

SHIRE OF LILYDALE

PAST and PRESENT

1837 - 1923.

BY J. R.



January, 1924.

RINGWOOD HISTORICAL
RESEARCH GROUP

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PREFACE.

THIS small Volume contains a short history of the Shire of Lilydale, and is designed as a record covering the period especially relating to the early settlement. It makes no pretensions whatever as to composition or literary beauty, the writer's intention being to place before the reader a faithful narrative in readable form. It was not customary for settlers struggling with initial difficulties and primitive conditions to keep a diary or note particulars for future reference, hence anything approaching a complete history is impossible.

The information herein recorded has been obtained from official sources, historical records, first hand knowledge, and from the Pioneers themselves, many of whom are enjoying in a good ripe age the comforts procured by their own industry. The facts related are accurate and verified, and consequently are absolutely reliable. Deeming it advisable to include a chapter on the part taken by men from the Shire in the Great War, so that some permanent record in convenient form may be preserved, that chapter has been enlarged to embrace the part taken by the British Empire in that memorable struggle.

The writer has for the men and women who pioneered the district a profound regard; amongst them his life has been lived, and actuated by a strong desire to perpetuate their memory, sweetened by long and happy association, this little work has been undertaken.

In the compilation free use has been made of every reliable source of information, but mainly it is that obtained by the writer direct from the pioneers themselves and from lifelong connection with the district.

I wish therefore to express my gratitude to those who have so readily assisted me with information.

JAMES ROUGET,

98 Broadway, St. Kilda.

INTRODUCTION AND DEDICATION.

The following pages contain a brief record of the leading facts, events and persons associated with the early history of the various districts embraced within the boundaries of the Shire of Lilydale.

The references, however, must necessarily be brief, and the events recorded few, yet sufficient to clearly indicate the strenuous life of the pioneer.

Where the names of individuals are quoted it is not intended to make any invidious distinctions, but merely as examples culled from numerous settlers whose experiences differed but little.

Any omissions must not be regarded as intentional, for it is difficult when gathering up the fragments from which history is written to avoid missing something that may be interesting.

However, my desire is to place before the reader as faithful a record as my own personal knowledge and gathered information will permit.

In undertaking this work I am faced with the difficulty of keeping the book within reasonable limits, and at the same time making it sufficiently large to embrace everything of historic importance.

During the period covered much has transpired. Great progress has been made, the Shire developed and brought to its present advanced condition.

For this result we are indebted to the self sacrificing efforts of those sturdy pioneers who laid true and deep the foundations of settlement, home and municipality. Upon these foundations there has been reared the superstructure of our present civilisation, with all its attendant advantages. It is therefore fitting that we should pass on to posterity some record of deeds of achievement so strenuously accomplished and worthy of emulation. Of those we shall have occasion presently to speak, and devoutly trust that those who follow after may never forget the debt they owe to those worthy pioneers from whom have sprung the men and women who to-day comprise the nation of Australians.

Their prowess in conquering and overcoming all pioneering hardships and difficulties brought out those noble qualities of unselfish devotion, perseverance and self-reliance so characteristic of the race.

The finest tribute to the memory of the pioneers will be found in the manner we conduct the work and Government of this country, raising a superstructure worthy of the foundation so well and truly laid.

When the great war broke out in 1914 the test was applied to Australia's sons. That splendid response proved to the world that they were true to the noblest traditions of the race and the ancestors from whom they sprung. Their response to the call of humanity and Empire was only equalled by the speedy, heroic manner in which every duty assigned them was carried out.

DEDICATION.

These pages are therefore dedicated to the memory of the pioneers of this Shire whose labours amidst so many discomforts and hardships were faithfully performed, resulting in all that we see around us to-day.

The conditions under which we live were made possible by the strenuous exertions and sacrifices of all who were prepared to do rough work and live under primitive conditions.

Distance, loneliness and inconveniences were experienced and manfully endured while paving the way for the march of civilisation.

None but those who have passed through the experiences of pioneering can form any adequate conception of the many privations endured and the many adversities met with by the pioneers. In these days of comparative ease we are reaping where others have sown, and gathering the fruits resulting from another's planting.

How can we forget the lasting obligation we are under to those who passed on before us, clearing, levelling, smoothing, preparing this great country for all who choose to take advantage of this free land, where abounds the genial sunshine, pure, sweet air, and opportunities possessed by no other country to the same extent.

Here all who will may live the free independent life so alluring to dwellers in the Old World, where they are cramped for room and opportunity.

Worthy Pioneers, we revere your memory, commend your untiring zeal, industry, devotion to duty, and unselfish lives. We desire to be inspired by the same hope which animated your every effort and nerved you for the struggle.

If space permitted we would gladly mention by name each settler, both men and women, who pioneered settlement in this Shire.

However, this small work is most reverently dedicated to the memory of all our brave pioneers, whose united efforts in their varied callings laid the foundations of every enterprise in this beautiful and prosperous district in this land of freedom.

CHAPTER I.

GENERAL REMARKS.

It will be admitted as an indisputable fact that we are related to the past and the future.

The life and work of those who preceded us have considerable influence upon the life and character of those who live in this generation.

The benefits resulting from the lives of others we appropriate in quite a natural order.

Just as surely as no person can live to themselves, just as certain are we consciously or unconsciously the recipients of advantages which have been handed down. The present therefore reflects the past, one sows what another reaps, hence in that way the accumulated work of the ages is joined up, representing the sum total of effort from the beginning of time.

Therefore, we have all the products of the past in Art, Science, Literature, Industry, Invention, and everything whatsoever. So we in our time must pass on the improvements to generations yet unborn. The pioneers about whom we speak believed in the old Latin proverb, "Labor Omnia Vincit" (Industry and application overcomes all difficulties). Like the pioneers we are here to make history. We cannot live on past achievements wrought by others, but are here to improve the world and leave it better than we found it, removing obstacles to progress, and so clearing the way for all who follow.

The pioneers had the vision of a country reclaimed from its primitive condition into a place of beauty and usefulness, where everything harmonises with the design of the Creator.

They were inspired with hope, which increased their diligence to reach the goal of their ambition, namely, to bring back the earth to a productive condition. The hope of ultimate success enabled them to overcome severe disappointments, surmount great obstacles, and triumph victoriously. In this year 1923 we may look with pride and satisfaction upon progress in all directions, but it is well to remember that such advancement resulted from small beginnings originated by the pioneers.

"Step by step one travels far" is a maxim which truly depicts the onward march and progress of this country. Every inch of the way meant struggle. Nature yielded nothing but to the persistent and industrious. Her treasures, whether of minerals or productions from the soil, are extracted only by incessant toil. She gives her wealth only to those who seek with diligence. Those who are not prepared to delve will not find; those who do not sow shall not reap. By close application the pioneers discovered nature's secrets and brought from her treasures untold. Treasures of mineral wealth, productions, materials, etc., which have kept the world's manufacturies busy, besides raising foodstuffs to feed earth's millions and keeping her storehouses full. So to-day, in response to the assiduous exer-

tions of men, fresh beauties are displayed, while hidden secrets are revealed.

The unseen powers and forces of the universe are harnessed up, brought to man's aid, and made to serve his purposes. Distances are overcome, speed is accelerated, burdens removed, duties lightened, and work performed with ease and comfort. Nature is busy hastening to serve the Creator's purposes, so must humanity respond to that activity, harmonising with all nature around.

There are fresh conquests to make, opening up new futures, fresh avenues, and yet greater possibilities in all those peaceful arts which mark indelibly the progress of the world.

There are testing times in the lives of individuals when all their reserve power is drawn upon, when initiative and self-reliance combine to bring out all that is noble and true in them.

Under such circumstances pioneering life has been lived; the necessities of the times called forth the best.

Their utmost powers were devoted to the task, carrying when demanded some extra burden to lighten the load of another. Such men and women must be reckoned amongst the world's heroes. Though living the quiet, secluded life, away from the great cities (likewise from their comforts and conveniences), they played their part in "Life's Great Drama." That part, performed may be in solitude, was equally necessary to those who lived amid the bustle and hurry of the cities.

Those engaged in rural pursuits in Australia have ever been the backbone of the country. There would be no great cities, with their dense population, no great manufacturing interests, industrial institutions, banking or financial undertakings, without rural development. Behind the cities, with all their varied enterprises and closely settled area, lies the country from which is derived the wheat, meat and produce to feed the people. Where the wool, cotton, flax, hemp, or other materials are raised, keeping the world's manufacturies busy to clothe the masses of mankind. To extract from the earth the gold, coal, silver and various ores which keep in motion the engines, ships, machinery, or smelting works.

In short, all forms of wealth are in turn extracted from the soil, either from its surface, where every form of produce is raised, or in minerals, ores, etc., extracted from the bowels of the earth.

So the world has ever had her heroes of peace as well as of war. History is made up by each and all performing their particular part of the work of the world just where they are.

The world has a place for the scientist, geologist, astronomer, discoverer, inventor, statesman, for persons of every trade and calling. But there would be no great cities with their teeming millions, no great manufacturies, industrial institutions, banking or financial undertakings, without rural development.

SUCCESS TO THE PLOUGH!

The earth is the Lord's, and the fulness thereof,
 But man is commanded, in the sweat of his brow,
 To toil all his days, to earn his own bread;
 So the world would go wrong were it not for the plough.
 Then here's success, success to the plough.
 The world is sustained by the son of the soil,
 For the staff of life can't be raised anyhow,
 Unless by the man, with the rough, horny hand,
 And the masculine arm that guideth the plough.
 Then here's success to the plough.
 All trades and professions on the farmer depend,
 And all are supported by the sweat of his brow;
 But the curse of Heaven will fall upon those
 Who would dare to obstruct the full swing of the plough.
 Then here's success, success to the plough!

CHAPTER II.

GENERAL DESCRIPTION OF THE SHIRE.

The Shire of Lilydale is situated to the east of Melbourne, embracing the picturesque and fertile districts lying between the Dandenong Ranges on the south and south-western boundaries, to and along the Worri Yalloak Creek on the south-eastern and eastern boundary, to the River Yarra on the north, to the boundary of the Shire of Nunawading on the west. The exact boundaries are as follows:—Commencing at a point on the River Yarra west of the north-west angle of Section 12, Parish of Warrandyte, thence northerly, north-easterly and southerly by the River Yarra to the south boundary of the parish of Gruyere, thence west by that boundary to the Worri Yalloak Creek; thence southerly by that creek to a point on same opposite the south-east angle of allot. 36, of Section L, Dandenong State Forest, thence to and by a one-chain road northerly and westerly, being the northern boundary of allotments 36, 23, 15, 7 and 2, Section L, 78, 72, and 70, of Section C, and the east and north boundary of Section C and D, to the north-east angle of allotment 84, parish of Scoresby, thence westerly by that road to the north-west angle of allotment 55, parish of Mooroolbark, thence northerly by the west boundary of that allotment to the south-east angle of allotment 52, thence westerly by a road and the southern boundaries of the parishes of Mooroolbark and Ringwood and northerly by the west boundary of the last-named parish, the west boundary of Section 28, parish of Warrandyte, and a road to the north-west angle of Section 27 in the last-named parish, thence east by a road to the north-west angle of Section 23, thence north by the west boundary of that Section and the west boundaries of Section 20, 15 and 12 to the north-west angle of the last-mentioned Section and thence west by a line to the commencing point.

The Shire is divided into Three Ridings, namely,—The South-western Riding, formed by the parishes of Ringwood, Moorool-

bark, and part of the parish of Warrandyte; The North-western Riding, consisting of the parish of Yering; The Eastern Riding, embracing the parishes of Gruyere, Wandin Yalloak, and part of the parish of Monbulk. The total area is one hundred and seventy-nine square miles (179), and is partly in the Counties of Evelyn and Mornington.

It was constituted a District September 19th, 1856, and proclaimed a Shire on February 16th, 1872; again re-defined February 18th, 1898.

The country is undulating, heavily timbered, and abounds with numerous springs, creeks, streams and watercourses. It has numerous fern gullies and beauty spots, making it attractive to those in search of a home—also as a tourist and health resort. The climate throughout the Shire is all that can be desired—a good rainfall, with cool conditions even in summer, so that constantly recurring prolific seasons prevail. Every class of produce is raised without irrigation, abundance of food is provided in all seasons because of rich prolific soils which abound throughout the Shire. The soils range from grey loam rich chocolate to the heavy black soils of the Yarra Valley and other creek and river frontages.

In the Parishes of Yering and Mooroolbark are some of the richest lands in the State, where for the past 70 years it has been used for dairying, agriculture and grazing with great success. The valley running from Lilydale to the River Yarra, eastward, is studded with successful dairy farms, rich pastures, agricultural lands and prosperous homes. These provide evidence of the productivity and fertility of the soil.

Originally the beautiful grassy meadows which abound around the pretty town of Lilydale were covered with a dense growth of natural timbers, Ti-Tree and scrub. The Ti-Tree on the flats grew to the height of 40 feet, closely studded together in an impenetrable mass, causing an accumulation of debris, carried down by floods when in its natural condition. The big flood of 1863, amongst others, added considerably to the mass of debris, which was eventually destroyed by fire in the dry summer of 1866. The decayed matter which had accumulated for ages served to enrich the soil, which produced prolific crops of grain, hay, root crops and grasses in abundance.

The hills around the town to the west and north-west are just as fertile as the flats, which fact is apparent to the traveller as he journeys along the main road from Melbourne leading to the township.

The volcanic nature of the soil is evidence of its rich quality, the land yielding heavy crops of all kinds, while the well-conditioned flocks and herds throughout the district make the evidence complete.

Cave Hill Estate, which overlooks the town, has long been famous for its varied productions, quite a number of industries having been successfully carried on there. Farm produce, milk, cheese, pig raising, bacon curing, stone crushing, lime and cement works, form the leading features of that productive estate. This highly-improved property bordering on the town of Lilydale, and originally 1270 acres in extent, on both sides

of the Railway Line, gives evidence of the enterprise displayed under the proprietorship of the late David Mitchell, Esq.

The capital invested upon land, buildings, machinery and plant so essential to the successful carrying on of the various enterprises, indicates that the proprietor was both venturesome and far seeing.

The industries there conducted assisted materially to the development of Lilydale, providing constant employment for a large staff of men.

The varied operations on the Estate were ever extending and expanding in all directions, proving advantageous not only to the district but also to the whole State.

During the early years of settlement in and around Lilydale, vine-growing was entered upon on a large scale, chiefly in and around the town, and along the valley which stretches along the Yarra Basin. Amongst those early vigneronns were Paul de Castella, Esq., who came to Australia in 1849. He settled at Yering in the year 1850 on the estate known as Chateau Yering. Mr. Castella purchased from the original owner, William Ryrie, Esq., who had in the year 1840 planted the first vineyard in Victoria, of about one acre in extent. This proved to be the beginning of the vine-growing industry. Under Mr. Castella the area was increased to 100 acres, which were successfully cultivated for many years. Farming operations were also undertaken. In 1859 Mr. Castella imported the plant required for the cellars.

Guillaume De Pury, Esq., a native of Switzerland, came to Victoria in 1852. For three years he lived at Chateau Yering, and then he purchased a station from D. Ryrie, Esq., around Healesville, on the east of the River Yarra. On that station he engaged upon the business of stock raising for a time. He paid a visit to Switzerland in company with Hubert De Castella, Esq., in 1856. On his return he purchased the Yeringberg Estate, and entered upon vine growing, together with farming and grazing. The area under vines was about 80 acres. Portion of the vineyard still exists.

Mr. De Pury was Consul for the Swiss Confederation in Victoria, was also a councillor representing the Eastern Riding of the Shire of Lilydale. Elected a member of the Roads Board in 1866, he continued a member of the Shire Council for 17 years, and was President on nine occasions. He holds the distinction of being President for eight years in succession—1875 to 1882 inclusive. Mr. De Pury re-visited Switzerland in 1883, and again in 1888.

Hubert De Castella, Esq., came to Victoria in 1854 on a visit to his brother at Yering. He returned to Switzerland in 1856, taking with him some samples of Yering wines. These so impressed him with the future prospects of the wine industry in Victoria that he returned in 1862. He purchased 3,000 acres at Yering and commenced planting St. Hubert's vineyard, of 260 acres in extent.

The remainder of the Estate was devoted to farming and grazing, and gave employment to large numbers of men.

The whole Estate consisted of 3,000 acres. Considerable en-

terprise was displayed, and the business in all branches of the industry conducted with commendable zeal. Extensive cellars, with the latest and most up-to-date plant, were erected at considerable cost. The farm equipment was equally extensive, comprising, sheds, stables, men's living quarters and reading room. The extensive vineyard and farm gave constant employment, while during vintage and harvest time extra hands were employed. The proprietor, Hubert De Castella, Esq., was a gentleman of commanding personality, outstanding ability, vast energy and foresight. He possessed literary ability, and wrote several books. He was a strong supporter of Constitutional Government based on right and sound principles. In 1875 he formed a limited liability company, under which the vineyard was conducted until 1879, when he was joined by Andrew Rowan, Esq., as partner. To those acquainted with the history of St. Hubert's Vineyard it will be remembered that the proprietors—Messrs Hubert De Castella and Andrew Rowan—were in 1881 awarded the Emperor of Germany's special solid silver prize, valued at £800. The prize was awarded at the Melbourne International Exhibition of 1880-1881 under the following conditions:—

"The prize was to be awarded to an exhibitor of one of the
"Australian Colonies as an acknowledgment of the efforts
"in promoting art and industry, shown by the high qualities
"of the goods manufactured by such exhibitor."

Competition was therefore open to every industry throughout Australia. The winners may therefore have been justly proud of the honor conferred upon them.

The products of the above-mentioned vineyards earned a reputation for quality which was world-wide. After parting with St. Hubert's Estate Mr. De Castella visited his native land, Switzerland, where he remained for some 20 years. Returning to this State, he informed the writer that while in Europe he had greatly missed the Australian sun, and was glad to get back to Victoria, where the best years of his manhood had been spent. He had not forgotten old friends and faces, being keenly interested to hear of their welfare. I am here reminded of youthful days spent in company with his sons, one of whom, Francois De Castella, has been for many years viticultural expert to the Department of Agriculture in Victoria.

Mr. Hubert De Castella secured a beautiful home in the picturesque district of Heidelberg, on the River Yarra, near Melbourne, there to spend the remnant of his days in quiet retirement. Divine Providence, however, ordered otherwise, for he had only just settled in his new home when he entered into rest.

Mr. De Castella was a strong advocate of immigration as the most satisfactory means of speedily peopling Australia and also relieving the congestion of population in Europe and Great Britain. Thus passed away one of Victoria's pioneers, who, by his energy and industry, did much to promote settlement and open the way through difficulties and reverses for others to follow. In all he undertook there was displayed unusual energy, definiteness combining with practical knowledge to give completeness to his ventures. He was of Swiss nationality, yet

spoke and wrote the English language fluently and perfectly. He was also proficient in several languages, including French, German, Italian, also several dialects.

EARLY SURVEYS IN VICTORIA.

It was in the year 1853 that the then Surveyor General, Mr. Hoddle, retired, and Captain Andrew Clarke, of the Royal Engineers, was appointed to the position. Realising the necessity for a general survey of the State, it was at his suggestion that a party of sappers and miners who had been engaged in ordinance work in Great Britain were obtained through the Imperial Government. On arriving in Victoria this party, consisting of two corporals and four sappers, were placed in charge of parties of labourers. They were instructed to clear and erect trigonometrical stations on the various mountain peaks throughout the State. One of those stations was erected at Mount Dandenong. It is interesting to note that for surveying purposes heliotrope, or heliostat, literally sun reflectors, is the name of an instrument that was much used for that class of survey work. It was similar in principle to the heliograph used for signalling purposes in war time, though very much smaller. A mirror about $1\frac{1}{2}$ inches across, by $2\frac{1}{2}$ inches long, was mounted on a metal frame with an optical arrangement for showing the exact direction in which the sunlight was reflected. This instrument was used with great advantage by survey parties at great distances from each other for telegraphing. The reflected sunlight appeared as a bright star in daylight, and in clear weather could be distinctly seen at a distance of from 60 to 70 miles.

It is recorded that during the survey of Victoria in 1860 a message of 24 words was transmitted in 8 minutes from Bass Ranges, near Western Port, to Mount Latrobe, Wilson's Promontory, a distance of 80 miles. Every word was received without repetition, although neither mountain could be seen one from another on account of the haze which hung just above the horizon. The sun's rays reflected through the mirror, pierced the mist, and appeared like a star in daylight just above the horizon.

CHAPTER III.

EARLY SURVEYS WITHIN THE SHIRE OF LILYDALE. PARISH OF YERING.

The original survey of the Parish of Yering was made in April, 1841, by T. H. Nutt, Esq., surveyor. It was surveyed in 640 acre blocks, and these were sold by auction. A number of those blocks were sold in 1852, one to Wm. Fletcher, Esq., being sold to that gentleman in the year 1845. The following note appears on the plan:—"That Section 31 was submitted for sale at Melbourne on the 21st of August, 1844, and was not sold, and further, vide sub-Treasurer's letter of 19th June, 1845, to the Colonial Secretary, stating that Wm. Fletcher, of Gardiner's Station, has selected this land and paid the price under regulations of March, 1843.

