

# 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.

# PREFACE

RGANISED 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:---

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
CLIFTON HILLAugust 10, 1887NICHOLSON STAugust 22, 1887BRUNSWICKOctober 1, 1887
NICHOLSON ST August 22, 1887 BRUNSWICK October 1, 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

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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, delaved 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.

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#### THE TRAMWAYS BOARD

Gbviously, 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. Fortyeight 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  $\pounds700,000$  have been carried through, while duplications of existing electric lines and loops to facilitate working have involved an expenditure of approximately  $\pounds250,000$ .

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.

# Alelbourne Hospital

(Corner of Swanston and Lonsdale Streets)

CUPERINTENDENT 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)

7 HEN 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 thirtythird 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.

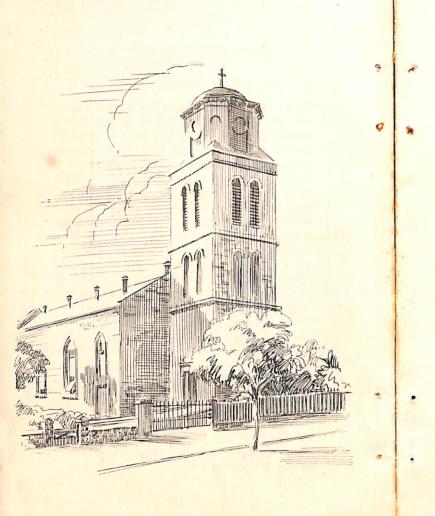
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# Flemington Racecourse

('Iram From William Street)

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HERE 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)

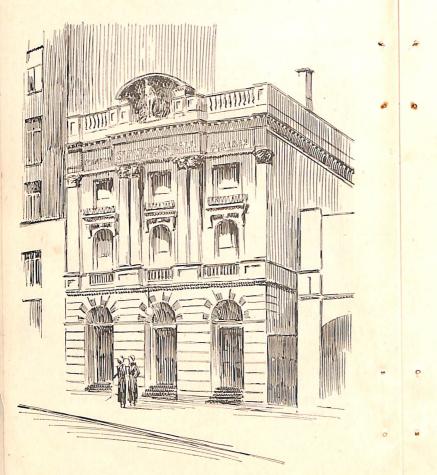
LTHOUGH not occupying its original site, which was Little Collins Street, St. James' Old Cathedral is the oldest church in Melbourne, the foundation stone having been laid by Superintendent La Trobe on the 9th November, 1839. Only three and a half years earlier, the Rev. Mr. Orton, a Wesleyan minister, 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)

HIS 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.) LTHOUGH 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.

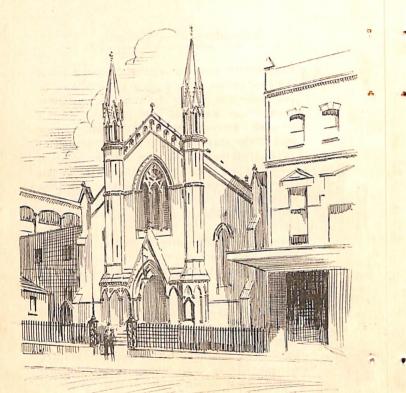
# House of the First Mayor

## (Tram in Swanston Street, alighting at Franklin Street)

T 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 With the town divided into four Wales. 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

ELBOURNE has the credit of having made M 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)

HIS 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.

The Town Hall

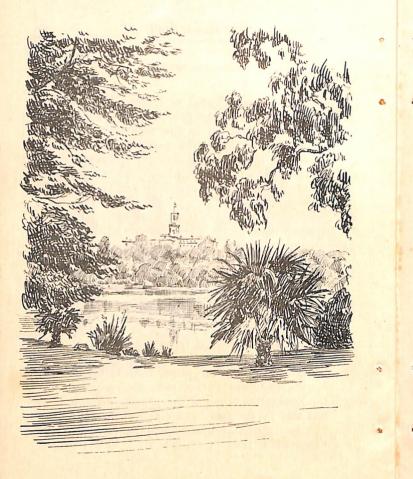
#### (Swanston Street)

LTHOUGH 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 Club

#### (Tram in Flinders Street)

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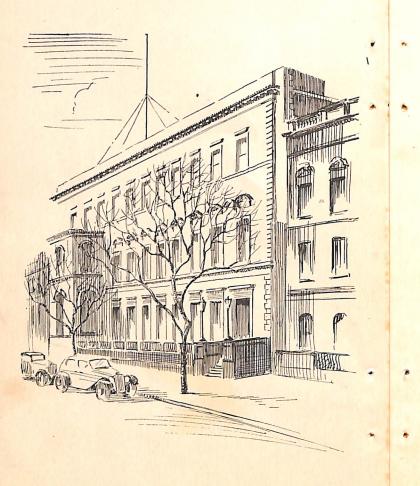
IKE horse racing, organised cricket in Melbourne dates from 1838, in which year the Melbourne Cricket Club was formed. Near St. James' Cathedral in Little Collins Street was the site of the first ground, and the first match was played on the 22nd November. In the forties, the Club "jumped" the ground 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.

