

### EARLY HISTORY OF ROYAL PARK, 1844 - 1933

(The following is a reproduction of an article by W.A. Sanderson, M.A., L.L.D. printed in the Victorian Historical Magazine, Vol. XIV, No. 3, May 1932).

Royal Park is a reserve set apart for the public advantage and recreation. It is within a radius of three miles from the Elizabeth Street General Post Office, between the Sydney and Flemington Roads. Its present south-eastern boundary, Gatehouse Street, is about one mile and a half from the City Centre, while its northern boundary, Park Street West, or Parkside Street, is about two miles and a half from the same point. It has always been within the bounds of the City of Melbourne.

The Park is part of an area of 2,560 acres, or four square miles, to the north of the City, which was tentatively reserved for recreation purposes by the Government in Sydney, in the days of the Port Phillip District, on the recommendation of the Superintendent, Mr. Latrobe, in pursuance of his policy to provide lungs for the City, and at the request of the Melbourne Corporation.

On 2nd January, 1844, it was resolved by the Corporation that a committee of the Council be appointed to draw up a petition to His excellency the Governor, praying that he would be pleased to grant two portions of land of 500 acres each, or such other quantity as His Excellency might deem advisable to be specially reserved as parks for the recreation of the people, one grant to be in the vicinity of North Melbourne, the other in the vicinity of South Melbourne, and that the Committee be authorised to wait on His Honour the Superintendent to request his support to the petition. The petition was in due course prepared and delivered to Mr. Latrobe, who expressed himself in favour of it. It was, however, subsequently amended, and, as sent to the Governor, Sir George Gipps, only asked for 500 acres "in or contiguous to the township of North Melbourne." On 18th January, 1845, Mr. Latrobe forwarded to the Council a communication from the Colonial Secretary, stating that His Excellency was willing to reserve the 500 acres as a place of public recreation and amusement; but he could not consider that the land should be vested in the Town Council, unless it could be shown that the Council was in a condition to secure to the public the advantages which were looked for from such an appropriation of the land. He would be happy to receive from the Council any suggestions as to the precise portion of land to be set apart.

The matter was further considered, and more ambitious projects for providing parks were put forward by the Council. Eventually, at the request of the Council, it was determined to reserve for the public advantage and recreation an area of 2,560 acres north of the City. On 30th September, 1850, the Corporation was invited by the Government to apply for such portion of the Reserve as it might then or at any future time judge proper to be set apart formally and conveyed as a Park for the public use. The necessity for a definite laying out of



the area was further stressed by the Superintendent in another letter to the Council on 4th November, 1850, in which he also promised that he would do what lay in his power to facilitate the final determination of the approaches to the City from the north and north-west. Nothing definite, however, appears to have been then done in delimiting the Park boundaries. Included in the 2,560 acres were the reserves known as the Princes Park and the Melbourne General Cemetery.

The early history of Royal Park is somewhat wrapped in obscurity from the absence of definite records; but it would appear that it became known by its present name in the early fifties of last century. Mr. Latrobe, on the day of his departure from Victoria, 5th May, 1854, appears to have finally approved of the land on the east side of the Sydney Road (now known as Princes Park) being reserved as a Park, and it has been assumed in the absence of the missing records by the Lands Department that he also approved of the reservation of Royal Park at the same time. The area, at all events, seems, about that time, to have been fenced and devoted to public purposes by the Government.

The original area of the Park in its early days was approximately 700 acres. It was bounded on the north by Parkside Street, its present boundary, on the south-east by a road, now known as Park Street, Parkville, on the east by the Sydney Road, and on the south-west and north-west by the Mount Alexander (or Flemington) Road, and the Moonee Ponds Creek. Prior to the severance of Hotham in 1859 from the City of Melbourne, it was within the Hotham Ward of the City. Since then it has formed part of the Smith Ward. Its western boundaries divide the Parish of Jika Jika, in which it is situate, from the Parish of Doutta Galla.

These parish names recall the fact that the Jaga Jaga brothers and the Doutta Galla tribe, with whom Batman made his famous land deal, wandered over the territory before the advent of the white man, that the "wild white man" Buckley no doubt traversed the same region, and it may be that it is part of the forest "thinly timbered with gum, wattle, and she-oak," which Batman crossed on his way to the West Melbourne swamp, after the signing of the treaty (see Diary, 7th June, 1835).

It certainly seems to have been crossed by Wedge on 3rd September, 1835, after his conversation with Lancey and other members of Fawcner's party at the Falls, when he, according to his note-book, then "proceeded N.10W. about three miles," and passed over ground "of excellent quality and fine grass," where "the gum and other trees" attained "a large size, but few of the former" were "of any utility for building purposes."



In the early fifties of last century, the Park was regarded by the citizens of Melbourne as being out "in the bush". Carlton and Hotham were each in the infant days of settlement, the gold rushes were still in full force, and although crowds of diggers passed to and fro along the main roads bounding this beautiful bit of forest, there were not many able to enjoy to the full the nicely but not heavily wooded umbrageous retreat with its glorious vistas of hill and dale. Up to 1862 it was under the management of the Board of Land and Works, and was used only for grazing sheep, the rentals from licences amounting to 400 pounds a year. From 1st January, 1854, to August, 1857 2,382 pounds 5/- was expended on fencing and improvements to the original area, while a further sum of 1,329 pounds 8/10 was spent on the Park (exclusive of the Model Farm) between August 1857, and May, 1860, making a total of 3,711 pounds 13/10. A drive was formed inside the bounds, right round the Park, and, although it is many years since this road has ceased to be used, and many surface changes have taken place, a part of it in the hill paddock, to the west of the Zoological Gardens, can still be traced. The ground was well grassed, and in places there was thick scrub. Native fauna were still in evidence, and the aborigines held an occasional corroboree.

① The first excision from the Park was made in 1858, when 142 acres were set apart for an experimental farm in the north-western corner, bounded by the Moonee Ponds Creek.

The first importance event in the history of the Park was the departure of the Burke and Wills' Expedition therefrom on 20th August, 1860. For some weeks previous, a camp had been formed therein, consisting of wooden houses for the camels, small canvas tents for the explorers, and larger tents for stores and special appliances. Thousands came to witness the departure with carriages and other conveyances, and on foot. The scene was one of great animation; the camels and their Sepoy drivers being the objects of much curiosity. The Expedition was to leave at 1 p.m., but did not get away till about 4. The Chief Justice, Sir William Stawell, and many prominent citizens, were present, and a farewell speech wishing the explorers God-speed was made by the Mayor of Melbourne, Dr. Eades. The procession was led by Mr. Burke on a grey horse, and went northwards in the direction of the Sarah Sands Hotel, singing, "Cheer, Boys, Cheer!" Turning, it traversed the whole length of the Park to the South gate, and, passing thence round the cattle-yards and the swamp, took the road for Essendon. There were in those days no movie or talkie men to record the event; but their progenitors, the artists, were there with their sketch-books, and copies of the finished illustrations are to be found in the Melbourne Public illustrations are to be found in the Melbourne Public Library, in the Burke and Wills' collection.

Soon after, a fence was placed around a tree growing near the place of departure, and this tree was known for many years as "Burke and Wills' Tree." It is still standing; but, in 1890, the fence was removed, and a stone cairn was erected about 200 yards east of the tree, with a suitable inscription as a memorial of the event. On 20th August,



1910, the fiftieth anniversary of the departure of the ill-fated explorers was commemorated by a large gathering at the sport, in which the members of the newly-formed Boy Scouts Movement took part. An annual pilgrimage was then made on several successive anniversaries before the outbreak of the Great War to do honour to the memory of the men who were the first to cross the continent of Australia.

1860 At the time of the departure of the Burke and Wills' Expedition, the Park, with the exception of the part occupied by the Experimental Farm, was practically in a state of nature. The inhabitants of the adjoining districts of North Melbourne, Brunswick, and Flemington complained of this state of affairs, and desired that improvements should be made as had been the case with the Park lands south of the Yarra. Changes, however, were at hand.

In 1857, the Zoological and Acclimatisation Society of Victoria had been formed by a number of prominent citizens, among whom were Mr. Edward Wilson of "The Argus", Baron Sir Ferdinand Von Mueller, Mr. T.J. Sumner, M.L.C., and Dr. Thomas Black. It amalgamated two previous societies, the Acclimatisation Society and the Zoological Society. Among the objects of the Society were the collection and maintenance of zoological specimens for exhibition or otherwise, and the introduction, acclimatisation, liberation, and domestication of innoxious animals and vegetables. The Society was supported partly by grants from the Government and partly by donations and subscriptions from its members and other persons interested. It had established a Zoological Gardens in the Yarra Park on the north bank of the river, on the site occupied afterwards by the Friendly Societies' Gardens, and now by the Motordrome.

In 1858, mainly through the efforts of Mr William Westgarth and Mr. Edward Wilson, a sum of 700 pounds was collected in London for the purchase of a flock of 25 alpaca llamas, which were given as a gift to the Victorian Government. Amongst the contributors was the Baroness Burdett-Coutts. The alpacas on their arrival in Victoria were placed in Albert Park. The Government about the same time imported some camels and antelopes, and entered into negotiations with the Society for taking care of the same with the alpacas. The Society had found that the reserve on the river was not altogether suited for its objects, and asked the Government for the use of the Royal Park for housing and depasturing its own collection as well as the animals belonging to the Government, which it was willing to look after. On 12th August, 1861, permission was given by the Minister of Lands to the Society to use Royal Park for these objects, and on 10th March, 1862, an Order in Council was passed and duly gazetted appointing Messrs. T.J. Sumner, William Lyall, John Pinney Bear, Thomas Black, William Wilkinson Wardell, Ferdinand Von Mueller, and Clement Hodgkinson Trustees of 550 acres, being portion of the Reserve known as the Royal Park, which was to be permanently reserved and vested in such trustees for zoological purposes. Following this, the preliminary steps for permanent reservation were taken by the insertion of some of the necessary advertisements in the Gazette as to the intention of the Governor-in-Council to make such reservation (see



Government Gazette, 1862, pp 529, 548). The land to be reserved was described as "the reserve known as the Royal Park (less that portion thereof occupied by the Experimental Farm), 550 acres, more or less, County of Bourke, Parish of Jika Jika." The metes and bounds were given in some detail, and reference made to a plan deposited in the office of Lands and Survey, Melbourne, upon which they were shown. This plan cannot now be found. The South-Eastern boundary of the 550 acres is described in the Gazette as starting from the intersection of the Flemington Road, with "the west side of a road forming the western boundary of the Hay and Corn Market Reserve, thence by the Western side of the said road and a continuation thereof till it intersects the west side of the Sydney Road." This description corresponds with what is now the western, or, to be accurate, the north-western side of Park Street, Parkville. The permanent reservation of this 550 acres was never made; but the Trustees appointed took possession of the whole area, and they and their successors in office continued in occupation of and managed it for several years.

