party's fares. Each school sends a boy and a girl to be interviewed by three judges who will take into account character, personality, knowledge of local government and sense of civic responsibility. The judges this year are the Mayor of Moorabbin, Cr. R. Butler, Mr. Ashley and Miss P. Morgan of "Standard News".

## ALL ABOUT A RAILWAY.

Nowadays a train must have brains and beauty - except for a few that run on their old-world charm - if it wants to keep going in the world of transport. But in 1881 when the railway going south east from Caulfield reached Mordialloc, then part of the shire of Moorabbin, it had no fear of competition. The car was not yet; planes were only dreamed of; trains were "tops". Reports in the Melbourne "Argus" and the Brighton "Southern Cross" of the day tell us a good deal about that railway and the celebration of its opening. For some years the trains had been running to Caulfield; the line was now extended the ten and a quarter miles to "the pretty little village" of Mordialloc. There were eight stations - Glenhuntly Road, North Road (now Ormond), East Brighton (now Bentleigh), South Brighton (now Moorabbin), Highett Road, Cheltenham, Balcombe Road, (Mentone) and Mordialloc. After Caulfield, says the report, "the line darts about in an eccentric manner, passing through a number of valuable properties," though it looks straight enough today. It crossed twenty-two roads, where gate-keepers, supplied with a cottage and £80 a year, were installed. There were twenty culverts and two bridges. "One of the disadvantages of the route," said the reporter, "is that it crosses the main road to Mordialloc twice." The trains were run by steam; water for the engines was supplied in two galvanized iron tanks of 20,000 gallons each, at Caulfield and South Brighton. Two trains daily were "to be dispatched" each way, Sundays excepted. Contractors for the line were Messrs. Folkingham and Bunn.

Already there were complaints. The fares, it was said, were higher than those on the Brighton line; the ballast - ironstone gravel - laid between the sleepers was not suitable. The chief engineer had even condemned it. However, "the train ran very smoothly during the three-quarters of an hour journey and the ballast seemed to be consolidated in a satisfactory manner".

At Mordialloc on that day - the 19th December, 1881 - all was gaiety and excitement. Bunting waved in the breeze, a large motto, "Peace, Progress and Prosperity", was stretched across the bridge; the crowd was swollen by children from the East Brighton, Kingston, Cheltenham, Moorabbin and Mordialloc schools. On the train came Mr. Thomas Bent, Minister for Railways; a former Premier, Sir John O'Shannassy; the Premier of South Australia, Mr. Bray, about thirty members of the Victorian Parliament and Mr. A. C. Gregory, the Surveyor-General of Queensland and an Australian exployer of over)