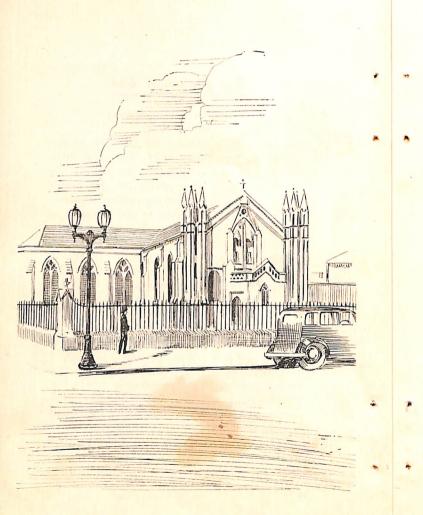
Melbourne Cricket Ground Where many exciting Test matches have been played.

## The Melbourne Club

#### (Tram in Collins Street)

HE 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)

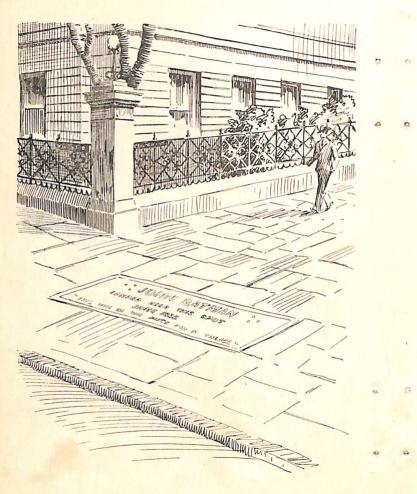
S the foundation stone was laid on the 4th Clober, 1841, St. Francis' is the second old-Two interesting est church in Melbourne. facts connected with its erection are that the Episcopalians, Presbyterians and Methodists, although at the time raising funds for churches of their own, generously subscribed 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

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

TCHABOD" 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.)

STONE with an inscription in brass letters A let into the pavement at the corner of Flinders 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 previously, at the Merri Creek, Northcote, purchased 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 Government annulled the whole transaction, and the natives got nothing. His marriage was a romance. 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)

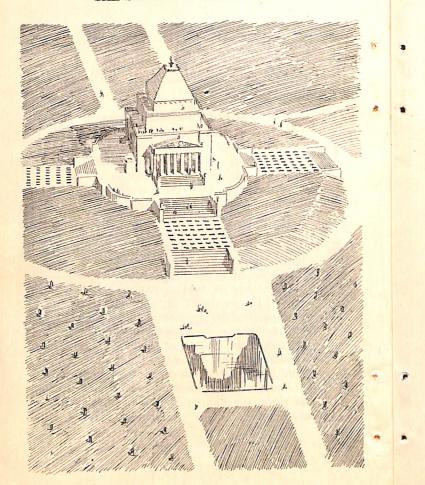
HARLES JOSEPH LA TROBE, C.B., was the Superintendent of Port Phillip, taking up the duties of the position on the 30th September, 1839. When self-government was granted, he became the first Governor, and held the office until he resigned in 1854. Purchasing 35 acres of land he gave the title of Jolimont 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)

F 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



## The Shrine of Remembrance

ONG 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 beneath alien skies and in the seas. While impressive 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 Remembrance with its eternally truthful message, "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 statuary groups emblematic of "The Call of the Sword" and "The Home Coming."

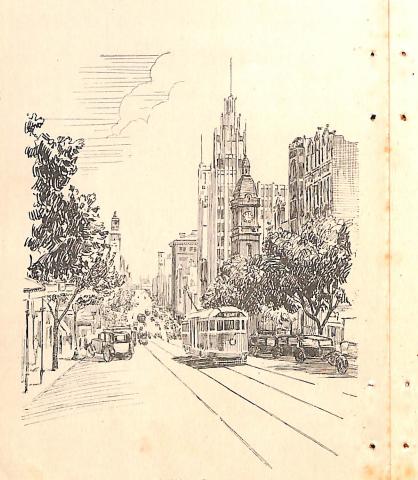
Victoria's memorial to all who served in the war of 1914-18

# Old Settlers' Monument

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#### FLAGSTAFF GARDENS (Tram From William Street)

HESE 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 "Garryowen," 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.



# ELECTRIFIED ROUTES

# ROUTE NO. 1.

#### ST. KILDA BEACH-EAST COBURG.

TO ST. KILDA from the City via Princes Bridge, Sturt Street, Park Street, Clarendon Street, Albert Road, Mills Street and Danks Street, terminating at the foot of Fitzroy Street at the Cenotaph.

The first portion of this route, Sturt Street, is given over wholly to industrial establishments. From Albert Road, access can be had to the large reserve of Albert Park, with its golf course, bowling greens, South Melbourne football, cricket, lacrosse and hockey grounds and the Lake. Day tickets for the golf course (Sundays included) are 3/6. The course is more easily reached by trams from Swanston Street bearing Route Nos. 4, 5, 6 or 7. The remainder of the route runs through the residential areas of South Melbourne, Albert Park, Middle Park and West St. Kilda.