While negotiations were proceeding between the Government and the Society, the Sale of Crown Lands Act, 1860, No. 117, was passed, and came into operation on the 18th September, 1860. It provided for the permanent and temporary reservations of Crown lands for certain public purposes.

Section 5 provided that all such Crown lands as before the commencement of the Act should have been set apart as promised or as after the commencement of the Act should be lawfully reserved for any of the public purposes mentioned and of which possession should have been given or in respect of which trustees should have been appointed or of which a written promise should have been given by the Government, should and might be conveyed or alienated to trustees for the purposes mentioned. Such promises were to be established to the satisfaction of the Board of Land and Works, and the fulfilment thereof was to be claimed within twelve months from the passing of the Act. The proposed vesting of the Park in trustees was being carried out in compliance with this section. On 24th April, 1862, however, a protest was made by the City Corporation through the Town Clerk, Mr. E.G. Fitzgibbon, against the proceedings.

Three grounds of objection were set forth: (1) That the land had already been reserved before the passing of the Act. (2) That, if it not been so reserved, Section 5 applied, the land being land of which "a written promise" had "been given by the Government" to the Corporation of Melbourne of its reservation as a Park with a view to the public advantage and recreation, which promise had been fulfilled to the extent of the enclosure and partial improvement of the land. The City Council had applied for its trusteeship under the powers conferred by its own Act (8 Vict. No. 12, Section 24) to hold property for the benefit or recreation of the inhabitants of the town, and had done so within twelve months after the passing of the Sale of Crown Lands Act, 1860, and was prepared to submit its claim to the judgement of the Board. (3) That ownership of the use of the land for a public park was, and, if the claim of the Council were allowed,



would remain, in the public; but that the proposed grant would confiscate such ownership and give the land and its uses over to trustees for zoological purposes, subject only to the control of the Board of Land and Works, a non-elective body of whose deliberations the public had no notice or information.

After raising these objections, the Town Clerk's letter proceeds:-

"In lodging this protest I am to state most respectfully that the sole object of the City Council is to protect the sanitary interests of the citizens and the public. The Council has exerted itself to the utmost to obtain and secure the reservation of ample spaces in and adjacent to the City for purposes of health and recreation, and the foresight and public spirit of the Local Government" - evidently a reference to Mr. Latrobe's policy - "has induced it almost to exceed the Council's demands; but the Council has deeply regretted that the wisdom and liberality of the Government have in some instances been rendered abortive by subsequent alienations of portions of the most beautiful reserves."

This protest was so far successful as to prevent the proposed permanent reservation of the Park at that time, and was the beginning of a long dispute between the Council and the Government over matters relating to the welfare of the Park. According to the Lands Department no prior reservation of the Park to 1862 can be traced.

It will be of interest to note further the condition of the Park and its surrounding just prior to the establishment of the Zoological Gardens in 1861. The 142 acres occupied by the Experimental Farm were under cultivation. This part was separated from the Park proper by an irregular line corresponding roughly to a gully which entered the Park at the north from Brunswick and continued in a southerly and westerly direction, until it joined the Moonee Ponds Creek near the Flemington Road. The gully is still there. Another small gully coming from the direction of where the Gardens now are joined this gully not far from the Creek. The main Park was traversed by three large gullies bearing in the direction of Flemington Road. The largest of these ran along the then south-eastern boundary, continuing its course under a bridge across the Flemington Road, passing the Hotham School, of which the late Mr. Mattingley was the head-master, and thence making its way over country to the Moonee Ponds Creek. All over the Park there were numerous depressions which in the wet weather were filled with water. There was a ranger's lodge at the gates of the south-eastern corner, which is still used for the same purpose. It is one of the few imported iron dwellings now remaining of the many which were brought by the early settlers to Melbourne. It had been used originally as a Soldiers' Depot. Since 1862, it has been continuously occupied by Mr. Francis Meaker and his family, Mr. Charles Meaker, the present ranger and Crown Lands bailiff, having been born there. At the northern end, at the corner of Sydney Road and Parkside Street, there was a Police Station.



The surrounding suburbs of Hotham, Flemington, Essendon, and Brunswick were mere villages, sparsely populated. Carlton extended north to Palmerston Street. North Carlton and North Fitzroy were all bush. The only building in North Carlton was the Stockade, where now the Lee Street State School stands, and there were numerous quarry-holds from which early Melbourne derived its bluestone buildings. The Melbourne General Cemetery was in the middle of the Princes Park, and the Sydney Road, running between the two Parks, was a forest road along which Cobb's stage coach made its regular journeys on the overland route to the north-east and Sydney.

On the triangular block now known as Parkville, the Corporation Markets had been established on the land south of what is now known as Story Street, formerly called Market Road. North of Story Street, reserves had been tentatively set apart for a State School, a Benevolent Home, a Hospital, and a Hospital for Sick Children; but none of these deserving objects were ever carried out on this spot. Instead of these, the Port Phillip Farmers Society was given a permissive occupancy, and a number of the early Melbourne Shows were held in the Society's Show Grounds opposite to where Trinity College now stands. Between the Show Grounds and the Park there were deodorising works. In the University Reserve, there was only the original University Building. The Park was thus a truly rural resort, when the Zoological and Acclimatisation Society went there.

The first step taken by the trustees was to enclose an area of 50 acres 26 perches about the centre of the Park for the Zoological Gardens, and this area has remained the same to the present day. The camel-sheds, which had remained in the vicinity of the "Burke and Wills' Tree", were transferred to the new enclosure, with some camels which had been left behind by the expeditionary party. Most of the Society's collection of animals was transferred from the Yarra Park to the new quarters, a few being left for some years afterwards on the river-bank.

Provision was made for the alpacas and for the Society's angora goats in the outside Park. These animals were allowed to roam about the Park during the day, and were driven home to their enclosure each evening by their keeper, and liberated the following morning. Hares, which soon became plentiful, and several varieties of English birds were libeated in the outside Park for acclimatisation purposes.

Internal roads in the Park connecting the Flemington Road at Barwise Street with the Sydney Road at the City and Brunswick ends and with approaches to the Gardens were fenced on both sides; and thus the Park was divided into a number of large paddocks, with a small triangular plot in front of the Zoo. A drive was also formed around the sides and back of the Zoo. The native timber was subsequently thinned to allow spaces for playing cricket, football, and other games, and for military reviews. There were a few clumps of she-oaks left in the hill paddock to the west of the Zoo. Plantations of pines and other trees were formed, and fresh trees planted from time to time.



Towards the end of the 'fifties, the old Powder Magazine on Batman's Hill was demolished, and a new one erected in the Park near the Flemington Road. The Powder Magazines were first established in 1848, when the Gunpowder Act was passed, to regulate the keeping and carriage of gunpowder imported into "that part of New South Wales known as the District of Port Phillip," in order to prevent the great mischief which might arise from explosions occasioned by the improper exposure or carriage thereof.

Before the passing of the Act, some serious explosions had taken place in various places in the City, an account of which is given by Garryowen (Mr. Edmund Finn) in his "Chronicles of Early Melbourne," pp. 436-438.

Only the sparsely populated neighbourhood justified the removal of the Magazine to the Park. In an official statement issued by the City Council in 1860, it is stated that, owing to "fears having arisen" as to the site at Batman's Hill being "so near to the Victorian Railways Terminus, and to the western portion of the City, another magazine has been erected in a remote position in the Royal Park."

Some ten years later, another and larger magazine was built further north, near the northern boundary of the Park, between the Experimental Farm and the Sydney Road. This was more isolated than the Flemington Road site, near which the Town of Hotham was rapidly expanding. The old building was then used as a Contagious Diseases Hospital, and, later, as a branch school to that conducted by Mr. Mattingley. A cottage near by was occupied by the local Sergeant of Police. Later, the former magazine was used by the Government as a Receiving Home for children. At the end of 1890, it was handed over to the Park Trustees, who pulled it down and sold the materials by auction for 140 pounds.

The new magazine had attached to it a stone house, where the keeper resided. This house had a strong-room for the detention of prisoners, with a policeman in charge. An adjoining tin shed, with kitchen attached, was used by the squad of soldiers who kept guard, and their cook. The squads were composed of men belonging to various Imperial regiments quartered in Melbourne. Each squad marched from the Barracks in St. Kilda Road to the Park to take up duty, and back again when the relief squad arrived. A commissioned officer rode out about noon each day to make an inspection. After a while, a protest was made by certain Brunswick residents that the keeper's house was too near the Magazine for purposes of safety. Another house was then built some distance away to the south. Eventually, the soldiers were withdrawn, and the Magazine was placed under the supervision of the police, and a member of the force occupied this second residence for some years.



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A new chapter in the history of the Park began in 1868, when the Government decided to offer for sale to the public certain allotments on the Sydney Road frontage of the Park, and certain other allotments on portion of the Park near the Flemington Bridge. The land between the Market Reserve, and the then south-eastern boundary of the park was also thrown open for sale.

A special condition was inserted in each of the Crown Grants issued to the purchasers of the allotments on the Sydney Road and the Royal Park Road at the rear. A similar condition was inserted in grants of lots sold on the St. Kilda Road, also carved out of park lands about the same time. The condition was "that the said land hereby granted shall be at all times hereinafter maintained and used only as and for a site for one villa residence facing towards the principal road boundary, and its offices to be built of stone or brick in accordance with the provisions of the Act of the Governor and Legislative Council of New South Wales passed in the thirteenth year of our reign and numbered 39 - 'the Melbourne Building Act' - and a by-law numbered 37 made by the Mayor, Aldermen, Councillors, and Citizens of the City of Melbourne or as and for a site for a terrace of houses of not less than two storeys in height and the requisite offices (such offices being erected in the rear of the terrace) built of stone or brick according to a design previously submitted to and approved of by the Board of Land and Works."

On the plan of subdivision, provision was made for three cross streets between the Sydney Road and the Park Road. These streets were unnamed for many years. According to this condition a building could not be built facing a side street. In only one instance has the condition been broken, in the house erected in what is now called Leonard Street, and which is now occupied by the Victorian Children's Aid Society Home. This building was used as private residence for some years before its occupation by the Home. An application by the owner for permission to build another house on the allotment to face Sydney Road was refused by the Board of Land and Works.

On 16th September, 1872, the trustees complained to the Board of Land and Works of the sale of the lands in Sydney Road in 1869 without any notice to them, and asked for the permanent reservation of the Park, and that, when the Model Farm was no longer needed, it be restored to the Park.

