

TO THE RIGHT HONOURABLE LORD DENMAN, GOVERNOR-GENERAL OF AUSTRALIA.  
YOUR EXCELLENCY,

We, the Mayor, Councillors and Citizens of the Municipality of the City of Prahran, in the State of Victoria, Commonwealth of Australia, desire to express our feelings of loyalty and devotion to the Throne and person of His Majesty the King.

We extend to your Excellency our sincere congratulations upon your appointment as Governor-General of this Commonwealth, and to you and Lady Denman we give a loving and hearty welcome.

You have come to a part of His Majesty's Dominions whose peaceful shores have during the last century welcomed many of Britain's sons and daughters, who, under wise and beneficent government, are assisting to establish a nation which has, and we trust always will be, linked with the Mother Land by ties which never will be sundered.

We pray that your tenure of office may be attended with unalloyed happiness, and that your rule over the destinies of this land may receive the blessing of Divine Providence.

We have the honour to be,

Your Excellency's most obedient servants,

RUPERT NICOLSON, J.P.	Mayor.
E. NAYLOR, J.P.	Councillor.
T. LUXTON, M.L.C.	"
S. A. CHAMBERS, J.P.	"
J. J. W. FLINTOFT, J.P.	"
H. A. A. EMBLING, J.P.	"
T. G. L. SCOTT	"
E. H. WILLIS	"
H. C. HEYWARD	"
A. A. HOLDSWORTH	"
A. T. GINN	"
JOHN ROMANIS	Town Clerk.

(Seal.)

The following is a copy of His Excellency's reply:—

COMMONWEALTH OF AUSTRALIA.

Governor-General,

31st July, 1911.

MR. MAYOR,

I have to thank you and the Councillors and Citizens of the City of Prahran for the address which you have been good enough to present to me. The sentiments of loyalty and devotion to the Throne and Person of His Majesty the King, which are expressed in it, find, I am sure, an echo in every corner of the Commonwealth of Australia, and form the strongest of those ties which, as you remind me, unite Australia and the rest of our great Empire to the Mother Land. I thank you for your congratulations on my appointment as Governor-General of the Commonwealth, and for the hearty words of welcome which you extend to Lady Denman and myself, and it is my hope that during our stay among you we may witness a continuance in increased measure of that prosperity which Australia at present enjoys.

(Signed) DENMAN.

### Dandenong Road Tramway.

The negotiations leading up to the agreement for the construction of the electric tramway in Dandenong-road, from Chapel-street to Glenferrie-road, were completed and embodied in an amending Act passed on the 4th January, 1911. The principal features of the Agreement are as follows:—Upon the 1st November, 1911, the present Tramway Trust is to be re-constituted and the Prahran, St. Kilda, Malvern and Caulfield Councils will each elect one representative with an independent chairman. The line will be vested in the Trust, which is empowered to borrow on the

security of the undertaking and the four Municipalities mentioned, the capital cost of the undertaking is debited to each Municipality on the basis of the respective frontages to the line. After payment of working expenses, interest on capital, and the provision of sinking funds, maintenance renewal reserves, the profits or losses are to be paid to, or made good by, each Municipality on the basis of the car mileage run in each municipality.

It is estimated that this line will earn profits from the start, and will be a great source of convenience to residents along the route.

### **Dandenong Road Improvements.**

The question of effecting improvements to Dandenong-road has been under consideration for many years past, and has again been revived in consequence of the construction of the electric tramways.

Meetings of representatives of the four Municipalities interested have been held, and an agreement is now in course of preparation which will provide for the complete reconstruction of this fine road.

The improvements will consist of a tree reserve and grass plantation 25 feet wide, on each side of the tramway two main roads 40 feet wide, and footpaths 20 feet wide. The improvements will also include the cutting down of the hill between Wattletree-road and Kooyong-road. The estimated cost is £31,000, towards which the Prahran Council's share will amount to £10,000, and the Prahran and Malvern Tramways Trust will contribute £5,000.