There are a large number of public tennis courts along Canterbury road between the Railway Stations of Middle Park and St. Kilda

TO EAST COBURG from the City via Swanston Street, Lygon Street and Nicholson Street to the terminus at Bell Street. The University and the Melbourne and Coburg Cemeteries are on this route.

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# ROUTE NO. 2.

## ST. KILDA BEACH-EAST BRUNSWICK

TO ST.KILDA from the City as in Route 1.

TO EAST BRUNSWICK via Swanston Street and Lygon Street to the junction of Moreland Road and Nicholson Street (East Brunswick).

# ROUTE NO. 2A.

## ST. KILDA BEACH-SOUTH MELBOURNE.

A local service between the City (Victoria Street) and South Melbourne and St. Kilda Beach as in Routes 1 and 2.

# ROUTE NO. 4.

#### CARNEGIE-CITY (VICTORIA STREET)

TO CARNEGUE from the City (Victoria Street) via Swanston Street, Princes Bridge, St. Kilda Road, High Street (St. Kilda), Brighton Road and Glenhuntly Road to the terminus at Koornang Road, Carnegie. This route provides the longest run to the south. Princes Bridge is the gateway to the most beautiful road in Australia, indeed one of the most beautiful thoroughfares in the world-St. Kilda Road. Improved as part of the beautification schemes to greet T.R.H. the Duke and Duchess of York (now King George and Queen Mary) in 1901, it is really three roads in one, having separate tracks for motor traffic, trams and commercial transport. After entering it, there are, on the left before reaching St. Kilda Junction, the Victoria Gardens, the Shrine (Victoria's memorial to all who took part in the war of 1914-1918), Melbourne Grammar School, the Deaf and Dumb Institution, Wesley Grammar School and the Royal Institute for the Blind. On the right there are the Alexandra Gardens, the Y.M.C.A., Burns Statue, the Edith Cavell Statue, Victorian Police Barracks, Homoeopathic Hospital. Defence Department, the South African War Memorial, the Lawn Tennis Association Grass Courts, Albert Cricket Ground. Albert Park Golf Club and the St. Kilda Football and Cricket Ground. After passing through the bottle-neck of High Street, Brighton Road, similar in its construction and lay-out to St. Kilda Road, is reached with the football and cricket grounds and golf links at the end. Play on this 9-hole course is permitted on Sundays between 1 and 6 p.m.

the charge for a round being 1/3. The fee from Monday to Friday inclusive (except on holidays) is 1/-, Saturday 1/3.

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# ROUTE NO. 4A GLENHUNTLY RAILWAY STATION-CITY (VICTORIA STREET)

## ROUTE NO. 4B glenhuntly tramway depot-city (victoria street)

Both these services, which are operated only in "peak" hours of traffic, are intermediate sections of No. 4, and follow the same route from the City to Glenhuntly, the former terminating at the Glenhuntly Railway Station and the latter at Glenhuntly Tramway Depot, near Hawthorn Road.

## ROUTE NO. 4D darling road-city (victoria street)

This service, which runs to and from the City only between 6.23 a.m. and 7.33 p.m. from Darling Road, and 7.22 a.m. and 7.42 p.m. from the City, follows the same route as the Carnegie service between the City and the junction of Glenhuntly and Hawthorn Roads, from which point the route is via Hawthorn Road, Balaclava Road and Waverley Road to the terminus at Darling Road. Outside the times shown and on Sundays and holidays, the Darling Road service runs to Point Ormond. (See Route No. 66).

# ROUTE NO. 4E

## ELSTERNWICK-CITY (VICTORIA STREET)

This service is run in conjunction with No. 4 and terminates at the Elsternwick Railway Station.

# ROUTE NO. 5

## EAST MALVERN-CITY (VICTORIA STREET)

TO EAST MALVERN from City (Victoria Street) as in Route 4 to St. Kilda Junction, thence east via Wellington Street Dandenong Road and Wattletree Road to the terminus at Central Park (Burke Road).

The Dandenong Road portion of this route provides another very fine scenic thoroughfare, and serves also as a good example of a "parked" tramway. The tramway rails run between grass plantations set out with plane trees. For motor and other traffic, there is a one-way road on each side of the plantations, which are bordered by many beautiful homes. With the track laid on open ballast, visitors will note the quietness of tramway operation compared with running on tracks laid on solid concrete.

# ROUTE NO. 5A.

#### WATTLETREE ROAD - CITY (VICTORIA STREET.)

A local service between the City and the Wattletree and Glenferrie Roads intersection (Malvern) following the route as in No. 5.

# ROUTE NO. 6

#### GLEN IRIS-CITY (VICTORIA STREET)

Up to the junction of High Street (Prahran) with St. Kilda Road, this route follows that indicated in the preceding routes. From St. Kilda Road, High Street runs due east for nearly four miles. (Prahran Football and Cricket Ground at Orrong Road). Malvern Town Hall is at the High Street-Glenferrie Road intersection, adjacent to which is the Malvern Cricket Ground. A short distance further on are the Malvern Gardens where families of grey squirrels are quite ready to establish friendly relations with the welldisposed visitor, and where, in the season, the gardeners have usually a remarkable show of begonias. The terminus is at the High Street-Lower Malvern Road intersection, the latter leading in a south-easterly direction into the country and to the north-west along a road bordered with many lovely homes and gardens to Gardiner.