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NOTE

On 18th December, 1872, Mr. Harding, an officer of the Board, met at the Park Mr. A.A.C. Le Souef, the Director of the Gardens and Hon. Manager of the Park, and discussed the boundaries. It was eventually decided to permanently reserve 506 acres, the south-eastern boundary being altered so as to exclude the large gully and the land now included between Park and Gatehouse Streets, Parkville. On 24th July, 1873, the 506 acres were permanently reserved, and, on 8th August, 1873, the new boundaries were gazetted. This purported reservation was subsequently considered to be invalid, as it sought, without further advertisements, to complete the 1862 proceedings for reservation, which related to a different and larger area. Fresh



negotiations between the parties ensued. Difficulties arose over the question of trusteeship. The Board of Land and Works desired to be joined as a trustee with individual trustees. The City Council wished to be appointed joint trustee with the Board; but, on Counsel's advice being taken, it was found that, as the law then stood, a corporate body could not be a joint trustee with an individual or individuals.

11 The City Council and its Town Clerk, Mr. Fitzgibbon, whose slogan was "hands off the Parks," complained about the lands which had been recently severed from the Park for residential purposes, and accused the trustees of being negligent in their duties in allowing such a thing to be done. While the controversy was raging, further fuel was placed on the fire in the action of the Government in selling allotments in 1875 in the gully territory on the north-west side of Park Street, and in Gatehouse Street. This phase had hardly blown over, when a new bone of contention was raised over an application by the National Agricultural Society for a grant for the purpose of Show Grounds of 20 acres at the south-west corner of the new Park bounded by Gatehouse Street and the Flemington Road. This was strongly objected to by the Melbourne Corporation and Mr. Fitzgibbon, the trustees of the Park, the residents of Hotham, and the owners of the newly acquired allotments in Gatehouse Street. The latter alleged, that they had bought, relying on a representation contained in the plan of subdivision that their allotments were facing the boundary of the Park. On the other hand, many interested persons from all parts of the Colony petitioned in favour of the application of the Agricultural Society being granted. The controversy lasted for five or six years, until the grant to the Society of the site at Flemington, where the Royal Agricultural Shows are now held. After the abandonment of the old site on the Sydney Road, consequent on the subdivision of Parkville, the Shows had been held on a site on the St. Kilda Road, near the Barracks. The Emerald Hill Council did not like to have them there, hence the desire to acquire a site in Royal Park.

At length, In November, 1876, 424 acrese, 21 perches were permanently reserved for a public park, excluding the 20 acres claimed by the Agricultural Society, and 3 acres, 3 roods, and 10 perches on which the new Powder Magaine and the two cottages stood. A separate reservation for Zoological Gardens and a road for access thereto. Two separate Crown Grants were issued to individual trustees, who were in both cases the same persons. The Royal Park is still controlled by a body of individual trustees. In 1884, the Zoological and Acclimatisation Society was incorporated by the Act of Parliament No. 794, and the incorporated body now holds the 55 acres upon the trusts and conditions contained in the Crown Grant. From 1876, therefore, the management of the Park has been distinct and separate from that of the Gardens.



On 6th June, 1883, the 20 acres above referred to were permanently reserved as an addition to the Park and vested in the Trustees, and on 5th March, 1884 the Powder Magazine land, with appurtenances, was also reserved and vested in the Park trustees.

A further area of 3 acres, 2 roods, and 24 perches were also added to the Park from the Experimental Farm area by a Crown Grant to the Trustees on 23rd October, 1885. With these additions, the total area which has been permanently reserved and vested in the Parks Trustees is 451 acres, 2 roods, and 115 perches. This, with the 55 acres, 1 rood, and 1 perch, now vested in the Zoological and Acclimatisation Society, makes a total of 506 acres. 3 roods, and 16 perches, as against the 550 acres proposed to be reserved in 1862. Since these reservation, 24 acres have been taken from Park Trustees for railway purposes, and 7 acres, 1 rood, and 3 perches for a tramway.

The total area now vested in the Park Trustees is 420 acres, 1 rood, and 12 perches. One of the Trustees for the time being since the Crown Grant of 1876 nominated by the Melbourne City Council.

Under the Crown Grant the land and the buildings for the time being, thereon are vested in the Trustees, to be at all times thereafter maintained and used as and for a public park and offices and conveniences connected with such Park under and in accordance with such regulations as shall from time to time be made for the management thereof by the Trustees, and for no other purposes whatsoever, with a proviso that such regulations are to have no effect until approved by the Governor-in-Council and gazetted. the Park was thus permanently reserved for the benefit of the public, and the trusts of the Crown Grant were unalterable by any authority except that of an Act of Parliament. The power of appointment new trustees was vested in the Governor-in-Council.

Building on the Sydney Road residential sites was commenced shortly after their sale, and, at the end of 1870, eight houses had been erected. From year to year, more were added; but, in the early 'eighties, there were still a number of vacant allotments with native trees growing thereon. The sale of these allotments necessitated the removal of the Park fences to the far side of the new Royal Park Road, now known as the Avenue, at the rear of the allotments. Large gates \* were also placed across the inside roads which ran between the Flemington Road and the norther-eastern ends of the Park, at their junction with the Royal Park Road. This latter road formed an arc with the Sydney Road, and it remained in an unformed state for nearly 20 years, before it was proclaimed a public road. There was no system of drainage from the houses, and, in wet weather, large quantities of flood water ran along deep fissures in the soil towards the large gully at the south-eastern end of the park.



In what is now known as Parkville - in the early days it was, with the Park, regarded as part of Carlton - the building of houses proceeded at about the same rate as in the excised parts of the Park. The earliest houses in the settlement near Flemington Bridge - also in those days called Carlton - appeared in the early 'seventies. By the end of the nineteenth century, all the vacant places had been filled.

The coming of the Railway to the Park in 1883 was the beginning of a new era. The construction of a railway line between North Melbourne Station and Coburg was authorised by the Railway Construction Act, 1880, No. 682. The survey for this line had been made some years previously, and, according to the plan prepared in August, 1875, it was to enter the Park at the Flemington Road, just opposite Dryburgh Street, and proceed to near the south-west corner of the Zoological Gardens, thence through the triangular plot in front of the Gardens, passing near the Burke and Wills' Tree, and so on easterly, to a point about half-way between Walker and Ievers Streets, where it was to take a turn to the north, passing through the Magazine Paddock and entering Brunswick at about the same place where the railway now enters that suburb. A deviation from this route of half a mile was allowed by the Act. A tree with a survey mark on this route near the south-west corner of the Zoo was chopped down just recently.

Work was commenced in the Park on the construction of the railway, according to this plan, in 1883. The work was started at the Flemington Road, and a big cutting was excavated extending up to near the Zoo. The work then ceased. The cutting was filled up, and the original surface of the Park restored. The site of the excavation can still be traced. The scene of operations was then transferred to the back of the Gardens. The Powder Magazine was removed; but the two cottages were left standing. The more recently-built cottage is still there; the older one was demolished a few weeks ago. They have been used as residences by employees at the Gardens.

Starting where the Royal Park Station now stands, a cutting was excavated, passing through the Magazine site and proceeding in a curve towards Brunswick. The soil from the cutting was placed upon tracks, which conveyed it westwards to the valley traversed by the small gully which ran from the back of the Zoo. The soil was then tipped out of the trucks, and thus the embankment over the valley was formed. Later on, the large cutting through the western hill connecting with the Flemington Bridge Station was excavated. The railway was opened for traffic about the middle of 1884. For the convenience of visitors to the Gardens, an entrance gate thereto was placed near the Royal Park Station.

4 By the Railway Construction Act, 1884, No., 821, authority was given to construct through the Park, a portion of the Outer Circle line connecting with the Heidelberg and Whittlesea lines. This line branches off the Coburg line in the cutting near the north end of the Park, and passing under the Sydney Road and through Princes Park proceeds towards North Carlton. It was opened for traffic in 1889. In more recent years, since the construction of the direct line from



the City to Clifton Hill a regular service of trains runs from Princes Bridge to the Royal Park Station.

In 1882, a road was proclaimed in the Park, the course of which runs from the Royal Park Road between the railway line and the powder-magazine cottage still standing to the level crossing at the Royal Park Station, and thence across the railway line, and continuing at an angle to the boundary of the Experimental Farm connecting with a formed unproclaimed road now known as Poplar Road.

The unformed and unproclaimed Royal Park Road began to claim public attention about 1885. Previous protests had been made by the residents. The entrances at the City and Brunswick ends were still vested in the Park Trustees, and the regulations prohibited heavy traffic over their territory. The City Council also strongly protested. The Park Trustees were in full sympathy with the protesting parties. To bring matters to a head, a prosecution was brought against a carter who had conveyed some building materials across the entrance at Gatehouse Street in order to reach the rear of a terrace of houses which was being erected next door to the Police Station in Sydney Road. The defendant was technically in the wrong, and was fined. Morally he was in the right. The prosecuting Sergeant, indeed, admitted that he had on occasions had wood carted over the same territory to the back yard of the Police Station. This conviction helped to clear the way. A survey was made by the Lands Department, and, on 4th October, 1886, an Order-in-Council was made and duly gazettee, proclaiming as streets the Royal Park Road, under the name of The Avenue, and the three cross-streets under the respective names (starting with the street nearest the City) of Royal Street, Rose Street, and Laurens Street. The latter two were named after the two Members of Parliament for the District. Later, it was decided to re-survey The Avenue owing to difficulties which had arisen with respect to its width and position at the entrance gates. Matters were remedied at the Brunswick end by removing the caretaker's lodge from the corner of the Avenue and the Sydney Road to the opposite side of the Avenue at its junction with Parkside Street, and re-surveying the road at this part. At the City end, matters were complicated owing to the fact that the Zoological and Acclimatisation Society had been granted a road connecting the entrance gates with the Gardens. This road had not been formed and was still enclosed by the fences of the Park. It immediately adjoined the land between it and the Sydney Road, which was vested in the Park Trustees. A new survey having been made, the Avenue was re-proclaimed by Order-in-Council dated 22nd October, 1888. The Avenue and the side streets were then properly formed, drained, and channelled. The drainage at the City end was connected with a large open drain on the site of the old gully, which had been described on an old plan as a "suitable line for a direct drain". This drain has been since covered in. The course of the old gully is now a Government reserve; and at the Flemington Road end, there is a Children's play-ground.



Some little time after their construction, the names of the side streets were changed from Royal, Rose and Laurens Streets to Leonard, Walker, and Ievers Streets, respectively. These were the names of three City Councillors - the late Mr. W.H. Leonard, M.L.A.; the Alderman John Walker, for many years a resident on the Sydney Road; and the late Cr. William Ievers, Jnr., M.L.A.

