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The Victorian . . .
Country Fire Service

AND OTHER
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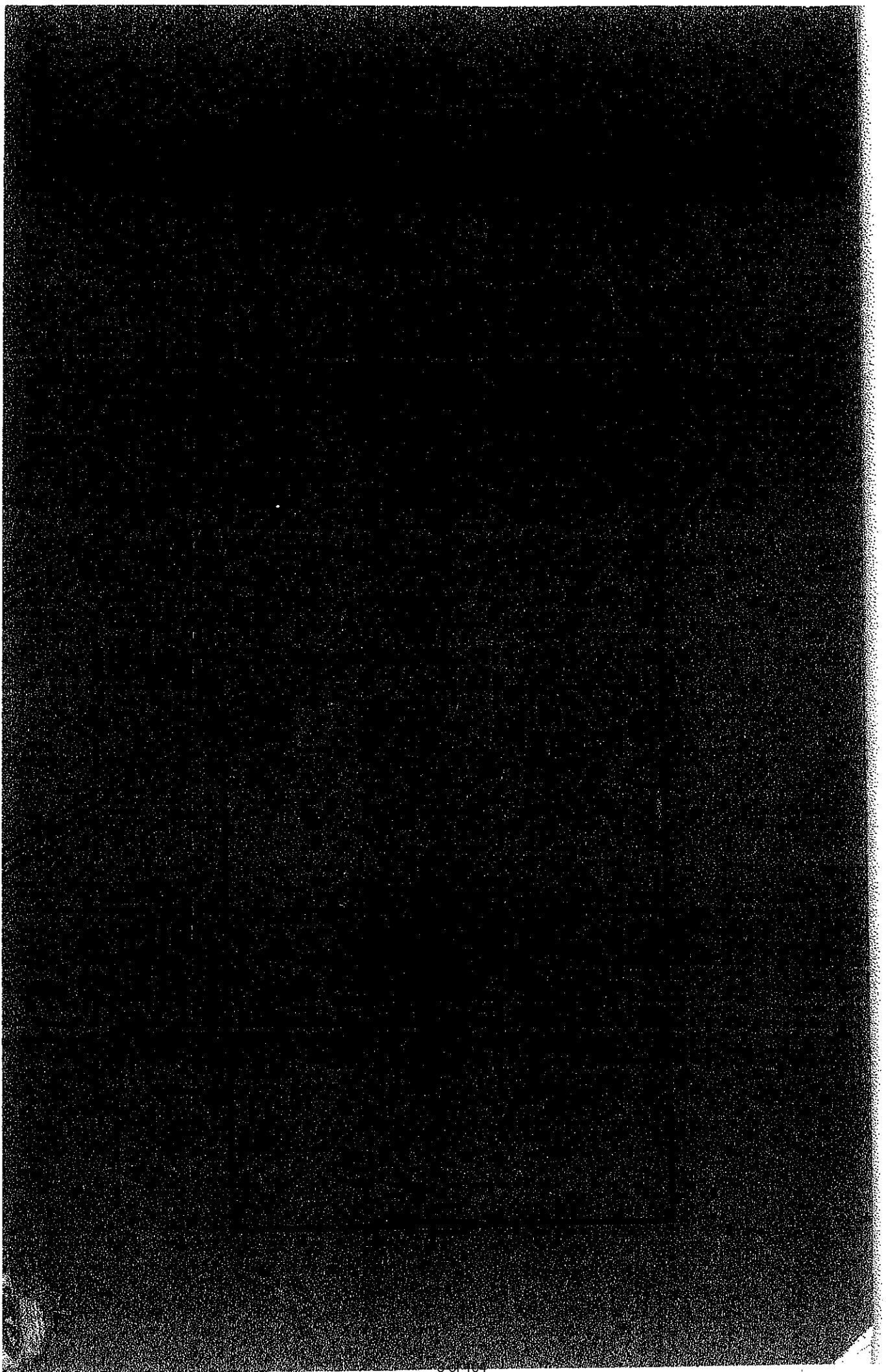
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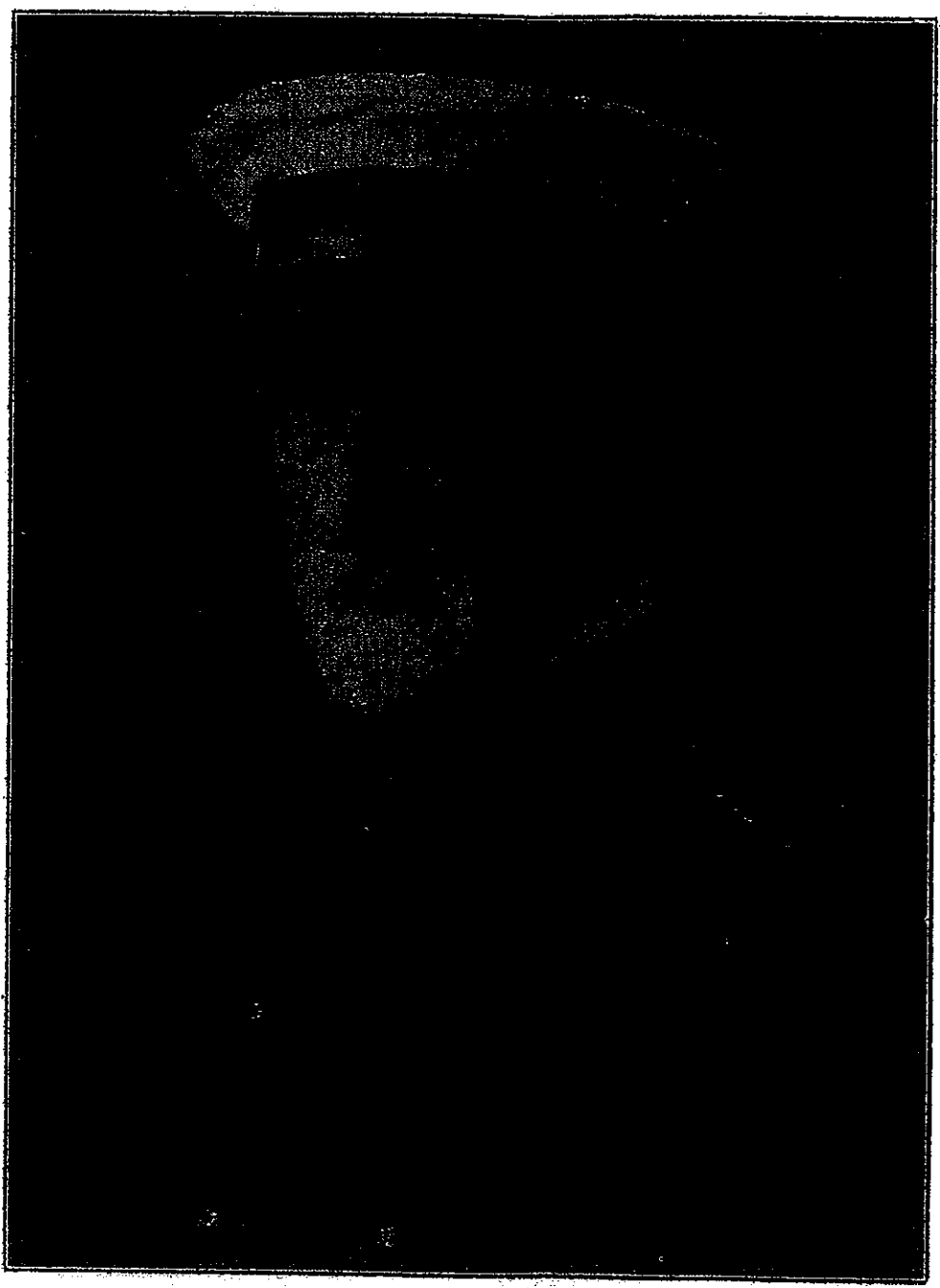
Lt.-Col. T. S. Marshall

Ex. Chief Officer



1930

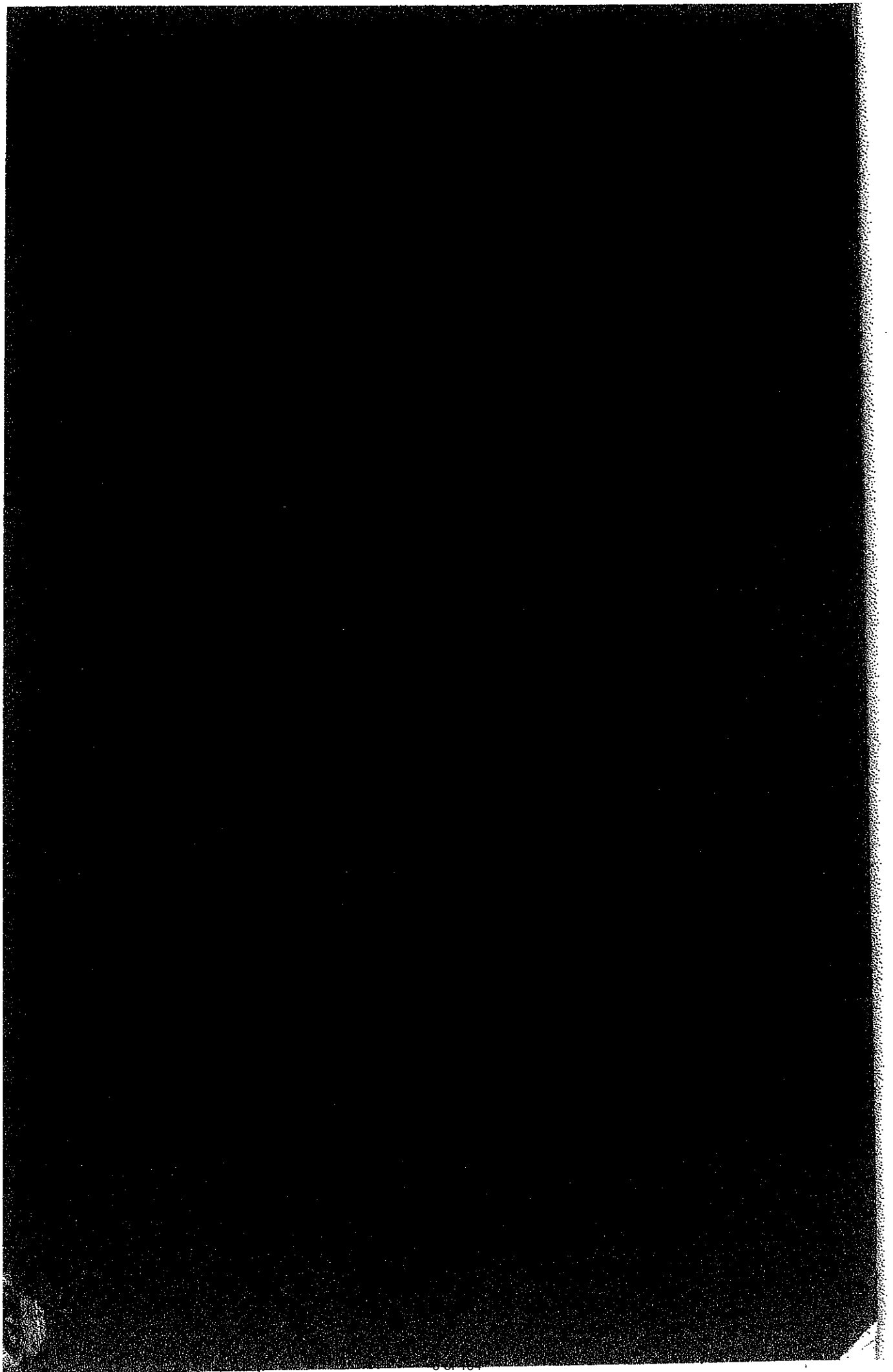




Lt.-Col. T. S. MARSHALL
Ex-Chief Officer

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PETER LANG



FOREWORD

HAVING "Played the Game" by example and precept in the "way we have in the Fire Brigade" for 32 years, as Chief Officer; Lieutenant-Colonel T. S. Marshall has been a picturesque personality in the Fire Service of Victoria—an inspiring and dominant force in building up the organisation of men and material for community service. Full of years and honour in his retirement from active work, he is still "The Grand Old Man" in the eyes and hearts of the thousands of devoted firemen whom he controlled and inspired; also of Country Fire Brigades Board and a vast public who know or know of him and his work and worth; all of these he has well and truly served. At the wish of the Country Fire Brigades Board, and under its auspices, the ex-Chief Officer has compiled and published this interesting chronicle of Fire Service activities and pleasant reminiscences.

On behalf of the Board, the book is commended to the public of Victoria as an opportunity of showing a personal interest in and appreciation of the beloved ex-Chief by securing a lasting memento of him as author whilst he is still living and taking a keen interest in his life's work. His pride in his men and their great voluntary service to the community is also characteristic of the Board's feeling towards him and the splendid men who are doing so much for the prevention of fire and protection of lives and property throughout the State.

WILLIAM WALLACE,
President,
Country Fire Brigades Board,
1929.

The Victorian Country Fire Service

1854 to 1930



THE members of the Country Fire Brigades Board, being desirous of securing a permanent record of the rise and progress of our country fire service prior to the establishment of the Board, as also a summary of the work since its inception, have requested me to undertake this important compilation. I accept the task somewhat hesitatingly, feeling, as I do, that it is a difficult one to cope with successfully; nevertheless, I recognise that, if this work is to be accomplished, it must be taken in hand without delay, as there are not many left in the service who have the intimate knowledge of the Board's work combined with the requisite grip of fire brigade doings in the early stages of fire fighting in the country towns to undertake the job. My long connection with the Country and Melbourne suburban fire service in 1870, 1880 and 1890, prior to the Board's history, and the 32 years I experienced with the Country Fire Brigades Board, as its chief officer, must be my justification for accepting the responsibility. Hence, however, my willingness and personal desire to attempt this work as some little token of gratitude for the unfailing kindness and helpfulness extended to me by the members of the Board, and the loyalty of the thousands of firemen with whom I have come in personal and pleasurable contact during my long career, extending over half a century in the Victorian Country Fire Service. Occasionally I get off the line in this memoir by introducing extraneous matter connected with my travels in Great Britain, the Continent, and America, but as I found these reminiscences very helpful during my visits to the brigades, I trust I will be pardoned for placing a few of them on record here.

THE OLDEN DAYS—THE EARLY '50's.

The old "digging days" in Victoria, the roaring '50's, was an era of money-making and mad excitement; the population dreaming of little else other than the quickest way to make their fortunes. Immense streams of people rushed from every quarter of the globe to Australia, all intent on one object, the alluring and exciting search for gold, each newcomer adding his quota to the excitement. Consequent on the discovery of gold, the population of Victoria increased by leaps and bounds, jumping in the first year or so from 70,000 to 463,000. Of these 100,000 were calculated to have come from England, 60,000 from Ireland, and 50,000 from Scotland, while America and Canada each contributed a large contingent. The greater part of the new arrivals were strong, lusty young men, the bone and sinew of the Motherland. Vast numbers of these made straight for the "diggings," but many remained in Melbourne, and, as those who stayed behind had to be housed, buildings, mostly of wood or iron, sprung up like mushrooms. Houses, however, could not be run up quickly enough to accommodate the immense numbers that poured into the country, so thousands had to betake themselves to tents, this being almost universally the case on the goldfields. The great overflow in Melbourne had also to be accommodated in tents; a regular "canvas town," covering a large area, being established between Princes

Bridge, St. Kilda Road, and Emerald Hill. As the "diggings" proved permanent, the country towns gradually took on a more settled aspect, buildings of a more pretentious character were erected, and streets formed, but many of these were so tortuous and narrow, the rule being to follow the "lead of gold" and build as close to it as possible, that they became a menace to health and safety, a fruitful source of fires, as well as active instruments in their spreading.

At this time there was no organisation prepared to cope with the numerous fires, mostly small, however, that were constantly occurring; each fire fighter did what he considered best or worst; he played a lone hand, the result being, almost invariably, disaster. These frequent outbreaks throughout the country led to the first attempt at fire fighting organisations, the establishment of "Bucket Brigades." When a fire occurred, a rush was made to the stores for buckets, and long lines of men, stretching from the nearest tank, dam, or waterhole to the fire, passed the buckets from hand to hand, but, owing to the many hands these had to pass through, much water was spilt in transit, and thus very little was available for the fire. During this era, in the mining towns especially, this haphazard style of fire fighting prevailed, but, as a fairly large number of the new arrivals had some previous knowledge of fire brigade work in their homelands, these men determined to procure more efficient appliances with which they could more successfully cope with fires. This movement led to the establishment of "Hook and Ladder Companies," a decided advance in fire fighting methods and appliances. These Companies used a heavy, cumbersome carriage of fearful and wonderful design, an American notion, as is also the word "Companies" when applied to fire brigade work. The carriage was fully and heavily stocked with ladders, which could be smartly coupled together, fire hooks, axes, shovels and grappling irons with long ropes attached, these latter being utilised in pulling down buildings to make a gap sufficiently wide to stop the progress of the fire. For this particular work the grappling hook with its long ropes, manned by stalwart miners, many of them sailors, was exceedingly effective. Several of these carriages are still extant, two of the most striking examples being still to the fore in Creswick and Inglewood respectively.

Ballarat possessed one of a much more serviceable character, which was frequently in evidence until a few years ago, especially at fires where long ladders were necessary, good work being achieved. As towns became more settled, it was soon recognised that still more efficient appliances and better organisation for their working were necessary in the larger towns. Organised Fire Brigades. Geelong and Sandhurst No. 1 took the lead in this advancement of fire fighting and combined effort, Geelong being established in February, 1854, and Sandhurst No. 1 on the 25th April, 1854. The pioneers of the Geelong brigade displayed great foresight in making history while launching their organisation, inasmuch, as even at the present day can be seen displayed on the walls of the Geelong fire station a merit board which gives the date of the establishment of the brigade, the names of the foundation members, and the name and term of captaincy of each member who held that position from 1854 to the present day, the first captain being Thomas Bailey. Two names on the board are "Walter Hitchcock" and "Robert Paterson," both foundation members in 1854. The name "Hitchcock" is indissolubly bound up in the rise and progress of Geelong from its infancy, without a break, to the present day, Mr. Howard Hitchcock, during recent decades, having done marvellous work in pushing Geelong to the front, and, what is better, keeping it there. The members of this family have ever been ardent supporters of the Victorian country fire service, and it is fitting, therefore, after all these years, that one of the name should have been honoured by having been elected as a member of the Board.

It is a far cry from 1854 to 1929, but on the merit board of the Geelong brigade the name "Paterson" appears, and bridges that great period, 75 years, as John and Robert Paterson, sons of the veteran of '54, and captain in '70 and '71, are now respectively captain and lieutenant of the same brigade, and of which they have been active members for 30 years. Such a record is unique in our fire service. The names of other well-known Geelong families appear on the merit board, among those being Alfred Douglas, proprietor of the Geelong "Advertiser," J. Richardson, father of the Hon. H. F. Richardson, M.L.C., William Stirling, father of Maggie Stirling, the popular vocalist, and John Noble, a leading merchant. In more recent years Capts. Hodges and Keon, the Wilcox Bros., as captain and secretary respectively, and the Paterson Bros., as captain and lieutenant, all rendered excellent service; indeed, Secretary Wilcox was primarily responsible for the purchase of the splendid site on which the present fire station stands. Capt. Hodges was appointed superintendent of the Geelong Fire District, but, on his acceptance of that position, he was compelled by the Act to resign his seat on the Board. This was rather unfortunate for Capt. Hodges, as the office of Superintendent of Ballarat, Bendigo and Geelong was abolished after a few months experience.

Bendigo Brigade.—While several Bendigonians took an active part in the development of the first service of the city, one man, T. J. Connelly, stands out prominently as the prime mover and the undoubted leader in the movement. Being an American, he took naturally to fire brigade work, and, as years went on, his example in equipping and managing the Bendigo fire service was followed by almost all the newly-established brigades throughout the colony. Others who were instrumental in the advancement of the Bendigo fire service were Capts. Kennedy, Chapman, Morgan, Tuck, Andrew, Kerr, Walker and Daymond, the latter being Superintendent of the Bendigo District for the few months that office lasted.

1856.—Ballarat Fire Brigade.—It was two years after Geelong and Sandhurst No. 1 had been established before Ballarat made a move in this direction. A meeting was held on the 21st November, 1856, the object being to form a fire brigade, Mr. R. W. Muir being chairman. Mr. Rodier was appointed president, and he practically acted as captain. Mr. C. Dyte was the first secretary. Mr. Rodier held office for 12 months, when he was succeeded by Mr. Lynch, no connection with the Smythesdale family of that name. Mr. Lynch was elected as captain instead of president, and he held the position for two years, until 1858, when Mr. Burrows was appointed. Capt. Burrows did such good work that he was elected captain yearly to 1862, when he was appointed station officer. Other early captains were Sparks, Dunn, Trotman and Crannage, all of whom I knew well. Capt. Crannage, in the earliest stage of the Board, was elected Superintendent of the Ballarat district, and, on this position having been abolished, after only a few months' trial, he went to West Australia, where he held a position as District Officer until his death. Many of the foundation and early members of the Ballarat brigade became prominent citizens, and helped materially in Ballarat's advancement, among those being Charles Dyte, who was a councillor and member of Parliament for Ballarat; John Heinz, J. W. Larter, J. H. Ready, and J. Kline, each of whom was Mayor of Ballarat East, Cr. Heinz being mayor of the city also for a term. From a fire brigade point of view, no one has done more to improve the local service than the late Captain W. Trahar, who for nearly 40 years devoted a very large portion of his private time to improve and advance the Ballarat brigade and the fire service generally. This is clearly exemplified by the following statement of his attendances: Capt. Trahar attended 2351 calls out of 2902 alarms received. These

calls were made in all sorts of weather, and at most untimely hours, usually midnight to 2 a.m., the "fire hours"; and all this ^{voluntarily} without fee or reward. As a practical fireman and leader, Capt. Trahar throughout his long career stood out prominently not only in Ballarat, but right throughout the whole service as a shining example to our young firemen, his coolness and steadiness under the most trying and exacting conditions being great factors in his success.

Capt. J. Turner, now Deputy Chief Officer, and my faithful and loyal colleague, was Capt. Trahar's right-hand supporter for many years. His record in the Ballarat brigade reads thus:—2540 attendances out of 3425 alarms. Such instances of unselfish, self-denying work are common enough in our large brigades which have a preponderance of fires; but, as the figures stand, they show the great work performed by our pioneers, and they should be a pleasing and a bright example to our younger generation of firemen to stick it out, as I know they will, in our service, as they did in the great fight on the other side from 1914 to 1918. I am indebted to Station Officer Ford for the above figures and the names of the pioneers, he himself having rendered good service for many years as fireman and secretary, and now head station officer of the Ballarat brigade. Changes in the captaincy are not now as frequent as they were in the early days, as Capts. W. Trahar, R. Young, J. Turner, Arnold Trahar and C. Clymo, still in charge and doing well at that, cover the entire life of the brigade under the Board. The Ballarat City brigade was established in 1859, the first captain being Matthew Campbell. He died before he had completed a year's service. Capt. Campbell's successor was Capt. McDowell, but he also failed to give a year's service. Capt. Lovitt held office until 1867, seven years. Capt. Glover succeeded, and he held the captaincy until 1874, also seven years. Of the above I only knew personally Capts. Lovitt and Glover. The latter was a great worker and a leading official in the first and second demonstrations.

It is unfortunate that the City brigade has left no complete or authentic record of its early history or of its pioneers' doings, but Secretary Laurens, another zealous worker, has kindly supplied me with the above. The advent of the Ballarat City and the Ballarat Brigades at such an early date in the Board's history had a wonderful effect for good on our service; their example of clean, smart work at demonstrations and fires, and their keenness being just what was required in an organisation such as ours in its early stages.

The Marsh family is closely allied with the the City brigade, four of the name being members, covering a period of over 40 years. In launching and organising such a work of magnitude as the Board, Capt. Hennah, Ballarat City, the first Chief Officer, had many difficulties to overcome, the bulk of the work devolving on him, but he came through the ordeal well, although his preference for a paid instead of a volunteer service ultimately led to his retirement. He went to New Zealand in 1892, and he has resided there ever since.

Pioneer Firemen.—The firemen who established and worked our old-time brigades were enthusiasts, men of the good old British stock with a large sprinkling of Americans and Canadians. Their grit, energy and enthusiasm were undoubted, so while we can contemplate with pride and satisfaction the fine stamp of young men to be found in our present-day brigades, let us not forget the self-denying work and the deeds of "derring do" performed under most adverse conditions by those staunch and hardy pioneers, the real founders of our Victorian Country Fire Service.

One of the Veterans.—Capt. Thos. Casey, of Maryborough, goes right back to the early '50's. The McIvor rush brought its tens of thousands to the field, which ultimately claimed Maryborough as

its centre. Capt. Casey, who was closely associated with this town from its inception, was born in Canada. His father was a British soldier, and he fought throughout the Peninsula War under the Duke of Wellington and Sir John Moore. Having served 21 years, the statutory term in those days for British Soldiers, he, on his discharge from the army as sergeant, with other non-coms., sailed for Canada, where each received a grant of land. Sergt. Casey's location was in close proximity to where the great city of Toronto now stands, but, as years went on, he lost his grip on the land, and so the Casey family missed its chance of becoming multi-millionaires. I visited Toronto in 1907, and, on entering the fire station, I imagined for the moment that I was in Maryborough, as the Toronto station was an exact replica of the old one in Maryborough, but, more than possibly, it was the other way about. Capt. Casey resided in Maryborough during the whole course of his Australian life. He was captain of the brigade for over 50 years, and councillor and mayor of the town for many terms. He was also the last foundation member of the Board, all the others having predeceased him. He died on the 23rd January, 1919, and was buried in the local cemetery, the members of the Board, the staff, and representatives from every brigade in the district being present.

