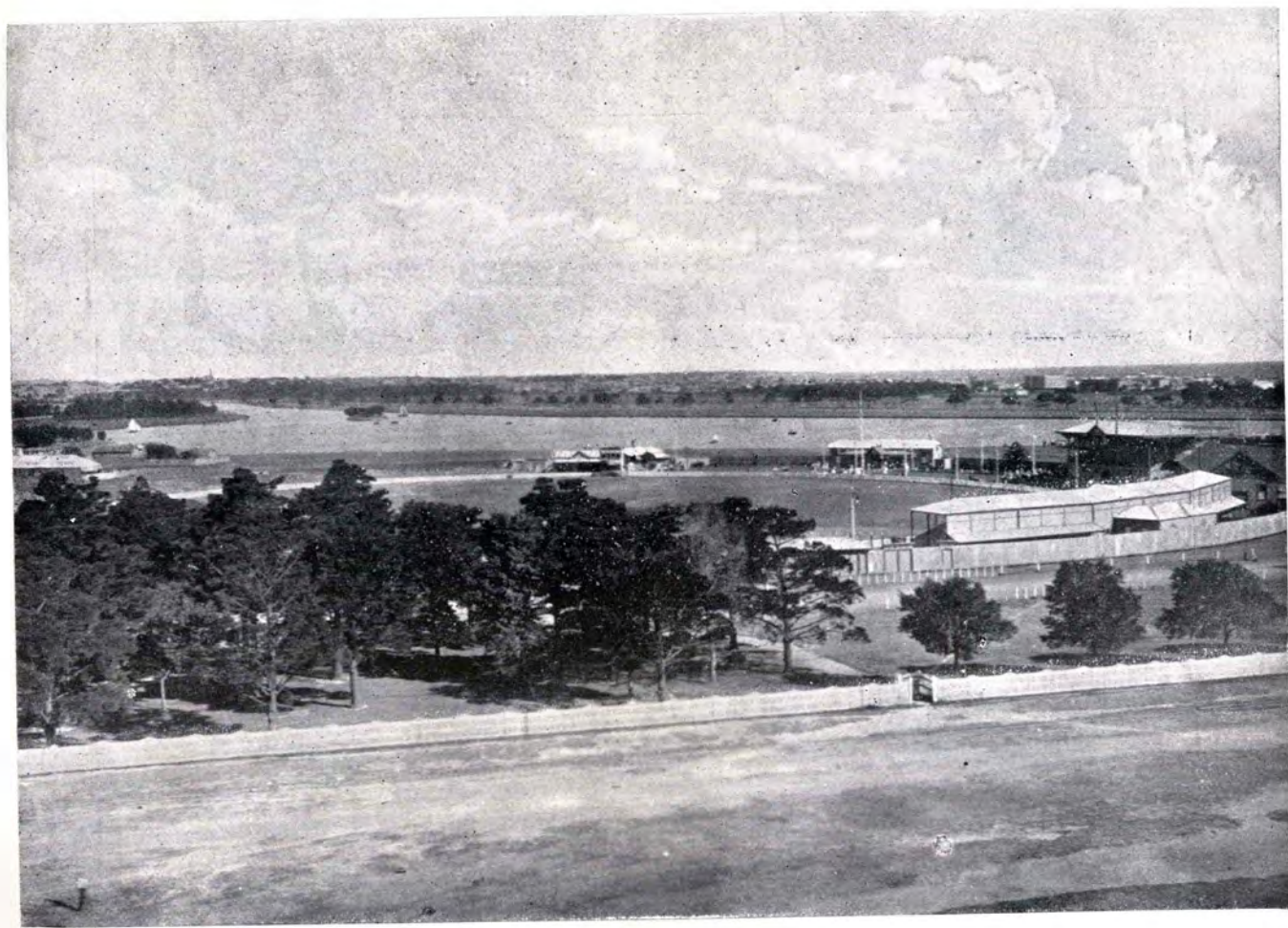
Looking towards St. Kilda Road from Town Hall Tower.



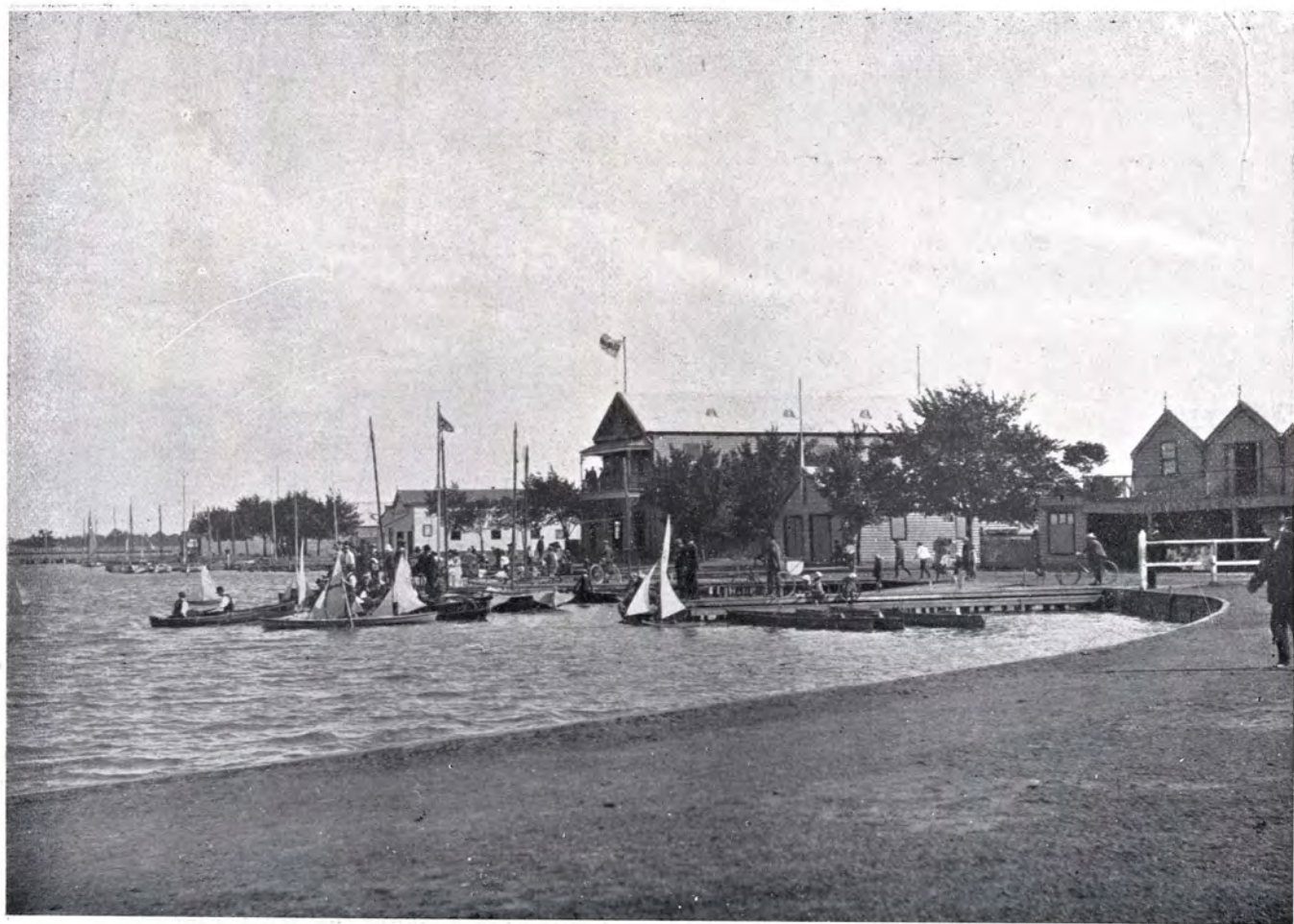
Looking South from Town Hall Tower.



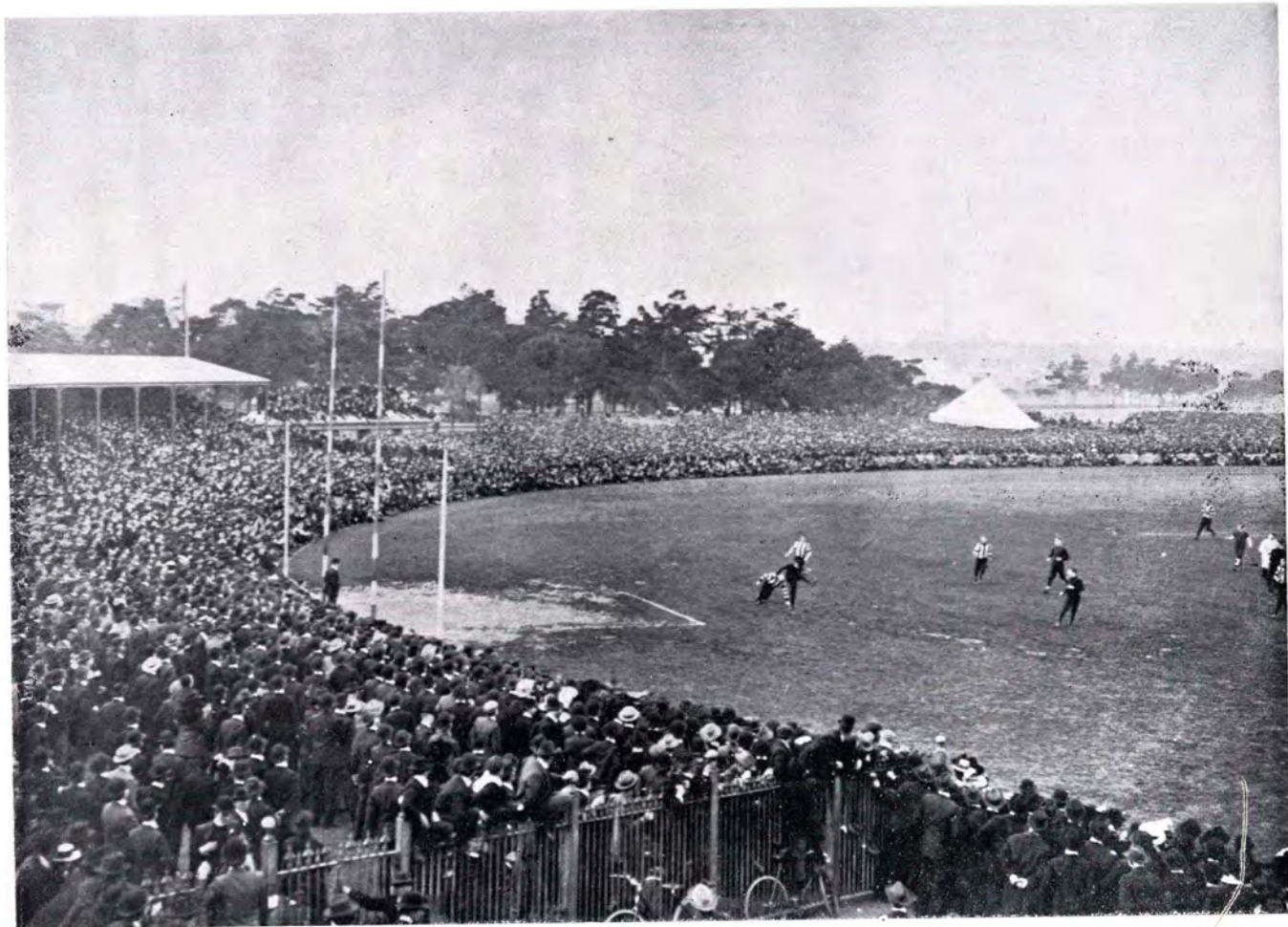
**A View on the Lake.**



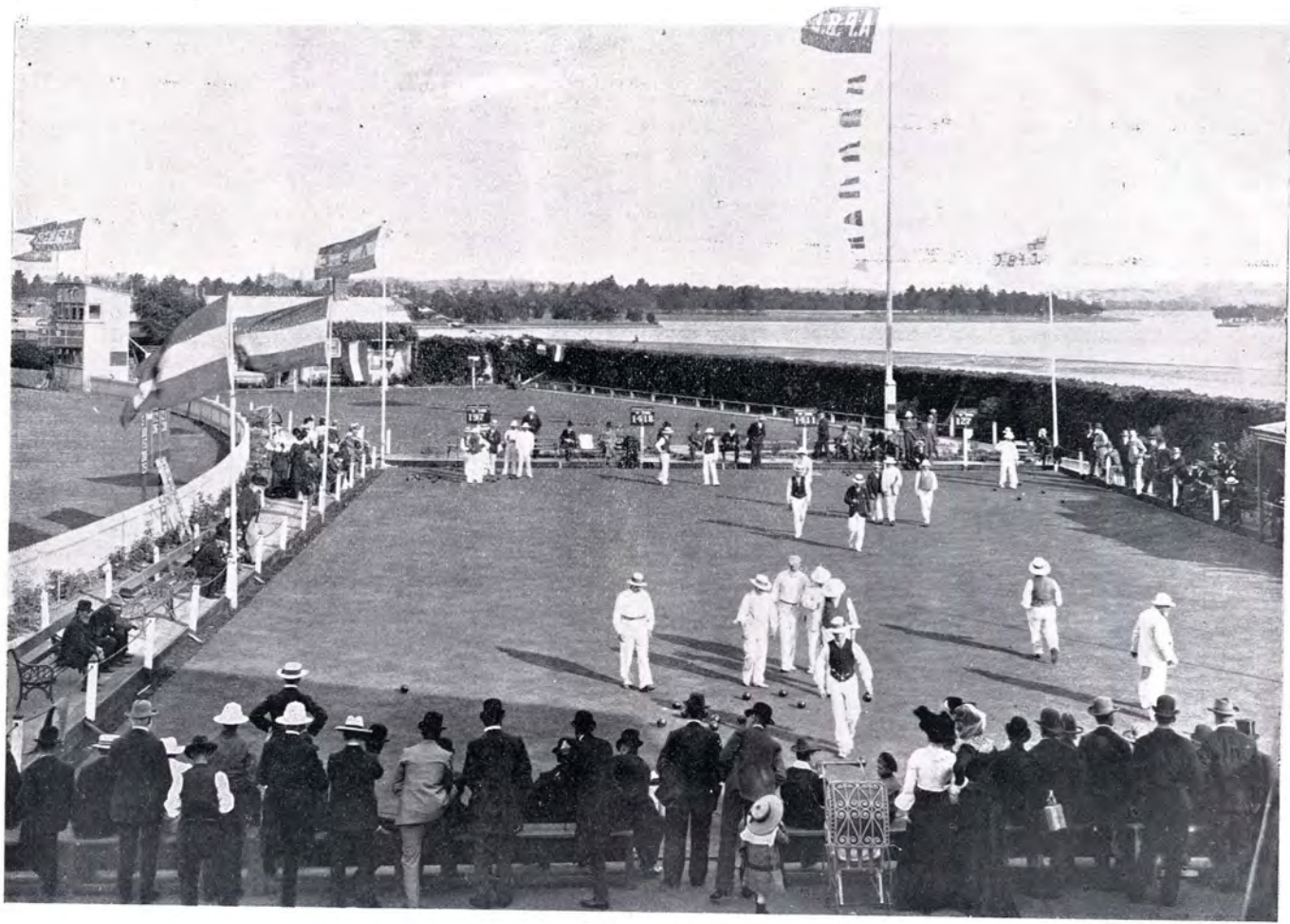
General View of the Lake.



Boat Sheds on Lake.



A Premiership Match at South Melbourne Football Ground.



Bowling Green, Albert Park.



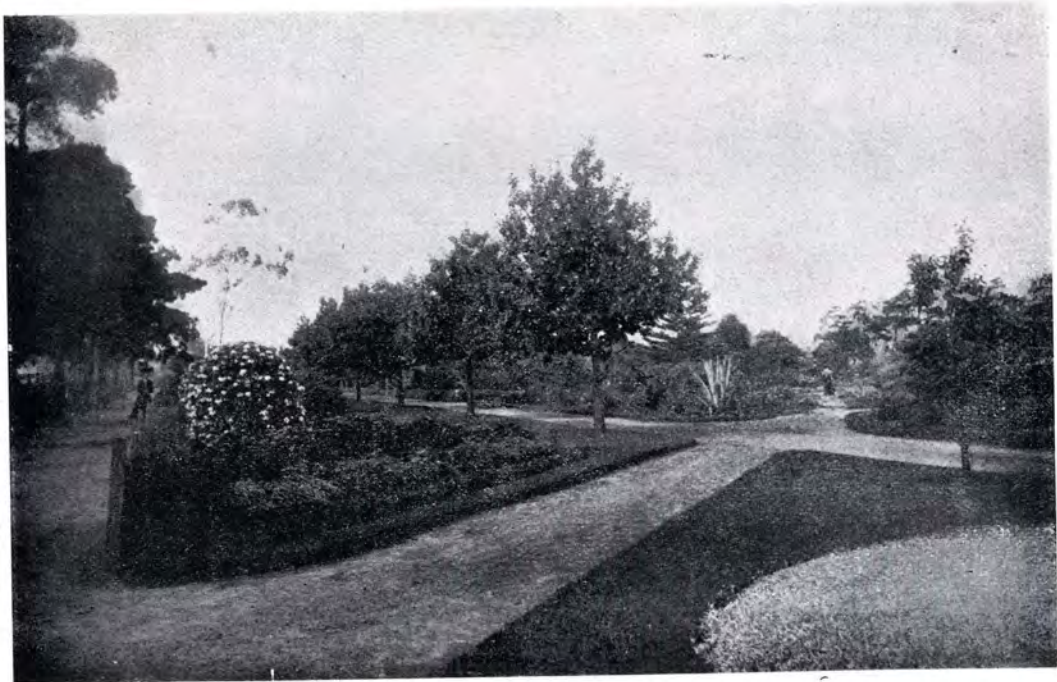
Presentation of Colours from H.M. the King at Albert Park.



A View in St. Vincent's Gardens.



In St. Vincent's Gardens.



In St. Vincent's Gardens.



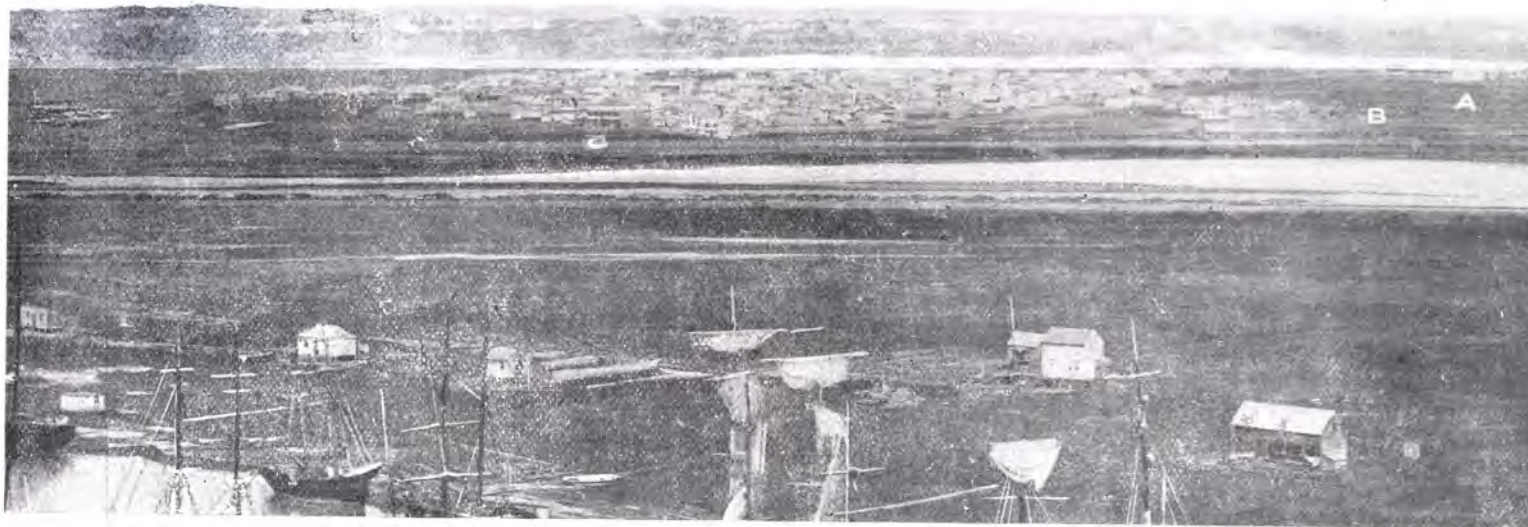
In St. Vincent's Gardens.



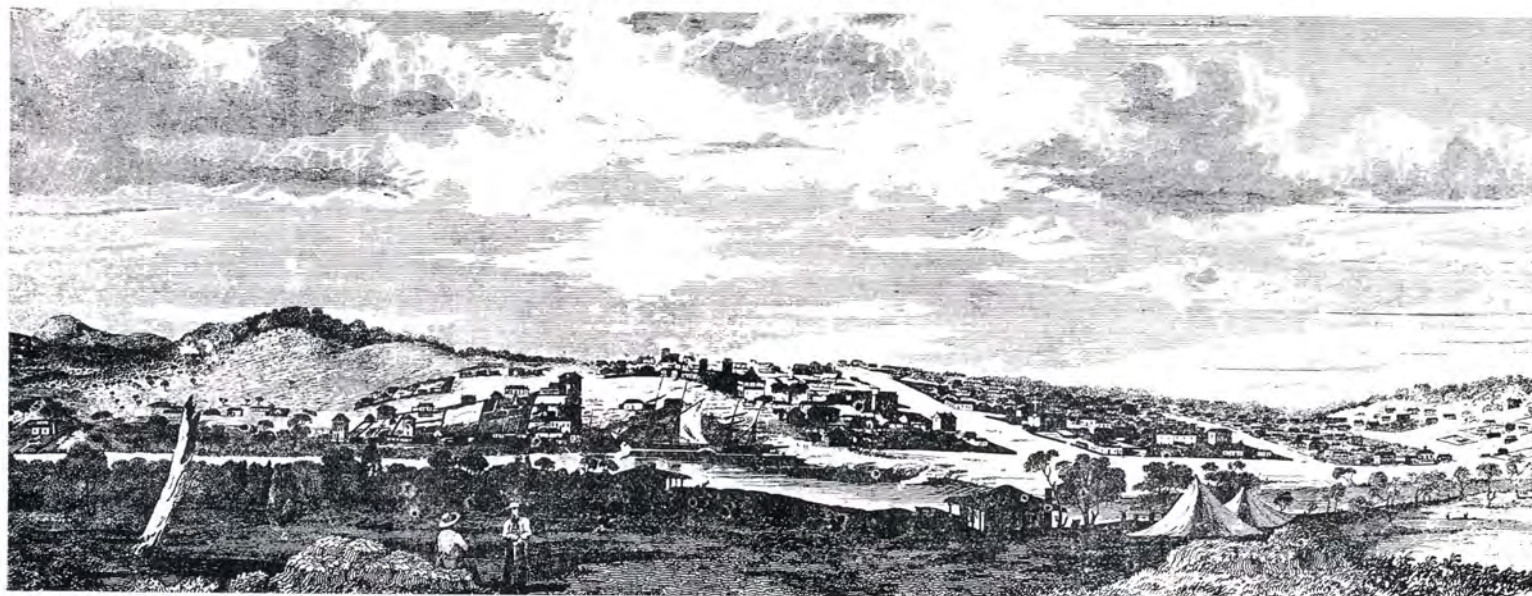
Bowling Green Pavilion, St. Vincent's Gardens.



View of South Melbourne in the Seventies.



Distant View of Emerald Hill in the Early Fifties.



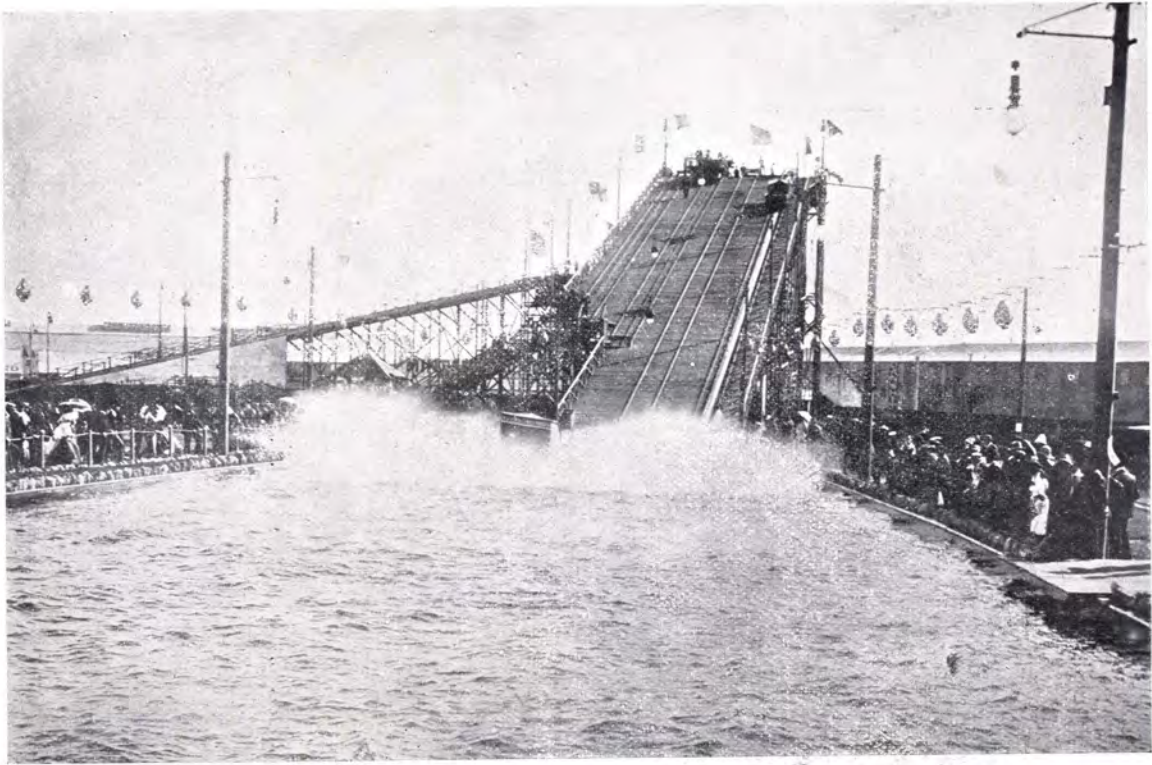
View of Batman's Hill & City from South Melbourne in 1839.



Unveiling the Jubilee Fountain. Old Identities.



Unveiling of the Jubilee Memorial Fountain.



Shooting the Chute.



Toboggan & Chute.



Cafe Chantant by Electric Light.



Cafe Chantant at the Chute.



Howe Crescent.



Residence built by Councillor Mountain.



**“Hughenden,” Beaconsfield Parade, Middle Park,**

The residence of J. R. Buxton, Esq., principal of the firm of J. R. Buxton & Co., Estate Agents, and also of the firm of Rudd & Co., Tea Importers & Distributors.



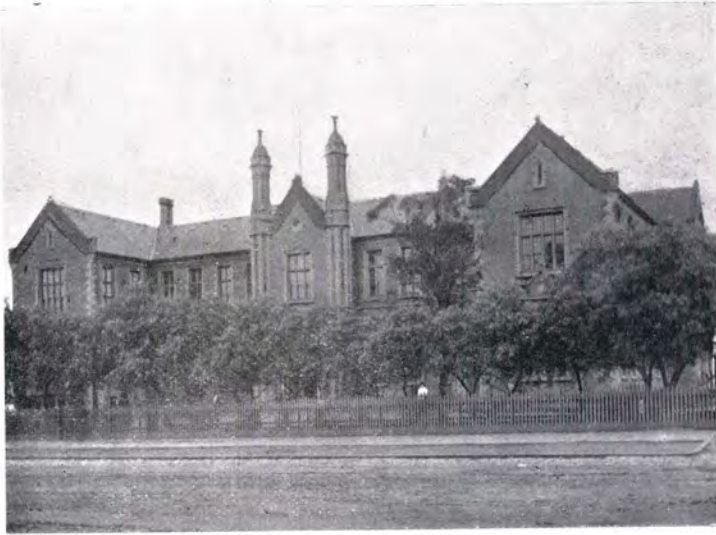
The Lake.



South Melbourne Bowling Green St. Vincent's Gardens.

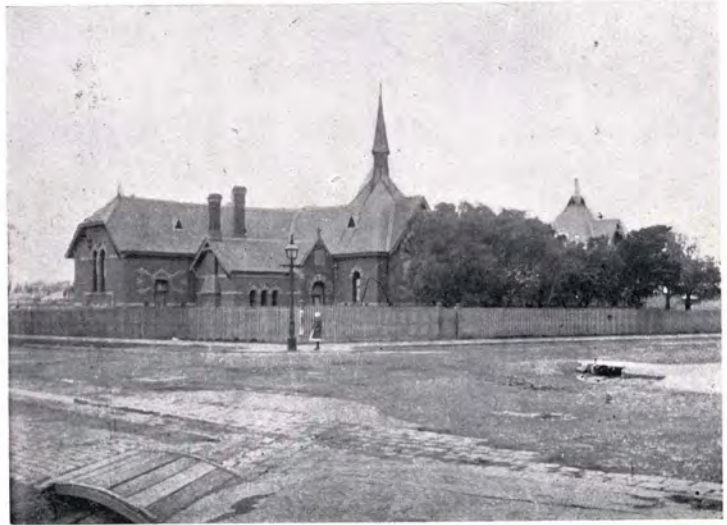


Cricket Ground.



Dorcas Street.

# The State



Eastern Road.



Richardson Street, Middle Park.



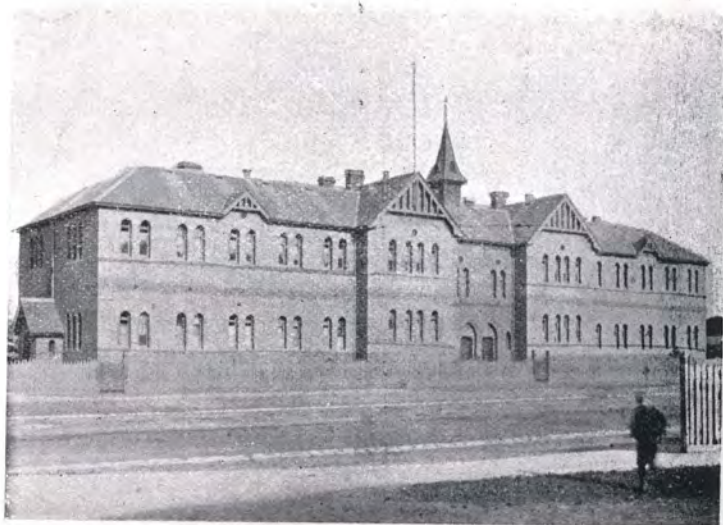
# City's Schools.



City Road.



Montague.



Albert Park.





Homœopathic Hospital.



**The Military Barracks, St. Kilda Road.**



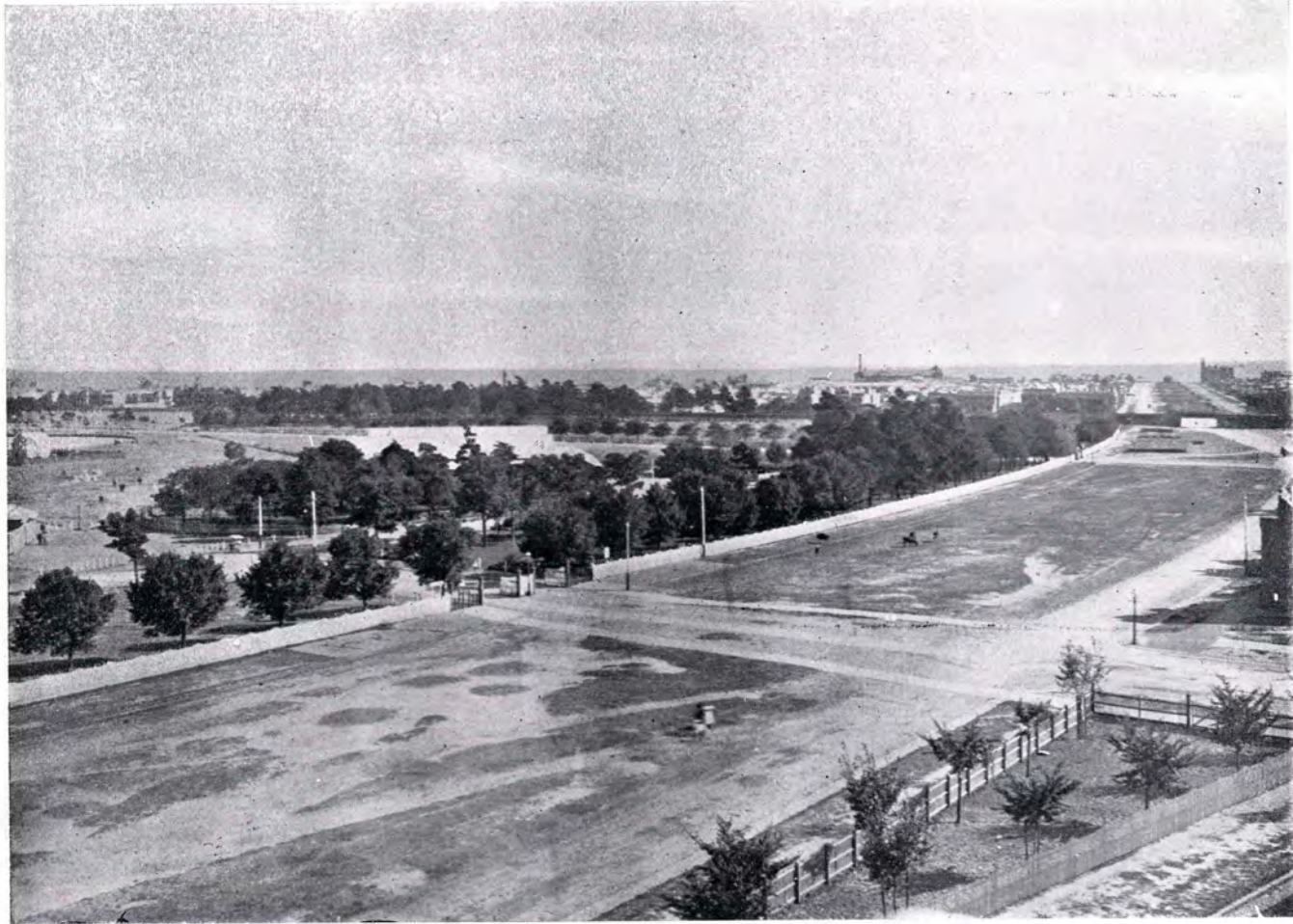
A Garden Scene.



**St. Kilda Rd., South Melbourne, from Government House Gates.**



**Government House & Grounds, opposite South Melbourne.**



Albert and Kerford Roads



Kerford Road Pier,



Canterbury Road from Kerford Road.



Opening Middle Park Bowling Green.



Beaconsfield Parade.



Beaconsfield Parade.



Victoria Avenue.