# ROUTE NO. 6A. Tooronga road-city.

## ROUTE NO. 6B. MALVERN TOWN HALL-CITY.

Both the above routes follow the road from the City as in No. 6. No. 6B terminates at the High Street-Glenferrie Road intersection, and No. 6A at the High Street-Tooronga Road intersection, about three-quarters of a mile from the Town Hall.

# ROUTE NO. 7.

#### CAMBERWELL-CITY (VICTORIA STREET)

St. Kilda Road, Commercial Road, Malvern Road and Burke Road to the terminus at Burke Road-Cotham Road, Deepdene. After leaving St. Kilda Road at Commercial Road, the Alfred Hospital, with its reputation for efficiency and research, is passed on the right, Fawkner Park being on the left. Commercial Road ends at Chapel Street, once a great shopping centre of the metropolis, and Malvern Road begins. For the greater part of its three miles it is residential in character. Another run of three miles, up hill and down dale, with the road running north as straight as an arrow and the terminus at Cotham Road, Deepdene, is reached. The character of the homes and gardens along this portion of the route might well induce the visitor to form the impression that home building and gardening are the dominating hobbies of a considerable number of the men of Melbourne.

# ROUTE NO. 7A. GARDINER-CITY.

# ROUTE NO. 7B.

Both these routes are intermediate sections of No. 7. While No. 7A terminates at Gardiner (Malvern Road-Burke Road intersection), the latter ends at the Malvern Road-Glenferrie Road intersection.

## ROUTE NO. 8.

#### TOORAK-CITY (VICTORIA STREET).

Swanston Street, Princes Bridge, St. Kilda Road, Domain Road, Park Street and Toorak Road to the terminus at Toorak Road-Glenferrie Road intersection.

Years ago writers used to wax lyrical over the "stately homes of Toorak." Nowadays the trail of the flat builder is all too prominent, and within recent years many an old

home standing in splendid isolation has gone. the kitchen garden of the old proprietors being thought large enough for the house and garden of the new. In several of the side streets the old-world charm of a more leisured age can be captured still, however, and if the stables now hold motor cars-well, we can be thankful for the sight of the homes built in the days when "Spanish mission" types with Norman towers and Gothic arches were but ugly nightmares in the minds of speculative builders. This line provides the easiest method of reaching the Botanical Gardens. Those qualified to judge have expressed the opinion that the gardens are surpassed only by Kew London.

# ROUTE NO. 8A. Orrong road-city.

## ROUTE NO. 8B CHAPEL STREET-CITY.

The first of these routes follows the same path from the City as in No. 8, but ends at the Toorak Road-Orrong Road intersection. The second terminates at Chapel Street.

# ROUTE NO. 9.

EAST PRESTON-CITY (COLLINS STREET) TO EAST PRESTON via Collins Street (at Spencer Street), Gisborne Street, Brunswick

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Street, St. George's Road and Plenty Road to the terminus at Plenty Road-Tyler Street intersection.

This route passes from Spencer Street Railway Station at the one end to open country at the other, and in between is Collins Street with its many fine buildings and the beauty it derives from plane trees for about half its length, the Treasury Gardens and the Commonwealth and State Offices, the Houses of Parliament, St. Patrick's Cathedral and the head station of the Metropolitan Fire Brigade, where public displays are given at 2 p.m. every Friday, Mount St. Evin's Private Hospital. St. Vincent's Hospital and the Eye and Ear Hospital (the three hospitals being practically at the junction of Gisborne Street and Victoria Parade), the shopping centre in Brunswick Street, the Fitzroy Football and Cricket Ground and the workshops of the Tramways Board at the end of St. George's Road. After leaving Fitzroy, the route passes through suburbs of comparatively recent growth. Here may be seen homes typical of Australian city workers, and while not so large as those in the eastern and southern suburbs, they nevertheless reflect the same pride of ownership.

#### ROUTE NO. 9A. THORNBURY-CITY.

# ROUTE NO. 9B. NORTH FITZROY-CITY.

Intermediate services run only in the peak hours of traffic, the former terminating at the end of St. George's Road, and the latter at the old cable tramway terminus at Barkly Street.

# ROUTE NO. 10.

#### WEST PRESTON-CITY (COLLINS STREET)

The run to West Preston is the same as in No. 9 until the end of St. George's Road is reached. At that point, the line turns west along Miller Street, and then runs north in Gilbert Road to the terminus at the Gilbert Road-Regent Street intersection. Edward's Lake is within 15 minutes' walk of the terminus. Permit to fish in the lake may be obtained at the Preston Municipal Offices.