Mr. Gardiner's cattle station is also noted on the plan in Allotment 3b, of Section 3, near the River Yarra, 6 miles north-west of Lilydale. This plan also shows a road coming from Warrandyte, passing Mr. McCartey's house, in Section 31, thence passing Messrs Ryrie's sheep station (the present site of Lilydale), thence northerly about $5\frac{1}{2}$ miles, then turning easterly around Yering (Messrs Ryrie's cattle station), into the Parish of Gruyere. A plan of survey of certain Sections abutting on the River Yarra in the western portion of the Parish, shows an old track from Warrandyte going north through Gardiner's cattle station, thence easterly to Yering, Messrs De Castella's (pre-emptive right). This survey was made by W. Bennett Hull, Esq., in March, 1855.

Section 6, adjoining Yering pre-emptive right on the east, was surveyed by Mr. N. M. Bickford, foreman of Mr. Hodgkinson's field party, in 1857. A reservation of 16 acres for a 2-chain road through this Section was made, and was subsequently surveyed. This road was closed by the Shire Council in 1877. A note on the plan states that this land is about 31 miles from Melbourne.

A plan of 1856 shows J. Gardiner's station in the same position as Mr. McCartey's house (above-mentioned) in Section 31, one mile west of Lilydale. A cave is noted 130 feet deep $1\frac{1}{2}$ miles south-west of Lilydale. This is the cave on Cave Hill Estate from which it derives its name.

A plan of the village of Lilydale, on the "Running Creek," in the Parish of Yering, is the title of a survey made by Mr. John Hardy in April, 1860.

PARISH OF WARRANDYTE.—The original survey of this parish was made by Mr. T. H. Nutt in February, 1841. The subdivision made consisted of some 16 Sections of 640 acres each, and is described as mostly stringybark ranges and scrubby flats, extending from the River Yarra on the north to Mullum Mullum Creek on the south. Mr. C. Heaper selected Section 23 in 1854. Mr. J. Bosioto held a small portion of Section 22 (now Hamlet of Brushy Creek) in 1863. Mr. W. Bennett Hull, assistant surveyor, surveyed the roads from south and north through this portion of the parish in June, 1855.

PARISH OF GRUYERE.—The survey of this parish, including the properties of Robert Laidlaw, Paul De Castella, and Steel's Flat, pre-emptive right R. Briety, was made by Mr. W. Martin, assistant surveyor, in January, 1859. In this survey a proposed reservation of nearly 3,000 acres was marked out for timber, future commonage, etc., in the centre of the parish, around the Warramate Hills. This has since been subdivided and sold.

The surveyor, in his report, states that he is camped on the bank of the River Yarra, near the punt adjoining Mr. P. De Castella's station.

PARISH OF RINGWOOD.—This parish was laid out and surveyed by Mr. N. M. Bickford, superintendent of Mr. Hodgkinson's field party, in 1857. A note on the plan states—Canter-

bury Road, south of Section 2, selected by Mr. Nelson Polak, is described as from Melbourne, via Delaney's.

PARISH OF MOOROOLBARK.—Mr. J. B. Taylor, foreman in charge of party in Mr. C. Hodgkinson's district, surveyed sections 11 to 14 and 20 to 26, July, 1855. Mr. John Hardy, surveyor, surveyed Sections and roads June, 1860.

PARISH OF YANDIN YALLOAK.—The first survey of this parish was made by Mr. John Hardy in 1868, the plan being dated November 5th, 1868. At a later date Mr. Whitelaw surveyed portions of the district, and the entire district was re-surveyed in 1888 for purposes of adjustment.

PARISH OF MONBULK.—This settlement was laid out and surveyed by J. F. Cleeland and J. P. Ellis respectively, the plans being dated October 11th, 1893, and December 27th, 1893.

Mt. Dandenong Village Settlement was surveyed by Mr. A. E. Tobin, surveyor, and the plan prepared dated September 25th, 1895.

CHAPTER IV.

PIONEERING.

Pioneering work, whether it relates to opening up new country or entering upon new ventures, has ever had associated with it toil, difficulties, hardships and uncertainty. The early pioneers to this Shire were men and women of stout hearts, determination, courage, industry, and perseverance.

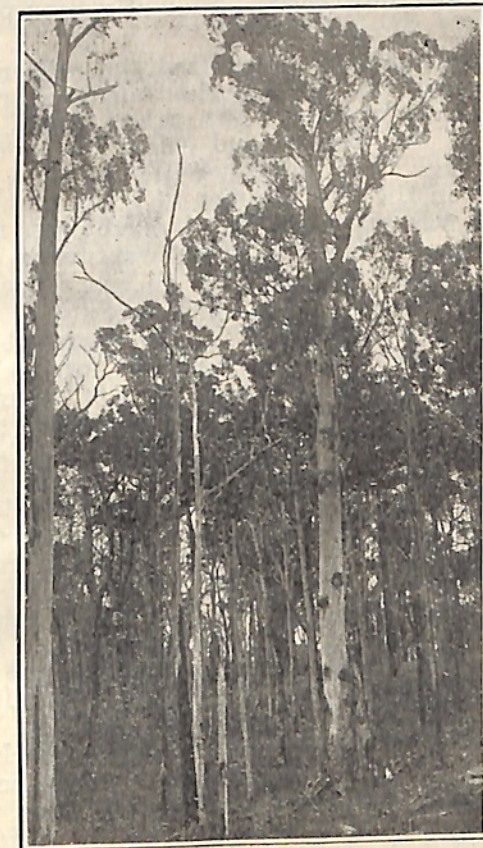
The difficulties were great, many were their trials, the toil was laborious and incessant, while through those early years of struggle varying circumstances and failures, there was but little encouragement or reward. But those men and women had left homes and friends in their home country to start in a new world.

They came to lay the foundations on this great island continent of settlement, commercial and industrial enterprise, which was destined to bring Australia to the front rank in those peaceful arts which aid all progressive development.

From the earliest settlement progress has been continuous and permanent. Before those sturdy pioneers obstacles were overcome, difficulties were surmounted, the wilderness was turned into a fruitful garden, and waste lands into beautiful fields. Where once the giants of the forest raised their heads and bade defiance to the storms, to-day you see the cultivation, garden, orchard, and other evidences of the labour and energy expended by the pioneers. Where the ti-tree abounded on the rich but uncultivated flats, grassy meadows, highly tilled fields and pastures open out to view.

But little conception can be formed of the amount of capital and energy expended as represented in the highly improved and successful farms and beautiful homes that are to be found throughout the Shire. It is not the story of a gold diggings, with its canvas town and mushroom growth, busy and prosper-

ous for a period, to be deserted at a later date. But the story of hard work, plodding industry, disappointment, loss, struggle, leading out into the open plains of success and permanent advancement. No penman, however gifted, nor speaker, however eloquent, can adequately describe the conditions under which pioneering was accomplished. To be understood or fully appreciated it must be gone through. At the inception settlement was naturally scattered over a wide area, consequently there were no towns at convenient distances from whence supplies could be obtained.



View of Original Forest, Wandin.

The early settlers within the Shire had to draw their supplies from Melbourne or Kew, those being the nearest towns. The roads were unmade, and the carrying done by means of bullock teams, with waggon or dray. Those teams were regularly employed carrying provisions, materials and general merchandise for the use of the settlers. When sufficient progress had been made with settlement back loading was provided in the form of farm and dairy produce or timber.

But it is difficult for those who have not passed through the experience to readily grasp the full significance of that word "pioneer." It meant isolation from the centres of civilisation, to be cut off from all comforts and conveniences such as are found in most homes to-day.

The settler's home in the bush at the commencement of his career consisted of a rough hut built of bark logs or timber hewn out of the forest. A small patch cleared around, the trees and scrub removed and enclosed with a rough fence of logs and saplings, commonly known as the dog-leg fence. These served their purpose for many years, being eventually replaced by the more attractive and substantial post and rail or post and wire fences.

As soon as circumstances permitted the settler cleared and cultivated portion of his holding, planting fruit trees, raspberries, vines, or growing other crops, grasses, etc., according to the suitability of the locality and soil. The menace of bush fires raging through that forest country, as they did on Black Thursday, 1851, in the dry summer of 1866, and on numerous occasions since, was the occasion of much loss, inconvenience and anxiety. Many homesteads were swept away by fire, buildings, fences and crops, representing all the settlers possessed, were destroyed. However, nothing daunted, a fresh start was made, losses and disappointment were overcome by hard work and plodding industry. Insurance against loss by fire was unknown in the country during those days of struggle. Native animals abounded throughout the districts, chiefly the kangaroo, wallaby, bear, opossum, squirrel and dingo. All these, together with those introduced later from Europe, made excursions to the farms, doing considerable damage to cultivation, orchard, vineyard, and every growing crop. As a consequence these animals were destroyed by thousands. They were also driven back further into the forest as the country was opened up. Amongst other disabilities was the lack of the means of transport from place to place; the distances to the nearest town or stores was considerable. Great foresight was required by the householder charged with the duty of providing for the home. As the teams, either bullock teams or horses, only travelled at long intervals, any omission from the list of requisites (for nothing else was ordered) would mean being deprived of those necessities for some considerable time. Should the omission chance to be in the meat line that was frequently made up from the native animals around, but should it be flour or groceries there was nothing to take its place.

On many occasions the kangaroo and wallaby have been served up in many a dainty dish, while at others a pot of potatoes has served the required meal. Many are the incidents that could be related concerning the household worries of those early days, having their humorous as well as their serious side. Privations, want, hunger, were faced and endured, but with those experiences there was exhibited that splendid spirit of neighbourliness and comradeship so characteristic of the pioneers. If a neighbour had met with some misfortune or loss, willing hands were there to render such practical help as was needed. Mutual

helpfulness was a bright feature of the early days; they stood to each other, sharing each other's losses and bearing each other's burdens. The spirit of self-reliance and independence was developed, proving to be indispensable qualities under existing circumstances.

There was no government in those trying times to run to for "pools" or financial assistance; its help was not sought after nor given. Relying upon their own efforts and resources, those men and women worked on uncomplainingly, handing down to us a heritage the results of years of toil and sacrifice. How often in times of sickness neighbourly women nursed each other, although engrossed with their own family troubles, yet they found time to give needful loving service during the time of another's need.

In their lives the admonition of Scripture was fulfilled. They were asked to go a mile, they went two; they were asked for a coat, they gave the cloak also. Such unselfish lives must find a sweet reward. There was no doctor to call except from long distances or at a charge which in most cases was prohibitive; no ready means of conveying the patient to some friendly institution where comforts and necessary medical attention might be received. How much suffering was patiently endured none but those who passed through those trying lonely times can ever know. However, there were among those early settlers both men and women whose skill in rendering first aid, setting a bone, or attending to cases of sickness was readily given at all times, night or day. Many a person has been grateful for the free services of such men as the late J. Jeeves, of Mt. Dandenong, the late Rev. A. Mackay, of Lilydale and Yering, the late Mrs. J. Thompson, Mrs. J. Howell, and Mrs. Nott, of Wandin, and many others throughout the Shire. At a later date Mrs. Warner, of Olinda, who, in the early days of the Monbulk Settlement, was as a ministering angel to the sick of that locality. She trudged through that mountainous district at all hours of the night or day on her errands of mercy, travelling over unmade roads, muddy tracks, and climbing hills to relieve the sick and assist those in need. The same may be recorded of the early settlers at Lilydale, Mooroolbark, Yering, Gruyere, and Ringwood districts. Those noble women performed their part with unselfish devotion.

In these days of trains, motors, telephones, and every modern convenience, the existence of public or private hospitals or homes, the lot of those who fall sick or meet with accident is made easier, while speedy relief is given.

The men and women of those days realised that they were out to open up and develop a new country. Much was expected of them and they rose to the occasion, becoming the forerunners of Australian development and civilisation. For every difficult problem faced their initiative found a remedy, while every setback was met by determination that never wavered. Their own immediate troubles were in themselves sufficient to engage their attention to the full, yet opportunity was made whereby matters relating to the general welfare of the people received adequate consideration. Educational, church, social, and public matters

were carefully attended to. A brief resume of church history is given in another chapter.

On election days men travelled many miles to record their votes. It meant considerable loss of time, occupying in many instances the whole day. It is questionable whether, with the increase of the facilities for voting, the percentage recorded was not greater in those early days. In all their activities the same thoroughness, diligence and spirit was displayed; the same indomitable courage carried them through.

The evidences of their work, forethought and enterprise stands to-day a lasting memorial to their memory. They planned and prepared better than they knew; the foundations were laid so true, deep and lasting that the superstructure reared upon that base fits in with and corresponds with the original plan. The test of time has revealed the stability of the foundation upon which rests the accumulated advancement of the intervening years. Lion-hearted men and noble, devoted women pioneered the Shire of Lilydale. They left the hallmark of genuineness, thoroughness and sincerity stamped upon their life's work.

No better display of courage and heroism has ever been given. There was no crowd to cheer, but still unflinchingly those pioneers held on. The disappointments, losses and discouragements were many, but their powers of endurance were equal to the occasion.

MOOROOLBARK.

This district, which lies to the west and south-west of Lilydale, was settled very early in the history of Victoria, being at the time under the Government of New South Wales. It was surveyed and laid out by Mr. J. B. Taylor, foreman in charge of party in Mr. C. Hodgkinson's district. He surveyed Sections 11 to 14 and 20 to 26 in July, 1855. Mr. John Hardy surveyed sections and roads June, 1860. The first settlers to arrive were Messrs J. Gardiner and Wm. Fletcher, two squatters who came over from the State of New South Wales in the year 1836. John Gardiner, Esq., was one of the first who came overland from the Murrumbidgee, together with Messrs Joseph Hawdon and John Hepburn. This party brought over a herd of cattle from the Murrumbidgee to the Yarra. This was the first overland journey by which sheep and cattle were brought over from New South Wales.

Mr. Gardiner first settled at Gardiner's Creek, which became the head of his sheep and cattle station. However, in travelling through the districts in search of cattle, he discovered the richer lands around Mooroolbark. This discovery led him to remove to that district, which he did about the year 1837. Taking up the land to the west of the Olinda Creek, at Lilydale, that became his sheep and cattle station, the land on the east side of the Olinda being held by Wm. Ryrie, Esq., afterwards purchased by Paul De Castella, Esq., of Yering.

Shortly after this, in 1838, Mr. Gardiner became managing director of the Port Philip Bank, he having had banking experience in Tasmania. On behalf of the Bank he visited England.

During his absence the Bank closed and he did not return to the State.

Messrs Gardiner and Fletcher took up the land to the west of the Olinda Creek, that being the eastern boundary of their run. The land on the eastern side was Ryrie's run, afterwards purchased by Paul De Castella, Esq., of Yering.

Mr. Wm. Fletcher, being in charge of the station, took up 640 acres known as Mooroolbark Sheep and Cattle Station, under the pre-emptive right. This was purchased from the Government of New South Wales for £1 per acre on June 19th, 1845. This property is now owned by G. Chirnside, Esq. During the years 1841-1842 the population of the district of Port Philip was considerably augmented by an influx of immigrants from Great Britain. These colonists, however, having little or no capital, were dependent upon their own strength and energy, becoming successful settlers later on. Lands suitable for grazing were stocked with sheep and cattle, while considerable areas were devoted to wheat growing, as well as other forms of cultivation. During the years 1842 and 1843 a severe depression was experienced in both the Port Philip and Sydney districts. A monetary crisis developed, causing property, stock and produce to depreciate in value to a considerable extent. Stockowners, in common with merchants, felt this depression most acutely. It was brought about mainly by the suspension of immigration, over-speculation, and extravagance. The crisis threatened to reduce stockowners and pastoralists to penury owing to the marked depreciation in the value of sheep, wool and cattle. Sheep previously worth up to 40/- per head were disposed of as low as 1/3 to 4/- per head. Boiling-down was resorted to in the hope of disposing of the tallow in Great Britain, by which means a much better return was netted to the pastoralist. The value of sheep reduced to tallow was much greater, realising up to 8/- and 9/- per head. Thus the stockowners were relieved and soon settled down again with better heart. The industry speedily recovered, improving the conditions all around. Boiling-down was carried out by the early settlers to minimise their loss, the tallow being shipped to England. In connection with boiling-down of sheep, an old tramway built on Mt. Dandenong was used in 1847 to convey sheep during those operations.

Messrs John Lithgow and Robert Blair were the first farmers at Mooroolbark. Mr. Lithgow came to Mooroolbark in 1845, and was joined there by Mr. Blair in 1847, and they entered into partnership. These gentlemen leased 100 acres on Mooroolbark Estate from Messrs Gardiner and Fletcher (now owned by G. Chirnside, Esq.) They cleared the land and commenced wheat growing, which they continued to do successfully for 10 years. Like others throughout the State they suffered severely by the disastrous fires which swept the country on Black Thursday, February 6th, 1851. It was a hot and dry season, continuing dry through the winter. The dry spell was not broken until August of that year. From early morning of that fateful day the heat was intense, the wind reaching the velocity of a hurricane long before mid-day. All vegetation during the dry months preceding was parched up, providing material ready for that

desolating fire. Early in the day fires started travelling with such speed that there was no possibility of combating them, although that was attempted in many instances. The devouring flames, fanned by the hurricane, swept over the country at such an alarming rate that everything in the line of fire was destroyed. Men, women and children perished, while vast numbers of terrified sheep, cattle, horses, besides native animals, were consumed by the fiery tongues of flame. Many settlers saved their lives by sheltering in rivers, creeks and waterholes until the fiery torrent swept by. The heat was intense, the thermometer registering up to 119 in the shade. None but those who witnessed the scene can describe its awfulness. Homes, fencing, haystacks, wheat or other grain that had been laboriously threshed out by the flail, swept away at one stroke, leaving only the charred and blackened ruin behind. One can imagine those caught in the forest before that fiery gale—the race for life, the burning thirst, the suffocating, blinding smoke and heat. Black ruin overspread the country, numbers were left entirely destitute, having lost everything, escaping only with their lives. Be it said, however, to the credit of those in the metropolitan district, moved with feelings of practical sympathy, they readily subscribed a considerable sum of money, which was distributed to the destitute by a committee.

Messrs Lithgow and Blair lost everything in that disastrous fire, including 2,000 bushels of wheat. However, nothing daunted, they restarted life unaided, applying themselves with such vigor and courageous persistency they succeeded in overcoming every difficulty. Shortly after this gold was discovered in Victoria and New South Wales, causing a rush of immigrants, which gave an impetus to trade and industry in every direction.

Gold was actually discovered as early as 1849, but it was not until 1851 that the rush of goldseekers occurred. Desiring some tangible proof that gold existed in payable quantities, it was decided by a public meeting held in Melbourne to offer a reward to any person discovering gold in payable quantities anywhere within 200 miles of Melbourne. The search became general, with the result that gold was discovered over a very wide range of territory. Many localities were soon the scenes of unusual activities.

Immediately the news reached England and America goldseekers were attracted from England, Europe and California. Amongst other districts where the precious metal was found was Warrandyte, on the Yarra. That was in June, 1851.

No sooner had gold digging become general when Messrs Lithgow and Blair saw an opening there for their produce. Teams of every sort were crowding over the roads to the various diggings, consequently produce of all kinds was required. They at once conveyed to Bendigo and other scenes of activity such produce as found a ready and profitable sale, and were rewarded for their industry. A season of prosperity opened out throughout this State. The land was thrown open for selection, and land settlement became general. The country around Mooroolbark and Lilydale became available either by purchase or selection, and was readily taken up. The first to purchase at Moor-

oolbark were Messrs Blair, Grey, Brice, Kinsella, Laidlaw, Rourke, Campbell, Ewart, Nicholson and Watkins. These were followed by others who settled in the district and revealed its possibilities. Settlement gradually extended, improvements were effected, clearing operations proceeded apace, farms sprang up all around, while orchards were planted and the district throughout made sound progress. As we look around to-day success is stamped upon the locality, but only those who initiated the settlement knew at what cost success has been achieved. However great has been the progress of the past, greater advancement and at a more rapid rate lies immediately ahead. Thriving settlements and townships have sprung up all around—Wonga Park, Croydon, Kilsyth and Montrose in the immediate vicinity, with Mt. Dandenong and Olinda overlooking the whole.

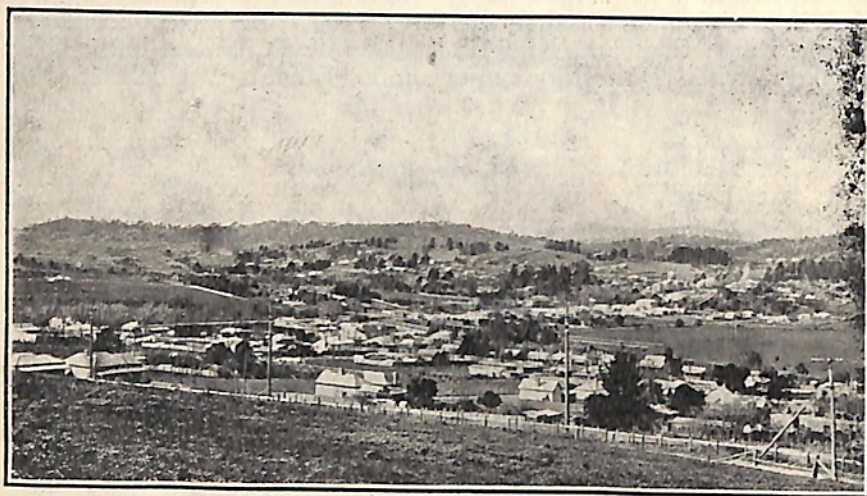
CHAPTER V.

LILYDALE—YERING.