**Bridport Street.**



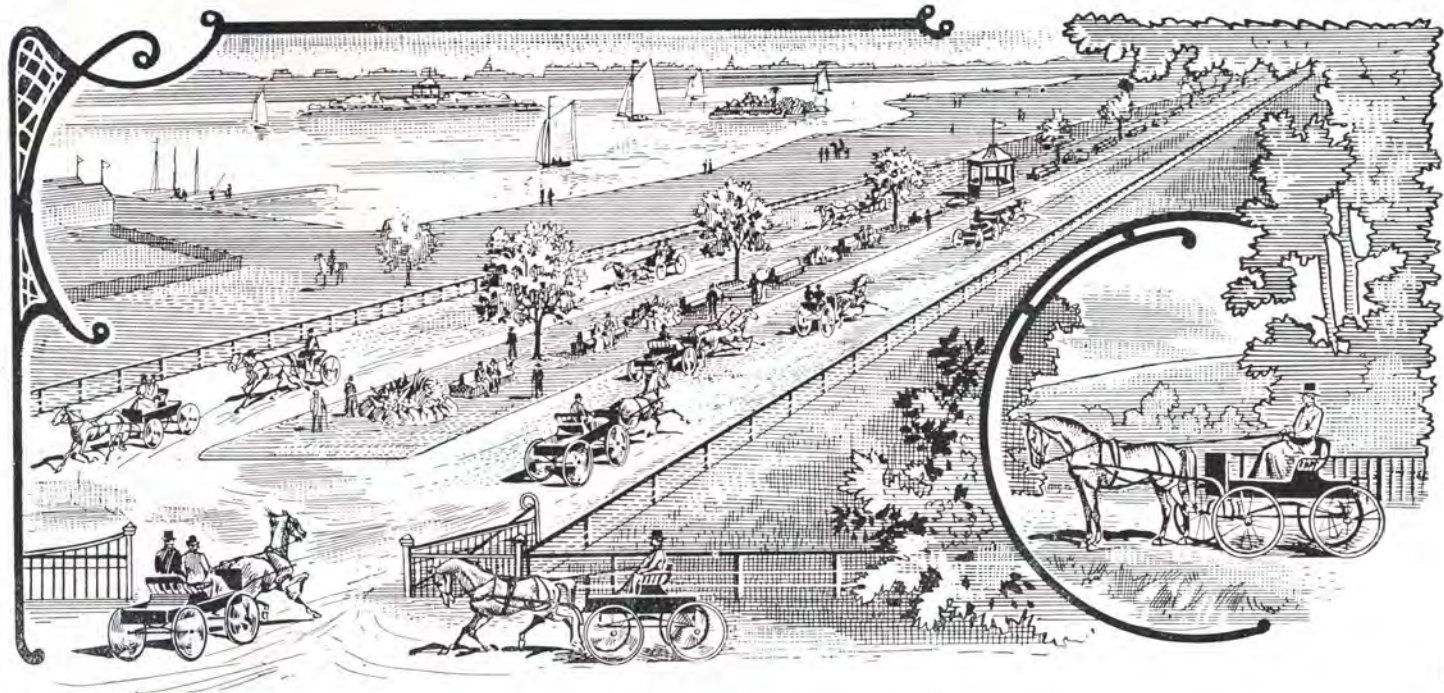
**Dorcas Street.**



Clarendon Street.



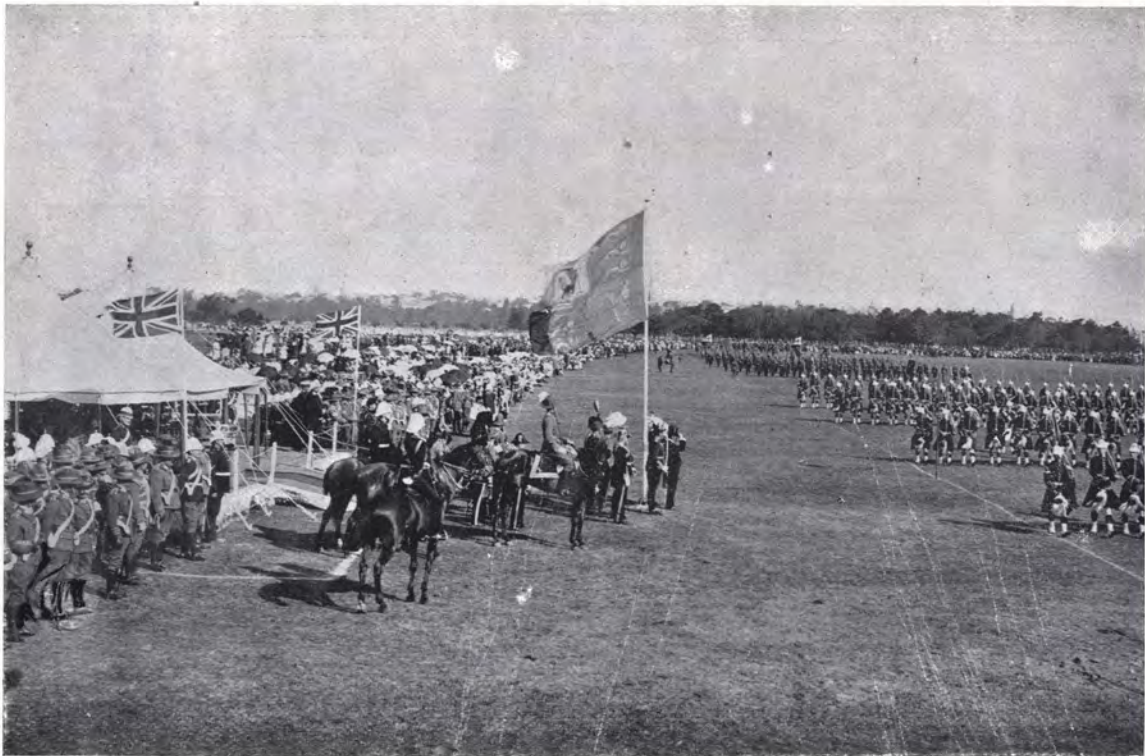
Clarendon Street.



The Speedway, Albert Park.



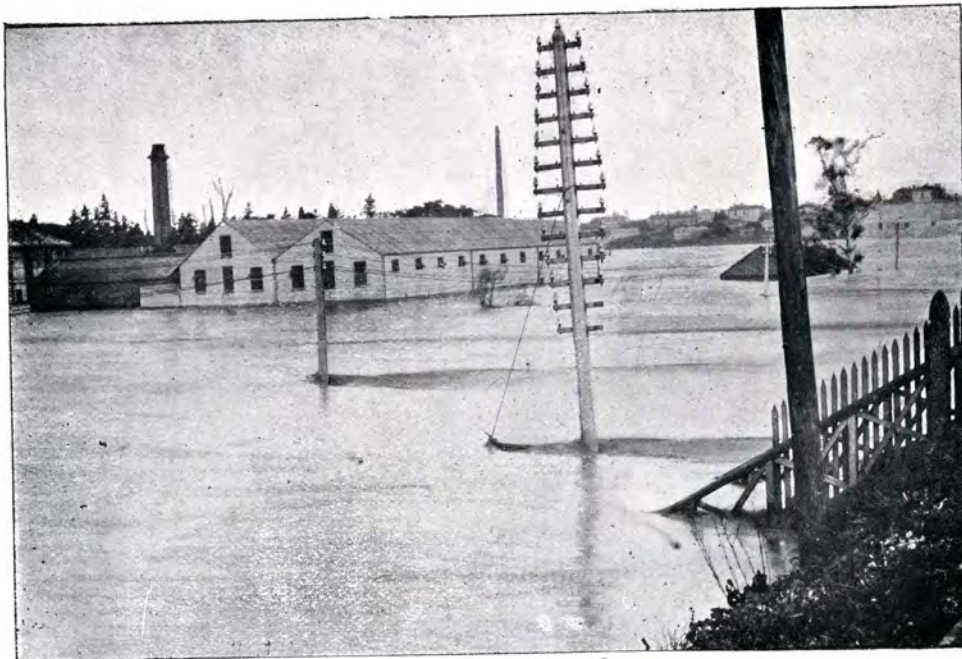
Opening of the Speedway, Albert Park.



March Past of the Scottish Regiment.



The Great Flood of 1891.



The Great Flood of 1891.



The Great Flood of 1891.



River Improvements since the Great Flood.



**Presbyterian Church, Clarendon Street.**



### **Clarendon Street Presbyterian Church.**

Clarendon-street Presbyterian Church had its origin in a conflict with the Free Church Presbytery of Melbourne about a ministerial settlement on Emerald Hill. That trouble, now grown shadowy, is strikingly reminiscent of the Erskine's and Gairney Bridge. The originators were sturdy Non-Intrusionists and Voluntaries. "They had splendid purpose in their eyes, but were devout men withal. They—having constituted themselves into a congregation, and having received recognition from the United Presbyterian Presbytery—met first for worship in the "Great Iron Store," in Cecil-street in 1855. This building still stands on the same spot. Its vicissitudes invest it with an almost human interest. At first it was a soft goods store. Then Geneva (in the form of the above congregation) worshipped there. Afterwards Canterbury (in the shape of St. Luke's Church of England) found a temporary home within its walls. Anon politicians waxed eloquent as they informed the free and independent electors how they had kept the earth in its orbit, and how they purposed to make the Solar System the home of a happy and prosperous people. Councillors met in solemn conclave there. Dances and concerts were held there. Sugar and soap, hay and corn have been sold there, and now the old building is a breakfast house for marketers. Nor is thy last

end, Old Iron Store, an ignoble one. For behind the steaming tea and coffee, the buttered toast and eggs, and all the varied excellence of a good breakfast, lie a world of poetry, philosophy and plastic art.

The congregation grew rapidly. It, however, found the trading environment uncongenial. It also found the building hot in summer and cold in winter. An allotment was bought in Howe Crescent, and a wooden church erected upon it. Thither the people moved about 1857. This structure—long since swept away by the villa builder—soon became too small for the congregation.

By this time, 1860, the union of the various Presbyterian Churches in the colony had taken place, and under its influence the stern, unbending voluntarism of these old blue bonnets had weakened. A noble site, in Clarendon-street, was obtained from the Government of the day, and on it the present building, dimly suggestive of an unfinished Parthenon, was erected, and opened free of debt in 1864.

The first minister of the Church was John Ballantyne. He was inducted in 1855, and died in Edinburgh in 1860. He seems to have been a grave, learned and saintly man. His presence was a benediction, his life an argument for the faith without an Achilles' heel in it. "He was a good man, full of the Holy Ghost and of faith, and much people was added unto the Lord."

Hugh Darling succeeded him in 1861. He was an Apollos, "an eloquent man and mighty in the Scriptures." He ministered with much acceptance, until failing health compelled him to resign in 1874. He died at Kew in 1877.

Alexander Fraser Knox followed. His ministry was short but potent. He drew the people, especially the young, as by a mighty spell. The Church was crowded. The communicants alone almost filled it. He preached the Gospel powerfully and persuasively. A genius, a mystic and a child of eternity, he was the Sir Galahad of the band. He accepted a call to Seymour in 1876, and died in Melbourne in 1889.

Charles Bell appeared from Scotland towards the end of 1876, and was duly called and inducted into the charge of Clarendon-street. His large, benevolent presence lies abroad over the congregation and community still. The present minister, as he toils along mean and crowded streets, is known as the man from Bell's Church. He was an earnest and evangelical preacher. He was also the friend of all the failures and deadbeats of the neighbourhood. Human wreckage, from all the seven seas, drifted towards the kindly shores of the Manse. Rarely has such a menage been seen since Samuel Johnson's day. He was an ardent Freetrader. He could not understand how any man of sense could be a Protectionist. He visited the market-place on Saturday nights, and proclaimed the evangel of Adam Smith. The crowds interrupted him, contradicted him, declined entirely to be convinced by him, but cheered and loved him through it all. Bell left for New South Wales in 1895. He still "allures to brighter worlds and leads the way" in Wagga.

Simpson followed him. His ministry was brief. He early realised that his best work could not be done in South Melbourne, that his genius could not flower in Clarendon-street, and so—

"He folded his tent like an Arab,  
And as silently stole away."

This worthy and scholarly man is now in the service of the Established Church of Scotland.

J. B. Ronald came next. The congregation was in a sickly state when he took charge. It rallied somewhat under his ministry. A fervid Scot, he stood on Burns and the Bible. His aversions were Chinamen and Freetraders. Of the school of Dale and Hugh Price Hughes, he stood midway between the pulpit and politics. He so commended himself to the community that in less than three years he was called by the voice of the people from the house with the pillars in Clarendon-street to the house with the pillars in Spring-street. There he has helped to pass the laws which are to make Australia as "the snow of Lebanon" among the nations.

After fifty years Clarendon-street Church is holding its own.

"Ancient founts of inspiration,  
Well through all its fancies yet."

The old Church still stands four square upon the hill. It still watches, with grey and kindly eye, the passage of the hours on the Town Hall clock. It still gazes upon the busy commerce of the street. It still notes the river of life flowing towards the beach, and towards dimmer and remoter shores. Could it speak, methinks it would say, "Wisdom hath builded her house, she hath hewn out her pillars. She hath killed her beasts; she hath mingled her wine; she hath also furnished her table. She hath sent forth her ministers; she crieth upon the highest place of the city.

"Come in! Come in!  
Eternal glory thou mayst win!"

The present occupant of the pulpit is the Rev. J. N. Mackay, late of Bendigo and Ballarat. As a highly cultured man, an earnest worker and a fine preacher, he is much beloved by a growing congregation.

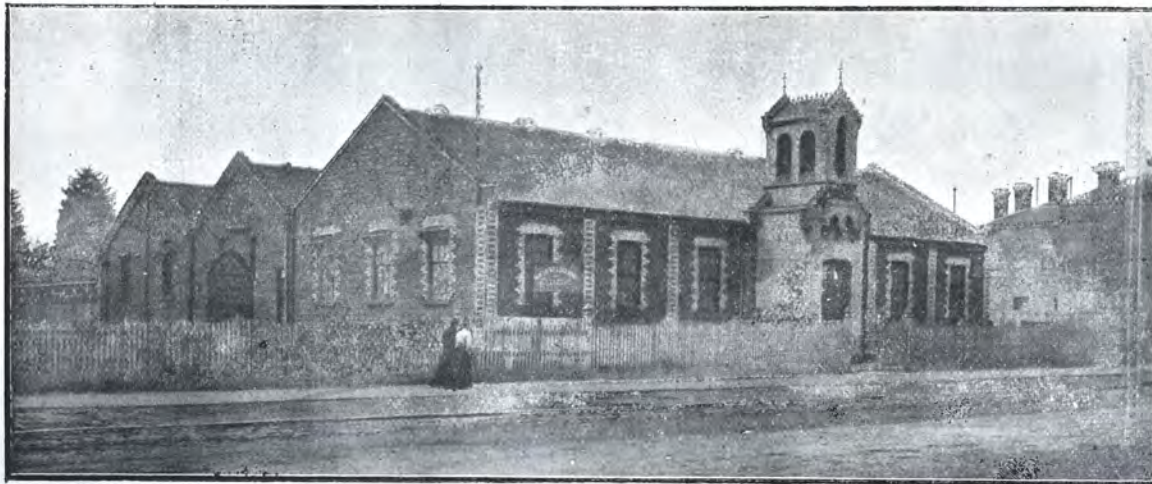




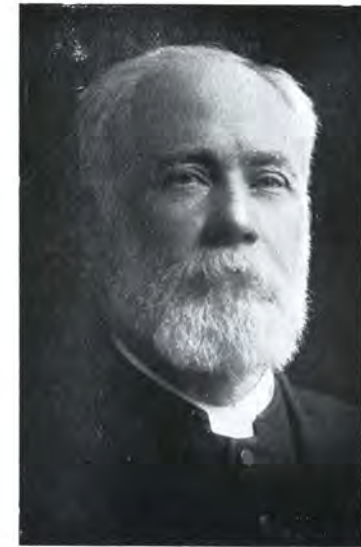
**The Dorcas Street Church.** (Opened on the 21st April, 1867.)



The Rev. Dr. Macdonald.  
(May, 1854, to Jan., 1889.)



**The School House, Bank Street.**  
The middle portion of the Building forms part of the original Church, opened May 21st, 1854.



The Rev. Dr. Meiklejohn,  
(Dec. 18, 1888.)

## Dorcas Street Presbyterian Church.

The Presbyterian cause at Emerald Hill and Sandridge began on January 5th, 1854, when the Free Church Presbytery of Melbourne set apart the Rev. Archibald Simson, afterwards of the Leigh, to take the oversight of those districts.

The congregation met for some four months in a tent, and there are still a few survivors of those early days. Those were the days of the gold fever—wild excitement and unrest; and it was no easy task to found a permanent cause when people were always on the move, when new arrivals poured into Melbourne by the hundred, only to rush to the diggings, and return if disappointed.

The cause under Mr. Simson must have prospered greatly, for within five months of his appointment a new brick building—now part of the Sunday school—was erected and opened for public worship by the late Rev. Dr. Adam Cairns, of Chalmers' Church, May 21st.

On May 3rd, 1859, it was resolved at a meeting of the congregation to take immediate steps to build a new church. The resolution set forth that "it was of the utmost necessity that steps should immediately be taken for the purpose of building a new church." It was further agreed to elect a building fund committee, of which Mr. John Finlay was chosen treasurer, and Mr. A. E. Aitken secretary. In order to more definitely bring this important proposal before the whole congregation, it was agreed to hold a tea meeting, at which the proposed canvas of the congregation for subscriptions would be intimated. Dr. Cairns and the Revs. John and Jas. Ballantyne, Messrs. R. S. Anderson, John Finlay, Wm. Ireland, and R. S. Mills were to be the speakers at that important meeting. In order to successfully carry out the object in view, it was agreed to divide Emerald Hill into blocks, and the building committee undertook to collect subscriptions.

The new church in time became too small, and was enlarged to its present size, in 1867, at a cost of £567 4s. 6d. The opening services were conducted by the famous Dr. J. Oswald Dykes, of Cambridge. The Rev. D. Macdonald was happy in the choice of such prominent men, who thus associated their names with the history of the congregation—the Rev. Jas. Clow, Drs. Cairns, Campbell and Dykes.

Since then the main work of the minister, elders, Sunday school teachers, and other workers was not so much expansion as consolidation. The new church was large and comfortable. The improvements added since 1867 are the session house, vestry, organ loft, and organ. The cost was £2969 16s.

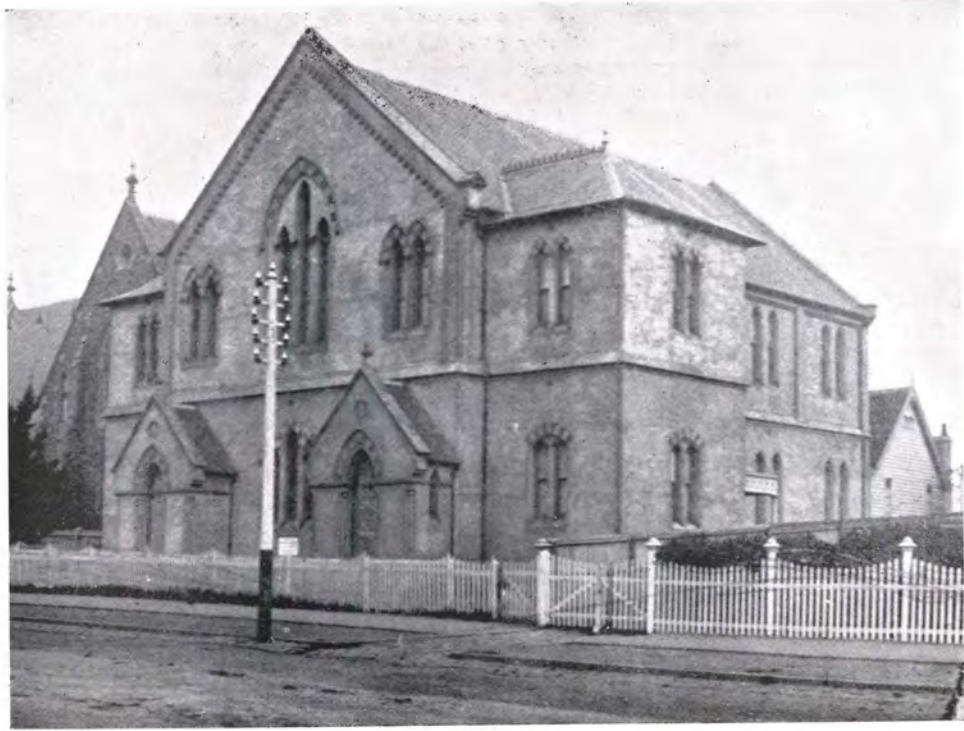
The Sunday and day school buildings were on a larger scale still, and flourished greatly from that year till 1873. In that year the day-school building was leased by the Education Department, and so the old committee days (denominational) were ended, and the school staff was taken over by the department. Both schools had reached a high state of efficiency, and compared favourably with the very best of similar institutions in the colony.



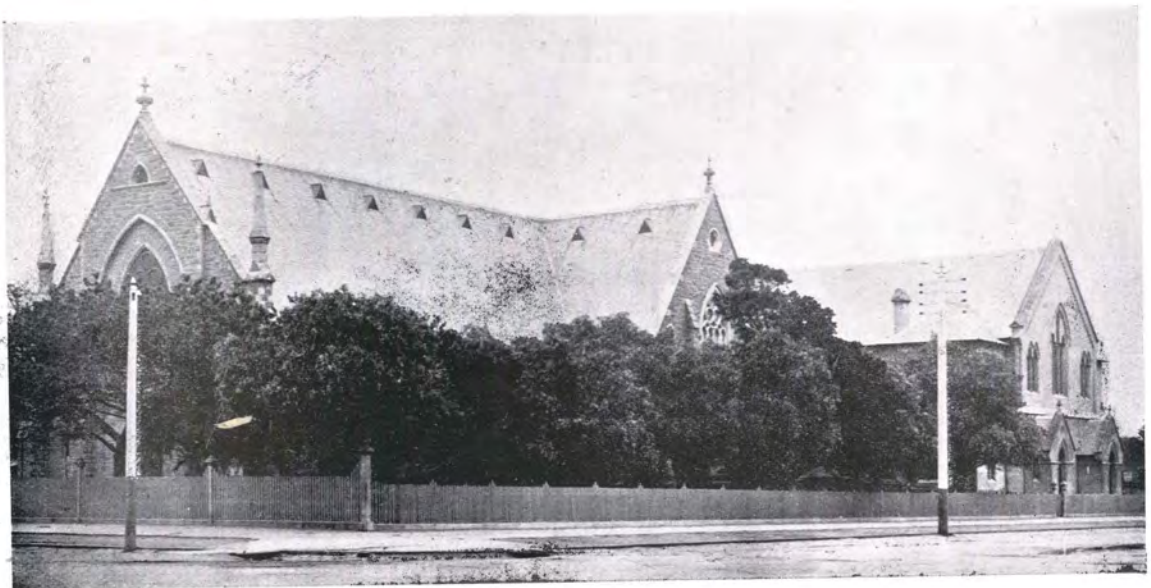
**St. Luke's Church of England.**



**St. Peter's and St. Paul's Catholic Church.**



**Wesleyan Sunday Schoolrooms.**



**Wesleyan Church, Cecil Street.**

## Wesleyan Church, Cecil Street, S. Melbourne.

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The Methodists first held meetings in South Melbourne in a tent, about 1853, and subsequently erected a temporary wooden building, and while the present church was being erected (completed in 1865) services were sometimes held in the old Mechanics' Institute. They celebrated its jubilee in 1903. One of the first to take charge of the flock was the Rev. W. S. Worth. The Rev. Dr. Watkin was for some years its pastor. The present minister is the Rev. J. P. McCann. A view of the church is given on the opposite page; it is capable of accommodating about 1000 people. The other view is of the Sunday school, which was founded by the late Mr. John Bee, and which had a very large attendance, until the branches at Albert Park and Middle Park were started. The gentlemen at present holding office are:—Minister, Rev. J. P. McCann; trustees, Messrs. W. J. Mountain, Captain Thompson, L. Murstow, R. J. Mustow, C. Hammond, W. Swindley, S. Trueman, J. Kennedy, R. Carey, E. Harcourt, T. Southam, and D. Cook; treasurer, J. Kennedy; secretary, David Cook; leaders, Messrs. Kent, Mustow, Harcourt, and Mesdames Earl, Allardice and Sister Agnes.



## Salvation Army.

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Twenty-five years ago the Salvation Army started in South Melbourne, to rescue the fallen, under great trials and opposition, under Captain Shepherd, Major Barker being in charge. The corps at present numbers about 200 (considerably less than a few years ago, before the offices were moved to the city of Melbourne). The barracks is situated in Coventry-street, and Ensign Haywood is in charge.



## Chinese Joss House.

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This fantastic-looking building, facing Raglan-street, was erected about 45 years ago, when the Chinese residents in Victoria numbered about 40,000. (Present numbers, about 6000.)

## South Melbourne Congregational Church.

The Congregational Church of South Melbourne (formerly Emerald Hill) was originally formed by about twelve Christian people meeting in one of their homes in Emerald-street, on May 29th, 1859.

These meetings, being continued, resulted in the commencement of the regular Church services being held in the Great Iron Store, in Cecil-street, on July 10th, 1859, under the pastorate of the Rev. J. E. Vetch. The Church services were afterwards held in the hall of the old Mechanics' Institute, in Cecil-street, under the pastorate of the Rev. C. S. Y. Price, until the first church (wooden structure) was built on the present site in Howe-crescent, about the end of 1865. The congregation having increased, a new brick building was added to the former in the beginning of 1868.

The Rev. C. S. Y. Price, having resigned the pastorate of the Church, on account of ill-health, the Rev. E. Greenwood accepted the call to the pastorate in the beginning of 1869.

After putting a gallery in the new church, it was again found necessary to increase the accommodation, and it was then decided to build the present church, which was erected about the end of 1874, and was opened in March, 1875, with sitting accommodation for 650 persons.

The Church property now comprises the church, a large Sunday school, and also an infant school, which has been built since.

The Church at the present time is without a settled pastor, but a call to the pastorate has been given to, and accepted by, the Rev. A. P. Doran, who is expected to take charge in July next.

The organisations in connection with the Church are:—

The choir, the Sunday school, the Senior Society of Christian Endeavour, the Junior Society of Christian Endeavour, the Young Men's Mutual Improvement Society, the Girls' Guild, and the Boys Club.

There is also in connection with the Church a mission hall in Raglan-street, in which regular services are held on Sunday evenings at 7.30, and a Sunday school at 3 o'clock in the afternoon.



Congregational Church, Howe Crescent.

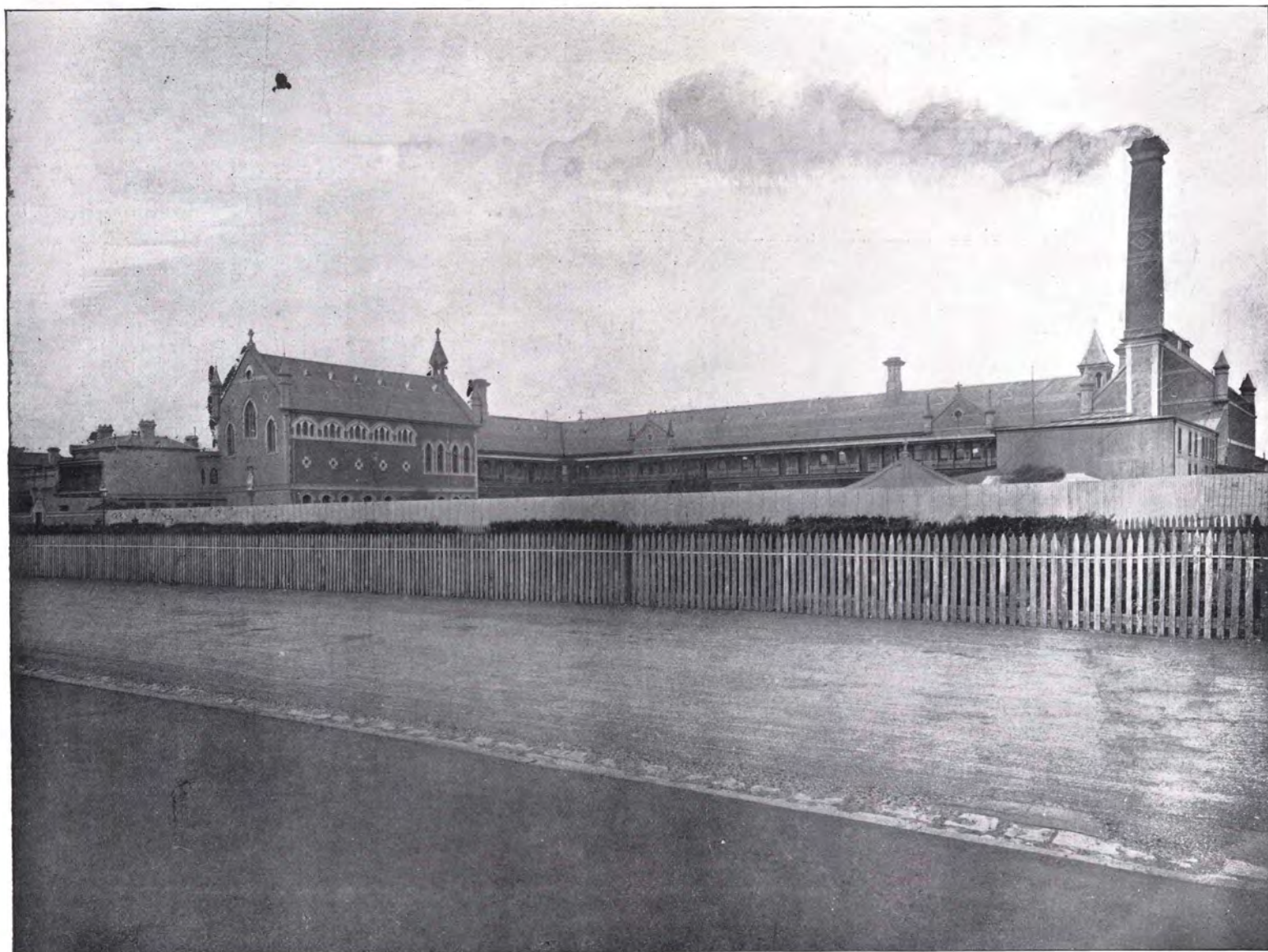


**Baptist Church, Dorcas Street.**



### **Some Information about the S.M. Baptist Church.**

The Baptist Church was formed by the late Mr. Wm. Ferguson and a few adherents of the denomination about the year 1856. A meeting house was built by the late Mr. Wm. Bilsborrow, in York-street, where services were held for many years, when it was sold, and the present building erected in Dorcas-street, under the pastorate of the Rev. Wm. Poole, now of Queensland. The land and building cost £4000. Mr. J. B. Youl, of Clarendon-street, was treasurer. The Church has passed through many trials and vicissitudes, joys and blessings. Since Mr. Poole was pastor it has had the services of five ministers—the Revs. Buckingham, Lambert, Blackie, Malyon, and the present pastor, the Rev. J. Farquharson Jones. The trustees of the Church property are Mr. John Shaw, Mr. T. H. Drakin, and Mr. J. B. Youl. The associations connected with the Church are the Sunday school and Boys' Naval Brigade, Senior and Junior Endeavour Societies, Young Men's Mutual Improvement Guild, and the choir, under the conductorship of Mr. David Youl and Mr. John Edmonds, organist. Secretary of the Church, Mr. Herbert.



Convent of the Good Shepherd, Beaconsfield Parade.



PRIZE WINNERS—MATRICULATION CLASS. Mr. O'HARA'S STH. MELB. COLLEGE. See page 148.



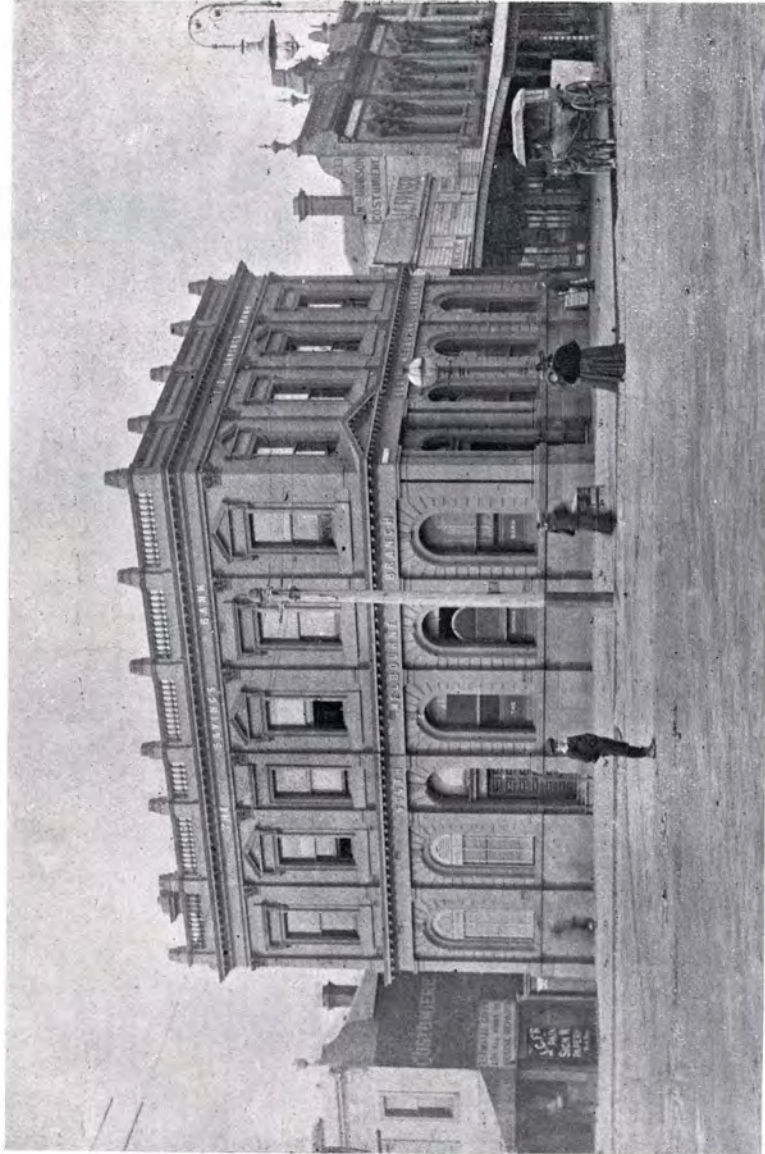
PRIZE WINNERS—HONOUR CLASSES. Mr. O'HARA'S STH. MELBOURNE COLLEGE. See page 148.



