Centenary
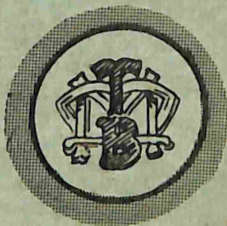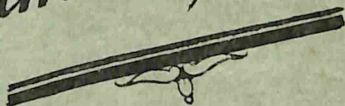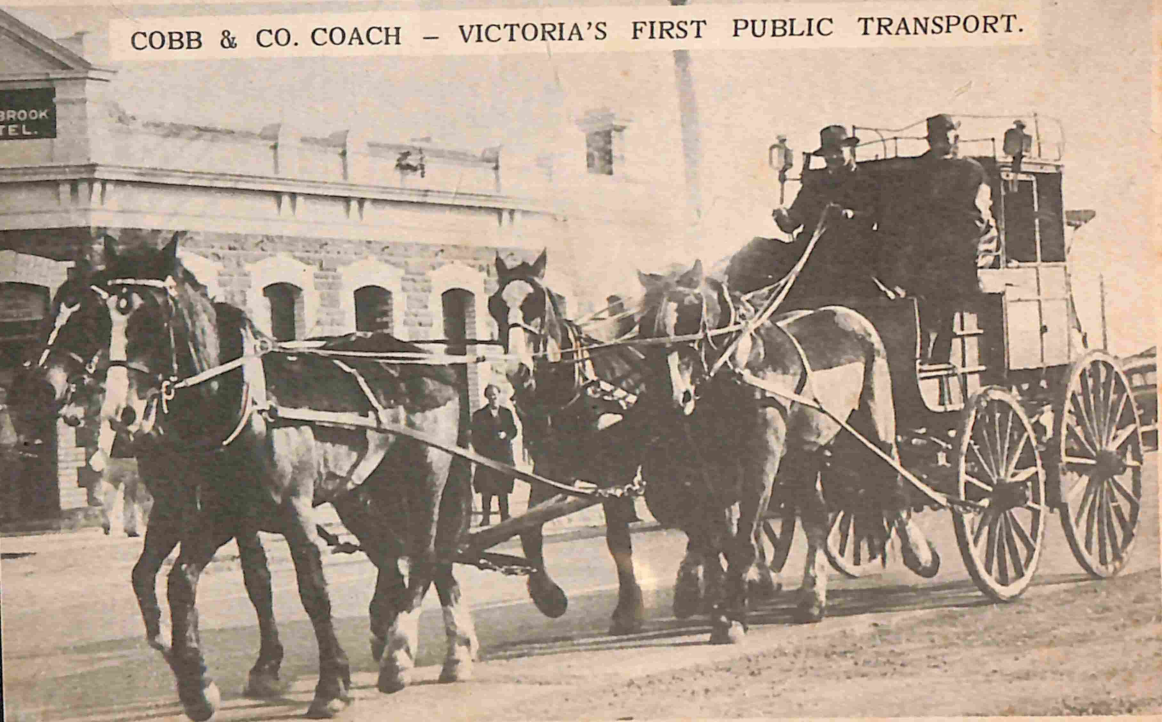*Souvenir*

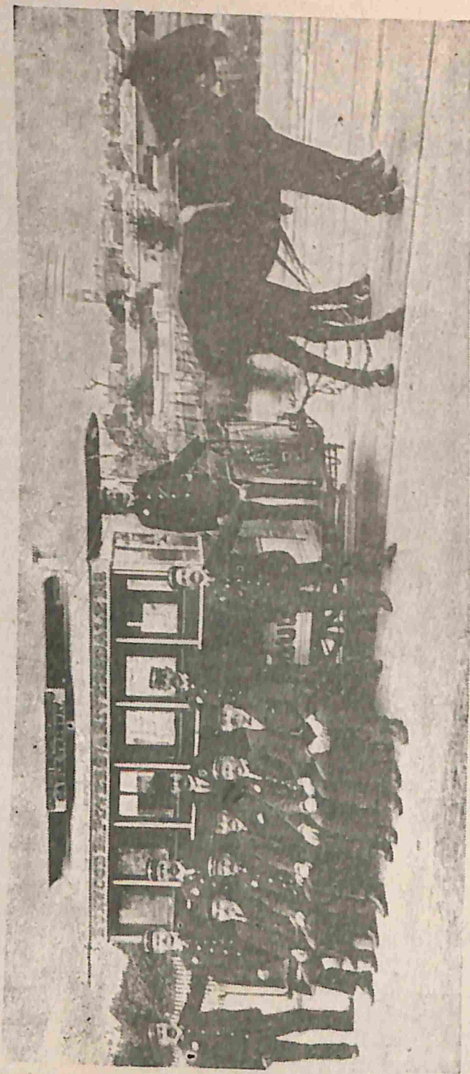*Melbourne and*
Metropolitan
Tramways Board

1934~5

Reprint for Historical Interest — 1967.

COBB & CO. COACH – VICTORIA'S FIRST PUBLIC TRANSPORT.

An early horse drawn tram. Notices read: "Connecting with Richmond Cable Tramway", and "Burwood Road, Power Street and Riversdale Road." (Tramway Museum Society photo).

Prepared by Lewis E. Russell, the Board's first Publicity Officer.

Drawings by Clive Fink.

INTRODUCTION

● The desire behind the compilation of this SOUVENIR GUIDE is to render a service to the public.

● It is our hope that this review and illustration of places of interest will serve as an interesting and helpful guide to our patrons.

● A rather intriguing story is woven round the introduction of the tramway services in Melbourne and the subsequent progress.

● We look back with pride upon the sound administration and foresight exercised by the pioneers and in this Centenary Year we feel gratified in the knowledge that Victoria's tramway and omnibus transport is in harmony with the State's wonderful advancement.

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Reprint for Historical Interest — 1967. Centenary of laying Foundation Stone of Melbourne Town Hall.

PREFACE

ORGANISED street transport in Melbourne has a history of but little more than 60 years. Previous, privately-owned horse cabs and omnibuses plied between the City and Prahran, Brunswick, South Melbourne, Carlton and North Carlton. There were, however, no regular services in the modern acceptance of the term until the Melbourne Omnibus Company was formed in 1869. The Company prospered, but as the desirability of tramways was recognised, the undertaking was voluntarily wound up so that it might be reconstituted as the Melbourne Tramway and Omnibus Company. There was, however, a wide gap between the intention to run tramways and the actual commencement of operations. Parliament had to be induced to move and pass the necessary Act. An enquiry had to be held to decide as to the best system of traction to adopt, and finally the various municipalities which the tramways would traverse had to be brought into line.

Eventually the Act authorising the construction of tramways was passed in 1883. Power to lay down tramways, with the consent of the municipalities interested, was given to the Company, but as all the municipalities decided to avail themselves of the option of the Act to construct tramways themselves, a Tramways Trust consisting of 18 members was formed by 12 Councils. It was the obligation of the Trust to raise sufficient funds to pay for the construction of the lines, the necessary engine-houses and the work to be completed by the end of 1893. A cable system was decided upon in preference to a trolley or conduit system. The Company was granted a lease of the tracks and engine houses for 32 years as from the 1st July, 1884, when the liability for the interest on the loans raised for the construction of the tramways commenced. In return the Company was required to find sufficient capital for the requisite rolling stock, and for the equipment of the lines and engine houses, and was bound to pay to the Trust annually the interest upon the loans, together with a sum sufficient for a sinking or redemption fund, and also redeem the Trust's debentures at the expiration of the lease in July, 1916. The lease contained a covenant to hand back the tramways to the Trust in good working order. The various lines were open to traffic in the following order:—

RICHMOND . . . . . . November 11, 1885
FITZROY . . . . October 2, 1886
VICTORIA ST. . . . . November 22, 1886
CLIFTON HILL . . . . August 10, 1887
NICHOLSON ST. . . . . August 22, 1887
BRUNSWICK . . . . . . October 1, 1887
CARLTON . . . . . December 21, 1887
BRIGHTON RD. . . . . October 11, 1888
PRAHRAN . . . . . . October 24, 1888
NORTH MELBOURNE . . March 3, 1890
SOUTH MELBOURNE . . June 17, 1890
PORT MELBOURNE . . June 17, 1890
WINDSOR . . . . October 27, 1891

At the end of 1891, there were forty-one miles of double cable track in operation. The length of the wire rope in motion under the various roads was equal to about 95 miles, the ropes varying in length from 16,000 to 32,000 feet. The only other tramway in existence in the metropolitan area in those years was that which ran between Doncaster and Box Hill. Opened in 1889, it had an unsuccessful and spasmodic life and finally closed down in May, 1896.