Manual Engines.—Very few of our country towns in the early '60's possessed a permanent reticulated water supply, hence the manual engine, working from dams, waterholes and creeks, was the next advance in our fire brigade equipment. Even in Great Britain and America in the '50's and '60's manuals were used in a large number of towns, and, guided by this, many of our country towns installed these machines. With two exceptions, the "Niagara" and the "Deluge," which were made in America, the others were of British make: These manuals were, as a rule, heavy and cumbersome to move and work; one to be seen even now, in Inglewood, took from 30 to 40 men to draw and work it at a fire. In the digging days, however, the number of men and relays were not considered drawbacks, for, when the necessity arose, as it frequently did, there was no lack of helpers always ready and willing to man the pumps and work them until the fire was extinguished. A large number of these workers had been sailors, real sailor men, who had graduated before the mast in the magnificent clippers of the Black Ball and White Star Lines, and in the stout "wind jammers" of that era, and many a fire was fought while the pumps were being cheerily and effectively worked by the sailors to the accompaniment of their rousing "sea chanties." In 1898 the Board imported a number of manual engines from Merryweather and Sons, of Greenwich. They were much lighter and more easily worked than the old-timers, and on many occasions they showed their efficiency by subduing fires which, without their aid, would have meant disaster. In these modern days, however, of motors and motor pumps, which, without any extraneous help, can carry the men quickly to a fire, and in a few moments are able to throw 700 or 800 gallons of water a minute, the manual engine is about due for the scrap heap. Before leaving this question of manuals, I must direct attention to the "Lady Don" manual, Talbot. Among the big gold "rushes" that took place in the mid and later '50's was that of Back Creek, Daisy Hill, which practically embraced the country from Amherst to Talbot. Fifty thousand men worked on the field, and, as gold was plentiful and easily got, things hummed. Among the visitors were Sir Wm. and Lady Don. Sir William was a Scotch baronet of ancient lineage, but, having become impoverished, and having had some experience of private theatricals, he took to the stage for a livelihood. He married Emily Sanders, a popular actress and a specially good singer. I saw them acting in the Theatre Royal, Glasgow, and this same couple appeared in Talbot or

Scandinavian Crescent, as it was then commonly called, at the height of the gold fever, and with such success that they presented the town with a manual engine costing over £200. The engine was christened "Lady Don." Some years later a second trip to Australia was projected, but Sir Wm. Don having died, Lady Don arrived alone. I was present on her opening night at the Theatre Royal, Melbourne, "The Daughter of the Regiment," founded on the opera of the same name being enacted. Several songs were introduced, among these being "Ever of Thee I'm Fondly Dreaming," which she had popularised during her first visit.

On her appearance Lady Don received an ovation from the immense audience, and all went well until she began the above song, when she completely and utterly broke down, and, to the distress and amazement of the audience, she was unable to sing a note. One of the old-time favourite actors in the company came forward and, addressing the audience, said: "Lady Don that forenoon had sung as well as ever, but, as she had last sung 'Ever of Thee' on that stage while acting with her late husband, the ordeal was too much for her." She was perforce compelled to go through her part in dumb show. The whole incident was distressing alike to the audience and to Lady Don. On my first visit as Chief Officer to Talbot, in 1894, I told the story of their engine to the firemen, but not one of them knew why or wherefore it had been named the "Lady Don." Mr. Salmon, Shire Secretary, brother of the late Dr. Carty Salmon, however, knew all about the presentation. As I had seen Lady Don in Scotland prior to 1858, and again in Melbourne in the late '60's, the engine named after her appealed to me as an old friend as I entered the Talbot fire station in 1894.

Ballarat and Talbot in 1859.—Incidentally, I might state here that, with a mate, I had my first "go" at the diggings in Australia at Emu Flat and Pegleg in the Talbot and Maryborough district. My mate and his father had worked at Emu Flat in its halcyon days, and, like many similar stories that I heard later on, they had left some ground which would be well worth a trial; but, alas, John Chinaman had forestalled us, and had close combed not only Emu Flat and Pegleg, but all the flats and gullies in the district, so that we could scarcely raise the "colour" anywhere. The route from Melbourne to Talbot, via Geelong and Ballarat, was varied and interesting, and I, as a new chum, quite enjoyed every mile and hour of the outing. We travelled by train from Melbourne to Geelong, and by coach from Geelong to Ballarat; the railway between these two places being only in course of construction. At that time two rival coaching companies ruled the road, the competition being of the keenest. At the Geelong coach offices there were big crowds waiting, but we made a rush and secured accommodation on the roof of the nearer coach, our swags coming in handy as cushions. The road was exceedingly rough, especially where it was corduroyed; the champion patches being when approaching and leaving Buninyong, and, as a final, the Plank Road to Ballarat, many of the "planks" being found wanting, and so adding to our comfort. As we were out to beat our coach rivals, we entered into the sport of it, as our magnificent relays of six horses, driven by an equally splendid Jehu, careered at such a break-neck pace that we were compelled to hold on like grim death to anything or anybody to save ourselves from parting company with our lightning conductor and his coach. Talk about a shaking up, it was simply a caution—but what must it have been for the saloon passengers inside? The road and streets as we galloped to and through Ballarat were thronged with men, but they had to look after themselves, as our Cabbage Tree Ned, as King of the Road, kept a final spurt for his dash along the Main Road and up Sturt Street, shaving the footpaths and pulling up at the "Corner" to the very inch he desired. Standing

up as straight as a die, he threw the reins to the stable men and vacated his seat, having accomplished manfully and honestly his arduous day's work. It was great driving. Such was my first introduction to Ballarat in the early days of '59, when I was 18.

On our arrival a horde of hotel, pub and boarding-house touts swarmed round us. Our swags, thrown from the roof, were taken possession of by one of these, whom we followed to his accommodation house, which was certainly not Lester's or Craig's. It was a dismal den, where we used our own swags on berths as on board ship. However, after a good wash and a fine square meal, I took a stroll through the city, and what struck me most at the time, and that with a thrill which I have never forgot through all these years, was the magnificent stamp of men that I saw everywhere, their ages ranging from 20 or 25 years to 40 or 45 years, very few elderly men being visible. Their physique was admirable, all being the picture of health, and they carried themselves with such an independent air and withal so cheerfully, manfully and humanly, that I can quite understand how it was that these men, the ultimate pioneers, founded a city such as Ballarat, a city which is a lasting credit to them and which has become a thing of joy to all their successors.

On the following day we took to the road, and, swagging it, we skirted the Swamp, now Lake Wendouree, past the Bald Hills, Creswick, and Clunes in the distance, where the Port Phillip claim was, even then, in full blast. After a good long tramp, my first with a swag, we camped at the base of Mt. Greenock, about eight miles from Talbot. I drew my first breath in Greenock, on the Clyde, Scotland, and it was something of a coincidence that I slept my first night in the open, 18 years afterwards, on Mt. Greenock, Victoria.

Water Supply.—As towns became more settled, local committees, mining and road boards were established, and among the first problems grappled with was that of water supply. A few councils displayed much foresight by installing mains and pipes of sufficient dimensions to ensure a good domestic supply, as also to successfully cope with fires. The great majority, however, rested content with the installation of 3in. service mains, and 2in. for domestic supply, a short-sighted policy which the residents have ever since regretted. Such small mains and pipes are next to useless for a domestic supply, and utterly so for fire extinction, and, besides, they are a serious handicap and a never-ending source of annoyance to our firemen when working a fire. Notwithstanding numerous protests on the part of the Board, and personal interviews and written protests by myself, some councils and trusts persisted in this falsely economical policy, which was a sheer waste of money, as the small pipes, after a very short service, had to be replaced by larger ones. I have all along contended that, even in our smallest towns, suitable mains to extinguish fires should be installed, and that a permanent supply all through the year should be conserved in wells and elevated tanks for fire extinction purposes only, so that life and property might be to a greater extent, safeguarded. The advent of motor pumps makes a larger and more effective supply absolutely necessary, especially where dependence must be entirely placed on the local reticulated water supply.

The installation of a water supply was the prelude to the establishment of a fire brigade, little difficulty being experienced in recruiting the requisite number of eligible young men to fill the ranks.

Hose Reels.—A permanent water supply led to the universal use of hose reels, and this necessitated an entirely different system of practice and working from that of the manual engine. For training and practice purposes the hose reel, vastly lightened and otherwise greatly improved, pertains to the present day. On their first intro-

duction, and, for some years later, the hose reels, when loaded with hose and other necessary equipment, were very heavy, the wheels being of such an abnormal height that the machine took some shifting, but, when once started, it covered the ground well, that is when all hands pulled equally, which was not always the case. The polers and the two wing men were harnessed in ropes, and a slack rope, which was frequently in evidence, was a clear indication that not every man was doing his duty. My first hose reel was designed and built by the two village blacksmiths, and, iron being cheap and plentiful, they turned out a machine that might have had a chance with a steam roller. At that time we had to drag the reel fully 200 yards, the men at the start taking their positions on the reel. We ran with our monstrosity at the first Geelong demonstration. We did not win. It was our first and last run with it. Four years later, with an improved machine, I ran with the winning team, Chiltern, as hydrant man, carrying a 29lb. hydrant, the prize being the Britannia Challenge Cup, its second year, Sandhurst City having scored the first win in the previous year.

Horse Vehicles.—To meet the requirements of our cities it was found necessary to introduce a vehicle that would convey men and appliances to a fire more expeditiously than a hand reel, hence the installation of hose carts by the councils and brigades of Bendigo, Ballarat and Geelong, and, later on, Eaglehawk. The introduction of horses was another big advance in fire equipment. The horses were all handsome, stalwart animals, wonderfully well trained and as docile as children; aye, frequently more so. When the fire bell sounded an alarm they would strain on their halters and beat incessantly with their hoofs in their eagerness to get into action. Backing into the shafts, they were harnessed instantaneously; then off at a hand gallop with its crew to the fire to the admiring gaze of the spectators. One of the best known of these grand animals was "Larry," a magnificent, upstanding dapple grey located for years at the Ballarat City fire station. In his day Larry was quite an institution, known to every resident, old and young, in Ballarat. Stationkeeper J. McKay had trained him so thoroughly that when lady visitors, and they were numerous, arrived, Larry, on being told to shake hands with the lady, would immediately lift his hoof and place it gently in the lady's hand; then, again being told to kiss the lady, he would bow his head gracefully to receive the chaste salute of the visitor. Like the gallant and faithful animal he was, Larry met his death in harness, and on active service, dropping dead on reaching a fire, leaving his old friend and pal Jim McKay quite broken up by the death of his dear, old Larry.

1872. District Competitions.—The prevalence of hose reels throughout the city and country, and the practice with them being common to all, induced district and neighbouring brigades almost everywhere to hold competitions. The rivalry thus engendered was a great factor in improving the efficiency of the brigades, and these local efforts and strenuous competitions were undoubtedly the means of establishing our Annual Demonstrations which, throughout so many years, have become so increasingly popular, and have so greatly improved the efficiency, discipline and esprit de corps of our fire service. At this period Melbourne could only claim one permanent brigade, a very fine one maintained by the Insurance Companies, and several private brigades. The suburban brigades were maintained by the councils, business firms, breweries taking the lead, and several volunteer brigades raised and maintained as in the country. Among the business brigades were the Carlton, Abbotsford, and Yorkshire Breweries, and the Albion and Halstead and Kerr's timber workers. Simpson's Road was prominent for many years as a semi-private brigade.

1873.—Almost all the metropolitan suburban councils maintained their brigades partially or wholly, so that the city and suburbs could account for about 30 brigades, and the country about double that number. With such a number of brigades, the time was deemed ripe to arrange for a Demonstration in Melbourne, but it was astonishing the meagre support that was given by the city and suburban brigades to this proposal.

The First Demonstration.—This demonstration, open to all brigades, Metropolitan and Country, was carried out by the Melbourne brigades, under the superintendence of Joseph Hoad, chief of the Melbourne Insurance brigade, on the 26th and 27th May, 1873. It was held in Spring Street, the run being from the Model Schools to the top of Bourke Street. The arrangements were excellent, the ground being well guarded by police and 70 men of the local defence force. Scant notice was taken by the local press of the display. It was summed up thus: "On several occasions the men started with hose reels from the Model School and ran to the plug opposite the Princess Theatre and had the water ready for a fire within the minute." Unfortunately accidents occurred, one very serious, to Fireman Goding during the day. Goding met with his accident in the most spectacular event of the demonstration, jumping from the roof of the Imperial Hotel at the top of Bourke Street into a jumping sheet held by his mates. The canvas sheet, having been held too loosely, collapsed with Goding's weight, and he crashed on to the footpath, injuring himself very seriously. The Melbourne brigade authorities had him attended to carefully, and, although he was badly knocked about, he was appointed to a physically easy job, which he held until his death many years afterwards.

The Torchlight Procession was the first held by firemen in Melbourne, and, according to the press reports, it was a great success. This result was due almost entirely to the country firemen, as out of 460 firemen who took part in it, 393, representing 14 brigades, were from the country, while Melbourne and suburbs, from seven brigades, sent only 67 men. It may be interesting to the present generation of firemen to learn the names with the strength of each country brigade that attended the first demonstration 56 years ago. They were Ballarat, 40 men; Ballarat City, 54; Sandhurst No. 1, 28; Sandhurst City, 78; Sandhurst Temperance, 35; Geelong, 16; Daylesford, 24; Newtown and Chilwell, 12; Castlemaine, 18; Creswick, 17; Clunes, 16; Talbot, 24; Sebastopol, 16; and Smythesdale, 15. Total, 393.

First Meeting of Captains.—This meeting was held after the Torchlight Procession, the following brigades, represented by their respective captains, answering the roll call:—Ballarat, Ballarat City, Sandhurst No. 1, Geelong, Daylesford, Talbot, Creswick and Clunes. Collingwood and Emerald Hill represented Melbourne and suburbs. Superintendent Connelly (Sandhurst) was appointed chairman. Capt. Glover, Ballarat City, moved, and Capt. Kennedy, Sandhurst No. 1, seconded, the following motion: "That the United Insurance Fire Brigades' Committee be requested to have a Bill, to be called the United Fire Brigades' Act, framed, and to forward the draft of same to every district in the colony prior to it being introduced to Parliament." The motion was carried. It will thus be seen that three of our pioneers, Connelly, Glover, and Kennedy, set the ball rolling that led to all brigades, town and country, being brought under the present Act, but it was not until nineteen long years had elapsed that the goal was reached.

Second Demonstration.—This demonstration, which was also held in Melbourne, was carried out on the 25th and 26th May, 1874. Twenty-five country brigades were represented on this occasion, as against fourteen on the previous one. All the brigades that attended

the first demonstration were present at this one, and, in addition,^{F.S.P.C. 1303} the following eleven made their first appearance, viz.: Echuca, 25 men; Maryborough, 21; Inglewood, 21; Beechworth, 20; Eaglehawk, 18; Kilmore, 14; Maldon, 11; Buninyong, 8; Warrnambool, 4; Stawell, 1, represented by T. Cranston; and Chiltern, 1, represented by T. S. Marshall.

The total number of country firemen present was 549, and 143 bandsmen. Although the numbers on this occasion greatly exceeded those at the first demonstration, the Torchlight Procession was not nearly as successful as the former one, owing to a breakdown in the police arrangements. The bad management ran right through the whole of the next day also, as no arrangement had been made, as on the former occasion, by the Demonstration Committee, to have police or defence force protection, hence the night procession, the march by day, and the competitions were carried out under most adverse conditions.

The brigades pulling their hose reels marched from Spencer Street right up Collins Street to the competition ground, an open space bounded by St. Patrick's Cathedral and the Parliament House reserve, a spot but little used by vehicles in those days. The competition was confined practically to two events, the eight-men engine and the eight-men hose reel. In the engine event, the manual was left close to the tank which was kept full from the hydrant; the eight men had, however, to run 200 yards to the plug, get the engine into working order, and, with an unlimited number of pumpers, show water. The result was Sandhurst City, one minute 11 seconds, first; Long Gully, one minute 13 seconds, second; and Geelong third, with one minute 16 seconds. The Melbourne men disdained running to a fire without their engine, so they pulled their heavy manual the full 200 yards, and finished their work in one minute 22 seconds, a remarkably good performance. In the hose reel event for eight men, the reel had to be drawn 200 yards, show two streams, the first of both streams to be taken. The best times recorded were, first, Ballarat, two steams, 53 and 54 seconds; second, Ballarat City, 54 and 56 seconds; and third, Sandhurst City, 58 and 58½ seconds. The time for one stream is only given for twelve brigades, numerous mistakes and misses having been made by these twelve and other brigades that competed. I was attending my first demonstration as a novice for instructional purposes, and Superintendent Hoad kindly placed me at the fire plug to watch the work. I was, therefore, in an excellent position to note the successes and the many failures, and to benefit thereby later on.

Time Keeping.—The accommodation for the timekeepers was of the most primitive character, porter cases being their observation post. This drawback did not apparently seriously interfere with their official duties, but the times registered for the two streams in the hose events and the method of checking them are quite beyond my comprehension. The stolid sense of duty of these officials is, however, worthy of all praise, manipulating, as they did, watches not quite as exact and trustworthy as those of the present day.

The three time-keepers, of whom Ex-Mayor A. K. Smith was one, were men of solid aldermanic proportions. To carry out their duties, hampered as they were by an unruly crowd, and perched on such an unstable foundation as a porter case, was a tempting of providence, and so it proved. During an exciting part of one of the events, the structure collapsed, and the three timekeepers crashed to the ground, very badly shaken, but, bruised and shaken as they were, they rose to the occasion, the time was faithfully recorded, and a good score registered.

The March Past.—It was intended to have had a ~~March Past~~ ^{Public} ~~Part~~ ^{Session} 1303 before the Governor, but, owing to the unseemly behaviour of the spectators, who took possession of the ground, this part of the programme had to be abandoned, and so ingloriously ended the Second Demonstration. The Banquet.—This function was held in the Town Hall at night, Cr. McIlwraith being chairman. The only noteworthy speech was that of the Hon. M. O'Grady, who hoped that Parliament would pass an Act giving full recognition to the services of the firemen, who formed the "Army of Humanity." This excellent sentiment may be reckoned as a further advancement to our longed for ideal. At this function Capt. Casey, of Maryborough, who appears as a fire brigade official, publicly, for the first time in Melbourne, responded to the toast of "Towns and Boroughs in the Colony." Owing to the length of the toast list, the firemen, who were present in large numbers, became restive, and they began to clear out until very few were left, and the proceedings were hurriedly brought to a close. The sights of Melbourne were too alluring for the boys of the old brigades.

1877. First Geelong Demonstration.—This was not only the first demonstration that had been held in Geelong, but it was also the first combined one, Melbourne and Country, that had been held away from Melbourne. Under such favourable conditions success should have been assured, but it was not to be; everything seems to have gone wrong. The competitions were held in the Agricultural Show Grounds, the track being very soft. The start was late, and the water pressure very poor, the 3in. service pipe being utterly inadequate to supply the contestants. To make matters worse, in the earliest stage of the running something went wrong with the works, and the water was turned off, unfortunately, when Creswick was running; but, no water being available, a great tumult arose; the ground was rushed, and firemen and spectators hissed and hooted all and sundry; it was a perfect pandemonium. Some of the competing teams accused the local brigades of having interfered with the valves, so as to reduce the pressure, but, in the case of Creswick, the flow was stopped altogether. It was unfair to blame Geelong for the fiasco; they had nothing to do with it. The water was turned off by the foreman of the Ballarat Water Commission, who stated that he had been asked by some of his brigade mates to test the pressure. His opinion was that the pressure had not been interfered with; the trouble was the small pipes, and it was while he had turned the water off that the Creswick team ran. The judges decided that they should have another run, but Creswick refused, and they were so annoyed with the whole proceedings that they packed up their goods and chattels and left for home, Geelong not seeing them again for a dozen years. Newtown and Chilwell, by winning the double, "Eights," and "Fours," came out champions at this the first combined demonstration held in the country. For consistency this brigade would be hard to beat, as they have rarely, if ever, been unplaced at the forty or more demonstrations that have been held since this one in 1877.

The Banquet.—The banquet, an important part of the proceedings, was held in a vacant wool store on the western beach, and it was a fitting climax to the day's proceedings. About 1200 men were present, but, as seating and table accommodation had not been provided for anything like that number, confusion reigned supreme throughout almost the entire night. One part of the proceedings, however, was carried out under more pleasant conditions; this was the presentation of a gold watch to Mr. T. J. Connelly, of Bendigo, by the brigades represented in recognition of services rendered to the fire service of the colony. Mr. Connelly was well deserving of this tribute, as he was the leading member of the first batch of pioneers to put life into

our special work. I competed at this 1877 Demonstration, and was present, as a silent member, at the banquet, which took place at Geelong just 23 years after T. J. Connelly had established his brigade in 1854 at Bendigo. Those who were present at the Peace Demonstration, held at Geelong in 1920, can contemplate with some degree of satisfaction, the improvement in Geelong's management of demonstrations, and in the discipline made in the interim throughout the whole service. Adverting to 1877-85, the great increase in the number of brigades in the metropolitan area, as also the lack of organisation and discipline at fires, practices and demonstrations, led some of the leaders to consider the advisability of organising a body to supervise, control, and improve the work and discipline of the brigades. A scheme was drafted, and our efforts were rewarded at a large meeting of delegates from the private and suburban brigades held in the Temperance Hall, when a motion to form a Metropolitan Fire Brigades Association was carried unanimously.

The establishment of the Metropolitan Association was a step in the right direction. All on the executive were captains of brigades in the area comprised in the Metropolitan and Suburban district. They were imbued with an unselfish desire to work for the betterment of the service, and much was done individually and collectively by them to improve the tone and status of the brigades. As president of the Association, I visited the various brigades in turn, and had a talk with the men on matters affecting their work and discipline, especially on the latter, which in a good many cases was very lax; indeed, at certain fires discipline was only a secondary consideration to the firemen's anxiety to get the first water on. Supt. Hoad was a good fireman and leader, and he could not be blamed for this laxity as he had no regularly recognised position as chief of the brigades as he should have had. He had, however, the loyal support of the business brigades and most of the councils, but, despite this support, his position was made very unpleasant on many occasions. This state of affairs led to the appointment of C.O. Stein as commander of the Metropolitan brigade. Before his appointment to Melbourne C.O. Stein had been in charge of the Margate brigade, England. He had a hard row to hoe, as from the start he had to combat opposition from certain quarters, and the discipline at several fires became almost worse than before, lurid scenes being fairly frequent, but, notwithstanding the disaffection and opposition he experienced, he overcame all these obstacles, and firmly established himself as the founder and organiser of the present Melbourne brigade, the development and advancement of which have been abnormal. He had the satisfaction of seeing all this improvement before he died. His good work was carried on by C.O. Lee for many years, and it was even further greatly developed, especially in the electrical and workshops departments, before he retired. C.O. Wilkins, now in charge, has had long and varied experience in fire brigade work, and his natural bent for engineering, to which he served his apprenticeship, and electricity is seen in the further marked progress that has been witnessed at the head station in these branches.

To the credit of the aforementioned chief officers be it said that the Melbourne fire brigade, as regards equipment and efficiency, stands quite in the forefront of the best in the world. Supt. Hoad and C.O. Stein were English firemen; C.O. Lee, although born in England, had all his fire brigade experience in N.S.W. and Victoria. It was the first great maritime strike that made him a fireman, as so many seamen and officers were thrown out of employment by the steamers being laid up. C.O. Lee joined the Sydney fire brigade, and when I first knew him he was in charge, I think, at Paddington. C.O. Wilkins was born in the Avoca district, and his experience as a fireman has been gained altogether in Victoria, of which he is a worthy son. The

phenomenal advancement and success of the Melbourne fire brigade will redound to the lasting credit of Stein, Lee and Wilkins, a strong triumvirate. It is a striking coincidence that C.O.'s Wilkins and Chellew are both sons of Avoca. P.B.S.E. Submission 1303

The success of the Metropolitan Association led to one being established in the country, but in order to still further strengthen the position, the two were amalgamated under the designation of "The National Fire Brigades Association of Victoria." Prior to this amalgamation, and after two years as president of the Metropolitan Association, I resigned, and I was not even a member of the service. I had given nine years as captain of the Chiltern brigade, and six as captain of Flemington and Kensington, so I thought I was due for a spell.

Maintenance of the Early Brigades.—Councils in the average-sized towns in the country, to assist in the establishment and maintenance of their brigades, contributed a hose reel, a few lengths of hose, with a hydrant, couplings and branches, everything being heavy and cumbersome. Brigades, as a rule, provided their own uniforms, and, in many cases, housing accommodation, and the extra material of axes, fire hooks and buckets as the necessary equipment of a brigade. The first year's contribution of the councils was generally followed by a meagre subsidy, barely sufficient to purchase a length of hose, helped by an occasional cheque for a guinea as a fitting reward for a particularly good "save" from the insurance company most essentially interested. Brigades were then left to fight the battle alone, and we, as firemen, for bare existence, were compelled to go round, cap in hand, begging for donations, or to sing and dance to raise the wind. It will be seen later on that I remembered all these difficulties, when, as chief officer, new brigades were being taken over by the Board, I exacted payment for their footing. As the contributions from all sources became so increasingly unreliable and disheartening, the wonder is that so many of our earlier brigades held together as long as they did. The longer we served the position became more precarious, and, gradually, yet surely, residents and firemen became obsessed with the idea that to establish and maintain brigades solely by local effort was an unfair and a one-sided arrangement. This phase of the position permeated the ranks of the brigades throughout the colony, and such a state of unrest was engendered in the early '80's that brigades began to take up the question of their establishment and management seriously, and to talk of Government and Insurance support to aid them in their work. The National Fire Brigades' Association, therefore, came on the scene opportunely as the joint experience in establishing and working by metropolitan and country firemen in the initiatory stages of the service, and, for many years afterwards, was of great assistance to the Government in drafting and launching the Fire Brigades Act.

The Final Deputation.—To hasten on the introduction of the Bill, a large deputation from the Association, mostly officers from the country, was received by the Chief Secretary, the Hon. Alfred Deakin. Although at the time not an active member of any brigade, I was invited to attend, as I was the only one in the service who had an intimate knowledge of brigade work in both town and country. I strongly advocated two Boards, a paid system for the metropolitan area, and a volunteer one for the country. The country delegates went strongly and solidly for two Boards instead of one for the whole State, as was advocated in certain quarters. The speeches made and the facts expounded by the deputation apparently impressed Mr. Deakin, as he gave a very favourable reply, that is, as far as the country delegates were concerned. On the deputation retiring, I had a personal interview with Mr. Deakin at his request,

when I went more fully into my reasons for advocating two Boards. The result of the day's proceedings was that a few months later a Bill embodying the two Boards, Metropolitan and Country, was drafted, and it ultimately became law.

The Fire Brigades Act 1890.—The Fire Brigades Act was consummated in 1890, but the life of the two Boards dates from the first January, 1891. The Country is divided into nine Fire Districts. The Board consists of nine members, three appointed by the Governor-in-Council, two by the Municipal Councils, where the municipality is within or partly within any of the Country Fire Districts; two by the Insurance Companies carrying on business within the Country Fire Districts, and two by the brigades in the Country Fire Districts. At the first election 61 municipalities, 37 Fire Insurance Companies, and 59 brigades voted. The following were appointed as the first Country Board:—The Hon. Robert Burrowes, M.P., Bendigo; the Hon. Edward Morey, M.L.C., Ballarat; and John Balfour Burton, Stawell; appointed by the Government; Thomas Casey, Maryborough, and Hiram A. Crawford, Beechworth, by the Municipalities; John Sinclair and John George Mickelburgh, by the Insurance Companies; Walter Charles Wright, Horsham, and Frederick Hodges, Geelong, by the Fire Brigades.