In 1888, the road belonging to the Zoological Society was surveyed and the fences of the Park were altered to enable full use to be made of the road, the result being that the entrance at Gatehouse Street was considerably increased in width. On 3rd December, 1888, the Act of Parliament No. 974 was passed, empowering the Council of the Society to grant to any person or company, subject to approved conditions, authority to construct a tramway along its road from the Sydney Road to the Gardens. Under this authority, the Melbourne Tramway and Omnibus Company Limited constructed a line for horse trams connecting with the Sydney-road cable trams, and the horse-line tramway was opened for traffic during 1889.

When the fences were removed from the Sydney Road frontage about 1869, it was found difficult to keep the angora goats and other cattle within the Park boundaries. The flock of goats was rapidly increasing, and had grown to about 350 in number. The limited pastures of the Park were insufficient to sustain them. In 1870, therefore, the Council of the Zoological Society transferred a number of the choicer animals to Sir Samuel Wilson's estate at Longerong, in the Wimmera District, and sold the rest at 5 pounds 5/- each - a moderate price that was fixed to suit the settler of limited means, and to encourage their distribution over the country. Some were exported to the neighbouring colonies.

About this time, the native trees showed signs of dying out, the problem faced the trustees of replacing them. The old trees made a picturesque landscape. Some of them exuded a manna, which, with certain edible roots in the soil, no doubt formed part of the food of the aboriginal inhabitants of the forest. The black man had disappeared, and the trees were about to follow him. A few of the old trees are still standing; but most of them have gone. No satisfactory steps have been taken to replace them, and the Park has not now the same pleasing appearance as it had in the early times. This state of affairs is not blamable to the Park Trustees; but to the force of circumstances. Two factors have militated against the successful replanting of the Park: (1) The nature of the soil; and (2) want of funds.

If the Park had not been reserved, it, no doubt would have been quarried for bluestone in like manner as in North Carlton and Brunswick. A very thin stratum of very poor soil overlies a layer of gravel on rock. When the railway was being constructed, huge masses of rock had to be blasted. This makes tree planting very costly. At the present time it costs between 4 and 5 pounds to plant one tree, as the rock has to be pierced, a large mass of material removed, and a quantity of suitable earth brought from distant places substituted.



As the revenue at the disposal of the trustees consists chiefly of fees for agistment and for cricket-pitch and other sports licences, it will be seen that ordinary revenue cannot give much help for making improvements. As the City Council has not control over the Park, funds are not obtainable from that quarter. As the Park is situated within the City, the Trustees have not participated in substantial grants which have been made by Parliament for Parks and Gardens outside the City of Melbourne. Some special grants have from time to time been given; but it is always a difficult matter to gain the favourable ear of a Treasurer for a particular case, however deserving it may be. At present, the Trustees have also a herculean task before them to keep in repair 8 miles of fences and 135 chains of roads, and are unable to efficiently cope with the situation.

Between 1886 and 1890, the City Council made many attempts to have the management of the Park with the Experimental Farm area vested in them jointly with the Board of Land and Works; but were unsuccessful. After the retirement of Mr. Fitzgibbon from the office of Town Clerk, the matter lay dormant for many years. The question of control has been again raised recently. The Park Trustees wish to be relieved of their responsibilities; the City Council is willing to undertake the management, but wishes to have sole control; and this the Government will not concede to them. The neglected condition of the Park has been the subject of much criticism. Most of the native trees have disappeared, either by decay, or by removal in the last decade of the nineteenth century. The depressions in the ground and the gullies, with the exception of the gully surrounding the Model Farm, were also gradually filled in chiefly during these years.

During the evacuation of the large cutting near the Flemington Bridge, many interesting fossils were found, and many geological students were attracted to the spot. The fossilised fishes and shells point to a time when the sea washed the bases of the hills in the Park and filled the Experimental Farm Valley. There are also large deposits of sand in the Park, especially in the northern part.

At the beginning of the twentieth century, a large military camp was held in the Park for the accommodation of military forces from the other States, including native troops from Fiji, who were in Melbourne to take part in the ceremonies held on the occasion of the opening of the Commonwealth Parliament by His Majesty the King, then the Duke of Cornwall and York. The Park was also used by the Commonwealth Government for a camp during the Great War. It has also been frequently used for military training on Saturday afternoons in the past; but not in recent years. A large review was held there during the visit of General Sir Ian Hamilton to the Commonwealth just prior to the Great War.

A line of omnibuses conveyed visitors to the Park from the City by way of the Sydney Road in the 'seventies and 'eighties of last century.



The Park was also reached at the Flemington side by two lines of buses, one line running up Elizabeth Street to the Haymarket, and thence along the Flemington Road; the other branching off at the Victoria Market and proceeding through Hotham, gaining the Flemington Road by way of Hotham Hill at its junction with Abbotsford Street. These omnibuses were replaced by the cable cars in the late 'eighties; one line running along Sydney Road, the other proceeding by way of North Melbourne and Hotham Hill to the Flemington Bridge. In later years, this latter line was linked up with the Essendon electric trams. For many years a special track for brick-carts ran along the Sydney Road on its eastern side, skirting Princes Park. The branch horse-tram from the Sydney Road to the Gardens was for many years much patronised. The cars and horses were housed in sheds opposite the main gate of the Gardens. These trams ran for the last time on 5th November, 1923, on the evening of which the car sheds and four cars were burnt in connection with the riots arising out of the Police Strike. Fortunately the horses were saved. As an electric tram was then in course of construction at the other side of the Park, the horse tram-line was taken up. A new road through the Park was formed with the permission of the trustees for the convenience of visitors to the Gardens coming from the Sydney Road, by way of Walker Street. It is called Kendall Avenue, after Dr. W.T. Kendall, the well-known veterinary surgeon.

Work on the electric tramway referred to was commenced in the Park in April, 1923; and the line was opened for traffic shortly after the cessation of the horse trams. Authority to construct this tramway was conferred by the Melbourne to West Brunswick Tramway Construction Act, 1922, No. 3243, passed on 21st December, 1922. This line starts in William Street, Peel Street (North Melbourne), and the Flemington Road, and enters the Park opposite Abbotsford Street. It runs through the Park and along the west side of the Gardens through an opening in the railway embankment to the Royal Park Station, thus enabling passengers to visit the Gardens. The route is then continued through the north part of the Park, and on through West Brunswick to Bell Street, West Coburg. This line serves a growing district. In the time of the Land Boom, a land company - the Thomas Bent Land Company - in which a number of politicians were interested, sought to have a railway built from the Royal Park through the same territory, then known as the La Rose Estate; but the project was abandoned owing to the public outcry which rose.

In 1882, a water main was placed under the Park through the hill paddock bounded by Gatehouse Street and the Flemington Road to connect Hotham with the Yan Yean supply.

In 1916, the Railways Department endeavoured to obtain a strip of about three acres along the railway line in the hill paddock adjoining the big cutting; but failed in attaining its object.



At the present time some of the West Brunswick residents are seeking to have a road constructed through the Park to connect West Brunswick with the Flemington Road; but the Government and the Park Trustees are opposed to this on the ground that it seeks to further diminish the area of the Park from which quite enough land has been already severed.

At the junction of the Avenue with the Zoological Gardens Road, near the Burke and Wills' Cairn, there is a granite obelisk with the following inscription:

"In this Park played as a boy Lieutenant James Charles Roberts (a former pupil of Carlton College), who gave his life in the cause of Queen and Empire, in South Africa, at Rensburg, 12th February, 1900. Erected as a mark of deep esteem by past and present Collegions, August, 1900."

Lieutenant Robert was a graduate in engineering of the University of Melbourne, and, at the time of his enlistment, was studying medicine. Many other boys who played in the Park have also given their lives for the Empire; but their names have passed unnoticed. A memorial, however, to the boys of the district who fell in the Great War has been erected at the corner of the Sydney Road and Gatehouse Street adjoining the Hennessy Reserve. This Reserve extends along the whole length of the Avenue. The late Sir David Hennessy, after whom it is called was also a boy who played in the Park. Adjoining the War Memorial is a bust of the late Cr. George Hawkins Ievers, a representative of the Smith Ward, who was the third member of the same family to hold the same seat, his predecessors in office being his brother, William Ievers, Junior, and his father William Ievers, Senior. Smith Ward is named after the late Cr. John Thomas Smith, The Dick Whittington of Melbourne, who was Mayor of the City on seven occasions.

Carlton College, referred to in the Roberts Memorial, was founded by the late Mr. George Henry Neighbour, K.C., at the time Chief Clerk of the Supreme Court and Acting County Court Judge, in the middle 'seventies of the nineteenth century. The first site of the College was in Earnbank Terrace, Cardigan Street, Carlton, known to old residents as Macnab's Terrace, opposite the Refuge Reserve. Mr. Neighbour subsequently moved the school to a building in Nicholson Street, Fitzroy, formerly a hotel called the Travellers' Rest. He was succeeded there as Principal by the late Mr. Alexander Sutherland, who moved the school to a building erected by him in the Sydney Road at the beginning of 1882. Mr. Sutherland was a pioneer in teaching of Australian history, and is well known as a writer on the same subject. His pupils gained some practical acquaintance with the subject through the proximity of the College to the Burke and Wills' tree, and to the Police Station, presided over by Sergeant James Dalton, known to fame as the alleged inventor of the word "larrikin."



Mr. Sutherland was succeeded in the principalship of the Carlton Collge by Mr. Gresham Robinson, in 1893. In 1910 Mr. Robinson became principal of St. Thomas' Grammar School, Essendon, and the Carlton College ceased to exist. The building has since been occupied successively by the Training College Hostel and the Domestic Arts Hostel, the latter Institution being presided over by Mr. Sutherland's daughter, Miss Brenda Sutherland. Other educational institutions, now housed in the park, are Ridley College and St. Mary's Hall, situated in the Avenue at the opposite corners of Walker Street, and belonging respectively to the Church of England and the Roman Catholic Church. The Parkville High School meets the Presbyterian School Hall, Gatehouse Street. Its Principal, Mrs. Hutchinson, formerly Miss Gilcrist, has resided in the district for many years.

The College Church, Parkville, on the Sydney Road, next to the War Memorial, is the only church now within the bounds of the original Park. About 1886, the Erskine Church, Carlton, formed a Sunday School in a building erected near the junction of Park and Gatehouse Streets, on the north-western bank of the old gully. In 1891, the Presbyterian Church of Victoria formed a new charge in Parkville, with the Rev. Alexander Yule, the former Pastor of Erskine Church. Services were held for some time in the Wyselaskie Hall attached to Ormond College, until the opening of the Church on the Sydney Road in 1898. The Rev. Frank Milne is the present minister.