# ROUTE NO. 11.

#### ST. GEORGE'S ROAD-LYGON STREET.

This is a "shuttle" service connecting the St. George's Road line with the electric tramway in Lygon Street.

# ROUTE NO. 15.

ST. KILDA BEACH-NORTH COBURG. FROM ST. KILDA BEACH (the terminus is at Acland and Barkly Streets), North Co-

burg is reached via the Esplanade, Fitzroy Street, St. Kilda Road, Princes Bridge, Swanston Street, Elgin Street, Lygon Street, Moreland Road and Sydney Road to the terminus at Baker's Road, passing enroute the Women's Hospital, Children's Hospital, the University, the Melbourne General Cemetery and the Metropolitan Gaol.

## ROUTE NO. 16

#### ST. KILDA BEACH-COBURG.

The route as in No. 15 until the terminus at the Bell Street-Sydney Road intersection.

## ROUTE NO. 17. St. Kilda Beach-East Brunswick

As in No. 15 to the terminus at the Moreland Road-Nicholson Street intersection.

## ROUTE NO. 18. st. kilda beach-city (victoria street)

A local service between St. Kilda Beach and the City. With Routes 15, 16 and 17 bringing many passengers from the north, this service enables people from the City to reach the amusement centre of St. Kilda with ease and comfort. All the trams running to St. Kilda Beach pass the various picture theatres and dancing halls, the Esplanade Gardens, the Catani Memorial, the sea-water baths and Luna Park.

# ROUTE NO. 19. North coburg-city (flinders street)

This service runs from Baker's Road to the City via Sydney Road, Moreland Road, Lygon Street, Elgin Street and Swanston Street. It provides a handy means of travel to those who are desirous of reaching the City, while on the return journey, especially at the peak hours, it enables passengers from the City to the north to journey in greater comfort.

## ROUTE NO. 20. COBURG (BELL STREET-SYDNEY ROAD)-CITY (FLINDERS STREET).

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# ROUTE NO. 21.

EAST COBURG (NICHOLSON STREET-BELL STREET)-CITY (FLINDERS STREET)

### ROUTE NO. 22.

EAST BRUNSWICK (MORELAND ROAD-NICHOLSON STREET)-CITY.

# ROUTE NO. 27.

#### HAWTHORN-SPENCER STREET.

FROM THE TERMINUS at the Power Street-Riversdale Road Junction via Burwood Road, Bridge Road, Wellington Parade and Flinders Street.

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# ROUTE NO. 28.

#### RICHMOND-SPENCER STREET.

TO SPENCER STREET (at Lonsdale Street) via Bridge Road, Wellington Parade and Flinders Street.

At the beginning of Wellington Parade, on the left, is the ground of the Melbourne Cricket Club, while at Jolimont is the old home of Victoria's first Governor (La Trobe). Opposite are the Fitzroy Gardens. In Flinders Street, on the right, are the offices of "The Herald," the largest newspaper organisation in the Southern Hemisphere, St. Paul's Cathedral, the Electricity Commission's Building and the Commercial Travellers' Club. On the left is Princes Bridge Railway Station and the Flinders Street Railway Station, the latter claimed to be the busiest in the world. At the end of Flinders Street is the Fish Market and the entrance to the docks, while in Spencer Street are the administrative offices of the Victorian Railways and the Spencer Street Railway Station. The General Post Office is at the corner of Spencer and Bourke Streets.

# ROUTE NO. 40. East kew-spencer street.

FROM THE TERMINUS at the junction of High Street and Doncaster Road via High Street, Church Street, Bridge Road, Wellington Parade and Flinders Street.

The Boroondara Cemetery (some of the monuments in which are worthy of inspection) is passed on the run down High Street. Nearby is the Kew Football and Cricket Ground. Visitors to the Kew Golf Links should alight at Belford Road. Several enjoyable walks can be taken from the terminus. The River Yarra is less than a mile away. Another walk giving fine views of the Yarra valley and orchard country is via Doncaster and Balwyn Roads to White Horse Road.

# ROUTE NO. 41. NEW-SPENCER STREET.

FROM THE TERMINUS at the High Street-Strathalbyn Street Junction thence to Spencer Street, as in Route No. 40.

# ROUTE NO. 42.

MONT ALBERT-CITY (COLLINS STREET).

FROM THE TERMINUS at the Union Road-Whitehorse Road intersection via Whitehorse Road, Cotham Road, High Street (Kew), Barkers Road, Victoria Street, Victoria Parade and Gisborne Street to Collins Street.

This is one of the longest runs on the system. On the run to the City, the highest

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point in the metropolis, Beckett Park, is passed. On a clear day, wonderful views, not only of the nearer hills, but of the City and Port Phillip Bay, may be obtained. In Victoria Parade is another fine example of a "parked" tramway, with one-way roads for vehicular and motor traffic and plantations on either side. Five years ago these plantations were a neglected eye-sore. When the line was electrified a few years ago advantage was taken of the opportunity to beautify the locality. The result is seen to-day-a thoroughfare which is a delight to the eye. Fine views of the Dandenong and Healesville ranges are seen by walking from the Mont Albert terminus northwards along Union Road and then following either Belmore or Winfield Roads.