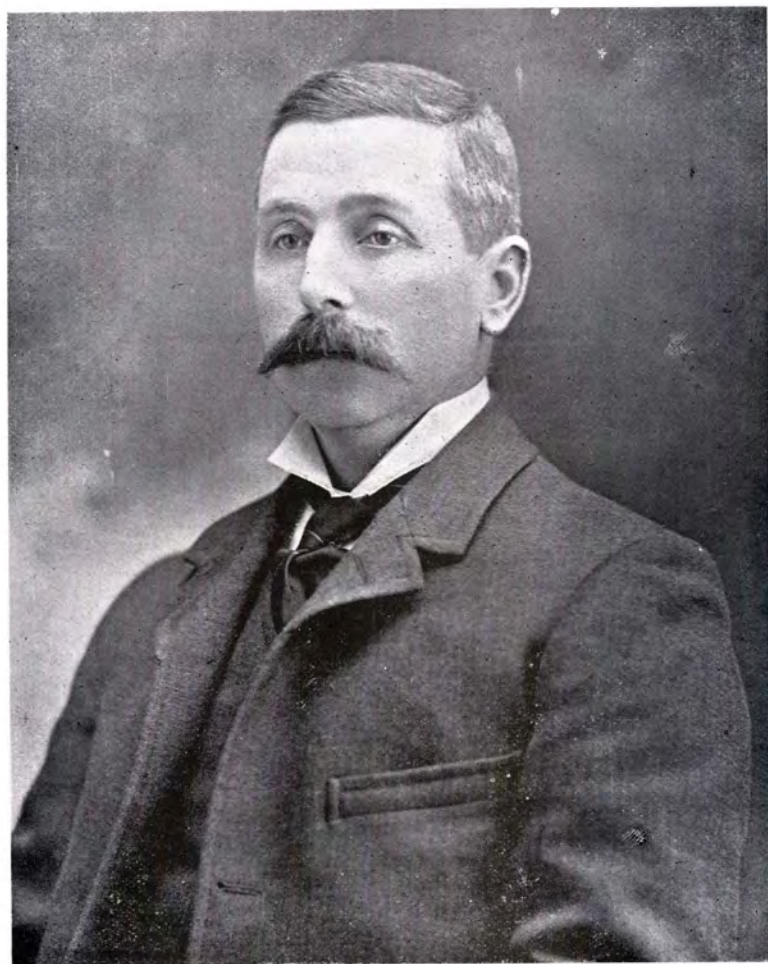
**Markets from Cecil Street.**



**Markets from Coventry Street.**



Savings Bank, Clarendon Street.



Hon. T. H. Payne, M.L.C.

### Mr. T. H. Payne, M.L.C.

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The Melbourne South Province electorate of the Victorian Legislative Council includes South Melbourne, therefore it will not be uninteresting to give a brief sketch of the gentleman who was elected a member by the greatest majority on the last two occasions that voters were asked to make their selection. Thomas Henry Payne is the second son of the late Thomas Budds Payne, remembered as amongst the most desirable of Melbournes' old identities, and was born in South Yarra in 1862. He still resides in that vicinity, in his picturesque mansion, "Leura," in Toorak-road, Toorak. The well-known fondness of the owner for botany in its highest form is pleasantly noticeable in the magnificent gardens and grounds surrounding the beautiful residence. For his early education, Mr. Payne was entrusted to the authorities of the Geelong Grammar School, and finished his scholastic training at Melbourne Trinity College. Afterwards went to Great Britain, and made a tour that added materially to the fund of college education. The characteristic superiority of the Australian in outdoor sports was exemplified by the subject of our sketch enjoying the distinction of being selected to make one of the famous Geelong Grammar School four in the annual boat race. It was in 1901 that the present Legislative Councillor took his seat in the House, it having been previously occupied by the late Sir Frederick Sargood, until that gentleman vacated it for the Federal Parliament, and though elected against his opponent, Mr. Thos. Luxton, by something over a thousand votes, it is significant of his popularity in the fact that no special, or even the ordinary, efforts were put forth by him or his supporters to catch votes. On the expiration of his first term, opponents for the suffrages of the electors came forward in Mr. Geo. Godfrey, the Hon. Nathl. Levy and Mr. Thos. Luxton. Mr. Payne again headed the poll. In the House he is exceedingly well liked, and though comparatively a man of few words, he carries considerable weight. The reputation of the membership of State Parliament has in Mr. Payne an ardent, strong and unswerving supporter. As already indicated, Mr. Payne, besides being passionately fond of his rare flowers, is also addicted to the more exhilarating pastime of hunting. He is president of the Melbourne Polo Club, and associated more or less with other athletic and sporting institutions, but it must not be imagined that he is negligent of the obligations belonging to men in high positions to devote some thought to the sadder side of life. Amongst the many institutions remembered constantly by him may just be mentioned here one of the most humane, and of which he was for a time president. We refer to the Consumptive Sanatorium. In the commercial world Mr. Payne is perhaps best known as one of the local directors of that most important of Insurance Societies, the A.M.P. (Australian Mutual Provident). For so young a man, it is indeed a distinction to be entrusted with an executive vote, in what may be justly termed one of the most important institutions in the world.



HIS WORSHIP the MAYOR, J. BARAGWANATH.

His Worship the Mayor, John Baragwanath, was born in Bendigo in 1856, and started to earn his own living at thirteen years of age, so that practically he is a self-made man, of strong character and much ability. He took an interest in politics at an early age, and an active part in municipal matters since 1891. In 1888 he made an unsuccessful attempt, but in 1891 was elected unopposed for Beaconsfield Ward, and in 1893 was elected Mayor, and held the office for two years. He was again elected Mayor in 1903, and has held the office through 1904 and 1905 also. He is a Commissioner on the Melbourne and Metropolitan Board of Works. He was instrumental in securing the Library and Mechanics' Institute for the free use of the people, and its popularity is shown from the fact that 2000 people are on the lending list for books. The recent Jubilee celebrations have taken



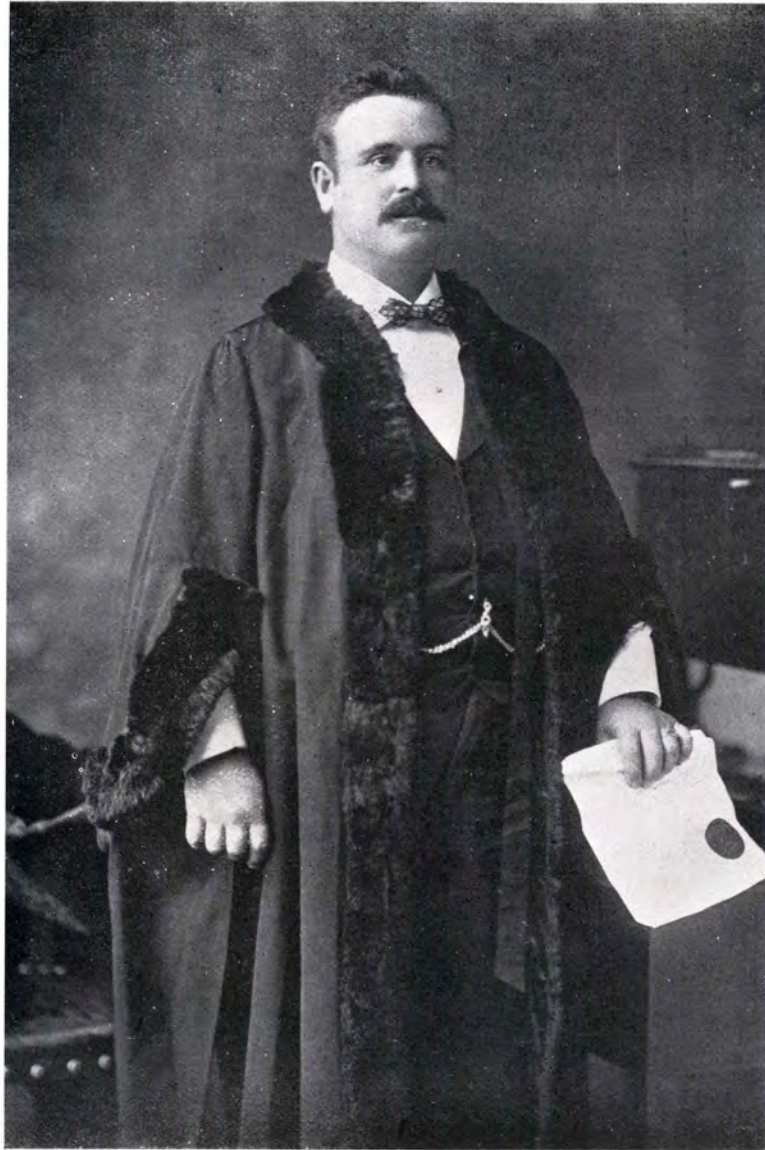
THE MAYORESS, MRS. J. BARAGWANATH.

place during his mayoralty, and fittingly mark his occupancy of the highest office in the city. He is president of the South Melbourne Cricket Club, playing the game himself, and is a patron of all manly sport.

Mrs. Baragwanath was born in Melbourne; her father was senior partner of Reynolds and English, the pioneers of the carrying trade which subsequently became the far-famed Cobb and Co., of Australia. She is president of the Ladies' Swimming Club, of South Melbourne; is of a very sociable disposition, a genial hostess, and has rendered her husband splendid assistance at all public functions, and especially during the recent Jubilee celebrations, and she is of a most charitable disposition, and is president of the Ladies' Benevolent Society.



Mrs. T. Craine, Ex-Mayoress.

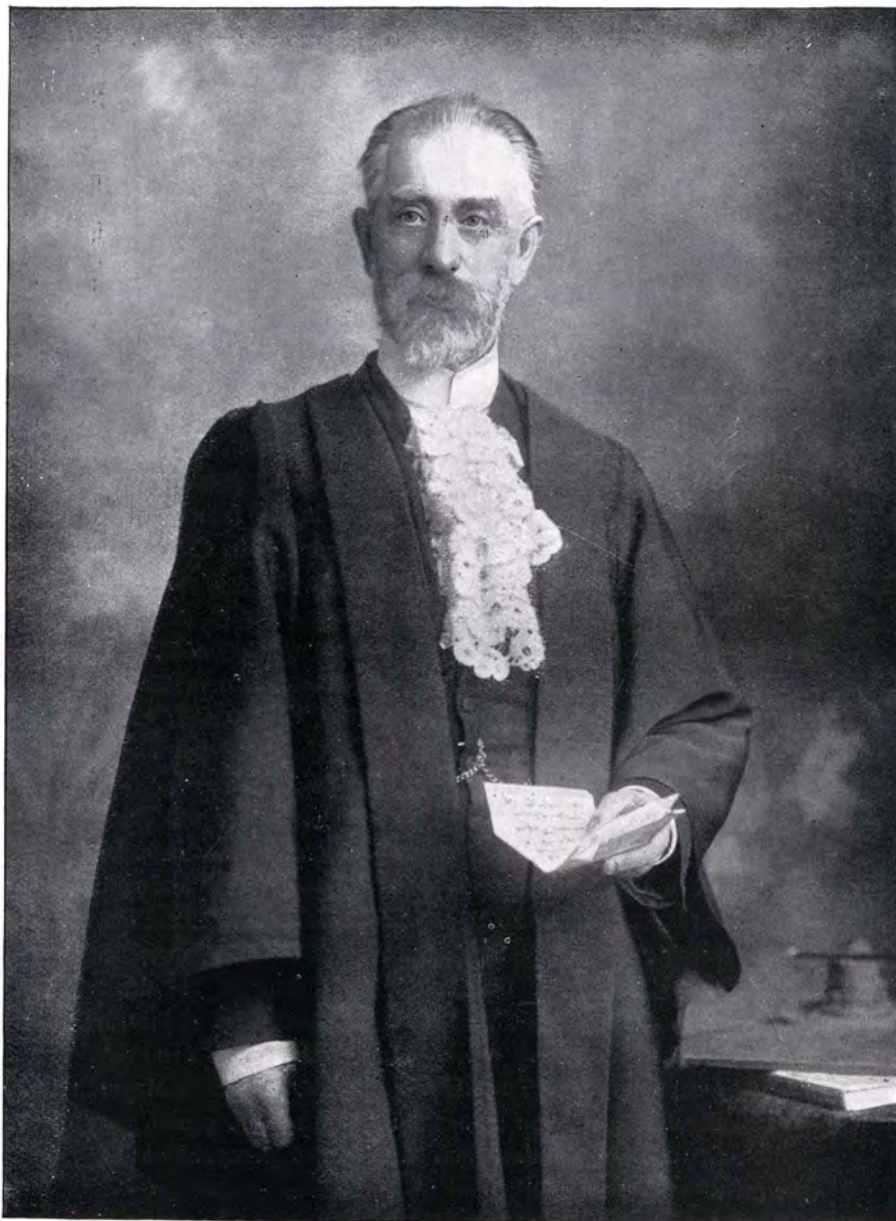


**Councillor T. Craine, Ex-Mayor.**

### Councillor Thos. Craine, Ex-Mayor.

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The subject of the accompanying portrait was last Mayor of the city, and immediate predecessor of the present holder of that important office. Councillor Craine is a native of Victoria, having been born at Carlton in 1863, and has so well appreciated his opportunities that he has carried on the business established by his father in 1854 to a most successful position, one of the most important in the city. Councillor Craine's father landed in the forties, and started business as a coachbuilder and timber bender, being, indeed, the pioneer at this business, his premises standing where Kerr's timber yard now is in Latrobe-street. The great expansion of this business compelled the erection of more extensive works, and an extensive block of land was purchased from the Government in South Melbourne, where the factory now stands. At an early date in his career the present proprietor took an active part in his father's business, who has now been dead upwards of 20 years. Mr. Craine became a councillor in 1898, as representative of Fawkner Ward, and was elected Mayor in the years 1902 and 1903. During this year the speedway, shown in two of our illustrations, was opened in Albert Park, and is proving a boon to the inhabitants. Councillor Craine was president for many years of the Football Club, and is still vice-president, and was also of the Bowling Club. He is a vice-president of the South Melbourne Cricket Club; of the Cycling Club he also held the position of president, and is now a vice-president, and is also vice-president of the Albert Park Rowing Club. Thus he has lent his aid to all kinds of manly sport, including the Trotting Club, of which he is treasurer and vice-president. He is one of the Council of the Chamber of Manufactures, and also of the Employers' Union. During his Mayoralty, he distributed funds amongst the deserving poor, of whom there were then, owing to commercial depression, a large number of deserving cases. Mrs. Craine held a number of monthly receptions at the Town Hall during her husband's Mayoralty. He is a deservedly popular man, kindly natured and genial, and his elections have been popular, and well-earned recognitions of his enterprise.



Mr. F. G. Miles, Town Clerk.

### Mr. F. G. Miles.

Mr. Frederick George Miles, the Town Clerk of South Melbourne, has had a lengthened experience of colonial life. When but a child he arrived in Melbourne from England, almost coincident with the incorporation of the town, and for some time was resident in the country between Kilmore and Lancefield, where his father had purchased a station. Here he saw much of the habits of the natives, and the many incidents of settlement in a new country. His education was first by private tuition, and afterwards at a public school in Melbourne. In 1850, he was articled to Mr. George Wharton, the leading architect of his day, and in 1861 entered the civil service. During this time he was for six years the chief draftsman in the Survey Department at Ballarat. In 1870 he was appointed Town Clerk at Brunswick, the borough of which some years previously he had been elected a councillor. After a service of ten years there, during which time he also held the position of Clerk of Petty Sessions, he was selected out of 80 applicants for the post he now holds, and where, for nearly 26 years, he has been prominent in all matters pertaining to municipal interests. In 1901 he was appointed Town Clerk of Perth, W.A., a position, however, he declined to accept. From his long connection with Melbourne and with municipal affairs he is regarded as an authority, and is frequently consulted on matters of municipal law and procedure. Mr. Miles has succeeded in obtaining the goodwill and appreciation of those with whom he has been associated, as shown by the testimonials he has received for his varied services, and by the consideration shown him by his Council in granting him six months' leave of absence to visit England, from whence he returned with a fund of information on municipal and public subjects, which has proved of great value to him in his duties since. We are much indebted to Mr. Miles for his courteous assistance whenever required in the compilation of this work.

### South Melbourne Literary Society.

Musical and Elocutionary Competitions are quite an interesting development of recent years. Speaking from memory, we think they were first introduced at Ballarat, while South Melbourne was either the first or the second metropolitan district in which they were held. The credit of introducing them to this suburb is due to the literary and debating societies connected with the various Protestant Churches. Each of these societies annually elect three delegates which, with a President and Vice-President, constitutes the above-named Council, under whose direction the Competitions are carried out. One of the objects of the Literary Society's Council is to foster and encourage literature and art in all their branches throughout the district, and there can be little doubt that they have done some excellent work in this direction. The Secretary in his annual report referred to last

year's Competitions as follows:—"It can, I think, be fairly claimed that the 1904 session was the most successful yet held. In the first place, the entry was a record, the number of competitors was in excess of any previous year, while the cash taken at the door and the net profit both show a considerable improvement. Then, again, if we take the evidence of the adjudicator, the standard of the Competitions has also shown some development. If the public interest in the Competitions increase, as a natural result the takings at the door are better, but if there is no noticeable improvement in the standard of the Competitions, then the result is somewhat disappointing. We fail in our object if we do nothing more than provide amusement and entertainment for the public, without in any way developing the Arts and the Literature we profess to encourage. It does not, however, need the trained eye of an adjudicator to see a distinct improvement even in this, our highest object, for while the improvement as between two consecutive years' Competitions may only be estimated by the trained mind, the development from the inception of the Competitions must be noticeable even to the eye of the most unobservant. The increase in public interest may also be taken as evidence of this development."

Mr. S. Row has occupied the position of President ever since the inception of the Competitions, and it would be a difficult matter to find a more worthy occupant of the position.

Mr. A. E. McMickan rendered valuable services as Hon. Secretary during the first five years, at the end of which he resigned, owing to his removal from the district. He was succeeded by Mr. R. M. Cuthbertson, who still occupies the position.

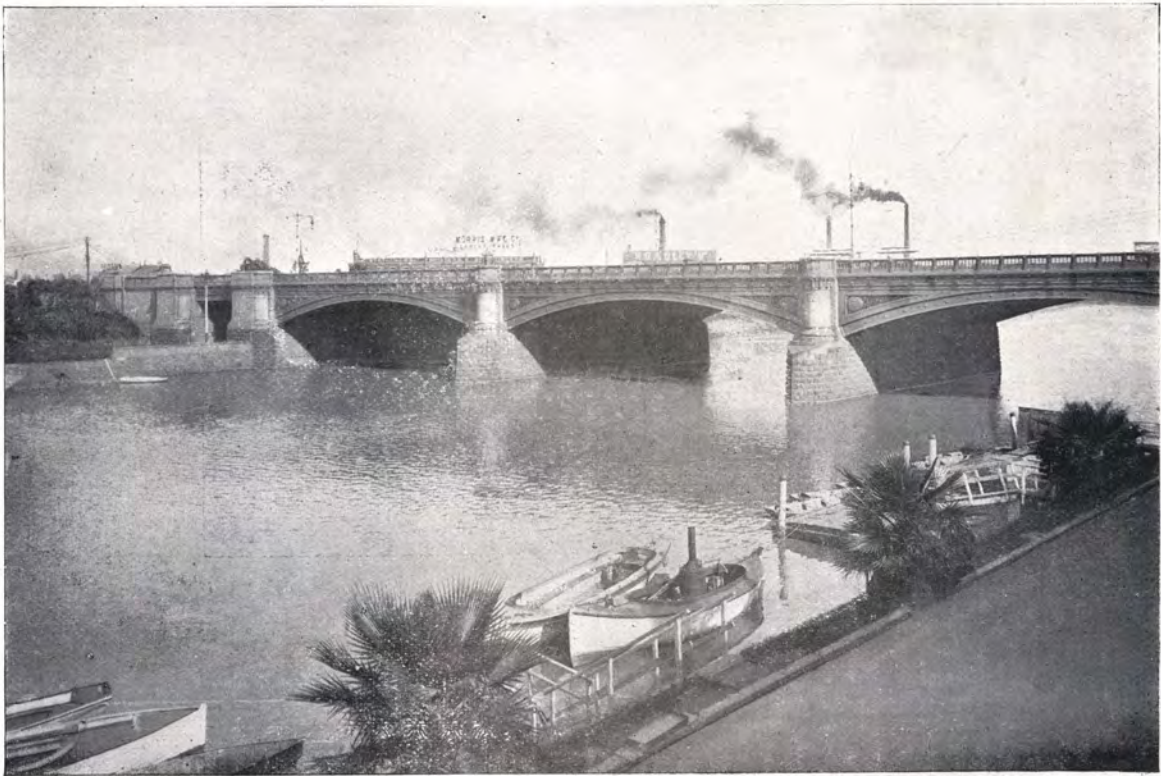
The following are the office-bearers and members of the Council for the current year:—President, Mr. S. Row; Vice-President, Cr. W. O. Strangward; Treasurer, Mr. C. R. Newbury; Hon. Secretary, Mr. R. M. Cuthbertson; Hon. Assistant Secretary, Mr. John Lillie; Members of Council, Messrs. J. King, A. Moss, Claude Hiddlestone, R. Howie, J. Lillie, P. S. Cox, W. Plowman, R. B. Plowman, G. Williams, W. H. Andrews, R. H. Cogan, T. Roberts, A. E. H. Sargent, and W. Eggar.



**Literary and Debating Society,**



**Princes Bridge, from South Melbourne Side.**



**Princes Bridge, looking towards South Melbourne.**



**"Nelli," corner of Page and McGregor Sts., Middle Park.**  
The residence of Mr. Brine, of the Tower Hotel, Lonsdale St., Melbourne.



South Melbourne School Board of Advice.

On this page we reproduce the photographs of the present members of the local Board of Advice, to whom is delegated by the Government the supervision of the several State schools in the district. There are at present enrolled upon the books of the six schools some 5300 scholars, with a daily average attendance of 4200. Periodical visits are paid by the Board, and school requirements noted, and, where possible, effected, the department placing a certain sum annually at their disposal for each school for absolutely necessary repairs; and in matters relating to complaints, transfer of scholars, and truancy, certain powers are vested in the members. Representations have been made to the Government regarding the need for extension of school premises where the increased attendance demands it, but the most that the Board have been able to secure has been the hiring by the department of near-at-hand church buildings, to temporarily relieve the difficulty, though the utter unsuitability of such buildings is well known to members. Between the teaching staff and Board the relationship existing is most cordial, and the annual schools' excursion is a much-looked-for event among

the children and parents, the picnic, which this year was held at Heidelberg, being patronised by over 2300 adults and scholars.

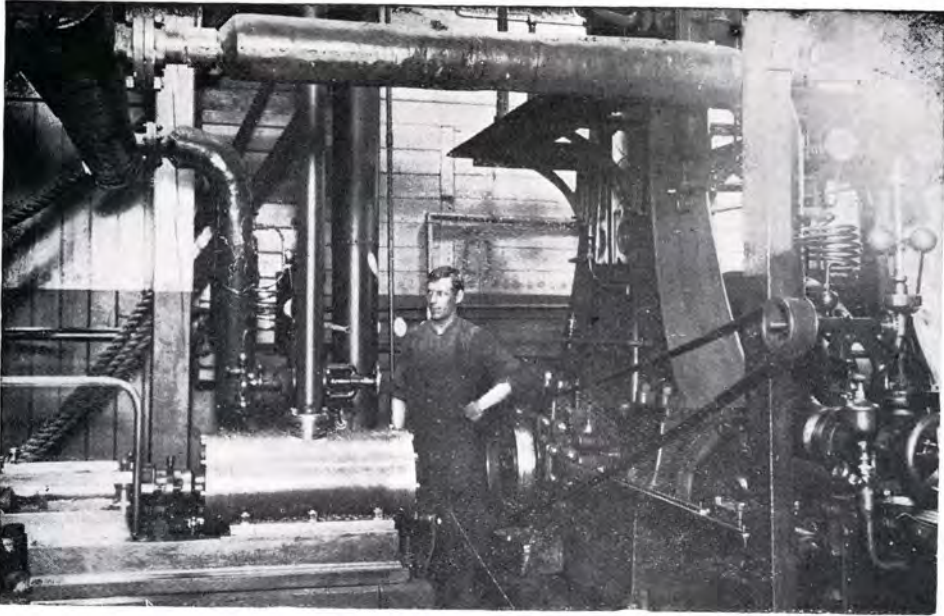
At the Montague school a very successful cookery class is daily conducted by Miss Ada Wilkins, each school in the district sending their senior girls to be instructed in this most useful art and accomplishment. Sloyd classes for the boys are also held daily, in another large hall, fitted with all necessary tools and appliances, and the success of both these centres has surpassed all expectations.

The elections of members upon the Board are held every three years, and, through the advocacy of the South Melbourne Board, will this year be held on the same date as the municipal elections, it being considered that at that time more interest is likely to be aroused.

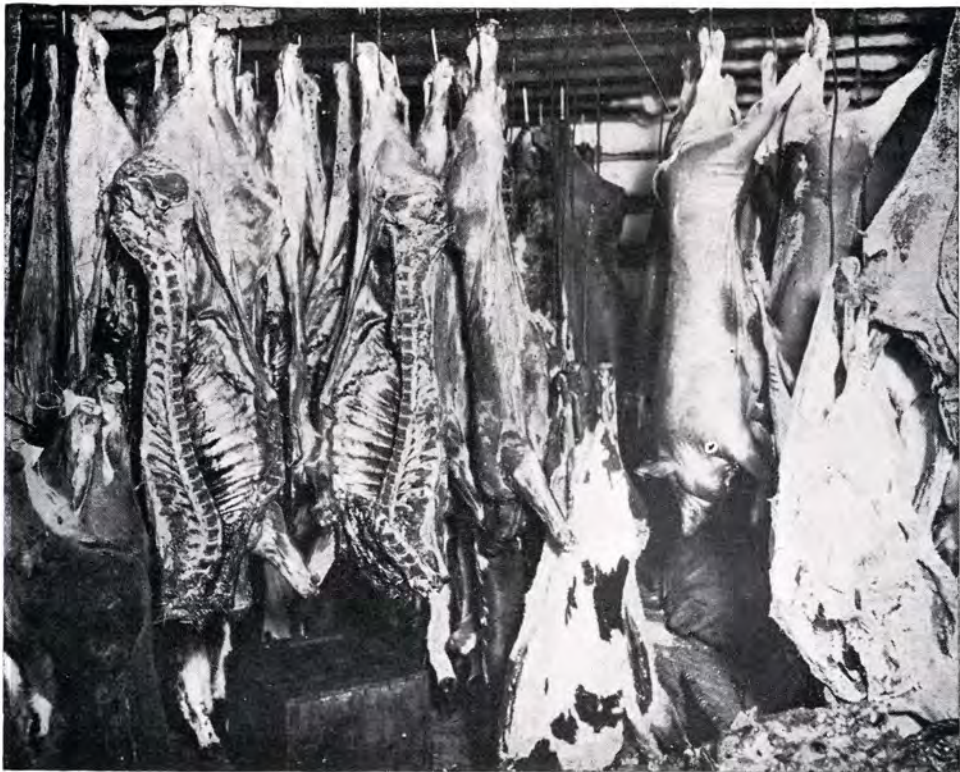
Altogether, despite the restricted powers allowed by the department, the Board of Advice is an active working committee, performing valuable service, without fee or reward, and certainly deserve the best thanks of the community, in whose interests their duties are performed, supervising the education of our young folks being one of the most important duties pertaining to a citizen.



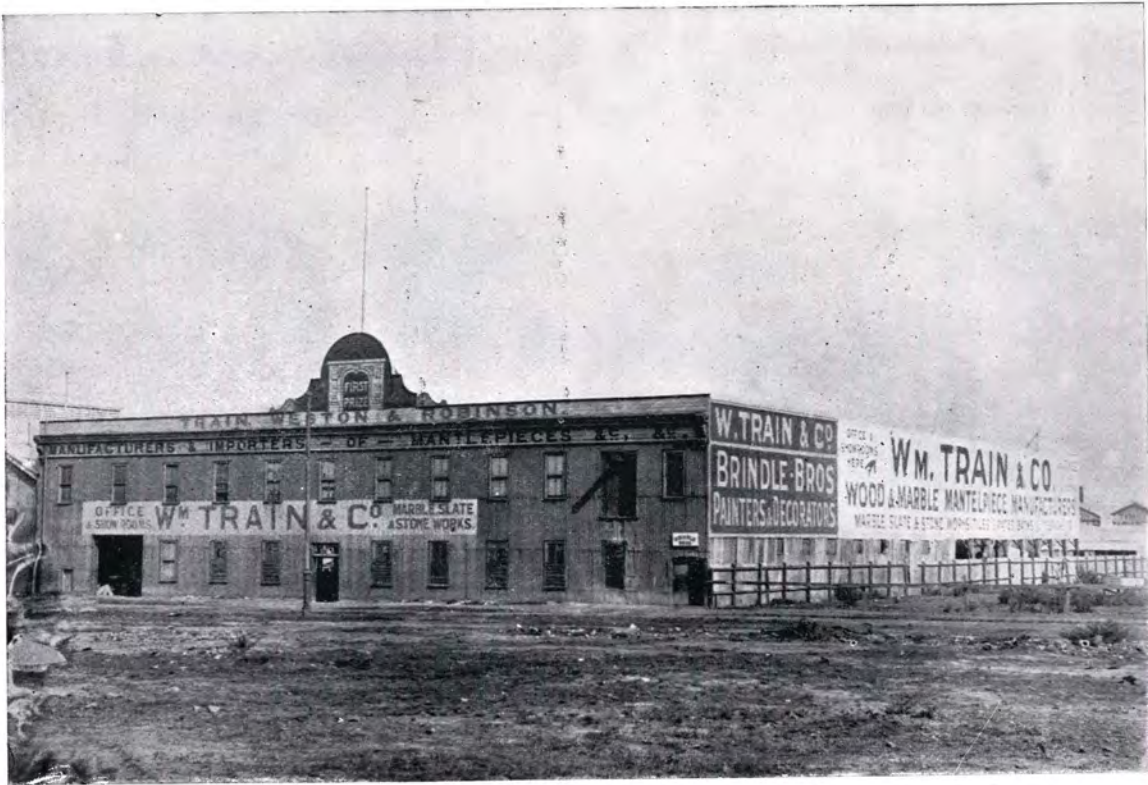
Sennitt's Cold Storage & Ice Works, Yarra Bank,



In the Machinery Room. J. P. Sennitt & Son.



Cool Storage Chamber. J. P. Sennitt & Son.



Wm. Train & Co.'s Marble, Slate & Stone Works.



Interior View of Wm. Train & Co.'s Marble, Slate & Stone Works.



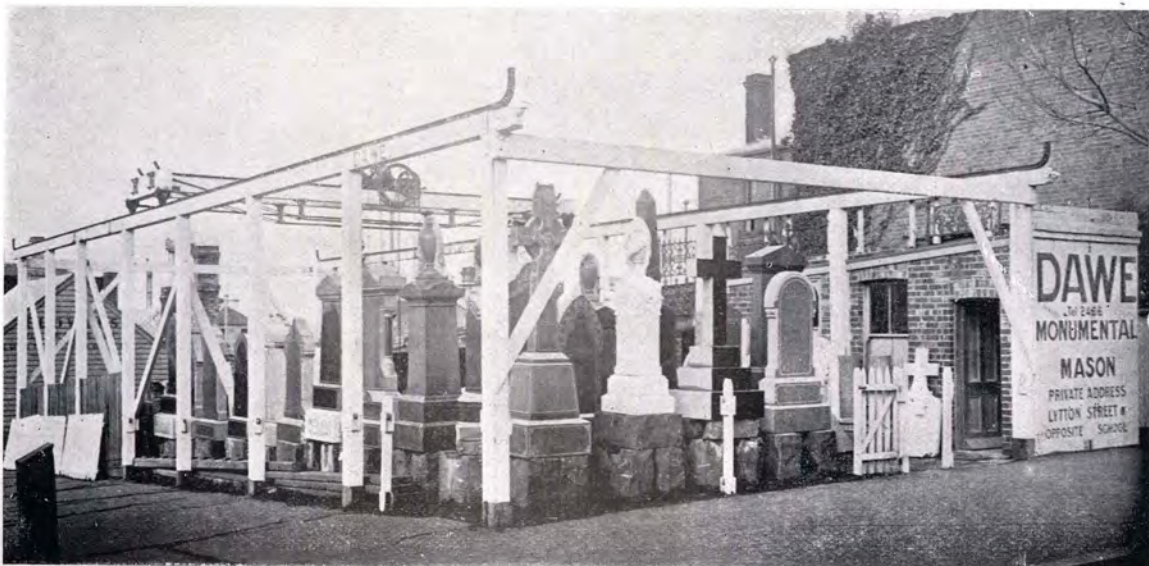
View of Mintaro Slate Quarry.



View of Mintaro Slate Yard.



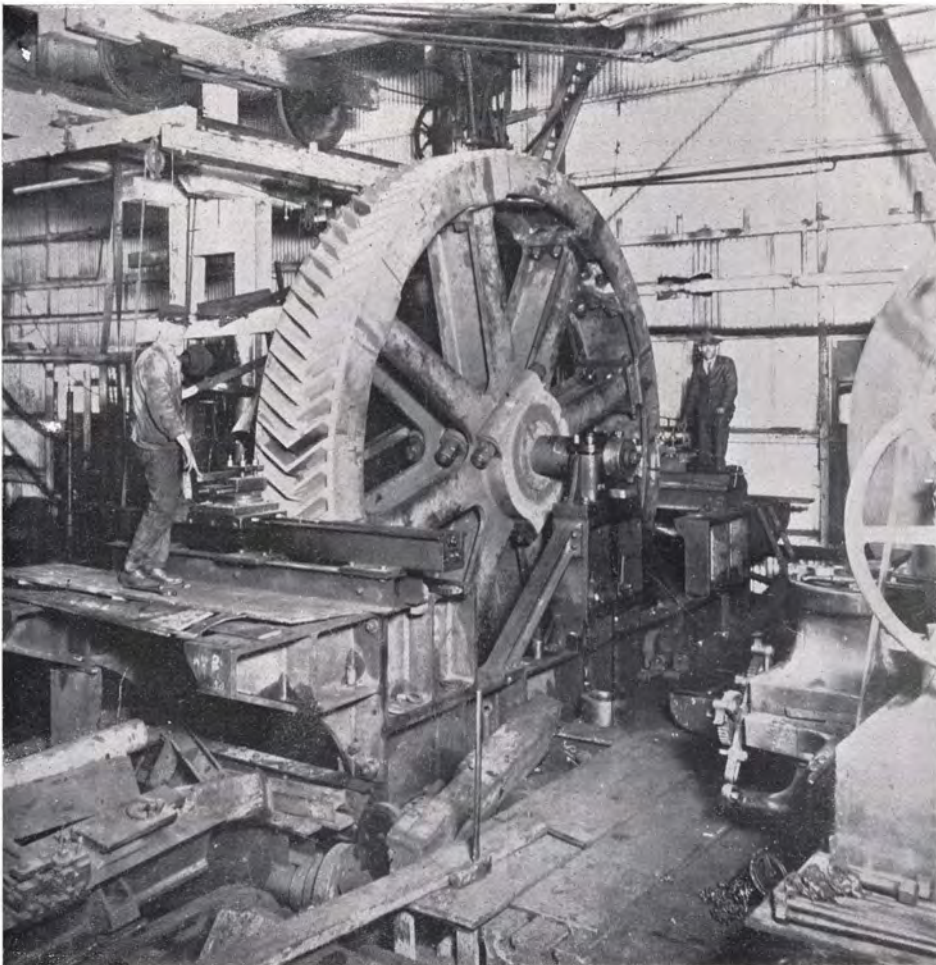
**The Jubilee Fountain—Successful Competition—Designed and Executed by G. Dawe.**



**The Monumental Works of G. Dawe, Lygon & Princes Sts., Carlton.**



Front View of Offices and Works of the Austral Otis Engineering Co., corner of Kavanagh and Hanna Streets.