The cable tramways were popular and prosperous from the start, and it was not long before the Councils in the rapidly-growing outer suburbs in the south and east recognised that future expansion would be determined largely by the presence or lack of a

modern transport system. The collapse of the great land boom in 1893, however, delayed electrification projects, and it was not until May, 1906, that the Victorian Railways electric tram line from St. Kilda to Middle Brighton commenced running. Five months later in October, 1906, the North-Melbourne-Essendon Electric Light and Tramway Company, under a delegation order from the Essendon, Flemington and Kensington Councils, began operations. After that date progress was more rapid, and in succession the Prahran and Malvern Tramways Trust (with Mr. Alex. Cameron, who has been the Chairman of the Melbourne and Metropolitan Tramways Board since it was constituted on July 2, 1919, at its head) in May, 1910, the Hawthorn Tramways Trust in June, 1916, and the Melbourne, Brunswick and Coburg Tramways Trust at the same date commenced running. The Fitzroy, Northcote and Preston Tramways Trust, and the Footscray Tramways Trust were formed also, but too late for independent operation. Their lines were taken over and completed by the Melbourne and Metropolitan Tramways Board and opened in April, 1920, and September, 1921, respectively. The Essendon lines were acquired by the Board on 1st August, 1922.

The development of the suburbs in, which

these new tramways operated was most marked, particularly in the district south of the river Yarra. The growth made by Caulfield, and, in a lesser degree by Malvern, was phenomenal, and well illustrates the enormous influence of transport in the development of an area. Today, the revenue of the City of Caulfield is exceeded only by the Cities of Melbourne and Prahran. The open paddocks of 25 years ago have given place to miles of streets of neat and distinctive villas. In 1910, the population was 11,000, today it is 77,000. Malvern had, in 1910, a population of 13,000; today the population is returned at 48,000.

THE TRAMWAYS BOARD

Obviously, a condition of affairs which involved tramway operation by so many different authorities, each with different types of cars, all running independently of each other could not be permitted to continue. After much negotiation, Parliament moved in the matter, and the Tramway Board Act of 1915, placing the cable system, with the exception of the Northcote tramways, under the control of a Temporary Tramway Board, pending the establishment of a tramway authority to take over the whole of the tramways and combine them into a single unified system, was passed. Three years

later, the Melbourne and Metropolitan Tramways Act became law. Under that Act, the cable tramways were taken over by the new Board on November 1, 1919, and the electric tramways on February 2, 1920. Subsequently as mentioned above, the Board purchased the Essendon undertaking.

One of the first acts of the Board was to commence the planning of a comprehensive tramway scheme for the Metropolis. The plan, which ultimately received Parliamentary approval, provided for the gradual conversion of the cable system to electric traction, for a well balanced plan of development, and for the manufacture and maintenance of a standard type of tram in workshops which, it was decided, should be built at Preston. Work on the conversion programme started on the 31st August, 1925, on the St. Kilda line, and ceased, temporarily, for financial reasons, on the 25th October, 1930, with the completion of the Brunswick Street conversion. Forty-eight miles of cable track remain.

At Preston, the Tramway Workshops, erected and equipped at a cost to date of £334,000, are recognised by experts to be one of the most complete of their kind in the world.

When the Board came into existence, the number of trams temporarily withdrawn from

service owing to defects was approximately one tram per 4000 miles. Today, that figure has been improved to one tram per 20,000 miles. The average number of cars out of service on any one day is less than 5 per cent.

On the developmental side, extensions at a cost of more than £700,000 have been carried through, while duplications of existing electric lines and loops to facilitate working have involved an expenditure of approximately £250,000.

No thorough understanding of the tramway position in Melbourne is possible unless regard is had to the annual payments made to the Consolidated Revenue of the State, which, during the total period of the Board's existence has reached the colossal sum of £1,535,476. The purpose of the payments is to recoup the Government the annual contributions by the latter towards the support of the Fire Brigades Board and the Infectious Diseases Hospital and the annual sum paid by the Government as compensation for licensing fees taken by the Government under the Licensing Act.

In the matter of street-making and maintenance, the Board has provided a liberal endowment for the Municipalities. The obligation to make and maintain that portion of the street between the rails and for 18

inches outside the rails—a survival from the days of the horse-drawn tram—has meant the expenditure of approximately £1,000,000. The Board pays rates to the Municipalities on the tracks within their respective areas which have reached as high as £13,000 in one year. Eighty miles of streets are lit by the Board at an annual expenditure of £9000. More than £100,000 has been contributed towards the erection of bridges, the widening of streets and the rounding off of street corners. Free travelling is given to disabled ex-Service men, blind soldiers and their attendants, blind persons and police in uniform. Workmen's fares are issued on the cable lines, while all school children are carried at rates much below cost, the estimated value of these concessions being £30,000 per annum.

There has been a steady increase in the track mileage. Beginning with 201 single track miles, the Board has now 270 miles of tramways in operation.

Note: Last Cable Route (Clifton Hill) closed 26th October, 1940.

| 1967 Information.	Tram	Bus
Routes in Street Miles	133	226
Vehicles in Traffic	693	231
Passengers carried	131,876,418	25,106,929
Miles run	16,570,767	6,930,953
Traffic Receipts	$15,772,025	$3,287,801
Capital Value of M.M.T.B. Undertaking:		$18,374,429
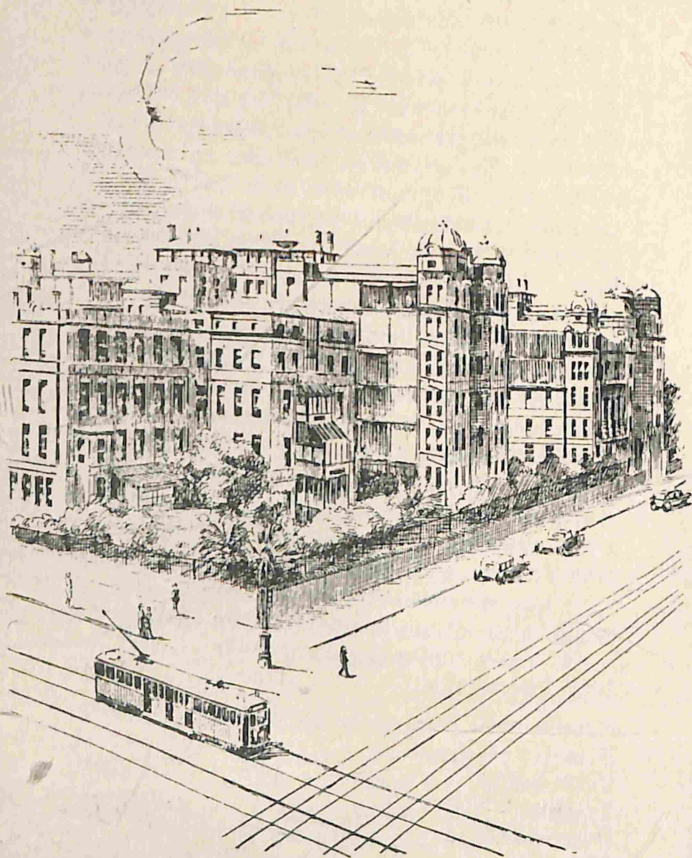
Melbourne Hospital

(Corner of Swanston and Lonsdale Streets)