In 1868, a site was reserved for the Church of England in the lands made available for sale near Flemington Bridge. A Church building was erected and named St. George's, in Manningham Street, and Services were conducted there till 1926, when the congregation moved to another building on the other side of the bridge in Mount Alexander Road. The late Bishop Armstrong was one of the early ministers of this Church.

The Park has been a good training-ground throughout the years for cricket and football and other sports. In the early days the North Melbourne Cricket Club had the use of part of the Park. Now the Brunswick Sports Ground is situated at the northern end of the Park; a Golf Club, with its house erected near the railway line, on the old Magazine site, has been carrying on the royal game since 1905; and a tennis court and children's playground are situated near the lodge at the entrance gate on the Flemington Road. The Parkville Tennis Club has courts on the Sydney Road, between the Church and the Police Station, on a piece of ground which was reserved for a State School, but never used for that purpose.

A pepper-tree, within a small iron-railed enclosure adjoining the tramway line to the west of the Gardens and near the tramway line to the west of the Gardens and near the Director's house, marks the spot where a Wesley College boy many years ago was thrown from his horse and killed while attempting to jump a fence. He had been warned the previous evening by the Park Ranger that the horse was too spirited for a boy to handle; but the good advice was disregarded.



Another sad fatality about the same time happened to one of the Carlton College boys, who, with some of his school-mates, went to bathe in the Moonee Ponds Creek near the Experimental Farm. This part of the Creek was known locally as "The Fuse," apparently so called because of the many turns which its course there takes, and also as "Lousy Pat's Creek," after an old sundowner, who used to camp there. It had some quicksands, and was a dangerous spot. The boys went into the Creek, and one of their number immediately sank and was drowned. Another boy attempted to save him, and nearly lost his own life. The event cast a gloom over the boys, who were on the eve of their Christmas holidays.

No account of the Park would be complete without a reference to the names of Le Souef and Meaker. Mr. Albert A. C. Le Souef was a member of one of the pioneer families of Melbourne. He became Director of the Zoological Gardens and Honorary Manager of the Park in 1870, and, in after years, was honorary Secretary to the Park Trustees in succession to Baron Von Mueller. Owing mainly to his efforts and those of his eldest son, Mr. W.H. Dudley Le Souef, the Gardens contain one of the finest Zoological collections in the world. Mr. Le Souef, Senr., was succeeded by his son as Director of the Gardens and Honorary Secretary to the Park Trustees on his death in 1909. Two other sons, Mr. Ernest Le Souef and Mr. Sebert Le Souef, are the directors respectively of the Perth Zoological Gardens and of Taronga Park, Sydney.

Mr. Frances Meaker, who became Chief Ranger and Bailiff of the Park in August, 1870, in succession to Mr. Lissignol, was employed on his arrival in Victoria in July, 1859, at the Experimental Farm, from which he was transferred to the Park in 1862. He was a well-known figure in the Park during his long term of office, especially when riding his horse; and many a boy has found it prudent to keep out of his way to save the confiscation of a shanghai. He was succeeded on his retirement in 1905 by his son, Mr. Charles Meaker, the present Bailiff. Mr. Francis Meaker died in 1910.

Mr. A. Wilkie, the present Director of the Gardens, has been connected therewith and the Park since 1868. His first position there was as keeper of the alpacas and angora goats.

The most sensational event in the history of the Gardens was the escape, some years ago, one night, of a leopard, which was found the next morning in the yard of a Brunswick householder.

In the early days, admission to the Gardens was free. Authority to make a charge for administration was given in the Crown Grant issued to the Trustees in 1876. Shortly after, the public was charged for admission on week days; but were admitted free on Sundays, until about 15 years ago, when visitors on that day ceased to be on the free list.

Mr. Dudley Le Souef was on his death in 1923, succeeded in office as Honorary Secretary, Mr. Hugh Gemmell Turner.



The Experimental Farm area of 142 acres in the north-west corner of the original Park has never been vested in the Park Trustees, nor permanently reserved from sale. To the present day, the area is known as the Model Farm, although it is many years since its use as such, and although there are now a number of institution buildings on portions of the block. The area was set apart for the Farm at the instance of the Port Phillip Farmers' Society. In a letter written to the Chief Secretary, Sir Charles Gavan Duffy, by Mr. Thomas Skilling, the Secretary of the Farmers' Society, on 28th January, 1858, the writer states :-

"I beg to inform you that I have taken steps to ascertain the nature of the position, soil and general capabilities of the several unoccupied portions of Crown lands in the vicinity of Melbourne with a view of selecting an eligible site on which to commence the farm, and have to state that, after a careful examination of the same I should recommend as the most suitable a portion of the Royal Park, north of the City of Melbourne, sufficient for the present at the lower of north-western extremity of the Park, the Creek forming a natural boundary between that portion and the remainder of the Park." ("The Creek" here referred to must be the gully tributary to the Moonee Ponds Creek). He then continues - "The block contains, about 150 acres of land, and from its position, geological character, etc., affords very favourable opportunities for accomplishing the objects intended ... and is, as far as I am aware, the only suitable site within an easy distance of Melbourne."

The views influencing his decision were: - (1) The varied nature of the soil. (2) The central position of the block and consequent readiness of access to agriculturists from all parts of the Colony desirous of witnessing trials of implements, machinery, &c., on the farm. (3) The facilities for conducting experiments on artificial and town manures, and testing the effects of irrigation on certain crops. (4) The power of maintaining and exhibition for general information the various improved brands of cattle, sheep, etc. (5) The comparative smallness of the sums required for completing the necessary permanent improvements. (6) Its excellence as a position for the erection of the Agricultural Museum and Library. "In conclusion," the writer says, "I have to state that, as all the operations on the farm will be conducted with view to the fullest inspection by the public at all times, it will be obvious that there can be not possibility of interference with the objects for which the Park has been set apart." The Government did not at first favour the proposal, as they thought that the usefulness of the area as a Model Farm would entail the destruction of the timber. On 31st March, 1858, a meeting of persons interested was held at Government House to discuss the question, and, on 26th April, 1858, the approval of the Governor-in-Council to the setting apart of the land for the proposed purpose was given. Some substantial grants of money were given. The timber was removed, the area was divided into rectangular blocks with a road transversing the middle, and for some years the farm was carried on under the supervision of Mr. Skilling. Later on, the land was leased for farming to a tenant.



On 10th August, 1863, Sir William H. F. Mitchell and Messrs. Francis Robertson and Thomas Smith were appointed trustees, a draft grant to them of the land was prepared, but never executed. On 19th February, 1866, it was decided that a temporary reservation of the land was sufficient, and that the grant should not be issued to the trustees. A few year later, a building was erected on the block to be used as an Industrial School. In 1882, this building was given to the Immigrants' Aid Society, to be used as a Benevolent Home; and it is still used as such, under the name of the Victorian Benevolent Home and Hospital for the Aged and Infirm. Other buildings were erected for Industrial Schools for Boys and Girls respectively, and a Calf Lymph Depot was established, where public vaccinations were performed. Some of the paddocks were used for cultivation purposes. In 1882, it was decided to subdivide the area for purposes of sale, and a plan was prepared of what were called "Town Lots adjoining the Royal Park." A number of streets were shown on the plan named as follows: Hazel Street, Ash Street, Elm Street, Oak Street, Willow Crescent and Poplar Road. The Model Farm and a cultivation paddock were marked on the plan. The lots were subsequently withdrawn from sale, and have never been sold, and the only streets which have been formed are Oak Street, running north and south from Parkside Street at the rear of the Immigrants' Home, and Poplar Road, running east and west on the south side of the Immigrants' Home. Neither of these streets has been proclaimed a public road. Oak Street connects with Manningham Street near the Flemington Bridge, and affords a thoroughfare from West Brunswick to the Flemington Road. Poplar Road connects Oak Street with the public road running from the gully across the railway line and thence through the Magazine area on the south side of the railway to the Avenue, thus affording communication with Ievers Street and the Sydney Road. The formation of the continuation of Oak Street to Manningham Street to connect Brunswick with Flemington necessitated the use of a portion of the Park proper. To compensate this, a small piece of land adjoining the Moonee Ponds Creek was vested in the Park Trustees in 1885, and the fences were readjusted. A piece of land between the Model Farm and the railway was also granted to the trustees at the same time to restore communication between the part of the Park on the north of the railway overlooking the Farm with the other parts of the Park, such communication having been completely severed by the construction of the railway. This additional area included the tributary gully so as to enable the cattle depastruing in the Park to obtain water. The place of the Calf Lymph Depot has now been taken by the Commonwealth Serum Institute, for which two substantial blocks have been granted and vested in the Commonwealth by the State. A Mental Hospital occupies an area on the banks of the Moonee Ponds Creek. The Receiving Home lies between the Immigrants' Home and the railway line. There has been no formal reservation of any of the blocks occupied by the institutions now on the Farm site; except those occupied by the Girls' Industrial School and the Commonwealth Serum Institute. The remainder of the Experimental Farm area, consisting of about 81 acres, was, in 1887, temporarily reserved for a public park; but it has never been placed under the control of trustees, and has been used for grazing cows belonging to the Industrial Schools and the Calf Lymph Depot.



It is divided into paddocks by fences erected by the Public Works Department. This area could be conveniently added to the Park proper. A small piece of land in the Park proper near the Immigrants' Home was used for a few years, at the beginning of the present Century, by the Silk Culture Association, as a mulberry plantation. On the far side of the Creek from the Model Farm at one time stood the mansion house and extensive grounds of Mr. Hugh Glass. A pretty boat-house graced the banks of the Creek from its ecclesiastical appearance, was properly known as "The Haunted Church." The property subsequently belonged to members of the Madden family, and was named by them "Travancore". But the old owners are no more, the property has been sub-divided and sold, the boat-house has disappeared, and there are now many villas surrounding the old residence.

The views from the two western hills of the Park have changed with the growth of Greater Melbourne. There is not now so clear a view of Hobson's Bay and intervening territory as in the past, and, where once there were vast spaces, there are now forests of houses and other buildings. A fine view is obtainable of the University and College buildings, including the new High School in the Market Reserve, and altogether the new surroundings are pleasant. May we hope that, before long, the powers that be may be able to provide for the more efficient administration of the old Park, so as to make it a reserve of which the inhabitants of our great City and future generations may be justly proud.