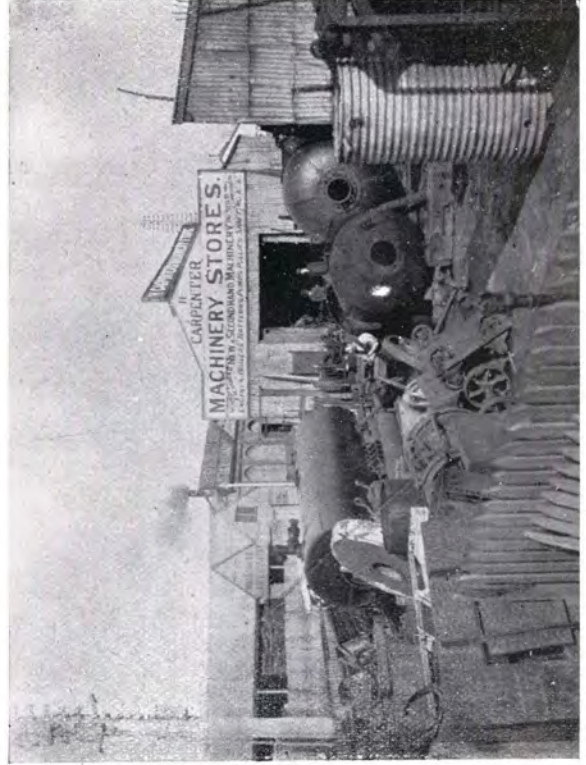
A Sample of the Austral Otis Engineering Co.'s Work,  
The largest Spur Wheel (Double Helical Tooth) ever manufactured in Australia.



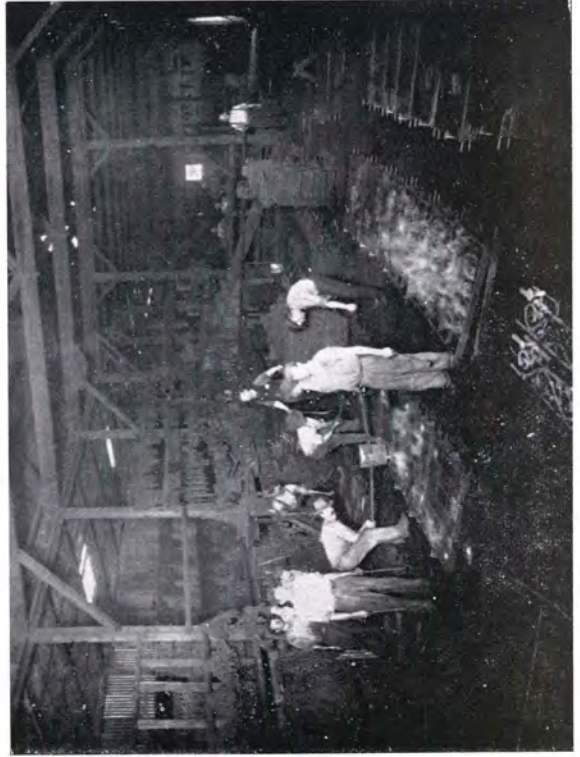
Reeve & Marshall, 35 Haigh St. Interior View.



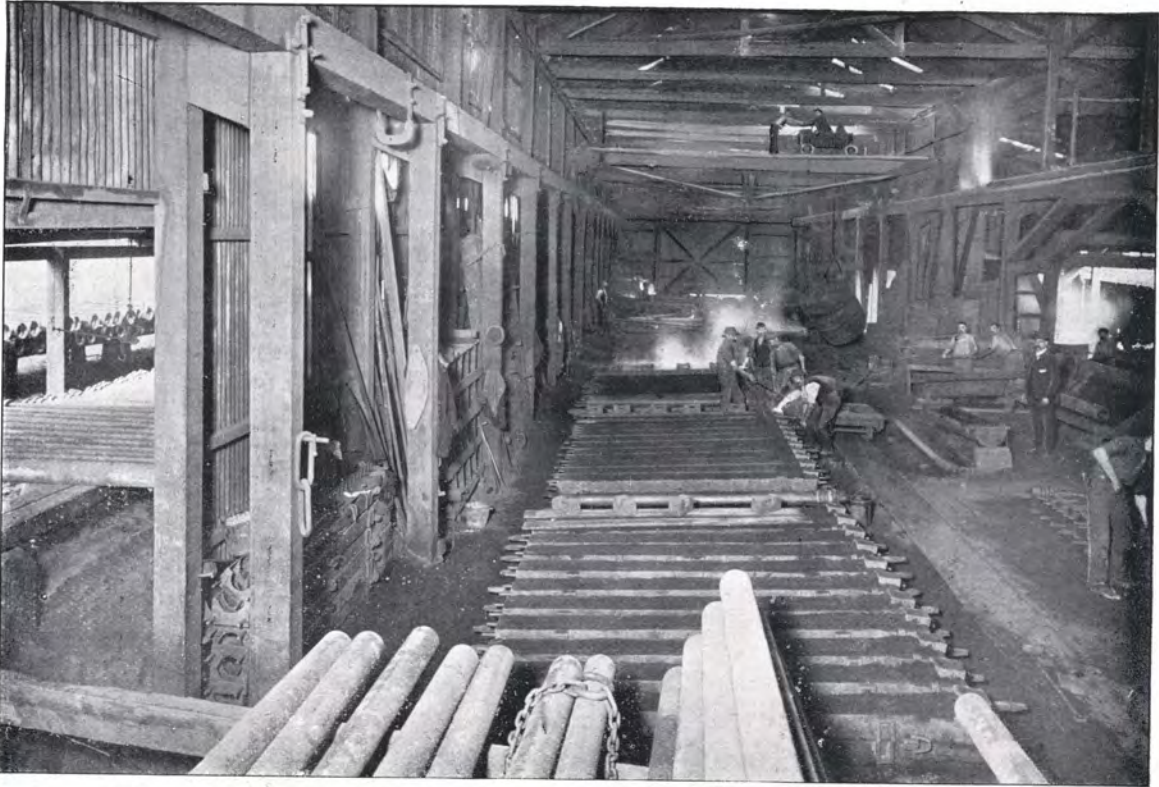
W. Stephens' Offices, Excelsior Foundry.



H. Carpenter's Machinery Yards, Whitman St.



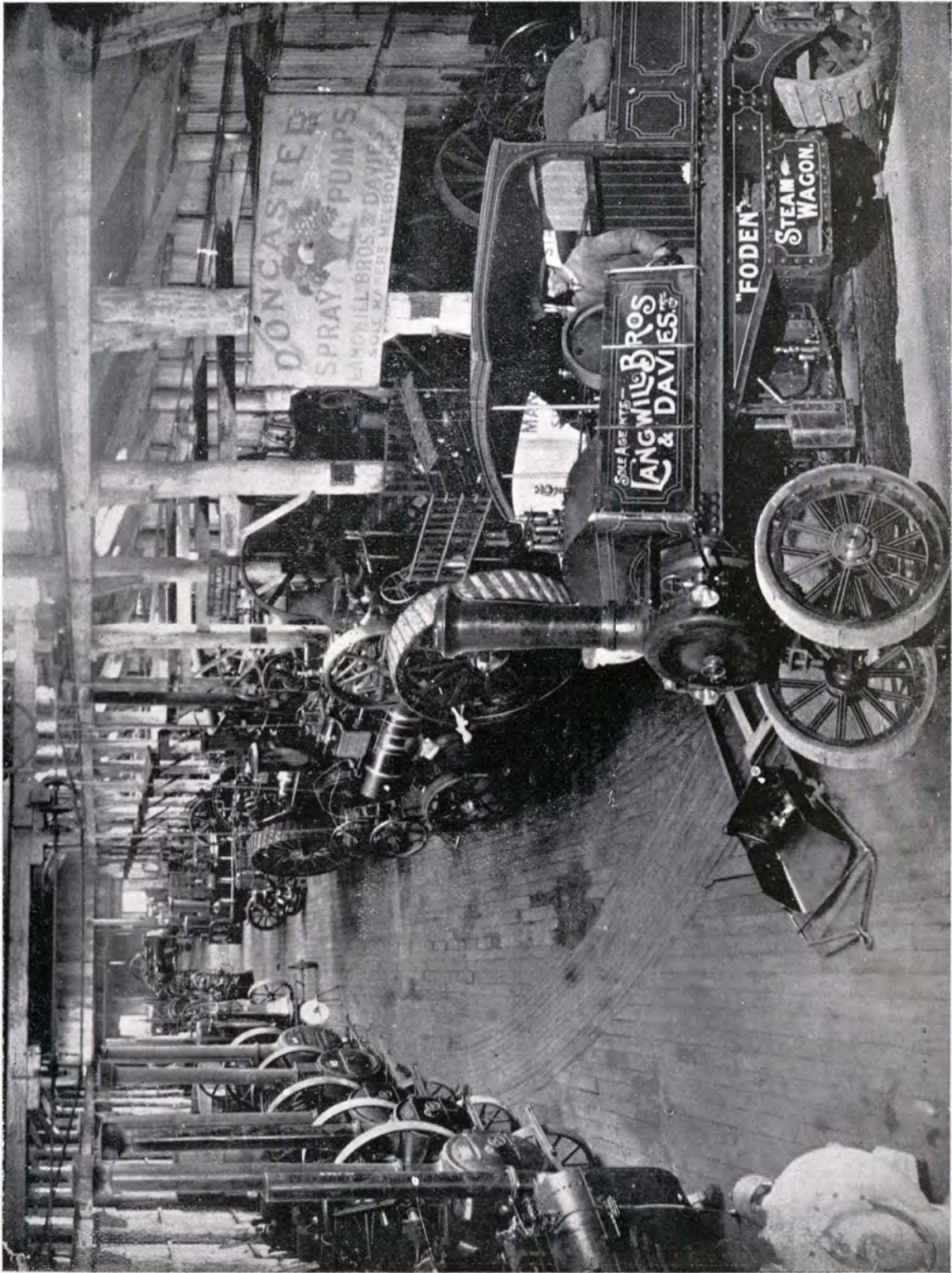
One of the Moulding Floors, Excelsior Foundry.



**Nixon & Sons' Iron Works, Interior View, Normanby Rd.**



**J. J. Snæsbys Engineering Works, Interior View, 35 Clarke St.**






View of portion of Machinery Showrooms of Langwill Bros. & Davies Propty. Ltd.  
Sturt Street, South Melbourne, opposite Water Chute.



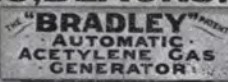





View of Kitchen of New Savoy Cafe, Little Collins St., lately fitted up by Donday & Testro, of City Rd., South Melbourne.

**T. J. CONNELLY & SON**  
**MANUFACTURERS OF**

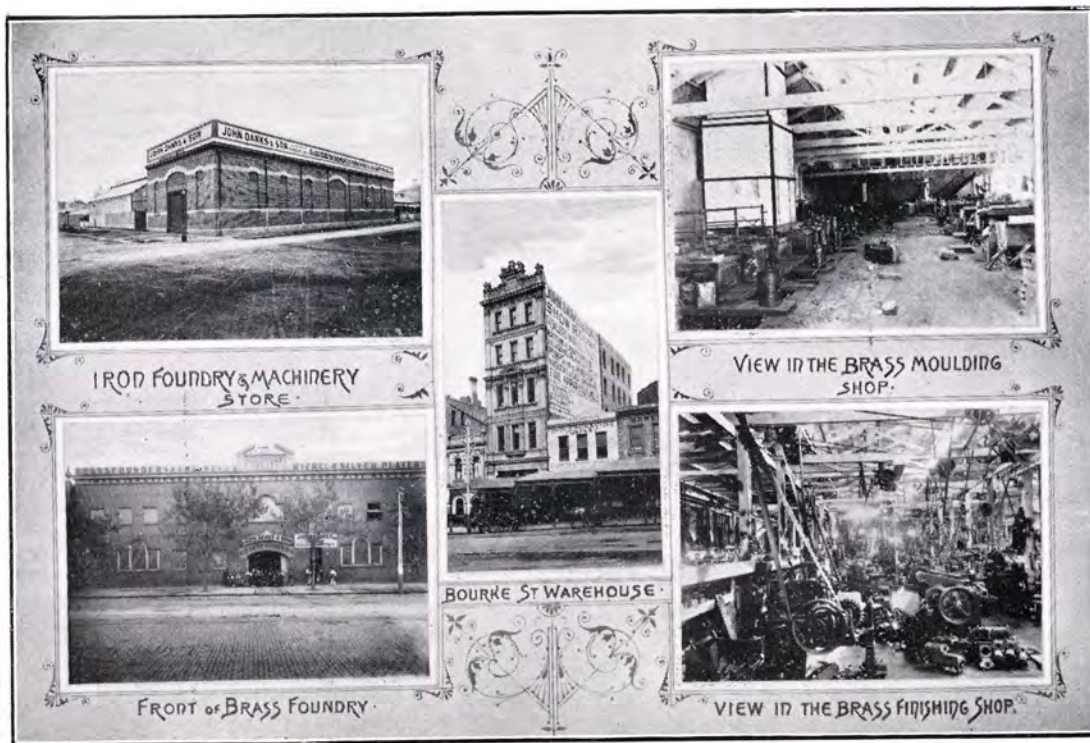
BUCKETS TUBS DUST BINS SOIL PANS		WHEELBARROWS GARDEN DO WATER DO FIREMEN'S DO		GARDEN REELS & SEATS MANGERS FEED BINS HAY RACKS		CONNELLY'S PATENT AIR TIGHT CESS PANS. COVER OVER 50,000 IN USE
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**SHEET IRON WORKERS, BLACKSMITHS & GALVANIZERS**

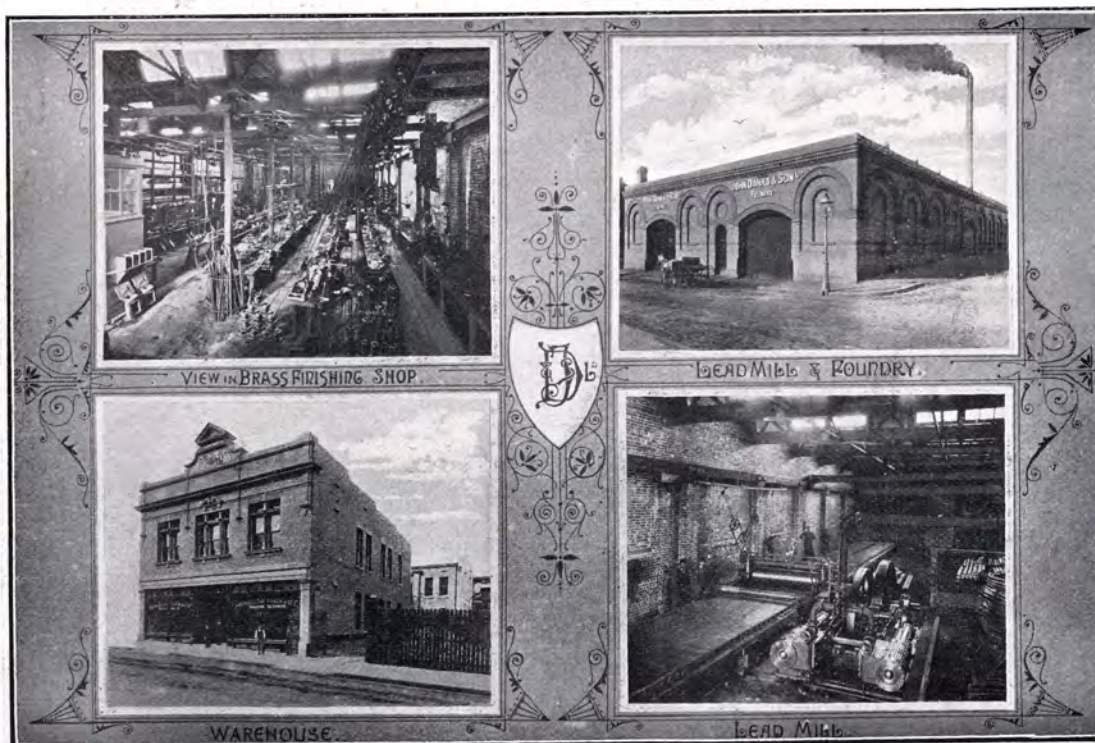
		ALFRED W. JONES PROPRIETOR.			ESTABD 1877 TEL 416		57-61 CITY ROAD Near Princess Bridge SOUTH MELBOURNE
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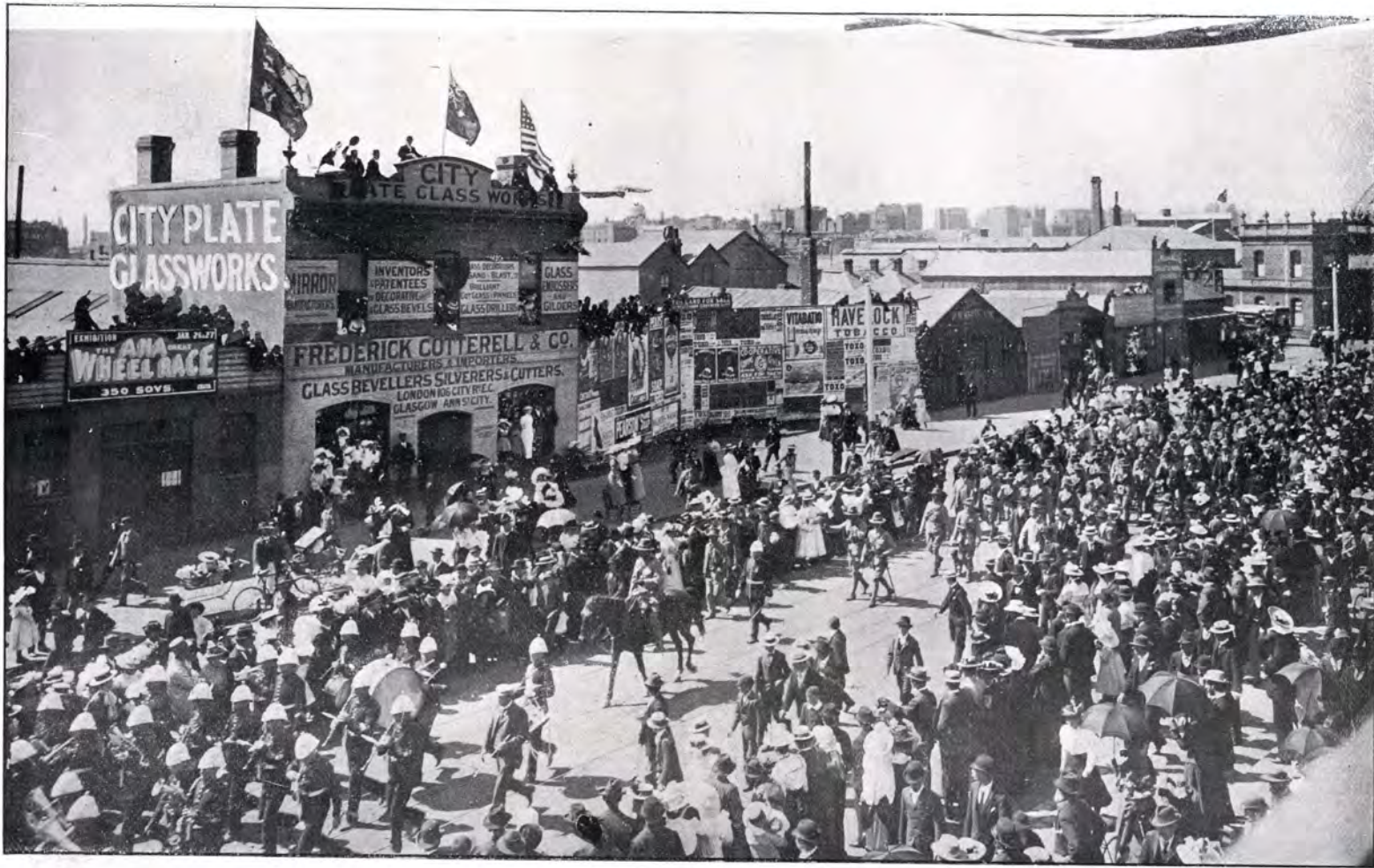
Premises and Staff of T. J. Connelly & Son, City Rd., South Melb.



**John Danks & Son Propty. Ltd. Melbourne Offices & Works.**



**John Danks & Son Propty. Ltd. Sydney Offices & Works.**



View of F. Cotterell & Co.'s Glass Beveling & Mirror Manufactory, 306-10 City Rd.

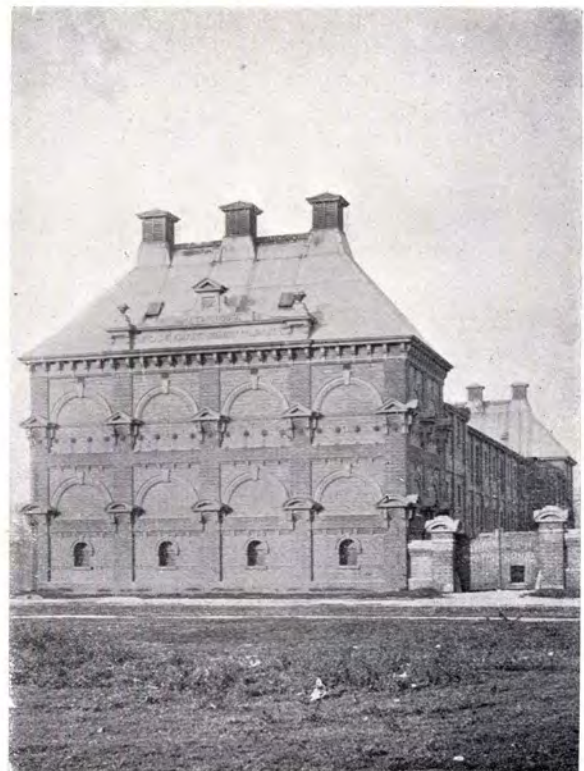
Taken during the march past of 2nd Contingent of Victorian Mounted Rifles leaving for South Africa, 1900.



**View of Offices and Main Buildings of the Castlemaine Brewery.**



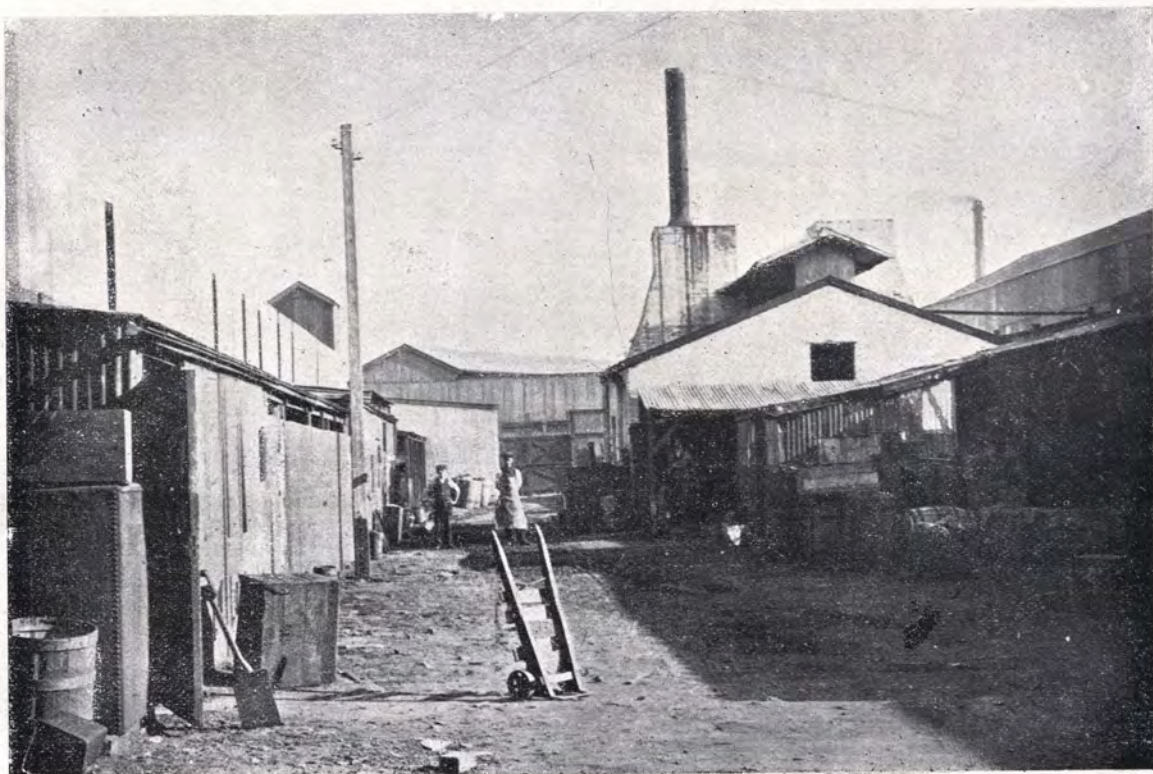
**Castlemaine Brewery Stores.**



**Castlemaine Brewery Malt House.**



Victoria Varnish Co.'s Offices, Stores & Yards, Queen's Bridge.

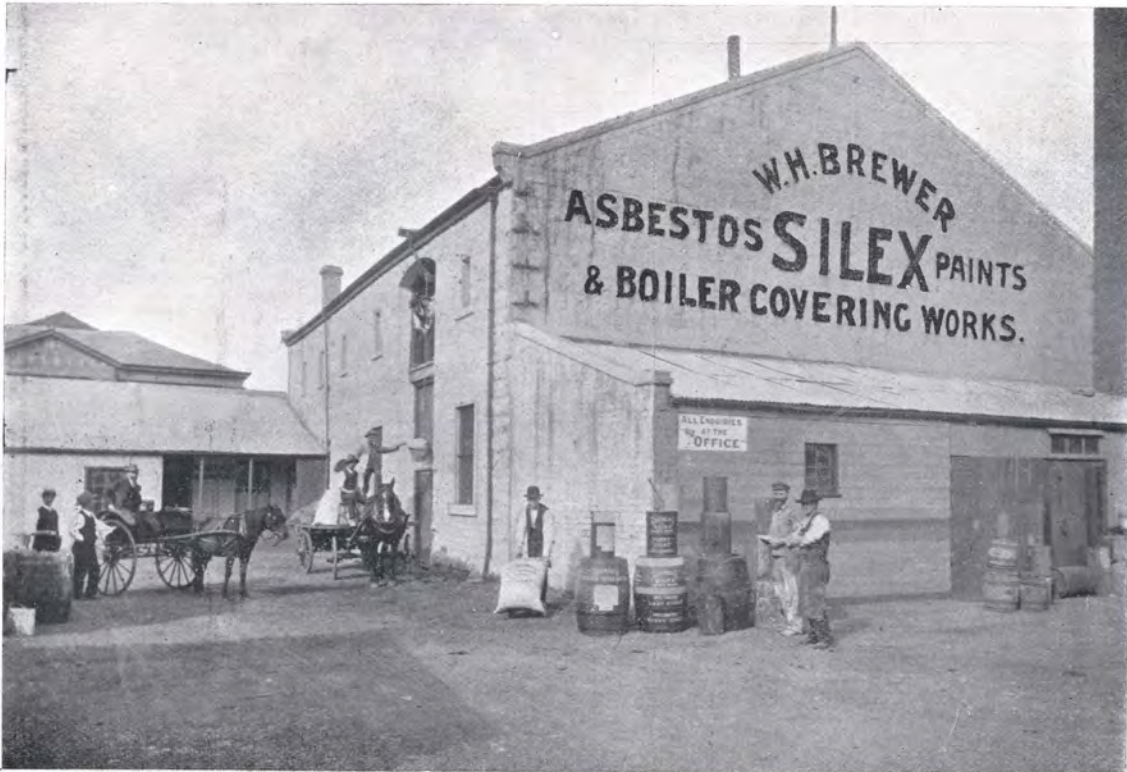


Victoria Varnish Co.'s Yards & Factory, Queen's Bridge.

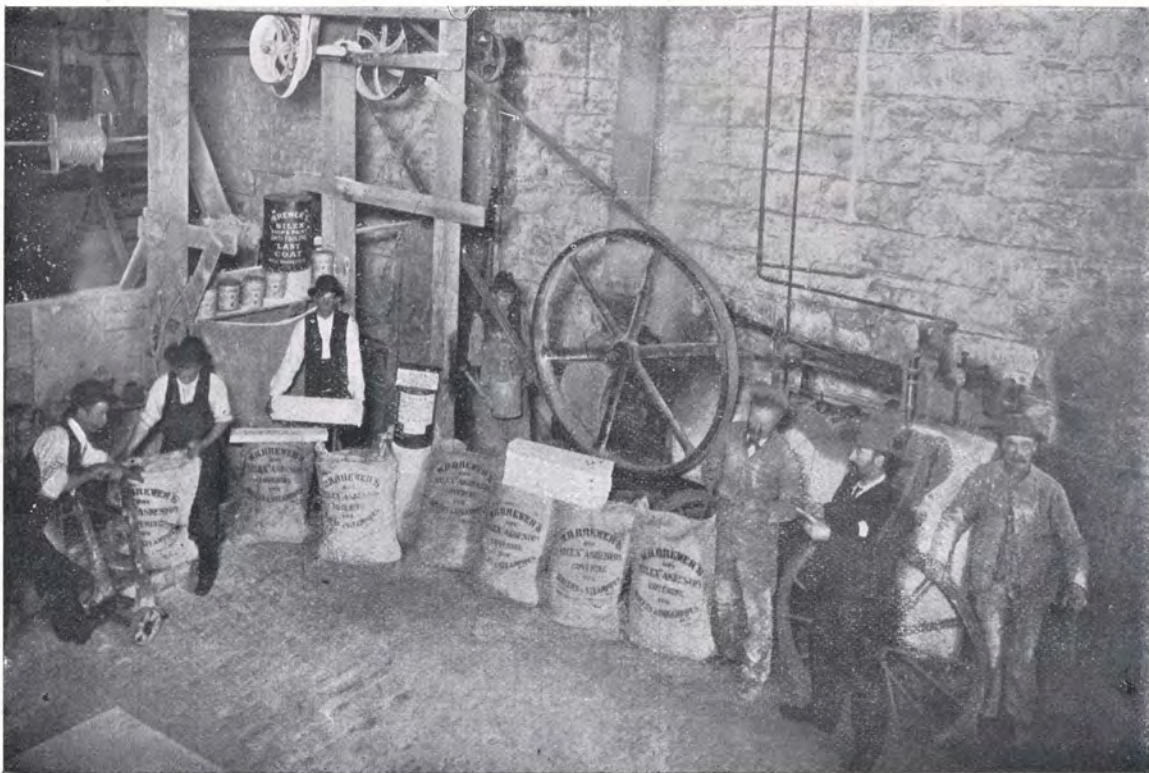
Varnish Factory, Sturt St.



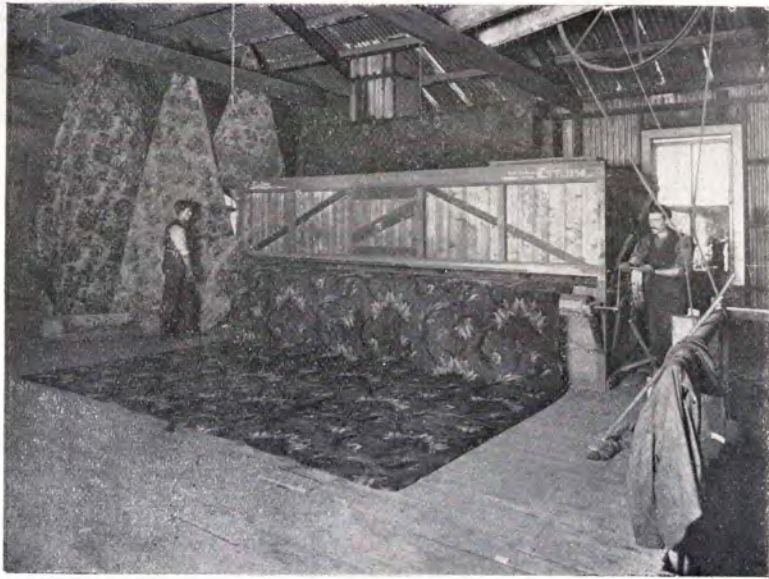
Stained Glass Works & Mantelpiece Factory of Brooks, Robinson & Co. Ltd., City Rd.



View of W. H. Brewer's Works & Yard, Maffra St.



Interior of W. H. Brewer's Asbestos Silex Paint Works, Maffra St.



McKellam's Patent Carpet Cleaning Machine,  
City Rd., South Melbourne.



The Grosvenor Paint Co.'s Works, Sturt St.



G. Harness' Premises, City Rd.



F. Esmond's Bicycle Shop, City Rd., op. Danks.



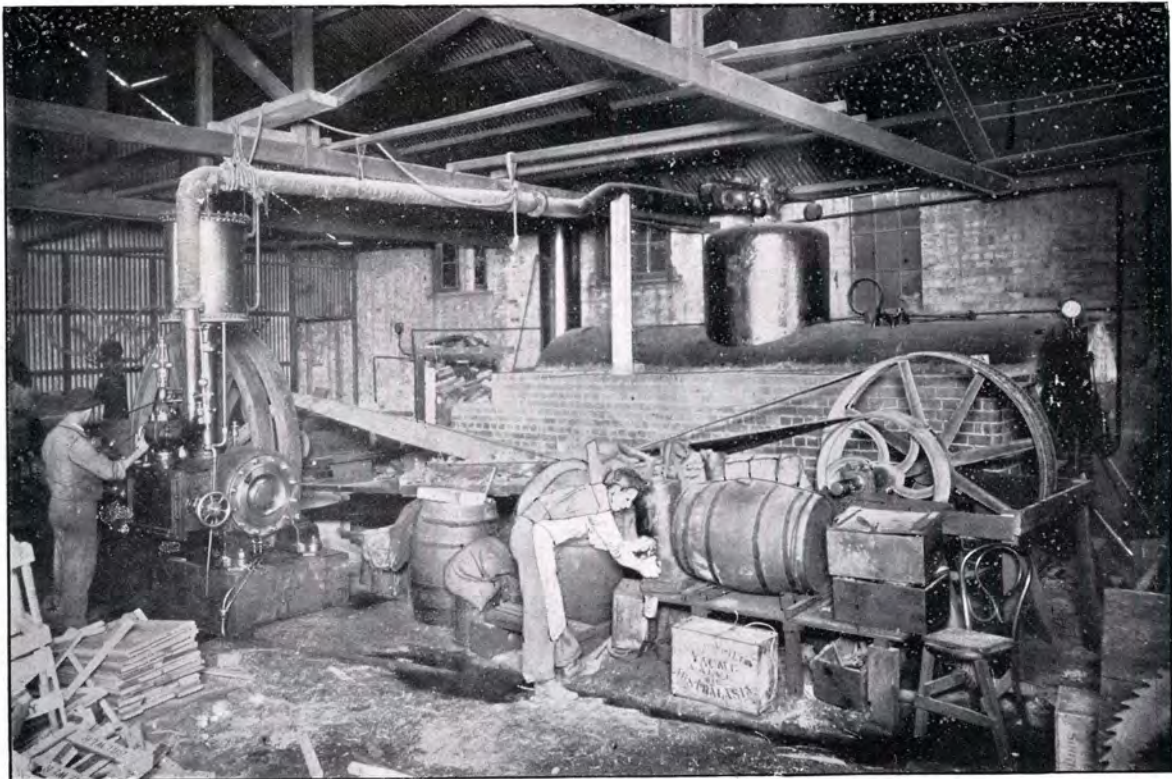
View of Forbes & Co's Asphalte Factory.