# ROUTE NO. 44. BALWYN (BALWYN ROAD)-CITY. FROM THE BALWYN ROAD-WHITE-HORSE ROAD intersection, this route follows

that of Route No. 42 to the City ...

ROUTE NO. 45. DEEPDENE-CITY.

FROM THE BURKE ROAD-COTHAM ROAD intersection and thence to the City as in the two previous routes.

# ROUTE NO. 46.

#### KEW POST OFFICE-CITY.

FROM KEW POST OFFICE, High Street, to the City (Collins Street), as in the three previous routes.

# ROUTE NO. 47

#### VICTORIA BRIDGE-CITY.

An intermediate service designed to prevent overcrowding on the Kew, Balwyn and Mont Albert trams.

# ROUTE NO. 51. ESSENDON-CITY (WILLIAM STREET)

FROM THE TERMINUS in Keilor Road via Mount Alexander Road, Fletcher Street, Pascoe Vale Road, Mount Alexander Road, Flemington Road and Peel Street to William Street.

This route runs through the residential and business centres of Essendon. The Moonee Valley Racecourse can be reached by alighting at Puckle Street and the Essendon Football and Cricket Ground by alighting at the corner of Mount Alexander Road and Fletcher Street. On race and football days, special trams, for which a minimum fare is charged, run to these points. Access to Royal Park, with its public golf course, can be had from Flemington Road. Peel Street has its "parked" tramway also, and the difference in running gives occasion for regret that Flemington Road had not been dealt with similarly. In William Street are the Flagstaff Gardens, so-called because in the early days Melbourne used to be notified of the arrival of a ship by the flying of a flag, the Queen Victoria Hospital for Women and the Jessie McPherson Community Hospital, the Law Courts, the new building of the Shell Oil Company and the Australian Club.

# ROUTE NO. 52. FLETCHER STREET-CITY (WILLIAM ST.)

An intermediate service following the route from Fletcher Street to the City as in Route No. 51.

## ROUTE NO. 54 MARIBYRNONG RIVER-CITY (WILLIAM STREET).

**FROM THE TERMINUS** at the end of Maribyrnong Road to the City via Maribyrnong Road, Union Road, Epsom Road, Racecourse Road, Flemington Road and Peel Street.

Boating and swimming, not to mention angling, can all be enjoyed on the Maribyrnong River, at the terminus of this line. Visitors from the country and from other States of the Commonwealth and New Zealand probably are more familiar with this route than with any other line on the system, as it carries passengers direct to the Flemington and Ascot Racecourses and the Showgrounds of the Royal Agricultural Society of Victoria. It serves also the large livestock saleyards at Newmarket.

## ROUTE NO. 55

### WEST COBURG (BELL STREET)-CITY (WILLIAM STREET)

FROM THE TERMINUS at the junction of Bell Street and Melville Road to the City via Melville Road, Dawson Street, Grantham Street, Royal Park, Flemington Road, Peel Street and William Street to Collins Street.

Running through Royal Park, this route gives direct access to the Zoological Gardens.

# ROUTE NO. 56

### WEST BRUNSWICK (MORELAND ROAD)-CITY (WILLIAM STREET).

FROM THE MORELAND ROAD and Melville Road intersection and thence to the City as in Route No. 55.

ROUTE NO. 57. WILLIAMSTOWN ROAD-BALLARAT ROAD. FROM THE WILLIAMSTOWN ROAD terminus via Gamon Street, Charles Street,

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Buckley Street, Footscray Station, Hopkins Street and Droop Street to the terminus in Ballarat Road.

# ROUTE NO. 58.

#### RUSSELL STREET-FOOTSCRAY STATION

FROM THE RUSSELL STREET and Barkly Street intersection to Footscray Station.

# ROUTE NO. 59. williamstown road-footscray railway station.

FROM THE TERMINUS at the Williamstown Road and Somerville Road intersection to Footscray Station. All the Footscray services are operated with one-man safety trams.

## ROUTE NO. 60.

BALLARAT ROAD-FOOTSCRAY STATION FROM THE TERMINUS at the Summerhill Road and Ballarat Road intersection to the Footscray Station.

# ROUTE NO. 64.

## BRIGHTON CEMETERY-ST. KILDA BEACH FROM BRIGHTON CEMETERY at the

Hawthorn Road and North Road intersection to St. Kilda Beach via Hawthorn Road, Dandenong Road, Wellington Street, Fitzroy Street and the Esplanade to the terminus at Acland Street.

Brighton Cemetery is the scene of the annual pilgrimages to the graves of the poet Lindsay Gordon and General Sir John Monash. The route runs through a pleasant residential district, and the line connects up at the Balaclava Junction with trams bound for Kew and at St. Kilda Junction with trams for the City.

# ROUTE NO. 66. Darling road-elsternwickpoint ormond

FROM THE TERMINUS at the Darling Road and Waverley Road intersection to Point Ormond via Waverley Road, Balaclava Road, Hawthorn Road and Glenhuntly Road.