### **Prahran and Malvern Tramways.**

The great success attending the first year's running of the Prahran and Malvern Tramway is a matter for sincere congratulation, and as the Council, in preparing its estimates of receipts and expenditure, did not include any sum for tramway profits, it is very gratifying to know that the sum of £1909 19s. 8d. is to be handed over to the Council as its proportion of the profits.

### **Lines Opened for Traffic.**

Since the Annual Report for the year ending 30th September, 1910, the Trust has, under authority of the Prahran and Malvern Tramways Trust Act 1910, taken over from the Malvern Council the Burke-road Extension (single track), refunding that Council the cost of construction thereof, amounting to £3530 4s. 8d., which line has since been duplicated by the Trust. The High-street line has been extended westward to Punt-road. A further extension to St. Kilda-road, so as to connect with the cable tramway at that point is a pressing necessity, but in order to carry out same the co-operation of the Councils of the Cities of Melbourne and St. Kilda is required.

The total mileage of the Trust's lines is now 4.088 miles double and .654 of a mile single track, making a total of 8.83 track miles.

A very valuable extension of the High-street line would be along Punt-road, Barkly-street and Robe-street to the St. Kilda Esplanade. It would serve to carry the residents of the districts served by the tramway from Malvern to the Beach, direct, and would also have the advantage of providing direct travelling facilities for those living in that part of St. Kilda in the vicinity of Barkly and Robe streets to Chapel-street.

I hope this will be one of the first extensions undertaken by the Trust, as I have no doubt it will pay in view of the large population it would serve.

### **Car Depot Offices and Battery Plant.**

In order to cope with the increasing demands of the traffic, the Car Depot and Storage Battery have been considerably extended. A new two-story building, with basement to provide additional accommodation for the clerical staff and for motormen and conductors, is being erected on the eastern portion of the Car Depot site.

### **Amending Act.**

It was found necessary to approach Parliament in order to obtain powers for the com-

pulsory acquisition of land and extension of existing powers. A short amendment of the Trust's Act has just been passed by Parliament.

### **Extension of Trusts Lines.**

Negotiations have been completed with the Cities of Malvern and Hawthorn, and the town of Kew, by which the Trust will construct a tram line on behalf of, and at the expense of, these Councils, commencing at the corner of Burke-road and Cotham-road, Kew, and connecting with the Trust's lines at the Malvern Town Hall, via Cotham and Glenferrie roads, with an extension from the intersection of Glenferrie and Cotham roads to High-street, Kew. Upon completion the Trust, under an agreement about to be executed between the Trust and these Councils, will operate these lines, the Municipalities in question to be credited with the revenue earned in connection therewith, and to be debited with the average cost of working expenses, interest and renewal reserves on a car mile basis, plus an extra charge of one half-penny per car mile to compensate for the extra expense of operation. Negotiations for a similar arrangement for tramway extensions in the City of St. Kilda and Town of Caulfield are now in progress.

### **Revision of Fares.**

During the year the through fare of 4d. from Punt-road to Burke-road has been reduced to 3d. An application is now before the Governor-in-Council for an alteration of the existing penny sections, which will provide that penny sections approximately one mile in length shall commence every half mile. Concessions to school children have also been made.

### **Annual Balance Sheet.**

The Trust's Annual Balance-Sheet shows that after setting aside £2500 to Renewals Reserve Fund, making a total of £3232 8s. 7d., a net profit of £3377 10s. 2d. has been made. This amount, added to the balance of £277 5s. 9d. brought forward from the four months ending 30th September, 1910, makes a total of £3654 15s. 11d. available for distribution, which, in accordance with the Trust's Act, is divisible between the Municipalities of Prahran and Malvern on a car mileage basis. The City of Prahran will therefore receive £1909 19s. 8d. and the City of Malvern £1744 16s. 3d.

### **Re-constitution of the Trust.**

In accordance with the Prahran and Malvern Tramways Trust Act 1910, the Trust will, after 1st November, 1911, be composed of the Chairman and one representative from the Prahran, Malvern, St. Kilda and Caulfield Councils. The respective Councils will share the net surplus of the undertaking on a car mileage basis.