The first survey of the Parish of Yering was made by T. H. Nutt, Esq., surveyor, in April, 1841. The first sales took place in the year 1852, when a number of blocks were sold. Mr. Wm. Fletcher, of Gardiner's Station, however, was the first purchaser, having purchased the section on June 19th, 1845, for £1 per acre. Other early purchasers in the Parish of Yering were T. B. Payne, T. Macintyre, H. Rourke, D. Bruce, H. Jebb, P. Inglis, P. Mornane, W. Commerford, J. Shanley, P. F. Palmer, W. C. Conroy, Wm. Sinnott, Robt. Laidlaw, Paul De Castella, H. A. Dalton, J. Glennon, T. and D. Murphy, J. J. Madden, M. McCaw, G. Harker, M. Supple, H. Stevenson, W. Laffin, D. Rourke, J. Rourke, P. Mangan, H. Jamieson, S. Smooty, R. Black, J. Kerr, H. Paul, J. Younger, Colonel Hutton. More immediately around the town of Lilydale—Ed. Hill, J. Black, R. T. Kings, J. C. Deschamp, Wm. Hand, J. Hutchinson, P. H. Fanning, B. Campbell, H. D. Artis, Mr. Balchin, J. Ryan, C. Deschamps, G. Brown, D. Eustace, J. Rouget, N. Gaudion, D. Bruce, J. Supple, H. Perrin. The survey of the town of Lilydale was made by Mr. John Hardy, surveyor, in April, 1860. A plan of the town as originally laid out was prepared. This plan gives the names of the first purchasers, together with the date of sale. The whole of the blocks were submitted by public auction, the first sales being made May 31st, 1860, the remainder being disposed of at sales on 21st December, 1860, June 14th, 1861, July 2nd, 1864, August 22nd, 1866, and February 6th, 1867.

The pretty town of Lilydale is situated 23 miles to the east of Melbourne. It is served by the railway line, originally known as the Hawthorn to Lilydale line, but which now extends to Healesville. Lilydale is also the junction for the Warburton railway extension. The town occupies a position of exceptional beauty, snugly nestling in the Olinda Valley and extending up the beautiful grassy slopes of the hills, which skirt the town on three sides.

Its unique position, combined with the gardens, shrubberies and street plantations, gives it the appearance of a beautiful garden town. Viewed from the Melbourne road as you approach the town from the west, a most charming view is presented, the valley studded with houses, churches, schools, public buildings, shops and business places, interspersed with trees and plantations, while on all the hill slopes private dwellings rise to view. Then away to the east the valley opening out upon the grassy meadows, leading through the district along the Yarra Valley.



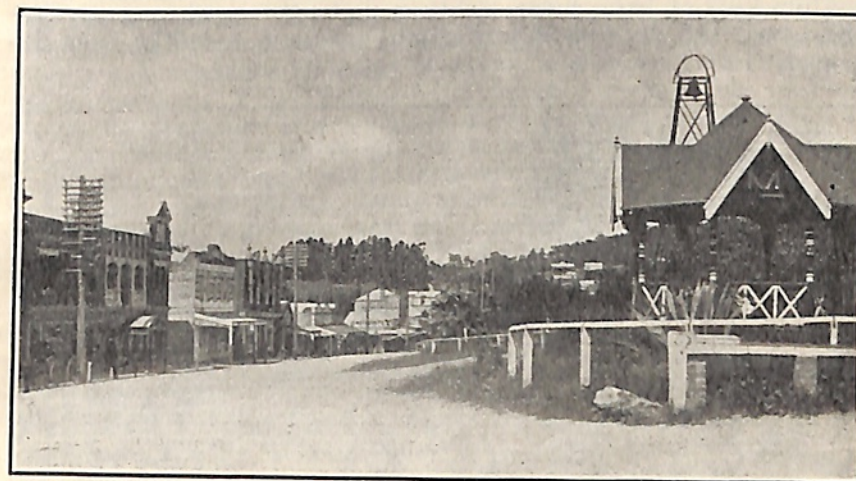
General View of Lilydale.

Viewed from the main road entrance to the town on the south-east side near the railway bridge the view is most charming. On a spring morning when the sun's rays, streaming over the hills, rests upon the slopes on the opposite side, a magnificent picture is presented. The beautiful patches of green, mingled with the varied shades, the natural timbers with their dark green foliage interspersed with trees and shrubs of still another tint, the whole combining to present a view rich in variety and pleasing in effect, a picture in which an artist may revel.

For prettiness of view and natural surroundings Lilydale is without rival in the State. Practically surrounded by hills, it is sheltered from oppressive winds, while the climate is delightful and healthy.

The innovation of Arbor Day was inaugurated in the year 1896 and was one of the earliest, if not the first of its kind within the State. Strongly supported and practically assisted by the Municipal Council, combined with the energetic labours of a real live Arbor Day committee and a host of willing workers, the movement was a great success. For 25 years, without intermission, Arbor Day was most vigorously conducted, led by its energetic and enthusiastic chairman, Ex-Cr. E. A. Johnson,

Esq., of the "Manor House," Lilydale. Great improvements have been effected, and most creditable and lasting work has resulted. The streets have been planted throughout the town, ovals laid out and beautified, which adds to the general appearance, besides providing cool, refreshing shade. This natural beauty is nicely blended with the added charms of street and town improvements.



Main Street, Lilydale.

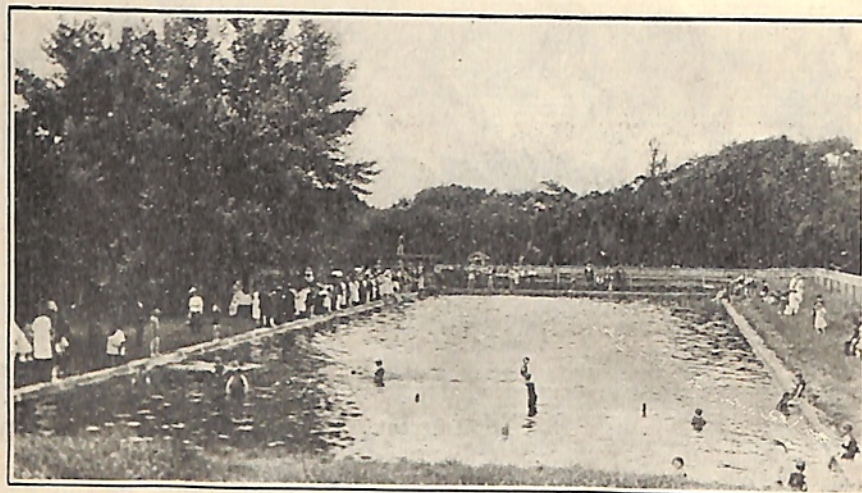
Adjoining the railway station on the south side is the recreation reserve, comprising the beautiful flat at the rear of the Olinda Hotel. This splendid reserve was purchased for the people by the municipality. It is vested in the Board of Land and Works, consequently it is a permanent reserve, and is controlled by a committee of citizens. The original reserve of 10 acres one mile out of the town was sold by the Lands Department, the proceeds being re-voted as a grant towards the purchase of the new grounds. The surroundings are ideal, situated in the heart of the town, adjoining the railway station, the entrance being from the main street. It also adjoins the town baths. Water is laid on from the water supply scheme, while provision has been made for hot water supply on the grounds. The reserve is admirably situated for picnics, for which it is largely used. It contains 8 acres, and has a concrete grand stand, recently erected, with fenced oval.

MUNICIPAL OFFICES.

PUBLIC HALL AND LIBRARY.—These buildings are situated in Castella Street. The Council chambers and offices were erected 1889. The foundation stone was laid by the then President, G. R. White, Esq., on the 14th day of November, 1889, Alex. Rankin, Esq., being the architect. H. W. Paul, Esq., was shire secretary.

TOWN BATHS.—Lilydale can boast of possessing one of the largest freshwater baths in the State. The baths are concreted and complete, ranging from 3 to 9ft. in depth, and are 66ft. wide by 198ft. in length. They are said to be the largest fresh water baths in the Southern Hemisphere.

Business establishments of every description are thoroughly established, so that residents and visitors may have every want supplied. Gas works were opened in the town some thirty-six years ago and served for lighting purposes until recently replaced by the electric light, which has just recently been installed.



Lilydale Swimming Baths.

CHAPTER VI.

GRUYERE.

The Parish of Gruyere was opened up for settlement in the year 1858. Mr. William Martin, assistant surveyor, surveyed the parish in the year 1858, preparing a plan dated January, 1859. This district was in the early days chiefly devoted to grazing, agriculture and vinegrowing. G. De Pury, Esq., of Yeringberg, planted a vineyard, to which reference has already been made. There were also others in a small way.

Considerable areas were occupied originally under lease from the Crown. Some of these were transferred to other settlers during the currency of the lease. Eventually the whole area was thrown open for selection, and in a very short space of time the whole of the land embraced within the parish was selected and settled upon. The early settlers were Messrs Paul De Castella, G. De Pury, S. De Pury, George Harker, D. McNab, William Jones, W. H. D. Anderson, Robert Laidlaw, C. A. Ostrom, J. Kiernan, R. Briarty, H. Clugston, Wm. Strachan, R. Wilson, R. Andrews, H. Graham, E. J. Rohlk, J. E. Boyd, W. Cherry, J. Cherry, T. Whittaker, S. G. Isaacs, Wm. De Pury,

Thomas Hogg, Wm. Read, John Burgi, R. Lowe, R. Beasley, C. Abbott, Thomas Hill. These were followed each year by new settlers. The larger estates were also cut up into smaller areas so that the district carries a much larger population. Much capital and labour has been expended, so that a considerable portion of the country is now under grass cultivation and orchards. The soil is chiefly of the loamy variety with a good clay subsoil, but there is also some of the heavier soils on the valleys and flats. The lands, which are devoted to fruit culture, are especially adapted for apples, pears, cherries, peaches. The loamy soil produces richness of colour and flavour which cannot be surpassed. Vines also do well, giving good yields of most delicious grapes. A large portion of the parish is adapted to grazing sheep, and cattle thrive upon the sown grasses over a wide area. During recent years the country is being rapidly developed. Well formed roads extend in every direction, linking up with the main roads and adjacent districts. Clearing operations are being carried out extensively. Being within carting distance of either the Healesville or Warburton lines, the excellent firewood is being used to advantage.

In the earlier days timber getters, splitters and wattlebark strippers found scope wherein to successfully follow their respective callings. Huge quantities of posts, rails, vine sticks, wire posts, bridge timbers, and timber for the cellars at the Yering vineyards were supplied from the hills around Gruyere. By strenuous efforts the initial pioneering difficulties were overcome, resulting in permanent settlement and a prosperous community.

Opportunities for further development present themselves. There is scope for settlement within the parish which at no distant date will be availed of. The pioneer settlers opened the way and the march of progress and time has removed difficulties and swept away obstructions. Settlers to-day may make a start minus the original handicap of pioneering. The district is extensive and offers facilities for settlement to large numbers of people.

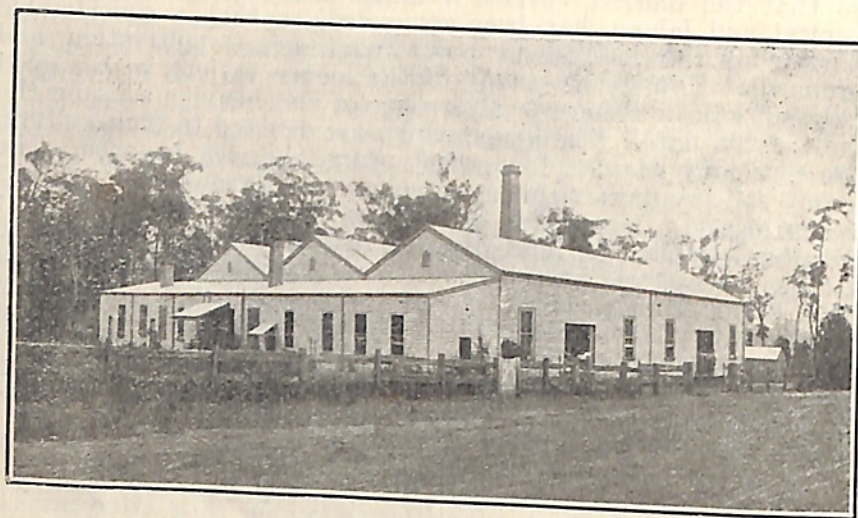
Killara Estate was acquired many years ago by David Syme, Esq., at that time proprietor of the "Age" newspaper. The estate was used for farming, stock raising and fruit growing. The fruit from the orchard found ready sale, much of it finding its way to oversea markets, and was much sought after locally.

CHAPTER VII.

WANDIN YALLOAK, EMBRACING SEVILLE, SILVAN, MT. EVELYN AND WANDIN EAST DISTRICTS.

The Parish of Wandin Yalloak, now famous as a fruitgrowing district, also as a pleasure and health resort, was thrown open for selection under the Land Act of 1865. The survey was carried out by Mr. John Hardy, who prepared a plan of the district between 1866 and 1868, the plan being dated November 5th, 1868. The blocks ranged in size up to 80 acres and were promptly applied for.

One of the first requirements of the new settlement was a building which could be used as a church and school and also for meetings of all kinds. A public meeting discussed the question,



Wandin Pioneer Jam Factory.

when a committee was appointed to make arrangements. The committee consisted of Messrs Thos. Hogg, Thos. Payne, A. Downham, H. Sebire and John Rouget. A grant of land of one acre was secured for religious purposes, and a weatherboard building with shingle roof was erected. Mr. Thos. Hogg, senr., was the builder. He also made the desks and seats for the school, which were made from local hardwood. The building materials were carted by Mr. Holter with his bullock team. The weatherboards were carted from Melbourne and the other materials from the adjacent forest. A circumstance which brings out in a clear light the character of Mr. Holter and the value he placed on a given promise is worth relating. As the country was all open he lost the run of his bullocks for a time and could only find two of them. Rather than disappoint the builders he delivered the last load of shingles (600) with only two bullocks drawing the load. The dray alone weighed 13 cwts. This building was opened in 1869, being used for church services, Sunday School, as common school, and then leased by the Government for many years as a State School. The original building, after continuous use for 54 years, still stands. It has been lengthened, and with the addition of an iron roof is used as a Sunday School. Mr. Thos. Mattingley was employed by the committee as teacher, the present Education Act not being in force. The committee were responsible for the teacher's salary, which was raised by a charge for each scholar of from 6d to 1/-, according to age, and for the balance, if any, required to make up the teacher's salary the committee were responsible. It is recorded that on one occasion the committee were called upon to find £5 each to make up the deficiency.

The soil is chiefly of the chocolate variety, rich and deep clay subsoil, with patches of dark soil, while on the northern and north-west boundaries the soil is grey loam. Being heavily timbered, clearing and preparing the land for cultivation was rendered both difficult and costly. The early settlers literally carved out for themselves homes in the dense forest, making such permanent improvement as will serve for all time. The district abounds with fern gullies, mountain scenery, is picturesque and undulating. There is a plentiful supply of good water; springs, creeks, watercourses and gullies abound. There is an abundant rainfall, which ensures prolific seasons, for, with the exception of the first season in 1867, no droughts have been experienced.

It was in the year 1867 that the first settlers came to the district while yet in its primitive condition. Those early settlers were John Burgi, Wm. Henderson, F. Holter, Isaac Howell, John Rouget, N. Gaudion, H. Sebire, A. Downham, T. Payore, J. Clegg, J. Le Page, E. Orenshaw, R. Fisher, Wm. Sebire, G. Johnston, J. Mann, R. Parkyn, T. Quayle, W. Webb, M. Tobin, J. Cashin, W. Anker, John Anker, John Bailey, J. Thompson, Thos. Mattingley, E. Hunter, James Baker, John Hand, Wm. Hand, Wm. Duck, T. Duck, Joseph Johnson, T. Small, F. V. Winter, A. H. Massina, Mr. Parker, Alex. Gray, J. Holmes, M. Carter, Messrs Green, Eastdown, Binding, Turner, T. Briggs, W. S. Aitken, H. B. Aitken, J. Douthie, T. Carson, W. J. Jack, Wm. Mitchell, H. Simpson. When once opened up there was a constant stream of settlers until all available land was taken up. The first settlers had nothing to guide them to their selections but a blazed track. There were neither roads nor bridges. Right throughout the parish the land was heavily timbered, consequently the work of clearing was exceedingly heavy and costly. The land was chiefly devoted to fruitgrowing, which would yield an immediate return. While orchards were planted at the very inception it was not until some years later that the larger fruits were extensively grown. The chief berry fruit, namely, the raspberry, was grown in large quantities, as an early return was ensured to the grower of this fruit, a return also commensurate with the cost of clearing and preparation of the land. The greatest drawback was the want of facilities for conveying the produce to market, road carriage being the only method. As the distance ranged from 31 miles upwards it meant considerable time and cost to deliver the fruit in Melbourne, where ready sale could be found. However, several local carriers undertook to work at great advantage to the grower. With commendable enterprise Mr. Thos. Hogg and family, who had settled at Gruyere, entered upon the business of jam making. This was carried on successfully for some time. A local market was thus opened for the disposal of large quantities of raspberries and other fruits. The quality of the jams turned out was A1 and found a ready and profitable sale. At the International Exhibition held at Melbourne 1880-1881 Mr. Hogg obtained a silver medal for his exhibit of jams and jellies, which is evidence that the quality was first-rate. Owing mainly to the cost of transit of such heavy goods as sugar and jams the project was abandoned. Mr.

J. Clegg also carried on jam making for a time, and at a later date Mr. Enock Clegg opened up at Lilydale. In the year 1892 The Wandin Pioneer Company Ltd. was floated with the object of erecting a factory of sufficient capacity to deal with fruits of all kinds on a large scale. The factory was erected at Queen's Road, Wandin, the building being 100ft. square, with dwelling attached. The plant put in was capable of dealing with fruits in large quantities. The building was leased to the late Wm. Peacock, who commenced jam making under the "Silver Pan Label." The quality was good, and yearly great quantities of fruits were disposed of at the factory. The want of railway communication was sorely felt, the heavy materials used, such as tin plates, sugar, and jams, having to be carted to and from Lilydale, a distance of 8 miles. It was conducted under these difficulties for some years and was then used as a pulping factory. The building being destroyed by fire, the company was wound up. The original directors were Messrs E. Hunter, senr., Wm. Aitken, Thos. Payne, senr., F. Child, and Robert Hunter, with Mr A. J. Mattingley secretary. Mr F. Child is the sole survivor. In 1900, owing to the unprofitable prices offered for raspberries, as low as 1½d and 1¼d per lb. being paid, the Evelyn Preserving Company, Ltd., was started. The factory was erected in 1901 on the company's property, situated on the main road adjacent to the Wandin railway station. By frugal management the company overcame all initial difficulties, and for a number of years built up from profits a substantial reserve fund. The famous "Fern Brand" Label was a guarantee of quality and gained an excellent reputation wherever the goods were sent. During the war period large quantities of jams were sold to the British Government and a quantity to America for army and navy use, besides supplying the local trade. In the manufacture nothing but pure fruits and sugar were used, consequently only one quality was turned out—the best. The jams gained a reputation for quality throughout Australia, upon the battlefields, in London, and America. The Department of Trade and Customs, together with the State Agricultural Department, have given testimony to the superior quality of the Evelyn Company's jams. Mr. F. C. Cornell was the jam maker during this period and successfully maintained the high standard and quality set by his predecessors. Mr. J. C. Lambert was the first jam maker, being followed by Mr. C. Ryan, who was an expert canner, jam maker and master tinsmith, retaining the position till his death. The business was worked up from a small beginning to £33,000 of an annual turnover. The factory and business has been transferred to the Victorian Producers' Co-operative Company Limited, who are now working the plant, Mr. F. C. Cornell continuing as jam maker. From small beginnings and struggling conditions the district of Wandin Yalloak by dint of hard work was made the successful settlement that it is to-day.

No finer exhibition of industry, patience and perseverance could be found anywhere. Strong hands and stout hearts combined to turn the forest into those beautiful gardens and cultivation patches. The wilderness and the solitary place was made

by human skill, combined with Divine Providence, to blossom and become a fruitful garden. While preparing the land for planting or cultivation the early settlers had to employ much of their time laboring away from home to earn sufficient to buy the necessities of life. Likewise money had to be earned with which to procure trees, seeds or plants. It meant many years of struggle against adverse conditions. The situation was met with that heroic spirit and indomitable courage which enabled those pioneers to win through. When those first settlers arrived the forest was that dense with trees and scrub that from the highest hills around the view was limited to a few yards distance.



Raspberry Picking at Wandin.

Little by little clearing was effected, the cultivation patches became larger, the orchards more numerous and extensive. To-day the visitor may stand upon some eminence and enjoy the panoramic view that presents itself to the eye. The landscape, being undulating, shows itself to advantage, presenting various shades of color with pleasing effect. The aspect is relieved by the orchards, gardens, farms, and beautiful homesteads scattered with such rich profusion throughout the district. A truly beautiful picture, in which are blended the effort of man and the creative goodness of God, combining to produce an effect so wonderfully interesting and sublime. Natural beauty in this picturesque locality has been intensified by human effort with pleasing effect. The hills and valleys, with the circle of mountain ranges as a background, present a picture of fascinating beauty. As viewed from a central hill-top, the mountains stretching from the Baw Baw Ranges away to the Yarra Ranges, rising tier above tier, then stretching away to the north, where the Great Dividing Range can be seen through a gap in the hills. Bearing away to the north and north-west Christmas Hills range with the River Yarra skirting along its foot; in the distance also the Plenty Ranges, then to the west, where the Dandenong Ranges tower close at hand. Altogether, a view is presented

of the surrounding country which for landscape effect is unsurpassed.