SUPERINTENDENT La Trobe, as the first President of the Executive Committee, was one of the founders of the Melbourne Hospital. He presided over a meeting called for the purpose on 15th March, 1841, and subsequently gave a donation of £50. Great difficulty was experienced in obtaining the necessary finance, and it was not until the 20th March, 1846, that the foundation stone was laid. By a happy coincidence, the first hospital and the first bridge (Princes Bridge) were commenced on the same day, and this double event was accordingly celebrated with all possible pomp. Superintendent La Trobe and his officers, the military, police, school children, the Town Council, Masons, Oddfellows and the members of various other friendly societies with uniforms, bands and banners complete, marched through the town, and the two foundation stones were laid amid great public rejoicings. The original hospital faced Swanston Street, whereas the main entrance today is in Lonsdale Street.
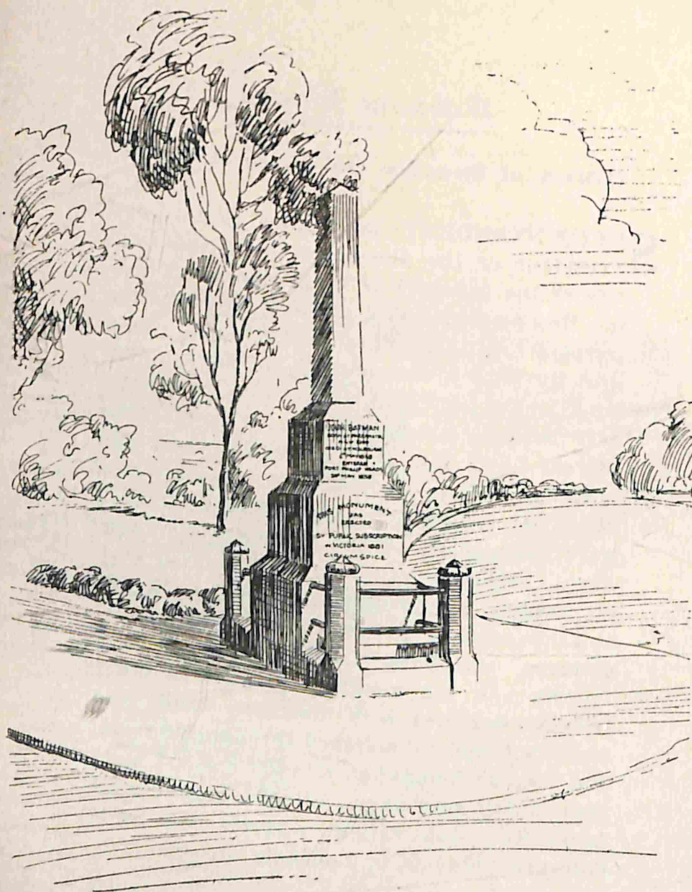
Batman's Monument

BATMAN AVENUE (Prince's Bridge)
(Tram in Swanston Street)

WHEN some 10 years ago the decision to abolish the old cemetery was put into effect, the monument to the founder of Melbourne, John Batman, was removed from the grave and placed in Batman Avenue. In other countries, such a link with early history would have been preserved; in Melbourne, sordid considerations held sway, and the site of the old cemetery is now partially covered by buildings connected with the Victoria Market. Many of the old stones were removed to the Fawkner Cemetery. Batman was the thirty-third burial in the Church of England section of the ground. While the grave of the father is preserved in Sydney, the site of the original sepulchre of the greater son is lost, and all that remains is the monument which was erected in 1881, and the new tomb which the City Council erected in the Fawkner Cemetery, and which was unveiled on the 27th January, 1924.
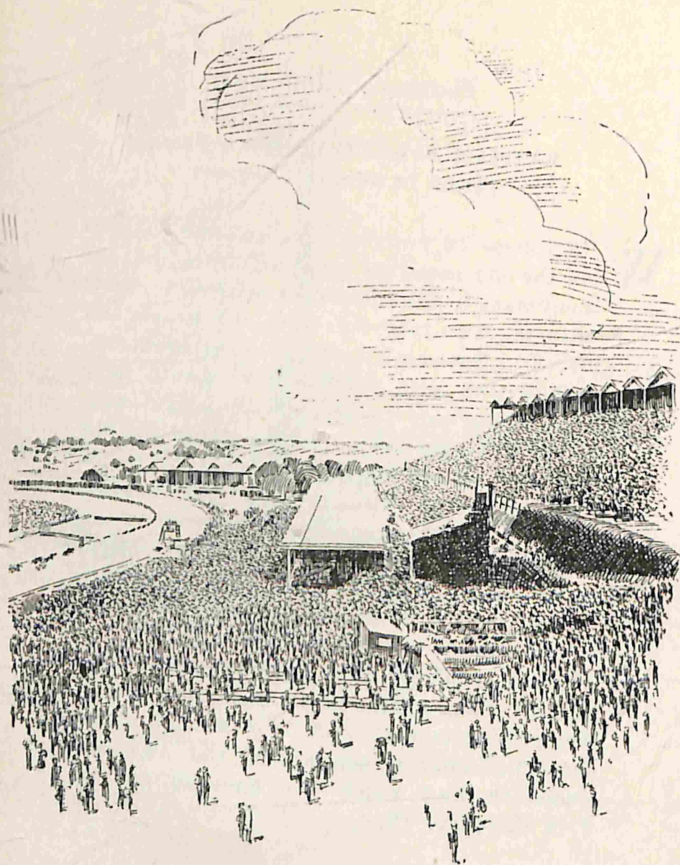
Flemington Racecourse

(Tram From William Street)

THERE is a venerable joke to the effect that if two Scotsmen were wrecked on an island, their first act would be to form a Caledonian Society. Apparently, no one has thought it worth while to remark that Englishmen in a similar situation would endeavour to start horse racing and cricket. Yet that is just what happened in Melbourne three years after Batman landed. On the 15th February, 1838, the Melbourne Race Club was formed, and on the 6th March, the first meeting was held on a course which is now covered by the Spencer Street Railway Station sidings. In 1840, Flemington, called after the pioneer butcher of the district, came into use, and the first horse to win a race there was the black colt, Conrad. Silk jackets were used for the first time. The Port Phillip Turf Club was founded on the 12th December, 1840. One of the rules, fixing the 1st August as the birthday of all thoroughbreds, is still in force. The Town Plate, the principal race, gave place to The Champion of the fifties, and that in turn became the Corporation Cup of 1860. The following year the name was changed to the Melbourne Cup.

St. James' Old Cathedral

**(West Melbourne Tram in Elizabeth Street, alighting at Batman Street)**

ALTHOUGH not occupying its original site, which was Little Collins Street, St. James' Old Cathedral is the oldest church in Melbourne, the foundation stone having been laid by Superintendent La Trobe on the 9th November, 1839. Only three and a half years earlier, the Rev. Mr. Orton, a Wesleyan minister, conducted the first regular religious service on Batman's Hill. The original site of St. James' was a sheep pen owned by Batman, who gave £50 towards the erection of the temporary wooden church. In March, 1838, the Metropolitan of New South Wales (the Rt. Rev. Dr. Broughton) preached in the temporary building and christened six children. The first minister was the Rev. J. C. Grylls. His ministrations were so successful that within a brief period his parishioners presented him with a trip home. He returned with his five daughters, who apparently were even more popular than their father. At all events, "Garryowen," in his history, states that "they did not remain long unwedded; they all married into the upper-crust of society and, with one exception, lived to see not only olive branches, but grand tendrils blooming like young peach blossoms around them."
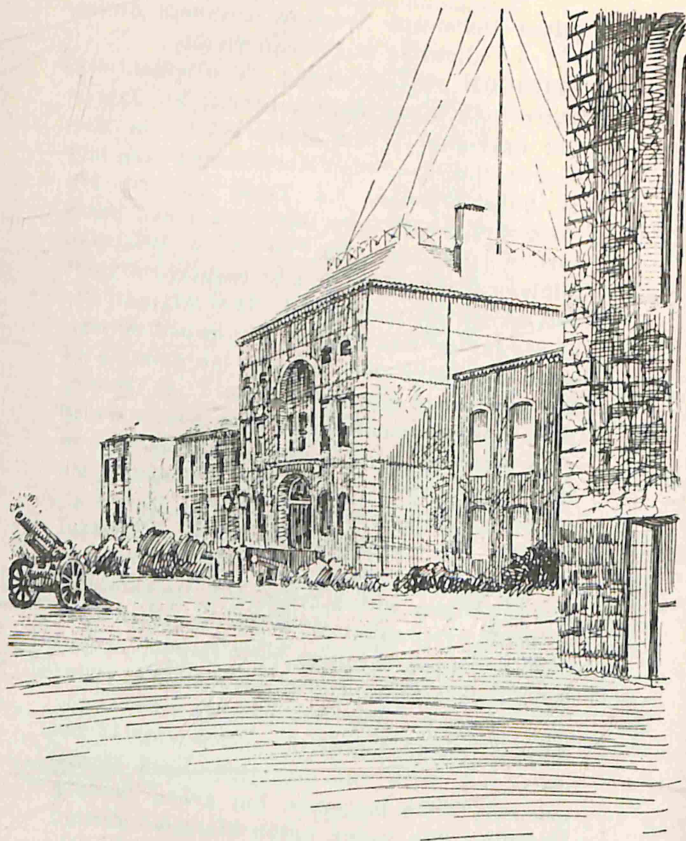
Defence Department