View of Stores & Offices of Evans Bros., City Rd.



Petersen & Larsen's Premises, Normanby Rd. Timber Yards & Stores.



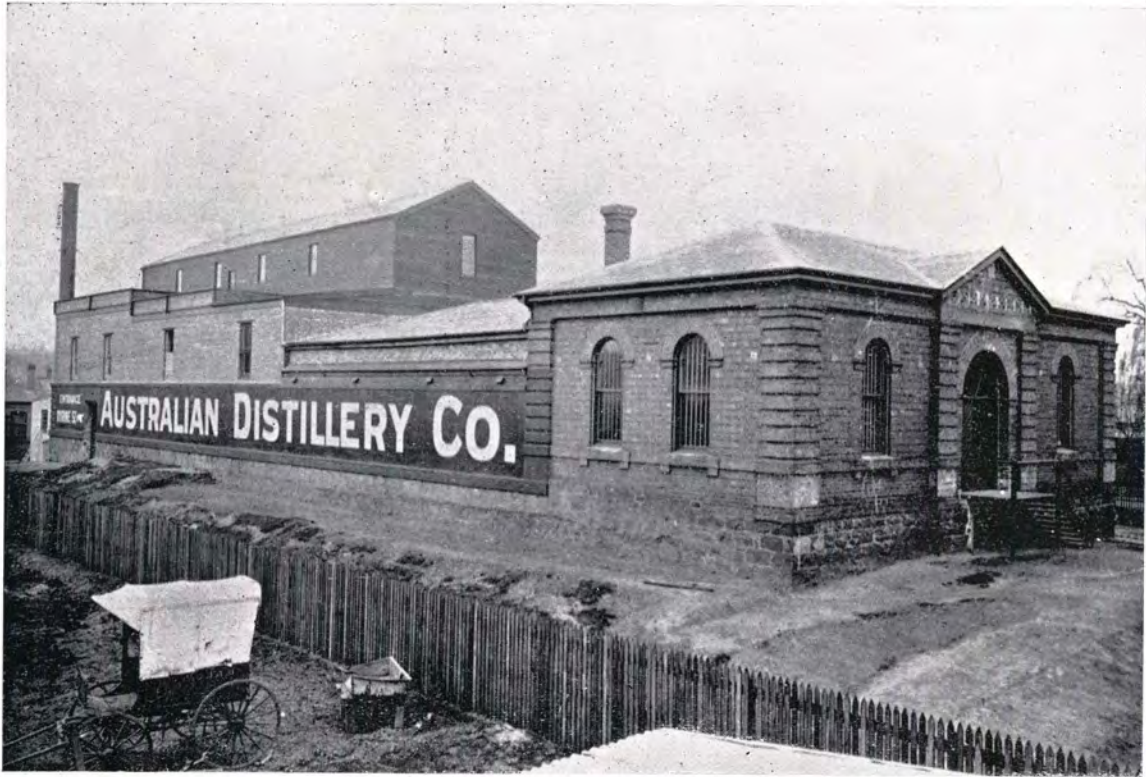
Petersen & Larsen's Box Factory, Normanby Rd. Engine House.



Petersen & Larsen's Offices & Box Factory, Normanby Rd.



In Petersen & Larsen's Box Factory, Normanby Rd.



View of Offices & Works of the Australian Distillery Co. from Miller St.



Office & Stores, Caldwell's Flo-Eesi Inks,  
95 Victoria Avenue.



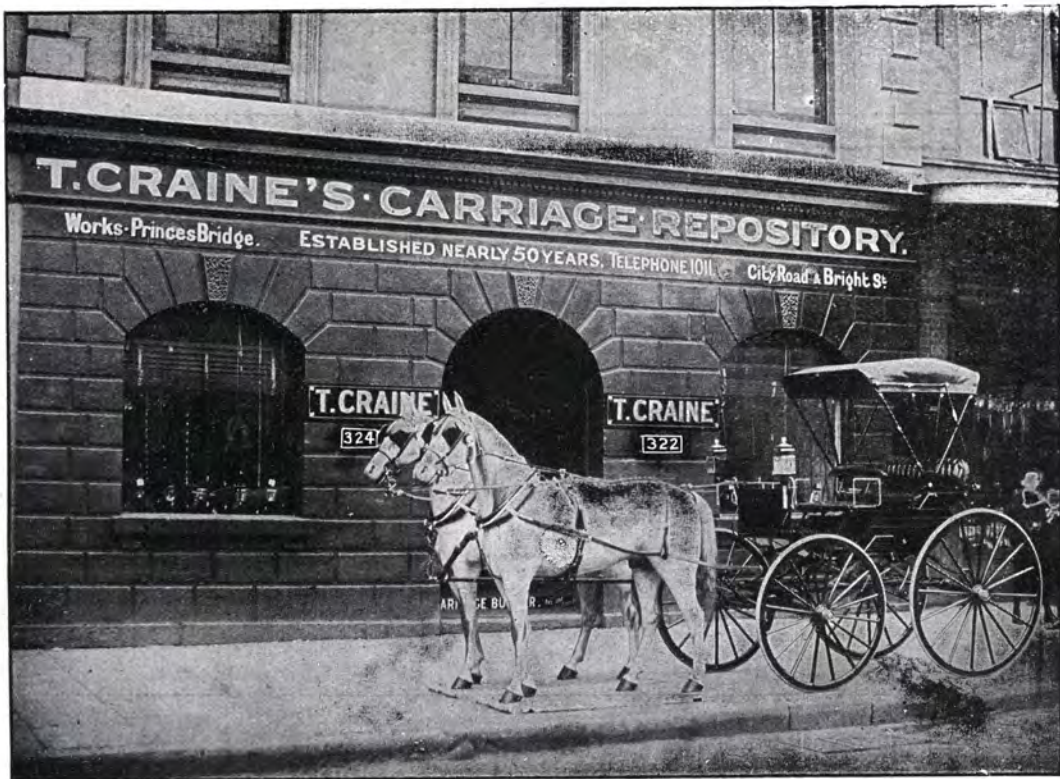
View of Messrs. W. Swindley & Co.'s Produce Stores, Moray Street.



View of Lime Works of Mr. P. V. L. Alkemade of 59 Mills Street, Albert Park.



Mr. T. Craine's Carriage Works, 50 and 52 City Road.



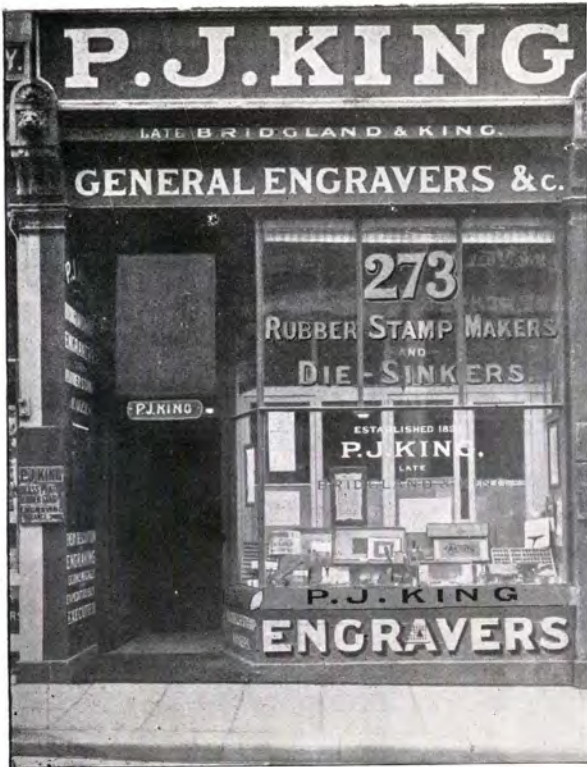
Show Rooms, 322-4 Elizabeth St., next Little Lonsdale St., same side as G.P.O.



Mr. H. D. Hirst's Dental Rooms, 268 Park Street.



Mr. H. D. Hirst's Dental Surgery, 268 Park Street.



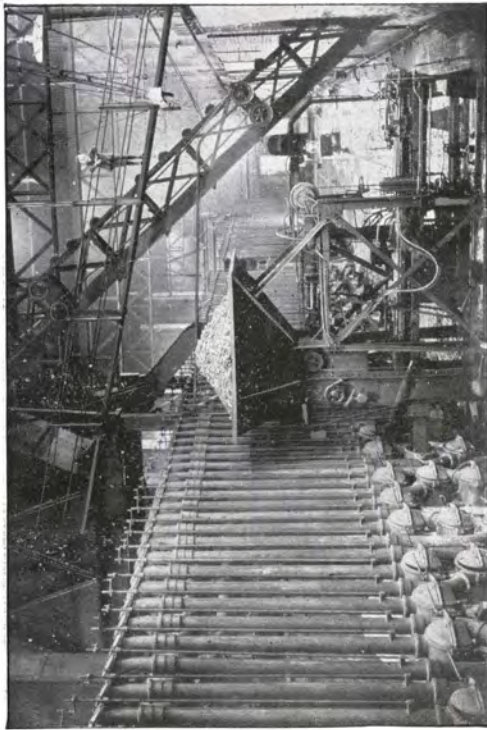
Mr. P. J. King's Engraving Works, 273 Little Collins Street.



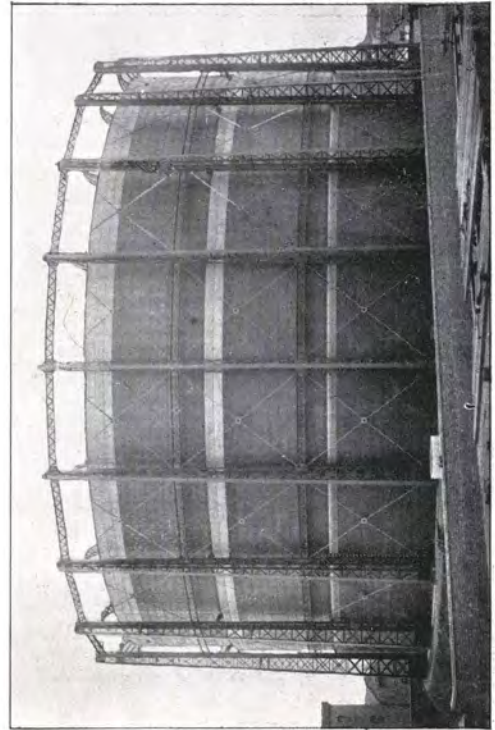
Mr. P. J. King, Engraver of Memorial Tablets on Jubilee Fountain.



Mr. A. Clissold's Premises, 206 Park Street.



View of Machinery Used in Charging Retorts with Coal, South Melbourne Gas Works.



South Melbourne Gas-holder. Capacity, 3½ Million Feet.



View of Retort House and Coke Yards, South Melbourne.

The City of Melbourne Gas and Coke Coy.; the Collingwood, Fitzroy and District Gas and Coke Coy., and the South Melbourne Gas Coy.



Baker & Son's Pharmacy, Ferrars Street. H. T. H. Grounds, Proprietor.



Interior View of Baker & Son's Pharmacy, Ferrars Street. H. T. H. Grounds, Proprietor.



109, 107, 105, 103, BOURKE ST  
CITY



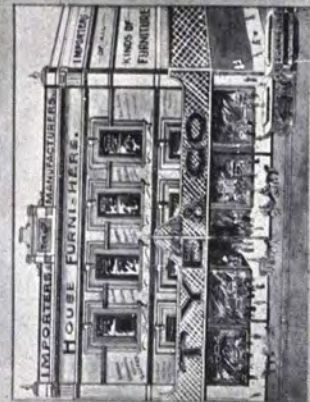
324, 326, CHAPPEL ST  
MELBOURNE



262, 278, BELLEVILLE ST  
SOUTH MELBOURNE



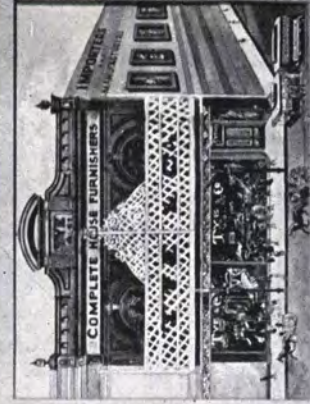
55, 55 1/2, 56, 55 1/2, 56, STURT ST  
SOUTH MELBOURNE.



207, 209, SMITH ST  
COLLINGWOOD



62, 64, SWAN ST  
RICHMOND



913, 915, STONEY RD  
DULWICH

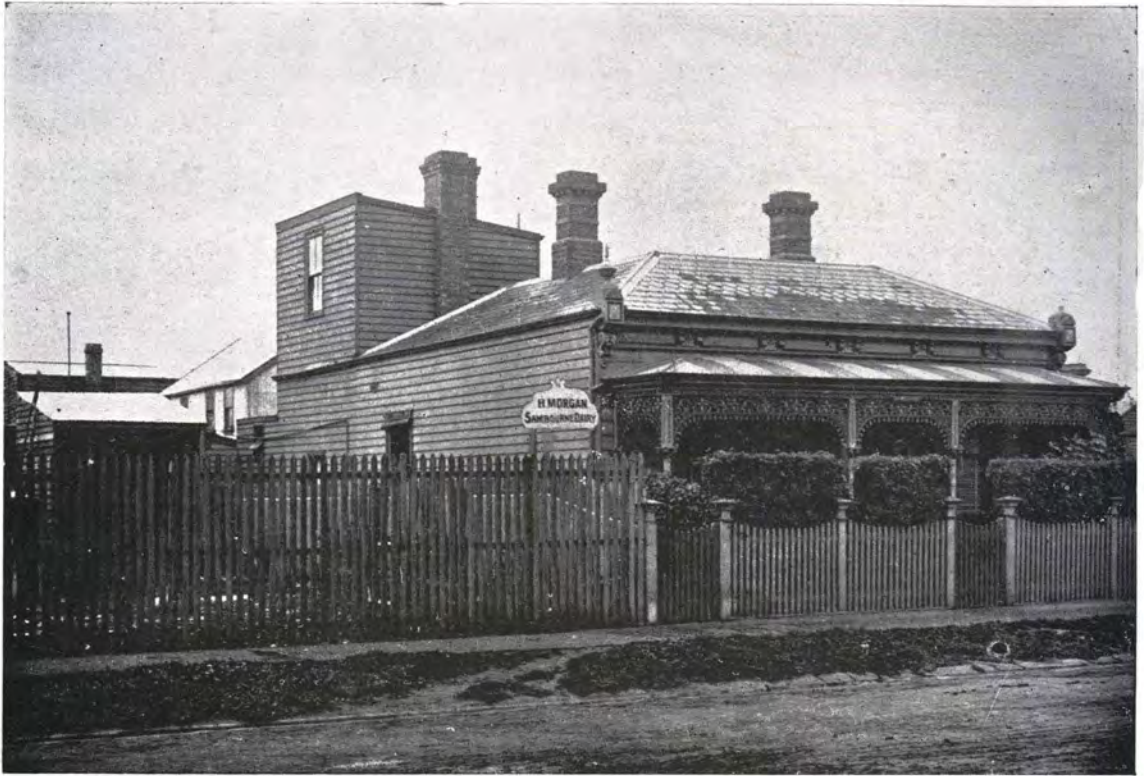
Tye & Co.'s Furniture Factory and Their Various Branches.



Path View in the Garden of Mr. Morgan's Thistlewaite Street, Thomas Town Farm. 3/3



Mr. F. J. E. Morgan's Thistlewaite Street Dairy—Carts Ready for the Rounds.



Mr. H. Morgan's Dairy Premises, 36 Palmerston Crescent.



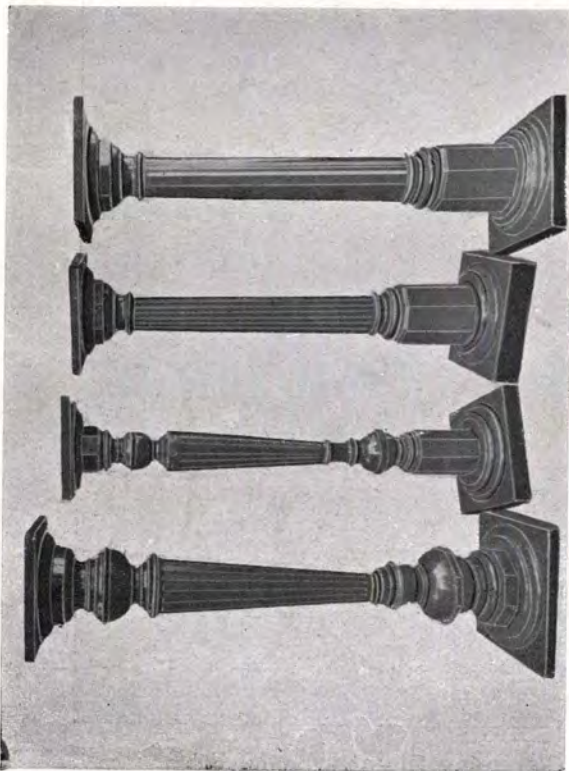
Downie's Bread Factory, 375 Clarendon Street.



Mr. G. C. Macgibbon's Bicycle Shop, 239 Clarendon Street.



Messrs. Baragwanath & Carter's Land and Agency Offices, 21 Bank Street.



Sample of Turnery Work by Mr. W. R. Murray, 125 Clarendon Street.



A. E. Silbereisen's Carriage Factory, 176 Bank Street.



Mr. W. Lewis' Bicycle Shop, Park Street.



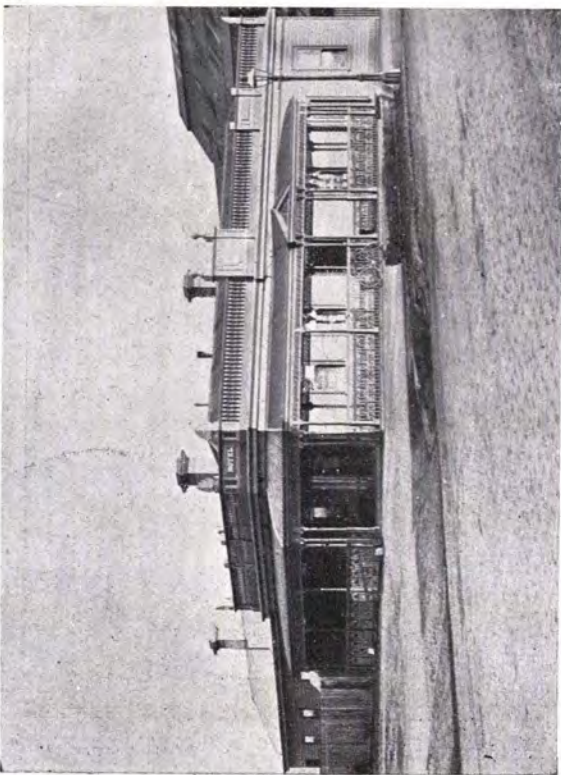
The Hall of Commerce Drapery Warehouse, Corner Clarendon and Dorcas Streets.



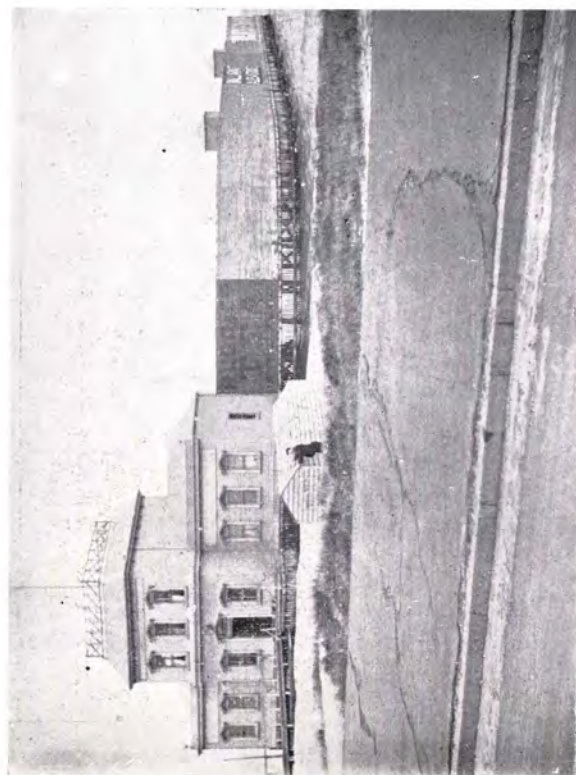
Messrs. Mitchell & McCabe's Tailoring and Outfitting Warehouse, 304 Clarendon St.



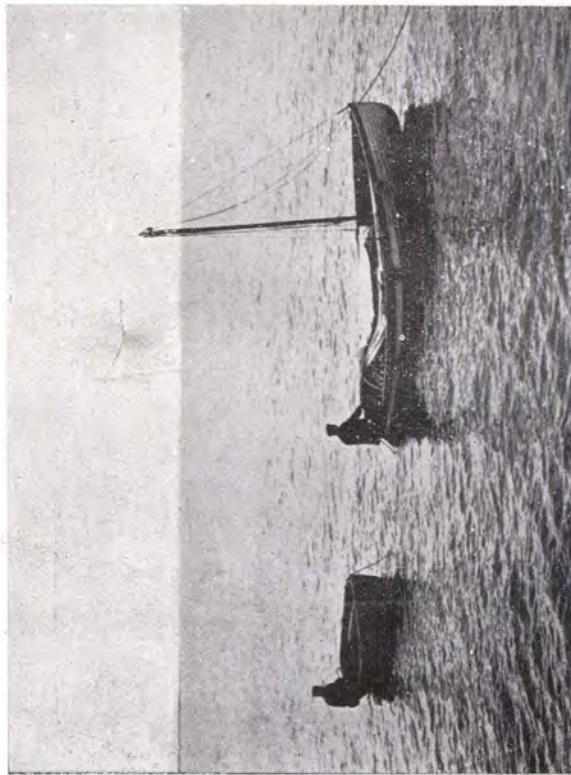
Mr. J. Moreton's Bicycle Show Rooms, 282 Park Street.



Cower's Hotel, Normanby Road.



Tait's Middle Park Baths.



Mr. W. Gelling's Yacht, "Ben McCree," Waiting for Boating Party.



Mr. F. Watkin's Butchery Establishment, Moray Street.



Mr. F. Cashmore's Drapery and Outfitting Warehouse, 146 Bridport Street.



Dobell Brothers' Offices, &c., 359 Clarendon Street.



Interior of One of the Rooms of the Miller Confectionery Co. Propy. Ltd. Works, 374 Clarendon Street.



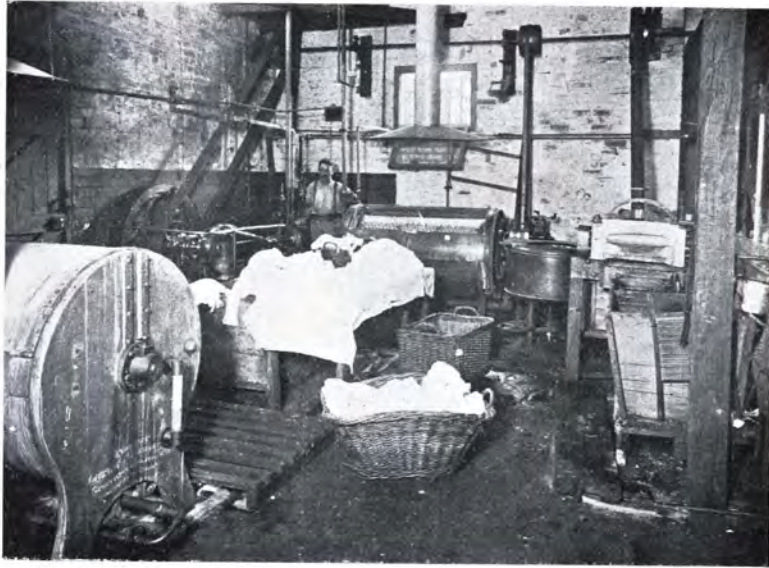
Mr. G. E. Nettleton's Bicycle Show Rooms, 78 Bridport Street.



Head Store and Offices of Messrs. Jas. Herschell & Co., Park and Ferrars Streets.



Interior of Messrs. Herschell & Co.'s Premises, Park Street.



Corner of Washing Room, Albert Park Steam Laundry.



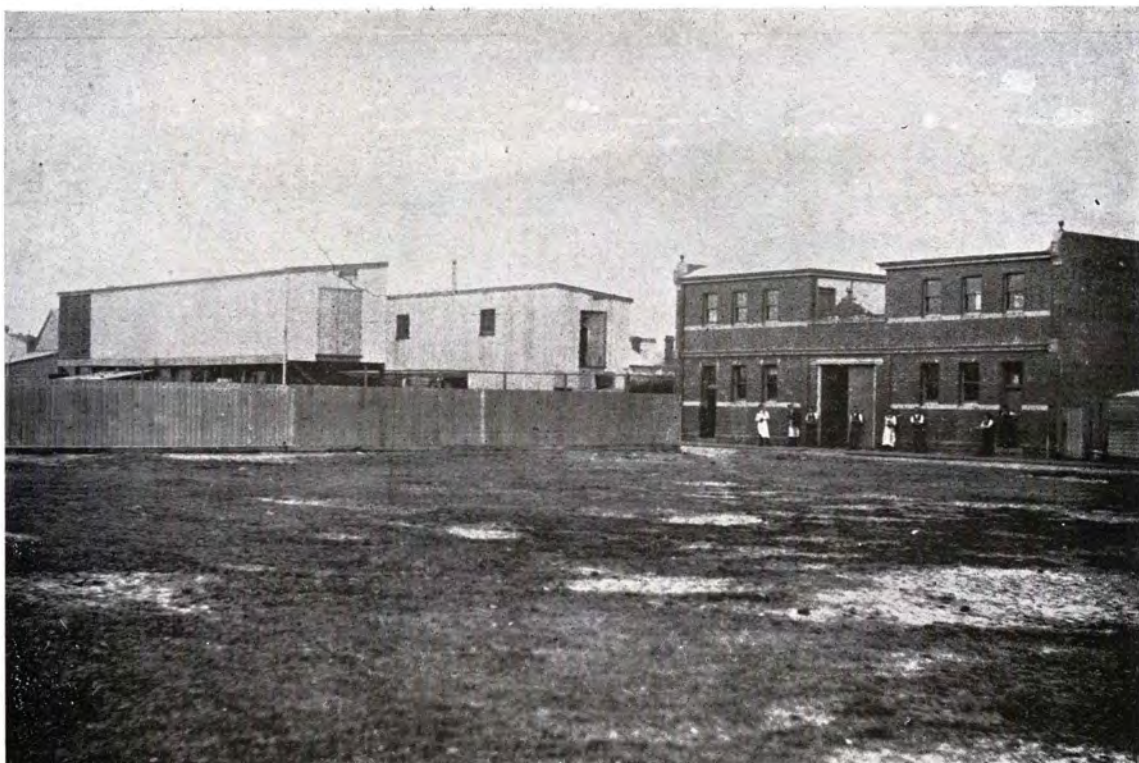
Corner of Starch Room, Albert Park Steam Laundry.



Corner of Ironing Room, Albert Park Steam Laundry.



Finishing and Packing Room, Albert Park Steam Laundry.



J. M. Honeybone & Son's Hat Factory, Neville Street, Middle Park.



Honeybone's Hall, Neville Street, Middle Park.



**J. G. Rooke, Grocer, Wine & Spirit Merchant,  
cr, St. Vincent St. & Nelson Rd., Albert Park.**



**Interior View of J. G. Rooke's Establishment.**

**Purvis Bros., Grocers, 334 Clarendon St.**



**Interior of Purvis Bros.' Shop, 334 Clarendon St.**



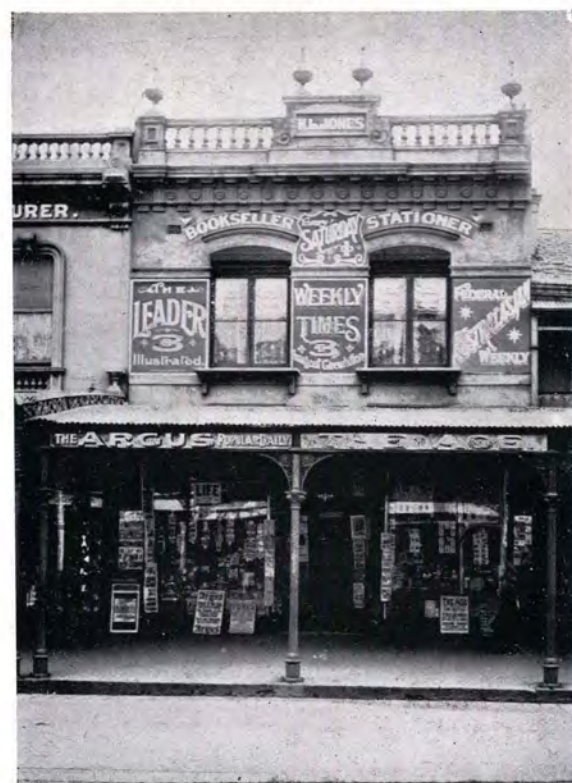
Anderson's Dairy Produce Store,  
356 Clarendon St.



E. A. Field, Hairdresser & Tobacconist,  
235 Clarendon St.



Paulin Bros.' Fruit Shop,  
Clarendon St.



H. L. Jones' News Agency,  
270 Clarendon St.



F. Mitchell, Tailor, 96 Bridport St.



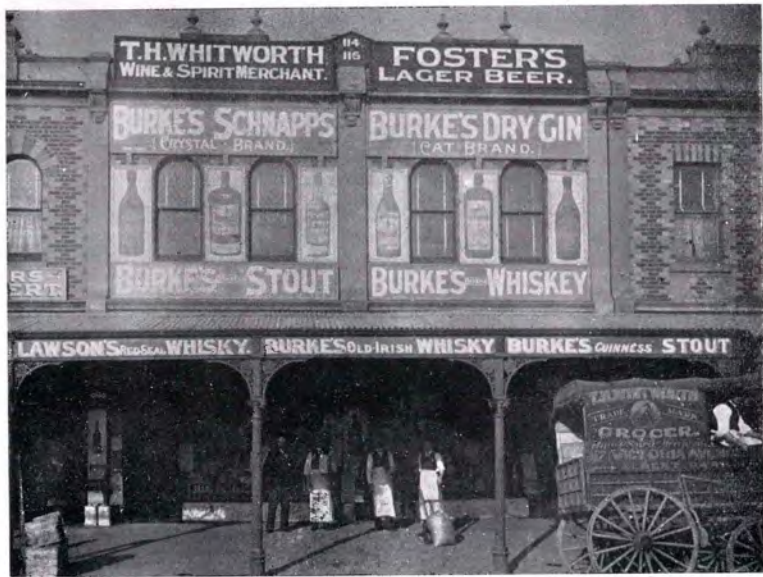
A. King's Boot Shop, 267 Clarendon St.



J. & T. Edmonds' Produce Stores, 131 Cecil St.



G. H. Taylor's Grocery Stores, 221 Clarendon St.



**T. H. Whitworth, Grocer, Victoria Avenue.**



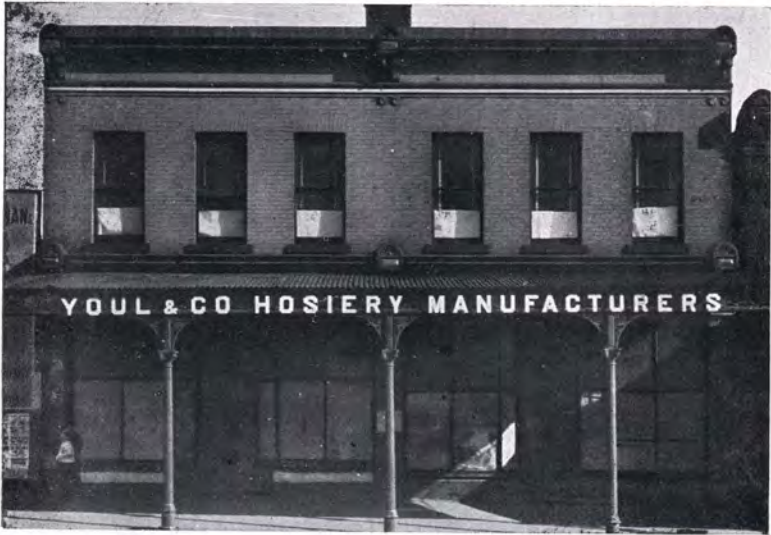
**Hague & Sons, Plumbers, 174 Cecil St.**



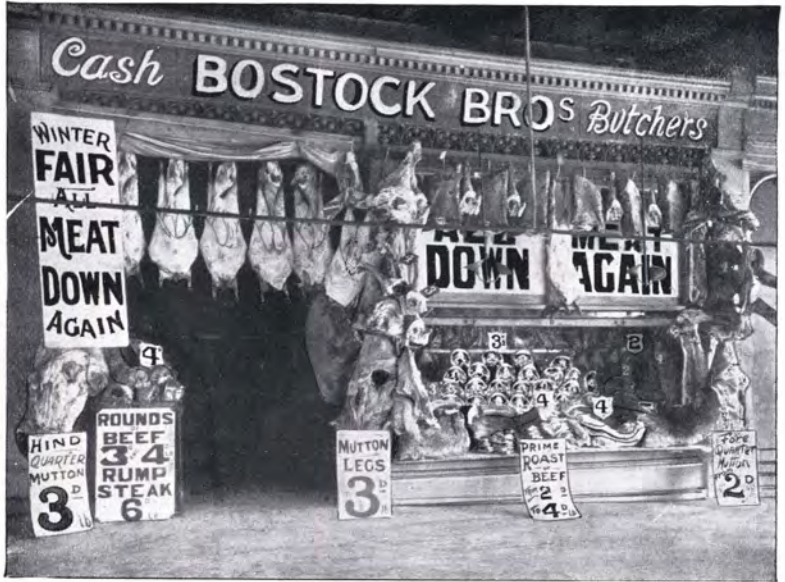
**Whitworth & Co., Grocers, 386 Clarendon St.**



**John Allison, Undertaker, 94 Victoria Avenue.**



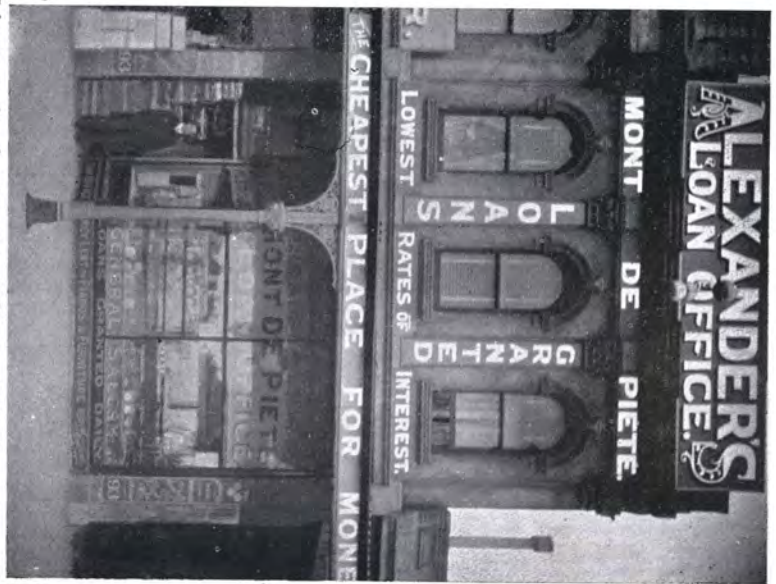
Youl & Co., Hosiers, 114 Clarendon St.