Such are the districts of Wandin Yalloak, Seville, Silvan, Mt. Evelyn, Wandin East, converted from the natural forest into one of the most prolific fruitgrowing districts in the State of Victoria. Served by the Melbourne to Warburton Railway, with well-made roads winding through every part of the district, it bears every sign of continued prosperity.

Several up-to-date stores supply the requisites for the home, while educational facilities are obtainable at no less than six schools. The holdings being small, intense culture is practised throughout, revealing the district's possibilities in carrying a heavy population. The advent of the motor lorry for purposes of marketing removes a difficulty which previously obstructed the settlers' progress. To convey the produce to the centre of population with the least possible handling in quick time and in good condition will be an advantage to producer and consumer worthy of the effort. In looking back over the past 55 years one sees advancement of a lasting nature, it is safe to predict that, given those advantages which seem within measurable distance, namely, an electric railway, cheap power and light by means of electricity, it will become one of the most favoured outer suburban districts. Its natural landscape beauty, its close proximity to the metropolis, suitable elevation and attractive surroundings gives the district a place in the front rank of Victoria's beauty and health spots. The climate is cool, the air bracing, and with every natural advantage this healthy district must come into its own.

As a fruitgrowing district it has no equal in Australia. There is no other locality where such a great variety of fruits are produced. Here you will find the hill tops crowned by the passion, the slopes with the cherry, apple, peach and plums of every variety, the luscious pear, apricot, etc., while in every suitable position will be found the strawberry, raspberry, loganberry, blackberry and gooseberry. On the more open and exposed paddocks hay crops, grasses, and root crops of every description bear evidence of the fertility and richness of soil. Having a clay subsoil, the moisture is retained by means of surface working, droughts are unknown, while the various crops are produced unaided by irrigation. Within the oldest settled parts there remains but little evidence of the dense nature of the original forest, studded with messmate, white and swamp gum, peppermint and stringybark, intermingled with dense scrub. The preparatory work of clearing was essential; the pioneers undertook it, becoming the forerunners of settlement. That spirit of independence stands out in bold relief from the Government spoon-feeding methods of to-day.

Monbulk, part of which is embraced within the Eastern Riding of the Shire of Lilydale, was laid out by Messrs J. F. Cleeland and J. P. Ellis, surveyors, in 1893. The blocks varied in size from 10 to about 30 acres. They were quickly taken up and the settlement was soon filled with settlers who were anxious to erect homes and become producers. Being all forest country and heavily timbered, clearing operations were costly. The land

was applied to fruitgrowing, for which it is specially adapted. There has been remarkable progress made during the intervening years. The district is thickly populated. Homes are scattered throughout the district; the roads are being improved, while the locality wears a prosperous appearance. Fruits of all kinds thrive, but especially the small fruits, such as strawberries and raspberries. Market garden produce is largely grown, the settlers marketing their own produce, thus gaining the full advantage of their labours. The township has developed rapidly and comprises Public Hall, State School, Churches, Stores, etc. The Recreation Reserve is conveniently situated, right in the centre of the township and adjacent to the public hall. The State School, which is modern and up-to-date, was opened in 1897, and is largely attended. There are many fern gullies and beauty spots, Nathania Springs, with the beautiful garden, fish ponds, and natural shady bowers attracts thousands of visitors annually.

CHAPTER VIII.

OUR EMPIRE AT WAR.

Before proceeding to relate the part taken in the Great War by the men from this Shire, it is fitting to briefly state the part taken by Great Britain in that titanic struggle. This is most essential if we would appreciate and place at its proper value the gigantic efforts made by Britain for the freedom of the world.

While speaking of our own Empire we do not in any way disparage or belittle the great efforts of our Allies. The efforts of France and Belgium will ever stand to the credit of those people. They nobly withstood the German onrush, and held in check those marshalled hosts against tremendous odds.

When the dogs of war were let loose in August 1914 by Germany and the Central Powers, Great Britain was drawn into the war in honor of her treaty with her Allies and her desire at all costs to stand for principles and the defence of right.

Her military leaders, as well as her naval commanders, realised that the struggle they were entering upon was to be on a scale hitherto unknown. Preparations were accordingly made on a grand scale for a protracted struggle. They knew something of the military strength of the enemy and the years of careful preparation which had produced a war machine of tremendous power and efficiency. To this had to be added the enemy's navy, her submarine menace and air service.

Britain's greatest strength has for generations been upon the sea. Her vast dominions and possessions scattered throughout the world made it essential that her sea power must be in keeping with the size of the Empire. The British Empire, because of its vastness and the extent of its resources, was destined to perform the chief part and bear the greater share of the burden of the war. The "contemptible" little army was destined to grow and become the greatest fighting force on the side of the Allies. British possessions are found in every clime, conse-

quently her interests are world wide. The highways for her navy and mercantile fleets are over every sea. Supplies of food and materials to keep her vast manufacturing interests going had to be conveyed across the oceans. Her ships sailed every sea and traded with every country. Without the ability to safeguard her interests her position would be perilous indeed. It was, therefore, to guard and carry on her commerce, amounting at that period to about £1,000,000,000 sterling annually each way (imports and exports), that her navy was ready and for which it had been built. So at the outbreak of war Britain was able to strike a staggering blow at Germany's mercantile and naval power from which she has not recovered.

Within an incredibly short space of time the entire German navy had been swept from every sea, and those remaining afloat were forced to keep in shelter behind mined fields, in the safe retreat of the Kiel canal, or within their own harbours. German commerce was at the same time absolutely swept from the sea and became non-existent. The immediate and ultimate effect of such a sweeping change as having her navy paralysed and her commerce strangled can only be fully realised by the German people themselves.

The Central Powers were thus thrust upon their own resources, and with what they were able to obtain from the adjoining nations by military raids had to eke out an existence. It is impossible to imagine the far-reaching consequences of Britain's sea power and the part she played in bringing victory thus speedily to the Allied cause. Without that mighty arm (the navy), victory so complete and triumphant would not have been possible. The British naval and mercantile power has exerted an influence upon these world events and has once more shaped the destiny of the world in a most decisive manner.

THE NAVY'S PART IN THE WAR.

Great Britain has for many generations held the trident of the sea, and, because of that, other nations have enjoyed perfect freedom so long as international laws and rights were observed. Her naval power has guaranteed to other nations freedom consistent with the observation of national treaties and international rights. Britain does not seek to dominate the world, but her far-flung Empire demands the existence of a power not less mighty than the Empire itself. Her territory, covering as it does an area of one-sixth of the globe, and embracing one-fifth of the world's population, must necessarily have a display of power co-equal with her vastness.

The vast expanse of ocean was the sphere of the naval operations. During the whole period of the war her activities were displayed, the struggle proceeded day and night, summer and winter, without intermission. Sometimes silently watching, subject to attack from submarines, mines, from battleships and from the air. At other times chasing or giving battle to enemy vessels, or bombarding coast defences. Again, escorting transports conveying soldiers, and guarding the trade routes upon the high seas. At the outbreak of war Great Britain's navy was

equal to the three greatest navies of the world. In that fact alone resides the ultimate decision of the war; those vessels controlled every trade route, they kept clear for traffic, for transport and commerce those ocean tracts.

They were engaged mine-laying, mine-sweeping, escorting, patrolling, and submarine chasing over those extensive oceans embracing hundreds of thousands of square miles. Imagine the vast extent of the blockade. No other fleet could have accomplished a task so great and at the same time so essential to the Allied cause.

It was this fleet which rendered the efforts of German submarines and raiders futile and ineffective. Had the submarine menace succeeded troops could not have been carried to the war. The supply of food arms and ammunition, together with necessary comforts, must have ceased. Commerce and trade over the sea would have been impossible, and the armies on land would have dwindled away. The Allied nations are fully aware what they owe to the work of the British navy. It guaranteed supplies, provisions, materials and men. It is estimated that to effectively man the British navy and mercantile marine 1,500,000 men are engaged. From figures supplied by Mr. Lloyd George to the House of Commons, when the war started the tonnage of the navy was 2,500,000 tons. In 1918 it was 8,000,000 tons, including the auxiliary fleet. In one month, June, 1918, the ships of the navy steamed 8,000,000 miles. Most of the troops from America were carried on British ships.

To speak of the fighting force represented by the navy is but to repeat history. Whether in the days of Drake, Lord Howe, Lord Nelson, Jellicoe, or Sir David Beatty, the best traditions of the nation have been fully maintained. Each succeeding generation has written fresh chapters of history which have ever been the pride of every true Britisher and lover of freedom. Where seamanship, daring or marksmanship have been required those qualities have been fully exemplified. No work was too dangerous or difficult, where the call came there was always a ready, cheerful response. While others boasted and drank "to the day" the British tars were ever ready to try conclusions, and at each and every opportunity either swept them off the sea or caused them to run for shelter.

For a moment, while on this phase of the subject, let us try to realise what the British fleet meant to Australia. Australia, a land of vast productions of wool, wheat, meat, butter, and other produce, ores and minerals, utterly dependent upon outside markets. To close the sea routes would have meant isolation and consequent stoppage of every avenue of trade and commerce with the outside world. Not an atom of our produce (so urgently needed in Britain or Europe) could have been carried; not a soldier sent away to do duty beside the British troops and Allied forces. Besides all this, Australia would be subject to attack, possibly suffering untold damage and loss.

The British Empire without her fleet is impossible and unthinkable; but she had a fleet manned and ready, and because of that we are here in peace and security. Our trade during the war was impaired only for want of transports required more ur-

gently elsewhere. May we never forget our indebtedness. Consider our own impotence to defend ourselves against the world. Our safety lies in the fact that we are part of the greatest Empire the world has seen. Her strength is our strength; her cause is our cause. In her troubles we are at her side, whilst to covetous eyes and greedy ambition she says, "Hands off Australia."

It was fitting that in this sea warfare the British Lion and her cubs should side by side share the honors of battle. Remember how the Australian fleet played their part; how the flagship Australia hunted the German squadron into touch with the British squadron at the Falklands, where the enemy was annihilated. It is also with pride that we relate the memorable encounter between the Sydney and the Emden and the destruction of the latter. Our fleet in these and other spheres rendered splendid service. The capturing of the German colonies was part of their mission and was faithfully performed. Then, side by side with the Lion, the Australian flagship steamed majestically at the head of those lines of battleships on the occasion of the German surrender. A fitting close to a stirring chapter. It was absolutely essential that from the inception of the war supremacy at sea should be fully maintained, otherwise our efforts on land could not be effective. For the complete and triumphant ending of the war Britain's sea power was mainly responsible.

BRITAIN'S LAND FORCES.

At no period of her history has Britain professed to be a military nation. Her standing army has never previously reached large proportions. Even Germany treated her navy with respect and knew the strength of that arm, but she treated even the suggestion of a British army with scorn and derision—"The Contemptible British Army."

It seems incredible that by voluntary effort chiefly Great Britain should be able within the space of four years to raise an army of 6,250,000 men to serve on all the battle fronts. The most powerful and effective army amongst the Allied nations. That number includes those raised for the navy also. The Dominions were responsible for another 1,805,000, and India supplied 1,678,000 men.

From the outbreak of war Great Britain's army gradually grew from the first expeditionary force which assisted to bar the road to Paris, and joined with the gallant French armies in that memorable first Battle of the Marne, until it reached such proportions as to be the most effective fighting force against the Central Powers.

The Great Offensive of March, 1918.—The German forces attempted to throw back the Allied armies before the American forces could take the field, for by March, 1918, there was only one American division in the line, with three or four divisions in the rear.

Thanks again to the fleet and mercantile marine, in a fortnight 268,000 men were transported across the Channel, and in a month no less a number than 355,000 men, with stores, guns,

material and ammunition, had been placed in France, besides replacing all guns and material lost in the German advance. These forces provided the reinforcements necessary to meet and defeat the German onslaught. The British army, including other Empire forces, held the line and threw back the German hosts. The losses on both sides were enormous. The position was desperate. No other circumstance could have justified the British Government in sending to the Front boys of 18½ years of age. But, though only boys, they fought with the courage and determination of veteran soldiers. That great battle was the turning point of the war; a tribute to the organisation and shipping powers of Britain, for it must be remembered that whilst accomplishing this task British shipping was carrying the American army as well. About two-thirds were carried on British ships.

In addition to the Western Front, British troops were at Salonika, Italy, Mesopotamia, Palestine, Egypt, Persia, and Northern Russia. To keep these armies supplied with food, clothing, guns, materials and ammunition, supply reinforcements and convey back the wounded and sick, required the constant attendance of ships. As previously indicated, part of Greater Britain's army was composed of Australian, Canadian, New Zealand, South African, Indian and other Imperial forces, all doing their part in the great struggle. Wherever and whenever these troops were engaged with the enemy, from the inception of the war until the day that hostilities ceased, they maintained the highest traditions of the Empire. As a fighting force they won for themselves an imperishable name. First at Gallipoli, where against great odds and strongly fortified positions they swept back the enemy, though at great cost, and held on tenaciously until the evacuation. Then on to France, engaging the picked troops of Europe, but with the same result, inflicting defeat upon their foes and repeating the operation at every opportunity. For the future, upon the banner of Australia will be emblazoned Gallipoli, Armentieres, Somme, Stormy Trench, Bullecourt, Villers Hamel, Amiens, Ypres, the Hindenburg Line, Egypt, Palestine, Mesopotamia. There they became famous; 'twas there they made a name never to be forgotten. Whatever the task, however hard, it was undertaken and accomplished to the dismay of the enemy, but gaining the admiration of the world.

Our own Australian soldiers have thus written new pages of history, and side by side with comrades from throughout the Empire have assisted by blood and sacrifice to liberate the world from threatened military domination. When the history of this war is written fully years hence some conception of the desperate nature of the struggle will be realised. The personal deeds of daring, sacrifice, sufferings and privations endured during that unprecedented protracted struggle will be recorded, but only those engaged in it will ever know its horrors, its tragedy, and the great sacrifices made so heroically in humanity's cause. May we never forget the debt of gratitude we owe to men who stood between us and danger, thus preserving our liberties.

Someone had to sacrifice. They did it. Then let us keep their memory green by grateful acknowledgment. But Greater Britain's efforts did not stop there. What shall we say of her Air Service; how at every battle on land and sea the airships performed a most important part. Facing death from above and beneath, the airmen acted as eyes for the navy, directing the fire of the guns, noting results, and signalling instructions. To the army in every branch of the service the airship was conspicuous. Bombing the enemy's troops, transports, supplies, arsenals, workshops and military depots, also keeping the air clear of enemy planes, thus protecting our armies and navies, but never bombing hospitals or wantonly destroying towns or innocent people.

Then what shall we say of the army of workers who were busy manufacturing guns, arms, ammunition, ships, clothing, providing food and all requisites for a vast army at home and abroad. Gigantic foundries and workshops of huge dimensions were erected, manned by thousands, even millions, of persons of all ages and of both sexes, doing their utmost to provide the necessities with which to conduct and win the war. Great Britain a network of organisation in every sphere of her activities, all essential to the success of army and navy. Then, too, we must remember the noble part performed by the doctors, nurses, chaplains, Red Cross workers, and patriotic efforts of every name and kind throughout the Empire.

Especially does this appeal to the soldier, sailor, or airman, in their seasons of suffering. The services of the doctors relieved the pain, prevented deformity, and saved innumerable lives.

The careful nursing by the nurses, their gentle touch, kindest sympathy, constant attention and tender ways nursed back to health many a boy, and gave back to mothers sons restored. Time would fail to tell of the comforts provided and the necessities supplied by the various institutions which labored so hard and so long. But what a noble part the women of our Empire performed through these four years and a quarter. The nation's need called forth the finer, nobler instincts of our women. They readily and cheerfully responded to every call day and night, week in and week out, never ceasing, never tiring. There was thus organised an institution under various names, but with one object, to provide to the best of their ability and resource requisites for soldiers and sailors on the field, in hospital, convalescent or returning.

That was women's sphere, in which they appeared as angels of light and messengers of mercy during those darkest of years. Could we but know the extent and influence of women's work in connection with the war, its proportions would stagger us. But besides the actual comforts and relief given the moral effect upon the men must have been tremendous. How the sick or wounded were cheered and inspired by the sympathetic word and constant attention of those ministering angels. Could Florence Nightingale have foreseen the magnitude of the organisation, the growth of that inaugurated by herself 60 years before, that would be ample reward. How gratefully did the fighting men receive the many comforts supplied by the vast army of women

workers. The cheer and comfort thus experienced will ever live in the memories of the fighting forces, in full appreciation of tender, loving service in the time of greatest need.

CHAPTER IX.

THE PART TAKEN IN THE GREAT WAR BY THE MEN
FROM THE SHIRE OF LILYDALE.

When, in August, 1914, the world was plunged into the greatest war of history, the call of Empire wafted across the seas to her sons in Australia, the response was spontaneous and worthy of Australia. It was indeed the testing time, that proved to the world the fact that the ties which bound Australia to the motherland were such that nothing could ever sever. The men from the Shire of Lilydale were part of that army which went forth prepared to sacrifice all in the interests of humanity.

Nothing could restrain them from getting into grips with a foe who trampled under foot the most sacred human ties, and outraged every sense of justice, liberty, and freedom. So, in answer to the call of outraged humanity, of defenceless women, mothers, wives, daughters, and of helpless children, self-respecting liberty-loving sons of Australia rushed to the Empire's standard. They fought under the old flag, the emblem of liberty, and assisted to rid the world of the oppressor. No reward offered, or words however expressed, can compensate those men for their heroic sacrificing efforts. They have, however, a much higher reward, the sweet consciousness of duty faithfully done. A great voluntary service rendered at great cost brings to the individual a sense of satisfaction such as nothing else can. It will impart a feeling of general contentment, and they can look back with commendable pride in having rendered noble service to humanity in the time of the world's need. So for freedom's sake and in humanity's cause the men from this Shire rushed to the Empire's standard the Union Jack and Australia's flag. Their loyalty found expression in devoted service and sacrifice of the highest order. Side by side with men from Britain, Canada, New Zealand, South Africa, India, from every part of the Empire and Allied countries, they fought for freedom against tyranny and military domination, and triumphed gloriously.

During those years of warfare upon land, sea, air, and under the sea, they wrote pages of history, gained distinction, and were the pride and admiration of the world. Deeds of valor usually associated with war were performed, but best of all was that spirit of comradeship and mutual helpfulness in trying circumstances and under exceptional difficulties. Thus the British Empire, to which we belong, displayed strength, courage, resource, and tenacity, those qualities which have brought her through many a struggle. Her efforts were worthy of a great Empire. We are part of that Empire. Her need was our opportunity. How that opportunity was used is now a matter of history, and through this war the bonds of Empire have been cemented. The

Empire is one and indivisible; one King; one Flag; the same hopes, aspirations, and destiny. The same blood courses through our veins, the silken chord of kinship knits us together, to live, work, and fight if needs be for the freedom of all peoples and the uplifting of humanity. So her mighty fleet, her irresistible military forces, her unequalled air service, submarine and mercantile marine, played the chief part in rescuing the world from German frightfulness and domination.

We cherish the memory of all those who, fighting, fell.

66 from homes within this Shire fought their last fight and sacrificed all that others may be free. They fell at the post of duty, citizens, soldiers, heroes, giving up all for God, home and humanity. Fighting a common enemy there on the battlefields they knew no distinction of class, color or creed, but with liberty emblazoned upon their banners, went forward in the struggle, performing the noblest service for mankind. They died for us. "Greater love hath no man than this, that a man lay down his life for his friends." It is ours to keep their memory green, and the most fitting monument we can raise to their memory is to perfect, consummate, and maintain the peace and freedom for which they fought and died.

The names of those 590, including 44 sisters, who so nobly served the Empire from the Shire of Lilydale are as follows, in alphabetical order. They are so inserted as to be a lasting record in convenient form for future reference. The total number of enlisted men is given, including the list of those who died or were killed:—

SHIRE OF LILYDALE.

Commemorating Illustrious and Victorious Services given for Home and Empire.

1914	HONOR ROLL	1918
Addison, A.	Beggs, E. C.	
Addison, W.	Bell, J.	
Albury, S.	Bennier, A.	
Allen, A.	Bennier, N.	
Allen, L.	Berry, G.	
Allen, R.	Berry, G. W.	
Anderson, A.	Bethune, A. W.	
Anderson, D. L.	Bethune, W.	
Arnott, A.	Black, H. C.	
Atkinson, A.	Black, V. F.	
Atkinson, W.	Bladin, A. R.	
Bagley, W.	Bladin, G. D.	
Bailey, A. R.	Blanksby, A.	
Bamber, E. A.	Blythe, A.	
Bamber, H. T.	Blythe, W.	
Barnes, E. F.	Bolton, E.	
Barnes, J.	Bonner, A.	
Bartlett, R.	Bowman, W. R.	
Beasley, H.	Boyden, W.	
Bedbrook, A.	Boys, W. M. A.	