ST. KILDA ROAD
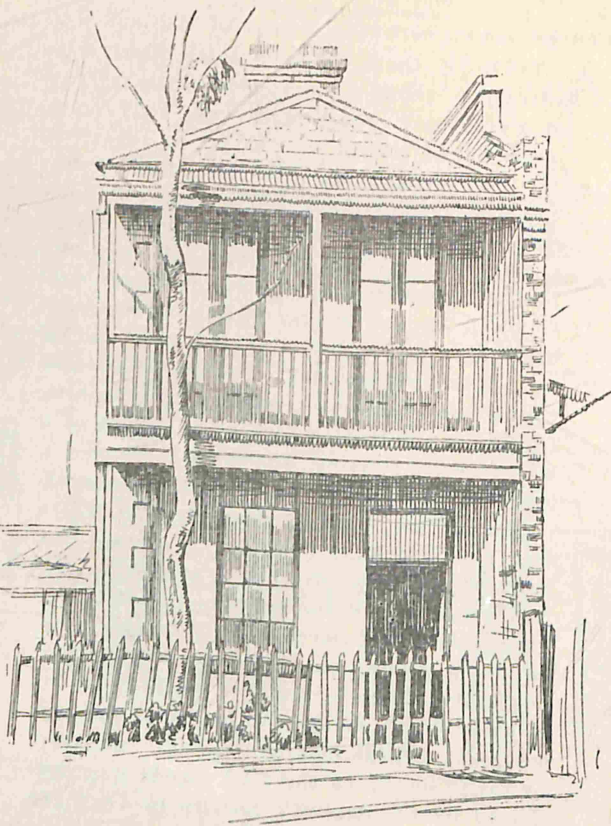#### (Take Tram in Swanston Street)

THIS creeper-covered building was begun in 1854, the year in which the two 42-pounders which flank the doorway were captured by British troops in the assault on The Redan in the Crimean campaign. That year also saw the arrival of the first Military Commandant (Sir Robert Nickle), who soon found scope for his activity in the suppression of the Eureka Stockade riots at Ballarat. On the lawns, in grim contrast to the comparatively harmless weapons of 1854, are a German 8-in. howitzer, and a Turkish 5.9 howitzer, the former captured by the troops of the 1st and 4th Australian Divisions at the victory of St. Quentin on the 18th and 19th September, 1918, and the latter by the Australian Mounted Division in the operations in Palestine in November-December, 1917, which culminated in the surrender of Jerusalem.
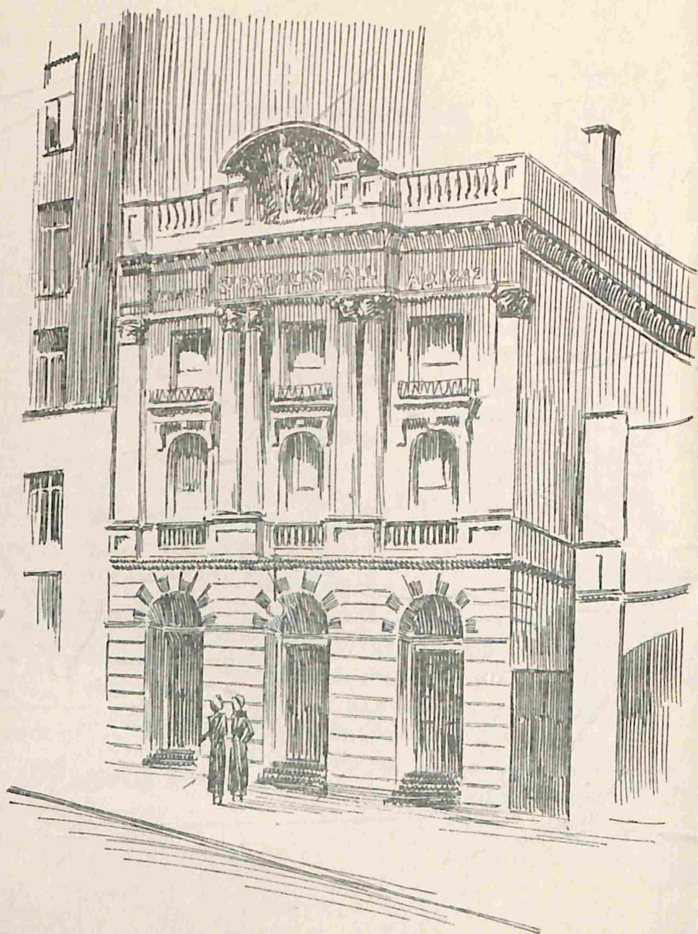
St. Patrick's Hall

### (Bourke Street, between Queen and William Sts.)

ALTHOUGH there is nothing architecturally attractive about this old building—St. Patrick's Society was founded in 1842—it is nevertheless worthy of mention by reason of the fact that on the 13th November, 1851, the first meeting of the Legislative Council took place within its walls, having been opened by Governor La Trobe. One of the first members was John Pascoe Fawkner, who followed Batman to Port Phillip, as the State of Victoria was then called. Fawkner was an extraordinary character. The son of a transported man, he was sentenced to a lashing for having plotted to secure the escape of a party of convicts in Tasmania. He ran a hotel in Launceston, founded the "Launceston Advertiser," started the first hotel, which was also the first building, in Melbourne, published the first Melbourne newspaper, the "Advertiser," and the Geelong "Advertiser," was a member of the first Town Council, and, as stated above, was a member of the first Legislative Council. He died in 1869 in his home in Smith Street, Collingwood, and was buried in the Melbourne General Cemetery. The land on which the Hall stands was purchased by St. Patrick's Society in 1846 for £99.

House of the First Mayor

(Tram in Swanston Street, alighting at Franklin Street)

IT is appropriate that the sole remaining link connecting the Melbourne Corporation with the foundation of the City should be the house of the first Mayor (Alderman Henry Condell) who represented Port Phillip for a time in the Legislative Council of New South Wales. With the town divided into four wards—Lonsdale, La Trobe, Gipps and Bourke—the first municipal election was held on the 1st December, 1842. By all accounts it was a great day. Bands played, and liquor and food could be had for the taking. The poll closed at 4 p.m., and when Condell and Fawkner were returned their supporters rejoiced greatly. The exuberance of the proceedings was, it was stated, not wholly unconnected from the fact that Condell owned a brewery 200 yards from the polling booth, and that Fawkner's public house was equally handy. Eight days later Condell was elected Mayor on the casting vote of the Chairman. In his business affairs Condell prospered greatly, and he was a wealthy man when he retired to England. His son, Mr. W. V. Condell, presented the Town Hall clock to Melbourne.
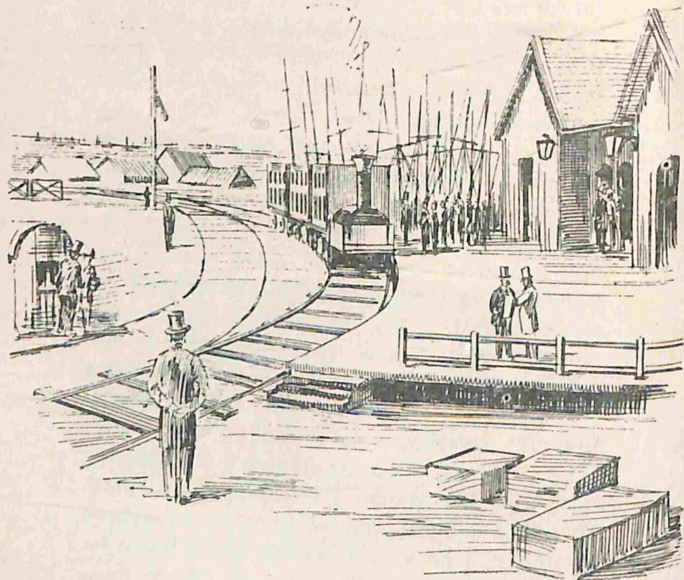
Australia's First Railway

MELBOURNE has the credit of having made the first railway engine in Australia, and by the same token, the first railway. Quite unambitious was that first railway. It ran between Flinders Street and Sandridge (now Port Melbourne). On that September day of 1854 doubtless there were few among the invited guests who visioned the fast, luxurious trains of the present day; probably they were too busy flicking soot off their clothes and picking cinders out of their eyes (there were no roofs to the carriages) to give thought to the future. Probably, also, the guests were much relieved when they stepped out at Sandridge, having completed the journey at the incredible speed of 15 miles per hour. The venture was a success from the start. It was followed by a branch line to St. Kilda, in 1857, and later by one through Chapel Street to Brighton. The Government then commenced to build lines to country centres, and in 1878 bought up all the privately-owned suburban lines, thus becoming the owner of all the railways in the State.