The first meeting of the Board was held at the Chief Secretary's Office, Melbourne, on the 16th March, 1891, Mr. Wright being the only absentee. Mr. John Sinclair, Insurance Companies, was elected President. Mr. Callaway, by direction of the Chief Secretary, acted as Secretary, pending the appointment of a permanent officer. It was decided to appoint a Secretary at the salary of £300 per annum. The appointment of the Chief Officer was held over until the Secretary had been appointed. Resolved—"That the Chief Secretary be requested to place at the disposal of the Board the sum of £1000, provided for in Section No. 51 of the Act 1200.

March, 1891.—Finance Committee.—Messrs. Mickelburgh, Crawford and Hodges were appointed a Finance Committee to supervise accounts for expenditure by the Board, and to issue cheques for all payments. The meeting was adjourned to Wednesday, 25th March, 1891, and again to 1st April, on account of the death of the Hon. C. D. Langridge, Chief Secretary. The adjourned meeting was held in the Town Hall, Melbourne, all the members present.

Appointment of Secretary.—The applications having been read, six were reserved for special consideration, and, on a ballot, Wm. Strathmore Judd was appointed at a salary of £300 per annum.

Regulations Committee.—Messrs. Burton, Casey and Wright, with the President, were appointed. This committee did an immense amount of work during the first twelve months of the Board, many additions and alterations having to be made before the first set of Regulations was finally adopted. The foundation, however, laid by the first Regulations Committee has stood the test of years, and the outcome of their labour has been of incalculable value to succeeding Boards. At this period, brigades, situated as they were, widely apart throughout the length and breadth of the land, were more or less in a chaotic state, unrest and uncertainty prevailing everywhere. In an endeavour to allay such feeling on the part of the firemen, the Board decided, and that wisely, "to request brigades to continue existing arrangements until the necessary Regulations have been framed and Local Committees appointed." The Board, so far, did not get much encouragement from the brigades, many of them standing aloof, waiting like "Micawber" for something to turn up. It will be seen later on that the Board, from its inception, was beset by many troubles and much dogged opposition, especially on the part of councils in our

cities, with much more anticipatory tribulation in store. ^{The Board} however, despite all this frequently unmerited obstruction, stuck to its guns and triumphed in the end. P. 1303

April 10, 1891.—The Government, Municipalities and Fire Insurance Co.'s were, by the Act, named as contributors towards the maintenance of brigades and the administration by the Board. First Money received by the Board.—The Under-Secretary notified that the sum of £500 would be advanced to the Board. £1000 was asked for, but the £500 now received was very welcome. Notice was sent to the other contributors, the Municipalities and the Fire Underwriters' Association, requesting information with a view to apportioning the contributions under the Act. The circular sent to the Fire Underwriters did not meet with their approval. The chairman of the Association wrote, "asking for an extension of time for sending in returns, and pointing out that the information asked for was not in conformity with the Act." The Board decided to withdraw the circular issued by the Secretary, and directed that an amended one be forwarded to the companies interested. On the motion of Mr. Mickelburgh, Insurance representative, it was resolved, "That the Insurance Companies be requested to send in their returns on or before the first of June instant." Finance Committee.—This Committee submitted its first report, the only recommendations being: "That a table for the Board room be purchased at a cost of £16 10s., and that £10 on account of advances to the Secretary be authorised for petty cash." From such a modest start has the Board's expenditure risen to its present upkeep. Liabilities of Registered Brigades.—The Board decided that the liabilities of registered brigades be paid only on the persons or corporations legally entitled so to do, executing a transfer of an equivalent amount of plant, and giving legal control to the Board of the balance of their plant.

The draft Regulations submitted by the Committee for meetings and conduct of business were approved.

Seal of the Board.—A design was submitted for the official seal of the Board, which illustrated the different interests represented on the Board—the Government by a crown, the Municipalities by the Australian flag, the Southern Cross; the Insurance Companies by an anchor and a torch crossed, and the Fire Brigades by a fireman's helmet, emblazoned on a shield, surmounted by a raised arm grasping a fireman's axe, surrounded on the top by the words: "Incorporated 1890," the whole encircled by the words: "Country Fire Brigades Board, Victoria." The design was approved.

Appointment of Chief Officer.—In response to an advertisement that had been inserted three times in the leading Melbourne, Ballarat, Sandhurst, and Geelong papers for the position of Chief Officer of the Board, at the salary of £600 per annum, and a free railway pass, twenty applications were received. A ballot having been taken, the names of Messrs. Hennah, Vance and Palmer were reserved for the special consideration of the Board. A further ballot resulted in the election of Captain W. H. Hennah. At the time of his election Captain Hennah was in command of the Ballarat City fire brigade.

Deputy Chief Officer.—The question of appointing a Deputy Chief Officer was held over until next meeting. The question of this appointment must have been held over for a considerable number of meetings, as that position was not consummated until more than 20 years later.

In originally fixing the contributions from the Municipalities to the Board, in many cases the whole shire had been included and levied on, whereas in almost every case only one town in each shire received the benefit of fire protection. Already numerous protests

had been received against this seemingly unfair treatment. As early as the third Board meeting, held on 16th April, 1891, the following protested against the whole shire being levied on, and contended that the valuation of the towns protected only should be considered:—Shires of Creswick (Allendale), Avoca, Maldon, Kyneton, Charlton, Korong (Korong Vale), Kerang (Kerang and Swan Hill), Beechworth, Benalla, Chiltern, Numurkah, Shepparton, Yarrawonga (Yarrawonga and Tungamah), Dimboola, Colac, Bairnsdale, Traralgon, and Walhalla. These protests were not dealt with at the time, but later on, by Regulation, contributions from Municipalities were levied only on the portion of the Fire District receiving fire protection from the fire brigades under the control of the Board.

C.O. Hennah reported in his scheme: "That the Ballarat and Ballarat City brigades attend fires each in its own district, except when the Superintendent orders otherwise. In Sandhurst there are five brigades in the city, and 165 firemen. These brigades should be disbanded, and one central brigade established with four officers and 20 men, with outstations at Long Gully, with twelve men; Golden Square, six men; Quarry Hills, six men; and White Hills, four men." He advised that the Geelong West brigade be disbanded.

Rates of payment for fires and practices were set out as under:—Superintendent, first hour, 7/6; Captain, 5/-; Lieutenant, 4/-; Foreman and Secretary, 2/6; Men, 2/-. Superintendent, second hour, 6/-; Captain, 4/-; Lieutenant, 3/-. Foreman and Secretary, 2/-; Men, 1/6. Monthly Practices—Captain, 3/-; Lieutenant, 2/6; Foreman and Secretary, 2/-; Men, 1/6.

The estimated cost for the first year on the above schedule for allowances for fires and practices alone was:—Ballarat, £699/7/6; Ballarat City, £699/7/6; Sandhurst, £868/15/-; Geelong, £588; and Newtown and Chilwell, £250. The Chief Officer recommended that the adoption of this system of payment be extended to all the country brigades.

The scheme was adopted, but the Board quickly realised, as I had predicted, that such a scheme was much too costly, indeed ruinous, and the system of direct payment was abolished. In lieu thereof certain allowances were fixed for brigades according to their classification, and this system, with the exception of Ballarat, Bendigo and Geelong, pertains, with a very few necessary alterations, in all the brigades under the control of the Board up to 1930.

Chief Officer Hennah had always been in favour of making the country brigade force a paid one, as will be seen by the following. Giving evidence before a Fire Brigade Commission in Parliament House, Melbourne, about seven years previous to his appointment as Chief Officer, Capt. Hennah strongly advocated the principle of paying all country firemen for their services, while I, before the same body, spoke strongly against the scheme of payment to individuals. Capt. Hennah could claim to have a full knowledge of the working and maintenance cost of the three large brigades, while I could claim an equally wide experience of the working of the smaller and middle-class brigades, and I predicted a breakdown of any system that would tend to undermine the volunteer ideal.

In any case, there was no expressed desire for a change, much less a demand from a volunteer to a paid force in the country brigades, and a very short trial proved that I was correct in my prognostication. The Board quickly discovered the mistake that had been made in introducing payment for services rendered by our country firemen, as the payment scheme was abolished forthwith.

The Board Secretary was guaranteed in the sum of £500 by the Colonial Mutual Insurance Co. Mr. Callaway, who had acted as

Secretary from the first meeting of the Board until the appointment of Mr. Judd, was awarded an honorarium of £10 for his services—an economical sum for such efficient services. FBRSO 1303

Local Committees.—The Regulations for the election of Local Committees, as submitted, were, with some slight alterations, adopted. These committees consisted of three members in each of the nine districts, one, the chairman, being elected by the Municipalities, one by the Insurance Companies, and one by the Fire Brigades. They were elected as an advisory body to safeguard the interests of the local brigades, and to administer to their requirements as far as regards fire protection appliances. These Local Committees, while they were in action, were a source of endless trouble to the Board, their demands in many cases being exorbitant and, more frequently, unwarranted and vexatious. As time went on, however, and after a considerable amount of correspondence of a bitter character between the Board and the Local Committees, one after another of the nine bodies, finding, when the Act got properly going, that there was little or nothing left for them to do, dropped out from sheer inanition. The last to go, and it died hard, was Geelong.

May 28.—The first meeting of the Board that took place in the country was held in the City Family Hotel, Bendigo. Messrs. J. Sinclair (Chairman), R. Burrowes, M.L.A., J. B. Burton, T. Casey, F. Hodges, H. A. Crawford, and W. C. Wright were present, the only absentee being the Hon. E. Morey, M.L.C. The Secretary submitted returns of plant from 66 brigades, and returns of valuation from 56 municipalities.

The Geelong West Council forwarded a copy of a resolution protesting against the proposed disbandment of the Geelong West brigade. The Board resolved: "That Chief Officer Hennah's report be referred back to him for consideration, with a view of avoiding the disbandment of any brigades at present, so that existing brigades be retained under such conditions as the Board may from time to time determine."

June 11.—This meeting, all the members being present, was held in the new offices, 60 Market Street, Melbourne, offices which have been in occupation by the Board for over thirty-eight years.

Returns by Insurance Companies.—The Queen Insurance Company was the first to forward its return arising from business in the country districts. Only 27 Insurance Companies out of 42 gazetted had furnished their returns by the first day of June, as directed by the Board. The Municipalities did better, as 56 out of 59 had sent in their returns by the 1st of June.

June 18.—The Acting Under-Secretary notified that an Order-in-Council had been obtained under Section 42 of the Act, fixing the 30th day of June instant as the day on which the payment of contributions shall commence.

July 9.—The Board resolved: "That the contributions by the Municipalities, under Section 43 of the Act, and of the Insurance Companies under Section 46, shall be fixed at the amounts set forth by the Secretary."

The Under-Secretary wrote, stating that the second instalment of £500 of the £1000 asked for by the Board would be paid in a few days.

The Town Clerk, Ballarat East Council, wrote "that his Council contributed £20/16/8 per month towards the maintenance of their brigade, and that they intended to deduct the amounts so paid since the coming into operation of the Act from the Council's assessment."

The Secretary was instructed to reply: "That the contribution as fixed by the Board must be paid. Any claim as a set-off to be sent to the Board for its consideration." FSBSC Sub 190 1303

The Town Clerk of Bendigo wrote, asking if the Bendigo brigades are taken over by the Board, and the Council pays the amount asked for, will it also be liable to the local brigades for the usual quarterly subsidy? The Secretary to reply: "That the brigades are under this Board's control, and that the contribution fixed must be paid forthwith." The same reply was sent to a number of Councils which had been subsidising their brigades.

Tenders for Books, Forms, etc.: Resolved—"That samples of books and forms be prepared by the Secretary and Chief Officer, and prices obtained from various firms, including country printers."

1891. Registration of Brigades.—Up to the 20th August, 1891, only 25 brigades out of 59 gazetted had complied with the Regulations and were eligible for registration. The first brigades to join up were Ballarat City, Clunes, Allendale, Linton, Talbot, Avoca, Kyneton, Maldon, Taradale, Tarnagulla, Donald, Sandhurst No. 1, Sandhurst City, Sandhurst Temperance, Echuca, Kangaroo Flat, Rutherglen, Chiltern, Numurkah, Shepparton, Yarrawonga, Tungamah, Murchison, Horsham and Murtoa. All the abovementioned brigades were registered as brigades under the Fire Brigades Act 1890, and the Regulations thereunder. The President was empowered "to authorise the immediate registration of any brigade when the papers are in order." The state of unrest and uncertainty that prevailed in the fire brigades at this early date is made manifest by the fact that only 25 brigades out of 59 entitled to be registered joined in the first eight months of the Board's history. The trouble then, as, for a long time afterwards, was the doubt as to the ownership of fire stations and plant, in almost every case councils and brigades claiming dual control, the consideration of such a number of diverse claims causing much delay and confusion. The start, however, given by the 25 brigades that led the advance had such influence on the waverers that the President took over a bunch of 21 in the first month, September, 1891. These were Ballarat, Smythesdale, Maryborough, Castlemaine, Inglewood, Charlton, Rochester, Beechworth, Nhill, Warracknabeal, Casterton, Hamilton, Geelong, Colac, Warrnambool, Geelong West, Sale, Bairnsdale, Traralgon, Frankston and Kilmore. A couple of months later Ararat, Newtown and Chilwell, Korong Vale, Creswick, Kerang and Buninyong joined up, making the total of brigades registered 53.

The Secretary reported that several municipalities were in default, not having paid their contributions. The Board decided that no action be taken at present against the municipalities in default of payment of their first contributions. C.O. Hennah recommended the appointment of District Superintendents for Ballarat, Bendigo and Geelong districts, with an honorarium each of £50 per annum. The following were appointed by the Board: Capt. C. H. Crannage, for the Ballarat division of the Central District; Capt. W. H. Daymond, Sandhurst division of the Northern District; and Capt. F. Hodges, Geelong division of the Southern District. Capt. Hodges having been elected as the Firemen's representative on the Board, in September, 1891, a number of protests were received against his retaining his seat on the Board, as he was receiving remuneration therefor. In accordance with the Act, he resigned from the Board. Capt. J. Lynch, of Smythesdale, was appointed to fill the vacancy.

Ballarat Fire Station.—In reply to a request made by the Ballarat fire brigade that rent should be paid to its members for the building, the Board replied thus: "The Board has not undertaken to pay rental

for the station, and, as no provision has been made on this year's estimates, the application cannot be entertained." A few months later a letter was received from the brigade's solicitors giving proposed terms for leasing portion of the land and property of the brigade to the Board. The offer to lease the property and plant was accepted by the Board, the rent to date from 20th September, 1891, the date of registration of the brigade, but, strange to say, the amount of rent was not mentioned. The date of the lease was 11th May, 1892. Just a week later the Ballarat East Council protested against a lease being executed with the Ballarat fire brigade. This letter was referred to the Board's solicitors to reply to when the draft lease was ready. On the 8th of August, 1892, the amended lease was submitted to the Board, and eventually £100 per annum for the building and appliances was agreed to. The rental commenced on the 1st January, 1892, and continued to the 1st April, 1913, when it was abolished after £2025 had been paid by the Board to the brigade. I have entered into this transaction fully, as it is an instance of the troubles that beset the Board in the early stages of its career. The final settlement, with which I had close connection, will be alluded to in due course.

1891. Another Claimant for Rent.—The Bendigo City Council claimed £100 rental per annum for certain fire stations. The Board "expressed its surprise at the exorbitant rent asked, and presumes that, as the buildings were erected by public subscriptions to be used for fire brigade purposes, they should be placed at the Board's disposal; if, however, the Council considered it was legally entitled to charge rental, then it should be made as nominal as possible."

Municipal Conference.—At a conference of municipal delegates, held in Melbourne, on 9th October, 1891, which was attended by representatives from 16 councils, the following motion was agreed to:—"That this conference recommends that the Country Fire Brigades Board be asked to take the necessary steps towards purchasing or leasing the plants and properties of the country fire brigades, and that the Board deal with the various councils with that object." In view of what shortly afterwards occurred, regarding the strong stand taken by the bigger councils in their opposition to floating a loan and the financial proposals of the Board generally, it must not be forgotten that, although the first mention of a loan came from the municipalities, they were the only contributors that objected to the proposal when the Board endeavoured to float a loan, and they opposed it bitterly and unceasingly for a very lengthened period.

Purchase of Plant and Properties.—On 22nd October, 1891, the Board decided, after long deliberation, "That immediate action be taken, through the various municipal bodies, for the purchase of such plant and appliances as are now used for fire prevention and extinguishing, and that steps be taken to raise a loan for that purpose forthwith." This resolution was carried after three amendments had been submitted. The proposal is certainly the most important to which the Board has so far committed itself, as it involved an expenditure of many thousands of pounds to carry it out, and, besides, it entailed other far-reaching effects. The members who voted for it were Messrs. Burton and Morey (Government), Casey and Crawford (municipalities), and Wright and Lynch (fire brigades), the three opponents were Messrs. Burrowes (Government), Sinclair and Mickelburgh (insurance). Having committed itself to this big undertaking, a special committee, consisting of the president (Mr. Burton), and Messrs. Sinclair, Crawford, Lynch, and Morey, was deputed to formulate a scheme to carry it into effect. C. O. Hennah and the secretary had also compiled a joint report on the valuation of plant and property then in existence, which must have assisted the committee considerably in their deliberations.

Special Committee's Report on Loan—(a) "The amount of £17,000 would be required to carry out the purchase of plant and ^{properties},"³⁰³
(b) "That the Board borrow under the powers contained in the Act, No. 1207, the sum of £17,000, at interest at the rate of 5 per centum per annum, by debentures of £100 each, in such proportions as may be considered expedient, the interest to be payable half-yearly, and the principal to be paid at the expiry of 30 years from the date of such debentures, and that the sub-committee be empowered and directed to fix the time for, and manner of flotation of the loan, the minimum price of the debentures, and to take all other necessary action in connection with the flotation of the loan."

Board's First Estimates.—For nine months ending 31st December, 1891: Cost of Brigades, £5020; cost of Board, 1980; total £7000. As soon as the Board had announced its acceptance of floating a loan for £17,000 the press criticism of the Board from almost every country centre became bitter and vigorous, the bigger centres being exceptionally rancorous, the details of the first year's balance sheet, which I have not seen, being scathingly criticised. The Board replied to the criticism in a long memorandum drawn up by Captain Lynch and endorsed by the sub-committee, but it apparently only added fuel to the fire, as the criticisms continued to be as scathing as ever.

1892.—Municipal Conference: This conference was held at the City Hall, Ballarat, as it had been convened by the mayor, Cr. Shoppee, for the purpose of opposing the working of the present Fire Brigades Act, and the advisability of having the brigades brought under local control. Delegates from 32 councils were present, while letters from seven others promising co-operation were received. Messrs Burton (president), Crawford, Casey, and Lynch represented the Board. The principal resolution was proposed by Cr. Bailes, of Bendigo, an amended form of certain resolutions drafted by Cr. Shoppee. "That all local bodies represented at this conference be respectfully requested to ask their Parliamentary representatives to give their active support toward the amendment of the Fire Brigades Act 1890, so far as may relate to the Country Fire Brigades Board; that the same may be repealed, and, that in lieu thereof, all fire brigades be placed under local control, such control to be composed of one representative of the Government, local councils, insurance companies, and the local fire brigades." Almost every representative spoke with great unanimity against the Board. Cr. Burton (chairman of the Board) contended that if there was any error it was in the Act, and not with the Board. It was decided to send the resolution on to the Chief Secretary, with a request that he embody it in an amending Bill.

The criticisms by councils and the press apparently influenced the members of the Board from an economical point of view, as the president was empowered to accept the resignation of Capt. Hennah as chief officer, and W. S. Judd as secretary. The resignations were accepted; but, immediately afterwards, Mr. W. S. Judd was appointed to the dual position of chief officer and secretary during the pleasure of the Board. The secretary was instructed to notify the fire brigade superintendents of Ballarat, Bendigo, and Geelong, that their services will not be required after 30th September next, 1892.

Resignation of Chief Officer.—The Board decided to record in the minutes "that the resignation of Capt. W. H. Hennah has been accepted with regret, and that same was accepted only on the grounds of the Board having adopted a more economical system of working in amalgamating the offices of chief officer and secretary, and that a copy of this be given to him under the seal of the Board."

Deputation to Chief Secretary.—In response to an invitation from the Chief Secretary to the Board and councils to confer with him on

the proposed loan, a large number attended. The councils represented were Ballarat City, Ballarat East, Ararat, Echuca, Maryborough, Clunes, Geelong West, Benalla, and St. Arnaud. The Board was represented by the president (Mr. Burton), and Capt. Lynch. Despite the fact that the municipal councils were the first to suggest that a loan should be floated, the whole of the councils' representatives, save Cr. Wallace, of Benalla, who was also captain of the Benalla brigade, trenchantly criticised the flotation of the loan, as they declared that its flotation would mean that local control would at once be done away with, and then farewell to the efficiency of the brigades; there had been no advantage whatever gained from the Country Fire Brigades Board; it was a perfect misnomer; how could a country system be possibly regulated from Melbourne? If local control were re-established, and the Board wiped out of existence, the fire brigades would be in a much more efficient state than at present; there was no possibility of the municipalities working in harmony with the Board; the insurance rates had been considerably increased, and the larger municipalities, such as Ballarat and Bendigo, that gave very large contributions, had only the same voting power as councils contributing £3 per annum. Cr. Shoppee led the municipal contingent, and Mr. Burton spoke up for the Board thus, "That there was urgency for the loan in order to provide proper appliances right throughout the country; the Board was now paying £760 for rent to 26 out of 76 councils that contributed. At the present the rent roll at 4% represented a capital of £19,000 more than sufficient to purchase all the buildings and plant. Why should we go on paying £760 in rent for buildings that could never become our own? The Chief Secretary stated that from inquiries made it appeared that 29 municipalities were against the proposed loan, 25 in favour, and 13 expressed no opinion on the subject.

1892.—Members of Board.—J. B. Burton (president), R. Burrows, E. Morey, J. Sinclair, J. G. Mickelburgh, T. Casey, H. A. Crawford, W. C. Wright, J. Lynch.

A deputation consisting entirely of municipal councillors waited on the Chief Secretary to urge the desirability of abolishing the Country Fire Brigades Board, and of reverting to local control of brigades. Mr. Baines, M.L.A., Bendigo, asked the Chief Secretary to withhold his sanction to the Fire Brigades Board raising the proposed loan of £17,000. They were also desirous of getting an assurance that, at the earliest possible time during the session, a measure would be brought in to abolish the Board. The mayor of Ballarat, Cr. Shoppee, stated that forty replies had been received in favour of the objects. Only four had been received in favour of allowing the brigades to remain under the present control. "The brigades in Ballarat could be administered much more efficiently, and at less than half the cost than at present. It was felt that there was sufficient intelligence in the various towns and shires to manage the brigades without any central body in Melbourne. The sanction of the proposed loan would only complicate matters." Amidst all this opposition, a word of comfort, as far as the Board is concerned, was introduced when Cr. Harwood (president of the Shire of Maldon) said "That his council felt that before the passing of the present Act the control over the members of the brigades was purely nominal; but now, under efficient officers and greater discipline, the services were likely to be rendered in a much more satisfactory manner." The Chief Secretary said he would carefully look into the statements that had been made, and also carefully consider the proposals put before him by the Country Fire Brigades Board, and, after getting a precis from both sides, would bring the matter before his colleagues in the Cabinet. The outcome of all this trouble was almost a blank,

as all that came of it was that the floating of the loan was held up for the time being. The fight, however, that raged between the councils and the Board was carried on, mostly by the councils of Bendigo and Ballarat, very few of the other councils taking an active part or any interest in the matter. While the mismanagement and cost of the Board's administration were prominent factors in this long standing dispute, the loss of the local control of their fire brigades stands out as the dominant grievance, and, for this contention from a decentralisation point of view, councils at the time considered they had some justification for their action. The Bendigo council and the Bendigo "Advertiser" severely criticised "the Statement of Receipts and Expenditure for 1891." The Board for 1891 handled for the fire service of the country, according to the figures given in their so-called balance sheet, £6647 15s. 4d. Of this they have still on hand £2308 8s. 10d., so that the expenditure for the year was £4439 6s. 6d. This expenditure is merely given in lump sums in the balance sheet, nothing is put down to show what the Board itself cost, although the Board and its officers, for fees, travelling expenses, and salaries, cost at least £1600. "We are informed that our estimate of £1600 is much below the mark, and that the expenses of the Board is nearly £1 for every £2 entered up as expended on the fire brigades in the country. Abolish the Board and the brigades can be liberally dealt with, or the cost of the service can be cut down exactly one half." The "Advertiser" goes on to say:—"However much a metropolitan fire board was required, a country fire board is certainly not a necessity, and, if it is swept away, as Cr. Bailes anticipates it may be before 30th June, 1892, no one will regret its demise." The date mentioned for the extinction of the Board was its second year, 27th April, 1892—but predictions are not always correct.