Bostock Bros., Butchers, 212 Clarendon St.



A. Flanagan's Bicycle Showrooms,  
195 Clarendon St.



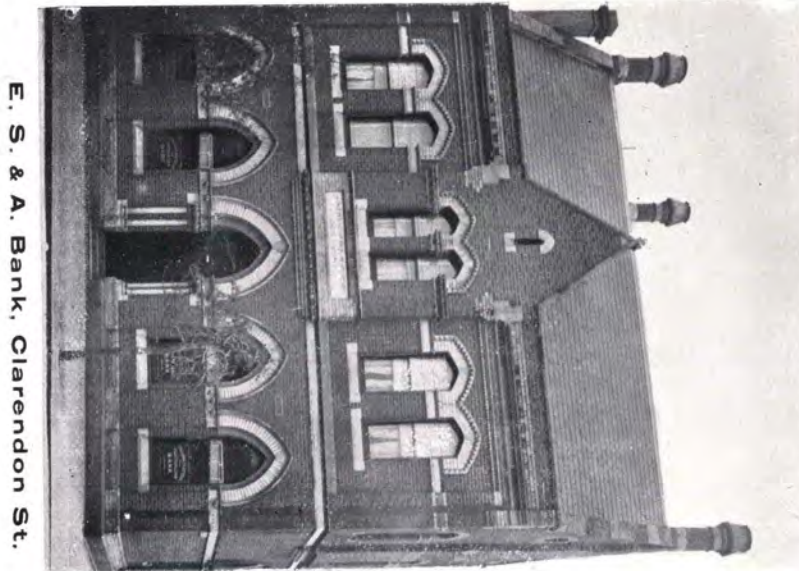
Alexander's Loan Office, 93 Dundas Pl.



F. Skinner's Carriage Works, 93 Park St.



R. McMath's Hosiery Works, 219 Clarendon St.



E. S. & A. Bank, Clarendon St.



W. R. Murray's Wood & Stone Turnery, 125 Clarendon St.



Lindsay & West's Newsagency, 317 Clarendon St.



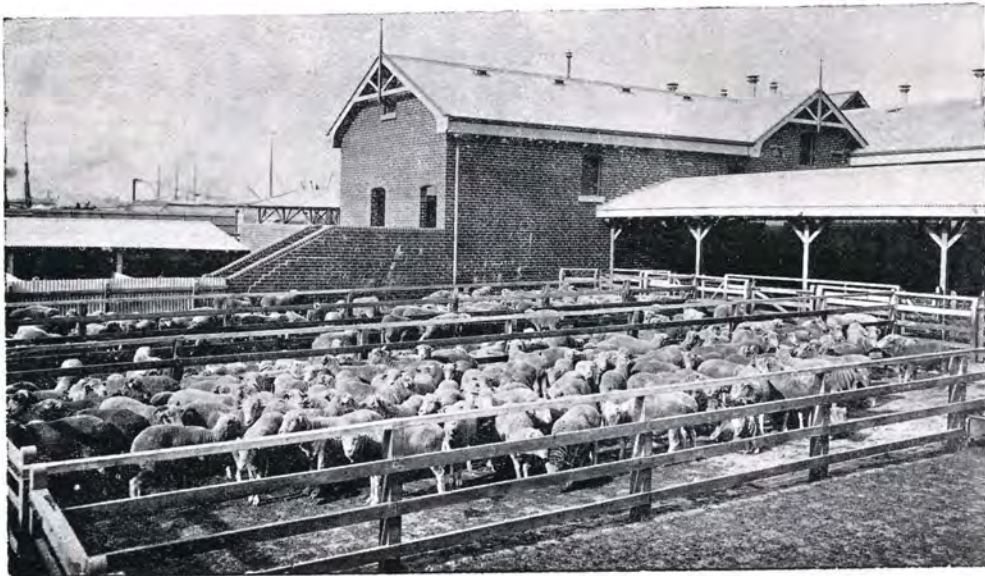
United States Tailoring Depot, 315 Clarendon St.



**The Abattoirs, Mutton House.**



**The Abattoirs, Cattle Yards.**



**The Abattoirs, Sheep Pens.**



CLARENDON STREET.



Cr. VICTORIA Av. & MERTON St., MIDDLE PARK.



ARMSTRONG STREET, MIDDLE PARK.

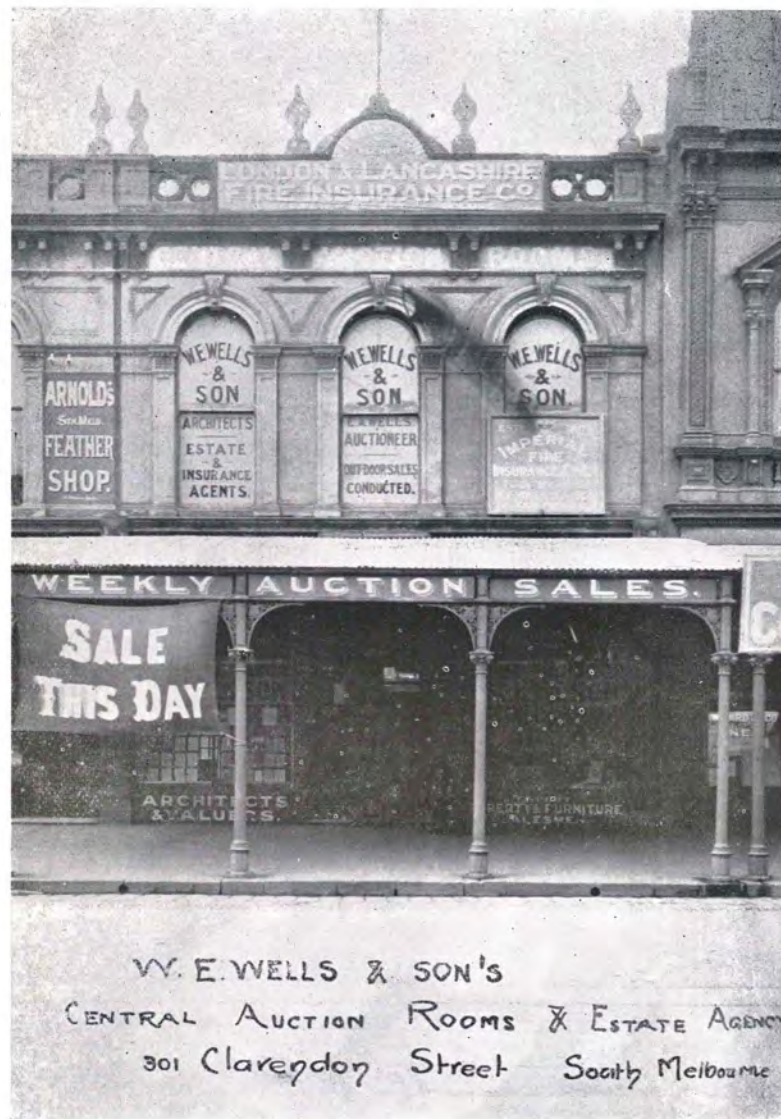


Cr. BRIDPORT & MONTAGUE Sts., ALBERT PARK.

Watts & Haig, Auctioneers & Estate Agents.



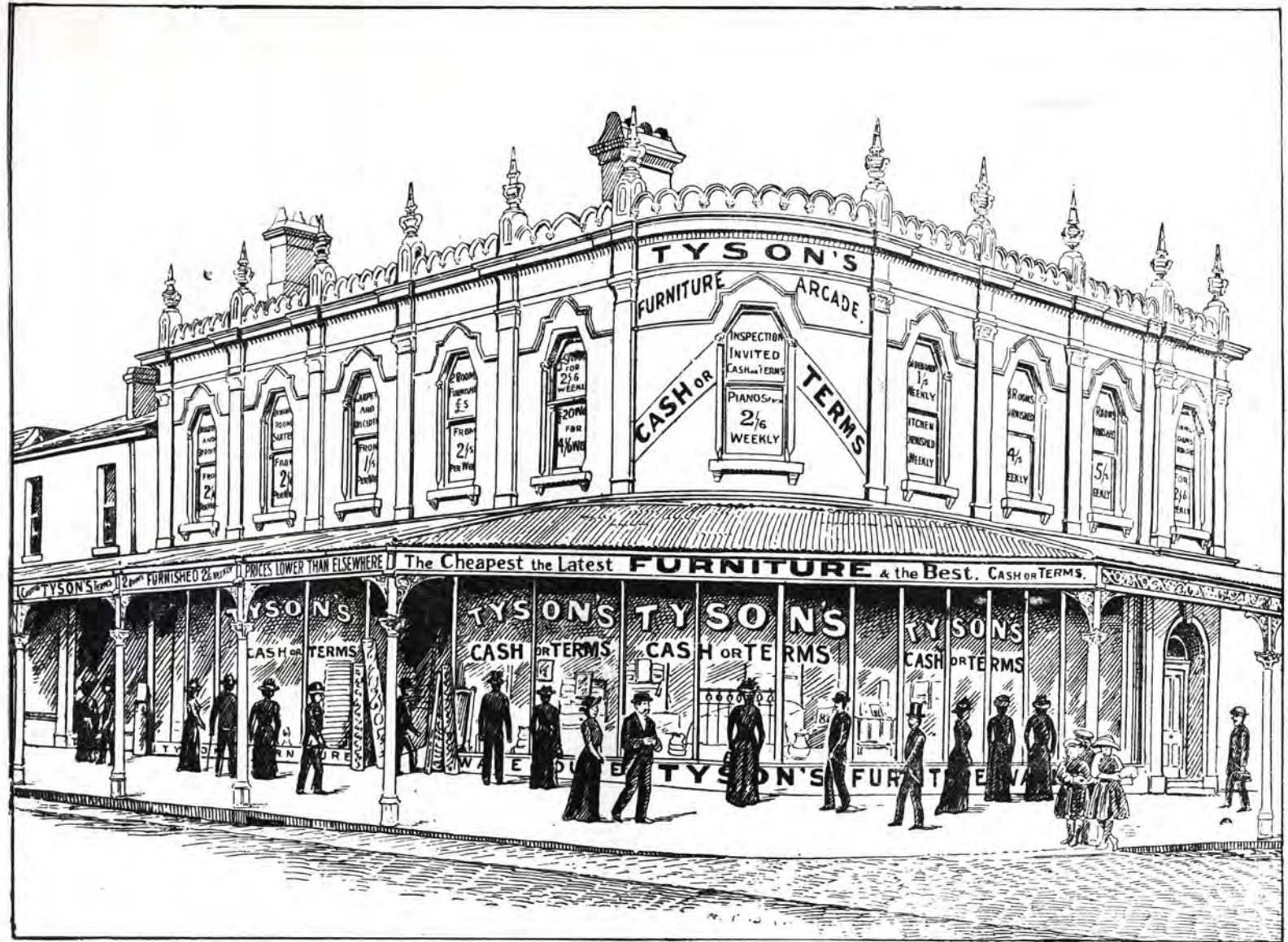
Maples Furniture Warehouse, Clarendon St.



W. E. WELLS & SON'S  
CENTRAL AUCTION ROOMS & ESTATE AGENCY  
301 Clarendon Street South Melbourne



McCauley's Furniture Stores, Dorcas Street.



Tyson's Furniture Warehouse, Clarendon Street.

## Industrial Progress of South Melbourne.

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The industrial progress of the city is intimately associated with its general prosperity, increased population, and architectural advancement. Many of the leading firms are represented in these pages, and, under their individual names, will be found instructive articles on their undertakings, the progress of their trade, and consequent increase of their premises. The boom period gave a sudden, rapid and not too healthy impetus to most of the great manufactories, but the losses consequent upon the inflation of that epoch have been survived, and trade has adjusted itself on a healthy and satisfactory basis; and, judging by a steady increase in orders and continued and assured increase of prosperity in the country, it is evident that a period of greater prosperity awaits the manufacturing interests of South Melbourne. The timber trade is substantially represented by the huge yards of Jas. Moore, Wright and Sons, Romcke, Jno. Sharp and Sons, and others, but their enterprise has not been equal to the expenditure of a few shillings by which to pictorially represent the jubilee period of the city's interests. The Hoadleys and the Paper Mills are in like position, and the latter enterprise certainly needs a more forward policy to fill the needs of the greatly increased paper trade of Victoria and other States. It is little wonder that importers thrive, whilst such great industries still await possible and profitable development. There is a great opening in this city, also, for well-managed woollen mills. The brewing interests are represented by the Castlemaine Brewery (page 104), of which three illustrations are given. It is a firm which for nearly half a century has sustained a reputation for an excellent product. The painting trade and its interests are handsomely represented by Messrs. Brooks, Robinson and Co. (page 106), Victoria Varnish Co. (page 105), W. H. Brewer's asbestos, Silix paints and boiler coverings (page 107), and by the Grosvenor Paint Co. (page 108), all of whom furnish illustrations of their premises and businesses. The great business of John Danks and Son is represented on page 102. Here almost everything which can be produced in brass, aluminium, steel, iron, copper or gun metal is put out in enormous quantities, for the firm may justly be said to represent the trade of the entire Commonwealth and New Zealand, so great is its output, and so extensive its connection through branch houses and agencies. In marble, slate and stone, Messrs. Wm. Train and Co. (page 94) are to the fore, and now that mantelpieces of marble are in less demand, the firm has included the making of wood mantels as a specialty. The Mintaro Slate Co.'s business (page 95), fully described elsewhere, is by no means of a negative importance, for it is evident that it is the centre of a great and growing inter-State trade, the quality of its stone being unsurpassed. Cold storage and ice making are represented by Messrs. Sennitt and Son's most interesting premises (pages 92 and 93), of which we give exterior and interior views. It is not in the least improbable that this important business may become the centre of other great undertakings, which may emanate from it. Its summer trade is gigantic; the demand for ice and cool storage still taxing its largely increased capacity very closely. But the Sennitts, father and son, are keen business men, alive to the possibilities of the trade they represent in South Melbourne, and men of high commercial repute and integrity. The Austral Otis Engineering Co. (page 97) possesses enormous premises, built in the boom period. In another column an independent article appears on their trade. They secure year after year the best contracts offering to public competition, and have earned a good report. Messrs. Reeve and Marshall, W. Stephen's Excelsior Works (page 98), and J. J.

Sneesby's and Nixon and Sons (page 99), and Langwill Bros. and Daves (page 100), further well represent the iron foundry trade of the city. They are firms of reputation and stability, and enjoy a large public support. Carpenter's well-known machinery yards (page 98) assort well with those we have just mentioned. Messrs. Dondey and Testro (page 101) have enabled us to specially allude to their trade in later pages, and Messrs. T. J. Connelly and Son (page 101) have an extensive factory, as sheet iron workers, galvanisers and manufacturers of all classes of goods produced from these. Glass bevelling is well represented by Messrs. F. Cotterell and Co., of the City-road (page 103). Mirror making is an important specialty of this business. Carpet cleaning is shown in operation in McKellam's premises (page 108), and signwriting and paper poster designing (page 108), is perfected by Mr. G. Harness. Asphalt making is carried on by Forbes and Co. (page 109), who have trade relations all over the State. Evans Bros. (page 109) deal largely in slates, fire bricks, and cements, and their premises are in City-road. Messrs. Petersen and Larsen carry on one of the most important industries in box and case making operations, stores and offices being excellently represented on pages 110 and 111. The Australian Distillery Co., as at page 112, is carrying on a first-class trade only in their special occupation, referred to more extensively elsewhere. Mr. Caldwell has established an important business in ink making in Victoria-avenue (page 107), and enjoys a large share of public patronage. Mr. P. V. L. Alkemade is well known as proprietor of the Coimadai Hydraulic-ground Lime and Cement Works (page 113), and is an active and progressive resident of South Melbourne. Messrs. W. Swindley and Co. carry on an important produce business, represented at page 113, and described as progressive and prosperous. T. Craine's carriage factory, shown at page 114, is one of the oldest in the State, and its enterprising proprietor was the last Mayor of the city; in that capacity his portrait is also shown at page 84. In dentistry, Mr. H. D. Hirst has splendid rooms, and an unenviable reputation for his ability and excellent work, which we illustrate at page 115, and describe more fully hereafter. Mr. P. J. King, a resident of the city, carries on an important engraving business at 273 Little Collins-street, and illustrated at page 116. Mr. A. Clissold's premises are shown at page 116, and, as a builder and house decorator, he does a very large business. The Metropolitan Gas Co. is dealt with in a special article hereafter, and its great premises illustrated at page 117. Mr. H. T. Grounds' (Baker and Sons) pharmacy is also separately dealt with and illustrated on page 118. Mr. Morgan's dairy premises are shown at page 120, and interestingly described in a special article later on. Mr. H. Morgan also carries on a dairy business at 36 Palmerston-crescent. Mr. J. A. Downie, whose business is known as Downie's bread factory, is illustrated at page 121. He does a very large and profitable trade. In bicycle trade and accessories, Messrs. F. Esmond's (at page 108), G. C. Macgibbon's (at page 122), W. Lewis and J. Moreton's (at page 123), and A. Flannagan's (at page 133), have been thriving businesses. Wood turning and carving is exemplified by Mr. W. R. Murray, at pages 122 and 134. Mr. Silbersen carries on coach and buggy building at 176 Bank-street represented on page 122. The Hall of Commerce drapery warehouse is shown at page 123. Cowen's Hotel, Normanby-road, is one of the oldest and best known businesses in the city. In things pertaining to salt-water there are two illustrations of interest, one showing Mr. W. Gelling's yacht lying off the pier, and the other Mr. Tait's Middle Park Baths (see page 124). In butchering business, Mr. F. Watkins makes a most important show at page 124. Mr. Cashmore's drapery and outfitting warehouse is shown at page 125; and in dairying mat-

ters Dobell Bros. do an excellent trade at 359 Clarendon-street (page 125). A peep in the confectionery works at 374 Clarendon-street is also shown on the same page. In groceries, Messrs. Herschell and Co. show an exterior and interior view of their premises (page 126), elsewhere more fully described. The Albert Park Laundry of Mr. Grey is well illustrated on page 127, and fully described hereafter. Messrs. Honeybone and Son's great hat factory is shown at page 128, and alluded to in a special article. Mr. J. Anderson's business premises are illustrated at page 130, as are also Messrs. Paulin Bros. and Mr. Jones's well-known news agency and stationery warehouse, and Mr. E. A. Field's, tobacconist and hairdresser. Mr. F. Mitchell's tailor's shop is shown at page 131, so also is Mr. Edmond's produce store, and G. H. Taylor's grocery and wine and spirit stores and Mr. King's boot shop are also here depicted. Mr. T. H. Whitworth's grocery establishment, Messrs. Whitworth and Co.'s interior view of a similar business will be found in illustrations on page 132. Mr. Hague, plumber, whose business is of a first-class character, shows his premises at page 132; Mr. John Allison, undertaker, on the same folio. Messrs. Youl and Co. describe their business hereafter, and show the premises on page 133. Bostock Bros.' butchering establishment is shown on page 133, and is a very up-to-date concern. In loans, Mrs. Alexander provides for urgent wants in the premises shown on page 133. Mr. Ballantyne, cutler, carries on a large cutlery business, but has just moved into larger premises, where he is preparing an interesting showroom. Mr. Skinner's coach-building works, in Park-street, are shown at page 134; and the United States Tailoring Co., and Lindsay and West, news agents, illustrate their shops at page 135. The City Abattoirs are of special interest, and are shown in three illustrations at page 136. Messrs. Purvis Bros.' grocery store is well shown at page 129, as also the attractive grocery premises of Mr. J. G. Rooke, Nelson-road, and every one of these businesses indicates a healthy state of trade and the general prosperity of the city of South Melbourne.

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#### HOSIERY MANUFACTORY.

Mr. J. B. Youl introduced and commenced the manufacture of hosiery goods about 30 years ago; now the industry has spread over Australia and New Zealand. For several years Mr. Youl carried on the business without protection, but could not get the wholesale warehousemen to introduce the goods. He then interviewed the late Hon. Peter Lalor, then Minister of Customs, who introduced him to Sir Graham Berry and the members of the Government, at Parliament House, when they agreed to protect the industry to the extent of an ad valorem duty of 20 per cent., which was afterwards increased to 33 $\frac{1}{3}$  per cent., and reduced some years subsequently to 25 per cent. Gradually the wholesale warehouses introduced the goods to their retail customers, and now it may be reckoned as an established industry. Prior to the introduction of local manufactured hosiery, the prices charged for woollen goods were very high, but now, since local-made goods have come on the market, the prices have been greatly reduced. For instance, men's football jerseys could not be bought under 7s. 6d. each; now they can be purchased for 3s. 6d.; and stockings, which could not be sold under 2s. 6d. per pair, can now be bought for 1s. per pair, and the same rates of prices obtain in other classes of hosiery. The Commonwealth Legislature, when the tariff was revised, reduced the duty to 15 per cent., and put a duty of 5 per cent. on yarns, thus bringing down the protection afforded under the Victorian of 25 per cent. to 10 per cent., which has injured the industry very materially.

## MESSRS. TYE AND CO.

The story of the rise and progress of the firm of Tye and Co. reads almost like a romance. Sixteen years ago Tye and Co. carried on a moderately large manufacturing establishment in the city of Melbourne, but land values kept rapidly advancing, the business kept growing, and about that time it became necessary to have more room. On looking around for a suitable place to locate, it was decided that South Melbourne possessed the necessary advantages for a large manufacturing establishment—viz., centrally located, being about the centre of the many suburbs of greater Melbourne, convenient to wharfs, and railroad, all very necessary for a manufactory making for the trade—and at that time Tye and Co. manufactured exclusively for the trade, and it was necessary that the factory should be centrally located. A site was secured fronting Sturt-street, and land 66 ft. x 300 ft. was secured fronting to Sturt-street, and extending back to Moore-street. The first building was erected facing Sturt-street. Thus it became necessary to erect more buildings, and the second building was erected facing Moore-street, practically, then, the factory covered the whole of the land. Adjoining was a vacant piece of land 66 ft. x 300 ft.; this was secured, making a frontage of 120 ft. to both Sturt and Moore-streets, by a depth of 300 ft. on the second piece of land. More buildings were erected, making the total factory one of the largest in Australia, everything in the furniture line being manufactured by the firm; thus residents of South Melbourne, whose business took them in the locality of the hugh concern, marvelled at the rapid growth of the business. About nine years ago, it was decided that, in addition to manufacturing exclusively for the trade, the company would supply the public direct. Premises were secured in Bourke-street, opposite the Eastern Market, giving a frontage to Bourke-street of about 130 ft., embracing the following numbers—80 to 108—making one of the largest retail house-furnishing establishments in Melbourne. It was found that the public appreciated buying direct, and the business grew rapidly, and, to better cater for the trade, as so many of the residents lived in the suburbs, it was decided to open establishments in the larger suburbs, where people could buy goods of all classes direct from the firm. The second store was established in Prahran, the address being 320-22-24-26, Chapel-street. The third was Brunswick, the address being 413 and 415 Sydney-road. The fourth South Melbourne, the address being 226, 228, 230 and 232, Clarendon-street, South Melbourne. The fifth was Richmond, the address being 83, 85, 87 and 89 Swan-street. The sixth and last of the retail stores is located in Fitzroy, the address being 237 and 239 Smith-street. The firm are thoroughly up to date, and, in addition to being complete house furnishers, stock all kinds of vehicles, harness, bicycles, etc., and the enterprise of the firm has assisted South Melbourne to attain the premier position as a manufacturing centre.

## MESSRS. LANGWILL BROS. AND DAVIES PROP. LTD.

There is small need to introduce (to the farmer) the firm of Messrs. Langwill Bros. and Davies Prop. Ltd., who carry on the business of machinery merchants at 110 Sturt-street, South Melbourne (opposite the Water Chute). This firm's present works are within three or four minutes' walk of Prince's Bridge, where their showrooms, as depicted in illustration on page 100, are open to inspection to all interested in modern labour and money saving machinery.

Among the many agencies of this firm are the Foden steam waggon and compound traction engines—two draught machines which are destined here, as elsewhere, to largely supplant horse traction in the

transport of heavy loads. The Foden steam waggon is purposed mainly for use within municipal areas, as good roads are necessary to its usefulness. Where these exist this waggon can carry a load of seven tons—four tons on itself and three on a trailer—at an average speed of six miles an hour, travelling twenty hours at this rate before a refill of its boilers is required. Municipalities and firms whose business requires the carrying to and fro of heavy loads will find, in a study of the "Foden steam waggon" ample proof that both economy and better efficiency plead its cause.

The Foden compound traction engine is a machine of profitable interest to the farmer, since it solves for him the problem how best to transport heavy loads over rough country. There is nothing the ordinary portable engine does, but the "Foden compound" does it better and cheaper, whilst a Foden can be used in many ways that no portable even claims to emulate. Its advantages over other traction engines are so many and marked, that one cannot, in the short space allotted here, even enumerate them all—lack of vibration, through both axles having steel springs; economy of fuel, since very little heat is required to keep up steam, and double high-pressure gear are only a few of its good points. Messrs. Langwill Bros. and Davies will be happy to refer anyone interested direct to users of Foden compounds in this State; from them will be learnt first-hand that everything claimed for the Foden is merited by the engine itself. "The Eclipse" is also a traction engine of American manufacture, for which this firm are also agents.

The Doncaster spray pump is a device no fruit-grower can afford to do without. It is Messrs. Langwill Bros. and Davies' own invention, and has protected features in its favour possessed by no other spray. Constructed of rust-proof gun metal, and mounted on a 50-gallon vat, it has, amongst other advantages, an air chamber, which ensures a constant stream of spray till all the air is exhausted. A child can work it, and the vat stands firm, without requiring the use of one's hand to keep it steady. Then the Williams' kerosene attachment, sold with it, does away with the trouble of hand mixing. You just fix your kerosene tin to the vat, insert a tube into the liquid through the lid, adjust a valve to regulate the proper proportion of kerosene to mixture, and the Williams' patent will do all the mixing itself. In addition to this, the "Davies'" agitator—a patented feature of this spray pump—keeps the vat liquid thoroughly stirred, so that all the virtue of the spray reaches the leaves. Fruit-growers will be further interested in the Rider Ericson hot air pumping engine, since irrigation has now come to be recognised as vital to the welfare of the fruit growing industry. This engine, on the smallest consumption of fuel, will pump at the rate of 3000 gallons of water an hour. Actual demonstrations of its pumping power will be given to all who wish it at the Sturt-street works of Messrs. Langwill Bros. and Davies.

And this brings one to a matter this firm are particularly anxious to lay stress upon. Adjoining their showrooms they have a large yard, especially set apart for the purpose, where all their various agricultural machines can be seen in actual working. Farmers on a visit to the city are promised a hearty welcome here, whether intending purchasers or not. Skilled mechanics are kept on the premises purposely to answer all enquiries from agriculturists, and to instruct them in the mechanism and proper handling of all these machines, for which Messrs. Langwill Bros. and Davies are agents. The range of implements stocked by this firm cover the farmer's every requirement, and a visit of inspection cannot but result in profitable interest to all primary producers.

## JOHN DANKS &amp; SON PROPY. LTD.

This firm is one of the oldest of South Melbourne concerns, and a record such as this would scarcely be complete without some reference to them. The late Mr. John Danks, with his two brothers—Samuel and Thomas—first started business in Patterson-place, off Montague-street, in 1859, where they traded as Danks Bros., brass founders, engineers and wrought-iron fitting makers and importers. After some two years the younger brother retired, and the two brothers, John and Samuel, continued in business. The business soon increased, and it was found necessary to take premises at 82 Bourke-street, and from thence, as trade increased, moves were made to 34 and 42 Bourke-street, at which place business was carried on until Mr. Danks purchased a block of four properties in Bourke-street, and built the premises which the firm at present occupy. It was very early in the history of the business that the younger brother, Thomas Danks, decided to sever his connection with the firm, and, after 14 years of partnership, the other brother, Samuel, decided to do likewise, retiring with an ample competency.

The premises in Bourke-street were soon found too restricted for the requirements of the business, and land was purchased at Moray-street, South Melbourne, where the present factory was built. Land was also purchased at Bank-street, South Melbourne, for the purposes of an ironfoundry and bulk stores, and subsequently the land adjoining the Moray-street works was purchased, so that these works now cover an area of about two acres.

Business was soon started at Sydney, and the premises first taken in Liverpool-street proving too small, moves were made to 363, and, finally, to 324 Pitt-street, where the present spacious premises were erected. It was also deemed advisable to start a manufactory in that city, and land was bought at Blackfriars, in the city of Sydney, being a whole block completely surrounded by streets. This has proved a very satisfactory venture, and there to-day, as in Melbourne, the manufacture of sheet lead, lead pipe and all classes of brass foundry and copper-smithing work are carried on.

Sometime after his Brother Samuel's retirement, Mr. Danks took into a profit-sharing arrangement, his son, Mr. Aaron Danks, and several of his leading employees, and, later on, when his son was taken into partnership, an arrangement was made by which these leading employees were allowed to acquire an interest in the business, and to facilitate this, the concern was converted into a limited, and finally into a proprietary company. These gentlemen, Mr. J. H. Guy, Mr. R. Ferguson, Mr. W. Booth, and Mr. W. A. F. Waitt, are still connected with the business. Mr. Guy and Mr. Booth having management of the Sydney business, while, with Mr. Aaron Danks, the other gentlemen take the leading positions at Melbourne. Many of the employees have been over 30 years in the service of the firm.

Mr. Samuel Danks, on his retirement from the Melbourne concern, started a business at Brandon-street, Wellington, New Zealand, which with his son, he carried on until his death, when his son took charge, and has since conducted a satisfactory and increasing business. Mr. Samuel Danks was highly respected in Wellington, where, for many years, he was a city councillor, and he took a leading interest in all the charitable institutions of the city.

Mr. Thomas Danks some time after he resigned his partnership in the Melbourne firm, also started business in New Zealand, choosing for his home the city of Christchurch, where he started works and business premises in Lichfield-street, stocking and manufacturing similar lines to those manufactured by the Melbourne and Sydney firm.

The late Mr. John Danks was honoured in serving in the municipal council of South Melbourne for several years as a councillor, and as Mayor for two years in succession. In 1876 he was elected president of the Manufacturers' Association, and he was a commissioner and representative to the Paris Exhibition of 1878. Besides the business carried on at Melbourne and Sydney, Messrs. John Danks and Son Prop. Ltd., have their buying office at 32 Union-street, Wednesbury, Staffordshire, England.

Mr. Aaron Danks, J.P., the present managing director is a native of South Melbourne, and has always shown the greatest interest in all matters affecting the interests of the city. A reference to the illustrations of Messrs. Danks' business premises and works in Melbourne and Sydney on page 102 will, we are sure, prove interesting to our readers.

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#### PETERSEN AND LARSEN

The packing case manufactory at 237 to 247 Normanby-road (near Montague railway station), South Melbourne, of which Messrs. Petersen and Larsen are proprietors, is an important feature of the city. The firm started business fourteen years ago, employing one man, and have now worked it into one of the largest of its kind in the State, employing in the busy season about 50 men. The business is purely box making of various kinds, for the manufacturing and export trade. The premises, covering about 200 ft. by 140 ft., are well situated, facing three streets, Normanby-road, Montague and Woodgate streets, and is opposite railway station, and close to the river and timber wharves, and within a very short distance of the centre of the city of Melbourne. These are important advantages, saving considerable haulage. The firm has in use machinery and plant to the value of £1300, and pay out in wages about £2500 yearly. They started in very small premises off Clarendon-street, and had then a 3-horsepower engine, and removed eight years ago into the present premises, now taking into use a 10-horsepower engine. The ground they then had in use was about one-third of what they at present occupy. Five years ago the rapid expansion of business made a further increase of space and steam power necessary, and on a number of cottages adjoining the shop being pulled down, the firm added the thereby vacated land to their premises, and erected on it the present engine-house, and further increased the room for box-making. The capacity of the new engine is 30-horsepower.

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#### MR. H. D. HIRST

Mr. H. D. Hirst, dental surgeon, of 268 Park-street, South Melbourne, was born in Albert Park, and in 1896 was apprenticed to Mr. F. A. Kernot (Heath and Kernot), dentists, for four years, and afterwards served two years as assistant; he also served two years in the same capacity with Mr. A. Pincott, of Collins-street. He graduated at the Melbourne Dental Hospital, passing in the following subjects:—Chemistry (practical and theory), metallurgy, materia medica, and therapeutics, anatomy and physiology, pathology and surgery, histology and bacteriology, orthodontia, mechanical dentistry, and dental surgery, etc., being the youngest student ever graduated at the Dental Hospital. Leaving Melbourne for New Zealand, he acted as locum tenens to one of the leading dentists in that State, and remained there until starting in practice for himself in South Melbourne. Mr. Hirst is particularly devoted to his profession, and makes a special study in all the latest improvements for the conservative treatment of the teeth. His surgery and laboratory being thoroughly equipped with all the latest appliances. The painless extraction of teeth has

also been instrumental in the rapid progress he has made. Mr. Hirst attributes his success to the fact that there is no branch that is distasteful to him. He is a member of the Masonic fraternity, and of the Independent Order of Rechabites.