Brice, C. S.	Cooper, J.
Britten, B. M.	Correlli, D.
Bryant, A. O.	Coutts, W.
Brooks, L.	Cox, P.
Brown, A. G.	Crameri, P.
Brown, G. M.	Cullen, L.
Brown, G.	Cutts, C. W. G.
Brown, W.	Cutts, W.
Brown, W. C.	Cutts, V. F. L.
Browning, D.	Darwin, D.
Bruce, R. T.	Davidson, C. T.
Bruton, A. G.	Davidson, W.
Buckley, W. G.	Davies, G.
Bunt, F. W.	Davies, R.
Bunt, L.	Davies, C. A. R.
Burns, H. M.	Dawes, F. A.
Butcher, T.	Dawes, L. F.
Cahill, R.	Denny, P. C.
Cairnduff, J. B.	Deppler, W.
Campbell, A.	Deschamp, F.
Campbell, C. E.	Dickens, V.
Campbell, D.	Dickson, F.
Campbell, J.	Dixon, D.
Campbell, V.	Donleavy, J.
Camm, R.	Douglas, A. A.
Carmichael, J.	Dozell, H.
Carmichael, J. B.	Duffell, G.
Cassidy, G. F.	Duffy, W.
Castles, D.	Duffy, J. N.
Cathcart, J. B.	Duscher, H.
Cazaly, L. F.	Dutton, E.
Chamberlain, J.	Eales, D. M.
Charteris, R. M.	Eales, W.
Chivers, A. W.	Ebeling, H.
Chivers, S. A.	Emery, W.
Clapperton, H.	England, D.
Clark, H.	Esdaile, E. A.
Clarke, H.	Evans, E.
Clarke, J.	Evans, W.
Clegg, A.	Fahey, P.
Clegg, A. W.	Fairbank, A.
Clegg, J.	Fairnie, R. E.
Clegg, P.	Fenton, C.
Clements, P.	Ferguson, H.
Clemson, J. K.	Fisher, V.
Cocking, R. T.	Fitz, E.
Collier, W. L.	Fleming, G.
Collings, H. G.	Fleming, J.
Colville, W.	Fleming, T. S.
Commerford, E.	Ford, F. T.
Considine, J.	Foster, A.
Cook, H.	Fountain, R. F.
Cook, H. P.	Franks, C. V. W.
Cooke, E. S. W.	Frazer, C.

Friend, G. M.
 Fulford, C. H.
 Garth, R.
 Gartside, P. A. Z.
 Gaudion, T. W.
 Gawler, H.
 Geiger, A.
 Geuer, A. W.
 Gilbert, A.
 Gilbert, E. V.
 Gilbert, G. E.
 Gilson, B. C.
 Goodall, J.
 Goodall, J. F.
 Goodall, J. H.
 Goodall, R.
 Goodall, W. H.
 Goodwin, S.
 Goode, R. E.
 Goode, S. A.
 Graham, J. W.
 Grant, T. W.
 Gray, E. A.
 Gray, E. C.
 Grenness, V. B. C.
 Grossman, R.
 Guillerme, A.
 Guiney, A.
 Guiney, H.
 Guy, J. A.
 Guy, W.
 Haddon, P.
 Hamilton, G.
 Hams, C. L.
 Hand, T. W.
 Hannah, G.
 Hannah, J.
 Hardidge, D. S.
 Harris, D.
 Hastie, G.
 Hatfield, M.
 Hayes, E.
 Hefferson, R. H.
 Henderson, H. H.
 Henry, L. F.
 Henty, R. A.
 Hercules, E. A.
 Hercules, J.
 Herry, L.
 Herry, L. J. S.
 Hetherington, W.
 Hill, E.
 Hutchings, E.
 Hodges, W.
 Hodgetts, L. F.
 Hodgetts, W. S.
 Hogg, F.
 Hogg, G.
 Hogg, H.
 Hogg, P. W.
 Homewood, E.
 Hooke, A. G. W.
 Houghton, W.
 Howell, G. H.
 Howling, R. W.
 Howship, M.
 Howship, P.
 Howship, S.
 Hubbard, H.
 Hughes, C. J.
 Hughes, W. S.
 Hunt, J. H.
 Hunter, H. R.
 Hunter, T. E.
 Hunter, W.
 Hutchinson, H. J.
 Hyne, P. C.
 Ingram, A. G.
 Ingram, G. M. (V.C.)
 Ingram, R. W.
 Ingram, S.
 Irwin, J. J.
 Jacobs, W.
 James, A.
 Jeeves, A. G.
 Jeeves, H. E.
 Jeeves, R. E.
 Jeffries, J.
 Johnson, P. A.
 Johnson, W.
 Johnson, W. J.
 Jones, K.
 Justice, T. H.
 Keeley, J. H.
 Kennedy, G.
 Kerr, T.
 King, R.
 Knee, O.
 Knee, S. J.
 Kraefft, A.
 Kraefft, H. C.
 Kuster, C.
 Laland, G.
 Lalor, H.
 Lang, W.
 Langley, R.
 Larkin, A. H.
 Lawler, J.

Lawlor, C. C.
 Lean, J. S.
 Lee, T. E.
 Le Page, E. A.
 Lester, J.
 Lilley, J. W. T.
 Luckbood, A.
 Lodge, L. J.
 Long, W.
 Lord, H. A.
 Lothian, J. C.
 Lowe, T. L.
 Lucas, W.
 Lydster, T. R.
 Lysaght, G. S.
 Lysaght, W. J.
 McAllister, G. H.
 McAllister, A. D.
 McAllister, R. W.
 McAlpine, I. W. (Sister)
 McCann, R. F.
 McCarthey, J.
 McCarthey, T.
 McCormack, H.
 McCoy, H.
 McCrae, W. G.
 McCristal, M.
 McGhee, J. R. C.
 McGillivan, H.
 McGillivray, M.
 McGregor, L. R.
 McGuinness, A.
 McKay, F.
 McKay, T.
 Makin, H.
 Mackinlay, H. W.
 Mackinnon, K.
 Maclaren, H.
 McLachlan, A.
 McLass, F.
 McLeod, N. L.
 McNeill, J.
 McRobert, A.
 McTaggart, D.
 Maggs, C. B.
 Manly, J.
 Marsh, J.
 Marshall, R.
 Marshall, R. E.
 Martin, H.
 Martin, E.
 Martin, W.
 Mason, E.
 Matson, H., Senr.
 Matson, H., Junr.
 Matthews, A.
 Matthews, C. W.
 Mattingley, A. J.
 Mead, E.
 Mead, H.
 Merritt, G.
 Miles, A. F. (Sister)
 Miles, K. L.
 Miles, T. A.
 Miller, D. J.
 Miller, G. W.
 Miller, J. H.
 Miller, S.
 Milne, L. E.
 Milner, T. E.
 Milner, T. R.
 Mitchell, L.
 Mitchell, R. J.
 Mitchelson, J. M.
 Moroney, D. U. (Sister)
 Morrison, W. C.
 Morton, F. J.
 Moss, C. B.
 Moss, L. S.
 Muir, L.
 Muller, G. W.
 Muller, J. H.
 Murphy, J. J.
 Naoas, L. M.
 Neal, A. J.
 Nelson, D.
 Neild, F. V.
 Noden, A.
 Noden, C.
 Norton, E. W. C.
 Ogilvy, D.
 O'Hagan, C.
 Orenshaw, A. C.
 Orenshaw, W. H.
 Osborne, W.
 Oversen, O. C.
 Overton, A.
 Palliser, W.
 Pares, C. C.
 Parish, A.
 Parker, F. V.
 Parker, G. E.
 Parker, R.
 Parker, T. S.
 Parker, W. H.
 Parkes, A. E.
 Parkinson, W. G.
 Parr, W. J.

Parry, R.	Shaw, J. L.
Payne, A. E. T.	Shell, C.
Payne, J. F.	Shell, G.
Payne, T. H.	Shell, R.
Pazzi, C.	Slater, F. M.
Peake, A.	Sloss, R.
Pearson, H. F.	Smith, C. E.
Platt, S. H.	Smith, G. E. M.
Pollard, J. L.	Smith, G. S.
Poyner, F.	Smith, H. B.
Poyner, J. A.	Smith, P. C.
Preece, T.	Smith, R. H.
Priest, T.	Smith, S. T.
Pritchard, W. G.	Sneddon, R.
Purves, R. L.	Southam, J.
Rae, M.	Spooner, W. J.
Ralph, E.	Stallworthy, A.
Ratten, C.	Stanbury, C. H.
Ratten, W. G.	Statton, G.
Read, E.	Statton, S.
Read, H. L.	Stephenson, F. W.
Read, J.	Stevens, H.
Read, T.	Stevenson, R. G.
Reade, J. W.	Stevenson, W.
Reakes, C.	Stewart, F. J. L.
Regartz, A.	Stewart, N.
Reid, G. L.	Stewart, W.
Reid, N.	St. John, P. F.
Robbins, F. A.	Storer, T.
Roberts, F. A.	Stormont, D.
Robertson, A. H.	Stowell, H. A.
Robinson, A. M.	Street, A.
Roger, A.	Summers, R. H.
Rolands, J.	Summers, W.
Rooney, E. T.	Swift, V. C.
Rose, T. W.	Taggart, J. H.
Rossiter, E.	Tait, R. M.
Rothque, A. M.	Tait, W.
Rothque, W.	Taylor, J.
Rouget, A. J.	Thomas, A.
Rouget, A. M.	Thomas, H. C.
Rouget, C. V.	Thompson, A. R.
Rouget, G. A.	Thompson, Walter
Rouget, S. J.	Thompson, W., Junr.
Round, A. E.	Thomson, J.
Russell, T. W.	Thomson, R. K.
Russell, W. M.	Thorpe, J. G.
Saunders, J.	Timms, B.
Scott, D. F.	Timms, S.
Seis, J.	Toogood, E. G.
Sessions, B.	Town, F.
Sessions, L.	Town, W.
Shanks, R. J.	Towt, G. J.
Shaw, A. J.	Towt, H.

Trayford, L. R.	Whiteside, F.
Tucknott, S.	Wilken, W. B.
Tudor, H. B.	Wilken, B.
Turnbull, W. L.	Wilken, H. V.
Turner, F. P.	Williams, A. R.
Upton, M. J.	Williams, E. R.
Varty, J.	Williams, J.
Venables, W. E.	Williams, W. G.
Verdon, J.	Wilmer, W. B.
Walker, T.	Wilmott, C.
Walker, W. H.	Wilson, H. D.
Wallace, C. T.	Wilson, H. H.
Wallace, J. S.	Wilson, L. J.
Wallace, P. N.	Wilson, M. C.
Wardell, C.	Wilson, O. B.
Warwick, F.	Wilson, W. E.
Warwick, H.	Winberg, C. C.
Watson, A.	Windsor, C.
Watson, H., Senr.	Witton, A. C.
Watson, H., Junr.	Wood, W. B.
Watt, L.	Woodruff, W.
Waugh, A.	Wright, A.
Webb, W. C. R.	Wright, H. P.
Wedge, C. H.	Wright, J. W. C.
Wedge, J. W. R.	Wright, L.
West, S.	Wright, S. G.
Wheeler, J.	Yeaman, E. W. (Sister)
Whelan, J. F.	Yeaman, L.
Whisson, L.	Yeaman, W.
White, B. L.	Yeaman, W. C.
White, W.	

FAITHFUL UNTO DEATH.

Archer, W. L.	Goodall, T. H.
Allen, C.	Gordon, E.
Atkinson, C.	Harris, N. C.
Brain, W.	Holland, A.
Briers, D.	Hooke, N. R.
Burns, J. D.	Ingram, A.
Cann, H. J.	Ingram, R.
Chauvin, W. J.	Jeeves, F. W.
Clayton, S. C.	Johnson, C. H.
Clegg, J.	Kilfoyle, A.
Comans, H.	Lawler, R. B.
Davies, F.	Lawlor, L.
Duncan, E. A.	Linacre, H.
Eales, T. W.	McKenna, R.
Ellis, J. A.	Mackinlay, H. W.
Emery, W.	Metcalf, J. H.
Evans, J.	Milne, G. W.
Ewart, G. F.	Morris, J.
Frazer, J. E.	Mortimore, C.
Gawler, P.	Morton, T.

Niblett, A.
 Nicholls, F.
 Noden, R.
 Orenshaw, W. H.
 Parker, A.
 Parker, J. J.
 Payne, J.
 Pollard, H. L.
 Poyner, E. R.
 Rankin, M. A.
 Ritchie, H.
 Robinson, S.
 Rooney, N. P.

Rouget, S. J.
 Schonfelder, A. W.
 Shell, W.
 Street, A.
 Thomas, R. W.
 Thurrowgood, W.
 Todd, J.
 Tucker, W.
 Wallace, C.
 Wallace, J. S.
 Warren, J. E. C.
 Whitechurch, A.
 Wilson, A.

CHAPTER X.

MT. DANDENONG (or Corranwarrabull), original name.

This picturesque and charming district is situated 24 miles to the east of Melbourne, and is reached by rail to Croydon, thence by motor coaches to the summit. The road from Croydon is under the Country Roads Board, the section along the side of the Mount to the top is under construction, and when completed will give easy access to this beautiful spot. Having an elevation of about 2,000 ft. above sea level and abounding with fern gullies, springs, mountain streams and natural beauty, it ranks as one of the most charming beauty spots to be found anywhere in the State. Held back for the want of good roads for half a century, this locality is about to come into its own. Long felt wants being supplied, a bright future opens up for Mount Dandenong. Here within 24 miles of the metropolis, practically at the City's back door, lies a beauty spot within the reach of all who choose to take a day or week-end trip amidst such unrivalled scenery. Probably in the near future the powers that be may be awakened to the claims of this place of sylvan beauty. The omissions of the past will be remedied, and an electric railway find its way to the district. Here the dwellers in the City may inhale the pure, bracing mountain air, returning to their homes invigorated and inspired.

To attempt a description of the view presented is but to attempt to paint the lily or give fragrance to the sweet scented rose. Its natural position commands a view of the surrounding country on all sides. This, with its elevation and natural local beauties, makes it the tourists and sightseers ideal.

To say that the view is charming is but a meagre description. There are various positions and aspects from which the surrounding country may be viewed to advantage, the old Trig. station being the most favoured. The surrounding country on every side, studded with farms, orchards, homesteads and villages, meets the eye, while in the distance the metropolis and Bay may be seen. For landscape effect and the view presented it is second to none. The soil is rich and deep and was originally studded with trees of immense size and interwoven with under-

growth of natural scrub. The climate is bracing and healthy, and the soil most productive, prolific yields of fruits of all kinds being produced, together with root crops of all descriptions.

The district was first opened up for settlement in the year 1862, the first settlers being Messrs J. Jeeves, M. Child, F. M. Child, E. Theobald and J. Richardson. These settlers took up their holdings under what was known as the "Duffy Land Act." Like other pioneers they had their trials and hardships to contend with. The want of roads was a sore felt need, there being at that time no metal roads between Mt. Dandenong and Kew. The metal road ended at the latter town.

For the past 60 years those hardy pioneers have been fruit-growing. In the initial stages the raspberry was the chief fruit grown, for which the soil and climate was especially adapted. The struggle was long and hard; the difficulties were of an exceptional nature. The mountain tracks were unmade and steep, making it difficult to get either to the station or away from it with goods or produce. Like other settlers, these pioneers grew wheat on their holdings, which they carried to Cashin's mill at Lilydale on packhorses, having the wheat ground into flour, returning home with the finished article the same day or late at night. Thrifty women in the home turned the flour into bread, scones, cakes, etc. The camp oven, a most useful cooking utensil, served as baker's oven. No bakers or millers troubled those thrifty, hard working, pioneering women; they were free and independent. The above remarks apply with equal force to every locality within the Shire. The exceptional conditions of pioneering were met with commendable initiative.

As there was no mail service at that time to the Mount, the settlers in turn would journey to Lilydale and perform the service of mail carrier. Such services were a feature of pioneering days; mails, parcels or stores were carried free by the settlers in turn.

The first religious services were held in those early homes. In the absence of visiting ministers or lay preacher, one of the settlers would read a sermon. Mr. Richardson's home was a free house, where provision was made for the comfort of both man and beast. As soon as ministers were stationed at Lilydale, regular church services were supplied, first by the Methodists, followed by other denominations at a later date.

Mount Dandenong Village Settlement was surveyed by Mr. A. E. Tobin, surveyor, and the plan prepared dated September 25th, 1895. The blocks were mainly of an area of 10 acres. They were readily taken up and the whole mountain side was turned into orchards and gardens. The one great drawback, however, was the want of good roads. Those originally surveyed were steep and difficult to construct. With commendable spirit the settlers persevered and are now reaping the reward of their industry. Better grades have been found for the roads, which are being improved.

The future outlook for this charming district is most promising. The splendid view from the Mount of the surrounding country, together with other natural attractions, constitutes it one of Victoria's chief tourist resorts.

CHAPTER XI.

MUNICIPAL GOVERNMENT.

The history of municipal government in Victoria is so well known that it need not be referred to at any length. The advantages derived from the administration of purely local matters by the municipal authority are such as to commend the system. Local development and improvements of every kind have been accomplished at a more rapid rate than would be possible where every activity was directed from some central or outside administration.

The reason of that is obvious. Men possessing sufficient public spirit and business ability, combined with local knowledge, have ever been found ready to devote their time and energies for the general good. The local councillors have, in addition, succeeded in enlisting the sympathy and practical co-operation of the ratepayers concerned. That would not be possible were the administration controlled from a distance or by an outside body. Thus the varied activities of Local Government, wherever undertaken in a thorough manner, have resulted in efficient and economical administration. Such has been the success of the system that one might predict that its scope may be widened and greater use made of the services of men of knowledge, experience and ability.

It is not a question of dealing with roads and bridges, for the ramifications and activities of municipal government extend over a wide range of subjects. With some additions and improvements there is no reason why Local Government should not eventually replace the State Parliaments.

Since the inauguration of the Federal Government, with that parliament administering all national matters, the enlarged municipal or county councils might with advantage be given the administration of matters of purely local importance.

Ever since Federation there has been a duplication of practically all the original State activities, which has considerably increased the cost of government. Almost every Act of Parliament passed by either Federal or State legislatures means the creation of new departments. Those departments must be manned, resulting in an ever increasing list of civil servants, adding additional burdens to the taxpayers. The adoption of some such suggestion as the above would at one stroke considerably reduce the cost of administration and prevent overlapping.

In the Shire of Lilydale the administration of municipal government has ever been in the hands of public spirited men. They have given time, money and energy in carrying out their duties free from self-seeking or other ulterior motives. Neither fee, reward or position has ever been thought of, the actuating motive being to render public service as an obligation of citizenship. The discharge of such public service, though entailing considerable work, time and thought, has ever been conscientiously and faithfully performed. The gratuitous services thus rendered have been of immense advantage to the municipality, though probably not fully appreciated. Men possessing the

necessary qualifications will always be found, who, without fear or favor, will carry out municipal government. Of such men the Shire Council of Lilydale has ever been composed—men of sound judgment, business ability and practical knowledge.

During the history of the Shire, covering a period of over 60 years, many changes have naturally taken place in the personnel of the Council. A list of the names of each member, dating from the first Roads Board to the Council of the present day, is given in the order of their respective connection with the Shire. Likewise a list of the officers who have served the Shire is appended, together with the particular offices filled by each.

The original Roads Board, known as the "Upper Yarra Roads Board," was constituted in the year 1862, the first members being:—

1862.

Messrs Thos. Hand, Senr., Wm. Hand, S. De Pury (President), Thos. McIntyre, W. Commeford and J. Lithgow.

1863.

Thos. McIntyre (President), Thos. Hand, Senr., Wm. Hand, S. De Pury, W. Commeford and J. Glennon.

1864.

Thos. McIntyre (President), W. De Pury, Wm. Hand, S. De Pury, W. Commeford and J. Glennon.

1865.

Thos. McIntyre (President), W. De Pury, Wm. Hand, S. De Pury, W. Commeford and J. Glennon.

1866.

Thos. McIntyre (President), W. De Pury, John Kerr, S. De Pury, W. Commeford, G. De Pury.

1867.

Thos. McIntyre (President), J. Hutchinson, John Kerr, Smith, R. Blair, G. De Pury, E. M. Poyner, Menson, and J. Rourke.

1868.

Thos. McIntyre, J. Hutchinson (President), John Kerr, Smith, R. Blair, G. De Pury, E. M. Poyner, Menson, J. Rourke.

1869.

Thos. McIntyre, J. Hutchinson, John Kerr, Smith, R. Blair, G. De Pury, E. M.

Poyner, Menson, and B. McAleese.

1870.

Thos. McIntyre, J. Hutchinson, John Kerr, Smith, R. Blair, G. De Pury (President), E. M. Poyner, Menson, and B. McAleese.

1871.

Thos. McIntyre, J. Hutchinson (President), John Kerr, Smith, R. Blair, G. De Pury, E. M. Poyner, Menson, B. McAleese.

Constituted a Shire Council,

1872.

Councillors—1872.

Thos. McIntyre, J. Hutchinson (President), Thos. Payne, Smith, R. Blair, G. De Pury, D. McNab, Deschamp, B. McAleese.

1873.

Thos. McIntyre, J. Hutchinson (President), Thos. Payne, R. Black, R. Blair, G. De Pury, Paul De Castella, Deschamp, B. McAleese.

1874.

Ed. Hunter, J. Hutchinson (President), Thos. Payne, R. Black, R. Blair, G. De Pury, H. Perrin, Deschamp, B. McAleese.

1875.

Ed. Hunter, J. Hutchinson, D. Mitchell, R. Black, R. Blair, G. De Pury (President), H. Perrin, J. Lithgow, B. McAleese.

1876.

Ed. Hunter, J. Hutchinson, D. Mitchell, J. Rourke, R. Blair, G. De Pury (President), H. Perrin, J. Lithgow, B. McAleese.