### **Construction Cost.**

Reference to the construction Account Balance-Sheet will show that the total cost of the undertaking to date, including £8000, Trust's contribution to regrading railway line, is £131,894 9s. 6d. This amount does not, however, include amounts payable in connection with contracts relating to the Dandenong-road line now in course of construction, in respect of which no disbursements have yet become payable.

### **Finance.**

A total sum of £121,500 to date has been obtained on account of its 4 per cent. loan from the Melbourne Tramway and Omnibus Co. Ltd. The first £100,000 was taken at par, but for the subsequent instalments a premium of 10s. per cent. has been received. The loan matures on 1st April, 1914.

### **Rolling Stock.**

Since September, 1910, seven new combination single truck cars have been put into traffic, making a total of twenty. Four large closed Bogie cars are in course of construction, and will be ready for service by the beginning of December.

## **Progress of the City.**

During the year an unprecedented advancement has taken place in property values, caused by the general prosperity of the country, and the institution of our new electric tramway services in High-street.

Chapel-street is gradually being transformed into a remarkable thoroughfare of large business emporiums, and the great increase in trade is represented by the imposing edifices that have recently been erected in the street.

Amongst those that have been completed this year may be mentioned :—

Additions to Big Store.	The Theatre Royal.
Osment's Buildings.	The Colosseum.
Holt's Chambers.	Convent School, Dandenong-road.

Numerous private residences, as follows :—

Como Estate.	Tahara Road.
Heyington Place.	Rockley Road.

## **Amalgamation of Prahran and St. Kilda.**

The question of amalgamation has not received that consideration its importance deserves.

I was anxious that my term of office should have seen some development in the direction of union. The two cities are admirably situated for administration by one Council, their interests are in common, and I believe the citizens also favour the proposal.

I trust the Council will be able to adjust the vexed question of subdivisions, and that my successor will see a fulfilment of what I consider will be a union which will eventually lead to the sister municipalities of Malvern and Caulfield becoming part of a great united city, whose weight and influence will have effect in all metropolitan municipal affairs.

## **Independent Order of Oddfellows' Annual Session.**

The Annual Conference of the Manchester Unity Independent Order of Oddfellows was held in this City from the 21st to 24th March last, and I had the pleasure of entertaining the members of the Conference on the morning of their arrival. A number of the members were shown over various parts of the City, including the various gardens, refuse destructor, stables, etc., and many from the country districts expressed their pleasure at the excellent progress of the district and the activity of its municipal enterprise.

Various functions in connection with the Conference were held, including a Smoke Night, Ball and Theatre Night, at which members of the Council were entertained.

## **Conclusion.**

In retiring from the position of Mayor I wish to record my best thanks to the members of the Official Staff for the great assistance they have rendered me during my term. In the conduct of a large city many responsibilities are thrown upon the shoulders of the officers, and I can say unhesitatingly that they have carried out their important duties with much credit and satisfaction both to the Council and the citizens.

Amongst the many pleasant features of my Mayoralty, I may mention the ball Mrs Nicolson and I had the honour of giving on the 28th June, at which such a large number of citizens paid us the compliment of attending.

The annual Re-union of the Old Pioneers was another gathering full of pleasure, and attended with great success.

In conclusion, I wish to thank the Councillors, members of the Staff, and Citizens who have assisted in making my year of office so pleasant and enjoyable.