The Ballarat "Courier."—"The Ballarat Council has had the same experience as Bendigo, and the Geelong municipality is learning the same. Mayor Shoppee, as a member of the local committee, has learned what a huge mistake the Country (Melbourne) Fire Brigades Board is. The present system is a scandalous reproach upon any community believing in decentralisation. The firemen who do the work are not paid for it in the terms in which it was proposed that they should be, and the effect must be a less efficient service than they had formerly. On the financial aspect of the question alone the Country (Melbourne) Board ought to be disbanded at once. The Board decided to send a circular to councils giving its version. The circular was a very lengthy one, dealing mostly with the loan flotation and the cost of the Board. "It deprecates the line of criticism adopted by the press and other critics. The cost of the service has been held up as extravagant, but the cost of the first year's administration should not be taken as a criterion of the annual expenditure. The first year was exceptionally expensive, and many items of expenditure would not occur again. Many of the brigades were hopelessly in debt, and their liabilities had to be discharged. As regards the Board being dubbed the Country (Melbourne) Fire Board, only two members, the insurance representatives, reside in Melbourne; the remaining seven have their homes in the country, so that to call it a Melbourne board is unjust." The Board's sub-committees, "Financial and Regulations," desired to consult with the municipal bodies with a view of considering any points in the Act that could be varied in such a way as to bring the Board and councils into accord; one point suggested was "a more equitable basis of assessing the municipal contributions." Although this was a move in the right direction, it apparently had no effect, as the criticisms went on as bitterly as ever. The original members of the board must have had a hard time, for, as soon as they had held their first meeting, certainly before they had a chance of getting into working order, complaint after complaint came

pouring in from municipalities against the administration of the Act. The first meeting of the Board was held on 1st April, 1891, and, at the May meeting, the first complaint, that of the Shire of Colac, objecting to the whole of the Shire, instead of Colac town being assessed, was received. FSPS6 Submission 1303

This was a perfectly justifiable request, and, later on, it and some other similar requests were acceded to. Notwithstanding this reasonable and justifiable concession, from this forward a dead set was made against the Board and its administration by the stronger municipalities, the object being, according to some councillors, to smash the organisation. The most strenuous period was from 1891 to 1894, during which time the members of the Board could do nothing right, and, even up to 1897, when the third attempt at a loan was defeated, the opposition continued, although by degrees it was becoming much slacker. All through this stormy era the members of the Board, with nothing like an example to follow, had to work out a new system, frame regulations for its working, financially and otherwise, fitting in the tremendous amount of detail inseparable therefrom, and all this in the face of such determined opposition and hostile criticism as surely no other public body in Victoria had ever experienced. The Board, however, despite its rough and boisterous passage, hampered and harassed as it was, has carried on to the present day with more than a moderate measure of success. It is now well over 30 years since the Board was established and the opposition started; many harsh words were written and spoken, while reams of foolscap must have been used up in the heated controversy during these early days by men on both sides, who doubtless felt that they were doing and saying the right thing. Some of those who were opposed to the Board and its administration withdrew from the opposition at an early stage, and so made for peace, but others stuck it to the bitter end. After such a long term of upheaval and turmoil, it is sad to relate that of all those who fought so strenuously while on the Board, and the pioneers who took the most prominent part in the bursting up process, not one is left, every original member of the Board and their leading opponents having long since departed this life. I knew them all, Board members and abolitionists, most of them intimately, and I feel that, although many hard knocks were given by both sides, the struggle was a clear-cut one, right in the open, no quarter being given or asked for—a fight to the finish. Those in opposition may not have been as successful as they had anticipated, nevertheless, their strenuous and lengthened opposition left its mark for some good, as it eventually, after a few years, led to a better understanding between the Board and the municipalities as to the future working of the country fire service. This mutual kindly feeling, I am pleased to note, pertains to the present day.

Harking back to 1892, the president, Mr. John Sinclair, stated that he had directed the Board's solicitors that proceedings, owing to arrears of contributions, be at once commenced against the Ballarat Council to recover the amounts overdue, and to make this a test case. The following councils were reported for being in arrears with their contributions for the year ended 31st December, 1892, viz.: Chiltern, Kilmore, Ararat, Warrnambool and Newtown and Chilwell. The Board's solicitors were instructed to take proceedings forthwith to recover same. The Ballarat City Council guaranteed to pay their contributions on the first proximo. The Ballarat City fire brigade wrote protesting against the City Council claiming the freehold of the station and plant. The protest was noted as "Received." Having received a letter from the solicitors to the Ballarat City Council, the Board, acting on its own sub-committee's report, agreed to pay £140 per annum for the use of the station and plant, terminable at six

months' notice on either side. The dispute between the Board and the City Council over the amount to be paid, having lasted sixteen months was,, at length, settled on those terms.

The Annual Demonstration for 1893 was fixed for Geelong, the Board contributing £500 towards the transit of firemen. Competition Appliances: The Eaglehawk Council asked the Board to furnish the local brigade with competition appliances. The Council was informed that the request cannot be entertained as the Board only supplies appliances for fire protection purposes.

1893. Members of Board.—Thos. Casey, President; H. A. Crawford, J. Sinclair, J. Mickelburgh, J. B. Burton, R. Burrowes, M.P., H. Foster, M.L.A., W. C. Wright, J. Lynch. The two Ballarat Councils were not the only municipalities that found it difficult to reconcile financial matters with their brigades, as will be seen from the following statement: "During the previous six months, a considerable part of the Board's time at meetings was taken up by endeavouring to adjust rentals of stations and plant. In almost every case fire stations had been built on council land, and many of these councils objected to the amount of rental suggested by the Board, some of them going as far as to refuse to pay their contributions until the rentals have been satisfactorily arranged." The attention of the Chief Secretary was directed to the numerous appeals received from municipal councils to settle the question of rental and purchase of plant.

Alteration of Bank.—Arising out of the "Land Boom," the Board decided to appoint the Union Bank of Australia Limited, Melbourne, as the bank of the Board. It has remained so ever since. On account of ill-health, Mr. McIlburgh, insurance representative, resigned as a member of the Board. Accepted with regret. Mr. Wm. Henry Jarrett was appointed to fill the vacancy. Mr. Burton referred in feeling terms to the death of the Hon. R. Burrowes, M.P., one of the foundation members of the Board. Mr. J. Sternberg, M.L.C., was appointed to fill the vacancy.

The Ballarat "Star," 31st January, 1894, says: "Within the last two months the Chief Secretary has received upwards of 40 letters protesting against any change being made in the Act under the Country Fire Brigades Board as constituted." The bulk of these letters came from brigades registered under the Act. They objected to reverting to local control of brigades, and the prospects, therefore, are poor of the forthcoming deputation being successful in breaking the Act.

1894. Members of Board: Capt. J. Lynch, President; Alfred Pinkerton, J. Burton, Thos. Casey, H. A. Crawford, J. Sternberg, M.L.C., Wm. Gurr, M.L.A. Retired, H. Foster, M.L.A., and W. C. Wright. 1st February, 1894. Deputation to the Premier.—A deputation from the Councils of Ballarat City, Ballarat East, Castlemaine, Eaglehawk, Hamilton and Benalla, with Parliamentary representatives, waited on the Premier, Mr. J. B. Patterson, and asked that provision might be made by the Legislature to permit of municipalities seceding from the Country Fire Brigades Board, and that, pending this, no authority be given to the Board to float the loan it desired. Mr. Kirton, who introduced the deputation, said "that the principal object in waiting on the Minister was to have the whole question of the Board's position reviewed by Parliament." Cr. Stoppee declared "that there was a great deal of friction between the Board and the Councils, that the people as well as councillors chafed at the management of the local brigades being taken out of their hands." Every member of the deputation spoke against the flotation of the loan, and all were in favour of reverting to the local control of their brigades.

The Premier said "he would consider the requests of the deputation, but, of course, no action could be taken until Parliament assembled. He could, however, promise that no loan would be permitted to the Country Board." Only five Councils accepted the invitation of the Ballarat City Council to join the deputation, a striking contrast to the big meeting held at Ballarat 18 months before on the same subject. The deputation was, however, not altogether barren of results, as flotation of the loan was barred. The Geelong Council, at its meeting on 30th January, 1894, declined to take any part in the matter. The mayor said that the Act should certainly not be destroyed as suggested by the Ballarat City Council. He thought the Act only required amendment in a few minor particulars, for, on the whole, it was a very good one. Personally he thought that a rich municipality should pay the extra cost just the same as a rich ward had to bear part of the expenses of a poorer ward.

1894. 25th July.—After two years' experience of single control, the Board decided to again bring the office and service under the dual control of a secretary and chief officer. The salary of the chief officer was fixed at £200 per annum, and that of the secretary, treasurer, and deputy chief officer combined also at £200. Mr. J. N. Stevens, who had been acting as secretary from the 1st July, 1894, was appointed as secretary from the 1st July, 1894. There were 75 candidates for the position of chief officer, when I was appointed on the 1st October, 1894. I would certainly not have been a candidate had not Col. Ballenger, captain of the Carlton Brewery fire brigade, and Capt. Hoad, later on General Sir John Hoad, visited me at my own home in Kensington. They both knew me intimately as a fireman and a military officer, and they said it was the very job for me if I cared to go for it. This was only three days before the applications were due, and I knew nothing of the salary and conditions, not having seen the advertisement. I was rather staggered to learn that the salary offered was £200, as at the time I was in receipt of over £500 from the Education Department. On my retirement I would, however, be entitled to a pension from the Department, but, as the salary offered, combined with the pension, was much less than I had been receiving as a teacher, the outlook was not too bright. The pension question must have cropped up straight away, as the following, passed by the Board, shows: "That the fact of an applicant for the chief officership being entitled to a pension should not debar him from being appointed." As a result of the final ballot, I was appointed chief officer by six votes to two, my appointment to date from the 1st October, 1894. As soon as my appointment was notified in the press, paragraphs appeared in many of the country papers stating that I would be entitled to a Government pension, and drawing attention to my ignorance of fire brigade work. I had not yet resigned from the Education Department, but, by reason of the publicity given to the press statements, I felt inclined to withdraw my application, but, before taking this action, I called on the Secretary and the Inspector-General of the Education Department, and, having explained the position to them, they were kind enough to say: "We do not desire to lose your services, and in order to give you time to carefully consider the whole of the circumstances, we will give you a month's leave, so go on duty with the Fire Board for that time, and, at the expiration of the leave, we can arrive at a definite decision." As a great deal was made of the objections to my appointment, "the pension and my ignorance of fire brigade work," I consider it only fair, now that I have retired from the service, to make a few personal remarks on my side of the position. During the first five years I lost £400 by accepting the chief officership. As regards my knowledge of fire brigade work, the pity is that my critics knew enough of my career to silence them on that point. In 1878, with my small brigade at Chiltern, we won

the big event, the Britannia Challenge Cup, at Beechworth. In the following year, at Bendigo, we again finished first, making the fastest time on the day against all the brigades in Victoria. One press statement made was that I would not know a hydrant from a hand saw. Those who competed at the 1879 Bendigo Demonstration will remember the tremendous storm of wind and rain that deluged and hit us on the opening day. In those days we had to run 200 yards with heavy hose reels and equipment. The track was not asphalted; the ground was a perfect quagmire, and as we ran during one of the outbursts of rain on such a track and carrying a 29lb. hydrant, I certainly knew what a hydrant was when I had finished the 200 yards in the fastest time of the day. As will be seen later on, two brigade inspections sufficed to make up my mind to accept the chief officership.

After 10½ years' work at Chiltern I was transferred to Kensington, which, with Flemington, had just been severed from Essendon as a separate council. Very soon a fire brigade was organised, and I was commandeered by the council and the prospective firemen as their first captain. We had some good experience at big fires among the noxious works along the Saltwater River and elsewhere, and at the last demonstration in Melbourne in which I was actively engaged, we practically scooped the pool. It was during this period that the Metropolitan Fire Brigades' Association was established. I was elected its first president, there being no opposition. My colleagues were Capts. Kelly and Taylor, Prahran; Ballenger, Carlton Brewery; Kingsley, Yorkshire Co.; S. Mauger, Clifton Hill; Kellett, Kew; Donald, St. Kilda; and Edmonds, Yarraberg. All of these did good work while the volunteer brigades lasted, and they, Mr. S. Mauger being most prominent, had much to do with the Fire Brigades Act of 1890 being enacted. Our prominent country officers, however, were entirely responsible for gaining two distinct Boards. As I was closely identified with this great movement, and had engaged in practical fighting in town and country, I surely had some knowledge of fire brigade matters, notwithstanding the criticisms to the contrary, which kept pace with me from the jump.

My First Inspection.—I lost no time in getting to work, as two days after my appointment I held my first inspection as C.O. at Geelong, on 3rd October, 1924. On reaching that town, the local press introduced me thus: "An indignation meeting will be held to-night in the Geelong fire station as a protest against Mr. Marshall's appointment as chief officer." This was not an over-cheerful introduction on starting my career as chief officer of the Board. I visited the fire station, the old one, during the day, when I met the station-keeper, three pressmen being present. These gentlemen asked me to make a statement, but I refused to do so then. At 6 p.m., when I visited the station for my inspection of the brigade, the representatives of the press were again present.

I had overhauled the appliances during the day, so I now formed the men up in line, every man being present. Having made a few remarks about the building, the appliances, the good "turn out," and the fine appearance of the men, I went on to say: "Capt. Keon, officers and firemen, this is my first inspection, but as I see from a paragraph in to-day's press that you have arranged to hold a meeting to-night as a protest against my appointment as chief officer, I will now dismiss you so that you may go right away and hold your meeting." Capt. Keon at once stepped forward and said: "Chief Officer, we are not responsible for what appears in the press; we are not holding an indignation meeting; we are simply holding a meeting upstairs to appoint a lieutenant, and we will be pleased to have you with us." Turning to the pressmen, I said: "That is my answer," and I bade them good-night. They retired good-humouredly, having gained the information, not exactly such as they had doubtless expected; and I

went up to the meeting, where I spent a happy time with the men,
so "All's Well that ends Well." FSBSC Submission 1303

At the time of the Beechworth Demonstration and the following year at Bendigo, Geelong had a very fast team, Bennett, Montgomery, Martini and others being all top-notchers. On being beaten at Beechworth by an unheard of brigade, Chiltern, some members of the team challenged us to run them again for £200. I said "I refuse to run for money, but we will be glad to meet you again next year at Bendigo." On making the fastest time at Bendigo, the whole of the Geelong team came over, and, congratulating us on our win, the captain said: "Captain Marshall, we thought your win at Beechworth was a fluke, but your fine performance to-day shows that your win was a well deserved one." There were good "sports" in the fire service even in those far-off days, and this kindly and sportsmanlike act on the part of the Geelong team was greatly appreciated by the Chiltern boys and myself.

My second inspection was Warrnambool, the council of that town being one of five that had written to the Board protesting against my appointment—another lion to bearded. I left Geelong by the first train, and, on the railway platform at Colac, Mr. Parkes, the secretary of the local fire brigade, made himself known to me. He informed me that a very hostile reception might be expected at Warrnambool. He, however, spoke so sympathetically and encouragingly that he bucked me up so much that I was quite in the fighting mood before I reached Warrnambool to go through my second gruelling reception. On arriving I went straight to the fire station, where I met the captain and stationkeeper, neither of whom had I known previously. I went round the appliances, taking a cap off here and there, replacing and handling everything as smartly as possible, both officers following my movements closely. All this was done, I am afraid, as a bit of bluff on my part, as I had learnt here that ignorance of fire brigade work was my chief defect. At 8 p.m. 29 members out of 30 were in line ready to receive me, and, on numbering them off, I told the first eight off for engine work, the second eight for hose reel practice, the remainder to look on for the present. By this time a large crowd had assembled to witness the work. The engine squad did its work well, but the hose reel eight were not so fortunate, the hydrant man failing to set his hydrant properly, so that the run was a failure. I saw where and how the mistake had arisen, and, kneeling down, I showed the man how to correct it. I gave him a few tries, and, on asking if he thought he could do the work now, he said: "I think so, sir." The team ran again; the young fireman with the hydrant made no mistake this time, and the run was a success. All through my career I never showed a man up when he made a mistake, as I felt that the fact of making the mistake was punishment enough without any reproach on my part. I do not know what the spectators thought, but there was certainly no sign of antagonism apparent all through the practice. On returning to the fire station I was invited to the meeting room, where I was received most cordially by Capt. Geilhofer, who, in the course of his remarks, said: "Chief Officer, we were led to believe that you knew nothing of the work of fire brigades, but from what we have seen to-day and to-night in the work, and the kindly manner in which you handle the men, we are all satisfied that you are the man for chief officer." So satisfied was I with the result of my first two inspections that, on reaching the Commercial Hotel, I wrote out my resignation and posted it that night to the Education Department, thus using two days only of the month's leave given me by the Department to make up my mind.

While writing this now, 35 years since I was appointed, I can truthfully say that I have never once regretted the step I took in

the long ago. I did not allow the grass to grow under my feet, for during the last three months of the year, from 1st October, when I was appointed, to the 31st December, 1894, I inspected every brigade then registered, 79, except Smythesdale, and that at the express desire of Capt. Lynch, who was president in that year. To cover this large number of brigades and travel the long distances necessary to do so in three months, entailed working and travelling incessantly night and day, Sunday travelling included. Right through the whole of these brigades, although very few of the men knew me personally, I noticed no signs of opposition or disaffection, indeed, quite otherwise; wherever I went I was received most cordially, so that the soreness which I felt at the start had quite vanished by the end of this, my first term of three months. In doing the Ararat, Hamilton, and Casterton districts, I got into the thick of one of the severest floods that this part of the State had ever experienced. I inspected the Hamilton brigade on the afternoon of Saturday, so that I might be enabled to reach Ararat that night for their inspection. It was a fearful night, blowing a hurricane, and raining in torrents. On the Hamilton railway station we learnt that the creeks were swollen, all running bankers, culverts breaking away, and that there was devastation all along the line. All the intending travellers, on hearing this alarming report, refused to travel, so I found that I was the only passenger on the train, the whole train to myself, surely a record on the Victorian railways, I imagine. The elderly guard, whom I had known in the North-Eastern district, pressed me earnestly to travel with him in the guard's van for company sake. The train moved very slowly, stopping at frequent intervals to receive reports from squads of gangers, dressed in oilers, who had to brave the elements to secure our safety. Numerous bumps were received where the sleepers had been displaced or washed entirely away, and, as the bumps increased in number, I am afraid the guard began to get the wind up. While crossing culverts and creeks, preceded always by our plucky gangers, carrying long props to gauge the damage, the engine just crawled along; too slowly for my companion, who kept yelling out, presumably to the engine driver, Why do you not get on quicker? I importuned him to save his breath, as he could not be heard a yard away. All this continued right throughout the whole journey. The engine driver and the fireman must have had a nerve racking experience, as also the gangers, especially while crossing over culverts and creeks, but they stuck to their posts heroically, and eventually landed us safely in Ararat after midnight, a long time overdue. On the station I found the captain and secretary of the Ararat brigade waiting for me, neither of whom had I known previously. The Hamilton station-master had wired Ararat that there was only one passenger on the train, and these two good officers took it for granted that I was the victim. This journey was something of an ordeal, and on going along the line next day with the district superintendent, Mr. Geo. Reid, whom I knew in the rifle shooting world, we saw many sleepers displaced on culverts and bridges, and overhanging the waters below. Had I known as much on the previous night as I did now, I do not think I would have taken the journey as quietly as I did.

1894. Another Deputation: On 14th November, the president, Mr. Lynch, informed the Board that a deputation from Ballarat intended to wait on the Chief Secretary to lay before him certain resolutions regarding the working of the Board, and the appointment of chief officer. The Board decided to take no action. The deputation did wait on the Chief Secretary, Mr. Peacock. Reverting to local control was the principal topic, and this was supported by all present. Cr. Shoppee (Ballarat City) read a series of resolutions passed at a conference held recently on matters affecting the Board. "Local committees," he said, "had been appointed, but it was a farce as they had

nothing to do." The mayor of Ballarat had undertaken to take over the management of the service for about half the money it was now costing. The Chief Secretary, Mr. Peacock, replied: "That as the Government had its hands full this session with financial business, and the next with the tariff, he could not promise any fresh legislation in either of these sessions. He told the deputation that he had received from a number of municipalities statements expressing quite different views, and he was bound to hear the expressions of opinion from the supporters of the Country Fire Brigades Board before coming to any decision. On this deputation no reference was made to my appointment.

1895.—Members of Board: J. Lynch (president), A. Pinkerton, J. Sinclair, W. L. Jack, J. Sternberg, M.L.C., J. B. Burton, M.L.A., W. Gurr, M.L.A., Thos. Casey, H. A. Crawford. Mr. Jarrett, insurance representative, owing to ill health, resigned his seat on the Board. Received with regret. Mr. W. L. Jack was appointed to fill the vacancy.

Stevens v. Shoppee.—In connection with the trouble over the administration of the Act, and the most recent election of the members of the Board, Mr. Stevens (Board secretary) and Cr. Shoppee (Ballarat City) entered into a controversial duel, which was certainly not carried on in accordance with polite letter writing style. Cr. Shoppee, according to the Ballarat "Star" of 15th January, 1895, at a meeting of the City Council, stated that the council had done him the honour of nominating him as a member of the Board, 28 or 29 councils supporting him. Not only had he to fight the small shires and councils, but also the members and officers of the Board, and he thought it most unfair that the secretary of the Board should be the returning officer, and, at the same time, allow his (Cr. Shoppee's) opponents' circulars to be typewritten on the Board paper. Mr. Stevens in the "Star" said: "He had been appointed returning officer in accordance with the Act. He also denied the other matters contained in Cr. Shoppee's statement. This led to further letter writing, which was, to begin with, fairly warm, but, as the controversy continued, the diction became hotter and hotter, the culmination being that Mr. Stevens, acting on the advice of the Board's solicitor, issued a writ against Cr. Shoppee for libel. The case came on for trial at Ballarat, and, although Mr. Stevens had the able assistance of Mr. McArthur as advocate for him, Cr. Shoppee came out the winner, Mr. Stevens having all the costs of the case to pay.

Incendiary Fires at Warrnambool.—Towards the end of May, and well into June, 1895, Warrnambool experienced such a succession of fires as no country town in Victoria has ever experienced, no less than eleven outbreaks in three weeks. They were all due to incendiarism, the culprit being no respecter of persons or property, his list comprising railway sheds, timber yards, the State school, stores in the business centre, booths in the showground, emp'y houses, and, as a climax, the house where he resided with his mother. I spent several days in Warrnambool during this trouble, but no fires took place during my visit, a somewhat dubious compliment. Much to the relief of all Warrnambool the culprit was arrested, and received well merited punishment, although, by reason of his youth, he escaped lightly. The brigade, under Capt. Geilhofer, had a most trying and an anxious time, being practically kept night and day on the alert. The police, residents, and press spoke in the highest terms of the work performed by the firemen. At the lowest estimate the brigade was instrumental in preventing the destruction of £15,000 worth of property. Although these fires took place over thirty years ago, I am only too pleased now, as I did then, to commend our firemen for

the excellent work they accomplished during their three weeks of a most trying ordeal.

1896. Members of Board: Wm. Gurr (president), J. B. Burton, J. Sternberg, J. Sinclair, W. L. Jack, Thos. Casey, H. A. Crawford, J. Lynch, A. Pinkerton.

Geelong's New Fire Station.—When the renewal of the lease for the old fire station, on the Town Hall reserve, came before the Board, I stated that the building was in such a bad condition that it would be better to secure another site if possible, and build an up-to-date fire station on it. A site was suggested by the president and the chief officer, who were empowered to act. The site favoured is the one on which the present station stands, and as it proved a lucky windfall to the Board, the brigade, and the Geelong council, it may be well to place on record the circumstances that led to its purchase. During a visit to Geelong prior to the March meeting, in conversation with Mr. C. Wilcox, secretary of the Geelong brigade, on the leasing of the fire station, I said it would be well to get away from it, as it was in such a dilapidated state, and build elsewhere. Do you know of any suitable site? "Yes," he replied. "I know a splendid site, with a fine brick building, which will suit us admirably." It is the local Trades Hall, and I know that there is a good chance of securing it, as, financially, the committee and trustees are in a bad way, the liabilities amounting to £200, and I feel certain the guarantors will be glad to get rid of this debt." Having inspected the building and site, and seeing splendid possibilities in both, I interviewed the only trustee available. He was agreeable to transfer the site and building to the Board for £200, and he had no doubt that his co-trustee would also agree. Mr. Gurr, M.L.A., the president of the Board, was a resident of Geelong, and, having apprised him of what had been done in the matter, he at once entered into negotiations with the trustees, arranged for the transfer, and, ultimately, when the legality of the transfer was assured, he, Mr. Gurr, was able to inform the members, on 9th September, 1897, that a Bill enabling the site to be transferred to the Board had been passed.

Amalgamation of Bendigo Brigades.—Prior to amalgamation, the fire service of Bendigo was controlled by the Sandhurst No. 1 Brigade, established in 1854; Sandhurst City, 1872, and Sandhurst Temperance in 1873. Amalgamation had been in the air for some considerable time, but it was not until 1896 that it was consummated. At the Board meeting on 8th February, 1896, I was directed to formulate a scheme for the amalgamation of the three brigades. The Board decides "that it is expedient to have only one brigade for the city." "Instead of disbanding any of the present brigades, I recommend their amalgamation into one strong central brigade, the present members of the three brigades to be placed under one roof, and under the command of one set of officers. The maximum number of registered members shall be 30, with an auxiliary list of 10; all vacancies in the registered list to be filled from the auxiliaries. At present there is a total of 64 registered members in the three brigades, and I recommend that all of these be enrolled in the amalgamated brigade, and that recruiting should cease until the present roll is reduced to 30 by resignations, removal from the city, or any other cause. The registered members on the amalgamated roll shall be empowered to elect their captain and other officers." This scheme was adopted by the Board on 8th January, 1896. A copy was forwarded to the Bendigo City Council, and the following reply was received on 25th March: "That the chief officer's report be adopted, and that the present system be continued until the new arrangements are made." The No. 1 and Temperance brigades stood out strongly against amalgamation, the Temperance advocating two brigades, the Central

and Temperance. The motion for one central brigade was carried in the council with only two dissentients. At the meeting to elect officers I was chairman, and installed D. Andrew as captain and Jas. Walker as secretary of the amalgamated brigade, now to be called the "Bendigo Fire Brigade." Capt. Andrew has held his position uninterruptedly from that date, and secretary Walker until his death. The Board decided to cancel the certificates of the three old brigades, and to issue a new one for the "Bendigo Fire Brigade."

A Belated Protest.—The Colac and Koroit councils wrote protesting against my appointment as chief officer. To be informed "that Mr. Marshall was appointed because the Board at the time, 1894, considered him the best man for the position, and this view has been fully borne out by his work since." "So that's that!"

Cr. Shoppee and the Chief Officer.—The stormy petrel of the opposition to the Board was Cr. Shoppee, mayor of Ballarat, a dogged and stubborn fighter, whose slogan was "The Board must be burst up." Although Cr. Shoppee had given me some knocks during the controversy, one of the most pleasing incidents in my career is connected with him. At the Ballarat demonstration held on the Russel Square grounds in 1896, where I was in charge, Cr. Shoppee, accompanied by Cr. Retallick, came to me and said, "Mr. Marshall, I want to shake hands with you, and to tell you that I have been barking up the wrong tree; I have been misled about your qualifications by those who must have known better. To-day I have seen for myself how you control this big gathering, and I wish to withdraw anything and everything I have said derogatory about you; but, mind you, I intend to burst the Board up, but, even so, we will want a chief officer, and you're the man." All this from Cr. Shoppee, who had the reputation of being a sticker, and one who was never known to retract any statement, derogatory or otherwise, that he had made about anyone. We were good friends to the end, and he made things more pleasant for the Board than had hitherto been the case, although he did not succeed in smashing up the country service.

1897. Members of Board: H. A. Crawford, President; Thos. Casey, J. Sinclair, W. L. Jack, J. Lynch, A. Pinkerton, J. Sternberg, M.L.C., W. Gurr, M.L.A., J. B. Burton, M.L.A.