1877.

T. McIntyre, J. Hutchinson, D. Mitchell, J. Rourke, R. Blair, G. De Pury (President), A. H. Massina, J. Lithgow, B. McAleese.

1878.

T. McIntyre, J. Hutchinson, D. Mitchell, J. Rourke, G. Wiggin, G. De Pury (President), A. H. Massina, M. Supple, Monichan.

1879.

T. McIntyre, R. Blair, D. Mitchell, J. Rourke, G. Wiggin, G. De Pury (President), A. H. Massina, M. Supple, Monichan.

1880.

Jas. Baker, R. Blair, D. Mitchell, J. Rourke, G. Wiggin, G. De Pury (President), Dr. Elms, M. Supple, Monichan.

1881.

Jas. Baker, R. Blair, D. Mitchell, J. Rourke, G. Wiggin, G. De Pury (President), Dr. Elms, M. Supple, R. Walker.

1882.

Jas. Baker, R. Blair, D. Mitchell, J. Rourke, W. Nicholson, G. De Pury (President), Dr. Elms, M. Supple, R. Walker.

1883.

Jas. Baker, R. Blair, D. Mitchell (President), J. Rourke, W. Nicholson, A. H. Massina, G. Wiggin, M. Supple, R. Walker.

1884.

Jas. Baker, R. Blair, T. McIntyre, J. Rourke (President), J. Kerr, A. H. Massina, G. Wiggin, Jas. Hewish, R. Walker.

1885.

Jas. Baker (President), R. Blair, T. McIntyre, J. Rourke, J. Kerr, E. Kidgell, G. Wiggin, Jas. Hewish, R. Walker.

1886.

Jas. Baker (President), R. Blair, G. R. White, J. Rourke, J. Kerr, E. Kidgell, G. Wiggin, Jas. Hewish, R. Walker.

1887.

Jas. Baker, R. Blair, G. R. White, J. Rourke, J. Kerr, E. Kidgell (President), G. Wiggin, Jas. Maggs, R. Walker.

1888.

Jas. Baker, J. Quigley, G. R. White, A. Read, J. Kerr (President), R. T. Kings, G. Wiggin, Jas. Maggs, R. Walker.

1889.

Thos. Grant, J. Quigley, G. R. White (President), A. Read, John Kerr, R. T. Kings, G. Wiggin, R. Walker, W. Read.

1890.

Thos. Grant, J. Quigley, G. R. White (President), A. Read, John Kerr, R. T. Kings, W. Read, G. E. Overton, A. Rawlings.

1891.

Thos. Grant, Jas. Baker (President), G. R. White, H. B. Lane, J. Kerr, R. T. Kings, J. Wallace, G. E. Overton, A. Rawlings.

1892.

Thos. Grant, W. H. Smith, G. R. White, H. B. Lane (President), J. Kerr, R. T. Kings, J. Wallace, G. E. Overton, A. Rawlings.

1893.

Thos. Grant, W. H. Smith, G. R. White, C. Blair, J. Kerr, R. T. Kings, J. Wallace, G. E. Overton (President), A. Rawlings.

1894.

Thos. Grant, W. H. Smith, G. R. White (President), C.

Blair, J. Kerr, R. T. Kings, J. Wallace, G. E. Overton, A. Rawlings.

1895.

Jas. Hewish, W. H. Smith, G. R. White, C. Blair, J. Kerr, R. T. Kings, J. Wallace, G. E. Overton, A. Rawlings (President).

1896.

Jas. Hewish, W. H. Smith (President), G. R. White, C. Blair, F. B. Lithgow, R. T. Kings, J. Wallace, John Lewis, A. B. Taylor.

1897.

Jas. Hewish, W. H. Smith, A. E. Syme, C. Blair, F. B. Lithgow, R. T. Kings (President), J. Wallace, John Lewis, A. B. Taylor.

1898.

W. T. Cottingham, W. H. Smith, A. E. Syme, C. Blair (President), F. B. Lithgow, R. T. Kings, J. Wallace, John Lewis, A. B. Taylor.

1899.

W. T. Cottingham, W. H. Smith (President), A. E. Syme, C. Blair, F. B. Lithgow, R. T. Kings, J. Wallace, John Lewis, A. B. Taylor.

1900.

D. H. Allen, W. H. Smith, F. B. Lithgow (President), R. T. Kings, J. Wallace, John Lewis, A. B. Taylor.

1901.

D. H. Allen, R. Kilpatrick, M. C. G. Hutton, E. T. Jeeves, Jas. Rouget, R. T. Kings, J. Wallace, John Lewis, A. B. Taylor (President).

1902.

T. E. Kinsella, R. Kilpatrick, E. A. Janson, E. T. Jeeves, Jas. Rouget, R. T. Kings, J. Wallace (President), John Lewis, A. B. Taylor.

1903.

T. E. Kinsella, H. Hughes, E. A. Janson, E. T. Jeeves,

Jas. Rouget, W. J. Wilson, J. Wallace (President), John Lewis, A. B. Taylor.

1904.

T. E. Kinsella, H. Hughes, E. A. Janson, E. T. Jeeves, Jas. Rouget, W. J. Wilson, J. Wallace, J. Lewis, A. B. Taylor (President).

1905.

T. E. Kinsella, H. Hughes, E. A. Janson (President), E. T. Jeeves, Jas. Rouget, W. J. Wilson, J. Wallace, J. Lewis, A. B. Taylor.

1906.

T. E. Kinsella, H. Hughes, E. A. Janson, E. T. Jeeves, Jas. Rouget (President), W. J. Wilson, J. Wallace, J. Lewis, A. B. Taylor.

1907.

T. E. Kinsella, H. Hughes (President), E. A. Janson, E. T. Jeeves, Jas. Rouget, W. J. Wilson, J. Wallace, E. Burgi, A. B. Taylor.

1908.

T. E. Kinsella, H. Hughes, R. T. Kings, E. T. Jeeves, Jas. Rouget, W. J. Wilson, J. Wallace (President), E. Burgi, A. B. Taylor.

1909.

D. B. Daly, H. Hughes, R. T. Kings, E. T. Jeeves, Jas. Rouget (President), W. J. Wilson, J. Wallace, E. Burgi, A. B. Taylor.

1910.

D. B. Daly, H. Hughes, R. T. Kings (President), J. B. McAlpin, Jas. Rouget, W. A. Wharrington, J. Wallace, E. Burgi, J. Evans.

1911.

D. B. Daly, H. Hughes, R. T. Kings, J. B. McAlpin, Jas. Rouget, W. A. Wharrington, J. Wallace, E. Burgi (President), R. G. Henderson.

1912.

C. Blair, H. Hughes, R. T. Kings, J. B. McAlpin (Presi-

dent), Jas. Rouget, W. A. Wharrington, J. Wallace, E. Burgi, R. G. Henderson.

1913.

C. Blair, H. Hughes (President), R. T. Kings, J. B. McAlpin, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi, D. B. Daly.

1914.

C. Blair, H. Hughes, W. G. Town, J. B. McAlpin, Jas. Rouget, J. McGhee, J. Wallace (President), E. Burgi, D. B. Daly.

1915.

C. Blair, H. Hughes, W. G. Town, J. B. McAlpin, Jas. Rouget, J. McGhee, J. Wallace (President), E. Burgi, D. B. Daly.

1916.

C. Blair (President), H. Hughes, W. G. Town, J. B. McAlpin, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi, S. Hardidge.

1917.

W. Mackinlay, H. Hughes (President), W. G. Town, Wm. Rae, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi, S. Hardidge.

1918.

W. Mackinlay, H. Hughes, E. A. Paul, Wm. Rae, Jas. Rouget (Pres), J. McGhee, J. Wallace, E. Burgi, S. Hardidge.

1919.

W. Mackinlay (President), H. Hughes, E. A. Paul, Jos. Hamill, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi, A. T. Miles.

1920.

W. Mackinlay, H. Hughes, E. A. Paul, Jos. Hamill, Jas. Rouget, J. McGhee (President), J. Wallace, E. Burgi, A. T. Miles.

1921.

W. Mackinlay, H. Hughes, E. A. Paul, Jos. Hamill, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi (President), A. T. Miles.

1922.

W. Mackinlay, H. Hughes, E. A. Paul, Jos. Hamill, Jas. Rouget, J. McGhee, J. Wallace, E. Burgi, A. T. Miles (President).

1923.

W. Mackinlay, H. Hughes, E. A. Paul (President), W. C. E. Jones (elected August, 1922), J. McGhee, J. Wallace, E. Burgi, A. T. Miles.

PRINCIPAL OFFICERS OF THE COUNCIL.

Mr. Thomas Hand filled the offices of Secretary, Engineer and Rate Collector of the Upper Yarra Roads Board and Shire Council from the year 1862 to 1874. He was appointed Engineer to the Shire in 1874, filling that position until his death, in 1882.

Mr. H. W. Paul was appointed Shire Secretary and Rate Collector in 1874, filling the position with marked ability until 1897, when, owing to his sight failing, he relinquished the office.

Mr. Paul continued to hold the office of Collector until 1903, when he resigned.

The Council fittingly marked Mr. Paul's retirement by a presentation as a recognition of faithful services covering 29 years.

Mr. Wm. Woods filled the position of Engineer from 1882 to 1897.

Mr. J. H. McComb was appointed Secretary and Engineer to the Shire in the year 1897, which position he filled up to the time of his death in 1913.

Mr. G. A. Paul was appointed Rate Collector, combined with several minor offices, in 1906, which office he still fills with credit.

Mr. Hamilton Sinclair was appointed Secretary and Engineer in 1913, filling the position for 6 years until his death in 1919. Mr. Crowther filled the position of Engineer temporarily.

Mr. J. C. Winterbottom was appointed Secretary in 1919 until 1922, when he died.

Mr. W. E. Thompson was appointed Engineer in 1919, which position he still holds.

Mr. E. Winterbottom, the present Secretary, was appointed in 1923.

Miss J. C. Tait, Clerk and Typist, appointed 1913, qualified as a Municipal Clerk, and is still in the employ of the Council.

Mr. W. T. Hill has served the Council for many years in various capacities, including that of Ranger and Inspector.

For several years Mr. T. Heaney served the Shire in the capacity of Secretary's Assistant under Mr. J. H. McComb. He transferred to Fern Tree Gully Shire, where he became Secretary, later qualifying as an Engineer, which position he now holds.

The following table will reveal the development of the Shire in 10-year periods dating from the year 1872, the year the Shire was constituted.

Year.	Annual Value.	No. of Assessments.	Rate in the £.
1872	£12,347	383	1/-
1882	£21,992	758	1/-
1892	£51,825	1310	1/-
1902	£44,847	1897	1/-
1912	£56,148	2520	1/6
1922	£127,206	5392	2/-
1923	£132,000	5930	2/3

CHAPTER XII.

INDUSTRIES WITHIN THE SHIRE.

As already indicated, farming and dairying are conducted throughout the Shire, but chiefly around the districts of Mooroolbark and Yering. The tract of country commencing at Mooroolbark Railway Station, running northwards to the River Yarra, and eastwards along the Olinda Valley and the Yarra Basin to the eastern boundary of the Shire, is especially adapted for the purpose. The climate is mild, the rainfall abundant, ensuring excellent yields of crops and pastures. The land in question is of first quality, consequently eminently adapted for farming and dairying.

Since the advent of the railway the production of milk for the metropolis has been a special feature. Dairy herds have been consistently improved, the milk yield augmented by scientific methods, and by means of the silo and hand-feeding a regu-

lar supply is assured throughout the year. The absence of drought conditions stamps the locality as one of the very best for the purpose of milk production within easy reach of Melbourne. But, while the industry is sound and the returns satisfactory, the work is incessant—seven days a week throughout the year. Every other trade or calling may have their holidays, annual or ordinary, and even shut up their business places, but not so the dairymen. Milk is required each day; it cannot be stored away for future delivery. Hence, morning and evening, early and late, as well as throughout the day, their work is performed with unfailing regularity and precision.

General farming and sheep raising is also conducted with every success. Sheep thrive in the locality, while hay growing, maize and root crops give prolific yields right throughout the Shire.

Fruitgrowing, from the early settlement to the present day, has been one of the main industries in the Shire. From and around the growing town of Ringwood it extends to every part of the Shire. Orchards abound at Ringwood, Croydon, Warrandyte, Wonga Park, Kilsyth, Montrose, Mt. Dandenong, Olinda, Monbulk, Silvan, Evelyn, Wandin, Wandin East, Seville, Gruyere and Lilydale. A visit to any or all of the annual fruit shows reveals the untold possibilities of this industry. Provided markets overseas can be found and a system of co-operative distribution arranged locally the future of this industry is assured.

Berry fruits are grown extensively around the districts of Wandin, Seville, Wandin East, Silvan, Evelyn, Monbulk, and Mt. Dandenong. The soil being chiefly chocolate, rich and deep, is especially adapted for all varieties of berry fruits. A ready market is available under a proper system of distribution with quick transit. In the pioneering days prices were very much lower than they are to-day. Raspberries were sold as low as 1½d per lb., while to-day the prices range from 6d per pound upwards. For many years raspberries were extensively grown; almost every settler had a patch of raspberries. The crops produced were enormous, ranging from 2½ tons to 4 tons per acre.

The yield for the whole State was, when the industry was in its zenith, up to 1300 tons per annum, Tasmania producing about the same quantity. Owing to low prices many threw up the industry and turned their attention to other fruits. Since the opening up of the country, the required shelter being removed, the raspberry is not as productive as formerly. But there are still suitable places where they can be grown satisfactorily in the virgin country around Monbulk, Silvan and Wandin East chiefly.

However, the loganberry has, during the past 10 years, come into prominence. It is a heavy bearer, and being earlier in the season the yield is more certain. A ready sale is found at payable prices for this delicious fruit. Strawberries have always been a favorite with both the grower and the public. Under suitable conditions of soil, aspect and season, good yields are obtained at satisfactory prices. Passion fruit culture has developed throughout the Parish of Wandin Yalloak. On suitable

soil, elevation and aspect, this is one of the most remunerative branches of fruit culture. A ready market is available. With good attention and frequent working of the soil, thus retaining the moisture, good yields are obtained. The most suitable aspect is easterly, north-easterly and northerly.

The production of larger fruits has become the leading factor in fruitgrowing throughout the Shire. Apples, pears, peaches and stone fruits are produced in enormous quantities. Jam fruits up to the last year or two have found a ready sale locally. The local market also absorbs a fair quantity of apples. It is, however, to the export trade that apple growers must look for a market for the great bulk of their produce.

It may be mentioned in passing that the local market can absorb much larger quantities of fruits of all varieties. By a system of co-operative distribution, eliminating the middlemen and distributing to the customers' home, more satisfactory results to producer and consumer will be achieved. The quantity used would be probably doubled, for, owing to the cost of distribution, fruit to-day is a luxury. Such a venture only awaits the guiding hand of a genius and the backing of producers and consumers to warrant its success. When it is remembered that the consumer to-day has to pay up to 100 per cent. more than the producer receives, there is no wonder that consumption is restricted.

Vinegrowing, to which extended reference has been made in another chapter, has, with but few exceptions, almost disappeared. The vineyard at St. Hubert's, together with the excellent equipment, has given place to prosperous dairy farms. The estate was subdivided into handy sized farms, which were readily purchased. The same applies to Chateau Yering, where the first Victorian vineyard was planted. At Yeringberg Estate, owned by G. De Pury, Esq., portion of the vineyard still exists. The estate is used chiefly for sheep grazing and farming.

CAVE HILL LIME, CEMENT AND STONE CRUSHING WORKS.

In a previous chapter reference has been made to Cave Hill Estate and its enterprising owner, the late David Mitchell, Esq. Cave Hill lime and cement are known throughout the State for their excellent binding quality. Opened some 44 years ago, the quarries and lime kilns have provided constant employment for a large number of men. The lime stone deposits are most extensive, and are pronounced by geological experts to reach to unknown depths. The deposit is such as to guarantee abundance of stone for generations. The stone by-product, crushed by an up-to-date crushing plant, is largely used for roadmaking and ballasting purposes. Being served with a railway siding into the works, economical handling of the products is guaranteed. The annual output from these works has been enormous.

Dairying and general farming forms a feature also of the estate, which holds a unique position for the varied activities conducted and produce raised.

BLACK'S STONE QUARRIES.

Robert Black, Esq., J.P., with commendable enterprise opened up stone quarries, installing a complete stone crushing plant about one mile to the east of Lilydale, on the Lilydale to Healesville railway line, with a siding into the quarries. These extensive quarries are situated at the northern end of a range of hills known as Bald Hills. The stone, which is of fine quality, is being worked to a considerable depth, the wall face of the quarry being 250ft. This quarry has an output of about 600 cubic yards per day. The proprietor is opening up a new quarry nearby for bluestone.

Large contracts for many thousands of cubic yards of metal are annually entered into and supplied. The capacity of the plant is such that, provided trucks are supplied, the orders are promptly despatched. This industry is invaluable to the district, and supplies at a minimum of cost excellent road material. When set down on a good firm bottom and well consolidated, roads made with metal from Black's quarries give results as to wearing quality equal to any metal in the district.

FIREWOOD INDUSTRY.

For a considerable period the supply of firewood has become a thriving industry. The district being within easy reach of the city, firewood was cut and carted by road in the early days and sold in the metropolis. Through the districts from Ringwood eastward and on both sides of the White Horse Road, the timber there to-day is a second growth, the original timber having been cut. Since the advent of the Lilydale and the Warburton lines considerable business has been done.

In the pioneering days, owing to the want of facilities, the firewood timber was destroyed by fire by thousands of tons annually. Of recent years, however, either something in the nature of a few pence per ton royalty, or partly clearing the land for the timber, has cheapened the cost of clearing. The Railway Department draws large supplies from Evelyn, Wandin, Seville, Killara and Worri Yalloak. There is also a heavy output in 1ft. blocks and 2ft. and kilnwood, which is supplied to the city and suburbs.

JAM MAKING AT WANDIN.

Extensive reference has already been made under the heading of "Wandin," so that any further remarks are unnecessary.

SAWMILLING.

From the earliest days of pioneering sawmills have had a place in the Shire. Thomas Birt worked a saw pit at Birt's Hill, from which it derived its name, a well-known resident, Mr. Thos. Bevis, being engaged with Mr. Birt on this work. Mr. Bevis worked for Gardiner and Fletcher as early as 1849.

Mr. Joseph Counsel also had a saw pit in the district. He afterwards kept the Travellers' Rest Hotel, near Blackburn.

Mr. Goodyear had a saw pit at the Stony Ford, in South Wandin (now Silvan) district. That was about the year 1860.

Swift's Sawmill, in the same locality, was also worked for some time, supplying the needs of the district for miles around.

More recently other sawmills took up the business, so that right up to date the industry has been maintained. Messrs Child Bros. are still carrying on the business, while other mills have started around Silvan and Monbulk.

Mr. W. Connor had a sawmill on the Stringy Bark Creek, on the property where Mr. A. Hoadley planted an orchard.

PRINTING OFFICE.

The printing office, with which is associated the "Lilydale Express," was started by Mr. W. Axford and son in the year 1886. It was then taken over by Messrs Webb & Oliver. This partnership was, however, of short duration. The business was carried on under the partnership of Messrs T. Oliver and T. B. Handley for two years, from 1887 to 1889. Mr. Handley retired. Mr. Oliver continued until Feby. 1st, 1891, the business being then taken over by Mr. E. Lincoln until December, 1891. Mr. T. Oliver again took control from that date until 1912, when he was joined by Mr. N. Gill until the end of that year. The business again reverted to Mr. Oliver, who sold to Mr. Petit and retired, leaving the district. The business is now being conducted by Mr. S. Gratton.

The Local Tannery was started some years ago, Mr. Richard Hand being the first owner.

The Aerated Water Factory was started by Mr. Matthews, and was carried on for many years by Messrs Wilcox Bros.

CHAPTER XIII.**RINGWOOD, CROYDON AND SURROUNDING DISTRICTS.**

The earliest settlement in the Ringwood district took place in the year 1857, when the district was laid out and surveyed by Mr. N. M. Bickford, superintendent of Mr. Hodgkinson's field party. Mr. Nelson Polak selected on Canterbury Road, south of Section 2.

Mr. and Mrs. Andrew Kennedy were the first settlers at Ringwood, arriving there in June, 1871, 52 years ago. There were no houses at that time on the site of the present town. The country was all open for miles around.

Mr. Kennedy built his house on land he selected on Warrandyte Road, making that his home. Shortly afterwards he had the misfortune to lose his house by fire. However, he re-built and went on. Those were the days of bullock teams, with bush tracks winding through the forest timber. There were no formed roads. The carter had to wind his way through deep ruts and bog holes. Mr. Kennedy opened and conducted a Sunday School in a small cottage near the hotel on the main road. The first Day School was kept by Mr. Cass in a small building near Molloy's.

Mr. T. Grant opened a blacksmith's shop near the old post office on White Horse Road, which he conducted most success-

fully for many years. He was elected a member of the Lilydale Shire Council in 1889, continuing in office for six years. Other early settlers at Ringwood were Mr. Grace, Mr. Dickson, Mr. Shanks, Mr. T. Brown, Mr. McCoskey, Messrs Wiggins, Quigley, Pearce, Curran, Clutch, Smith, followed by many others as the district was opened out.