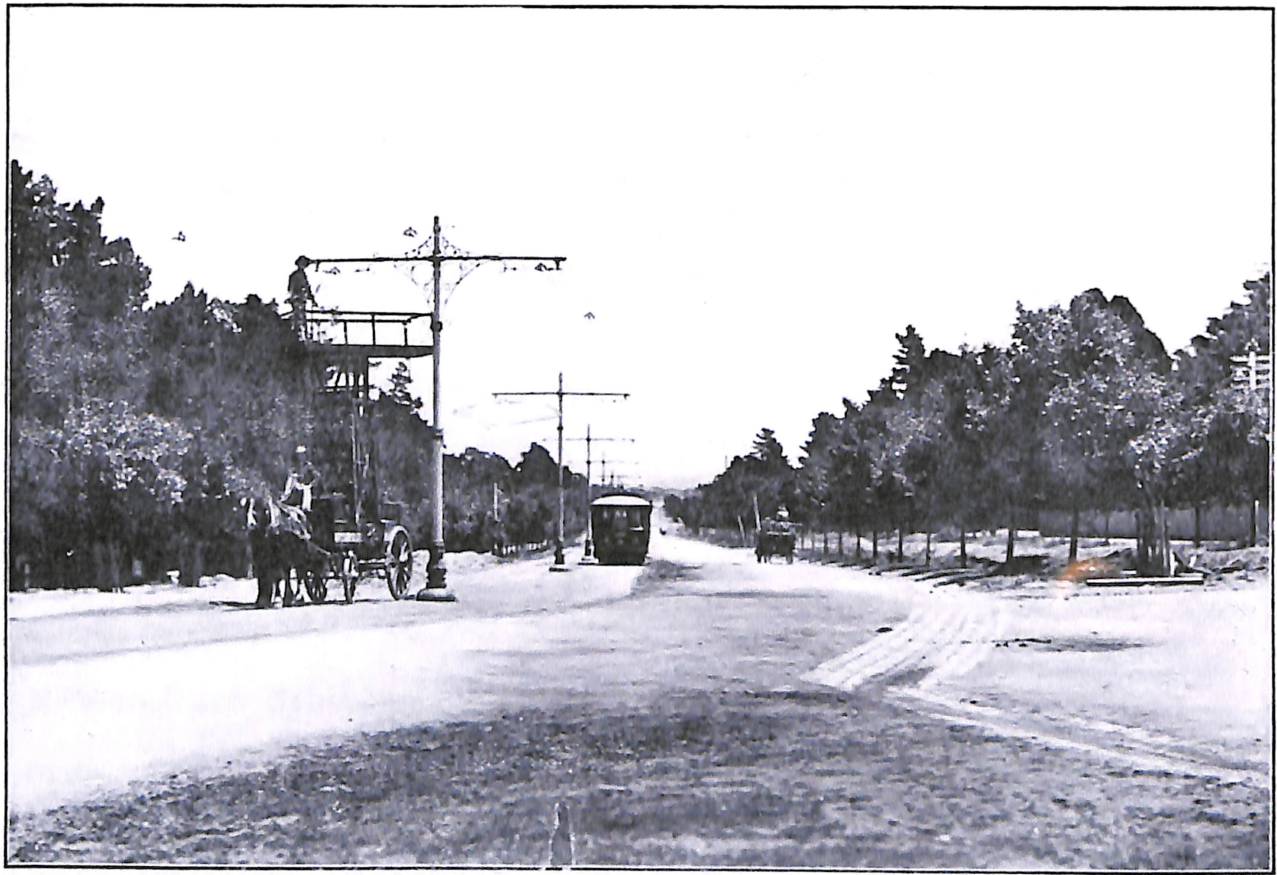
I am, Gentlemen,

Yours very sincerely,

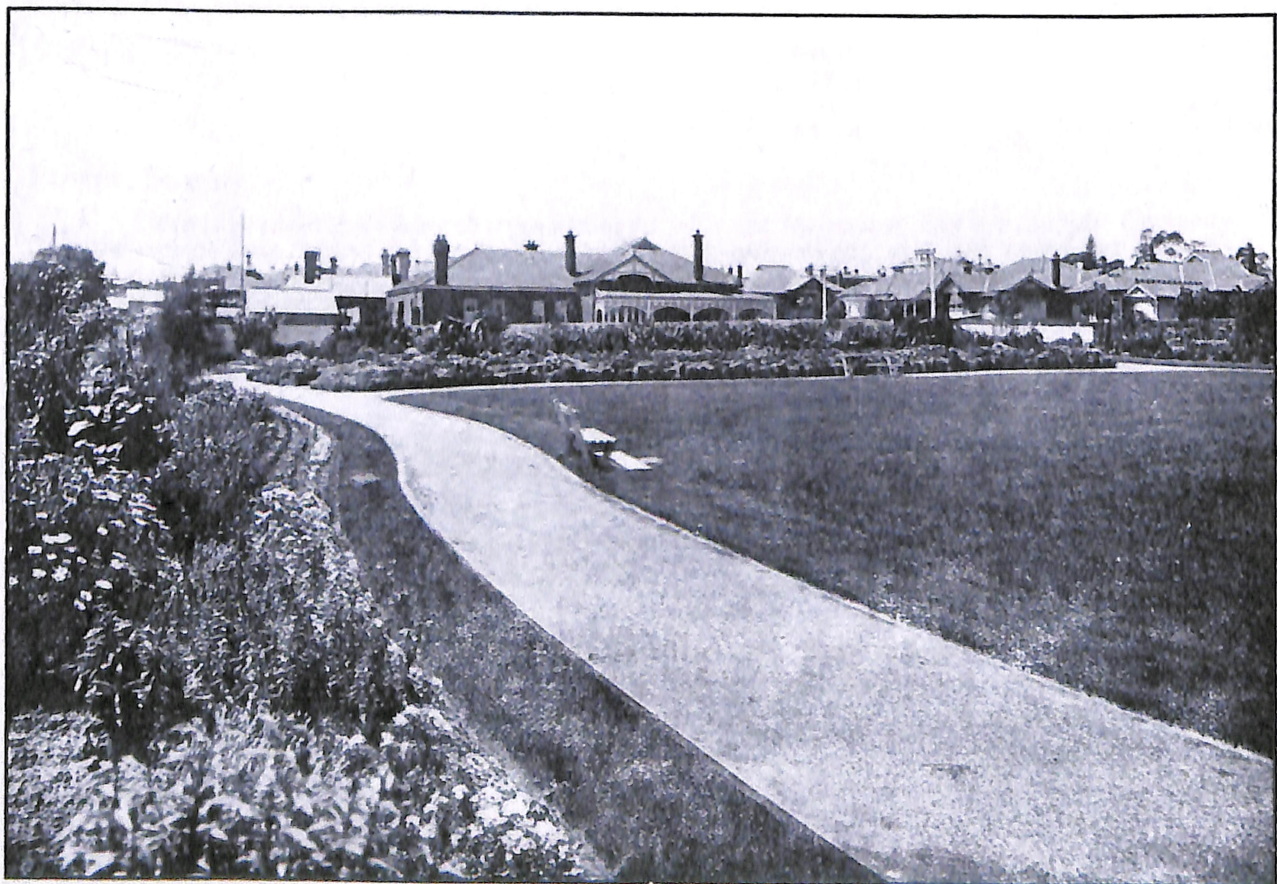
RUPERT NICOLSON,

*Mayor.*





Dandenong Road, looking West.



Rockley Gardens, Toorak Road. (Portion of the Howey Estate.)

### **Prahran and Malvern Tramways Trust.**

Councillor the Hon. Thomas Luxton, M.L.C., and Councillor Edward Naylor represented the Council on the Prahran and Malvern Tramways Trust, and since the resignation of Councillor Luxton on the 30th July, 1911, Councillor S. A. Chambers has occupied a seat on the Trust.

### **Prahran Mechanics' Institute and Circulating Library.**

The following Councillors were on the Committee of Management of the Prahran Mechanics' institute during the year:—

His Worship the Mayor (Councillor Rupert Nicolson), Chairman.  
Councillor H. C. Heyward, Windsor Ward.  
Councillor S. A. Chambers, Prahran Ward.  
Councillor A. A. Holdsworth, South Yarra Ward.  
Councillor H. A. Austin Embling, Toorak Ward.