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THE MELBOURNE CITY COUNCILS ADMINISTRATION OF ROYAL PARK 1933-1984

On the 11th May 1928, Council put forward a proposal to the Assistant Minister of Agriculture that in exchange for the passing of a Bill maintaining the Council's existing rights under which the Western Market Site was held by Council, the Council would take over from the Government the improvement and maintenance of the following areas :

- . Treasury Gardens
- . Police Depot, St. Kilda Road
- . Gordon Monument Gardens
- . Reserve, corner Evelyn and Albert Streets
- . Royal Park
- . Exhibition Gardens
- . Royal Society's Grounds
- . Emily McPherson's College

Amendment of Crown Grants

During the next few years negotiations continued with the State Government at various intervals in an endeavour to have the Council's grant to the Market sites amended, and on the 26th June, 1933, a letter was received from the Secretary to the Premier stating that the Government would be prepared to submit to Parliament, a Bill to amend the titles of both the Eastern and Western Market sites to remove the restrictions against the free use of these areas by the Council provided that the Council would undertake, in addition to expenditure on other reserves to spend 5,000 pound per annum for maintenance combined with 28,000 pound within seven years upon improvement in Royal Park.

The Council at its meeting on 24th July, 1933, tentatively approved of this proposal subject to the draft Bill proposed to be introduced into Parliament being submitted to and approved by the Council. Following a further conference with the Premier concerning a number of suggested amendments the Council approved of the draft Bill at a meeting of the Committee of the Whole Council on the 4th December, 1933, and The Melbourne Market and Park Lands Act came into force on the 29th December, 1933.

The Melbourne City Council then commenced a program to upgrade the Park and create an ordered public recreation area from a previous wilderness. The Flemington Road frontage was an area of immediate concern as it served as a public window into the rest of the park.

The Council embarked on a project to grade the ground abutting Flemington Road to form smooth lawns. An avenue of elms was to be planted, and flower beds were to decorate each side of an equestrian track - modelled on the Domain track - which would run parallel to Flemington Road. The extent to which these plans were carried out remains somewhat obscure. Little remains of these works today, although a twin avenue of trees still runs parallel to Flemington Road within the Park.



A plantation of pine trees was removed from the triangular area of land in front of the zoo entrance.

Horses grazed throughout the area adjacent to Flemington Road and to improve the adjustments the Council replaced 6 iron water troughs with concrete troughs. The horses required close scrutiny. In September 1934, it was discovered unknown persons were herding horses into a corner and removing hair from manes and tails.

Grazing animals were in fact somewhat antagonistic to the public during these early developmental years. In 1935, there were complaints of stampeding horses and sheep frightening unfortunate walkers who also had to contend with ankle deep manure in some areas.

Further north, the sheep were beginning to compete with cows for the sparse pasture in the paddocks abutting Walker Street and The Avenue, and so they were subsequently removed.

Two new sports ovals were planned for the area fronting Park Street and the pre-existing old Brunswick Cricket Club Oval was to be restored. These two new ovals were completed in 1936 along with the restoration of the pre-existing oval and a brick dressing pavilion was erected to service them. An overseers cottage was placed nearby to enable a Council employee to supervise the facilities.

Turf wickets were laid for the first time in Royal Park and the Ovals were named "McAlister", "Ransford" and "Ryder" Ovals to perpetuate the names of prominent cricketers of the past who had represented Australia in tests in Australia, England, South Africa and India. These new ovals were reported to have provided a great stimulus for junior football and cricket.

On the tennis front, the Royal Park Tennis Club applied for permissive occupancy of the courts they had constructed some 8 years earlier in the road and railway bound area north of Poplar Oval. In 1938, a clubhouse was built to serve both the Royal Park Tennis Club and Victorian Railway Institutes tennis courts.

In 1934, the Council attempted to close off the old horse drawn tramway road (now McArthur Road and Marconi Court) as it was in a dilapidated condition and absorb it into the park land. The Council took control of the roadway and it was duly gazetted in December 1937, and in 1938, the Melbourne City Council was appointed a committee of management. The Council occupied the portion of the tramway road which entered Royal Parade and placed a nursery there (Australian Native Garden area). However, their attempts to close the Marconi Crescent section met with firm opposition from the zoo trustees who insisted on the maintenance of Marconi Crescent as an access road. Eventually, the government assisted the Council with finance to surface the road.



Perhaps the most ambitious project undertaken involved the levelling of the hillside between the Fawkner railway cutting and Manningham Street, for the construction of sports fields. This excavation began in 1935, but it was not completed until the 1960's. Bridges were placed between the old mans home and the railway line to allow grazing horses to traverse the area.

A new cottage for the foreman was erected on the corner of Gatehouse Street and The Avenue - the original commencing point for the old horse trams - and the surrounding area was beautified.

In 1936, an application was received from the Women's Amateur Athletic Association for the use of an oval. The Council offered them the old Victorian Railways Institute ground (now Poplar Oval) which was part of an area bounded by The Avenue, Park Street and the Fawkner railway line leased by the Victorian Railways and developed as a Recreation area for their employees in 1931/32. The Council laid down a "cinders" running track around the perimeter and graded the Oval. A brick dressing pavillion with showers and conveniences was erected west of the oval at a cost of 1,350 pound.

In the same year, the newly surfaced road transversing Royal Park from Flemington Road to Poplar Road was named Elliott Avenue, in recognition of the valuable services rendered by ex-Alderman Elliott to the Parks and Gardens Committee and the Council. The Council also attempted to close Kendall Avenue which was virtually impassible to motor cars, and covert it into a pedestrian way. This plan was quashed by the zoo trustees who wished to retain an eastern access road to the zoo.

In the same year a small cottage was demolished on Poplar Road and a proposal to introduce lighting into Royal Park was approved by Council. This was a pressing issue as more holdups and robberies took place in Royal Park than any other city reserve and stolen cars were frequently stripped and abandoned there.

Complaints were registered concerning the progress of tree planting in Royal Park. A line of 100 West Australian Native Gums planted along the length of the tram line from 60 yards south of the zoo to the railway overpass had apparently a stunted appearance although the curator defended the plantings explaining that the gums were slow growing and that watering was a problem on the dry poor soil.

Parkville residents protested at the dominance of sporting activities in the Park and demanded more space for a passive public reserve. One motorist had had his window broken by a flying cricket ball. At this stage some 50 to 60 cricket clubs inundated the area every week, and the Melbourne City Council leased out 59 wickets.

In 1937, work on the levelling of the Manningham Street hill, continued, and the Board of Works arranged to convert the creek running down the hillside at the northern end into an underground drain.



Kendall Avenue was remade and surfaced, footpaths laid, lawn areas graded and sown and trees planted, greatly improving the entrance to the Zoological Gardens.

Poplar Road was also asphalted and planted with double rows of golden poplars and flanking them but inside the Parks more than 200 Lombardy Poplars were placed in 2 rows. Couch grass was planted along the nature strips.

The Royal Park Golf Clubs course was re-organised during the year by the alteration of several holes and utilizing of a small undeveloped section of the Park not used by sporting organisations and the planting of 130 trees along the sides of the fairways.

With the completion of the womens Athletic Field, the Australian championships were held on the ground in December 1937, and the facilities were praised by visiting athletes. The Royal Park cinders track was in fact the only one of its kind in Australia - the rest being grass tracks - and so it was an invaluable training track for athletes competing on the standard International cinders tracks overseas.

During the year permission was given to construct roads to the Council's new sports grounds.

The major public event for the year took place in May 1937, when the Military Coronation Review took place in Royal Park involving 6,000 troops. 50,000 people viewed the spectacle. (Military reviews had been an annual event in Royal Park for several years). Disappointment was expressed that few people could actually see the manouvers due to the gently sloping nature of the ground and the absence of a grandstand. However, the Council hastened to assure the army that the new amphitheatre which was being created as a result of the levelling of the Manningham Street hill area would be ideal for future reviews.

In 1938, a drinking fountain was erected on the corner of Elliott Avenue and Poplaar Road in further recognition of the services rendered to the City of Melbourne by ex-Alderman Elliott. ? where now .

During 1938 and 1939, plans were put forward for the future development of the Park and these included proposals for cycling and running tracks, a rotunda for open air concerts, and a "fitness centre" catering for boxing, basketball and badminton as well as social gatherings, moving pictures, amateur theatricals and a library. During this period, the golf club complained of golfers being molested by exercising greyhounds and protested that cars were often driven across the course to attend sports events at the ovals.

In 1940, basketball courts were installed near the Flemington Road (Elliott Avenue intersection). However, International events had now taken over.



The Second World War brought development to a halt in the Park, and the armed forces commenced an occupation that was to last from 1940 to 1961. The first area to be occupied was the section bounded by Flemington Road, the railway cutting, the tram line and the zoo, a total of 25 acres. By 1945, the armed forces occupied the entire area bounded by Flemington Road, Gatehouse Street, The Avenue and Elliott Avenue in addition to the original area. The R.A.A.F. occupied the Manningham Street section until 1944, and a rifle range was set up between the railway line and the camp. A manproof fence surrounded the occupied area along the original fence line. During the period extensive concreting and building construction was carried out in the area now occupied by the Women's Basketball Courts and Stadium. Brens drive was constructed in this period and 2 gravel tennis courts installed for the use of the staff in 1945.

However, there was some non-military activity carried out in the park during the war period. The tramways cottage outside the entrance to the zoo was demolished and the site re-incorporated into the Park. In 1941 "Glasscocks Paddock" - the triangular area in front of the zoo store gate - was converted from a grazing area into a junior sports area. The horses grazing there had been neglected and were constantly harrassed by small boys who caught and rode them. Police were also called in to eradicate a spate of "tree climbing" which had caused much damage to branches and shrubs.

A parking area was constructed along the brick wall at the front of the zoo in 1943 to cater for zoo patrons who could no longer park in areas occupied by the military. In 1945, the Royal Park Golf Club made a determined bid to expand the course into an 18 hole circuit, as it was before the First Wold War. This would have involved making faiways for 4 holes on park land fronting the zoo in Camp Pell and 2 holes in Glasscocks Paddocks. It would also have taken land reserved for the new Western Oval in Royal Park north. A storm of protest from various public progress and sporting organisations greeted the proposal however and it was not carried any further.

In the same year, the Royal Park Tennis Club relinquished the permissive occupancy of their tennis courts which had fallen into a state of disrepair. The club had no more 'youthful' members and was about to disband. The occupancy was taken over by the Princes Park Tennis Club which had been pushed out of their own courts by the Princes Park Bowling Club. Their proposal to build 4 new courts in Royal Park was approved by Council.

With the end of the war, the Council planned the post war development of the Park. Top priority was given to the completion of the Manningham Street excaion and the creation of an additional Oval in Royal Park North. The golf course was to remain a 9-hole course. Long term planning was made impossible by the indefinite occupation of the armed forces.