This service, Darling Road to Point Ormond, is run only on Sundays and holidays and after 7.33 p.m. on week-days. At all other times the Darling Road service runs to the City (see Route No. 4D) and the Elsternwick-Pt, Ormond service (Route No. 67) is then in operation.

The Darling Road service provides connections to St. Kilda and Kew at the Balaclava Junction and passes the Caulfield Racecourse.

# ROUTE NO. 67.

#### ELSTERNWICK-POINT ORMOND.

A service which runs between the Elsternwick Railway Station and Point Ormond. As in Footscray, the trams are of the one-man safety type.

# ROUTE NO. 68.

#### DARLING ROAD-ST. KILDA BEACH

FROM THE TERMINUS at the Darling Road and Waverley Road intersection to the Esplanade at St. Kilda via Waverley Road, Balaclava Road and Carlisle Street.

This service operates during the peak hours only, and on occasions when the Victoria Amateur Turf Club hold race meetings at Caulfield.

# ROUTE NO. 69.

#### COTHAM ROAD (KEW)-ST. KILDA BEACH.

FROM THE TERMINUS at Cotham and Glenferrie Roads to St. Kilda Beach via Glenferrie Road, Hawthorn Road, Balaclava Road and Carlisle Street to the Esplanade.

A run of something over seven miles from the residential suburb of Kew, through the shopping centres of Hawthorn and Malvern, and thence to the amusement centre of St. Kilda. Shortly after leaving the terminus. Xavier College, the Methodist Ladies' College and Scotch College are passed, while at Kooyong are the championship grass courts of the Lawn Tennis Association. Passengers from Kew and Hawthorn transfer at Balaclava Junction for the Caulfield Racecourse, Brighton Cemetery, Carnegie, Elsternwick and Point Ormond.

## ROUTE NO. 70. wattle park (elgar road)-city (princes bridge)

FROM BATMAN AVENUE (Princes Bridge) via Swan Street and Riversdale Road to the terminus at the Riversdale Road and Elgar Road intersection.

This is a run of more than nine miles. The route serves the Olympic Park on the right and the Melbourne Football and Cricket Ground and the Richmond Football and Cricket Ground on the left before entering one of the business and shopping centres of Richmond. Just before crossing the Yarra at Hawthorn, the School of Agriculture is on the right. From the Hawthorn Depot of the Tramways Board there is a straight run of more than four miles eastwards along Riversdale Road to Wattle Park, a reserve for fauna and flora which has been beautified and preserved by the Tramways Board. Facilities for football, cricket and tennis have been provided, children's playgrounds have been constructed, picnic stances are allotted on application, and more substantial meals can be procured at the Chalet—a picturesque building which has been built out of materials acquired when old cable power houses were demolished.

# ROUTE NO. 71.

#### WATTLE PARK (BOUNDARY ROAD)-CITY

As in Route No. 70, but with the terminus at the first entrance to the Park at the Riversdale Road and Boundary Road intersection.

## ROUTE NO. 72. RIVERSDALE (WATTLE VALLEY ROAD)-CITY.

An intermediate service run during the peak periods in order to relieve the loading on the trams on the two previous routes.

# ROUTE NO. 74.

#### BURWOOD-CITY (PRINCES BRIDGE)

FROM PRINCES BRIDGE via Batman Avenue and Swan Street and Riversdale Road to Camberwell Junction, thence by Camberwell Road and Toorak Road to the Burwood terminus at the Boundary Road and Toorak Road intersection. The route passes the Camberwell Football and Cricket Ground. Several flower farms are in the vicinity of the Burwood terminus. From this point a pleasant country walk can be enjoyed along Boundary Road to Wattle Park, or it can be continued to Mont Albert at Whitehorse Road where the Mont Albert trams are available for the return journey to the City.

# ROUTE NO. 75. HARTWELL (SMITH ROAD)-CITY.

# ROUTE NO. 76.

#### CAMBERWELL JUNCTION-CITY.

Both the above routes are shorter variations of Route 74.

## ROUTE NO. 77.

#### PRAHRAN (BRIGHTON ROAD)-CITY (PRINCES BRIDGE)

FROM PRINCES BRIDGE to the Chapel Street and Brighton Road Junction via Batman Avenue, Swan Street, Church Street and Chapel Street.

# ROUTE NO. 78.

#### PRAHRAN (BRIGHTON ROAD)-NORTH RICHMOND (VICTORIA STREET).

FROM THE TERMINUS at the junction of Chapel Street with Brighton Road to North Richmond via Chapel and Church Streets.

## ROUTE NO. 79. NORTH RICHMOND (VICTORIA STREET)-ST. KILDA BEACH. FROM THE NORTH RICHMOND terminus in Church Street to St. Kilda Beach via Church Street, Chapel Street and Carlisle

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Street to the Esplanade. A service run during the summer months after six o'clock in the evening and on Saturday afternoons and Sundays and holidays in order to give North Richmond a direct run through to the beach.