#### MR. JOHN B. O'HARA'S SOUTH MELBOURNE COLLEGE.

Two interesting illustrations at page 77 show the prize-winners, "Honour" and "Matriculation" classes, at this celebrated scholastic establishment, which is situated in Bank-street West. Mr. J. B. O'Hara is a M.A.; was late Lecturer in Mathematics and Natural Philosophy, Ormond College, Melbourne University; was first-class honourman, Stawell Exhibitioner, and Mathematical Exhibitioner, Melbourne University. The staff working under Mr. O'Hara is remarkable for its educational ability.

The South Melbourne College may justly be said to be the leading Secondary School in Victoria, if pre-eminence in the scholastic world be judged by University distinctions. Eight times during the last ten years the South Melbourne College gained premier position in the Matriculation lists. It also won a Mathematical Exhibition seven times, the Physics and Chemistry Exhibition four times, the French and German three times, and the English and History once. In Physics and Chemistry it has gained nearly half of all the honors secured by Victorian schools. So rapid has been the progress of this institution that it has outgrown the capacity of its present building. The Principal has, therefore decided to erect new premises in Kerferd Road, adjoining the Albert Park railway station. These buildings, when completed, will form the most modern and up-to-date college in Australia. The total cost of land and buildings will amount to nearly £7000. The College will open in its new buildings next February.

The photographs appearing on page 77 are those of prize winners. The top plate represents winners in the Matriculation Class as follows (reading from left to right):—Back Row: L. Crivelli (French), A. Crooks (Geography), A. Gibson (Essay), L. Maloney (History), F. Wilcox (Essay). Front Row: Miss Alice Cook (Physics), Miss Edith Raven (Arithmetic and Physiology), R. Hewitt (Latin), Miss C. Morrissey (Essay), Miss Agnes Zumpe (German). The bottom plate represents prize winners in Honour Classes:—Back Row: Alan Galbraith (Dux, Science), Miss Bessie Wilson (Equal Dux, Modern Languages), David Tyler (Euclid), Miss Elsie Thomas (Physics and Chemistry), Alfred Burston (Dux, Mathematics). Front Row: Miss Rae Mendoza (English), Miss Olive Morrissey (Dux, Classics), Samuel Morris (Science), Miss Mary Glowrey (Dux, English and History; Equal Dux, Modern Languages), Miss Dora Newham (Algebra).

#### T. CRAINE.

For over fifty years the flourishing coachbuilding firm of T. Craine has been carried on in this State, and now fairly ranks as one of the largest and leading industries in the Southern Hemisphere. The factory is situated in City-road, just over Prince's Bridge, and is most complete in every way, being fitted with the latest and most improved machinery, and covers a large area of ground.

On paying a visit recently it was a complete edification to us to see the completeness in which the work was turned out. We were first shown the large quantity of timber—kauri, ash, hickory, poplar, etc.—and wheels, shafts stored in large building, used specially for seasoning purposes. The shop was then visited, where a large number of hands were busily employed building bodies, wheels, undercarriages, etc., and as the machinery, which is one of the most up-to-

date plants in the Australian States, is continually going the whole year round, the number of vehicles turned out annually must be enormous. All the timber is carefully examined by Mr. Craine's foreman before being used, and anything not passing his inspection is at once rejected. The smith shop is situated at the rear of the factory, the whole being worked on the most approved principle, a powerful gas engine being used to work the machinery.

The trimming, paint shop and store rooms are on the first floor. Mr. Craine has recently opened large and spacious show rooms at 322 and 324 Elizabeth-street, next Little Lonsdale-street, on the same side of the street as the G.P.O., where he is displaying a magnificent assortment of vehicles for town and country use, and to suit all requirements; also a large stock of carriage requisites, such as buggy rugs, mats, whips, horse and cow rugs, etc., etc.

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#### THE AUSTRALIAN DISTILLERY CO.

An entirely new enterprise is that engaged in by the Australian Distillery Co., whose purpose is the distillation in Australia of only the highest grade spirits. The site occupied by this company is an eminently suitable one, being just over Queen's Bridge on the south side of the River Yarra, and right in the heart of a large distributing centre. As their distillery is within easy access of the Customs House, clearances can be made from their cellars direct, thus obviating congestion of dealers' and manufacturers' own stores. The objective of this company is the making and maintaining of only the finest spirits; they are determined that their name shall stand as a synonym for quality first and foremost. Their principal efforts will be directed towards the making—for home use and export—of a first grade Brandy, and have now stored in their extensive cellars vast quantities of Australian Wine for that purpose. They also intend making a Rum that will compete with the finest West India product. There is no valid reason why such should not be made from Australian sugar cane, equal to the very best produced anywhere. Then, the distillery of a Pure Malt Whisky is another avenue in which this company intends to excel. Pure wine spirit for fortifying wines, liqueurs of various kinds, and methylated spirit will also be manufactured. There is no doubt that the facilities the Australian Distillery Co. are able to offer distributors will appeal strongly to the trade. The fact is undoubted that Australia is the most favored country in the world for the production of raw material for this industry—wine, grain, and sugar-cane of excellent quality are at our door—and it only remains for the manufacturer to employ the very best processes to produce an article that cannot be surpassed. No country has the advantages that we have, of being able to produce cheaply all the requisite material for the manufacture of all spirits, but an unjust and absurd prejudice exists in some minds against Australian manufactures. The Australian Distillery Co. have erected an up-to-date plant, which has all the advantages of modern research and economy, being a combination of Pot, Patent, and French systems. It is believed there is not another distillery in the world of quite equal capabilities, and the product from it should be unsurpassed.

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#### E. A. FIELD.

Mr. E. A. Field carries on business at an old established shop for hairdressing and tobacconist's business at 231 Clarendon-street. It was first kept by Mr. Jones, then by three successive proprietors until purchased by Mr. Field nine years ago; so that for upwards of forty years the same trade has been carried on until the increase of his business encouraged Mr. Field to remove into much larger premises

two doors higher up, and opposite to Messrs. Tye & Co.'s warehouse, in June last. Mr. Field now keeps a much larger stock of goods, in tobacco, pipes, cigars, cigarettes and fancy goods, which should encourage an increase of trade. The hairdressing saloon has been beautifully fitted up, and Mr. Field has now two extra chairs and employs a number of tradesmen and an improver and also works in the saloon himself. Mr. Field does a good wholesale trade amongst the shopkeepers of both South and Port Melbourne, and will, we think, be well rewarded for his enterprise.

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#### WM. STEPHEN'S EXCELSIOR FOUNDRY.

Visitors to Melbourne will do well to spare a little time in paying a visit to these compact works, situated at the corner of Sturt and Grant streets, South Melbourne (close to Messrs. Johns and Waygood's). When once there the visitor will be shown numerous varieties of ornamental ironwork, for which this firm is specially known both for the excellent quality of its work and the reasonable cost of the various items produced. The artistic designs are first sketched by architects artists, &c., then the carvers spend some considerable time in producing a workable design in wood, from which brass patterns are then made, which, when thoroughly chased and cleaned up in the finishing shop, are put into the moulder's hands, who forms a mould by placing between two iron boxes in which sand, &c., is pressed, which forms around the brass pattern; this pattern in turn is carefully removed, leaving an impression which is filled with the molten iron, and when cool, is lifted and cleaned up with files and wire brushes, which leaves them the perfect castings for which this firm is noted. The iron used, it is perhaps interesting to note, is either pig or scrap, or both mixed, and is taken up on to a platform some twelve or fourteen feet high in truck by water power. It is then placed in the cupola or furnace and is subjected to intense heat, caused by a powerful blast from a fan driven by electricity. Here it is re-melted, and drawn off into ladles convenient for carrying round the foundry by the employees, or lifted by overhead crane for heavy work, each in turn being emptied into its proper place, and so casting the many shaped designs, which are such a material improvement to the appearance and value of the villa or cottage. A thoroughly good line, too, is their 12 foot rotunda or summer house, octagon in shape and containing 8 c. i. columns, 16 brackets, and necessary frieze (about 32ft.), together with 32ft. balcony panels, 9 finials, &c., the whole cast-iron required being placed f.o.b. for the sum of 17 guineas. It is just such a line as would make a splendid addition to a private residence, or, if a little heavier column and friezework were substituted, would make an ideal place for band stands, &c., for corporation, clubs and other public bodies to erect on their grounds. Other lines, such as garden rollers, seats, restaurant tables, gate posts, post caps, cast iron pickets for fence work, and hundreds of smaller lines are made.

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#### J. H. TAYLOR.

Mr. J. H. Taylor opened up business in South Melbourne as a Grocer and Wine and Spirit Merchant fifteen years ago. Since then success has attended his efforts, and 221 Clarendon Street is now a very busy centre. A specialty of Mr. Taylor's trade is the distribution of wines and spirits, the famous Rutherglen wines from the vineyards of that district, fully matured, meeting with such an extensive demand that Mr. Taylor's connection has extended to the supply of the trade, hotels, country buyers and the shipping. The secret of Mr. Taylor's success has been attention to his customers' best interests, integrity and energy.

### THE MINTARO FLAGSTONE & SLATE CO.

Perhaps the most interesting of South Melbourne manufactories is that of the Mintaro Flagstone and Slate Company, of Sturt-street. We give at page 95 two views, one showing the Mintaro Quarries, 85 miles north from Adelaide, South Australia, and the other showing the interior of the works, with a large stock of slate flagging, heartstones, kerbings, steps, landings, shelving, slabs for monumental work, billiard table tops, lavatories, urinals, baths, and the many works for which the best qualities of slate are adaptable.

An overhead traveller goes the entire length of the yard, facilitating the moving of the heavy slabs. The northern end of the yard is occupied by the various machinery used, such as saws, moulding, plane and polishing machines. All these are driven by a powerful gas



**Mintaro Slate Works, Sturt Street.**

engine, made by Mr. E. Coulson. The quarry view shows the splendid bed of slate which the company obtains its supplies from. Slabs can be taken out of this quarry varying in size from 60ft. x 40ft. to 90ft. x 30ft., and absolutely accurate in evenness and straightness of the surface. In the yard can be found various slabs 14ft. 6in. x 7ft. 6in., which is as large as can be trucked over the South Australian Railways, the low overhead bridges preventing the slabs being stood on edge. The company carrying on its business at South Melbourne controls all the business outside South Australia, and is represented in Brisbane by the well-known house of Jas. Campbell and Sons, in Sydney by that of Creak and Ford, and in Hobart by Mr. D. W. Watson. They have also an agency in Launceston, Mr. J. Dunn.

An inspection of the stock shows the superexcellence in colour and grain of this celebrated slate, and as compared with Victorian output, it is vastly better, ranking in contracts with any known slate or stone for flagging purposes, being free from inequalities and equally hard throughout. The slate is very largely used for billiard table tops on account of its great accuracy. It is clean, well laminated, close grained, uniformly hard and of excellent colour, and not subject to scaling and other defects common to some slates. This company—Messrs. Chas. D. Aston and Horace J. Jacobs being the proprietors—supplies orders for all kinds of building work (except roofing), and it is but fair to say that it is well supported by the profession for the superior quality of its output. They are contractors to the Melbourne and Metropolitan Board of Works for the supply of slates for urinals and other sanitary purposes.

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#### J. G. ROOKE.

The well-known business of Mr. J. G. Rooke, Grocer and Wine and Spirit Merchant, corner of Nelson Road and St. Vincent Street, South Melbourne, has been established over eighteen years, and during that period the premises have been considerably extended in keeping with the growth of the city; the business in the initial stage was a small one. Mr. Rooke at once began to develop his ideas, first by introducing a good system of management, having had a sound business training with one of the largest wholesale and retail establishments in the metropolis, and soon found that attention to business, civility to customers, coupled with a fixed determination to sell only the best goods at a small margin of profit, brought his establishment into prominence. Mr. Rooke has the benefit of having a capacious cellar, in which he stores and matures his carefully selected wines from the leading vineyards of Victoria, and having a thorough knowledge of this department patrons can rely on getting the very best value. Another feature of the business is the special attention paid to the dairy produce; the leading brands of butter, hams and bacon from the best factories are always kept in stock. The tea and coffee is under the direct supervision of himself, who with his long experience is able to please the highest expert connoisseur. The grocery and spirit departments are also worked on the latest modern and up-to-date principle, and Mr. Rooke hopes with constant attention to be as successful in the future as in the past.

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#### W. E. WELLS & SON, AUCTIONEERS.

The above firm conducts one of the largest suburban auctioneering businesses in their Central Auction Rooms, 301 Clarendon Street, South Melbourne. Established some 26 years ago, they have succeeded in building up an extensive Estate and Insurance Agency, and the practical ability of the Partners, both of whom are members of the Architectural and Engineering Association, has been of valued assistance in their dealings with Real Estate. Many of the principal buildings in South Melbourne have been erected under the supervision of the senior member of the firm, Mr. W. E. Wells, a sworn valuer, and special attention is given this particular branch of their work. Mr. E. A. Wells, auctioneer, who is a representative of Beaconsfield Ward in the local Council, conducts bi-weekly sales of household furniture and merchandise at their rooms every Tuesday and Friday afternoon, while outdoor auction sales of properties, furniture and shop stocks are carried through by them at lowest current rates. All details of their business, such as rent collecting, insurance and finance work, receive their closest personal attention, and the large circle of their clients are an unspoken testimony as to their ability and probity.

### P. McCAULEY

McCauley's Furniture Stores were founded by the proprietor, P. McCauley, 21 years ago, in a small way in Clarendon Street, South Melbourne. He afterwards built the corner shop in Dorcas Street—part of the great orphanage block, right in the centre of the city, adjoining the Town Hall, Police Court and Public Buildings—on a 50 years' lease, and, as the years rolled on, additional premises were built to the old place. During the last few years four shops adjoining have been purchased, which, when altered and extended, will make this furniture store one of the largest in the city. The business has been built up purely on connection, and in the different departments you can furnish from kitchen to drawingroom. The stores are famous for their up-to-date style in designs. The departments include pianos, organs, carpets, crockery, ironmongery, gramophones, bicycles, plated ware and fancy goods. The storerooms are in Marshall and Daly streets, and there is a branch of the business at 468 Bridge Road, Richmond.

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### MAPLES FURNITURE WAREHOUSE.

This business was established about 20 years ago in comparatively small premises in the Town Hall Block, Clarendon-st. With the increase of business other shops were taken in and extensions built at the rear until there was no further room for expansion. To meet the ever growing trade, the proprietors purchased the freehold of five shops in the adjoining block, where they erected the handsome building shown in our illustration. The new building consists of three floors, and extends through to Charles-street. On the opposite side of Clarendon-street is another warehouse of similar dimensions, which is connected with the main building by means of enclosed bridges from the two upper floors. The show rooms, which cover a space of 22,000 square feet, are filled with every description of Furniture and Furnishings, one of the features being an improved gallery for the display of pianos and organs; upwards of one hundred instruments are always on view. The show windows are the finest in Melbourne, each plate being 12ft. square and descending to the level of the footpath. With the success of Maples, a number of other firms sprung up around them and combined to create a market for their particular trade, so that South Melbourne is now one of the recognised centres of the furniture trade in Victoria, attracting customers from adjoining suburbs and all parts of the country. Maples have of recent years erected similar warehouses in all the principal suburbs of Melbourne.

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### DOWNIE'S BAKING FACTORY

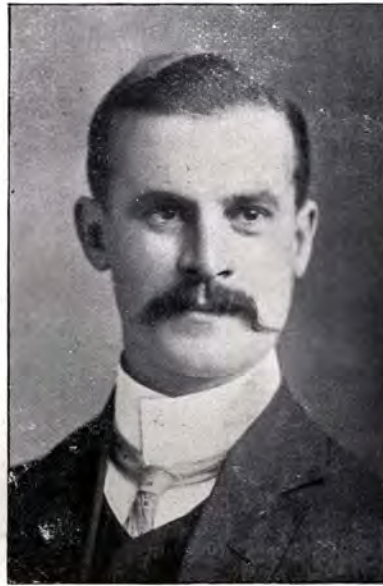
Thomas Downie, the founder of the firm, was born at Bannockburn, Scotland, and arrived in the colony in 1858. He shortly afterwards went into business as a baker, at 191 Clarendon-street, and continued there until 1871, when he removed to his own property, at 179 Clarendon-street (now 375 and 377). In 1887 he erected the present commodious premises, removing the old structure, about the last relic of the early days, built at Liverpool, England, and shipped to Melbourne, where all that had to be done was to bolt it together. Thomas Downie died in 1896, and his son, J. A. Downie, has since carried on the business. It is the oldest baking factory in the city. The firm has earned a reputation throughout the district for keeping a first-class article, both in bread and small goods, and now, after being established for 45 years, they still think that quality is the only real and permanent factor in carrying on a successful business.

### J. P. SENNITT AND SON.

In Miller-street, South Melbourne, facing the river, and midway between Prince's and Queen's Bridges, stands the handsome building depicted on page 92 Messrs. J. P. Sennitt and Son's Ice and Refrigerating Company. Mr. J. P. Sennitt, who is a councillor of the city and a justice of the peace, and who is bespoken as the coming mayor of the city at an early date, was associated with the late Victorian Cold Accumulator Company, which carried on business in Latrobe-street, Melbourne, in 1892 and 1893. In 1894 Mr. Sennitt transferred the business to the present centrally-situated, prominent and commodious premises, and in 1900 his son, Mr. W. J. Sennitt,



J. P. SENNITT, J.P.



W. J. SENNITT.

whose portrait is also given, was admitted as a partner in the business. Owing to a very rapid increase in business, the firm has found it necessary to add to its plant and machinery every year, in order to keep abreast of the times, and supply the demand for both ice and refrigeration orders; and this enterprising firm may now fairly take credit to have brought the establishment up to a state of completeness equal to anything in the Commonwealth. There are two Atlas Company refrigerating duplicate machines installed, capable of turning out 120 tons of ice, and controlling power to operate 16 large freezing rooms, containing 70,000 cubic feet of space. The increased facilities for producing ice has brought about a radical change in the charge to the consumer, whereas in 1892-4 a hundredweight of ice could not be purchased at less than 5s., in 1904-5 the same quantity is delivered for 1s. 6d. With the progress of this State, so must this business increase, and J. P. Sennitt and Son, having overcome what looked like insurmountable difficulties in the past, but which yielded before energy and perseverance, may now look ahead with complacency, and have every confidence in the future of the industry, which, without doubt, is a credit to the State and to the city of South Melbourne, is one of the features of its growing industrial influence. The commodious cool chambers are specially fitted up for any class of perishable product, mutton, beef, fish, eggs, fruit, cheese, milk,

etc., being stored on the premises. As an evidence of the firm's enterprise, a salt business has lately been added, which bids fair to become a profitable adjunct to its trade. The firm gives employment to a large number of hands. Mr. J. P. Semitt was elected unopposed on two occasions for Fawkner Ward to the South Melbourne Council, and is popular—so much so, indeed, that his fellow councillors indicate him as likely to be the next mayor of the city. For straightforwardness and integrity the firm has earned a good reputation.

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#### BROOKS, ROBINSON AND CO. LTD.

Our illustration shows works for the manufacture of mantelpieces, which is actively carried on. The chimney stack is in connection with the stained glass kilns. At the rear is large storage accommodation for reserve stocks of glass and other goods, constantly requisitioned to fill orders from the other States. There is also extensive stabling on the premises. The revival of the use of wooden mantelpieces has necessitated the employment of skilled workmen to produce the trade requirements for approved designs suitable for the newer styles of architecture for Australian homes. At the show-rooms, Elizabeth-street, there is exhibited a complete assortment of high-class examples of the company's manufactures, together with a large variety of the latest styles of grates and tiles, specially imported. The company's artistic productions in stained glass are well known throughout the Commonwealth. A visit to the studios, also in Elizabeth-street, will be found interesting. The late Mr. Henry Brooks established the glass, oil and colour business in Melbourne in the year 1854, and until the time of his death gave the closest attention to each department. In 1867 Mr. Brooks removed to London, from which centre he opened up commercial relations throughout Australia and New Zealand, and by his foresight and enterprise established the indent business of Henry Brooks and Co., which has continued to prosper ever since. Subsequent to the death of Mr. Henry Brooks, the Melbourne business was formed into a company, with Messrs. H. W. and E. J. P. Brooks as managing directors, who now guide its policy. The resident directors, Mr. Robert Cochrane and Mr. Louis Cooper, who have been for many years associated in the management of the business, continue to give it their closest attention, being assisted in their work by many of the old employees.

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#### BOOKSELLERS AND STATIONERY.

The business of H. L. Jones, news agents, booksellers and stationers, is one of the oldest established in the city, and the present owners of the business, Messrs. H. L. Jones and Sons, have conducted it for the past quarter of a century. The new premises occupied by the firm, erected by them about five years ago, are splendidly fitted for a large suburban trade. Mr. H. L. Jones, the senior partner of the firm, is a local justice of the peace, a position he has held for forty years.

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#### W. MCKELLAM.

McKellam and Co.'s steam carpet cleaning works are at 280 City-road, South Melbourne, and were established in 1899 by the late J. J. McKellam. The establishment has always been noted for excellent workmanship and prompt delivery, and, owing to liberal support, they have been able to keep several hands going. The business is now managed by Mr. F. Burns, whose experience in the different colonies has enabled him to keep up the good name of the firm. The carpet-beating machine is the latest model of its kind, and attains

the speed of 250 revolutions a minute, and is capable of turning out 500 yards carpet daily. The carpet planning and laying is under the direction of Mr. W. McKellam and staff, and the sewing and altering department is under the sole direction of Mrs. McKellam, whose work has always been recommended in this State and New Zealand.

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#### P. J. KING.

Percy John King, whose business premises are illustrated, carries on an extensive business as an engraver, etc., at 273 Little Collins-street, Melbourne (telephone 2550), where he has been established since 1893. He finds constant employment for 12 hands, with an up-to-date plant. The chief products of this factory are brass plates, rubber stamps, dies, etc., but he executes every description of engraving. Locally, he has done several plates, notably the brass memorial tablet to the memory of the late John Danks, J.P., which is erected at the Cecil-street Methodist Church, and the two handsome bronze tablets erected on the fountain. He is a native of "Emerald Hill," having been born in the heart of Clarendon-street in April, 1870, a stone's throw from the Town Hall, and he has resided in the city almost continuously ever since. He takes a live interest in all local affairs, elections, etc. He is a playing member of one of the S.M.C.C. elevens, but is better known in that connection as an old secretary and player of the Unity C.C. since 1886, which is one of the oldest junior clubs on "the Hill." Mr. King was educated principally at the local State school, and received his finishing touches from the capable Mr. David Cook. He served an apprenticeship of seven years with Mr. C. G. Roeszler, and afterwards held a responsible position with that gentleman. In 1893 he decided to strike out for himself, and he now possesses one of the best businesses in his line in the city.

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#### WM. TRAIN AND CO.

This firm is the oldest-established one in their particular line in South Melbourne, in fact, in Victoria, being established some 35 years ago. Mr. Train arrived in Adelaide from Scotland, and soon made his way over to Victoria, where he started in a small way, and steadily pushed on, until he was one of the largest employers of labour in South Melbourne. Being the first to introduce the manufacture of enamelled wood mantelpieces, besides having a large local trade in these goods, he was exporting large quantities to the various States. The firm at the present time are doing a fairly large trade with South Africa in this line, besides sending them to New Zealand, where most of the timber comes from. After being some 14 years in Moray-street, they removed to Sturt and Dodds streets, and erected extensive workshops and steam stone-sawing plant, and various machinery for marble and slate working, also wood-working machinery. Being a progressive firm, they have discarded the steam for electric power, and have a number of electric motors for driving their marble-working and wood-working machines. Having extensive show-rooms at the works, where they have a splendid variety of all styles and designs in wood (of all classes) mantelpieces and overmantels, of which they make a specialty, can be seen in the various stages of manufacture. They also keep a large variety of grates, tiles, baths, etc., suitable for all classes of houses, from the cottage to the mansion. A cordial invitation is given to anyone to pay a visit to the works. Since Mr. Train's death, the firm has been carried on by Mr. C. M. Kerr, his son-in-law, and Mr. Harry Robinson, foreman to Mr. Train.

## MR. W. H. BREWER

The "Silex" preparations sold by W. H. Brewer are all manufactured at his "Silex" Works, near Queen's Bridge, South Melbourne. These preparations include the celebrated "Silex" asbestos non-conducting composition for covering boilers, cylinders, steam pipes, etc. This material is well known throughout the States as the most durable and economic article of its kind in the market. "Silex" asbestos non-conducting fire-proof blocks for locomotive and other boilers. These are made in any size, to suit requirements, and Mr. Brewer has in hand at present a large contract to supply them to the Victorian Railways, for covering the boilers of the new DD engines. In a separate building, next to the boiler covering factory, is the paint making department. Here are manufactured all kinds of paints, ship paints, house paints, quick-drying paints, enamels, dryers, etc. The paints are all mixed ready for use, and are put up in handy air-tight tins, with handles. The "Silex" asbestos liquid paints, for house painting, are made from the finest pigments and purest materials only, and are guaranteed to be in every respect strictly reliable and first-class paints, and second to none in richness and permanency of colour, beauty of finish, durability, uniformity, and all characteristics which are requisite to form a perfect ornamental protective covering. They are equally valuable for inside work or for general purposes, and contain no useless adulterations and dilutions, and will be found to withstand salt water, atmosphere, and other trying exposures where the best white lead has failed. "Silex" liquid dryers may be used with perfect safety in any paints, and, owing to its purity, less than one half the usual quantity is required. It is suitable for all linseed oil paints, and will not discolour white lead, zinc, nor the most delicate tints. In another part of the establishment is manufactured the "Silex" noxious weed destroyer, a preparation which is proving of inestimable benefit to farmers, graziers, etc., in completely eradicating all kinds of noxious and useless vegetation. It is also largely used by municipal councils around Melbourne for keeping footpaths, street channels, etc., free from grass and weeds, and it has proved to be more effective and much cheaper than hand weeding. For destroying weeds in carriage drives, gravel paths, etc., the use of "Silex" is preferable to hand weeding, as the solution is simply sprayed on the foliage of the weeds, which quickly disappear, leaving the surface of the paths or drives undisturbed and solid. Pamphlets, prices, and all particulars may be had from the sole manufacturer.

## JAMES HERSHELL AND CO.

Among the many business establishments of what is one of Melbourne's most important commercial suburbs, few are better known than the firm of James Herschell and Co. Throughout the district the name of Herschell is as well known as the city clock. Unlike the clock, however, they do not keep their hands before their face. Modesty isn't a profitable commodity in present-day commercial life, and Herschell and Co. don't deal in unprofitable commodities. They stock "go" in large quantities, and retail it to any requiring it. The old firm has been stationed at the well known "Corner" (Park and Ferrars street), for thirty-three years, so that, while not so old as the city, it has seen most of its vicissitudes, its joys and its sorrows. The business was launched by Mr. Robert Grieve and Mr. James Herschell, under the title of R. Grieve and Co. A few years afterwards Mr. Grieve retired from active service, and the name of the firm was altered to James Herschell and Co., at which it has ever since remained. Mr. James Herschell died in the year 1902. The present proprietors are well known. They early adopted a policy of pro-

gressive business. Recognising that the first consideration of an up-to-date firm should be the convenience of its customers in the different parts of the district, the Messrs. Herschell have opened live branches in South Melbourne and Port Melbourne, where competent managers cater for the requirements of the buying public. The firm is characterised by fair dealing and straight recognition of strict current prices. The brothers have for long taken an interest in all trade matters, both in their own district and in wider spheres, having for their object the betterment of trade conditions, without any resultant ill effects to the public. Their success in this direction is a by-word. They themselves are thoroughly representative of a modern suburban business firm; they employ a number of hands, and have not once hesitated, through bad seasons as well as good, to stake their unquestioning faith in the place and the people wherein they have elected to cast their lot.

#### F. WATKINS.

The foundation of the butchering business of F. Watkins was laid in an unpretentious manner in Clarendon-street, Emerald Hill, over forty years since, and has made such successful progress that it is to-day one of the leading establishments in the trade. Its operations extend largely into Melbourne and suburbs, and, in addition to the management holding important Government contracts, the service demanded by the recent visit of Royalty elicited from H.R.H. the Duke of York and Lord Hopetoun the highest encomiums. The present Governor-General extends his patronage to the firm, and innumerable influential citizens have been for years catered for to their entire satisfaction. At the head place of business, Moray-street, the appointments are of an up-to-date description, including iron "hanging" rails measuring no less than 450 feet, and the stables shelter 25 horses, necessary adjuncts to prompt delivery, while the numerous employees work harmoniously and assiduously to maintain the reputation of the firm. A branch business at Middle Park is one of the leading features in that rapidly-rising district. The founder, Mr. F. Watkins, retired from active service with a competency 25 years ago, and resides at Kew, where, considering his advanced age of 82 years, he is in excellent health.

#### F. SKINNER.

The above business, of coachbuilder and general blacksmith, at Park-street, South Melbourne, was commenced in 1877, by T. Chapman, when Park-street at that end was much higher than the building sites on either side, and what is now Law-street could be navigated in a boat during most of the winter time, and the shop reached in that way, the present proprietor working for the same Chapman till January, 1886, when he took on the business, and from that time it has steadily increased. The shop at that time was a flat-roofed shed, so low that the roof could be touched on one side by the hand. Now a new one stands at the back of the old site, and a front building in place of the old rusty iron one. The work embraces all classes, from the many timber jinkers, 7 in. tires, to the light buggy with 1 in. rubber tires, but specialties are tradesmen's vehicles, in which Mr. Skinner has a very large connection, drawing trade very largely from other suburbs, and a very large majority of vehicles, especially bakers' waggons, running in South Melbourne, have been built at above address. Several contracts for South Melbourne City Council have been secured, including 13 sanitary carts, which are now out of date. At present there are six men employed in the coach-building, and two in the engineering. The work done in the engineer-

ing shop is of various kinds. A few years back, when the parts of bicycles were not so easily obtainable, all parts, sprocket and gear wheels, were cut, pedals pins and cones were forged and finished for the trade, and rubber tires were made on the premises. Specialties are knitting machines, flat and circular, and all kinds of cylinders, etc., made and cut on the premises to fit any make machine, without having to send home for duplicate parts.

THE CITY OF MELBOURNE GAS AND COKE COMPANY,  
THE COLLINGWOOD, FITZROY AND DISTRICT GAS  
AND COKE CO., AND THE SOUTH MELBOURNE GAS  
CO.

Perhaps no private concern is more intimately connected with the public interest than the Metropolitan Gas Company. Formed in 1878 by the amalgamation of each of which was, prior to that date, carrying on as a separate undertaking. The advantages secured by this amalgam—with its attendant heightening of service and lowering of cost to the consumer—are shown in the case of the South Melbourne Gas Works, which, since the amalgamation, have required to be largely extended to cope with the increased demand. These South Melbourne works, the leading of the company's three stations, now cover an area of about 17 acres in Graham and Pickle streets, giving regular employment to 250 persons, a large proportion of the 850 persons in the company's employ. Supplementing the works for the manufacture of gas, the company has of recent years erected spacious workrooms for the making and repairing of meters and stores, a very considerable undertaking when it is remembered that over 60,000 meters are fixed in consumers' premises, with 800 miles of reticulation mains to distribute the gas over the radius of eight miles from the Melbourne G.P.O., covered by the company's operations. The yearly gas supply amounts to the enormous figure of 1,300,000,000 cubic feet, to the making of which go no less than 130,000 tons of coal. The purposes for which gas is applied are many and various, and, while municipal and private lighting and heating account for the major consumption, no inconsiderable quantity is utilised for industrial needs, such as supplying the motive power for gas engines, heating irons in the tailoring, laundry and shirt-making trades, melting lead for linotype machines and so on. Indeed, almost every week opens some new avenue where gas is found most convenient and economical of usage. The methods of gas manufacture, since the inception of the company's career, have been improved beyond measure, and the newest type of machinery introduced to supersede, wherever possible, the old labourious hand methods practised by the separate works prior to the amalgam. This, too, not, as captious critics would have it believed, from merely mercenary motives, but in a greater degree to better consider the health and welfare of those in the company's employ. The process of gas making is of much interest, and a description of the method, as practised at the South Melbourne works, will be typical of that at the various stations. The coal is first broken up by special coal-breakers to convenient size, then raised by mechanical elevators to hoppers above the retorts, from which it falls, by gravity, into the charging machines. These in turn fill the retorts with coal every six hours, the necessary stoking being done by machinery driven by hydraulic power. Three large gasholders, with a total capacity of over three and a-half million cubic feet of gas, are provided at these works, to ensure a full pressure supply of gas over the company's area. The disposal of bye-products—coke, tar and sulphate of ammonia—formed in the making of gas, play a large part in the life of a gas company. Coke, so cleanly and econo-

mical a fuel—and excellent withal—finds a ready sale for both factory and domestic purposes; the small homes of the people in the neighbourhood of the South Melbourne works alone accounting for a large and regular demand. "Once used, always used," is a truism as regards coke.

The Gas Company comes in close contact with municipal life in many ways, and always with the happiest results. How marked is the splendid improvement that has taken place of recent years in the matter of street lighting. We can all remember the poorly luminous wasteful flat-flame burners of the past. What an advance to the Welsbach incandescent burners of to-day, which save in cost in equal ratio to their gain in excellence of result. A stroll along St. Kilda Esplanade, where a group of incandescent lamps has lately been installed by the Gas Company, under municipal agreement, will strikingly evidence to what height of efficiency this form of lighting has been brought. And here a few words on the rival claims of gas and electricity as luminants will not be out of place. Exhaustive trials have served to throw into bolder relief not only the relative, but the absolute superiority of gas. That it is cheaper will be conceded by all, but it is more than this—it is better and actually more effective, even taken cost for cost. No mere statement this, unsupported by proof. Here the proof is positive and unchallengeable. The London Court of Common Council recently decided, on the recommendation of the chairman of the streets committee, to discard electric lamps up till then in use in three of the most important thoroughfares in London—Queen Victoria, Fleet and Lower Thames streets—and substitute incandescent gas lamps in their stead. The reason afforded for this step was the actual superiority in diffusion of light of gas over electricity, quite apart from any matter of economy, which, however, was realised to a considerable extent. Again, Liverpool, with its own electric power-house, has found it advisable to enter into a contract with the local Gas Company to undertake the lighting of its streets. In Paris and Berlin lighting is almost wholly done with incandescent gas lamps. These instances should dispose of any doubt as to where the advantages of municipal lighting lie.