In 1947, the Council purchased the vacant land around the Moonee Ponds Creek below Manningham Street. This area was to be filled and converted into playing fields and inquiries were made as to the possibility of channelling the Creek underground. The cost proved prohibitive and the plan was postponed indefinitely in 1952.

With the cessation of hostilities, the army began to disband some sections of their camp. In 1947, Area I (see "Army Occupation map") in Camp Pell was handed over to the Council but the area was then used for "emergency housing" by the State Government, and gradually migrants replaced soldiers in Royal Park. In 1948, it has suggested that the impoverished camps be moved as they would be in full view of a planned Royal Procession along Flemington Road and throughout the next decade Parkville residents protested vigorously about the slur on Melbourne's parklands. In fact, the Council had at one stage to tell the inhabitants not to hang out their washing in the view of residences in The Avenue.

Meanwhile in 1947, it was reported in the papers that a hospital was being planned for a site in Royal Park, and in March 1948, the Council was informed by the State Government that it wished to take over a 10 acre site on the corner of Gatehouse Street and The Avenue. The Council protested but was told the Government would legislate if necessary to obtain the land. The Council then proposed an alternative 10 acre site on the corner of Gatehouse Street and Flemington Road. This site was eventually accepted by the government and the excision was officially proclaimed on the 3 March 1950 under the Revocation and Excision of Crown Reservations Act 1949, No. 3435.

In 1949, the Council received a submission from the Carlton Amateur Cycling Club for the construction of a bicycle racing track. This submission was reviewed again in 1951 when the prospect of the 1956 Olympics in Melbourne created a fresh enthusiasm for the project. A banked track was planned with 4 laps to a mile to allow room for a hockey field/cricket oval in the centre. Tenders were let in July 1952 and workers began grading an area off Manningham Street, west of the railway cutting. However, when the Olympic Organizing Committee decided to build an Olympic standard track in Olympic Park, enthusiasm waned for the Royal Park track. The banked area was never surfaced and instead was sown with grass and converted into a spectator seating area. The banking can still be seen today.

In 1950, the new "Western Oval" west of Ransford Oval in Royal Park north was opened to the public, and in 1951, a turf wicket was installed in the new oval constructed off Kendall Avenue. In the same year, work recommenced levelling the Manningham Street hill (begun 1934). A small baseball field was graded in the south-west corner. At the same time, the south-east bluff was graded to a uniform slope.



In 1952, the Park suffered brutally from vandals who chopped down 30 trees on the golf course in the north-western area of the Park, mainly Poplars and Queensland boxes.

In addition, the Women's Athletic Association asked the Council to re-lay a 'cinders' track on their Oval (Poplar Oval) so that it could be used as a training track for the Olympics. This request was initially refused as the track was thought to be too small. However, in 1956, a cinders track was laid for training purposes. In 1977, the Cinders track was removed as it was under-used and expensive to maintain, and the oval was levelled and sown with grass.

In 1953, the advent of the Korean War put paid to a quick evacuation of the army from Royal Park, although Area I was restored to the Council in 1954. The army in fact attempted to win permanent occupation of 7 acres to the north end of the Park to function as a supply and transport depot. This attempt was unsuccessful.

In 1954, the Princes Park Tennis Club took over more land to the east of the club house and installed more courts, and in 1955, part of the Royal Park Creek draining into the Moonee Ponds Creek was put underground.

In 1956, the last tenants of the emergency housing section vacated the area and the huts were systematically removed much to the relief of the Parkville residents. With the evacuation completed, the Council drew up plans for the future development at Royal Park.

In 1957, over 500 trees were planted by school children during Arbour Day in conjunction with reclamation work in the ex-emergency housing areas. The Council attempted to close the middle section of McArthur Road in line with a proposal to build a new sports complex in this area. McArthur Road was considered unnecessary as a proposed M.M.B.W. freeway running from the Gatehouse Street/Royal Parade intersection to the Flemington Road/Elliott Avenue intersection alleviated the need for this access road. The road remained open, however, and in August 1957 was officially named "McArthur" Road. "Kendall" Avenue was officially named at the same time.

In 1958, the Parks and Gardens Committee presented the Council with a formal outline for the future evolution of the Park emphasizing the public demand for more and better sporting facilities, motor car access and parking and the necessity of keeping maintenance costs to a minimum. The development of sporting facilities was to be the dominant theme. Football, hockey, soccer and basketball fields were to be laid in the area south of McArthur Road and the development of Manningham Street was to go ahead (yet again) (see Appendix).

The entire area vacated by the army was rotary hoed and replanted in the biggest park reconstruction program attempted by the M.C.C.



In 1969, the Victorian Baseball Association requested the construction of a junior baseball field in the undeveloped triangular area bounded by Poplar Road, the railway line and the Commonwealth Serum Laboratory. The area was known in the past as the "Brewery Paddock". The Carlton and United Breweries once agisted their horses upon it. The area had been disused for many years and was too small for a large Oval. The Council approved the proposal in 1970, and the grading commenced in 1972. In 1974, the field was named the "Angus McPherson Baseball Field" after the man who was responsible for the formation of junior baseball within the league, and a leading official for many years.

In February 1970 a fire destroyed most of the Royal Park Golf Club clubhouse - situated near Royal Park station between the railway line and Poplar Road - and the Council decided to take over the management of the course and convert it into a public course.

A proposal was put forward to restore the surviving sections of the clubrooms for use as a sporting pavillion. This proved too costly and the rooms were demolished in 1975. In the meantime the Council built new public clubrooms on the south side of Poplar Road near its intersection with Elliott Avenue. The new clubrooms included a canteen, snackbar golf pro-shop and work rooms.

In 1977, the Louise C. Mills Womens Athletic Field was converted to a general use sports field due to the decreased demand for the facility, and during 1981/1982, an astro-turf hockey ground with electric scoreboards, night lighting and grandstands was installed, fulfilling the need for an international standard hockey venue in Melbourne.



CHRONOLOGY OF DEVELOPMENT IN ROYAL PARK, 1844 - 1933

1844 - January.

- A petition was drawn up asking the then Governor for two five hundred acre areas of land.

1850 - November.

- The Town Council amended this request, and asked for an area of 2,560 acres for public recreation, including the Royal Park.

1854 - August.

- Tenders called for in the Victorian Government Gazette for the fencing of Royal Park.

1856 - October.

- Landscape Gardeners offered a premium of 100 pounds for designs, including Royal Park, in the Victorian Government Gazette.

1857.

- Contract for 100 pounds for supplying and spreading manure and planting trees accepted for Royal Park.

1858 - March.

- The north-western corner of Royal Park (140 acres) selected for an experimental farm (model farm) to allow experimentation with horticultural/agricultural techniques. Site chosen owing to its central position and the varied character of the soil. Site now occupied by the Commonwealth Serum Laboratories, Baltara, Taurana, and Mount Royal Hospital.

- December.

- Permissive occupancy given to the Brunswick Cricket Club to use land in the North East corner for cricket playing.

1860 - August.

- Burke and Wills left for their expedition from Royal Park. They were farewelled by a large gathering including the Mayor of Melbourne. A Stone Obelisk was erected to commemorate the event.

1862.

- The management of Royal Park changed from the Board of Land and Works, to a board of Trustees.



- First building erected in the Park.

1873.

- It was decided to permanently reserve 506 acres in order to avoid subdivision of the Park. The South Eastern boundary was altered so as to exclude the large gully and the land between Park and Gatehouse Streets.

1876 - November.

- 424 acres (approx.) were permanently reserved for a public park, excluding the 20 acres claimed by the Agricultural Society, and the 55 acres (approx.) set aside for the Zoological Gardens. The management of Royal Park separated from the management of the Zoological Gardens.

Early 1880's.

- Large gates were placed across the inside roads which ran between Flemington Road and the North-Eastern and South-Eastern ends of the Park, at their junction with the Royal Park Road.

1884 - November.

- Railway gates open on new Coburg railway. There had been a strong move to alter the route from the west side to the east side of the zoo but this did not succeed. The decision to call the station "Royal Park" instead of "Zoo Gardens" was a better blow. The great damage to the parklands from the railway cuttings and banks was greatly deplored.

1885

- Proposal by Brunswick Cricket Club to extend ground, and to plant elm trees however, the Trustees were not empowered to grant the request.
- Mr. Le Seorff granted Assistant Manager of the Park at a Salary of 50 pound per annum.
- 10 men employed to slope the steepest part of the gully.

1886

- Commencement of the Brunswick Tram.
- Proposition to build a small pavillion on the highest rise of the park for the benefit of visitors.
- ploughing competition held to develop parklands.

April

- Two more plantings proposed on the south side of the Park.
- Improvements to the lodge on the south side.

July

- New trees planted and fenced in the south portion of the park.
- Forty trees planted along the path from the main gate to the eastern boundary.
- The lodge at the main entrance was repaired.

1887 - January.

- It was proposed that 110 pounds be devoted to fencing and ploughing a strip of ground on the Flemington Road which would then be planted with Red Gum Eucalyptus and Cacnorninas.

April

- It was proposed that a double line of fencing on the road leading from the zoo to Flemington Lodge be constructed, and that the ground enclosed be planted with Red Gum and She-Oak trees. As well, it was proposed that the plantations around the large gullys be sown with willow reeds.
- Eighty acres of farm land were set apart for a public park. However, this land was never planned under the control of the Royal Park Trustees. It was used for grazing cows belonging to the Children's Welfare Department and the Commonwealth Serum Institute.

1888 - January.

- New fence and plantations completed.

November

- The building of a new lodge was proposed at the main entrance to Royal Park, as the old one was displaced by the road.

1889 - April.

- It was proposed that young Red Gums be planted where the old ones were dying and a granite column be constructed to commemorate where Burke and Wills departed from.



July

- Two hundred and nineteen Eucalyptus trees planted that winter. As well, a plantation had been formed in the North-Eastern part of the Park.

September - November

- Horse drawn spur line constructed by the Omnibus and Tramway Company, from the Sydney Road/Gatehouse Street intersection to the zoo entrance along the present path of The Avenue, McArthur Road and Marconi Crescent. A tramways house was built outside the zoo.

December

- It was proposed that a cottage be constructed on the Brunswick Town Council Cricket Ground.
- Outer circle railway to North Carlton opened.

1890 - October.

- It was proposed that the boundary fence at the south end of the Park be renewed to the extent of 100 rods.

1891

- Report that evangelists were speaking on soap-boxes outside the gates of the zoo.

April

- The picket fence was completed and the old powder magazine was removed.

November

- Iron seats provided in the park.