John Knox's Church

(Swanston Street)

THIS old church, a beautiful example of Gothic architecture by Charles Laing, built in 1847, stands as a silent memorial of an old and bitter quarrel which raged in Scotland, and, in a lesser degree, in Melbourne over the proper worship of God. The Rev. James Forbes, who had been ordained a minister of the National Church of Scotland in Glasgow, came here and built the first Scots Church. On the Disruption, he walked out, and with his adherents he built John Knox's Church and founded the Free Presbyterian Church of Victoria. It was he, also, who brought out the first religious periodical, "The Port Phillip Christian Herald," and he gave the first temperance lecture in Melbourne, one of those who signed the pledge at his meeting being the Minister of St. James' Cathedral, the Rev. Mr. Grylls. The Church is now owned by the Church of Christ.
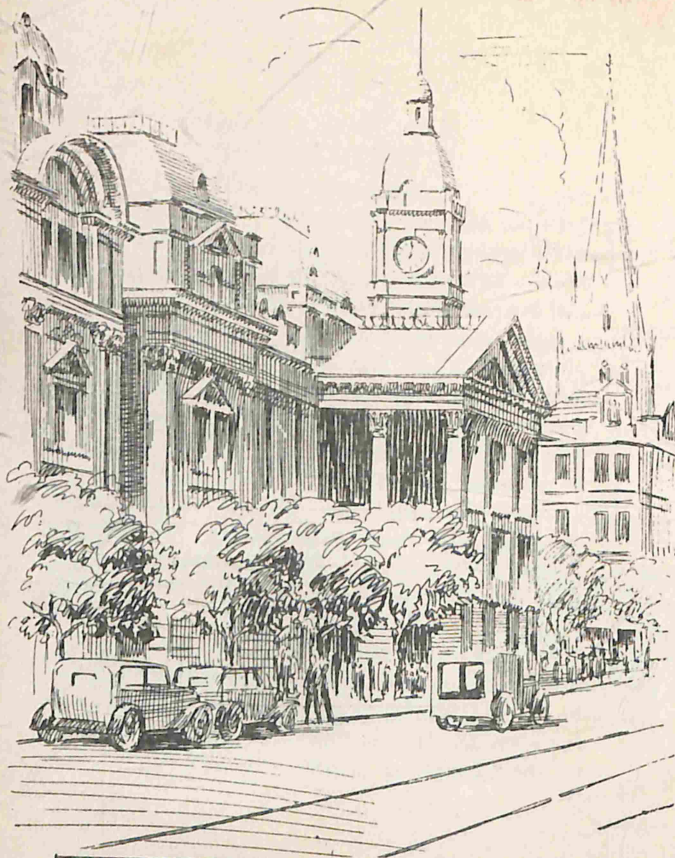
THIS FOUNDATION STONE WAS LAID BY
H.R.H. THE DUKE OF EDINBURGH
29th NOVEMBER, 1867
JAMES STEWART BUTTERS, MAYOR

The Town Hall

(Swanston Street)

ALTHOUGH the question of erecting a Town Hall was raised at the first business meeting of the Town Council on the 15th December, 1842, financial difficulties made the project impossible of realisation; indeed, the depression of 1842-43 resulted in the Council being unable to pay current expenses, and the first financial year ended with a debit balance. The Council hired some of the rooms of the Mechanics' Institute (the predecessor of the Athenaeum) for offices, while the Mayor's dinners and other social functions were held in an hotel, usually the Royal. It was not until September, 1851, that the Council felt able to adopt plans for a building to cost £2600. The first Hall was completed three years later. Soon it was found all too small for the rapidly-growing city, and it was decided to demolish the whole building. After many a wrangle over plans, the designs of Messrs. Reed and Barnes were accepted, and the foundation stone of the present building was laid by the Duke of Edinburgh in 1867. The last traces of the original building disappeared in 1868.

Botanical Gardens

(Toorak Tram in Swanston Street, alighting
at Park Street)

THE conception of the Botanical Gardens belongs to Governor La Trobe, who set aside a tract as a botanical reserve early in his administration as Superintendent. Previous to that, a portion of the ground had been utilised for the establishment of the first Aboriginal Mission in December, 1836. There is an old red gum under which the citizens of Melbourne celebrated the proclamation of Victoria as an independent Colony on the 15th November, 1850, to date from the 1st July, 1851. The gardens were started in 1852, two years before Governor La Trobe resigned, and Baron F. Von Mueller, who five years earlier had been appointed Government botanist, became Director in 1857. He retired in 1873, and until his death devoted himself to his literary work. It was his successor, W. R. Guilfoyle, who planned the splendid system of landscape gardening as we know it today. Baron Von Mueller was a prolific writer, and produced 40 books. Fond of exploration, he traced the Victoria River in Queensland to its source.
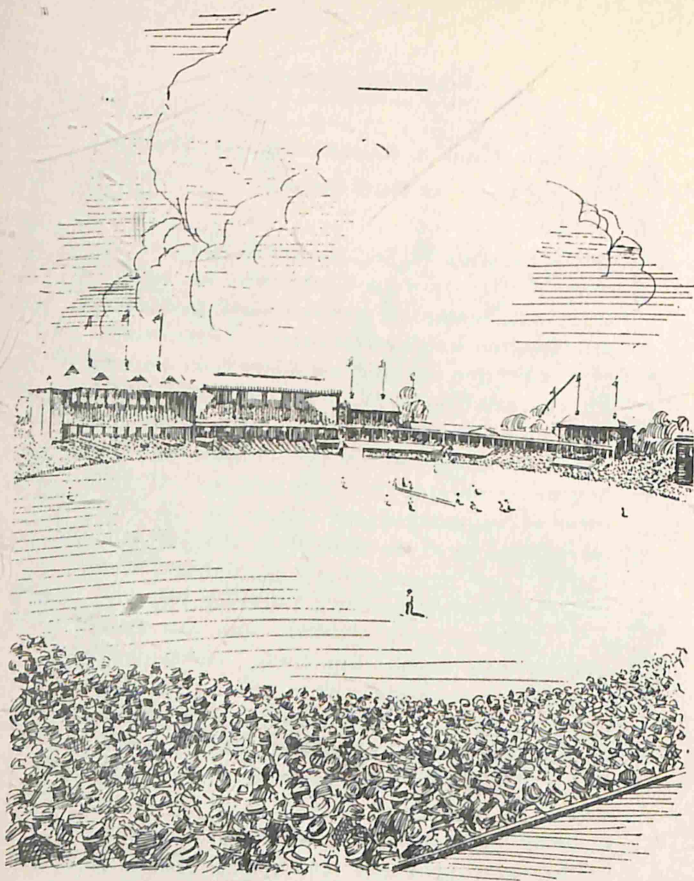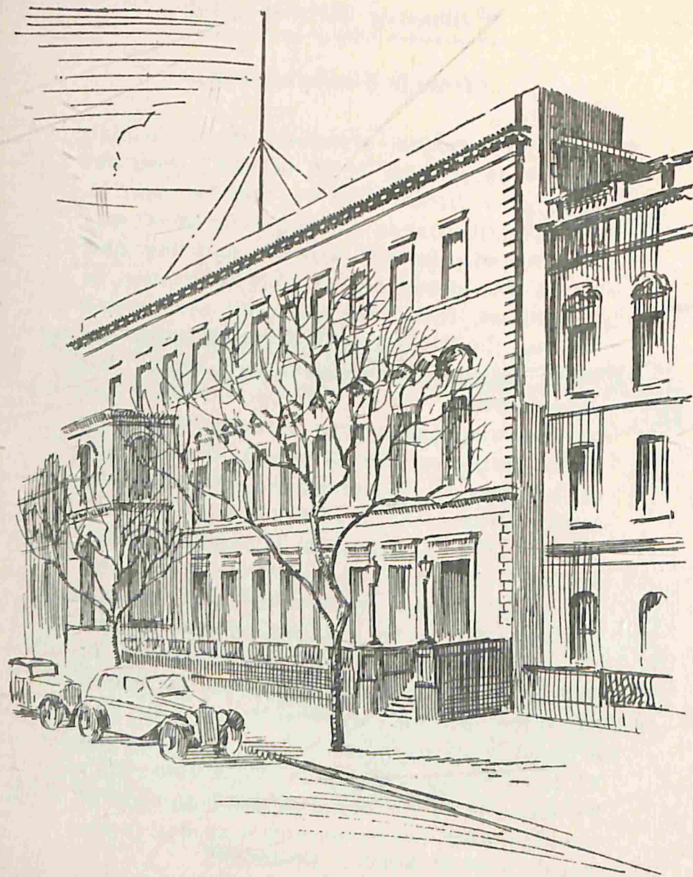
Melbourne Cricket Ground
Where many exciting Test matches have been played.