Country Fire Stations.—When I took on the duties of Chief Officer, and while on my travels all over the country, I was disagreeably struck with the poor accommodation provided for the comfort of the firemen and the housing of the appliances, fully 80 per cent. of the so-called fire stations being dismal and wretched in the extreme. Few of these fire stations were sufficiently commodious enough to provide seating accommodation for the men; drill or practice indoors in fair or foul weather being utterly impossible. Compelled as I was to be out in all sorts of weather, and, as when it was particularly bad, we had in many towns to take shelter anywhere, under verandahs if we could find them; it was a pretty tough job to put in a night's practice and drill under such conditions. I experienced such many a time and oft, without shelter. Feeling, therefore, first of all if the work I was on were to be successful, the men who were rendering this voluntary service should receive the best treatment possible, I set to work straight away to put their houses in order. The plan I adopted was, to begin with, without the hall-mark of the Board, but, when I explained the scheme and its possible results, I received the cordial support of the members, and so it has gone on even to the present day. When new buildings were necessary, and that was almost everywhere, after we had finished our night's inspection and practice, we adjourned to a public building or hotel, mostly the latter when they did not close until 11 p.m., I addressed the men somewhat

in this style: "Your station and site are quite inadequate for your requirements. Can you secure a more suitable one, free of cost, if possible, to the Board? If so, we will assist you to erect a station of wood or brick, as may be determined, with a frontage of 20ft. to 28ft. and a depth of 50 or more feet." In the early days of the Board, such buildings of wood would cost about £200, brick about £400. "I will recommend the Board to provide half the cost. Will you contribute the balance?" The answer was invariably, Yes! Such was the origin of my Self-Help scheme, which has done so much to improve the lot of our firemen in securing comfortable fire stations and improved appliances. Opposition to the Loan compelled me to take this course.

In these latter days, I worked on one-third the cost that is the full municipal third, as the municipalities would derive the greatest benefit from these improvements. When the amount to be contributed was questioned by councils or residents, which was but rarely, I said: Well, you are getting a building costing £450 for £150, or a handsome brick structure costing £1200 for £400, so that should be good business, as the building will be an asset to your town and add to the efficiency of your brigade. This argument never failed, well once, and that only partially. By means of this self-help I have seen over 100 fire stations, many of them of a handsome and commodious character, erected, supplanting the hovels that stood for fire stations in the early stages of the Board's history. By this self-help and similar arguments, the purchase of high-priced equipment, including manual and steam engines, long ago, and, more recently, motors for transit and motor pumps has been made feasible, my contention in such cases being that as these appliances are intended primarily for use in your own town and its immediate neighbourhood, the full municipal third should be borne by the town and district to be protected. This condition, as in the matter of new buildings, as far as my experience goes, was accepted as readily by councils, residents and firemen. New brigades, before being taken over, were treated somewhat in the same way, as I knew well the pecuniary difficulties that had to be overcome in establishing and maintaining brigades in pre-Board times, all buildings and fire-fighting equipment having to be provided for locally, the brunt of the burden being borne by the firemen, especially in the smaller brigades. I deemed it, therefore, only fair that new brigades, before being taken over, should provide something in the way of accommodation and equipment, as a set-off against the benefits that would be received immediately on being registered by and under the Board. I decided that, in the great majority of cases, £100 would meet the requirements, and this also was readily accepted.

When the necessary appliances were on hand I visited the town, met the prospective firemen, and put every man individually through a course of fire practice, and again in combination using my dry events. Sufficient drill was also given to give them some idea of discipline. The men were put on probation for a few months, the captain and secretary being appointed provisionally for that time. The probationary term having expired, I put the men individually through a more exacting individual test, choosing the best for enrolment. The drill was also specially brightened up. The captain had opportunities to show his aptitude or the reverse for this important position. Should my report of the work be favourable, the Board accepted it and registered the brigade. Careful discrimination and instruction were the strong points on these visits, the usual result being that a fine sample of young men was acquired. The same thing applied to every new man who joined as a recruit. Members of new brigades, with the untrained recruits, accounted for about 700 additional men every year, and, as I have stated elsewhere, all of them were put through these tests individually and collectively. I am quite within the mark, there-

fore, when I claim that 20,000 men were individually instructed and passed into the ranks by me during my long term on the Board. FRS:ed by user on 1303

1897. Bendigo Fire Station.—As soon as amalgamation had been decided on, the Board had to take into consideration the desirability of securing a suitable site on which to erect a fire station commodious enough to provide accommodation for 30 men and the existing and prospective fire appliances. After several sites had been discarded, the Board was fortunate in securing the present site in View Street. Three sets of plans were submitted before the Board and Council decided on the building as it now stands. It cost £2162, of which the Council contributed £700, practically the full municipal Northern District third, thus relieving all the other councils in the district from contributing anything towards the Bendigo building. In addition to the £700 contributed towards the Bendigo building, the City Council also contributed the full municipal third of the cost of erecting handsome brick buildings at Long Gully and Golden Square, again relieving the other district councils from contributing. In this respect the Bendigo City Council is to be commended for its liberality and its desire on this, as on many other occasions, to co-operate with the Board when the improvement of the fire service was concerned.

Eaglehawk Fire Station.—It is pleasing to note that the Eaglehawk Council followed the example of Bendigo, by providing a site free of cost to the Board, and contributing £200 towards the erection of their new fire station. Donations from Insurance Companies.—The Mooropna fire brigade asked the Board to contribute £30 towards the erection of a fire station, and stated that the brigade had asked the Insurance Companies to contribute. Provision of Board's contribution, £30, was approved on the Chief Officer's recommendation, but the Board cannot give permission to ask for donations from Insurance Companies. The stand taken by the Board on this question of donations has held good ever since. Accident Fund.—On the motion of Mr. Pinkerton, seconded by Mr. Lynch, the Board decided: "To affirm the desirability of establishing an 'Accident Fund' in connection with the 'Country Fire Brigades' for payment of compensation in cases of accidents to members of brigades, or where death ensues therefrom, to their wives and families." This is the first mention on the Board of the fund that has been of such incalculable benefit to many members of our service.

Passing of the Horse.—The advent of motors and motor pumps superseded our horses, the last to go being old Jack, a fine, upstanding dark bay that rendered good service to the Eaglehawk brigade during the greater part of his career. The Board decided to pension him off, and through the kindly offices of our Mr. Wallace's brother this was made pleasant by the freedom of pasture on his farm at Dingee being conferred on old Jack. Here he roamed at will and eventually died in clover.

1898. Members of Board: W. L. Jack, President; J. Sinclair, J. Sternberg, M.L.C., J. B. Burton, M.L.A., Wm. Gurr, M.L.A., Thos. Casey, H. A. Crawford, J. Lynch, A. Pinkerton.

I was appointed Captain of the Victorian Rifle Team to visit Bisley in April, 1898, and as I had only a few days to make arrangements, I asked for the necessary leave from the Board without pay, and this was granted. Capt. Lynch, my co-delegate on the Rifle Association, and the other members of the Board undertook to help with the Board's work during my absence. This was entirely a Victorian team, and, although we defeated Great Britain, Canada, South Africa, Rhodesia and India, we were beaten by Guernsey by three points. While in the Old Country I made a good deal with McGregor and Co., of Dundee, Scotland, the makers of the famous

Rob Roy hose. As they, at that time, had little or no dealings with Australia, they offered to land their hose in Melbourne free of all charges for the same price as in Glasgow and Edinburgh. By this transaction alone in the years that followed, the Board was saved many hundreds of pounds.

Fire in London.—While in London waiting the arrival of the Scotch Express carrying rifles for our team, but which was not booked to arrive till 11 p.m., I had ample time to see the sights. I spent the two hours at my disposal in viewing London by night, doing the Strand, Holborn Restaurant, Leicester and Trafalgar Squares, etc., the vehicular and pedestrian traffic being enormous. Musing on this strangely busy scene, I was surprised by the cry of "Fire!" and, almost immediately, a steam fire engine, drawn by two splendid greys—this was before the days of motors—came careering down the Strand, one of the busiest streets in the world, the people, buses and vehicles of every description, absolutely melting away to either side of the street to make a clear way for the brigade. I was close to Trafalgar Square when the alarm was given, and, from every converging street sprang fire engines, fire escapes and other fire appliances, making headway for the scene of the outbreak. In a few minutes there must have appeared over 100 firemen, and as many policemen, ready to do their part in the work. The traffic in the street where the fire occurred was stopped, seemingly, without an effort, and diverted into other streets without confusion, all this being done by the raising of a hand, the various streams of traffic being controlled and conducted in perfect silence.

London Police.—It is in cases of emergency such as this that the London policeman is seen at his best, and, witnessing, as I have, many cases of their wonderful work and discipline since this incident in 1898, I can only designate their organisation as marvellous. To return to the fire; it was only a small one, and required no special effort on the part of the firemen to get it under, but, in such a densely built and populous place as London, it is necessary, in every case of an alarm, to have a full turn-out of men and equipment to prevent disaster. I was anxious to get to the scene of the fire in order that I might really see the London fire brigade at actual fire extinction work. It is difficult to break through the cordon of London police under any circumstances, but, after some conversation of a personal character with a young policeman, I was enabled to get through the barrier. I said to him: "I would like to get through and see the fire." "Ycu cannot get through." "I am a stranger in London, and I would much like to see the firemen at work." He replied: "You are not the only stranger in London, and you cannot get through." That was a knock for me, but I went on: "I have come a long way." "Where from?" he asked. "Are you from the North of England?" "No," I said, "from Australia." "Why did you not say so at first? Go through," and I went. Note that this was long before the war.

English as Spoke.—Close to where I was standing there was a large gateway, through which a constant stream of vehicles was passing. To me it looked like the entrance to one of the London railway stations, and, on going over and appealing to a majestic looking individual as to what railway station this was, he eyed me all over in his most supercilious style, and haughtily replied: "This is not a railway station; this is 'Burlington 'Ouse." "Oh, his hit, thank you." I went one better. It appears that a reception was being held there on that night, at which Edward VII., then Prince of Wales, and many notabilities were present, so the flunkey's surprise and the indignation he displayed at my ignorance in taking his Burlington 'Ouse for a railway station were perhaps excusable.

English Fire Brigade Demonstration.—On the invitation of the National Fire Brigades' Association of England, I attended their annual demonstration, which was held this year, 1898, on the grounds attached to Blenheim Palace, near to the old historical village of Woodstock, the magnificent residence of the Duke of Marlborough, President of the Fire Brigade Association. This grand building and extensive grounds, together with a grant of £240,000, were presented to the first Duke of Marlborough for the services he had rendered his country over the French and Spaniards at Blenheim, Ramilies, Oudenarde and Malplaquet, 1704-09. There was quite a large contingent of French and Belgian fire brigade officers in gorgeous military array, all wearing swords, and British officers more humbly clad and accoutred, I being the only Australian officer present. There were no Germans in attendance, as they were then, as now or lately, at deadly enmity with France. As we marched in motley procession to the great banqueting hall, it was to the strains of the magnificent Grand March from Tannhauser, a German production, but this prelude in no way interfered with the guests' appetites or their bibative qualifications. The demonstration lasted two days, and I was greatly interested in the work, especially a display of pompier ladder climbing and drill by the Windsor brigade, and the galloping of the horses while dragging the steamers round the arena, finishing up at a large tank, the men jumping off the engine, getting to work and showing one stream of water. This event, for success, depended almost entirely on the driver stopping his horses at the exact point close to the tank suitable for working the suction hose, and so save backing or filling. Many of the teams lost their chance by poor driving. On my return home, I determined to try this work, and while in Ballarat, on my first visit after returning, I got a team from the Ballarat brigade to have a go, Capt. W. Trahar being in charge of the engine. The horses were galloped along the street from the Alfred Hall, and as they were excellently well driven, the halt was made exactly as required close to Sturt Street, and the water was shown in much better time than the best at Blenheim.

An Australian Onlooker.—It is quite a common saying, but nevertheless a true one, "That the world after all is small." While lying on the beautifully sweet and green English sward, taking notes of the firemen's proceedings, I noticed, some little distance away, another spectator keenly watching the work. This was Capt. Geo. Adams, of the Kerang fire brigade, who was on his first visit to England after many years residence in Australia. We were, of course, mutually delighted to meet so far from home, and we kept together for the remainder of the demonstration. We dined that night, doing ourselves well, at the Bear Inn, Woodstock, kept by John Bull.

Ye Olde Englishe Fayre.—After dinner we had the good fortune to witness a real old English Fair, the principal square of the town being crowded with all the paraphernalia which go to make up this motley scene, wild beast shows, circuses, acrobats, acting booths where one could enjoy a bloodthirsty drama followed by a pantomime, all in less than half an hour for a few coppers. The blaring of trumpets, the stentorian and raucous cries of the proprietors of the entertainment booths, each one acclaiming his to be the best show in the fair, made for chaos.

All this tended to throw my memory back, when, as a boy, I ecstatically enjoyed similar scenes on the Glasgow Green, where the annual fairs were held. Shooting for Nuts.—Here in Woodstock the most popular entertainment for "grown-ups" was shooting for cocoanuts, "a penny a shot, and every time you ring the bell you get a cocoanut." Friend Adams, luring me on, said, "Chief, you ought to have a shot." As captain of the Victorian Rifle Team, I daren't

refuse. I was, however, on my best behaviour, for, on giving the proprietress a shilling I made the "possible," and gathered ~~in a dozen~~ ^{in a dozen} cocoanuts. Another shilling drew a string of "ringers," with a corresponding lot of cocoanuts, much to the delight of a big crowd that had gathered round the stand. On proffering another shilling, the proprietress said, "Will the other gentleman please have a shot now?" But the other gentleman declined, and said, "Chief, what will I do with all these cocoanuts?" I told him to get bags and take them home to Australia, but as the proprietress was now on the verge of tears and the fringe of bankruptcy, I relented, the whole swag of nuts was returned, and I received the blessings of the bewildered yet delighted owner. Before leaving Blenheim I was elected an Honorary Life Member of the United Fire Brigade Association of England, the President, Col. Seabroke, presenting me with the badge and diploma of the body, the first Australian to receive that distinction. The London Fire Brigade.—While the personnel of the brigade when I first visited England was all that could be desired, the equipment, in some respects, was scarcely abreast of the times. In the Strand and other busy streets could be seen a small extension ladder of 25 or 30 ft. extension. In case of an alarm these ladders had to be drawn by hand to the scene of the fire. All this was altered when, at a factory fire where female employees were in the majority, the ladders were found to be too short for rescue purposes, serious calamities being the result. On a second visit, ten years later, the transformation was complete; equipment of the most approved character being found everywhere. On both visits I was greatly pleased with the organisation and equipment of the London Salvage Corps, under the command of Col. Fox, who had spent many years in raising that corps to its present high state of efficiency.

1899. Members of the Board: J. Sternberg, M.L.C. President; Wm. Gurr, M.L.A.; J. B. Burton, M.L.A.; J. Sinclair, W. L. Jack, Thos. Casey, H. A. Crawford, J. Lynch, A. Pinkerton.

During this year 22 manual engines were received from Merryweather and Sons, Greenwich. They were light machines to handle, but withal, strong enough to do the work required of them in small towns having but a poor or no reticulated water supply; brigades, in such cases, having to depend, apart from plug pressure, on underground tanks, waterholes, dams, or other uncertain sources. Customs Department.—A surprise packet in the way of a demand was received from this department, claiming £36/5/- additional duty, and imposing a fine of £110/5/- on the above manual engines. Messrs. Burton, Gurr, and I, as Chief Officer, were appointed to wait on the Commissioner on the subject. We put up such a good case that the entire amount in question, £147, was cancelled. Further, since 1900, no duty has been charged on fire brigade equipment, including steamers, extension ladders, fire hose, etc., imported by the Board. Geelong Steam Engine.—The Geelong brigade gave a promise to collect £150, the full Municipal third, towards the purchase of a Greenwich "Gem" steam fire-engine. The Board decided to purchase the steamer for £456, as soon as the brigade's guarantee was received. The guarantee of £150, with the names of the subscribers having been received through Capt. Paterson and Secretary Murphy, the engine was ordered.

1900. Members of Board: A. Pinkerton, president; J. Lynch, J. Sinclair, W. L. Jack, J. Sternberg, M.L.C.; J. B. Burton, M.L.A.; W. Gurr, M.L.A.; Thos. Casey, H. A. Crawford.

Messrs. Burton and Gurr.—The Board decided to place on record the satisfaction and pleasure of the members at the appointment of

Messrs. Burton and Gurr, two of their colleagues, as Ministers of the Crown. The sum of £50 was passed by the Board as a contribution to the Accident Fund. 303

Mr. Stevens, Secretary of the Board, had been on leave in England from 1st May, 1900. He requested further leave to the end of the year, and this was granted.

1901.—Members of Board.—Thos. Casey, president; H. A. Crawford, J. Sinclair, W. L. Jack, J. Sternberg, M.L.C., J. W. Taverner, M.L.A., W. B. Grose, M.L.A., J. Lynch, A. Pinkerton.

Messrs. Burton and Gurr, on their appointment as Ministers of the Crown immediately resigned from the Board, and Messrs. Taverner and Grose were appointed by the Government to fill the vacancies.

Commonwealth Celebrations.—7th May, 1901: Perhaps the most momentous day in the history of our country was that on which the Australian Commonwealth was launched. Early in the movement, I called on Mr. Watson, the Secretary of the Commonwealth Celebrations Committee, and offered, on behalf of the Board, the services of 1000 of our country firemen, and a dozen bands, to take part in the celebrations. "That will cost a lot of money," said Mr. Watson. "No," I replied. "All that we ask for is the free railway transit of the men, and that will certainly be granted by the Government for such an auspicious event." "What about the maintenance and housing for such a large body of men?" "We do not ask one penny for our expenses." Mr. Watson was delighted with the offer; he said it was the most liberal he had received, as money was looked for by the other big organisations. The Board decided to leave it to me to bring as many men as I could consistently with safety to take part in the forthcoming celebration. A letter from the Metropolitan Fire Brigade Board suggested combined action with the country brigades in the celebrations. This request was unanimously agreed to. Preparations had been going on for weeks by numerous organisations to make the opening days with their pageants and amusements of all kinds, days to be remembered, the culmination of all the festivities being the fact that King Edward VII. had commissioned the Duke and Duchess of York, our present King and Queen, to journey in state to Australia to take the leading part in this historical event. The two royalties were ably supported by Australia's first Governor-General, Lord Hopetoun, and the Countess of Hopetoun. Such a pageant, or rather series of pageants, took place throughout the week, as no Australian could ever have dreamed of witnessing, and it speaks volumes for those who drew up the programme, and for those who carried it out, as also for the behaviour of the thousands of spectators, that so many various functions could have been carried out in detail without a blemish or hitch of any kind. Representatives of every branch of the British Navy and Army, including India, took part, while every State in Australia sent its quota of troops—New South Wales, 1080; South Australia, 554; Queensland, 550; West Australia, 340; Tasmania, 304; and New Zealand, 198, totalling altogether 3026 men, and 650 horses. Fiji sent as its quota, 24 native constabulary. Victoria contributed 1400 mounted troops and 9000 infantry, the latter lining the route of the procession, the streets being barricaded throughout; the full force of available police, mounted and foot, lending valuable aid.

The arches, decorations, and illuminations were magnificent, and the crowds, at night, were splendidly handled by the police; one officer especially took my fancy for the excellent manner in which he controlled his section of the crowd in Bourke Street, between Swanston and Elizabeth streets, by keeping them on the move, East and West,

without the slightest jostling or crushing, and so enabling the huge crowd in that quarter to witness the illuminations and decorations in comfort. The Torchlight Procession.—This was the part of the programme allotted to the Fire Brigades, the route being left for me to decide, and as we had 1000 men carrying torches and 400 bandsmen with their instruments, the march was made as short as possible. The Metropolitan Fire Brigade turned out the whole of its available engines, ladder carriages, and hose carts, with 250 men under Chief Officer Stein, while the country sent from 87 brigades taken from all parts of the State, 1040 men, and 12 bands. All fell in in close proximity to the head station, Eastern Hill. The route lay along Spring Street, Bourke Street, Swanston Street, across Price's Bridge to Government House. The streets were crowded with such masses of people as Melbourne had never previously experienced. On an arranged signal being given everything and everybody lit up, so that from a state of darkness everything became brighter than day. The Metropolitan Brigade gave a magnificent display, the whole of their fire appliances glittered with acetylene gas flames, set out in clear and well-cut artistic designs, arranged by the firemen themselves. The splendid turnout was creditable alike to the individual firemen who managed the various tableaux, and to those who carried them out. The torches, flashlights, and colored fires carried by the country firemen, completed the magnificent tableaux. The "Advance" having been sounded, the procession moved off, the fire appliances taking the centre of the road, while the country brigades, the torch bearers, marched in single file on either side. The crowd lined the streets from the start to Government House, where the Royal party and a large number of guests were waiting to receive us. Here the men formed in three sides of a square, within which 64 trained men from our country brigades went through some effective torchlight evolutions to the music of the combined bands. The night was rather cold, but the Duke and his suite stuck it to the end. The massed bands played the National Anthem, the firemen standing at "the salute." Three lusty cheers were given for the Duke and Duchess, and three more for Lord and Lady Hopetoun, and, so, the firemen's part in the celebrations came to an end. Not yet, however, as Mr. Davidson, President of the Metropolitan Board, invited the captains of the country brigades, and his own officers, up to the head station at Eastern Hill, but I, for the time being, found other work in looking after the country bandsmen, who had promised to play in the open until midnight to keep the crowd in good humor. Early in the day I had allotted each country band a special position in the city, so that they were located far and wide, and, knowing something of the leading hotels and their proprietors, the bandsmen were all handsomely catered for. After the torchlight procession I visited each of these hotels in turn, and everywhere I heard nothing but praise of the liberality and generosity of the hosts. By the time I had finished my big round from Menzies Hotel to the finish at the fire station, Eastern Hill, I was quite convinced, judging by results, that our bandsmen had been liberally and handsomely treated, good humor, however, being the dominant feature. On visiting these 12 outposts I was hilariously invited to accept nourishment, but, needless to say, I came through the trying, yet friendly ordeal, unscathed. After a busy day, from early morn, arranging details and preliminaries, the march route for the procession, the trudging on foot, as I did, through the teeming crowds to visit the outposts, it was a fairly weary Chief Officer that entered the gymnastic hall of the head station close on to midnight. Here again hilarity was the characteristic of the welcome. Seeing that many of the country captains and officers were strangers to Melbourne, it was declared to be unwise to allow these innocents to endeavor to find their way home at such an hour to their respective hotels or

coffee palaces, so it was resolved to make a night of it, and they did. A gold medal and a letter which I received from the Celebration Committee, and the following letter from the chairman on behalf of the Government closed the part our firemen played in the celebrations:—

Parliament House, Melbourne, 24th June, 1901.

Dear Sir,—It affords me great pleasure to convey to you, on behalf of the Government, hearty thanks for the service rendered by you in connection with the Commonwealth celebrations. The splendid display made by the Country Fire Brigades was due, in a large measure, to your organising skill, and the tireless energy and enthusiasm with which you completed and carried out the arrangements. The success achieved was a credit to yourself and to the admirable discipline and commendable spirit of the men under your charge.—I am, dear sir, yours truly,

WM. McCULLOCH, Chairman.

Chief Officer Marshall,

Country Fire Brigades Board.

1902. Members of Board: J. Sinclair, president; W. L. Jack, J. Lynch, A. Pinkerton, J. Sternberg, M.L.C.; J. W. Taverner, M.L.A.; W. B. Grose, M.L.A.; T. Casey, H. A. Crawford.

Eaglehawk Fire Brigade.—At this period, 1902, Eaglehawk was quite in the forefront of our smartest brigades, but whether it was by reason of this outstanding success, or some other reason unknown to me, dissension in the ranks became public property. I attended several of their meetings, and I found that there were two parties about equal in number, but the cleavage was so wide, and the feeling so bitter, that to bring about a reconciliation was going to be about the toughest task I had so far experienced as Chief Officer. Factions were outside as well as inside the brigade, and this tended to make matters more unpleasant. I soon discovered that disbandment was the only remedy. At one of the meetings I succeeded in getting all the members to send in their resignations. I was warned by the leaders of one faction that there was no possible hope of forming a new brigade without their assistance. I, however, made it known that I was prepared to stay in Eaglehawk until the brigade was reconstructed. I reported to the Board that all the members had resigned, with the exception of R. Murdoch, the secretary, whom I kept on so as not to interfere with the continuity of the brigade. The Board decided to accept the resignations, and that the reconstruction be left to the Chief Officer. In answer to an advertisement in the Bendigo "Advertiser" 62 candidates applied to be enrolled in the reconstructed brigade, and, of that number, 30 of those whom the Chief Officer and Secretary Murdoch considered the most suitable were selected by us and accepted by the Board. The reconstructed brigade proved its mettle, as, for years, it was right on top at our demonstrations, so that nothing was lost by the reconstruction, more especially as it did equally good work at fires.

A True Sportsman.—While speaking or writing anything about the Eaglehawk brigade, I am always reminded of a pleasant incident that occurred at the last annual demonstration held at Castlemaine during the running of the one-man ladder contest. Wilkinson Stewart, better known as "Wilkie" Stewart, was drawn against a young fireman from one of the Bendigo brigades. The run was 25 yards to the stand, up a 25-foot ladder to the platform, and ring the bell. Wilkie's opponent fell on the run to the ladder, but, instead of going on and mounting the ladder easily as he could have done, and as numbers possibly would have done, Wilkie came back, took the young fellow by the hand, said, "that was hard luck, come and have another

go." I was present, several hundreds of the firemen being also on-lookers. Facing these, I said: "That is what I like—a good sport!" The firemen responded by giving Wilkie Stewart three rousing cheers for his unselfish and sportsmanlike act. On the second try he won easily, but that did not detract from his kindly action. It was a splendid example to all the firemen present, and it made a lasting good effect throughout the service.

1903. Members of the Board: W. B. Grose, M.L.A., president; J. Sternberg, M.L.C.; J. W. Taverner, M.L.A.; Thos. Casey, H. A. Crawford, J. Lynch, A. Pinkerton, W. L. Jack, A. Campbell.