1892 - August.

- It was proposed that a piece of land on Sydney Road close to the entrance of Royal Park be sold.

1897 - January

- New rules for the Park, including banning of cyclists from the footpaths, and the making of unauthorised cricket pitches.

May

- A deputation from the Brunswick City Council proposed that the boundaries of the present Cricket Ground be extended, so as to include a small corner of about 1 1/4 acres. Thus the new fence would run in a straight line to the railway fence.

1898 - July.

- Permission was granted for mulberry trees to be grown for the Victorian Silk Growing Association.

1900 - April.

- Roads being mended.
- New fence constructed at Manningham Street.

August

- Agricultural department to take over the Silk Association's land.

1901 - November.

- A large military encampment was set up in the park during the time the Duke of Cornwall and York was in Melbourne.

1902 - October.

- Sides of footpaths trimmed and raised.
- Proposal to construct a fence along the horse-drawn tram line leading from the Sydney Road entrance.
- Proposal that a picket-fence be constructed in place of the old post and rail in the inside of the Plantation along Gatehouse Street.

1903 - January.

- It was proposed that public toilets be built.
- A new inner picket-fence on the Parkville side of the Park was in the process of construction.

April

- It was proposed that four or more drinking taps be constructed for the use of the public.
- five drinking taps already installed.



July

- Second public toilet nearby completed.
- Seventh day adventists proposed holding their annual camp meeting in the Park, near the Lodge gate at Flemington Road.
- It was proposed that a pavilion be built in the park.

1904 - May.

- The road in the park leading to Flemington Road was reported to be in a bad state of repair.
- Golf Club formed. Originally an 18 hole course the circuit traversed the area now occupied by Mount Royal Hospital. However, financial and manpower problems during the First World War combined with a drop in membership forced the club to reduce the course to 9 holes.

November

- Sewerage connections with the lodge at the south entrance to the Park had been completed and the connection with the North lodge was being worked on.
- It was suggested that more trees be planted during the coming year.

1905 - July.

- Planting proceeded with. The following trees were planted.
  - 22 oaks
  - 22 pepper trees
  - 22 fig trees
  - 12 pinus insignis
  - 12 lemon scented gums.

1906 - March.

- The overgrown Acacia hedge near the Royal Park railway station has been pulled out as it was used as a resort for undesirable characters.

June

- The tar-paving of the various entrances to the park from Flemington Road and Gatehouse Street were completed.

October

- 131 trees were planted during the spring.

1907 - February

- It was decided to grade bank the steep bank opposite Flemington Road and the North Eastern Corner of the Park.

May

- It was suggested that a double row of European trees be planted along the Flemington Road boundary starting from the South Eastern corner.
- It was suggested that a line be trenched facing Flemington Road, to plant Pepper, Fig and Elm trees.

September

- The old shed near the stables was removed.
- The Bull paddock fence at the back of the No. 4 lodge was re-erected.
- Roads were re-metalled opposite the zoo. Roads were also cleaned and footpaths banked along the tram line and the road leading to Flemington Road.
- Gates and passing places were painted.

1908 - August.

- Stables and other buildings behind No. 6 lodge were completed.

1909 - April.

- New water trough installed.
- A bench for stacking timber was constructed by the stables.

September

- The rail fences around the drive were completed.
- Plantation above the gully bank completed.

1911

- Need to renovate stables which were originally erected for the use of Burke and Wills expedition.

December

- telephone installed at Bailiffs Lodge.
- sports ground near Brunswick generally renovated.



1912 - September.

- More plantings of groups of trees completed.

1914

- Description of land use at this stage:

The park constituted 428 acres in three detached blocks of 285 acres, 108 acres and 3 1/2 acres. Of this 31 acres were occupied by roads.

- The sub-division of the Park lands was due to the alignment of the Brunswick and Whittlesea railways which traverse the area from SW to NE. The length of the boundary fence was 3 miles, 68 chains.

1915 - August.

- Military encampment, with no notice given to the trustees.

1916 - February.

- Proposed electric tramway through Royal Park.

July

- It was suggested that the Road through the Park from Brunswick to Flemington be lighted with electricity.

November

- The railway department marked out a considerable section of ground alongside their line on the position of the Park near the Flemington Road Bridge.
- Application by the Lands Department that the Trustees should hand over the present Crown Grant and received in its place another grant containing the three sections that were not in the original one, so that the Park Rules would apply equally throughout.
- Application for a Croquet Ground in the Park, near the North-East corner.

1918 - February.

- Seventh-day Adventists using portion of the Park for a camp.

September

- Planting in progress of Pinus Concinensis, Ficus Macrophylla and Ironbark.

- 50 seats being built in the park.

1919 - June.

- Ground occupied for the football season.
- It was proposed that 500 trees be planted.
- The trustees received a letter from several North Melbourne groups suggesting that a portion of the Park, which was found in and situated at the Flemington Road entrance be reserved as a playground for children.
- Discussion about the electric trainway which would bisect the park from North to South.

1919 - September.

- It was suggested that a new two rail fence be erected from the corner of the triangular paddock down to Flemington Road on the South East side.

1920 - August.

- It was decided that native rather than European trees be planted.

1921

- The West Brunswick Progress Association requested that a lighted pathway be built in the park.

1922

- Letter received from Brunswick City Council, requesting that the footpath from Royal Park Station to West Brunswick be improved and lit with electric light.

July

- trustees receive 100 pound for tree planting.

1923 - January.

- It was agreed to grant the M.M.T.B. one year's tenure of the two sites, i.e.
  1. Abutting Flemington Road near the intersection with Abbotsford Street.
  2. Abutting Park Street near the intersection with McKean Street.



- Horse drawn trams burned during the Melbourne Polic strike. They were never replaced and the rails were later taken up.

March

- Route of the new electric tramway fixed by Act of Parliament.

April

- Work commences on the electric tramway.

June

- Decision to erect soldiers memorial on land at the corner of Park Avenue and Royal Park.

December

- An application was received from the Royal Zoological and Acclimatization Society for a roadway from Park Road Avenue opposite Walker Street, to gardens.

1924 - February.

- It was suggested that the park be passed onto the Melbourne City Council because of the trustees lack of funds.

October

- Debate over Brunswick City Council holding part of Royal Park North and West of the railway.

November

- The road from Sydney Road to the Zoo along which the horse-train plied was included in the Crown grant issued to the Zoological Society.

1925 - August

- Part of the park occupied by children's playground.
- Melbourne City Council asked permission to divert the open drain traversing the site of the children's playground.
- Director of the Zoo asked permission to cut a drain 2 feet wide by 18 inches deep.

1926 - February.

- The Chairman granted the Melbourne City Council an additional area of 30 feet of frontage to Flemington Road for tennis courts.

- Golf Club asked permission to lay pipes.

April

- Permission given to Golf Club to lay a water pipe across the road from the Club House to a point inside the front paddock. Also to extend a pipe underground from the 3 inch main on the North side of the line to points close to the present 9 greens.

August

- Baillif instructed to close the roadway around the Zoological Gardens and merge the land in the existing paddocks.
- Y.W.C.A. granted "permissive occupancy" of tennis and basketball courts.

October

- Permissive occupancy granted to the Victorian Croquet Association in the N.E. corner of the park.

1927 - July.

- Trustees suggest that the park be taken over by the Council.

1928 - May.

- New stormwater culvert put in on the side of the road leading to Flemington.
- New water trough and a new water supply put in Manningham Street Paddock.

August

- Planting along the Flemington front in progress.

October

- Attempt to have a new road built through the park.

1929 - February.

- Bicycle track repaired.
- Fencing removed from the drive and erected along the Park Avenue frontage.

March

- Permission granted to the Blue triangle tennis club to erect a Shelter Shed at the southern end of the courts.



May

- Deputation received from Brunswick, Essendon, Coburg and Broadmeadows, urging the construction of a roadway through Royal Park to connect Grantham Street Brunswick, with Abbotsford Street, North Melbourne.
- A letter was received from the medical superintendent of Royal Park Hospital applying for permission to erect a picket fence along the road for 33 feet and then parallel with existing fence.
- The small caretakers house was demolished.

November

- Permission granted to Moreland Ladies' Amateur Athletic Club to use the corner of Park Road Avenue and Park Street, as a training ground for members of the club.
- The gliding club of Victoria was granted permissive occupancy of the portion of the Manningham Street Paddock at the South East corner adjoining the railway line.

1930 - May.

- Fence removed south of the zoo and erected on the road leading to the railway station.
- 7 hockey grounds let.

November

- Extra tree planting in enclosure at the bank of the Bailiff's house, and on Park Street frontage.
- New floor laid in dressingroom in Sports Ground.

1931 - May.

- New seats placed in the park and sports ground.
- The cottage of the S.W. corner repaired.
- A post and rail fence was erected on one side of the cottage.
- Old picket fence running from the Park Road to Manningham Street has been removed.
- Victorian Railways Institute - applied for permissive occupancy of a site in the park - namely: bounded by the railway on the Northern side, on the east by Park Road and on the South by another Road. Resolved on the following conditions.

- a review at the end of 12 months.
- 5 day a week occupancy.
- no buildings to be constructed.
- rental of 26 pound.
- University High School applied for the use of the Park granted for the same rental as the Technical Schools.

June

- Railways Institute Plan for Royal Park.
  - Planned for the junction of the Coburg-North Carlton lines within the Royal Park Reserve.
  - Planned Football/Cricket Grounds.
  - Running tracks and cycling tracks.
  - Six tennis courts.
  - Croquet lawns, - basketball grounds.

November

- Applications granted to Railways Institute.
- Permissive occupancy granted to the secretary of the Serum Laboratory for the paddock in Royal Park known as the "Manningham Road Paddock."
- It was decided that only Australian trees were to be planted in the Park in future.

December

- Park had provision for 1,200 people.
- over 100 clubs rented parts of the park. Club rental at 2 pound 2/-.

1932 - August

- Cabinet agreed to Unemployment Relief Work at Royal Park.

September

- The concurrence of the Trustees was requested for the Melbourne City Council to form and maintain the road affecting Royal Park.
- From Manningham Street to Park Street, and the through road from Flemington Road to Park Road Avenue at the Burke and Wills Monument, and past the zoo to the road entrance to the Royal Park Railway Station.



November

- Rental totally inadequate for upkeep of park. Letter written requesting a Crown Grant.

1933 - February.

- Report of "mob of hoodlums" in the Park.
- Committee and Matron of the Victorian Homes for children asked for the use of the small triangular piece of land for a playground, at the southern end of Park Road.

August

- St. Ambrose School granted use of the sports ground.
- 19 trees planted on Park Street frontage.

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