# CABLE LINES

CITY (BOURKE STREET)-NORTHCOTE. FROM SPENCER STREET at Bourke Street (General Post Office) to Northcote via Bourke Street, Evelyn Street, Smith Street, Queen's Parade and High Street to the terminus at the junction of High Street and Dundas Street.

After leaving the General Post Office, this line runs through the busiest shopping centre of the metropolis. It is busy even when the shoppers have departed with their bargains, for it serves the Princess, Palace, Mayfair, Tivoli, Hoyt's De Luxe, Times and Melba Theatres. Between William and Queen Streets are the offices of the Victoria Racing, Victoria Amateur, Williamstown, Epsom, Mentone and Moonee Valley Turf Clubs, the Victorian Trotting and Racing Association. the executive head of the latter being Captain Sir Gilbert Dyett, who is the President of the Returned Sailors' and Soldiers' League of Australia. The Eastern Market is passed before Exhibition Street is reached; further on is the headquarters of the Salvation Army, while dominating the street are the State Parliament buildings. Swinging around into Evelyn Street, the prominent feature is the Exhibition building and grounds and the Aquarium. A short distance up Victoria Street on the right is St. Vincent's Hospital, Mount St. Evin's Hospital, the Eye and Ear Hospital and the head station of the Metropolitan Fire Brigade.

This route runs down Smith Street, one of the busiest suburban shopping centres and on through High Street, the shopping centre of Northcote, until it terminates at Dundas Street, from which point the electric tram turns north through East Preston.

#### CITY (BOURKE STREET)-CLIFTON HILL.

The same route as above until the terminus at Clifton Hill at Queen's Parade.

CITY (BOURKE STREET)-NICHOLSON ST. FROM THE GENERAL POST OFFICE via Bourke Street, Evelyn Street and Nicholson Street, following the Northcote route until the Exhibition Building is reached, whence it continues north to the terminus at Park Street.

# CITY (LONSDALE STREET)-COLLING-WOOD (JOHNSTON STREET BRIDGE)

FROM THE TERMINUS in Lonsdale Street at Elizabeth Street to the Johnston Street Bridge via Lonsdale Street, Russell Street, Lygon Street, Elgin Street and Johnston Street. Immediately after crossing Swanston Street, the Melbourne Hospital is passed on the left. In Russell Street are the headquarters of the Victorian Police, the head of which is Major-General Blamey, D.S.A., formerly Chief of Staff, A.I.F. A little further on to the left is the Emily McPherson College of Domestic Economy. At the corner of Lygon Street and Victoria Street is the Trades Hall, and just along Pelham Street, the Children's Hospital. The ground of the Collingwood Football and Cricket Clubs is in Johnston Street. The terminus is at the River Yarra with Studley Park in the background-a delightful spot to spend a pleasant day amid natural surroundings.

# CITY (ELIZABETH STREET)-BRUNSWICK.

FROM THE TERMINUS in Elizabeth Street to the terminus at the Sydney Road-Moreland Road intersection via Elizabeth Street, Royal Parade and Sydney Road. This is the main route to the north. The large Victoria Market is on the left before reaching Victoria Street. After entering Royal Parade, the Melbourne University and grounds are passed on the right, with the ground of the Carlton Football and Cricket Clubs just before reaching Brunswick Road. Those using this line for the purpose of visiting the Zoo should alight at Walker Street on the left. After crossing Brunswick Road, the route follows Sydney Road, through the shopping area of Brunswick, linking up with the North Coburg electric service at Moreland Road.

### CITY (ELIZABETH STREET)-NORTH MEL-BOURNE,

FROM THE TERMINUS in Elizabeth Street to the Abbotsford Street-Flemington Road junction via Elizabeth Street, Victoria Street, Errol Street, Queensberry Street and Abbotsford Street.

### CITY (ELIZABETH STREET)-WEST MEL-BOURNE.

FROM THE TERMINUS in Elizabeth Street to the Abbotsford Street-Queensberry Street junction via Elizabeth Street, Lonsdale Street, Spencer Street and Abbotsford Street.

After turning into Lonsdale Street, the Central Telephone Exchange and the Law Courts are passed on the left, immediately opposite being the Taxation Offices.

#### CITY (MARKET STREET)-SOUTH MEL-BOURNE BEACH.

FROM THE MARKET STREET-COLLINS STREET JUNCTION via Queen's Bridge, City Road, Clarendon Street, Park Street and Montague Street to the terminus in Victoria Avenue at Beaconsfield Parade. A pleasant run to an attractive bathing beach.

#### CITY (MARKET STREET)-PORT MEL-BOURNE.

FROM THE MARKET STREET-COLLINS STREET JUNCTION via Queen's Bridge, City Road, and Crockford Street to the Terminus in Bay Street, at Beach Street.

A route which gives access to the Town and Railway Piers, the latter a short walk from Prince's Pier.

#### CITY (LONSDALE STREET)-NORTH CARLTON.

FROM THE TERMINUS in Lonsdale Street at Elizabeth Street to North Carlton (Rathdown Street) via Lonsdale Street, Russell Street, Lygon Street, Elgin Street and Rathdown Street.

This is a line which serves the Children's Hospital in Rathdown Street.

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