Retirement of Mr. John Sinclair.—Mr. Sinclair had acted continuously as Insurance Representative since the first meeting of the Board in 1891 to the end of 1902. He thus held the seat, without a break, for 11 years. Mr. Sinclair was the first chairman of the Board, and he served through the whole of the turbulent stages of its history, but despite all the trouble, progress was made, and success ultimately assured. This advancement was, in large measure, due to Mr. Sinclair, whose business qualifications were of inestimable value to the Board, while his genial temperament and amiability made him an ideal chairman. Mr. Stevens, resumed duty as secretary, after 10 months' leave of absence in England. The Hon. J. W. Taverner, now Minister of Lands, wrote to the Board, asking that the country fire brigades should assist in the extinction of bush and grass fires. The reply was, "The Board is in sympathy with the movement, and that numerous brigades have assisted, and expressed their willingness to further help." Thus history repeats itself, as an almost identical reply could have been sent out during the recent epidemic of grass and bush fires as was sent to Mr. Taverner 23 years previously. Mr. W. L. Jack, Insurance Representative, resigned from the Board, after 9½ years of valuable service. He was a colleague of Mr. Sinclair during the troublous times.

1904.—Members of Board: Mr. J. Lynch, president; A. Pinkerton, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, Thos. Casey, H. A. Crawford, A. Campbell, Thos. Bell.

The Hon. J. W. Taverner, having been appointed Agent-General for Victoria, retired from the Board, and Mr. W. Wallace filled the vacancy.

April.—Railway Gates Closed.—The Chief Officer reported that several railway gates at Ballarat were frequently closed after midnight, thus blocking the fire appliances, and seriously interfering with the brigade's movements in case of fire. Having interviewed the railway authorities on the matter, the following reply was received: "An order has been issued 'That the gates are to be kept open at all times when it is not necessary to close them across the road for passing trains.'" That is as much as could have been expected. Here I would like to state that the railway signal boxes where men are on duty all night, have been of great service to the two Ballarat brigades, many alarms having been given direct from these boxes to the brigades, which otherwise might have been missed or have come too late through the ordinary channels to be of much benefit.

Fire at Rutherglen, 26th July, 1904.—I reported a fire in the Main Street, Rutherglen, "four shops under one roof, the partitions between the shops being of the flimsiest material, simply calico and paper. Such buildings I considered were a menace to public safety." A copy of my report was sent to the Board of Health, the local Council, and the Chief Secretary. The destroyed buildings were replaced by brick ones.

1905.—Members of Board: Mr. J. Lynch, president; A. Pinkerton, J. Sternberg, M.L.C., W. B. Grose, Wm. Wallace, Thos. Casey, H. A. Crawford, Thos. B. Bell, A. Campbell

Steam Fire Engines.—The Kerang Council requested the Board to supply them with a steam fire engine, as the combined pressure from the manual and the mains was inadequate to successfully cope with fires. The Buninyong Council made a similar request. There is no reticulated water supply in Buninyong. To both Councils the reply was: "The Board cannot, for obvious reasons, accept the responsibility of supplying steam fire engines of any description whatsoever to towns other than those where permanent men are employed."

Ballarat Fire Brigade.—Alleged Dissensions.—Mr. W. B. Grose and the Chief Officer were appointed to enquire into alleged dissension in the ranks of the Ballarat brigade. An inquiry was held and a report submitted to the Board, as is shown hereunder. The Board having carefully considered the exhaustive report of the sub-committee are convinced that it is necessary for the discipline and the efficiency of the brigade that it should be at once reorganised, and this will be done during the ensuing month. Three officers and three of the disaffected party attended the meeting of the Board in October, and, having heard both sides, from the three officers and the three of the disaffected party, the Board decided that the work of reorganisation be at once proceeded with, and that the insurance representatives, the President, and the Chief Officer be appointed a sub-committee to accept the necessary resignations, and to take any other steps which may be deemed necessary." The resignations of eleven disaffected members were accepted, leaving 14 active members, including all the officers, in charge. The vacancies were at once filled by eligible young men, and so this matter was settled to the betterment of the brigade.

Local Committees.—The Chief Secretary asked whether, in the opinion of the Board, is there any real necessity to fill the vacancy that had recently occurred in the Local Committee of the Southern District? The reply was "No necessity"; and so the last of these committees was dealt with.

Bendigo Fire Station.—Although this fire station was completed and taken possession of by the Board in 1898, the question of rental of site had not been finally settled, a claim for £169 being still in abeyance. The Secretary for Lands desired to have the Board's decision on the £169 due for rent. Mr. Sternberg reported that he and Mr. Grose had interviewed the Minister of Lands on the matter, and that he, the Minister, promised to try and get the above amount written off. The Chief Officer submitted a report of an interview he had had with Mr. Macgibbon, Chief Clerk of the Lands Department, in which he (Mr. Macgibbon) recommends the Board to pay £5 per annum for rent. The Secretary for Lands wrote 23/2/10 that the £160 back rent had been cancelled, that £13 was accepted to cover all liabilities, and that £5 per annum would be the rental charged, and at that it still remains.

A deputation from the Board waited on the Minister for Lands with a view of making an appeal to him to set apart a site as a Crown grant in every new town for a fire station. The Minister expressed his opinion "that permissive occupancy from the Crown should be quite satisfactory to the Board."

1906.—Members of Board: Mr. J. Lynch, President; A. Pinkerton, T. Casey, H. A. Crawford, J. Sternberg, M.L.C., W.B. Grose, Wm. Wallace, Thos. B. Bell, A. Campbell.

Mr. J. Lynch was elected president for the current year, this being his third consecutive term. This is the only case in which a

member of the Board has been elected as president for three years in succession. The Board unanimously resolved that their best thanks be accorded to Mr. Lynch for the great amount of work he has done in connection with the revision and consolidation of the general and uniform regulations. P.B.S.C. Submission 1303

Small Fire Mains.—I had long and persistently fought against the installation of small mains and service pipes in towns possessing fire brigades and in towns desirous of being brought under the control of the Board. A circular was sent to all municipal bodies contributing to the Board, and to all Water Trusts, drawing attention to the desirability of installing nothing less than 4-inch mains and 3-inch service pipes anywhere for fire extinction purposes. The introduction of motor pumps has emphasised the mistake of using small pipes, as experience shows that a 4-inch main gives fair results anywhere, and that 3 inches, or anything less, is useless for fire extinction purposes where motor pumps are in use. To enable motor pumps to show at their best, it would be well that 6-inch mains should be available.

First Aid to Injured.—Early in my time a circular was sent to all brigades advising that they should endeavour to secure the assistance of their honorary surgeons by giving occasional lectures on First Aid, and that a box of first aid requisites should be kept on hand by brigades. The response from the honorary surgeons was meagre in the extreme, as out of 150 towns less than half a dozen medical men responded. Dr. Cook, of Bendigo, has all along been facile princeps in this good work, his assistance at our annual demonstrations being invaluable. The disappointing response impelled me to tackle the job myself; firstly by sending on to each brigade a box of first aid requisites, and secondly by giving lecturettes and practical exemplifications of bandaging and treatment of burns and cuts, after I had finished the inspection and practice of each brigade. This meant long and very late hours, but the lecturettes were very popular. I have the satisfaction of knowing also from the men themselves that, in several instances of severe cuts and burns, and exhaustion from heat or smoke, the instruction given to the firemen was very helpful and came in handy. In one case where one of my firemen, while wood cutting in the bush, cut an artery near the ankle, he stopped the bleeding by an improvised tourniquet. Remembering that he had a piece of flexible wire in his bag close by he, with the aid of a piece of wood and the wire, stopped the bleeding, and, as he gratefully reminded me, so saved his life. For such a purpose, the fireman's spanner and a handkerchief form a natural tourniquet. The Board will remember that I was commissioned to write a pamphlet on First Aid, specially for firemen. This is now completed, and, from what I know of the men, it would be acceptable to them. Mr. Campbell, on behalf of the Fire Underwriters' Association, requested the Board to obtain plans of all towns under its control, showing the fire area, size of mains, and positions of plugs and valves. The Board agreed to purchase plans, and endeavour to obtain the desired information. This was a fairly large contract, but it was not carried out as set out above. Only a few of the larger towns possess such maps, but as a step in this direction, I advised the brigades to post in their stations a hand-drawn plan, showing the streets, the mains and their size, with the plugs and valves marked in red color. Most of these plans were crude in design, nevertheless they serve their purpose by impressing on the minds of the men the position of all the plugs and turn-off valves in the town—a thing that every fireman in his own town should be conversant with. Such a simple plan should be displayed in every station.

Like my papers on First Aid and "Careful Use of Water at Fires," the drill I gave the men also left its mark, as the following will show:

A few years before the War I visited Wedderburn for inspection. Captain Goode was one of my staunchest supporters on the drill question, and he was anxious to enter a team for discipline at the ensuing demonstration. He was proprietor of the local paper, but, as he was unable to secure a suitable man to take charge, he was compelled to forego his trip to the demonstration. He was greatly perturbed as he knew of no one in the ranks capable of taking charge of the team. I determined to assist him, and, when at night the whole brigade fell in for drill, I told them of the captain's trouble, and I went on, "Surely there is someone in the ranks who will take the job on." After some hesitation the foreman stepped out, saluted, and said, "Chief, I have never drilled any man, but I will try." I said, "You're the man for me," at the same time patting him on the back. I took the men bit by bit through the drill, the foreman closely watching me. I repeated the drill in this way, the foreman following me. I then took the whole drill without a pause, impressing on the foreman that a good word of command was half the battle in a competition. He followed, and, with the exception of a few faults, which I corrected, he shaped very well. At the demonstration he excelled himself by securing sufficient marks to entitle him to commendation for discipline. This long preamble leads up to a much more important event, and the foreman's success will be understood when I state that he was an elder brother of Albert Jacka, the first Australian to be awarded the V.C. in the Great War. The Anzac spirit must have permeated the Jacka family. At any rate, blood will always tell. The Wedderburn minute book shows that Albert was elected as a member of the brigade, but, before his name could be registered by the Board, he had joined up to fight the bigger fight in the Great War, in which he so greatly distinguished himself.

1906. Retirement of Hiram A. Crawford.—Mr. Crawford was one of the foundation members of the Board, and, as he held office continuously from its inception until his retirement, he thus rendered 15 years' service. He was an American, born in Oakham, Massachusetts. He came to Australia early in 1853, when the gold fever was at its height. He had a most versatile career, having all the characteristics of a go-ahead Yankee, being full of energy to the last. He started his digging career at Back Creek, Bendigo, but fortune failed to smile on him. He next tried the Ovens, Buckland, and the Woolshed, quite close to Beechworth. In three months he took as his share from the Woolshed claim, £4000 worth of gold, 1000 ounces. Going to Melbourne, the Mecca of all lucky diggers, he met his old friend and towney, King Cobb, the head of the famous coaching company, so well known to every person in Victoria during the early days of the "diggings," and for many years afterwards. Cobb induced him to take up the coaching business, and, in doing so as Crawford and Co., later as Crawford and Connelly, he monopolised the coaching business throughout the North-East, and well into New South Wales. He next took to the land, specialising in hops and lemons in a large way at Everton, near Wangaratta and Beechworth. He had a mania for speculating in machinery and property. I visited him at Everton, his property being quite a storehouse of the newest American agricultural and horticultural machinery, which he apparently had little use for. Being an American, like Connelly of Bendigo, he naturally took to fire brigade work. He was captain of the Beechworth brigade for six years, when I was in charge of Chiltern, his neighbouring town. His worst speculation was building the Eastern Arcade, top of Bourke Street, by which he lost a pot of money. A few years later he came up smiling again, when he purchased a long terrace of villas and cottages at Elsternwick, which turned out trumps, returning him a comfortable competence for the remainder of his days. A man of

such fine qualifications and world-wide experiences must have been of great value to the Board in its early stages. 303

1907. Members of Board: Thos. B. Bell, President; Thos. Lockwood, J. Sternberg, M.L.C., W. B. Grose, Wm. Wallace, Thos. Casey, D. Andrew, J. Lynch, A. Pinkerton.

To Bisley with an Australian Rifle Team.—This team did well, making a tie with Great Britain for the Kolapore Cup, but, by reason of the Mother Country having made the highest score at 600 yards, the longest range, by the regulations they were declared the winners. Lord Chylesmore, President of the Rifle Association, declared that it was the best pull-up team shoot that had ever been achieved at Bisley. During the remainder of the meeting our boys did wonderfully well, the prizes won by them in cash amounting to well over £1000, besides numerous trophies. Among these prizes were £250, the King's Prize, won by Walter Addison, the only Australian that has won this coveted prize; the Prince of Wales Prize, £100, won by W. Cutler, of N.S.W.; first and second in the All Comers' Aggregate; first, second, third and fourth, and four others, out of 12 in the City of London Stick Exchange to overseas teams. Our team numbered 12, but seven other Australians were shooting, and their wins are reckoned in the total. I treated these latter all through as members of the team in our outings and festivities, so it will be seen that all the boys had a pretty good innings. Previous to the Kolapore match, the visiting teams were inspected by the Duke of Connaught, the whole of the officers being introduced to him, and he had a few words to say to each man, and a special word for Charlie Candy, one of our Victorians who wore the South African medal and colours. The Duke told me that he could only spare time to see the 200 yards shoot, and he remained with our team until we had finished that range. J. Searls, one of our men, had made six "bulls" in succession, and the Duke said to me: "If that man makes another 'bull' will you please bring him to me?" True enough, Jack made the possible, seven "bulls," the only possible made at this range by any of the teams. When I told Jack the Duke wanted to see him, he actually wilted. However, the Duke gave him a real British grip and handshake, and congratulated him on achieving the "possible," the desire of every rifle shot, so we were all gratified. It is pleasing to note that a son of the hero of this incident is keeping up the reputation of the family as a leading rifle shot in the Melbourne University Rifle Club.

A Pleasant Incident.—Just prior to moving off from our quarters to take part in the big shoot, an incident occurred which speaks well for the thoughtfulness and courtesy of the Duke of Connaught. Our men, loaded with their rifles and the paraphernalia connected therewith, were ready for the tramp to the Century butt, over a mile away. On passing to the rear of "Siberia," at which butt the Duke was engaged in rifle practice with a company of soldiers, an officer came galloping up to me and said the Duke desired me to halt for a little until he could send motors for us. I told the officer to thank the Duke for his courtesy, but that our men desired to walk leisurely on. This kindly offer was highly appreciated by our men, who could not but contrast the Duke's courtesy with what might have happened in Australia under similar conditions. The Duke and Lord Roberts viewed the shoot for the Kolapore Cup, and they were intensely interested in the men's doings. When our last four men were at 600 yards, the final range they had each five shots to go, 20 shots in all, the Mother Country had just finished with the then record total of 778. To win the match our four men had to make 19 "bulls" out of 20 shots. They made 18, making the match a tie. The first round was all "bulls"; the second three bulls and an inner; the third round

all bulls, our men shooting like champions. After every shot the immense crowd, as with one accord, would sing out: "Another bull," and would cheer to the echo. Noise of this kind is altogether against good shooting, and I had repeatedly to hold up my hand for silence, and to the credit of the crowd be it said, that when the men were in position for firing, there was perfect silence; in fact, it was almost painful. All this time, Lord Roberts, who was in plain clothes, had been intently watching the shooting, going from board to board, checking the scores. On several occasions during this trying ordeal he whispered to me words of commendation on our men's great uphill fight. When nearing the end, he tapped Dick Whittington, our Tasmanian representative, on the shoulder, at the same time saying: "I am afraid, my lad, that you are beaten." Dick, who was closely intent on our "shoot," replied: "All right, old boy, we're not done yet." Lord Roberts laughed heartily and appeared to be quite delighted with the rejoinder. Leaving out the lack of reverence attributed to our Australian youth, there was some excuse for Dick, as Lord Roberts was in plain clothes, and he did not know that the "old boy" was the Commander-in-Chief of the British Army.

By this time, our final two, Geo. Howitt and Walter Addison (S. Australians), were down, each with two shots to go, and the four shots must be "bulls" to make a tie, a great strain on the men. Howitt was first, but, as he was dwelling too long on the shot, I whispered: "Steady, George, come down and take a breath." He did take a breath loud enough to be heard some distance away. His shot, however, was a "bull," as was also his last, making his five bulls in succession. Everything now depended on Addison, who had to register two bulls to make the match a "tie." His first shot was a bull, and the second, the last shot of the match, went right through the centre of the bull, making his five bulls in succession and the match a tie with the Mother Country. A fine finish to a great match, amidst a storm of cheering. This is the finish Lord Chylesmore referred to above.

How Addison Won the King's.—To win the King's Prize, the greatest prize in the rifle shooting world, is something of a triumph, and, as Walter Addison is the only Australian that has won this great prize, the record is certainly worth more than a bare mention. The final stage of the King's is 800, 900 and 1000 yards, 10 shots at each range. At the beginning of this stage Addison was six points behind the highest score, 199. At 800 he made 48, a good score considering the weather, which was sultry, with a hazy, heavy atmosphere and a nasty, shifty, fish-tail wind. At 900 yards the weather was worse, and the shooting correspondingly poor, many misses being made. Addison made 41, and, as the leading men had done no better, some of them worse, our man was in a good position. His troubles began at the 1000 yards, where he missed his sighter. Under such conditions most men would have been greatly perturbed, but Addison, having carefully adjusted his sights, commenced with a 4, 5, 4 and 3, and I now began to seriously consider that he had a chance of winning. As the shooting went on the crowd surged from board to board, as the scoring indicated success or non-success. Our hopes were again dashed when Addison made 2 and 2, but he made a good recovery with 4, 4, 5, his grand total 318, the highest total so far with but few men to finish. Almost immediately another card came in, Padgett, of Yorkshire, showing 319, beating Addison by one point. Here, however, a sensation occurred when it was discovered that Padgett had fired 11 shots instead of 10. The Executive, immediately on inquiry, disallowed his score; still Addison was not yet the winner, as the card of Hope, of London, certified to by the officials, also showed 318, a "tie" with Addison. The Shoot-off at 1000 Yards.—One sighting shot not to count, and 3 business shots. There was an

enormous crowd in the vicinity of the two targets, but ^{but} ^{Sum} ^{one} ³ except the scorers and the executive officer was allowed within the ropes. Perfect silence prevailed as the two men took their places at the firing point. Hope fired first, his sighter being 4; Addison also made an inner 4; both of these cut out. Hope's first business shot was another 4, Addison's a "bull," 5; Hope's second, a magpie, 3; Addison's an inner, 4. Hope's last shot was another 3; total 10. Addison had only to hit the target to win, as he had made 9 in his two shots. It is easy enough, however, at any time to miss the target at 1000 yards, so all eyes and ears were anxiously waiting for the last shot, and a great volume of cheering burst forth when his last shot was signalled, a central bull, a similar brilliant finish to that he made in the Kolapore Cup. Fourteen to Hope's nine. Australia went mad; it took possession of the mound, and almost overwhelmed the winner with its physical enthusiasm. To the N.R.A. office, where his rifle was tested and passed in the presence of the Executive officer and myself. He was then declared by the President of the N.R.A., Lord Chylesmore, the winner of the King's Prize for 1907, £250 in sovereigns, the N.R.A. badge and the special King's badge, these latter being handed to him by Princess Christian. Addison was now placed in the historic chair that has carried every King's prize winner since the establishment of the prize over 60 years ago. Hoisted on the shoulders of his Australian comrades, and preceded by a military band, we made the round of the Bisley camp, halting first at the Canadian Pavilion, where the winner received a great ovation. The loving cup, full of champagne, was passed round, this procedure being followed by almost every club on Bisley. A special invitation was received from the Scottish Camp, which was, of course, accepted, so, preceded by three stalwart Highlanders in full Highland costume, playing the "Cock o' the North," we received a very warm reception from the "Blue Bonnets over the Border." Champagne, as is well known, is not the national beverage of Scotland, but, in lieu thereof, a wee drappie o't was passed round. At our own Colonial Camp I entertained a goodly crowd until a late hour. We must have spent a real good time, for, sad to relate, the strictest teetotaler in the whole of our crowd was the only man who lost his way home that night.

Ever since our arrival in England, several members of the team had been assiduously endeavouring to cultivate the English accent and deportment, don't you know, but they could not have been too successful, as the following episodes will show. Birmingham Small Arms Factory.—By the courtesy of the Executive we visited the B.S.A. factory, an interesting experience for our men, as they saw the rifle in the making from the stock to the finished article. In the evening, while walking along the principal street of Birmingham, talking at random and gazing about, as most strangers in a body are apt to do, some young Birmingham girls, in passing, made the remark in my hearing: "Who are these country bumpkins?" That took some of the swank out of our culturists, but a bigger take-down was to follow. In the private parlour of the Grand Hotel, where we were staying, four of the most swagger members and myself were conversing; the young lady attendant keenly watching them. On my asking why she was so observant, she replied: "I am trying to make out where these young men come from." I asked, "What do you think they are?" The answer was: "They are Germans, but you are not. You are English." I thanked her for her discrimination, and I told her they were four good specimens of our Australian manhood, but she still persisted that they were Germans, and the four, metaphorically, got under the table at such an assertion. For the week or so that we remained in England I neither heard a word nor saw any sign of their English culture; they could not get over the indignity of being taken for Germans. Our men were occasionally classed as

Americans, but this was the first and only time to my knowledge that they were called Germans. JFSSC Submission 1303

At some time in the dim future a visit to the Motherland of a team of Australian firemen to compete against the Britishers in open competitions might become an accomplished fact, I would strongly advise those in charge to let the men, en route and while in the Motherland, have frequent opportunities of sightseeing, as my experience shows the great advantage of these outings on the morale of a body of men.

The outings are not only enjoyable, but, from the historical and picturesque associations connected therewith, have left such a deep impression on the men that the educational benefit to them must have been invaluable. I place great importance on these "family gatherings," as I feel assured that they are beneficial and helpful in every way in making for success in such a venture.

I enumerate here a few of our outings:—

1. Colombo to Mount Lavinia and return by the Cinnamon Gardens, a drive about 36 miles in gharris, a native conveyance holding four passengers, along one of the best roads imaginable, many picturesque native villages being passed on the way, while myriads of child beggars helped to pass the time pleasantly.

2. Port Said, a town that possesses samples of almost every nationality and of every rascality under the sun.

3. Naples, and by train to Pompeii, the excavations having recovered the town which was overwhelmed by a great eruption from Mt. Vesuvius. These were viewed with wonder by the whole of our party, our two guides being quite first-class instructors and interpreters. The Bay of Naples and its surroundings are beautiful in the extreme, but the man who invented the well-known saying "See Naples and die," the limit of beauty, if he be still alive, should modernise it to "Smell Naples and fly," the stench when the water is turned up by the steamer's screw outdoing the combined stench of all the smellful towns of Australia.

4. Lords' Cricket Ground, London, to see the first test match of the year, between England and South Africa, which was deadly slow. A good luncheon on the ground, and a first-class dinner at night at the then famous Holborn Restaurant, made some amends for the poor cricket.

5. The day after the Kolapore Cup Match, a drag drive, through the beautiful Guildford and Aldershot District, the lovely English lanes having a wonderfully soothing effect on our party.

6. On the day following the "King's" win by Addison, I invited all the Australians and a party of visitors to view the historic Windsor Castle. We took train from Bisley to London, thence to Windsor Castle, a magnificent stately edifice, quite in keeping with the stability of the British Empire.

After a good luncheon at the White Hart, we commandeered a steam launch, which carried us along the beautiful upper reaches of the Thames to the far-famed Boulter's Lock, a lovely sail. We returned to Windsor in time for tea at the Royal Oak, on the banks of the Thames; thence to London and Bisley, arriving home about 10 p.m., after a most enjoyable outing.

London's Great Holiday—Happy Hampstead.—Our team had disbanded, and, as I was alone in London, on Bank Holiday, first Monday of August, the great summer holiday of the year, I decided to visit the Heath. From early morning droves of people could be seen hurrying towards trains, trams or buses, all making for "'Appy 'Ampstead." Every bus and tram that passed was labelled "Full in

and out," a great advance on our style of doing tram business in Melbourne. After seeing numerous buses passing, all full, I managed to get one, which took me a good distance in the direction of Hampstead, and here I had to change to a tram which would take me to the Heath. Here again every tram was full in and out, but, as I had the whole day before me, I determined to walk the remainder of the distance. I strolled leisurely through Hampstead, Maldon, and Fleet Roads, the latter leading into the Heath. When I arrived, many thousands of people were present; the paper's estimate was one hundred thousand for the day. Many of the best vantage points were taken up with Aunt Sallys, swing-boats, merry-go-rounds, shooting galleries, and by the proprietors of skipping ropes. Wending my way through crowds of these caterers and their customers, I reached the highest part of the Heath, where there is a more luxurious pleasure ground, the Vale of Heath. Here numerous picnic parties could be seen unpacking their baskets, but no matter how full these may have been, a part of the programme included the purchase of shrimps as an additional luxury. After lunch at the Vale of Heath Hotel, from its balcony I had an excellent view of the whole Heath. As far as the eye could reach, crowds, mostly women and girls, could be seen all joyously dancing, a sort of hybrid dance. Just below in the courtyard of the hotel was a large space devoted to a vast number of male and female dancers. Everybody who had an instrument felt in duty bound to play it, and as these were augmented by a dozen or more barrel organs, all playing different tunes, the melody was, like the dancing, rather mixed. As the day wore on the dancing became fast and furious, the ladies and gent's changed headgear, the latter wearing 'Arriett's gorgeous matinee hat with towering feathers, while she contented herself with 'Arry's bowler. From what I could see, the holiday was a harmless one, everybody was in good humour, and there was an absence of that unseemly roughness which I had been led to expect or see during the three or four hours that I perambulated the Heath.