Melbourne Cricket Club

(Tram in Flinders Street)

LIKE horse racing, organised cricket in Melbourne dates from 1838, in which year the Melbourne Cricket Club was formed. Near St. James' Cathedral in Little Collins Street was the site of the first ground, and the first match was played on the 22nd November. In the forties, the Club "jumped" the ground between the River and Emerald Hill—ground which Fawkner had sown with wheat two years earlier. Later, the possession of the ground was legalised by Superintendent La Trobe giving permission to use 10 acres as a cricket ground. Floodings proved so troublesome, however, that the Club decided to move, and in 1854 it was given possession of the present ground. The first inter-Colonial match (if it can be so-called) was played between Melbourne and Van Dieman's Land (now Tasmania). Played at Launceston in February, 1851, the visitors lost the match by three wickets and two runs. Of the original wooden buildings and fences erected by the Club not a trace remains today, but we have, instead, from the point of view of the spectators, the finest cricket ground in the world.

## The Melbourne Club

(Tram in Collins Street)

THE meeting to arrange for the first cricket match in November, 1838, not only introduced organised cricket into the Colony, but was the means of starting the Melbourne Club. On the day after the cricket, the subject was taken up again in the quarters of the military officers, and the 23 gentlemen present, headed by Captain Lonsdale, P.M., constituted the original members. By the 1st January, 1839, the list had grown to 50, and the members dined sumptuously in the Lamb Inn. In June, the Club rented the Union Club Hotel, which was the new name for Fawkner's third hotel venture, and a club steward and laundress were engaged. The Club remained at this place, popularly known as Fawkner's Corner, for some years, and then removed to the premises vacated by the Port Phillip Bank after its brief and inglorious career. Later still, it removed to its present site, so that during its life of 96 years, it has always been associated with Collins Street.
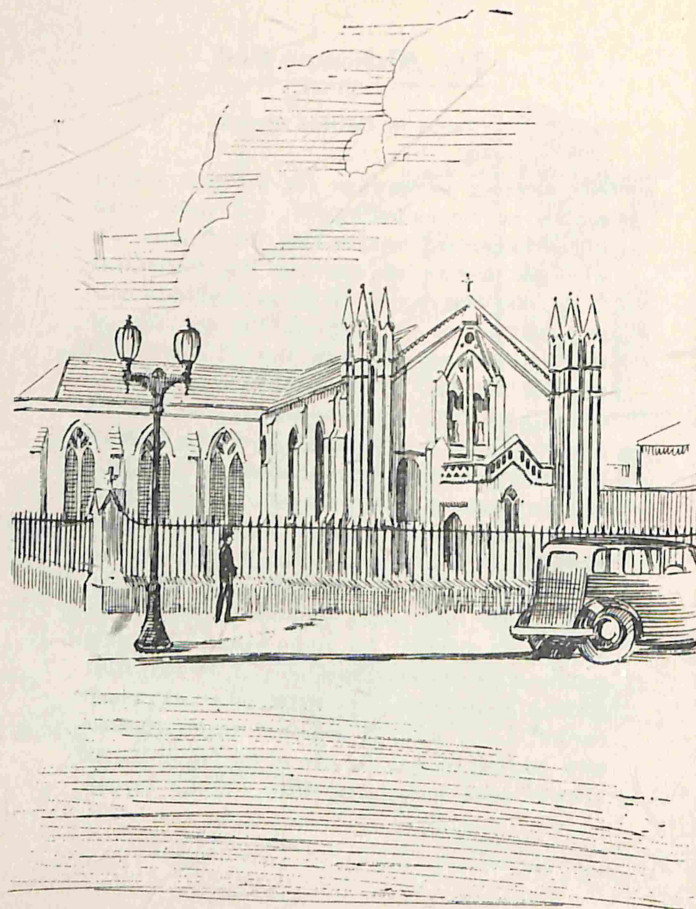
St. Francis' Church

(Corner of Elizabeth and Lonsdale Streets)

AS the foundation stone was laid on the 4th October, 1841, St. Francis' is the second oldest church in Melbourne. Two interesting facts connected with its erection are that the Episcopalians, Presbyterians and Methodists, although at the time raising funds for churches of their own, generously subscribed to the appeal made by their poorer Roman Catholic townspeople, and that on the morning following the foundation ceremony it was found that thieves had opened the bottle placed in the cavity and stolen the gold and silver coins. The first temporary wooden chapel, opened on the 28th July, 1839, was literally in the bush, for at that date, Elizabeth Street was a ravine and Lonsdale Street was still in its virgin condition. The first priest was the Rev. Father Geoghegan. Later he became Bishop of Adelaide, and was the only one of the early clergymen of Melbourne to attain high ecclesiastical office.
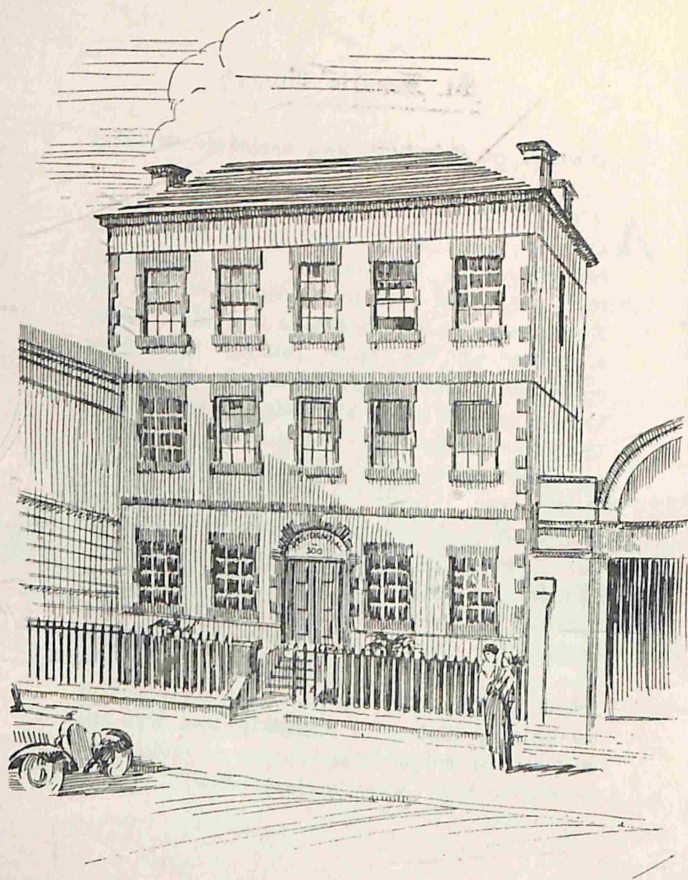
The Old Treasury

QUEEN STREET
#### (West Melbourne Tram, alighting at Lonsdale Street)

ICHABOD" may well be written over the front of this old building, a few doors north from Lonsdale Street. Now available for lodgings, it was once the home of John Thomas Smith (who was seven times Mayor of Melbourne and was a member of the first legislative Council of Victoria), and for years the Treasury before the erection of the present buildings in Spring Street. Like Alan Breck, Mr. Smith was "a bonnie fechter." Although opposed at every election, he held his seat on the Council for 30 years. The first branch of the Colonial Treasury was opened on the 7th July, 1839, and in the following April, Captain William Lonsdale resigned his post as Police Magistrate to become Sub-Treasurer at £400 per annum. In that year the total cost of the Department was £1812/10/8.
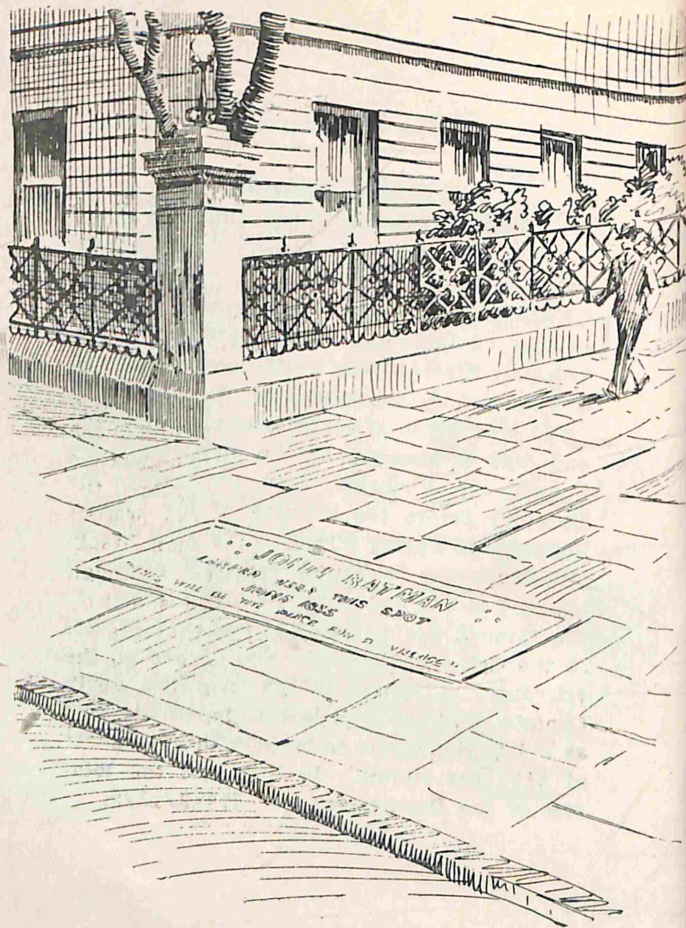
The Batman Stone