The antimony mine at Ringwood has ever been a landmark with associations with the district. It was first owned by Mr. Pearce, who worked it successfully notwithstanding the fact that the material from the mine had to be carted to Melbourne for treatment. Mr. James Quigley was appointed manager of the mine in 1874, maintaining the position until 1883, and is credited with being the first person to discover the purest Kaolin ever found in Australia, at Ringwood. He was the first to enter upon the business of brickmaking at Ringwood, and formed a company, of which he became manager. He was elected a member of the Shire Council in 1888, holding office for three years.

On the site where the Church of England now stands Mr. Duncan erected the Antimony Mine Hotel, which he conducted for some time. The State School was erected and opened at Ringwood February 6th, 1880.

The possibilities of the district as a fruitgrowing centre were soon discovered, the land being especially adapted for the cultivation of fruits, vegetables and flowers. Considerable progress was made in settlement and development once the locality was opened up by the construction of the Hawthorn to Lilydale line of railway in 1881. From that time to the present Ringwood and surrounding districts have made wonderful progress. Being in close proximity to Melbourne, and consequently within driving distance of markets, settlement and the planting of orchards proceeded apace. For the production of such fruits as apples, pears, cherries and all stone fruits, the district embracing Ringwood to Wonga Park, and Croydon to Mont Rose, may be equalled but not excelled. Travelling through the district a magnificent view of the highly tilled orchards meets the eye. The soil being loamy, with a clay subsoil, possesses the requisite ingredients which give that rich bloom to the fruits so attractive to buyers. The quality and flavour is unexcelled, bearing evidence to adaptability of soil and climate, which, combined with intense culture and scientific treatment of the orchards, produces such excellent results.

From a few scattered dwellings at its inception, Ringwood has grown into one of the suburban towns where future expansion is practically unlimited. The progress of the past 25 years has been phenomenal, yet permanent. With the advantages of electric light and power and an excellent water service, it is destined to become at no distant date a most popular residential suburban area. Its proximity to the metropolis, with an electric railway service, up-to-date stores, banks, timber yards, schools, churches, public hall, recreation reserves, commanding position and healthy surroundings, gives it a place in the front rank of suburban districts.

The progress made hitherto, notwithstanding the initial difficulties, has been both rapid and permanent. The residents have

taken keen interest in all matters relating to the town and district; their united efforts have resulted in improvements in every direction. Well made streets and footpaths extend in all directions, while many of the thoroughfares have been improved by tree planting.

Enterprising local fruitgrowers combined to purchase the cool stores erected by the Government adjoining the railway station. This venture has been successfully run and has proved of great advantage to the fruitgrowers, enabling them to store their fruit cheaply and regulate the supply. Motor services have been established between Ringwood, Warrandyte and Wonga Park, while a quick and frequent electric railway service connects with the metropolis.

The town is spreading on all sides, population is rapidly increasing, estates are being subdivided, and land values are constantly rising. The demand throughout the locality for building blocks and orchard property is ever increasing, proving most conclusively the popularity of the town and surroundings as a residential area, health resort, as well as for its productive value. Being only 15 miles from Melbourne, with a frequent electric railway service and possessing every natural advantage of position and attractive surroundings, Ringwood offers attractions to purchasers unexcelled in the suburban area. While enjoying the advantages of city conveniences, residents in this favoured locality can combine with it healthy rural surroundings.

The Ringwood Horticultural Society, established some 27 years ago, has had a successful career. The annual autumn show is one of the premier shows of the State, and reflects the greatest credit upon the committee and members. Having outgrown the buildings in the town, this annual display is held in the recreation reserve under large marquees.

Associated with the more recent history of Ringwood was the matter of securing a recreation ground and public hall right in the heart of the town. With commendable zeal and enterprise the citizens took up the matter, and with the aid of the Shire Council their ideas were consummated. A strong committee of citizens became responsible for the repayment of interest and sinking fund to the Council, which body had borrowed the money. Under similar conditions the public hall and grounds at Croyden secured, likewise at Mont Rose and Olinda.

The Ringwood Hall was erected in 1909, and has since become too small to hold the large audiences. It has recently been enlarged to meet the needs of the ever increasing population.

Ringwood possesses two up-to-date timber yards, both of which do a thriving business, whilst the town is studded with stores and business houses of every description. The regular market for stock, etc., serves the districts for many miles around. Both buyers and sellers meet there to their mutual advantage. The E. S. & A. Bank, together with the State Savings Bank, are well established institutions.

Ringwood has three public reserves, one of six and a half acres near the railway station, one of 14 acres at the east end of the town, and another recently purchased of 15 acres. Commendable foresight has thus been shown by the citizens and public men.

The town of Croydon, situated on the Melbourne to Lilydale railway line 19 miles from the city, has had a rapid growth. Being in the outer suburban area, it has become most attractive to tourists, week-end and holiday visitors, as well as to those desiring a permanent home. Enterprising business men and firms have, by their foresight and industry, catered for every requirement. A large public hall and library cater for the amusement and literary tastes of the people. Public and private schools offer educational facilities for the young, while recreation may be had on the extensive reserve in the centre of the town. The streets are well made, while tree planting has for many years been a feature in the life of the town. The convenience of electric light and water has been supplied, a good train service obtained, and postal facilities brought up to date. Being the setting down station for passengers to the districts from Croydon to Mount Dandenong, the traffic is consequently heavy. A motor coach service has been installed to Mt. Dandenong, and the road is being completed under the Country Roads Board, which augurs well for the future of those districts. Extensive orchards abound on every side, fruitgrowing being the chief industry in the surrounding country. An up-to-date cool store and packing shed situated adjoining the railway station is well patronised by the growers, who take full advantage of the facilities thus provided. Signs of progress are to be seen everywhere; beautiful villas and nicely laid out orchards and gardens abound. Journeying northwards the traveller passes through the district leading to Wonga Park. On either side of the road for a considerable expanse are to be seen beautiful, well tilled orchards. The gardens and homes scattered over the country with rich profusion, intermingled with the surrounding native timbers, present a most pleasing picture.

On the south side of the railway line, stretching away through the districts of Kilsyth, Mont Rose and Mt. Dandenong, the main road passes through that thickly settled district.

Kilsyth can claim to have one of the oldest residents in the Shire, Mr. Thomas Turner having resided there from 1844, practically during the whole of his long life. Arriving there when two weeks old, Mr. Turner knows the history of the locality for many miles around. Being now in his 80th year, Mr. Turner has a personal knowledge of the surrounding country extending from childhood to old age.

Like every other locality, advancement has been hard won and brought about through toil and hardship. Perseverance, the predominant feature of the sturdy pioneers, enabled them to win through. The progress at first was necessarily slow, but as acre after acre were won from nature, development became more rapid. Keen interest has always been displayed by the residents in all matters affecting their interests. Progress Associations, Show Committees, School Committees, etc., are ever on the alert to advance their respective localities.

Having now the advantage of good roads and a motor coach service, many homeseekers are being attracted to the district. The larger estates are being cut up and devoted to closer settle-

ment purposes, consequently considerable increase in population has resulted. Orchard property, week-end and building blocks are in good demand, while land values are constantly increasing. The mark of progress is stamped upon the whole district, and as population increases, with better roads and other advantages, the future prospects are most promising. Many of the original settlers have passed away, but there remains many who from their boyhood have watched and aided, by their efforts, the progress made during past years.

Originally the whole country around was held as cattle and sheep runs. Gardiner and Fletcher at Mooroolbark, Anderson at Anderson's Creek (Warrandyte). Mr. Wm. Turner's cattle run embraced Bayswater, Ringwood, Mitcham and Fern Tree Gully. Saw pits, where timber was cut by hand, were working in many localities, while timber getters were also busy splitting timber, palings and shingles. Mr. T. Birt had what was known as the "double pits" at Montrose, where large quantities of building timbers were cut. This gentleman had also sawn timber at Birt's Hill, on the White Horse Road. Timber was delivered at Melbourne from this district at 6/6 per 100ft. With all the latest improvements and up-to-date appliances, and improved methods of carriage, sawmillers of to-day cannot supply at saw pit rates.

CHAPTER XIV.

REMINISCENCES OF THE EARLY DAYS.

One of the first buildings erected in Lilydale was a store kept by Mr. Wm. Atkinson, about the site of the shop now kept by Mrs. B. Smith.

Mr. H. Perrin built the first house in Lilydale in 1860.

Mr. C. Deschamp was the first to settle in Lilydale immediately the survey was made in 1860.

Mr. H. Perrin was the first postmaster at Lilydale, he being appointed in 1861 and retaining the position for 27 years.

Mr. F. Perrin took up the position and continued in office until the Government Post Office was erected.

Mr. Balchin built the Lilydale Hotel and General Store in 1863.

Mr. H. D. Artis built the Commercial Hotel in 1865. He also opened the general store, which he conducted for many years. The Commercial Hotel has ever remained in the Artis family, by whom it was so well conducted over a period of 58 years.

Messrs Harman and Barbour built the Crown Hotel, also a boot shop in Main Street.

Mr. T. Cashim built a flour mill on the Creek at the south-west end of Anderson Street. To this mill in pioneering days settlers conveyed their wheat, having it ground into flour, returning home with the finished article.

Wheat was a very common crop in the early days, being grown for grain, not for hay.

Dr. Elms was the first doctor in Lilydale.

John Supple was the first blacksmith. He built the shop at the corner of Main and Castella Streets, which has been owned

and conducted by the family ever since. Other similar establishments in the town at varying dates were conducted by Mr. F. Read, Mr. Wesble, Mr. G. R. White. Mr. Briers now occupies the shop formerly occupied by Mr. White.

The first school was a small wooden building situated on the old main Melbourne Road, on what was known as "Wilson's Hill." That was in 1866. Shortly afterwards a school was built in Anderson Street, Mr. Grant being the teacher. For the convenience of residents around Mooroolbark a school was built at Black Springs. The present State School in Castella Street was erected by Mr. H. Hyne, he being the contractor.

Mr. Henry Parfitt was the first to conduct the Church of England services in Lilydale.

The Rev. J. Westacott commenced services for the Methodists in June, 1866. The first services were held in Mr. Richard Hand's house. Services were also conducted at Healesville, Mt. Dandenong and Wandin in 1867, the first being held in Mr. T. Payne's house, Wandin.

Mail Delivery.—For some years Mr. Campbell, of Lilydale, assisted by members of his family, delivered the letters and papers. It was a weekly service, the work being performed on horseback. The mails were carried by coach as soon as that service was established between Melbourne and Lilydale. Messrs Cobb & Co. were the contractors, and the starting point was the Albion Hotel, Melbourne. Mr. Hugh Mitchell started a line of coaches in opposition to Messrs Cobb & Co., starting from the Bull and Mouth Hotel, Bourke St. The usual fare from Melbourne to Lilydale was 5/-. When Mr. H. Mitchell commenced in opposition he reduced the fare to 2/6. Messrs Cobb & Co. reduced it to 1/-, and a resident of Healesville was carried from Healesville to Melbourne during that rivalry for one shilling. In this 20th century, with all the latest inventions, passengers are not carried so cheaply. Some of the drivers of those coaching days were Mr. Archie Grant, Mr. Mitchell, Messrs Robert and Allen Fisher, M. Kennedy, A. Hogg, F. Brooks, J. Lithgow, W. Hussey.

The railway line from Hawthorn to Lilydale was opened in 1881, the opening being celebrated by a banquet at Lilydale. That was a red letter day in the history of the district. Former disabilities of road cartage were removed, giving an impetus to trade and aiding the expansion of rural development, while progress in all directions was achieved. The railway line was extended first to Healesville, then to Warburton in 1902. Those extensions opened up the possibilities of the intermediate districts, as well as assisting development in the towns mentioned. Prior to the railway extension, all goods and produce was carted by road, first by bullock teams, then with horses. Owing to the want of good roads the journey was slow and difficult. Some of those early carriers were John Younger, John Hill, Henry Hill, Urn Hill, Edward Hill, Fisher, W. Holter, J. Nicholson, T. Hill, Watson, W. Hand, John Hogg, Thomas Hogg, Thos. Quayle, John McGhee, John Faulkner, R. Hunter, Wm. Hunter, John Hunter.

The present main road between Melbourne and Lilydale was unmade beyond Kew, and in many places was a mere quagmire. Near Tunstall the road was so rough that it was christened "The Bay of Biscay." Besides the regular carriers many of the settlers used the road carting their own produce and goods. The present main road between Lilydale and Wandin was not surveyed until 1880, being gradually cleared and formed. Prior to that the roads used were the three-chain road and Fisher's Track, the latter being mainly used. It was merely a blazed track cleared sufficiently wide for one vehicle only. Once fairly on it, however, especially in winter time, it would be difficult to miss it, because of deep ruts on either side which marked the way. Fisher's Track served for many years and was the main thoroughfare between Lilydale and Warburton. Notwithstanding more recent improvements portions of that track are still visible. Many are the incidents that could be related of teamsters and settlers wending their way through those tracks in all parts of the Shire, in the darkness, calling for help. The "Cohee" was often sent ringing through the night air, the S.O.S. signal of those days for help. Cheerful assistance was readily given, and many a benighted weather-beaten traveller found a haven of rest, comfort and shelter in those humble dwellings in the bush. Hospitality was a most striking characteristic of those noble-hearted men and women; although struggling with hardship they were keen to render much needed help.

Mutual helpfulness was a necessary characteristic among the numerous carriers using the roads. On many occasions the drivers were compelled to help each other through the bad places, which were numerous, and at times unloading had to be resorted to. Those teams carried goods from Melbourne to Lilydale, to Healesville, Marysville, also through Wandin, Worri Yallock, Hoddle's Creek and Warburton; also on Mt. Dandenong, Wandin South (Silvan) and Beenak Roads. Drivers acquired great skill in judging loads, distances, and the time required to make the journey. The work was hard, the hours were many, while for the drivers there was no comfort and but little rest. Out in all weathers, travelling at all times of day or night, often covered in mud from head to foot, such was the lot of carriers in pioneering days. Notwithstanding these disabilities, in some classes of goods the carrying was performed about as cheaply as at a more recent date by the railways.

It was common in those days in the bush for the residents to be guided to their evening meetings with lanterns, improvised or otherwise. A clear glass bottle having the bottom cut off and a candle inserted in the neck, which served as a handle, was a common but useful lantern. Standing at the place of meeting one would observe lights approaching from every direction through the natural forest, there being neither cleared roads or footpaths. It took more than rain, mud or darkness to deter those early settlers whose interests were centred in their various undertakings from attending. They had an unconquerable

spirit, which placed a determined attitude against every difficulty, and in the name of posterity and progress forced their way through. Such determined efforts have presented this generation with many great, though hard won advantages and privileges.

An Evening Walk.—One evening after tea the late John Rouget and Wm. Sebire left the home of the former at Yering on their way to the nearest store at Kew to procure some tools. After making their purchases the walk back home was undertaken. They reached home in time to have a brief rest before attending to their duties as usual the following morning.

Louis Deschamp, of Lilydale, used to walk to Melbourne, returning the same day with necessary supplies, weighing 80lbs. August Deschamp, another powerful man, is credited with being able to load quarter casks of wine into a dray without assistance. Those quarter casks weighed three cwt. each.

Coldstream, originally called "The Lodge," was the entrance to Chateau Yering, then owned by Paul De Castella. In those days visitors to and from "Fairley House," Melbourne, and Chateau Yering were driven in carriages drawn by spirited carriage horses. On leaving Chateau Yering, when the horses were fresh, a man was sent on horseback in advance to open the lodge gates. Lilydale derives its name from Mrs. P. De Castella.

Mr. Thomas Bevis, an old resident of the Shire, worked for Messrs Gardiner and Fletcher in 1849. He came to Brushy Creek, where he worked for Mr. Thomas Birt, who had a saw pit at Birt's Hill, from which it derives its name.

Mr. James Nottingham, a builder, and for many years undertaker at Lilydale, was one of the pioneer tradesmen. He was engaged in building through the district as early as 1859, and was for many years well known throughout the Lilydale district.

In 1860 Mr. Goodyear and Mr. McDonald had a saw pit at Stony Ford, Silvan. Mr. Swift also took up sawmilling, which he conducted for some time.

Before local stores were established in the outlying districts the stores at Lilydale were the nearest from which supplies could be obtained. Many a journey was made by the women or some of the children to procure necessary groceries, etc. Mr. Watson visited Mr. Burgi's place occasionally to collect produce, such as butter, eggs, etc., and supply groceries. It was customary for the women from around the district to meet there, carrying the products of the farm and returning with the necessary stores. Mr. J. Clegg supplied groceries from his home on Wellington Road, on the property he first selected. The famous "Clegg's Springs," which supplied the district with water during the dry season of 1867, are situated on this property. In 1870 Messrs Hand Bros., of Lilydale, opened a small store at Seville, situated on the hill above the present store. The larger store and dwelling were erected in 1877. Mr. T. Quayle also opened a store at Wandin, which was conducted for many years; he also kept the post office for a time.

Mr. James Baker was the first postmaster in the district of Wandin Yalloak. Mr. Parkyn kept a loose bag for the convenience of residents close at hand.

The first teacher appointed by the Government at Wandin under the Education Act of 1872 was Mr. Wm. Roberts, a most efficient teacher. The State School at Silvan was erected in the year 1876, Mr. Coombs being the teacher there.

Picnic Hill derives its name from the fact that a combined picnic from Lilydale and Wandin Sunday Schools was held at that spot. That was on Tuesday, Dec. 2nd, 1873, and another was held the following year on Boxing Day, Dec. 26th, 1874.

The first school cricket match between Wandin and Worri Yalloak State Schools was held in Mr. Hand's paddock at Seville, on "Cherry Tree Hill." It took the form of a combined picnic and cricket match. Worri scholars were the victors. The date of the match was December, 1876.

The Rechabite Tent at Lilydale was opened in 1869. The Hope of Wandin Tent of the same Order was opened 1879. The Band of Hope at Wandin was started by Mr. Wm. Read, of Gruyere, assisted by members of his family and others. They did excellent work. It was reorganised in 1879, and has continued to be a flourishing institution.

In 1901 a Local Option Poll was taken in the Licensing District of Wandin Yalloak to decide the question of an application for a victualler's licence. The poll revealed the fact that by a majority of three to one the application was rejected.

CHAPTER XV.

ABORIGINALS.

During the early history of the Shire the aboriginals of the Yarra Yarra tribe roamed at large over a very wide area prior to their concentration at Coranderrk.

They lived their own primitive life, living chiefly upon fish, birds, opossum, and other native animals. Such of the men who cared for the occupation became skilled reapers and were employed by the farmers of the district. Those natives could use the reap hook and sickle most proficiently, the work performed being neat and clean.

Besides harvesting, they found employment at other occupations, such as grape cutting, hop picking, and stock riding. Some of them became expert horsemen and were most useful as drovers. They were experts at extracting honey from beehives in the native trees, which in those days abounded in the primeval forest, especially along the creeks and rivers. With their tomahawks they would cut notches into the bark sufficient to obtain a grip with the big toe, and in that way climb the trees. Cutting a hole around the entrance to the hive, they would proceed to extract the honey, using a piece of clean gum bark by way of a tray to hold the honeycomb. Being expert fishermen, they would catch fish, which they sold to the settlers around. These natives were ultimately concentrated at "Coranderrk," a large

station on the Yarra near Healesville, under the care of Mr. and Mrs. John Green. It is a notable fact that the members of the Yarra Yarra tribe were peaceably inclined and friendly.

BIRD LIFE.

Bird life in the days of pioneering, when the forest was in its natural condition, was most prolific and interesting. In the early morning may be heard the vigorous notes of the magpie, the welcome at break of day by the laughing jackass. The cuckoo's scale of notes, together with the willy-wag, robin, and numerous others of the bird family joining in their songs at the opening of the day. There might also be heard the sweet whistle of the blue wren, the thanksgiving song of the lark, the chirp and chatter of the parrot and cockatoo family, the notes of the thrush, the crack of the coachwhip, the sweet chimes of the bell bird, crowned by the varied calls of the lyre bird. These wonderful birds can imitate every sound which comes to their hearing, but are very shy and difficult to approach. Apart from their own natural call they imitate the rattle of the dray, the sound of mawl and wedges, the crack of the whip, the rumble of the bullock waggon, the puff of the locomotive and the whistle as heard in the distance, the chop of the axe, barking like a dog, from the sonorous bow wow to the yelp of the pup, with other calls too numerous to mention. Their haunts were chiefly along the mountain ranges, amidst the dense growth in the gullies where they made their home.

GOVERNMENT SCHOOLS WITHIN THE SHIRE.

State Schools within the Shire were opened in the various districts as under, given in the order of the year they were opened. In addition to these there is an Elementary High School at Lilydale, also a R.C. Convent School:—

State School at—

- Lilydale, opened July 1st, 1866.
- Yering, January 1st 1870.
- Wandin Yalloak, January 1st, 1870.
- Gruyere North, January 1st, 1876.
- Silvan, April 1st, 1876.
- Brushy Creek, January 1st, 1878.
- Ringwood, February 6th, 1880.
- Montrose, June 9th, 1880.
- Seville, May 17th, 1887.
- Croydon, July 26th, 1888.
- Gruyere South, August 19th, 1889.
- Wonga Park, November 6th, 1895.
- Monbulk, January 18th, 1897.
- Mount Dandenong, May 11th, 1897.
- Olinda, January 1st, 1906.
- Kilsyth, April 1st, 1910.
- Wandin North, August 9th, 1915.
- Wandin East, August 15th, 1916.

The school at Gruyere North has since been closed and removed. The other seventeen are all well attended, being in thriving and populous localities.

CHAPTER XVI.