A Serious Dilemma.—On leaving the Heath, I met with something of an adventure which might have led to unpleasant consequences for the time being. On my asking two young men the best way to get to London, they said by train and then by bus or tram. As they were going by train, they said they would walk to the station with me. On leaving the train, as they had been so obliging, I invited them to have some refreshment at a luxuriant hotel close by. We each called for a "bitter," and I tendered a half-sovereign in payment therefor; but, after a short delay, the barman returned and declared that the half-sovereign was a bad one. On hearing this, a lot of well-dressed young men who were in the bar parlour and my two quondam acquaintances looked askance at me, and as I was dressed in quite Bond Street fashion, they doubtless took me for a fashionable speiler or counterfeiter. This feeling became intensified when, on searching my pockets, I found that I had nothing beyond the bad half-sovereign, but a few coppers, not sufficient to pay for the drinks. When I made this discovery I began to perspire at every pore, and, on my showing the barman my card, and telling him that I was the Captain of the Australian Rifle Team, he replied, "Yes; that's all right, but it is a bad half-sovereign." The young men crowded nearer and nearer, and the situation became so unbearable, and, having failed to impress the audience of my integrity, I shoved by glass of bitter away, not having tasted it, threw the few coppers I had on the counter, picked up the offending half-sovereign and fled the scene. The two young men whom I had so unceremoniously treated, left the hotel with me, but as I had clearly fallen in their estimation, I hurriedly bade them good-bye and went off in the opposite direction. Here I was in a pretty fix, in an unknown part of London, a long way from my hotel, and with no money in my pockets other than

this wretched half-sovereign. On asking a policeman the nearest way to the Tavistock Hotel, he courteously directed me, and I began my long, long trail. On looking back, I saw one of the young men with whom I had just parted in close and earnest conversation with the same policeman, and pointing to me as he spoke. Visions of a free lodging crossed my mind, and this despondent feeling became intensified when I found I was being shadowed by my recent acquaintance. I pretended not to see him, but, tired as I was becoming, and, as a means of forgetting my serious position, I determined to lead him a dance. I walked up one street, down another, all over the city shadowed by my budding Sherlock Holmes for close on two hours. In certain quiet streets I took out my half-sovereign, rung it on the footpath, but every time I did so it became worse, and my despondency correspondingly increased. By this time I had had enough of my shadower, and, on coming to Long Acre, which I knew, and turning a corner, I halted, instead of walking on at my ordinary pace, and so gave time for Sherlock to come right on to me. He was taken quite aback, as he almost ran into me, and, in answer to my question as to the policeman to whom he spoke, and why I was being shadowed, he replied that the policeman was his cousin, and that he himself wanted a walk. "Well," I said, "you have had a walk, and if you persist in following me, I will put you into the hands of the first policeman I can see." This bluff had its effect; he asked me to shake hands with him. I did so most cordially, and I have never seen him since. I spent a most forlorn night in the hotel, not venturing to go out. In the morning, however, I was up betimes, made straight for the Bank of England, and, on being shown to the room of the official who tested bad money, I told him that this half-sovereign had been refused in a hotel in London yesterday, and I had brought it to find what was wrong with it. He took it, weighed it, and tossed me over a new half sovereign, saying, "There is only a small crack in yours." I could scarcely believe my ears, the relief was so great; but I also came to the conclusion that, clever as London barmen are, they are not dependable as judges of bad half-sovereigns. I would not again, however, go through a similar ordeal for a thousand good half-sovereigns.

While in Great Britain and other countries, I visited a large number of fire stations, at all of which I was cordially received. Among those visited were, of course, London, the hub of the universe, and Glasgow, where I spent all my boyhood. As a tribute to a Glasgow boy, and an Australian fireman, Chief Officer Paterson nominated me his deputy for the day, as he was engaged for the whole afternoon on important committee business elsewhere. He placed his official phaeton and driver at my disposal, so that I was able, as Acting Chief Officer, to visit almost every sub-station in the city and suburbs. I must have boomed Australia, and especially Victoria, to the driver, for, on parting with him, he asked me in the most pathetic manner, if we wanted any men out there? On the following day, on the invitation of the chairman of the Fire Committee of the Council, I dined with them at a reception given to the Dundee fire committee, which body was visiting Glasgow for instructional purposes. On my right was Capt. Dewar, Chief of the Dundee police, who, by virtue of that office, was also Chief Officer of the Dundee fire brigade. In conversation with him, I learnt that he was a cousin of Mr. Dewar, secretary of the Wangaratta rifle club, whom I knew well. This kinship made us closer friends still, and subsequently I spent a pleasant time with Capt. Dewar and his family in Dundee.

Ye Hae Nae Dukes There.—At Dunkeld, beautifully situated on the Tay, my father's home country, and the seat of the Dukes of Athol, between whom and the residents there had been a prolonged feud,

owing to one of the Dukes having made access to the river, through out any part of his property, difficult, and I understand, punishable. The restriction must still have held good, for, as I tried to get down to the river, I was blocked everywhere. On meeting a typical Scotch peasant woman, I asked why I was debarred from walking along the river bank, and, on telling her that it was different in Australia, my home. "Ay!" she replied in the most bitter manner, "but ye hae nae Dukes there, and a guid thing, tae." This summed up the whole position as far as she was concerned. The additional fire stations visited were Edinburgh, Liverpool, Manchester, Birmingham, where I met C.O. Tozer, whose family has been associated with the Birmingham brigade, as commanders, for over a century; Southampton, Bristol, Greenwich, the home of the Merryweathers, and, undoubtedly, now the manufacturing centre of everything pertaining to fire extinction appliances in Great Britain; Dublin, Paris, Marseilles, Berlin, Hamburg, Rotterdam, New York, Buffalo, Toronto, Victoria, the chief town in Vancouver Island; Suva, Colombo, and many others. London, of course, is well ahead with its fire brigade system and equipment in England, so different to what it was 30 years ago, when the extension ladders stood in the open as in the Strand. Glasgow leads Scotland in brigade work, but as regards organisation, equipment, and number of men, with all the extras, big and little, which tend to make fire extinction work a science, New York stands alone. The personnel of this brigade in 1907, when I visited it, was a chief officer, 12 deputy chiefs, and 4000 paid men. I spent the whole day in the head station, "Manhattan." While there six alarms came through, but as the sub-stations were able to cope with the work, a turn-out from Manhattan was unnecessary. It is well known that the buildings in New York are very high, skyscrapers, but many of the streets are narrow, making the firemen's work frequently dangerous. Electric wires are everywhere, and when big fires occur these wires become a menace, falling and extinguishing the lights, making the streets as dark as night. In such cases searchlights, as in a man-of-war, are used, turning night into day, and so giving the firemen a chance to work in safety. As the lights in the high buildings are also extinguished, the firemen, with the aid of portable searchlights and attachments, can scale inside to the top of the highest buildings.

New York and Canada.—Two days before reaching New York, to every passenger on board a paper full of questions to be answered was handed. Give your name in full, age, height, color of eyes, where you come from, how long you expect to stay in America, are you possessed of £20, are you an anarchist? Are you a polygamist? On the following day a personal interview with the officials takes place, passing in single file before them. Notwithstanding our papers had been signed and delivered, the same questions were asked. My interview, however, was as follows: Where do you come from? Australia, I replied. Where are you going? To Australia, via Ottawa and Vancouver. How long do you intend to stay in the United States? Just as short a time as I can, say, 48 hours, as I am due in Ottawa now. How much money have you? Quite enough to see me home. The official looked up, smiled, and said good-humouredly, "Pass," and I passed. By this time we were within sight of the immense monument, The Statue of Liberty, which stands on a small island at the entrance to New York harbour. After the written answers and personal interview we had all been through I thought the Statue of Liberty must be a misnomer. Having landed, the secretary of the Fire Underwriters' Association of Calcutta, and myself placed ourselves in the hands of one of Cook's agents, who took us to a good hotel, the New Grand, at the corner of Broadway and 31st Street, where the manager asked where I would

like my room, from the first floor to the 35th story? The first floor will do me, although I might here state that most permanent residents prefer to be away up in the highest for pure air, and to avoid the constant noise of trams and the elevated railways. My friend and I had most of our meals at "Moresco's," and when these elevated trains were passing, which they did almost every minute, all conversation had to be stopped, the noise was so great. The traffic is subordinated to the trams, relieved greatly by the elevated railways, which are not an unmixed blessing. They are erected on an average about 40 feet high along the streets. They darken the shops, and as the noise is almost incessant, the shopkeepers must be placed at a great disadvantage. The New York police are, as a rule, courteous and obliging, but, as regards the management of street traffic, they are not in it with the London police. All vehicles are driven by the right, instead of the left, as with us. While I was in Broadway an electric tram followed by a private car, which was running along at a good pace, but not fast enough for the chauffeur, who tried to pass the tram, but another tram coming in the opposite direction, the motor was fairly sandwiched between the two, and smashed to atoms in an instant, the owner and chauffeur saving themselves miraculously by jumping out. One of the papers next day, commenting on the incident, summed it up in two lines, thus, "A 600 dollar motor wrecked, two dollars worth of rubbish carted away." At night we attended a performance at the Hippodrome, an immense building capable of accommodating 6000 people, and as the house was crammed, the sight was most exhilarating. A realistic performance was given of the Wild West style of business, attacks on stagecoaches, fights with real Indians, all in their war paint, crowds of horsemen, much tall talk, profuse and reckless expenditure of ammunition, winding up with a mystifying ballet by mermaids in and under the sea. Next afternoon we joined a party of 40 in a large motor 'bus, in which we were driven all round the principal parts of New York. The guide, a smart Yankee, full of quaint sayings and patter, standing with his back to his audience, he, with the aid of a megaphone, clearly described all the points of interest, stopping a minute or so at the most important ones. We ran for a considerable distance up Fifth Avenue, where the houses of many of the multi-millionaires are to be found. Our guide, being, of course, in close financial relationship with these grandees, was able to give us the amount of their annual incomes to half a dollar, and he rolled off the names of Carnegie, Rockefeller, Vanderbilt, Gould, Sage, etc., etc., each in turn as we pass the respective houses. We drove through and round the Central Park, a very fine one, and returned by Riverside Drive, alongside Hudson River. The drive lasted two hours, charge the almighty dollar, and it was cheap at that. At night we visited Coney Island, the great amusement resort of the citizens, by train about 12 miles from New York. Every variety of amusement appears to have taken root in Coney Island, theatres, concert halls, variety entertainments, with shooting galleries, switchbacks, roundabouts, etc. One visit, however, should be about enough for the ordinary visitor. I visited the Bowery, the locale of the American Sherlock Holmes and the American toughs. The street divides the habitation of the lower-class Italians from those of the Jews in the Ghetto. Here the language is "Yiddish," but as the low foreign element of every country in Europe appears to congregate in these quarters, goodness knows what the language will be a few years hence. At 10 p.m. I started for Niagara, alone, as my Calcutta friend had to remain in New York for some weeks. We should have reached Niagara at 7.25 next morning, but the train was nearly three hours late, so it will be seen that the much vaunted railway system of this country gets out of gear sometimes.

Niagara Falls.—The town of Niagara is on the American side, and, on asking the nearest way to the Falls, I was told they were down there. I went down there, and on following the track, I soon heard the booming of the water, and, all at once. I came in sight of the famed Niagara Falls. The enormous body of water seems to glide rather than rush over the Falls, and it does not make the rushing, roaring noise, looking down at it that I expected to hear; but it is majestic and awe-inspiring in the highest degree. Hundreds of people were looking at it from every point of vantage, but, as I had determined to make the boat trip so as to view the Falls from the River St. Lawrence below, I made for the incline railway, which was not working. There are, however, steps down to the river, 251, I understand, and, having descended these quickly, I found myself on the rocky bank of the St. Lawrence, with its waters from the falls dashing past at a fearful rate. The stout little steamer, "Maid of the Mist," was lying in a sheltered nook, ready to receive visitors who desired to make the exciting trip right up to, and underneath, the Falls. About 20 were on board, and, before starting, each of us was provided with an oilskin outfit, consisting of overalls, long coat and sou'-wester hat. There are two falls, the American and the Horseshoe, these being separated by Goat Island. The American Fall is 167 feet high, with a frontage extent of 1060 feet, the Horseshoe Fall is 158 feet high, with a frontage of 3010 feet. It is estimated that fifteen million cubic feet of water pass over these falls every minute. Can you firemen from the Wimmera and Mallee imagine such a thing? As the Maid of the Mist had to sail up against the tremendous current, our progress was necessarily slow, but this slowness gave us all the more time to take in the grandeur and sublimity of the scene. As soon as we reached the American Fall, the necessity for donning the oilskin suits was quickly made apparent, as the heavy spray drenched us from top to toe. If the Fall made little noise from the top outlook, I was easily satisfied with the crashing, thunderous sound that now greeted us. Looking up to the 167 feet of water, crashing down almost upon us, was a sight that filled all with awe, while there was a feeling that we might be safer on shore. Leaving the American Fall and, sailing past Goat Island, we were at once within the influence of the Horseshoe Fall, scarcely as high as the other, but having three times the frontage. Owing to the greatly increased volume of water, the Horseshoe, looked at from the steamer, is most imposing. The steering here is most difficult, the numerous eddies, currents and rocks making the voyage rather dangerous, but our little steamer answered readily to every call made on it by the experienced steersmen. We steered to the Canadian shore, where we landed. I climbed up the bank to the incline railway, which quickly landed us on the tram track above. This goes to the Horseshoe Fall, but, before quite reaching it, we boarded another incline railway, which carries us down to the level of the river close to the Fall. This incline train runs down a shaft, and on leaving it, we walk along drives cut out of the solid rock, with, here and there, a cross drive leading to the river. The main drive extends right under the Horseshoe Fall, and, on reaching the end of it, we take the crosscut drive to the water. The more venturesome go right under the water, and, on looking up, a deluge is seen and heard pouring right down and over us, but some distance away. It was the most gigantic shower bath that I ever had, the water and spray being smashed so hardly into one, notwithstanding my oiler outfit, that very little time sufficed to satisfy me with my Niagara bath. It was, however, a wonderful experience, and one that, the steamer especially, should not be missed by visitors. A splendid bridge spans the river just below the Falls, and a train takes one across it, right up to the railway station, and away along the American side of the river, above the Falls. I did all this,

and as the day was a fine one, I saw the whole of this magnificent¹³⁰³ spectacle at its best. While our British and Australian sovereigns are taken at their full value everywhere, here in the United States, and in Canada as well, our silver coins are not thought much of. I had got rid of all my American and Canadian money during the outing, and it was only after considerable trouble, that I got the tram conductor to accept a shilling for my fare, three cents, or about a penny half-penny. Have we not heard somewhere that these United States and Canadian railways are the best managed in the world? My experience of them is, of course, limited; but I am beginning "to hae ma doots" as to their right to claim such an honour. Almost every train I have been in has been late, not a few minutes, but an hour or more. The Toronto Annual Fair was on, during the week of my arrival, and there was a tremendous influx of people, all with more or less baggage to be disposed of, and, to cope with this great crowd and their baggage, one man did duty at the parcels office. I claim to know something of parcels and cloak room departments, but this exhibition was the worst I have ever seen. Toronto, finely situated on Lake Ontario, is a fine city; next to Montreal, the most populous in Canada; the streets being wide, and many of the buildings handsome. I visited the fire station, where our Capt. Casey served some time as a junior fireman.

Our objective was the Palma Trophy, which was to be shot for in Ottawa, the capital of Canada. The match was won by the United States, Canada second, Australia third, and Great Britain last. While at practice I saw we had no chance of winning, owing to the superiority of the rifles, sights, and ammunition of the United States. At the dinner, Earl Grey, Governor-General of Canada, presided, there being 800 guests present. Among these were Sir Wilfrid Laurier, Prime Minister of Canada, the rifle teams, and many prominent Canadians. The captains talked of the desirability of visiting each other, with an endeavor to bring about mutual defence among the English-speaking races. General Grain, United States, was particularly happy in his remarks. As this was a meeting of people from the chief centres of rifle shooting, I commended the United States Government for sending their representatives forth so well equipped to fight their battles. On the other hand I blamed the British and Canadian authorities for their conservatism, which amounted, in this case, to almost culpable negligence, in asking us to fire in such an important match on such unequal terms. In conversation with General Grain on the previous day, he acknowledged that their rifles, and ammunition were much superior to ours. They used aperture sights—we athers the bar—and sharp-pointed bullets, against our blunt. Sir Wilfrid Laurier and others complimented me on my outspoken, practical speech. My remarks were cabled home, but it was a long time before the desired improvements were brought about. Sir Wilfrid Laurier is a tall man, slight, but well knit, with aquiline features and piercing eyes. In his speech he said: "Gentlemen, I come from a different country to you, and I am of a different religion to most of you, but, living as I have most of my life under the British Crown, I am a Briton first, last, and all the time." This sentiment was tumultuously applauded. Before retiring, he asked me to convey his best wishes to Mr. Deakin. Both of them had just returned from a World's Conference, in which they had come out on top. I delivered Sir Wilfrid's message to Mr. Deakin, on meeting him in Collins Street shortly after my return, and he was very pleased to receive it. After singing the National Anthem and Auld Lang Syne in the proper home-brewed style, many Scotch Canadians being present, this great meeting broke up, and we Australians, with the British team, made straight for the train and boat, en route for the Sunny South, via the Rocky Moun-

tains, Vancouver, Suva, Brisbane, and Sydney—a great trip. In Sydney I learnt that I had been elected captain and sole selector of the Australian team to fire against the British and New Zealand teams in the first Empire match. This match was fired in Sydney, the result being Australia first, Great Britain second, and New Zealand third.

1908. Members of Board: Wm. Wallace, president; J. Sternberg, W. B. Grose, W. L. Jack, A. Campbell, T. Casey, H. A. Crawford, J. Lynch, A. Pinkerton.

Services of Medical Men.—As several medical men have given and are still giving their valuable services gratuitously to firemen injured on duty, the Board decided to award these voluntary workers who fulfil the time limit requirement the Long Service Badge.

Ambulance Badges.—The Board also gave its sanction to the wearing of ambulance badges on the uniform of those firemen who have been awarded "Certificates for First Aid." The Chief Secretary, while approving the Estimates for 1908, notified the Board that "He will exercise the powers under Section 41 of the Fire Brigades Act, and fix a limit of estimated expenditure. Although on very few occasions our Estimates have been slightly reduced, no Chief Secretary has ever deemed it necessary to use his powers in the direction indicated. The American Fleet.—The Chief Officer was empowered to offer the attendance of 1500 men, including bandsmen, to take part in any display that may be arranged for the reception of the Fleet. The Chief Secretary accepted the offer, subject to the programme being carried out under the control of the Metropolitan Fire Board. This provision regarding control gave rise to some discussion at our Board, but I advised that no objection should be taken as the function was being carried out in the metropolitan area. The 31st August was the day set apart for the reception. The entire route from Port Melbourne to the Exhibition building was barricaded and lined by an immense crowd. The American sailors and marines to the number of 2500, in full marching order, marched in column, and by the time they had reached their objective, the Exhibition Building, they were weary, and thankfully relieved themselves of their accoutrements in order to do justice to the bounteous repast that had been provided for them.

The Torchlight Procession.—This was, as usual, the firemen's part of the display. The metropolitan brigade had a full turnout of beautifully illuminated appliances, and 250 men, while our country brigades mustered 1300 strong, all carrying lit torches. In addition, 15 bands distributed throughout the procession, brought our total up to 1650. I was in the country on my own work, but I had previously set out the route of the march. On the day before the march the committee, with Sir Alexander Peacock as chairman, met at the Town Hall, Melbourne, and settled that the route which I had sketched out must be lengthened, otherwise, in the cross streets, the head would overlap the tail, and so cause endless confusion. Just at this juncture I arrived from the country, and, having been informed of the decision, I said from my experience in conducting many long processions, I am satisfied that there will be no clash, and to substantiate this statement, I invited the "big four" to fall in so as to receive a practical exemplification of my plan. "The Big Four" consisted of Sir Alex. Peacock, Mr. O'Callaghan, Commissioner of Police; Chief Officer Stein and Mr. Clayton, Town Clerk of Melbourne, all men of standing, but unequally sized, and rather weak in drill; certainly the most unique four that I had even taken in hand. Sir Alex. and Mr. O'Callaghan entered into the spirit of the episode, and quite enjoyed the drill. After a few simple movements, it was quickly decided that I was right, and this was strengthened by the success of the procession

itself. I felt, however, when I had them in hand, that a little smartening-up in their drill would do them no harm, but, seeing after all, that they had been so amenable to discipline, I thankfully yet regretfully dismissed them. At night the crowd was very great, even more dense than in the morning. The procession had not long started when the barriers, in many places, were broken down. The firemen, however, kept their solid formation, and reached their objective, Alexandra Avenue, in good order. The procession was a great spectacular display. Several members of the board marched with the men from start to finish, thus giving a practical exemplification of their own keenness and their appreciation of the work of our firemen.

Gratuities to firemen or brigades for special services rendered at fires had been discussed at several board meetings, and I was directed to report on the matter, which I did as follows: "I consider that this matter is fully covered by Section 59 of the Fire Brigades Act, which reads thus:—'Upon the Chief Officer certifying "that for efficient and valuable service having been rendered by any brigade or any members thereof, the board may, in its discretion, pay to such brigade or individual member, by bonus or subsidy, for such time as may be thought desirable." As cases of this kind, by Section 59, must be brought before the notice of the board, so that each may be considered and dealt with on its merits, no further regulation is necessary. Indeed, to formulate such a regulation, would, in my opinion, be unwise. Even at present trouble and friction sometimes arise when the adjustment for claims for "watching after fires" is being considered, and I fear that a regulation of the above character would intensify the trouble. After a fire has been got under, presumably successfully, it sometimes happens that the officer in charge, for safety sake, puts one man or more on to guard against a fresh outbreak, and to protect the salvage, if necessary. Payments for such a purpose are not provided for by the Act or by any of the board's regulations, so they are sent on to the insurance companies interested, and they are, as a rule, promptly dealt with. Fires as the one at the Horsham flour mills, over 20 years ago, and which lasted for nearly a week, are a different matter altogether. The entire brigade was on duty the whole of the first day and night, some of the firemen for several days. As the bulk of the firemen lost their wages for their usual employment, they were in duty bound to be paid somehow. The insurance companies essentially interested in the fire took the matter up without hesitation. As I visited the scene of the fire, and took part in the inquiry re payment of the firemen, I can testify to the liberal manner in which our men were recompensed by the insurance companies. During the Warrnambool incendiary cases, 25 years ago, the firemen were called out, night after night, for a fortnight, to subdue outbreaks. The men had their boots and clothing destroyed. I reported fully on the matter, and the board recompensed the firemen in kind, not in cash. The citation of the above cases may be of some assistance to the board, should the question of payment of firemen for special services rendered at fires ever crop up.

1909. Members of the Board: Wm. Wallace, president (in two successive years); J. Sternberg, W. B. Grose, Thos. Casey, D. Andrew, T. B. Bell, T. Lockwood, J. Lynch, A. Pinkerton.

The Atlas Insurance Co. forwarded a letter enclosing one from its Ballarat agent expressing high appreciation of the Ballarat brigade's work at Millar and Sons' fire. A letter was sent to Capt. W. Trahar conveying the board's appreciation of the brigade and his work. A Great Fire Fighter.—I have great pleasure in recording the above, as the work at this fire performed by Captain W. Trahar was excellent, and I have quoted the incident all over the country, as an example to the firemen, especially so to the younger generation, and

to those who are inclined to be too impulsive while working a fire. My version runs thus: "The alarm of fire was given to each brigade simultaneously from the box near the Buck's Head Hotel. We had horses, not motors, then. The City brigade came tearing down Sturt Street, and the Ballarat brigade along the Main Road, the two meeting in a dead heat at the scene of the outbreak; both hydrants were sunk at the nearest plugs, lengths of hose run out, with the two branchmen ready to play the water on the fire, when Capt. Trahar, who had just arrived on the scene, sang out, "Steady boys, don't put the water on yet." The place was belching with smoke, but Capt. Trahar, having protected himself by tying a wet handkerchief over his mouth and nostrils, crawled through the remains of a plate glass window which had been previously smashed by the inevitable man in the street. He quickly located the fire; out again, he called for the hand chemical from the hose cart, and extinguished the fire with 2½ gallons of water. The damage was only a few pounds. What would it have been had even one stream been played on the fire? This "save" shows the advantage of a cool head in cases of emergency. Like most men who know their job thoroughly, Capt. Trahar was modest to a degree. Next day one of the branchmen told me that, but for Capt. Trahar, he would have had the water on.

1910. Members of Board: A. Pinkerton, president; J. Lynch, J. Sternberg, W. B. Grose, Wm. Wallace, T. Lockwood, T. B. Bell, Thos. Carey, D. Andrew.

A Good Rescue.—A letter of appreciation was sent to ex-Fireman Raine of the Sebastopol Fire Brigade, who rescued the caretaker, who was overcome by fire and smoke at a fire in the tram sheds.

Municipal Contributions.—"The Under-Secretary desired the board to furnish a report as to whether the present provisions of the Act operate fairly as between the contributing municipalities, or whether some more equitable method of apportionment should be substituted." The board's secretary, Mr. Stevens, submitted a memo. showing the result of the board's deliberation on the same subject in September, 1898. After a long discussion it was resolved that the following reply be sent to the Under-Secretary:—"Assuming that the intention is that each municipality shall be liable for one-third cost of the brigade or brigades within its own boundary only, plus a proportion of administrative charges, the board agrees with the principle suggested in this proposed amendment; but they are in some difficulty in carrying it out, as it will materially affect some of the small municipalities. The question, however, is, in the opinion of the board, really one for the councils themselves to determine." False Alarms.—Secretary Walker, Bendigo Fire Brigade, strongly objected to take the position of prosecutor in such cases. The Chief Secretary, having been interviewed on this matter, notified the board that the police had been instructed to prosecute in all "false alarm cases."

Death of Mr. Pinkerton.—Mr. Pinkerton died this year, 1910, during his term as president. He joined the board in 1894, thus rendering 16 years' service during its most troublous times. Mr. Pinkerton was captain of the Wangaratta brigade for close on 30 years, councillor for many years, and a leading merchant in the town. He it was who first mooted the question of the Accident Fund on the board, and, for that alone, his name should be held in remembrance.

1911. Members of Board: D. Andrew, president; Thos. Casey, J. Sternberg, M.L.C., W. B. Grose, Wm. Wallace, Thos. Lockwood, A. Campbell, J. Lynch, W. M. Chellew.

Death of Captain Lynch, 29th November.—The president, Capt. Andrew, reported the sudden death of Capt. Lynch, which took place

at Smythesdale on 12th November, 1911. In moving that a letter of condolence be sent to the members of the family, Capt. Andrew referred to the splendid service of the deceased officer had rendered not only to the board, but to the whole country fire service. Every member of the board and Secretary Stevens testified in feeling terms to the loss that had been sustained in the death of their colleague and friend. I was not present at the meeting, being absent in West Australia as captain of the Victorian Rifle Team, but I can more than endorse every kind word that may have been spoken at the board meeting. Capt. Lynch was one of the outstanding champions of our fire service, and, living as he did, in the storm centre of the opposition to the board, he had to bear more than his share of the obliquy that was heaped on the devoted heads of those who composed it. We were close friends for years, and we travelled together as board or Rifle Association representatives over every State in Australia. He was a fine character, of a most amiable disposition, and his brilliant educational qualifications, his fluency and happy characterisation of speech at all our public functions stamped him as a man of outstanding ability. An extraordinary yet withal a melancholy coincidence occurred while I was in Perth. An entertainment had been arranged for the visiting riflemen from the Eastern States to take place at the Perth fire station, and, when a short distance from it, the name of Capt. Lynch, who should have been my co-delegate, cropped up, and, while Capt. Parker, a mutual friend of Capt. Lynch and myself, were lamenting his absence, and eulogising his sterling qualities, we entered the fire station, and a telegram from Mr. Stevens was handed to me, announcing the sudden death of my old friend. There is something soothing in the fact that we had not been speaking ill of the dead.