### **Melbourne Tramways Trust.**

Councillor William Densham represented the Council on the Melbourne Tramways Trust until his resignation in May, when Councillor T. G. L. Scott was appointed to the seat.

### **Melbourne and Metropolitan Board of Works.**

His Worship the Mayor (Councillor Rupert Nicolson), and Councillors Naylor and Flintoft represented the Council on the Melbourne and Metropolitan Board of Works during the year.

### **Prahran and Malvern Tramways.**

The revenue of the Prahran and Malvern Tramways Trust for the year ending 30th September, 1911, amounted to £26,314, and the working expenses to £16,518. After providing for Renewal Reserve Fund, Maintenance Reserve Fund, and Interest on Loans, there was a net credit balance of £3,377 for the year, which, added to the balance remaining from the previous four months working, £277, amounts to £3,654, which was paid over to the two Municipalities as follows:—

Prahran	£1910
Malvern	1744
	<hr/>
	£3654

### **Power Supply.**

Under the sliding scale of charges arranged with the Melbourne Electric Supply Company Ltd., the cost of current has been gradually reduced, and now stands at 1.246 pence per unit, as against 1.4d. in September, 1910. Four large closed Bogie cars are in course of construction, and will be ready for service about December next.

Twenty combination single truck cars are now used in the service.

### **Statistics.**

The following is a summary of the Statistical information of the operation of the Tramways for the year ended 30th September, 1911.

Total Borrowing Powers	£300,000
Total Borrowing Powers Exercised	£121,500
Unexhausted Borrowing Powers	£178,500
Gross Capital Expenditure	£136,920
Mileage of Track—Single 0.654 miles; Double 4.088 miles.	
Total Length of Route, 4.742 miles.	
Population Served	43,000
Traffic Revenue	£25,945

## Statistics—Continued.

Total Revenue ... ..	£26,314
Working Expenses ... ..	£16,518
Interest on Capital Charged to Revenue Account ...	£3,918
Renewals Fund Credit Balance ... ..	£3,232
Maintenance Reserve Fund Credit Balance ... ..	£112
Net Balance ... ..	£3,377
Car Miles—Prahra ... ..	247,825
"    Malvern ... ..	220,899
"    Total ... ..	468,724
Car Hours, Total ... ..	50,210
Passengers Carried ... ..	3,805,843
Total Number of Units used for Traction ... ..	698,848
Number of Units used per Car Mile ... ..	1.491
Average Number of Cars in use Daily ... ..	14
Percentage of Working Expenses to Receipts ... ..	62.772
Average Traffic Revenue per Car Mile ... ..	13.284d.
"    "    per Car Hour ... ..	10/4
"    "    per Mile of Single Track ...	£2,938
"    "    per Passenger ... ..	1.636d.
Average Total Revenue per Car Mile ... ..	13.473d.
"    Car Miles per Day per Car ... ..	91.7
"    Speed per Hour ... ..	10 Miles.
"    Car Hours per Day ... ..	137
"    Working Expenses per Car Mile, excluding Power Cost ... ..	6.509d.
"    Working Expenses per Car Mile, including Power Cost ... ..	8.509d.
Scale of Fares ... ..	1d., 2d. and 3d.
Average Length of 1d. Section ... ..	1.08 Miles,
"    Number of Passengers per Car Mile ... ..	8.119
"    Journeys per Head of Population per Annum	88.5
Numbers of Cars in Stock ... ..	20

## Attendance of Members of the Trust.

During the year 45 meetings of the Trust have been held, and the attendances of members were as follows:—

Chairman—44, Absent from 1 meeting on Trust business.  
 Cr. Lewis—11, Resigned 25th January, 1911.  
 Cr. Luxton—22, Resigned 30th July, 1911.  
 Cr. Naylor—44.  
 Cr. Weller—42.  
 Cr. Cornwall—28, Appointed 7th February, 1911.  
 Cr. Chambers—5, Appointed 16th August, 1911.