At the Head Office of the Metropolitan Gas Company, in Flinders-street, are the largest and best equipped showrooms of any gas company in the world—so visiting experts assert. All the most modern and artistic gas fittings are displayed here—pendants, brackets, inside and outside lamps, globes, cooking stoves, gas fires, and trade appliances and utensils. Not only does the company sell burners, mantles and fittings, but fixes them in consumers' premises, and sees to their proper maintenance and repair. The small charge made for this latter service, by a staff of skilled employees, well pays for itself in the saving of what would otherwise be expense. Domestic cooking offers another wide field for the company's operations. No fewer than 15,000 gas stoves are at present in use in as many homes, without considering the numerous breakfast cookers, grillers, boiling burners, and the like so widely patronised. Nothing is comparable with the gas stove for cooking purposes—ready for immediate use, economical (for one uses only what gas one requires, and pays only for what one uses) and efficient in the highest degree. These advantages are fully recognised by the Victorian Government, who use gas stoves entirely in all their cookery classes in connection with the various State schools; also at the recently-opened Continuation School, Melbourne, arrangements have been made to tutor the teachers themselves in the art of gas-stove cookery. The company is fully alive to the policy of encouraging by all means in its power the use of gas cooking stoves, and, with this end in view, lets them on hire at a nominal charge to householders, at the same time re-

taining a highly certificated demonstrator at their Head Office to educate the people to their proper use. These demonstrations are also held from time to time in the various suburbs. The slot meter system is an innovation recently introduced in the municipal districts of Prahran and St. Kilda, and it has met with most generous patronage, the demand at present being well ahead of the supply. Slot meters are supplied only to non-users of gas in connection with a breakfast cooker and Welsbach light. To hark back to the controversial claims of electricity and gas, mentioned previously in their municipal regard, attention is directed to the English Board of Trade returns. These show that the numbers of consumers, capital invested, total consumption of gas, and the purposes for which gas is used, have been, and are, still rapidly increasing. The era does not seem far off when no home will be considered complete without its Welsbach burner and gas stove; comfort, convenience, and economy are all at one in pointing that way.

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#### A NEW ENTERPRISE.

What has been for many years a long-felt want at the South Melbourne beach is shortly to be supplied by that well-known townsman, Mr. William Gelling. For a long time South Melbourne and Albert Park yachtsmen and fishing parties have been compelled to go to St. Kilda and Port Melbourne to obtain craft for their bay outings, and only one or two yachts occasionally plied for passengers for short bay trips from the Kerford-road pier, while thousands of persons who would enjoy a sail on the briny, were boats available, have just walked up and down the Beaconsfield promenade. The idea struck Mr. Gelling that if suitable boats were provided for the people, they would gladly avail themselves of the opportunity of enjoying a sail in pleasant weather, and he has launched out, as it were, with a view of providing the public with the facilities for bay sailing, and adding another attraction to the already popular beach at South Melbourne. Mr. Gelling has provided three new strong and powerful sailing boats, and three rowing boats, which will be manned by himself and capable watermen. The boats are named "Ben-ma-chree," "Mona's Isle," "The Manxman," "King Orrey," "Mona's Queen," and "Empress Queen." Every possible provision will be made for the comfort, convenience, and safety of the patrons of Mr. Gelling's fleet, and we trust that the spirited enterprise which prompted him will meet with the due recognition it deserves.

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#### J. AND T. EDMONDS.

The business of J. and T. Edmonds, produce merchants, founded by the late Joseph Edmonds, was established in 1881 (twenty-four years ago). At that time ample room was found in a little shop in York-street; but in process of time, as this business increased, the place became too small, so that larger premises had to be obtained, and a move was made to Coventry-street. On two other occasions moves were made for the same reason, until finally to the large and commodious building now occupied in Cecil-street, opposite the market; they carry on an extensive trade in all classes of produce, making specialities of potatoes and onions.

They are recognised in the metropolis as the largest buyers. Their sales show an average of over 2200 bags per week, 1200 being potatoes alone, whereas at one time it did not exceed 50. They employ six vehicles in despatch. Their success is attributed to the fact that at all times they endeavour to keep faith with their numerous customers.

### E. H. BAKER AND SON.

This business, conducted by Mr. H. A. H. Grounds, the proprietor, was established in 1852 by Mr. E. H. Baker, trading as E. H. Baker and Son. The business has steadily and largely increased during the last six years, since it was purchased by the present proprietor. It is one of the oldest established businesses in Victoria, and the oldest in South Melbourne. The dispensing department is up to date, and replete in all particulars. Everything appertaining to a first-class pharmacy is noticeable, water filters, stills, etc. The supply of Parke, Davis and Co.'s standard preparations is a leading feature, by means of which tinctures are guaranteed of the strength ordered in the British Pharmacopœa. Parke, Davis and Co. set themselves exclusively to the standardising of potent drugs, an all-important matter, ensuring the physiological action intended by the medical man, which in cases of life and death is all-important. The firm has three assortments, and has large contracts for the supply of medicines, and they are large importers of druggists' sundries and toilet requisites.

### F. J. E. MORGAN'S DAIRY.

A section of F. J. E. Morgan's attractive-looking dairy and cart-yard is shown in our illustrations, also a path view of the old garden at the Thomastown Farm. The town premises are situated in Thistlethwaite-street, at rear of City-road, where the arrangements for convenience and sanitation are at once noticeable.

The name of the firm runs like a coloured thread through the fabrics of the history of Melbourne's milk supply. A beginning was made in 1856, when John S. Morgan, after quitting a rat-bored two-roomed tenement in Lonsdale-street, near Elizabeth-street, for which he paid £1 per week, commenced with a cow or two on the flat at Northcote. A yoke and two pails, in the old English style, was the system of carriage. Milk sold at 1s. per quart, and the price of a newly-calved cow was £20. In 1860 the present head of the family carried two hand cans across the Yarra to the borough of Emerald Hill, his first customer being the Catholic Orphanage. By this time the few cows yielded eighty quarts a day, but the price had fallen from 1s. to 10d. and 8d. per quart. This gentleman has now 250 cows in milk, and his daily output is 2400 quarts.

The retail milk trade, although tightly harnessed to the varying troubles of changing seasons, lends itself as a delightful hobby-horse on which to mount the generous notions of would-be public benefactors. Not a decade passes but some new and enlightened process is launched for the better treatment and delivery of this naturally wholesome article of food. In 1878 the small retailers were startled by the gigantic strides of a new company, which threatened to speedily trample down all opposition. Under the happy auspices of press and medical commendation, it was welcomed as a public benefactor. Householders waited in the streets to secure service. It rose amazingly. In two years 25 carts, groaning under heavy loads, took out a daily average of 4000 quarts. Where now is this great Melbourne Milk Supply Co.? It has closed its shop, and gone out of business. Even the place of its abode is lost to view.

Not so entirely forgotten are the wily schemes of two gentlemen of pious memory and novel procedure. This enterprising pair threw new light on milk establishments and methods of delivery. They created milk palaces in all directions. Horses and carts were

discarded, and dandys (large cans hung between two wheels, and pushed by an employee) were brought into use. At the moment of writing dandys can only be found among the oddments of a marine store collection. They are not required in the trade, and their removal will shortly be followed by the retirement of the small ponies which superseded them.

These milk vendors gave way in time to avert a disaster more serious than ordinary conflicts of trade competition. In the year following their departure, the feeding grounds of cattle were bared to the ground by devastating bush fires. Forests and pastures in Gippsland were ablaze for weeks. At Morgan's Epping paddock 2000 acres of grass were swept away in two days. Dairymen will ever remember troubles of '77 and '78. The milk supply fell by thousands of quarts daily. Farmers were driven from their holdings; retailers were compelled to retire from business, yet the only inconvenience the comfortable householder can remember was an additional penny in the price, and curtailment of Sunday's extra supply.

Referring to milk questions of the future, our worthy fellow-citizen's ripened experience leads him to the belief that the railway supply, of which he is at present independent, but on which the city must ultimately rely, will remain in its present bad condition until milk is carried from the country in cars fitted with cold accumulators, and deposited in a central freezing depot, built by the Government for its accommodation.

F. J. E. Morgan's connection in South and Port follow through succeeding stages of family development, and will probably continue till the children of the fourth generation have grown up to take their places as sturdy citizens of the South.

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#### THE HALL OF COMMERCE.

This leading drapery and clothing establishment was opened by the late Mr. Thomas Crawford, son of the late Robt. Crawford, who was one of the first contractors in the building of the St. Kilda pier, twenty-one years ago, who eight years previously bought a small business from the late Mr. Crowl, in Clarendon-street, and, ably assisted by Mrs. Crawford, carried it on with such a degree of success that he was able to launch the "Hall of Commerce" on a good solid basis, so that at the time of his decease, about four years ago, the business was, and continues to be, a decidedly up-to-date, prosperous concern. Mrs. Crawford still remains in the business, and is assisted by her brother, her two sons, and a staff of assistants numbering in all about fifty-five.

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#### ALBERT PARK BEEHIVE.

Mr. J. M. Cashmore, the proprietor, is one of the oldest Victorian natives, having been born in Collins-street in the year 1843, at Cashmore's Corner, opposite the Equitable Buildings, and has resided at Albert Park for the last twenty years. His father was one of the early pioneers, and always took great interest in the welfare of the colony. Mr. Cashmore was for many years well and favourably known at the Beehive Clothing Establishment, in Melbourne. His style of doing business at Albert Park is well known, as it is run principally on the connection trade. His endeavour is to induce the public to buy locally, thereby saving money, as he has not the heavy

rents and other expenses incidental to a city business. Nothing but up-to-date goods are kept in stock, and customers may rely upon every attention.

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G. C. MACGIBBON,

For many years G. C. Macgibbon, of 239 Clarendon-street, South Melbourne has been associated with the cycle trade, and has now one of the most important businesses in South Melbourne. The display of bicycles manufactured on the premises is convincing that work is equal to anything yet imported, and the name "Samson" on the leading line is known throughout this country as being beyond reproach. These machines are fashioned in many styles, with all latest ideas in free-wheels, two-speed gears, shapes and finish. The workshops are fitted up with the most modern appliances, and controlled under the personal supervision of Mr. Macgibbon. In no other suburb is kept a finer stock of sundries and cycle requisites. In the cycle racing world Mr. Macgibbon is amongst the foremost flight of riders; he has won many important events, including Castlemaine wheel race, Yea Wheel Race, A.N.A. Mile, and filled places in Austral, Druid, Ballarat and Eight Hours.

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KING'S BOOT WAREHOUSE.

This establishment, at 207 Clarendon-street, was opened about twenty years ago, by Mr. J. L. Green. It passed into the hands of its present proprietor in 1897. It has always been noted for the quality and style of its footwear, and that reputation has been more than sustained by Mr. A. King, in whose hands the business has largely increased. Every description of up-to-date boots and shoes are largely stocked, and anyone visiting this establishment may confidently rely on being served in a satisfactory manner.

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ALBERT PARK MONTE DE PIETE.

Attention is drawn to the plate of the Albert Park Mont de Piete—opposite Albert Park Coffee Palace—which was established by the late S. G. Alexander in the year 1868, and is now being carried on by Mrs. S. G. Alexander, where a pretty window display of jewellery and plated ware may always be seen, and it is a well-known fact that it can hold its own with the leading city houses.

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PURVIS BROS.

The firm of Purvis Bros., wine and spirit merchants, situated in Clarendon-street, is undoubtedly one of the leading business places of the city of South Melbourne. Established about twenty years ago on a smaller scale, it has steadily increased year by year owing, in a great measure, to the energy and enterprise of the head of the firm, Mr. George Purvis, who not only manages the business in South Melbourne, but manages also one of the largest and most successful farms in the Woodend district. This farm has gained great repute on account of its many achievements in the way of improvements in methods of lamb-raising and also on account of the prizes obtained for Clydesdale horses, bred on the farm, while the demand for Purvis Bros.' potatoes and wool are yearly increasing. We also understand that it was this farm introduced the seed drill to the

Woodend district. The South Melbourne establishment is particularly well adapted for a good family and cash trade, and has extensive cellars, where wines are matured after coming direct from the principal vineyards of Victoria. At the branch of the firm, new improvements are constantly being made, and every advancement made with the times, the latest being that of working a coffee mill by motor-power, driven by electricity, and of making a good window show of coffee in all its stages from the plant itself to when it is ground ready for use. A firm like this reflects great credit on the city, as they supply only the very best of goods.

#### J. J. SNEESBY.

Commenced business in June, 1887, near the river docks, South Melbourne, as a pattern maker and millwright, removing to Queen-street, Melbourne, where the business was successfully carried on till November 1st, 1888, when he purchased the "Standard" Engineering Works from the late A. C. Wannan. Many Government and private contracts were there carried out; notably, the manufacture and erection of the machinery for the Van Schmidt Patent Dredge at Albert Park Lake, renewing and re-erection of engines and boilers of Government steamer "Mystery," at Gippsland Lakes, overhauling and renewing engines and boilers of s.s. "Ethel Jackson," and the manufacture of the brick-making machinery used by the Blackburn Brick Company at Blackburn. The works adjoin the large saw-mill and joinery works of Mr. James Moore, which were destroyed by fire in May, 1893. Mr. Sneesby's premises were also consumed, as also a large quantity of useful stock patterns of machinery and drawings, the accumulation of six years; this loss represented a large sum of money, the buildings being Mr. Sneesby's own property, erected on leasehold, and, unfortunately, uninsured. Temporary premises close by having been secured, business was there resumed, and carried on for a period of three years, when it was removed to the present premises at Clarke and Haig streets, where it has been located nine years. Mr. Sneesby has carried out many large contracts, including several large pumps for one of the Broken Hill mines, also one for the Lloyd Copper Co., Ltd., of Burruga, N.S.W., capable of raising water and slimes to a total head of sixty-five feet at the rate of 50,000 gallons per hour; special machinery used for caulking the joints of the 30 feet mains for the Coolgardie (W.A.) water supply; this contract had to be completed quickly, and necessitated continuous work by three shifts of mechanics, principally machinists, as also the installation of the electric light in the works, the current being derived from a dynamo driven by the shop engine. One important contract was the manufacture and erection of iron staircases, lifts, and the whole of the drying gear for the laundry at the Home of the Little Sisters of the Poor at Northcote, as also the cooling fans and driving gear of same for reducing the temperature at the maltings of Messrs. Barrett Bros., of Richmond. Specialities are made of machinery for glass bevelling (one plant having recently been shipped to Hong Kong), and another to Sydney, also fruit-pulping and tin canister-making machinery, such as stamping and lock seam presses, dies, and requisites of all descriptions. The number of hands employed ranges from 10 to 20, according to the state of trade. At present Mr. Sneesby is engaged making and equipping the Berry Patent Can Company's new premises, in South Melbourne, with the whole of their plant, which comprises many patented machines, capable of doing wonderful things in their respective lines.

## G. DAWE.

George Dawe carries on business of monumental mason, at 10 Lygon and Princes streets, Carlton (telephone 2466), at which place he shows a large stock of all the latest designs in European granites and Italian marble. These designs are directly imported by him from abroad, and can be supplied at first cost. There are always a good number of stone-cutters at work to execute all orders with promptness and despatch. Monuments, statuary, fountains, church fonts, tablets are manufactured and erected in any part of the State. All kinds of monumental work can be done at the lowest possible rates, consistent with good work. A great variety of designs can be submitted and sent free on application. The Jubilee Memorial Fountain, erected for the City of South Melbourne, was designed by the manager, G. H. Henderson, nephew of the proprietor, and was executed by them in the very short time of 9½ weeks, during which time they had to cable home to their home manufacturers for the four beautiful columns, bases and caps of red granite, which make such a noble and artistic addition to the memorial. The steps are all of bluestone, and axed, and the remainder of grey Harcourt granite, axed and polished; the font is all of solid bronze; the total height is 23 ft. x 12 ft. 6 in. square. Bronze tablets have the following inscriptions on them:—The memorial was unveiled by his Excellency Sir R. Talbot, on the 24th May, amidst great enthusiasm, and by a representative gathering of the citizens, also councillors; the Mayor, Lord Mayor of the City of Melbourne, members of Parliament, and other public bodies. The memorial stands in front of the Town Hall, and is a neat, as well as a useful design of memorial. On the tablets are inscribed the following:—No. 1 tablet: This memorial is erected by the Mayor, councillors and citizens of South Melbourne to commemorate the jubilee of the city, and the departure of the several Victorian contingents who fought the battles of the Queen and Empire in South Africa. No. 2 tablet: Of the 140 residents of this city who left by the several contingents, the following lost their lives:—Major G. A. Eddy, Sergeant T. P. Mohan, Lance-Corporal J. A. Smith, Lance-Corporal R. Topham, Private C. Glinn, Private C. Moore, Private J. B. McCann, Private J. E. White.

## VICTORIA VARNISH CO.

The above company was founded by the late Mr. Alex. Borthwick, in 1853, who had for half a century considerable experience and knowledge of the manufacture of varnishes, paints, etc., and early identified himself with the painting and decorating trade of the States. The varnish works are situated in Sturt-street, South Melbourne, and the paint and dry colour works are conducted at their premises, opposite the Queen's Bridge. At both of these premises the latest improvements in all kinds of machinery have been added, and the company is therefore in the very best position to manufacture and supply every description of varnishes, japans, polishes, wood stains, lacquers, dry colours (for painters and lithographers), enamel paints, mixed and ground paints, antifouling compositions, etc. They have been for over seventeen years the principal contractors for varnishes, etc., for the Victorian Railways, which contract they now hold; they also supply, under contract, the Commonwealth and Victorian Governments, and do a large trade with the States and New Zealand. At the Melbourne Centennial Exhibition, 1888-9, this company held the enviable position of being awarded the only gold medal for varnishes, in competition against the known makers of the world; also received numerous medals, including those of Philadelphia, Sydney, Hobart, etc.

## MITCHELL AND McCABE

"To be well dressed is to be largely armed against unhappiness," is the very telling motto of this firm of practical tailors, who carry on an up-to-date business at 304 Clarendon-street. The members of the firm are both practical tailors, and have given so much satisfaction that No. 304 Clarendon-street has come to indicate the special advantage of buying there when in want of Sac, Beaufort, Frock, or Dress suits.

## G. MITCHELL

Mr. G. Mitchell carries on a ladies' and gentlemen's tailoring business at 96 Bridport-street, Albert Park. He was for many years employed as a cutter in Melbourne, and has had twenty years' experience in the trade. By careful fitting and attention, he has built up one of the largest businesses in South Melbourne, and is, of course, a large employer of labour.

## GEO. E. NETTLETON

Mr. Geo. E. Nettleton, bicycle builder and repairer, carries on business at 78 Bridport-street. He has been in business in Bridport-street, Albert Park, for about six years. He has an up-to-date plant, lathes, drilling machines, and all the necessaries for building a highly-finished and well-made machine, at a reasonable price. The firm has the telephone (No. 993), and the rooms are lit up with electric light. The firm is now giving its attention to motor cycles and cars, and keeps petrol and oils, and everything connected with the motor trade. It has two employees, one of them a highly-finished mechanic in all branches. Repairs left in his hands are executed quickly and well.

## DOBELL BROTHERS

The dairy business of Messrs. Dobell Brothers has been established for the past twenty-seven years at 359 Clarendon-street, and the one object the firm has kept in view has been the supply of the purest articles of dairy produce. To show how successful they have been, we may mention that they have had as customers no less than five State and three Commonwealth Governors, Janet Lady Clarke, and many other notabilities. They obtain their supplies from some of the best dairying country around Melbourne; Donnybrook, Gippsland and elsewhere, and have well earned their success.

## T. H. WHITWORTH

The wholesale and retail grocery and wine and spirit stores of Mr. T. H. Whitworth are to be found at 117 and 119 Victoria-avenue, Albert Park. The business was established by Mr. Whitworth's late father thirty-eight years ago, and is now the oldest grocery, wine and spirit business in South Melbourne. Mr. Whitworth, senr., died in 1884, since which time his son has carried on the business up to the present period. He does wholesale and retail cash and family trade, and is sole agent for the celebrated brands of Kangaroo wines and spirits, also the well-known brand of Scotch whisky, "Governor-General." He imports on a large scale, and buys local goods direct from the manufacturers, saving middleman's profits, of which his customers get the benefit. He has six hands employed, and makes a special study of Australian (bulk) wines. Coffee and tea is a leading feature of the business.

## LINDSAY AND WEST

The well-known news agency and stationery business carried on by Messrs. Lindsay and West, at 317 Clarendon-street, was established in 1859, and is a smartly-conducted, up-to-date establishment. Advertisements are taken for all Melbourne papers till 7.30 p.m. Stamps are sold there, and it is a first-class house for stationery of all kinds. The agency provides all the weekly illustrated and sporting papers, English and colonial comics, "Family Herald," "Family Reader," and English magazines. The "Age" and "Argus" are delivered before 6 a.m., a very important feature for business men to consider.

## THE STANHOPE CYCLE WORKS.

Situated near the Queen's Bridge, these works are recognised all over Victoria as the great centre for the supply of cheap cycle stock. This firm makes a specialty of buying largely at clearing rates, and retailing the various lines at amazingly low prices. They purchased largely from the wreck of the ill-fated R.M.S. "Australia," so largely that even at the present time the manager, Mr. Frank Esmond, informs us they have some hundreds of pounds' worth of "wreck stock." The goods, we are informed, were in zinc-lined cases, and were not in the slightest degree damaged. Cycle stock is always well packed by English shippers, on account of the delicacy of the parts. They act as direct agents for manufacturers. The B.S.A. Stanhope cycle, which is built to order at £13 10s., is well known. The tyres, free wheel, and enamel of this dainty machine are guaranteed 12 months, and the brazing and workmanship three years. The Stanhope cycle is built in Australia, by Australian workmen. The parts, which are made by the world-famous Birmingham Small Arms Company, are, of course, "imported," but it is hoped the day is not far distant when an Australian firm will manufacture cycle fittings. A factory would, if established in South Melbourne, be a great addition to its wealth. The B.S.A. Company employ about 4000 work-people; something like 70,000 square yards of shopping are occupied; the machinery, comprising between 4000 and 5000 separate machines, is driven by steam and gas engines to the number of 22, and totalling upwards of 1200 horse-power; an electric power plant, in addition, is driven by a 200 horse-power gas engine, and three special engines and dynamos provide electric light for the establishment, and there is a complete installation of gas-making plant for power and lighting. The Stanhope Cycle Factory is well worth a visit, and visitors are always welcome, as the manager employs no boy labour, and has nothing to conceal. A glance inside the door of the shop, which is elsewhere depicted, will convince the reader that in South Melbourne is one of the most heavily stocked cycle depots of Australia.

## T H. WHITWORTH & CO.

T. H. Whitworth and Co., wholesale and retail family grocers, brushware, tinware, dairy produce, etc., and wine and spirit merchants, are established in 386 Clarendon-street. The business was started in 1867, and the firm do a cash and family trade. The business increased to such an extent that, although numerous additions were made to the premises, it soon outgrew the accommodation provided, necessitating a removal to the present large and up-to-date building. Besides being large buyers of goods in Australian markets, the firm make heavy importations from other countries. The heavy

stocks carried often tax the capacity of the old premises, which are now used as store-rooms. The firm make a specialty of dairy produce. Besides bottling wines and spirits very largely under their own brands, they act as agents for the celebrated Governor-General brand of Scotch whisky.

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#### PETER HAGUE

This gentleman, of Dorcas and Cecil streets, South Melbourne, arrived here in the year 1863, and started a business as plumber and gasfitter, and also contractor, in what was then called Emerald Hill. Mr. Hague has done extensive contracts under Government, and in the city of Melbourne and suburbs, and has at times employed 20 to 30 hands. Mr. Hague has now the assistance of his two sons in continuing the business, which is a thriving industry.

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#### A. CLISSOLD

Mr. A. Clissold, builder and decorator, of 206 Park-street, whose premises are illustrated elsewhere, gives estimates for all kinds of alterations and repairs. He has been established for ten years, and his business has steadily increased. He has erected several new villas in various suburbs, and has a large connection in the suburbs and city in renovation work, and in decorating has earned a good reputation. A large staff of good workmen is employed, and a steady increase of business speaks well for Mr. Clissold's management.

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#### UNITED STATES TAILORING DEPOT.

The illustration of the United States Tailoring Depot, of 315 Clarendon-street (Mr. H. J. Solomon), South Melbourne, shows an up-to-date establishment. Their models of tailoring are worthy of mention, for, notwithstanding their exceptionally low prices, their workmanship portrays the latest features of fashion, and the quality of material, comprising English, Scotch, Irish, and Australian woollens. On the bales of material being received, it is all thoroughly examined, and all shoddy stuff at once discarded, and sold to manufacturers of ready-made garments. The ladies' tailoring department is making a specialty of costumes with some exceptionally pretty styles, designed by their own cutters. Although only a young firm the United States Tailoring Depot is already well known, and shows signs of becoming one of South Melbourne city's leading stores.

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#### W. LEWIS

Mr. W. Lewis carries on a bicycle factory and sales-room business at 231 Park-street. He carries a large stock of ladies' and gentlemen's machines for hire, and has various second-hand bicycles, from £3 upwards, and stocks all accessories and sundries. Mr. Lewis has had 15 years' experience in the largest shops in the Commonwealth, and can therefore be safely entrusted with the repairs necessary, even in the best of bicycles.

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#### COIMADAI HYDRAULIC GROUND LIME.

Coimadai hydraulic lime was first used about forty years ago on the Castlemaine railway line in the erection of the bridges and culverts.

For years the works were carried on in a very primitive way, and ultimately abandoned on account of the trouble in slacking the lime after being burnt, it being a hydraulic limestone. Messrs. Alkemade Bros. secured the property twenty years ago, and to overcome the difficulty in slacking the lime they erected extensive modern kilns and grinding plant, and prepared the lime for the market as a ground hydraulic lime, theirs being the first grinding plant on any lime works in Victoria. After ten years of very hard persevering work, the lime is now firmly established on the market, and universally admitted as being the only lime to approach cement for setting.

The leading architects and engineers specify it for work both above and below the surface, in concrete and mortar, for stone and brick-work irrigation channels and concrete dwellings. It gives the greatest satisfaction on account of its hard and tenacious setting qualities in any situation, wet or dry.

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#### HONEYBONE AND SON

This firm are manufacturers of fancy hats for ladies and children, and are also manufacturers of blocks and appliances in wood, plaster and metal for the trade. The business was established in London in 1871, by Mr. Ludwig Honeybone, and a branch was opened in South Melbourne in 1884, and the building now shown as a public hall was opened as a factory in 1887, and used as such till 1900, when the new present factory was opened. The old factory was newly floored and prepared as a public hall, as in use at the present time. Employment is found for from 60 to 120 hands, and the new factory covers 132 ft. 6 in. x 66 ft. The capacity of the hall is considerable; it covers 82 ft. 6 in. x 50 ft., and has conveniences and ante-rooms.

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#### ALBERT PARK STEAM LAUNDRY

Mr. H. B. Grey, the proprietor of the Albert Park Steam Laundry, is a native of Victoria, and commenced business in 1889 in Albert Park. The laundry is situated in Mills-street, and our four illustrations depict the work in progress in various departments. Steady advancement has been made in the business during the last sixteen years, until the present, when the best labour-saving appliances have been installed throughout, making the laundry an absolutely up-to-date concern in every respect, capable of turning out the largest orders on short notice. The establishment fairly shows what energy and ability may do in the good management of a business of this character, for it has come to the front by leaps and bounds, and there is nothing to prevent the still greater extension of its trade in the city and suburbs. Only the highest grade of work is sent out, hotels, steamers, and ships being waited on, and vehicles going the round constantly in city and suburbs. Mr. Grey employs twenty-five hands, and three or four vehicles. Work is also collected from the railways, and by telephone messages the management is apprised of customers' needs at all hours. Power is provided by a 7-h.p. steam engine and large boiler and ironing machines, steam mangle (the largest in Victoria, being 90 in. in length), starching machines, drying chest, and all the most recent additions in laundry facilities are to be found in the Albert Park Laundry.

## PAULIN BROS.

One of the oldest businesses in South Melbourne is that carried on under the name of Paulin Bros., fruiterers and greengrocers, Clarendon-street. Originally founded by the late Mr. G. H. Paulin, in 1859, and managed by him until his death in 1891, the venture is now conducted by his sons, Messrs. Charles and Thomas Paulin, who, notwithstanding that competitors come and go, have commanded the respect and custom of a steadily increasing connection. Owing to arrangements with growers of many years' standing, they are enabled to buy direct from the producers, not only around Melbourne, but in the famous Goulburn Valley, thus ensuring to their customers goods of the best quality at reasonable rates. A casual glance at the shop windows gives the immediate impression that there is no attempt at ostentatious display, but that arrangements are made so that one can see from the street the exact goods they will be served with from within.

## MR. GEO. HARNESS.

Our interview with Mr. Geo. Harness, the local poster artist, portrait painter, at his studio and work-room, 260 City-road, South Melbourne, was of a most interesting character. The workroom, being very spacious, gives ample room for some of the very large and up-to-date posters and signs which we see to-day. Mr. Harness showed us some of the latest styles of posters which will be very shortly on the several hoardings and railway stations, and also some showmen's posters, one of which Mr. Harness was just completing. The ease with which he handles the brushes shows that he is an adept in this class of work, as well as being at home in all styles of advertising work and poster painting. After briefly showing us the various processes of poster work, from canvas to the completed article, we adjourned to his private studio, there to look over some studies in oils, and designs of banners, and also a portrait of a local resident, near completion, which we hope to see again.

## AUSTRAL OTIS ENGINEERING CO. LTD.

The works of the Austral Otis Engineering Co. Ltd. occupy an area of 8 acres, in the city of South Melbourne, and embrace a very manifold engineering and manufacturing establishment. The company has an authorised capital of £250,000. The managing director, Mr. E. J. Rigby, has been associated with the business since its inception, and has watched over its growth from very small beginnings. He has had associated with him for many years as manager, Mr. Harry Wilson, together with an efficient staff. During the past history of the company, many extensive and important undertakings have been successfully accomplished throughout Australasia. The efforts of the company have been largely devoted to the designing and building of high-class steam engines and pumping plants, amongst which some of the most important may be cited, such as the Melbourne Metropolitan Board of Works sewage engines, the Melbourne tramway power plants, Mildura pumping schemes, Rockhampton, Sydney, Wimmera, and Menzies waterworks' pumping plants, etc., etc. There is scarcely an important industry or waterworks plant throughout the several States in which some evidence of the company's skill and workmanship cannot be seen. The manufactures of the company are very varied, and, in addition to their principal business just

briefly mentioned, they act as sole agents throughout Australia for some of the principal European and American specialties, notably Messrs. Ganz and Co., of Buda Pesth, manufacturers of all classes of electrical and flour and oatmeal milling machinery. The Wilfley ore concentrating tables, which have marked such an advance in the art of treating minerals; the Wilfley slime table, the Shaw rock drill, etc. The company are likewise agents in Victoria for the Chelmsford motor omnibuses, and have just effected a large order with the Victorian Government Railways for the supply of these vehicles. In 1898 the Otis Co. absorbed the old-established business of Langlands' Foundry, which had been identified with the city of South Melbourne from its earliest days. This plant is specially adapted for the manufacture of water and gas mains, and has a capacity of 300 tons of pipes per week. The works of the company are capable of employing 1000 skilled workmen, and prior to the advent of the Federal tariff the average of the employees was little less than this. Upwards of £1,000,000 has been distributed by the company in wages since its inception, and its demands have assisted many collateral industries.

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#### J. AND R. McMATH.

The hosiery works of Messrs. J. and R. McMath are one of South Melbourne's newer, but up-to-date, establishments. They have in use the latest machinery for manufacturing knitted goods, driven by an electric motor. Since Federation the trade has gone ahead by leaps and bounds, by the opening up of inter-State trade. The Jacquard knitting machine, the only one in use in the State, is a marvel of ingenuity for making up goods in fancy patterns, and can be seen at work by those interested in machinery. The fashionable knitted vests, now so much worn, are made on this machine.

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#### DONDEY AND TESTRO

This well-known firm of coppersmiths and still makers have carried out some of the largest copper contracts in Victoria—viz., the Spottiswoode pumping station for the M. and M. Board of Works, and for the Alfred Graving Dock at the time of compounding the engines. Last year they completed a large contract in fitting up copper feed pipes, etc., for the new Stirling boilers at the City Council electric light station. This firm have made a large number of wine stills for various firms, both in this and other States. They a short time ago completed one for the N.Z. Government, and have also supplied one to the Dookie College, also the Rutherglen Viticultural College. They also supplied six testing stills to the order of the South Australian Excise Department, also 12 to the Victorian Excise Department. The firm has originated several new ideas to assist those engaged in the wine-making industry—to wit, wine cask fumigators, spirit safes and locks, with which no one can tamper without fear of detection. Under contract they have executed a thousand pound job in both Houses of Parliament in the State in cooking range, hot water service, copper steam boilers, hot presses, cooking vessels, and vegetable steamers. In Lucas' new Paris Cafe, in Collins-street, Parer Bros.' Crystal Cafe, Bourke-street, they have lately put in some very important work. As the illustration will show, they have just finished the fitting up of the new Savoy Cafe, Little Collins-street, with ranges, grill, copper cooking utensils and hot water service. An important feature in their work is the manufacture of every descrip-

tion of copper and steel utensils and steaming apparatus for cooking. The partners in this enterprising firm, which was established fifteen years ago, and which carries on its business at 274 City-road, are Albert Dondey and James C. Testro.

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**TYSON'S FURNITURE WAREHOUSE AND DRAPERY  
EMPORIUM.**

Visitors to South elbourne and the public generally cannot have failed to notice the handsome shops situated at the corner of Clarendon and Market Streets, and occupied by Tyson's Complete Furniture Warehouse and Drapery and Boot departments. In 1897 Tyson's opened business at 162 Clarendon Street only, with a somewhat limited stock, and then commenced the building up of the flourishing business now carried on by that well-known firm. After the first twelve months the business was extended to 164 and 166 Clarendon Street (which had been vacant for a considerable time), and still the business grew and flourished under capable management. When another year had expired a further extension was made to 168 and 170 Clarendon Street, the premises then having a frontage to Clarendon Street of 76 feet and 40 feet to Market Street. Tyson's then purchased the property extending from 162 to 172 Clarendon Street together with the five adjoining cottages in Market Street. The whole, making an extensive and valuable property, was then reconstructed and improved, and the frontage, which was somewhat dilapidated and an eye-sore, was transformed into its present magnificent corner, replete with every necessary for household use and external bodily comfort and convenience, comprising a valuable and well-assorted stock to the value of £10,000, consisting of furniture, furnishings, sewing machines, mangles, carpets, linoleums, bedsteads, perambulators, go-carts, floorcloths, copper boilers and frames, blinds, curtains, blankets, quilts, crockery and glassware, drapery, mantles, clothing, boots and shoes, and in fact everything for creature comfort and convenience. Tyson's are large importers direct from the manufacturers, thus saving the middleman's profit and enabling them to place their numerous lines before the public at very low prices for cash or on a liberal scale of easy terms to suit all classes. It is worthy of note that Tyson's started their enterprise with absolutely no connection, and by strict attention and sound business principles now boast a connection of over 12,000 customers. Their numerous and efficient staff, noted for civility and attention to the wants of their clients, are fully able to cope with the ever-increasing business. Tyson's treat their clients most liberally, requiring no deposit from old customers, who consequently return to them again and again and always recommend their friends to do the same, thus helping to carry on a most successful business. Tyson's have no connection with any other firm.





Wm. Ballantyne, Cutler, 255  
Clarendon Street.

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## DAVIES, SHEPHARD & CO.,

TELEPHONE 848.

*Manufacturers of*

WATER METERS,  
ELECTRICAL FITTINGS, &c.

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*Gear-Cutting of all kinds Executed.*

*Pressure Gauges Repaired and Tested.*

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268-270 CITY ROAD, SOUTH MELBOURNE.