(Flinders Street-William Street.)

A STONE with an inscription in brass letters
let into the pavement at the corner of Flin-
ders Street and William Street marks the spot
which tradition ascribes as the landing place
of John Batman, the founder of Melbourne,
on the 8th June, 1835. According to his
journal, now in the Public Library, he rowed
up the Yarra after having, two days pre-
viously, at the Merri Creek, Northcote, pur-
chased from the eight native chiefs of the
district, 600,000 acres (including the sites of
Melbourne and Geelong) for goods valued at
about £200, with an annual tribute of goods
of the value of £150. The British Govern-
ment annulled the whole transaction, and the
natives got nothing. His marriage was a ro-
mance. During the Black War in Tasmania,
he encountered a beautiful woman who was
a fugitive from justice. At his request the
reward for his services took the form of a
pardon for the woman. Promptly marrying
her, the union resulted in a family of seven
daughters and one son, who was drowned in
the Yarra in 1845. Batman died in 1839,
only 38 years of age.
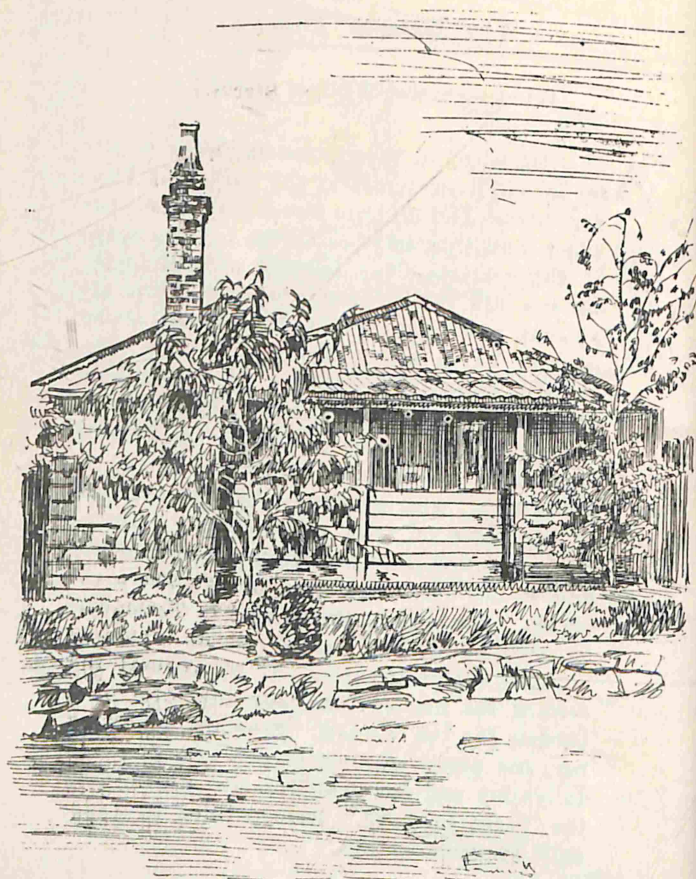
The Home of the First Governor

**(Kew, Richmond or Hawthorn Trams in Flinders Street, alighting at Clarendon Street)**

CHARLES JOSEPH LA TROBE, C.B., was the Superintendent of Port Phillip, taking up the duties of the position on the 30th September, 1839. When self-government was granted, he became the first Governor, and held the office until he resigned in 1854. Purchasing 35 acres of land he gave the title of Jolimont to the small estate in honour of his wife, who was a Swiss. The house was imported in sections from Switzerland. Governor La Trobe, in the last few years of his stay, did his utmost to advance two great projects for the public welfare—the Yan Yean water supply and the provision of public parks. He recommended the creation of the University in 1852. When he landed in 1839, the exports from the Colony were valued at £100,000, the population was 3000 and there were but two schools. When he left in 1854, the exports had increased to £10,000,000, the population was 236,766 and the schools 300. A daughter, Miss Eleanora Sophia La Trobe, who celebrated her 92nd birthday on the 30th March, 1934, is resident in England.
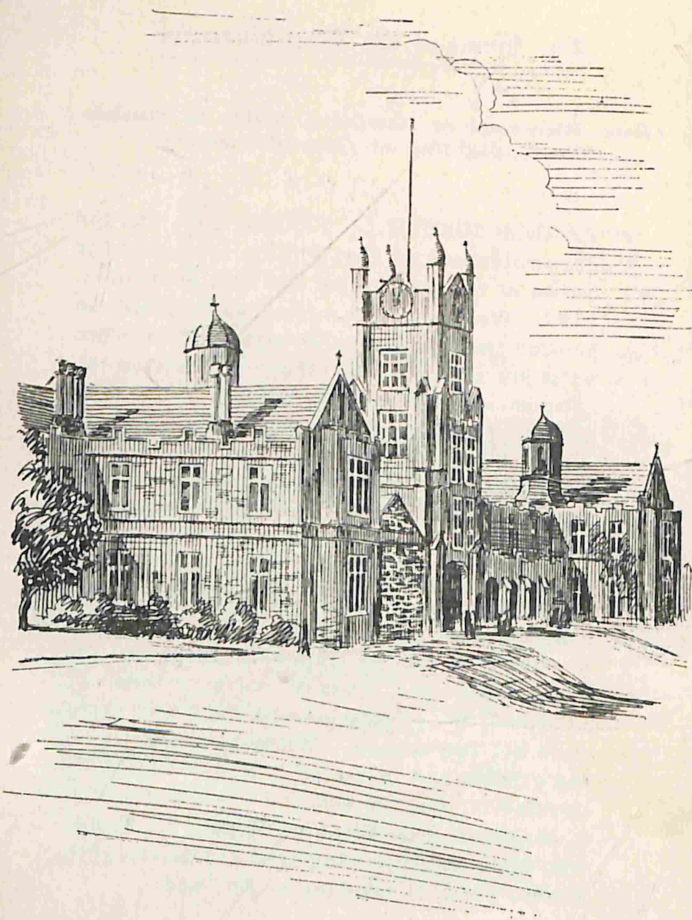
Melbourne Grammar School

ST. KILDA ROAD
(Tram From Swanston Street)