SOME OF THE EARLY SETTLERS IN THE SHIRE.

It would not be expedient, nor would it serve any particular purpose, to endeavour to give even a brief history of the many who pioneered the districts within the Shire. I append therefore a few whose experiences were shared by numbers of others, and are inserted only as examples, without in the least making any invidious distinctions.

In 1837 Wm. Ryrie, Esq., a squatter, took up the land on the east side of the Olinda Creek, also a large tract across the River Yarra, around Healesville. The land was used as a sheep and cattle station. Mr. Ryrie planted the first vineyard in the district, about one acre in extent, which proved to be the beginning of the vine growing industry in Victoria.

Messrs Gardiner and Fletcher took up the land to the west of the Olinda Creek as a sheep and cattle station in 1837. Mr Fletcher purchased 640 acres, known as Mooroolbark Station, from the Government of New South Wales in 1845.

John Lithgow, Esq., arrived in Victoria in 1842. He rented a portion of Mooroolbark Estate from Messrs Gardiner and Fletcher, where he was joined in partnership by Robert Blair, Esq. In 1854 Mr. Lithgow purchased the estate, "Flowerfield," near Lilydale, the family homestead. He was one of the original members of the Roads Board, and for several years a member of the Shire Council.

Robert Blair, Esq., came to this State in 1842, when 19 years of age. He was first engaged as overseer on a station in the western district, where he remained for four years. He then settled at Lilydale, entering upon farming in partnership with Mr. John Lithgow. Mr. Blair served as a councillor for twenty years.

Paul De Castella, Esq., arrived in Victoria in 1849, and in 1850 purchased the Yering Cattle Station from Wm. Ryrie, Esq. He commenced planting the vineyard at Chateau Yering, and in 1859 imported the plant required for the cellars.

Hubert De Castella, Esq., came to Victoria in 1854 on a visit to his brother at Yering. He returned to Switzerland in 1856, taking with him samples of Yering wines. These so impressed him with the future prospects of the wine industry in Victoria that he returned in 1862. He purchased 3,000 acres at Yering, and planted St. Hubert's Vineyard, of 260 acres. A limited company was formed in 1875, under which the vineyard was conducted until 1879. In that year he was joined by Andrew Rowan, Esq., as partner in the firm of D. Castella and Rowan.

Guillaume De Pury, Esq., came to this State in 1852. For three years he lived at Chateau Yering, and then purchased

from D. Ryrie, Esq., a station across the Yarra, near Healesville. There he engaged upon stock raising for a time. He paid a visit to his native land. Returning in 1862, he purchased the Yeringberg Estate. He was one of the first representatives of the Eastern Riding of the Shire of Lilydale, which he represented for 21 years. He was president of the Shire on nine separate occasions, and for eight years in succession. He revisited Switzerland in 1883 and again in 1888, and was Consul for the Swiss Confederation for many years.

Wm. Commerford, Esq., came to Victoria in the year 1840. In 1856 he purchased land at Yering, commencing dairy farming there in 1860.

J. Glennon, Esq., settled at Yering as early as 1855, there being at that time only three settlers in the district. He purchased 640 acres, where farming and dairying was carried on.

Robert Black, Esq., J.P., is one of the oldest of the original pioneers, being now 90 years of age. He came to Victoria in 1857. Soon after he went on an exploring tour through New South Wales and Queensland, accompanied by Mr. John Kerr. On returning to Victoria Mr. Black, in partnership with Mr. Kerr, rented a farm of 500 acres near Lilydale from Mr. Paul De Castella. In 1870 the partnership was dissolved, Mr. Black retaining the estate, where he carried on the business of grazing and stock breeding most successfully. Stone crushing carried on on the estate of more recent years is referred to under the heading of Industries. Mr. Black took keen interest in local and public matters, and assisted materially in advancing the district. He served as a councillor for some years.

John Kerr, Esq., landed in Victoria in 1857. After dissolving the partnership with Mr. Black, in 1870 he purchased 1500 acres on the Yarra at Yering. He commenced farming and dairying and established the fine homestead, which bears evidence of his ability as a farmer. Dairying has been the chief industry. Mr. Kerr was a member of the Shire Council for about 12 years, when he retired. He took keen interest in local matters, and was one of the founders of the Rechabite Order at Lilydale in 1869.

Mr. Augustus Deschamp arrived in this State in 1853, settling at Yering. He assisted to plant the vineyard at Chateau Yering. At that time the nearest post office was Melbourne. When the land at Lilydale was cut up for sale Mr. C. Deschamp was the first to settle in the town. He was followed by Messrs H. Perrin, J. Supple, and Mr. Balchin. Mr. C. Deschamp planted a vineyard on the west side of Lilydale and Mr. A. Deschamp one on the east side of 25 acres in extent.

Henry Perrin, born in Kent, England, entered the service of the East India Company when only seventeen years of age, with which company he remained for twenty years. After paying a visit to England, Mr. Perrin came to Victoria. In 1860 he settled in Lilydale and built the first house in the town. At that time there was no mail service, but in 1861 Mr. Perrin was appointed postmaster, which position he retained for twenty-seven years. He then resigned and his son, Mr. F. Perrin, took up the position, filling it with credit until the present Government post

office was erected and the official staff installed. When Mr. Perrin, senr., took up the position the mails were carried on horseback, Mr. Campbell and family doing regular service until the line of coaches were established on the road. The Perrin family took keen interest in the town and assisted materially to promote its advancement from the inception.

Mr. E. M. Poyner came to Victoria in 1857, and in the following year he was engaged with Mr. Paul De Castella, with whom he remained for four years, and later was for five years with Mr. G. Harker. He took up the business of carrier to the various gold diggings, and is credited with being the first to go to Marysville, on the Wood's Point Road, with machinery for the mines. He bought a property in the Parish of Gruyere, which he afterwards disposed of, and in 1872 bought property in Lilydale. He commenced a bakery business in 1875 and carried it on successfully for eleven years, when he retired. The Poyner family has ever since been closely associated with the life of the town.

Mr. Henry Hyne came to Melbourne when only 19 years of age, and engaged in building for a few years. When gold was found in the Dandenong Ranges he went there, but only remained for a brief period. He also tried his luck for gold along the tributary streams of the Yarra. In 1860, in company with Mr. David Ewart, he discovered gold in the Warburton district. Mr. Hyne was manager of several gold mines, and also manager for seven years of the St. Hubert's and Chateau Yering Estates. He commenced business as a civil engineer and contractor at Lilydale, and in 1878 established the first steam sawmill in the Shire at Lilydale. The steam brickmaking plant on the main road to the east of the town was introduced by Mr. Hyne, the machinery having been devised and patented by himself. Amongst other works he was the contractor for the present State School at Lilydale. The sons are still engaged in the business of brick and tile making.

Mr. R. T. Kings came to Melbourne in 1853, settling on the Heidelberg Road. In 1863 he commenced the butchering business at Lilydale. At that time there were only four dwellings in the town. For a generation the butchering business was carried on by the family. Mr. Kings was a councillor for some years, also electoral registrar for the district.

Mr. H. W. Paul was born at Calcutta in 1838. He came to Australia from Scotland in 1860, settling at Yering the same year. His services to the Shire as secretary are referred to under the heading of Municipal Officers.

Mr. John Rourke settled at Lilydale in 1853 with his father, Mr. Dennis Rourke, there being only three houses in the whole district at that time.

Michael Supple arrived in this State in 1853, and in 1854 went to Yering. He was overseer for Messrs G. De Pury and Mr. Hutton for 14 years. He took up farming at Yering, in which he was successful.

Mr. Duncan McNab settled at Gruyere in 1862, entering upon farming pursuits. He was a successful breeder of the famous

Ayrshire cattle. Cheesemaking was one of the industries on the farm.

David Mitchell, Esq., was a native of Forfarshire, Scotland. Born in the year 1829, he came to Victoria in 1852, settling at Richmond. Mr. Mitchell took up the business of building contractor, in which he was eminently successful. He erected some of Melbourne's finest buildings, including the Exhibition Buildings in Carlton Gardens, the Scotch Church, the National Bank, Masonic Hall, Equitable Buildings, the warehouses of Messrs Patterson, Laing & Bruce, Stevenson's, Prell's, and other buildings in the city. This enterprising gentleman purchased the Cave Hill Estate at Lilydale in 1878 from the original owner, Mr. Wm. Nicholson. The estate originally consisted of 1270 acres, but has been added to by more recent purchases. The lime kilns were opened in 1879. The limestone deposits are so extensive that, although worked for the past 44 years, but little impression has been made upon the extensive outcrop. The lime produced is the best building lime, and finds extensive sale throughout the State. The quarries are being worked to a depth ranging from 100 to 200 feet. Expert geologists declare that the limestone deposits reach to unknown depths, besides being so extensive over the surface as to provide lime for generations to come. To provide fuel for the kilns a steel tramway has been built through the estate into the forest country to supply the enormous quantity of firewood used, the proprietor acquiring the land for the purpose. Reference has been made in a previous chapter to the many industries conducted on the estate, all of which were successful and assisted materially in the development and progress of the district. In every enterprise considerable foresight has been shown, while business ability characterised every undertaking. Mr. Mitchell had landed interests in other parts of the Shire. He planted a vineyard at Coldstream, while other lands in the same locality were devoted to farming and grazing. He was one of Victoria's pioneers who did much to build up industry and promote settlement and production in the State. He was a member of the Lilydale Shire Council for nine years, and filled the presidential chair. He passed away March 25th, 1916, at the ripe age of 87 years.

Dame Nellie Melba, Queen of Song, is the daughter of the late David Mitchell, and claims Lilydale as her home. Her beautiful rural residence, "Coombe Cottage," is situated at Coldstream, at the intersection of the main Healesville and Yarra Glen roads. In the internal arrangements comfort and convenience has been catered for, while the grounds have been artistically laid out and beautified. Standing upon a knoll, the view from the "Cottage" of the mountain ranges in the distance is most attractive. The surroundings are picturesque and suggestive of rural quietness, so essential to one living such a busy public life. Dame Melba's brilliant career as the world's chief songstress is universally acknowledged. Her every world tour has been signally successful. That she should maintain the pride of place so successfully throughout her public career speaks volumes for her wonderful ability and marvellous vocal powers.

Vast audiences throughout all the great cities of the world have been enraptured by her matchless voice. Her popularity has never waned, complete evidence of which is found in the brilliant success of each and every tour. Many residents within the Shire well remember the occasion when Nellie Melba first left these shores to complete her training in the old world and enter upon that career which has proved such a brilliant success. On her return to Lilydale after that successful tour in 1902 a magnificent welcome was extended to her. The residents from all parts of the Shire joined in a public welcome in her honor. A presentation of a beautifully illuminated address was made by the municipality, and an appropriate address of welcome delivered by the shire president (Cr. Wallace). A monster procession from the town conducted Dame Melba to her old home at Cave Hill, where a sports gathering and picnic was held. Notwithstanding her busy life, this gifted lady has found time to aid charitable movements. During the war period she readily assisted all patriotic efforts and took keen interest in all movements whatsoever for assistance to soldiers.

David Lithgow, Esq., arrived in Victoria in 1851, tried his luck at the gold diggings for a time, but eventually settled at Lilydale. He engaged in farming and carting until 1863, when he purchased the Lilydale Hotel from the original owner, Mr. Balchin. Mr. Lithgow carried on the business at the hotel until 1886, when he sold the property to Mr. Hodson and retired.

The firm of Hand Bros. conducted the general store business at the corner of Main and Castella Streets, Lilydale, and at Seville for many years. Mr. John Hand took up the business at Seville, the original store there being opened in 1870. In 1877 the general store at Seville was built and conducted by Mr. Hand, who was also postmaster. The partnership of Hand Bros. was terminated in 1886, when Mr. J. Hand became sole proprietor, his family afterwards conducting the business, which was eventually purchased by Mr. J. R. Murray, who still conducts the business. A butchering business is associated with the general store. Thomas Hand, Esq., was born in England in 1839. He came to Victoria with his parents in 1841. After completing his education he taught a school for a period of three years. He went to Lilydale with the family and took up land to the west of Lilydale. At a later period he selected at Mt. Dandenong, which has since been the family home. He was one of the pioneers of Lilydale, arriving before the survey of the town had been made. Mr. Hand was the first Shire Secretary and Engineer. The latter position he retained until his death.

George Thomas Wiggin, Esq., of Ringwood, is a very old colonist, arriving in this State with his parents in 1852. He soon entered into business. He was engaged by Messrs Cobb and Co. as coach driver in 1866, continuing in the service of that company for some 12 years. Mr. Wiggin drove the first coach from Melbourne up the Yarra Track to Woods Point with eight passengers in 25 hours, which established a record for that journey. He built the Club Hotel at Ringwood in 1880, which he conducted for some time, and was also engaged in business as a general

storekeeper. His father, the late Thomas Wiggin, kept the first hotel opened at Box Hill—the "White Horse Hotel." This establishment was widely known to travellers and carriers using the road in the early days. It was from this hotel that the main road from Melbourne to Lilydale derived its name—"White Horse Road"—from the sign of the "White Horse." Mr. G. Wiggin was elected a member of the Lilydale Shire Council in 1883, serving in that capacity for six years. Speaking of his experiences as a coach driver, Mr. Wiggin relates that on one occasion he drove down the Black Spur into Healesville with the coach on three wheels. On other occasions on the Yarra Track he had to make a passage over big trees which had fallen over the track. The trees being large and the track narrow along the side of the mountain, a temporary ramp had to be built with logs so that the coach could be driven over. Cobb and Co.'s coaches started from the Albion Hotel, Melbourne, with four horses. Change of horses was effected at Eltham, Yarra Flats (now Yarra Glen), Fernshaw and Marysville. Mr. Wiggin is still in business at Ringwood, where he keeps a general store. After a most active life he is still hale and hearty.

Mr. Thomas Turner Kilsyth was born at Melbourne September 24th, 1844. He came to the district with his parents when two weeks old and has resided there ever since. At that time the district was one large run for sheep and cattle. The inhabitants were but few and far between. The country was all open, supplies had to be obtained from Melbourne, and there were no roads, only blazed tracks, to guide settlers to their huts. As early as 1847 a tramway had been built on Mount Dandenong, and this was used to cart staves with which to make casks to hold the tallow from boiling-down operations. This tramway was also used during boiling-down operations, when sheep were boiled down for tallow. Mr. Turner remembers very distinctly those early days in the bush, and being now in his 80th year, is probably the oldest resident within the Shire. He remembers the first death which occurred on Mt. Dandenong. The man was buried there. When the road up the Mount was in course of construction some years ago the body was brought to light in the excavations when making the ridge road. Mr. Turner remembers most distinctly the terrible fires on Black Thursday, February, 1851. The fire swept through, destroying everything in its course, and on the Mount the terrible flames leaped to the tops of the highest trees. When gold was discovered he prospected at Sassafras and other places, then at Warrandyte, where he worked at gold digging for 12 months, winning gold to the value of £500. He also remembers Mr. Hussey's blacksmith and wheelwright shop at Brushy Creek. Brushy Creek was the nearest mail service until Lilydale was opened up. Mr. Turner has done much during his lengthy residence to assist the development of the district. From its primitive condition he has seen the district emerge into its present advanced state. Like many another pioneer he was always industrious and lived an active life, and is to-day a living witness to the advantages of the simple country life as an aid to longevity.

CHAPTER XVII.

NOTES ON CHURCH AND TEMPERANCE HISTORY.

Immediately settlement commenced in Lilydale and district the various churches gave attention to the spiritual needs of their respective communities.

Mr. Parfitt, of Yering, conducted services for the Church of England. These services were first held in a small building on the main Melbourne road. A short time after services were also conducted regularly at Healesville. The question of the erection of a church at Lilydale was taken up actively in 1868, and the church in Castella Street, erected about 52 years ago, is the result. The outlying districts were also supplied as settlement took place.

Methodist Church, Lilydale.—Lilydale was first opened up as a Methodist preaching place in June, 1866, the first services being held in Mr. Richard Hand's house. Having secured the land in Castella Street, the first brick church was erected and opened in 1867. The Rev. J. Westacott was the first minister, and he also opened up Healesville, where services were held in the Court House, kindly lent by the Minister of Justice for the purpose. Services were also conducted at De Castella's vineyard and at Mt. Dandenong. Services were held at Wandin in 1867, first in Mr. Payne's house, then in the school building as soon as it was erected and opened in 1869. The following places were also missioned from Lilydale:—Birt's Hill, Anderson's Creek (Warrandyte), Ringwood. An urgent request for services also came from Kangaroo Ground. At a later date Worri Yalloak, South Wandin, Gruyere, Montrose, Basin, Seville and Monbulk were also opened up.

Presbyterian Church.—The Presbyterians first worshipped in a small wooden building situated on the bank of the Olinda Creek, where the Chinese vegetable gardens are. The Rev. A. Mackay was the officiating minister for many years. Later on, the present commodious church was erected in Anderson Street.

Roman Catholic Church.—The Roman Catholic community received ministrations from the inception of the settlement. Visiting priests attended to the spiritual needs of the people until the church was erected about 1869. From that time a resident priest has attended to the parishioners over a very wide area.

Baptist Church.—It was at a later date that services were commenced by the Baptist Church, first at Lilydale, where the brick church was erected in Castella Street. More recently a small church was erected at Picnic Hill, where services have been held regularly. South Wandin was also visited and services conducted.

The Salvation Army for some time carried on a vigorous campaign, their meetings being most enthusiastic and largely attended.

Each of the districts in the Shire were worked by the respective churches, each doing their utmost to serve the needs of those struggling settlers.

In temperance work the initial steps taken at Lilydale to form a Rechabite Tent of the I.O.R. had far-reaching effects. The Tent at Lilydale was opened in 1869 and was vigorously conducted, and there has always been associated with it many active workers. The Tent at Wandin was opened in 1879 and has had a most successful career. Mr. T. Quayle was the first to take action resulting in the formation of the Tent.

From these beginnings similar lodges have been established throughout the Shire, which is now covered with a network of temperance organisations. Ringwood, Croydon, Monbulk, Silvan and Seville have their respective Tents, conducted by enthusiastic workers.

CHAPTER XVIII.

CONCLUSION.

And now, dear reader, my task is finished. May I add just a word or two of kindly farewell. The dominant note in the foregoing is one of triumph, of conquest, over great difficulties. I have endeavoured to bring out in bold relief those fine qualities so exemplified in pioneering life—perseverance, resource, tenacity of purpose, self-reliance, neighbourliness, and unselfishness. The pioneers lived to some purpose; from small beginnings they performed great things. The progress accomplished all through those past years was with much toil and sacrifice. It was the little things which counted—that first small patch cleared, the bark hut. Those things which are despised to-day were stepping stones to the well tilled farm, the beautiful orchard, the cosy cottage, and the comfortable home.

In these days, when things are performed on a large scale, when settlers prefer to go on a farm ready-made, pioneering is not understood, nor the difficulties of the original pioneers of Australia appreciated.

Men had to walk many miles for life's necessities, carry heavy burdens long distances, and perform with their own strength work which in these modern days is done by horse or machine. Women were isolated and lived a life of seclusion from even those family reunions, which sweetens and cheers. Many privations, inconveniences and discomforts were endured by those pioneering families. What could not be procured was cheerfully done without. The experiences passed through created the spirit of independence and thorough self-reliance. It was amidst those struggling conditions that strong characters were developed and hardy manhood and noble womanhood formed, which gave to Australia the nucleus of a great nation. Those strong natures were brought out in their finest characteristics, revealing possibilities which, but for the strenuous life, must have laid for ever dormant. It has ever been so. The sailor is not made in the harbour free from storms, but amidst the tempest. The soldier is not made in barracks or on the drill ground, but in the battle, where things must be done. So men and women display their noblest, truest characters when contending with difficulties and fighting life's battles.

It is those phases of life which draw from them all the reserve power of which they are capable. There are many persons from whom the world does not get the full advantage of their powers except in some great crisis. It is only when they meet with resistance sufficiently powerful that all their latent energy is revealed. It is probable that the world may have never known the tremendous force that lay inactive in the greatest man that trod the continent of America—Abraham Lincoln—but for the crisis of the American War. His abilities were well known in many other walks of life, but it remained for that great event to draw out the giant strength till then unrevealed.

So it has been in Britain, Australia, and throughout the world. The great war of recent date revealed qualities in both men and women which no other circumstance could possibly draw out. It was only the desperate nature of the struggle which called forth all those powers and characteristics which otherwise would have lain dormant.

In like manner the pioneers of Australia, who were of necessity deprived of friendly assistance, being cast upon their own resources, rose equal to every emergency. Their conquering spirit found out a way. They left their mark deeply carved into the history of the past. So clearly marked has that pathway been that it stands out indelibly impressed upon everything that aids the advancement and progressive development of this great country.

May we express the hope that the spirit of the pioneer may pervade the community both now and in the days to come. That resourceful, self-reliant spirit, which faces every problem and finds a solution. World troubles, Empire troubles, Australia's internal difficulties with regard to production, distribution, or other questions, these can be met only in a practical business way. Political scheming and selfish greed only accentuate the trouble; there is no way out by such means. By enacting just and righteous laws our parliaments can greatly assist the development of Australia, but so long as party scheming is indulged in they miss the great purpose of their creation.

Men and women, sons and daughters of a worthy race, it is yours to-day to build on the foundations so well and truly laid by the Pioneers. A great heritage is committed to your care. May you worthily maintain it, ever keeping in memory those who struggled so strenuously to win it from nature.

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