OF the three long-established schools of Melbourne, Scotch College, Wesley College and Melbourne Grammar, the latter is the only one which has, with the exception of the tower, preserved an unchanging face to the years. Now it stands, a building mellowed by age and looking as if it had been transplanted from some ancient English village. Passing it, there is always the feeling that aged elms should line the drive, with a colony of rooks going busily about their lawful occasions. Bishop Perry, when he arrived in 1848, improved the educational facilities for his co-religionists a great deal, and started the Church of England Diocesan Grammar School. Ten years later, the move to the present site was completed, and with it the name was changed to what it has been ever since, the Church of England Grammar School, or for short, Melbourne Grammar.
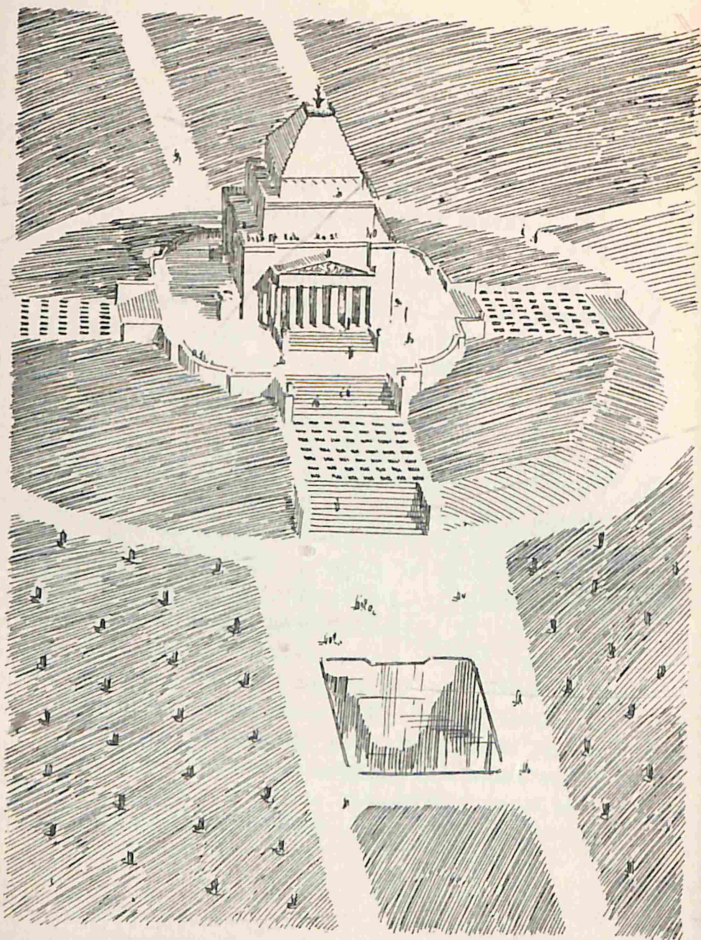
The Shrine of Remembrance

LONG after the last of those associated directly
with the war of 1914-18 have marched on,
the granite Shrine of Remembrance will
dominate the southern approach to the city
and will speak silently of the 120,000 men
and women of Victoria who carried their
love of country and their shining patriotism
into the valley of the shadow. Of that great
host, 18,000 did not return; they sleep be-
neath alien skies and in the seas. While im-
pressive outwardly, it is in the Inner Shrine
and in the Crypt that genius of the architects
reveals itself in expressing the sorrow and
the pride of a people. On the eleventh hour
of the eleventh day of the eleventh month, a
ray of sunshine pierces the Inner Shrine and
travels over the rugged, unhewn Rock of Re-
membrance with its eternally truthful mes-
sage, "Greater love hath no man." In the
Crypt, heedless of the activities of the busy
city outside, in a dimension no catastrophe
can reach, are the unit memorials with their
flags, mottoes and battle honours speaking
mutely of four dreadful years borne with
courage and fortitude. Outside, over the
porticos on the north and south, are statu-
ary groups emblematic of "The Call of the
Sword" and "The Home Coming."
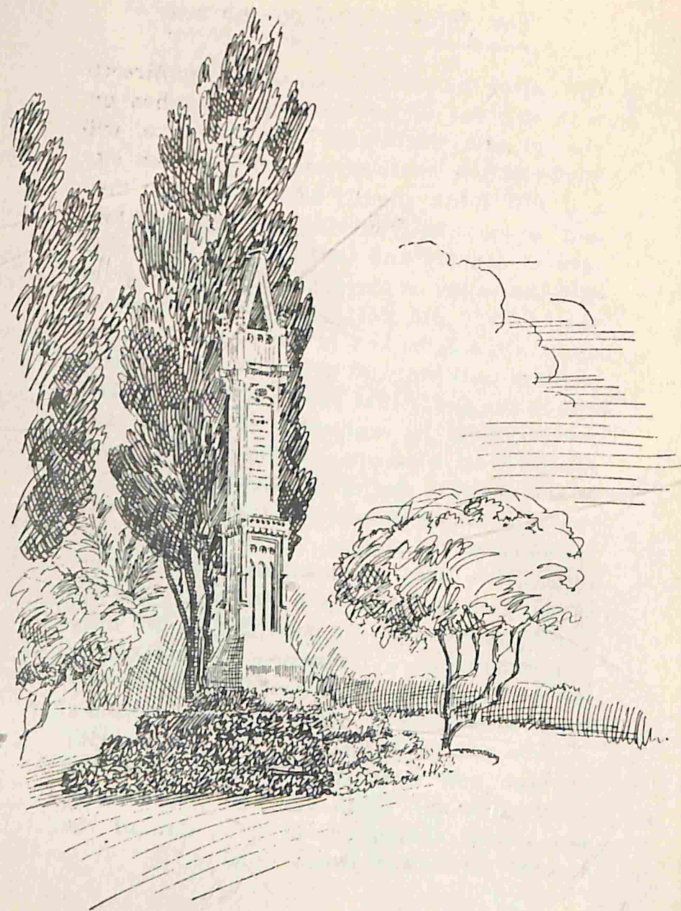
Old Settlers' Monument

FLAGSTAFF GARDENS
(Tram From William Street)

THESE Gardens are associated with the earliest history of Melbourne. They take their name from the fact that a flagstaff occupied the summit of the hill, which commands a wide view of Port Phillip Bay. When a ship was sighted, a flag was hoisted and the young community was thus informed of the expected arrival. The side of the hill was used as a burial ground, as the inscription on the monument sets out. According to "Garry-owen," the first public burials were those of Mr. Charles Franks and his shepherd, who had been killed by a raiding party of the Goulburn tribe of blacks towards the end of 1836.
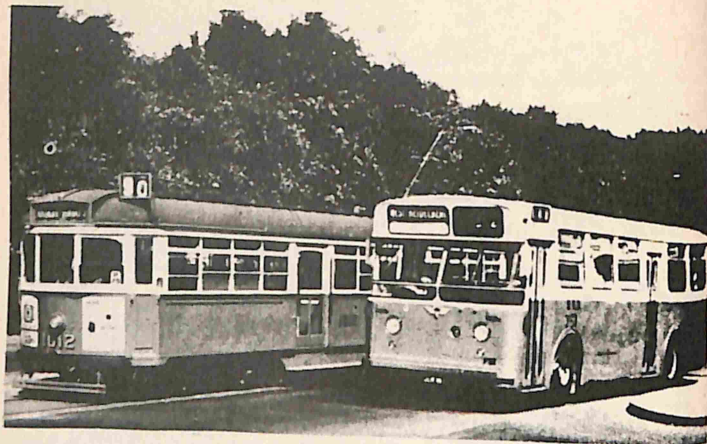
Collins Street
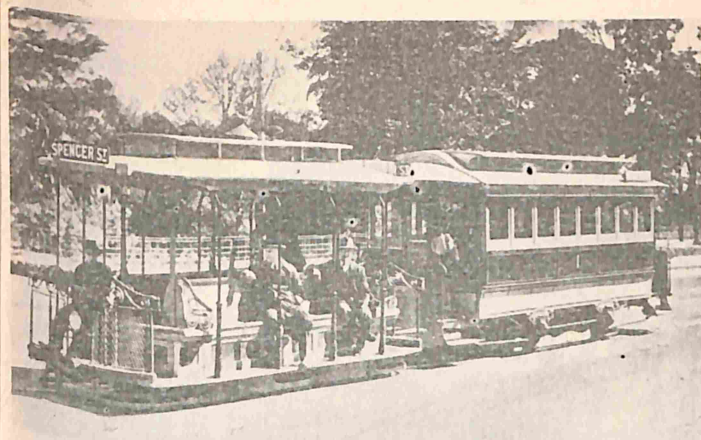
MELBOURNE'S POPULAR CABLE TRAM.
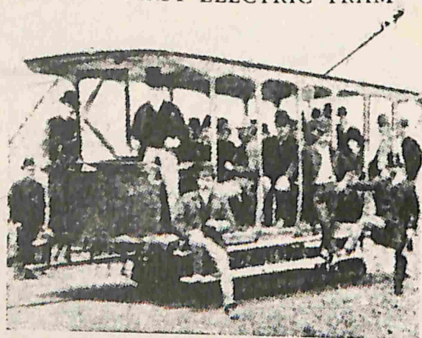No. 1 Car and Dummy ran over 1,000,000 miles from 1885 to 1940 — now in Melbourne Museum.

THORNYCROFT BUS — 1925

LATEST TRAM AND BUS — 1967.

AUSTRALIA'S FIRST ELECTRIC TRAM

Box Hill-Doncaster Electric Tramway
The first car at Box Hill. 1889