1912. Members of the Board: Thos. Lockwood, president; A. Campbell, J. Sternberg, M.L.C., W. B. Grose, Wm. Wallace, Thos. Casey, D. Andrew, W. M. Chellew, Jas. Walker.

Mr Campbell requested the Board to obtain plans of all towns under the control of the board, showing fire area, size of mains, and position of fire plugs. Such maps would be very useful, but only a very few towns possess one. On going my rounds, I emphasised the desirability of obtaining from the town or shire engineers help in this direction, and, failing such help, that some of the firemen might try their 'prentice hand on drawing a map showing size of mains and position of fire plugs, two points with which every fireman should be conversant. In a good number of brigades something was done, and although the maps are mostly crude in design, they serve their purpose.

In conversation with Mr. Campbell, shortly after his election to the board, I learnt that he had been educated at the Glasgow Highland Society's school, the school in which I received my education. Mr. Campbell attended in 1869-70, but my time was much earlier—1850-58. Our hand grip, however, for the "auld schule" is something to be remembered. Momentous occurrences took place during my school-days, among these being the First International Exhibition, held in 1851, and the death of the Duke of Wellington in 1852; the Crimean War, 1854-5-6, and the Indian Mutiny, 1857-8-9. The Exhibition was held in the fairy-like Crystal Palace, Hyde Park, London. It was designed by Paxton, a landscape gardener, who based it on the glass hot-houses used in his profession. The Exhibition was opened by Queen Victoria and Prince Albert, the latter being responsible for the motto inscribed on the front: "The Earth is the Lord's and the Fulness thereof." Mr. Paxton became Sir Henry on the opening day. The 33rd Regiment, in which Wellington had served for a time, was stationed in Glasgow when he died, and it was chosen to take part in

the obsequies in Westminster Abbey. I saw this regiment leaving for London, and I was greatly impressed with the scene, the regimental colors, the band instruments, and the officers' swords being draped in crepe—an unusual sight for us schoolboys.

The Crimean War 1854-5-6.—How the doings of our boys in the World's Great War, declared in 1914, recall the memories of the Crimean War declared in 1854, just 60 years before. The 77th Regiment took the place of the 33rd in Glasgow, and I saw it depart for the Crimea in 1854, and, envying the drummer boys, I marched proudly, and as well as I could, in step with the 77th, the citizens giving the soldiers a great send-off. I also took part in the great repetition 60 years afterwards, when I kept step properly, and marched somewhat more soldierly alongside the First Contingent through the streets of Melbourne in 1914. Having been educated in the Glasgow Highland Society's School, the old boys who enlisted for the Crimea—and they were many—joined up with one or other of the six "Kilties," the 93rd, now called the Argyll and Sutherland Highlanders, being at that time our favourites, received the greatest support. The First Division of the army consisted of the Grenadier Guards, the Coldstreams, and the Scots Fusilier Guards under the Duke of Cambridge; and the 42nd Highlanders (Black Watch), the 79th (Cameron Highlanders, and the 93rd Highlanders under Sir Colin Campbell, afterwards Lord Clyde. The Irish Guards had not yet been established. The First Division did great work in the battle of the Alma, 20th September, 1854; Balaclava, 25th October; Inkerman, 5th November; the Redan, where Redan Massey got his V.C. among the first recipients; and Sebastopol, right throughout to the finish of the war in 1856. Even in those far away days, as in these modern times, songs adopted by the soldiers were the vogue. The Crimean one popularised by the Highland and other Scottish regiments was "Annie Laurie." On the night before the Battle of the Alma, the First Division had their first bivouac on the hill slopes overlooking the small stream. While there a young sergeant of the 42nd Highlanders, who had a fine resonant tenor voice, sang Annie Laurie on the Heights of Alma, and, over and over again it was taken up by the Highland Brigade, the Scots Fusiliers, and the Coldstream Guards, raised in Coldstream on the Tweed, Scotland. The pity of it, however, is that the gallant young sergeant who sang so sweetly, as if in accordance with the sentiment of the song, "For Bonnie Annie Laurie, I'd lay me doon an' dee," met his death on the battlefield the following day. The song, however, lived right through the Crimean campaign, as the "Soldiers' Song," and, what is more, it lives still.

At Balaclava on the famous day, the 25th October, 1854, of the charge of the Light Brigade, the 93rd Argyll and Sutherland Highlanders, also made history under Sir Colin Campbell, who was in charge of the important Balaclava post. He repulsed the Russian heavy cavalry attack in line instead of square formation, a thing previously unheard of, the front rank kneeling, the rear rank standing at the ready, all with fixed bayonets. This is "the thin red line" so ably described and so appropriately named by W. H. Russel, the famous war correspondent of the "London Times," that the phrase, "The Thin Red Line" has become historical. Two volleys from the Minie rifles used by the 93rd, one at 600 yards, the other point blank, so staggered the Russian cavalry that the remnant broke and retired to assist in the opposition to "All that was left of our gallant 600, the Light Brigade." As many of my old school fellows fought in "The Thin Red Line" on the 25th October, 1854, this must be my excuse, if excuse be necessary, for introducing this long dissertation as a tribute to their memory and to the Glasgow Highland Society School, my "auld schule."

1913. Members of the Board: W. B. Grose, president, J. Sternberg, M.L.C.; Wm. Wallace, Thos. Casey, D. Andrew, J. J. Haverty, A. H. Russel, W. M. Chellew, J. Walker.

Non-Rating of Portions of Shires.—The Chief Secretary wrote, enclosing a letter from the Ballarat City Council, on the subject of non-rating portions of Ballarat and Bungaree Shires, which adjoin the city and have the benefit of the fire service, to which they do not contribute anything, and asking the board's opinion on the matter. Reply: "The board recognises the injustice of the position, and, further, that they have previously recommended such an alteration in the Fire Brigades Act as would meet with the case in point." In this direction the Act has not yet been amended, but the following incident will show that councils interested are not likely to object to such an alteration. Mr. Pittard and I were deputed to wait on the Bungaree Council, and the position having been explained to councillors, they, without hesitation, consented to contribute whatsoever amount the board might levy annually, and so it stands.

Financial Assistance to Civilians Injured at Fires.—In reply to a letter from the board on this subject, where a civilian was seriously injured while assisting at a fire, the Crown Solicitor stated, "That he is of opinion that the Fire Brigades Acts do not admit of a Fire Board making a donation of the kind." The Chief Secretary's attention was drawn to Clause 6, Regulation 9 of the Fire Brigades Act, which gives power to the Governor-in-Council to frame a regulation to meet such a case. The reply to this was: "There is no objection to frame a regulation to meet such a case, but the Crown Solicitor does not consider the regulation could be made retrospective. Summary of Fire Stations.—Having submitted a schedule of fire stations under the control of the board, giving ownership, present value, and insurance on buildings, the board decided to insure those buildings belonging to the board that have not already been covered, and also new buildings that may be erected.

1914. Members of Board: W. M. Chellew, president; Jas. Walker, J. Sternberg, M.L.C., W. B. Grose, Wm. Wallace, Thos Casey, D. Andrew, J. J. Haverty, A. H. Russel.

The Wangaratta Council desired that portions of their territory which are not reticulated, be excised, and so reduce their annual contributions to the board. The Council was informed that the board had no power to excise any portion of their territory. Fire Plugs.—At their annual conference, the Municipal Association passed the following resolution:—"That all fire plugs throughout the State should be installed and maintained by the respective fire boards. The Premier was written to informing him that when this subject was under discussion, the board desired to be heard. If it did come up again for discussion, it must have fallen flat, as nothing further has been heard of this matter. The installation and maintenance of fire plugs is a big contract, and certainly such work does not come within the province of the Country Fire Brigades Board. Attempts have been made from time to time, by certain councils, to saddle the board with this burden, but, so far, without success. The only undertaking that should be given is that, after plug inspections, or when noticed at other times, any defects should at once be brought under the notice of the Council or its employees. When an alarm is received the duty of the firemen is to reach the scene of the fire as speedily as possible; but when they do reach their objective, water should be available. This is not always the case, as many instances can be quoted where fireplugs have been covered up by road metal, and in some cases even asphalted over, when roads are being repaired, such neglectful work being a source of

worry and annoyance to our firemen. The time must surely come, and the sooner the better, when fireplugs will be abolished altogether, and pillar hydrants installed in their places. If for no other reason than that of health, pillar hydrants are infinitely preferable to fireplugs, which are always subject to street soakage, and so become a menace to health.

Military Drill.—The drill I have given the brigades made its mark before the war, as the following will show:—Some years ago I visited Wedderburn for inspection, a month before the annual demonstration. Capt. Goode, the proprietor of the local paper, who had trained his men well, was anxious to enter a team for discipline, but as he was unable to secure a suitable person to take charge of the paper during his absence, he was perforce compelled to forego the trip, greatly to his disappointment. He felt it further, as he knew of no one in the brigade who was qualified to take charge. In this dilemma he appealed to me, and I determined to help him out of his trouble. At night, when the men had assembled, I referred to the captain's disappointment, and went on, surely there must be someone in the ranks who will take on the job. After some hesitation, a young fireman, the foreman, stepped forward, and said: "Chief, I have never attempted to drill men, but in order to help the captain I will try and do the best I can." Patting him on the back, I said, "You are the man for me, and I feel sure the boys in the team will stand by you. I put the squad through the drill, piecemeal in sections, and again without a stop; the foreman following me, I correcting as he went on. This took a long time, but it was time well spent, as he shaped very well, finishing up his hard and exacting task quite to my satisfaction. At the demonstration he excelled himself by totalling the number of points to entitle him to commendation for discipline. His success, however, will be readily understood when I say that the young foreman who came to the rescue of his captain was an elder brother of Albert Jacka, the first Australian to win the Victoria Cross in the Great War, so it will be seen that the Anzac spirit permeated the Jacka family, as the brother came to the rescue to help his captain out of trouble when the pinch arose.

Victorian Firemen and the Great Boulder.—In one of my early trips to West Australia with the Victorian Rifle Team I had charge of the whole of the riflemen from the Eastern States, every State being represented. In conversation with the Premier, Mr. Scaddan, an old Victorian, I mentioned that a number of my men were very desirous of visiting Kalgoorlie and the Boulder, which were then at their best. How many desire to go? I said about 20. In the afternoon I had tickets for that number sent on to me, and, thanks to Mr. Scaddan, we had a very comfortable and an enjoyable trip. It was pay day when we reached the Boulder, and the big majority of the miners made tracks for a building on the "Dirty Half Acre." I soon lost my riflemen, as a large number of the miners, in passing, accosted me with "Hallo, Chief! How are you?" On shaking hands, and in reply to my query, "What is your brigade?" The reply was invariably "one of our country mining towns," Eaglehawk, Creswick, and Clunes being most frequently mentioned. On visiting Clunes I found that almost every miner had gone to W.A., and that the money sent regularly to their families had assisted materially in keeping the town going. There were now so many men accosting me as I stood on the track that I determined to test them. What brigade? The answer was as before, one of our mining towns. "Stand to attention. Draw! Spanners!" On this command each man's right hand went smartly across his body to draw an imaginary spanner, not one failing. The correct movement given was an undoubted testimony that each was one of my old boys, so it can be understood how pleasant it was for me to meet so many of them; as

by their handgrips I felt that they were equally pleased. ^{FSEB noticed, 1303} However, that a goodly number of the boys struck the well-beaten track to the Dirty Half Acre, to which I was invited by all of them. Later on I followed, and found that the magnet was itself a gold mine in the shape of a pub, with such an array of pewter pots on the shelves that I had never previously witnessed. This spectacle convinced me that I had done the right thing in refusing the hundred and one invitations I received to visit the Dirty Half Acre. These were the men, however, who introduced our country fire system to W.A. Their solid grounding has borne good fruit, this having been evinced by the splendid teams that have been sent to our demonstrations from year to year with such success. I cannot leave the subject of West Australia without referring to the highly respected and popular head of the W.A. firemen, Chief Officer Lamborne. His first start as a fireman was with our Casterton fire brigade, and he has been good enough to say that his interest in the work was due to this connection. On the other hand, I reckon that he was a born fireman, and that he only wanted the opportunity to arise to prove this. His chance came when he left Casterton for Broken Hill, where he joined the fire brigade, eventually taking charge. He was in charge when the serious fires on the Broken Hill Mine occurred. In greatly assisting to quell these disastrous and dangerous fires he made his name. At one of our early conferences of chief officers and board members, Superintendent Lamborne read a very interesting and instructive paper on the unusual task as a leader of firemen he had to tackle. We next hear of him in a somewhat subordinate position in Sydney, where he did good work and gained much experience in fighting fires. When the chief officership of West Australia became vacant a few years ago, Mr. Lamborne was appointed to the post, much to my gratification. He is doing good work in his new sphere. The best thing is that he has every man in the W.A. service with him.

The principal evolutions at our demonstrations are not to be found in any of our military text-books, and it was only after much personal instruction in the drilling and close attention to the details connected therewith, that the Review and March Past has become such a decided and popular success, and that without any previous rehearsal being possible. The entire movements are carried out without a single word of command being given, the whistle and flag, when properly manipulated, which is, after all, a very easy matter, indeed almost automatic, to carry out the movements successfully. The keen intelligence and steadiness of the men, from year to year, have been the main factors in the success of the display. The continued success of the Review and March Past is assured. The Torchlight Procession terminates the work of the first day, and it is witnessed by immense crowds. The country bands throughout the demonstrations, and especially during the March Past, have been of inestimable value to me, their playing, singly and in combination, being a great and an enjoyable feature. I trust that the same loyal and generous support will be given and continued to my successor while our demonstrations last.

Betting at Fire Brigade Demonstrations Strictly Prohibited.— I claim that the events at our demonstrations are carried out in the cleanest and most sportsmanlike manner. On one occasion only, and that was many years ago, did a bookmaker appear on the scene. Hearing him "calling the odds," I asked him to desist, but he told me he would not stop as he had paid the committee to be allowed to bet. Well, I told him, "You can retire without paying, and, if you do not desist, I will stop the competitions." He retired, and never since has a bookmaker attempted to gain a footing at our demonstrations.

Amendments to the Act.—The following amendments were submitted to the Chief Secretary by the Board on the 7th July, 1920:—

(a) Section of Fire Districts: Portion of municipalities adjoining towns where fire brigades are established receive the benefit of such brigades without contributing anything. Power is asked, with or without the Council interested, to bring the territory under the Board for the purpose of revenue. Note.—To show that Councils are not averse from acknowledging liabilities of this nature, I instance the Bungaree Shire Council's attitude on this very question, part of their territory being protected by the two Ballarat brigades without the adjoining councils contributing anything. Mr. Pittard and I were appointed to interview the Council at one of their meetings. On the position being made clear to the councillors, they, without any reservation, consented to contribute annually £20, the amount suggested by the Board.

(b) Section 39, Sub-Section 8: After attending Fires, add, "the Board to fix and recover charges for services rendered outside the Fire Districts." A case in point—A fire in Ultima was attended by the Swan Hill fire brigade, there being no brigade in Ultima. The Swan Hill firemen had to hire motors, and travel 25 miles to reach the scene of the fire. They did good work, this being acknowledged by all concerned. The Insurance Companies interested took the case of remunerating the firemen up, and, after consideration, the Fire Underwriters' Association defrayed the cost of motors and appliances, while each fireman who attended received £5, and the brigade a special donation of £25. This liberal treatment, although the firemen well earned and deserved it, was purely a matter of grace on the part of the Insurance Companies. The Board's amendment, however, would make payment for such work compulsory. I have been concerned, during my career, with many cases of a like nature as the above, or where gratuities for special services at fires had to be considered, and I invariably found the Fire Underwriters' Association to be prompt and liberal in their dealings where our firemen were concerned.

(c) Sections 43 and 45: While not advocating the abolition of the nine districts, "the Board considers that, as far as its own territory is concerned, the municipal contributions should be based upon the amount of the expenditure on each brigade, plus a pro rata proportion of general management expenses." Note.—I am quite in accord with the Board's contention that each Council should maintain its own brigade or brigades. Should the amendment, however, be adopted, I consider it would be more convenient and equitable to adhere to the nine districts, and base the proportion of management of expenditure on each district rather than on the total cost of management of the whole service.

Fire at Shepparton Freezing Works.—This fire was about the heaviest job that any of our country brigades has ever had to tackle, the loss amounting to over £100,000. Good work, under very adverse conditions, was accomplished by the Shepparton and Mooroopna fire brigades, the latter bringing their manual engine to the fire. The works were outside the water area of Shepparton and Mooroopna, as also outside their fire districts, nevertheless, both brigades turned out splendidly, every available man being present, and as there were many willing workers, employees on the works, and others, besides the firemen, a good deal of property was saved. Among the helpers were numbers of young women and girls, employees on the works, and to their credit be it said that, to allow the men helpers to be utilised in the danger zone, they *manned* the levers on the manual engine, and worked them as to the manner born, thus materially assisting in the salvage of much property. The young women of Shepparton have thus conspicuously shown what our Australian girls can, and will, do when put on their mettle.

Healesville Fire Station.—The returned soldiers of Healesville asked to be allowed to hold entertainments in the local fire station in aid of the Soldiers' Memorial Fund. The letter was referred to the Secretary for Lands, who replied "That consent cannot be given, as it appears to be unfair competition with the public hall in the town, and it is not a purpose for which the land has been set apart." The Board has invariably opposed the use of fire stations for such a purpose in towns possessing public or private halls. In the case of Healesville there was a long-standing dispute between the brigade and the owner of a hall on this very point, so Mr. Wallace and I were authorised by the Board to visit Healesville and endeavour to arrive at some definite result. At a prolonged interview with the brigade and the proprietor of the hall, the whole matter was thoroughly discussed, and, although much heat was displayed by both parties, Mr. Wallace was able to reconcile the differences, and bring about an amicable arrangement. This has held good for several years, and, as far as the present outlook forecasts, it should stand so permanently.

Fire Brigade Sites.—In reply to a request from the Board "that Crown Grants should be given for all brigade sites," the Secretary for Lands replied, "The Cabinet had given special consideration to the Board's representations, and it was decided that temporary reservation will be authorised, as that is deemed sufficient for fire brigade stations." Borough of St. Arnaud.—An unusual request was received from the St. Arnaud Council, when that body asked the Board to defray the cost of putting down a water circuit with 5-inch pipes in Napier Street, St. Arnaud, to enable the brigade to carry out a district demonstration, the estimated cost of the work being £53. The Board replied, "It is not within the province or jurisdiction of the Board to spend money for such a purpose." Plug Inspections.—In answer to several brigades, the Board decided that, as plug inspections are absolutely necessary, they would be reckoned as Board practices.

Geelong West Fire Station.—A claim having been forwarded to the Board by the Geelong City Council for a refund of the contribution paid by them towards the erection of the Geelong West fire station, a sub-committee of the Board with the Secretary and Chief Officer placed their views before a full meeting of the City Council. Mr. Stevens, the Board secretary, proved conclusively that Geelong had leaned heavily on the other Councils in the Southern District, in regard to special and abnormal expenditure. Consequent on a remark by the Town Clerk, regarding Geelong's contributions to the expenditure on the smaller brigades and on new ones, I informed the Council that, before being taken over by the Board, each town or brigade had to provide and pay for its own equipment, besides contributing largely, the full municipal third, to the cost of its fire station. Mr. Pittard, Board member, submitted a statement of the relative cost of the fire services of Ballarat, Bendigo, and Geelong, showing that the Council's expenditure was greatly in favour of Geelong. The representations made apparently impressed the Council, as the Mayor moved, "That the Council waive their claim for any refund in regard to the Geelong West building, and this was agreed to unanimously. At the following Board meeting the members expressed their appreciation of the satisfactory manner in which the officers had placed the case before the Council's committee.

Board's Titles and Insurances.—A sub-committee consisting of the president and the two insurance representatives on the Board was appointed to control the Deeds and Insurance business. The suggestion of the committee, "That the first of June be made the uniform date for all insurances was adopted." It was also decided that premiums paid heretofore by brigades out of "Minor Supplies" be paid by the Board direct to the various companies. Compensation Trust

Fund.—The sum of £250 was set apart to establish a "Compensation Trust Fund," in accordance with the regulations; the money to be banked on fixed deposit for two years. "That in charging payments to the Compensation Fund to the various Fire Districts, the proportion for each District be based on the numerical strength of the brigades."

1921.—Members of the Board: J. Sternberg, M.L.C., President; W. B. Grose, W. Wallace, D. Andrew, A. J. Pittard, G. R. Anderson, W. M. Chellew, Jas. Walker, A. Mumford.

Railway Property—In the early stages of the fire service the Railway Department had arranged with the Metropolitan Fire Brigade to supervise and maintain the fire appliances at all country railway stations. As time went on our country fire service expanded by leaps and bounds, yet our railway station appliances were still under the control of Melbourne, when they could just as well, and indeed more promptly, be attended to by qualified men on the spot. Deputations, covering a number of years, waited on the Railway Commissioners on the subject with but little success. Eventually the supervision of fire appliances at railway stations in towns where brigades have been established by the Country Fire Board was granted by the Commissioners, with the exception of Ballarat, Bendigo, Geelong, and Wodonga, the latter by a coaling agreement of long standing between the Railway Departments of Victoria and New South Wales. The standard thread gauge of the country and metropolitan appliances are entirely different, ours being three thread round, while the metropolitan is five thread, so that when fires occurred on country railway property or in close proximity thereto, the couplings would not fit, confusion being the result. I suggested that matching pieces five-thread to three-thread round should be placed at our disposal where the equipment requires them. I am pleased to note that Chief Commissioner Clapp has been very helpful to us in remedying their fire equipment so as to bring it into line with ours. Many railway stations are now supplied with these matching-pieces, so that both sets of appliances can be utilised conjointly and advantageously. All this has been brought about at a ridiculously low cost compared with the advantages derivable therefrom. While always upholding the personnel and the magnificent equipment of the Metropolitan fire brigade, I could never understand why the obsolete five-thread coupling has been so tenaciously adhered to by them. London uses a very coarse thread; Glasgow, Edinburgh, Liverpool, Manchester, and other of the large cities have long since discarded the five-thread, all of these now using couplings, light, strong, and instantaneous. The alteration in Melbourne would mean a large amount of money, but the same thing applied to all the cities mentioned above, still, they have effected the alteration.

Mill Cocks.—Mill Cocks between the rails on the permanent way are utterly obsolete, and, as they are a menace to public safety, they should be compulsorily abolished, and pillar hydrants on the railway platforms, or other suitable positions, substituted therefor. When at Korong Vale some years ago, Mr. Clapp and his officers were on a visit of inspection, valuable additions having been made to the station and other railway property, I pointed out to him this mill cock defect, which was quite in opposition to his own slogan, "Safety First"; as, in case of fire, the firemen had to work on the permanent way. Mr. Clapp agreed with me, and the alterations were at once seen to. Before leaving, Mr. Clapp informed me that he would be pleased to receive recommendations from me at any time.

Walhalla Deserta.—The Narracan Council made an emphatic protest against contributing any longer to the upkeep of the Wal-

halla fire brigade, on the grounds that there was no fire brigade in that town, and, that now there was no necessity for one. Mr. Stevens, the Board Secretary, showed that there was still an effective brigade of 20 men, with adequate appliances, in the vicinity of Walhalla. A cheque for the year's contribution, without letter or comment, was received from the council. Among the decadent mining towns in Victoria, none, in my experience, has shown such a sudden and wide transformation from wealth to penury as Walhalla. I knew it in the heyday of its prosperity when the Long Tunnel was producing gold sufficient to keep the whole town and district in affluence for years, besides paying regular and big dividends to its fortunate shareholders. The town consisted of one long, narrow, and tortuous street running as parallel as it could with the creek in a gorge between high and steep hills, many of the miners' dwellings being perched high up on spots which looked dangerous and almost inaccessible. One of my visits was on a Saturday in 1899, the occasion being the arrival of a new Merryweather's manual engine, and, the afternoon shift being suitable, I devoted the whole of the day to testing the machine, and instructing the men in its working in all phases of practice by one man up to eight men until darkness overtook us. Owing to the hilly and rocky character of the country, the firemen had never possessed a hose reel or manual of a suitable class, their practice and fire extinction work being restricted to a small portable steamer, which, however, did good work when the necessity arose. They became so expert with their new manual that they quickly made a name for themselves locally, and at our annual demonstrations, when Walhalla, during a long course of years, captured good prizes. After our long practice, we made for the fire station, which was crowded with firemen and residents, the tables groaning under most inviting comestibles provided by lady friends. Everything and everybody being "merry and bright," a high time was the result. Outside, the street overflowed with a happy crowd of contented people, money being plentiful, unemployment unknown and unheard of. During a long era of prosperity, the management and shareholders of the Long Tunnel apparently neglected to lay by a sufficient portion of their profits to provide against a rainy day, and so this magnificent claim petered out and the works were closed down. The valuable machinery, with everything that was portable, was disposed of, employment ceased, shops and dwellings were carried away wholesale, leaving what had long been a hive of industry, a desolate waste. On my last visit only one man was employed, and his duty was to collect and classify the debris for removal. Oh, it was a pitiful and depressing sight to witness; but surely the last has not been heard of the Long Tunnel and the other claims in its neighbourhood.

Extension of the Fire Service of Ballarat, Bendigo, and Geelong. —Owing to the heavy labour and loss of time that have been imposed in recent years on the above brigades while attending to the calls made upon them as firemen, involving duties so arduous, exacting, and so much beyond what should reasonably be expected from volunteers, the present, after due consideration, might be considered an opportune time for the Board to discuss the desirability of placing the service of the large brigades on a more equitable basis. The Board and I, as its Chief Officer, gratefully recognise the splendid work that these brigades have accomplished for so many years, but conditions have materially changed since their establishment over sixty years ago. In the early stages of the gold era, and, for many subsequent years, almost every fireman was his own master; now the opposite is the case, the bulk of the present members being employees who find it difficult to get away from their avocations to attend fires, especially in the daytime. Taking into consideration, also, the present conditions in the combating of fires, brought about

by the great expansion of the residential areas, and the establishment¹³⁰³ of extensive and valuable industries in the above centres which call for special protection, I have formulated the following scheme for the consideration of the Board. Ballarat, Ballarat City, and Geelong shall be classified alike, and placed in a special class. In addition to the station officers, the strength of each brigade shall be 15 auxiliaries, a captain, lieutenant, and secretary, all of whom, with the approval of the Chief Officer, shall be appointed by the Board, and hold office during its pleasure. Trainees to the number of 20 may be appointed when deemed advisable by the Chief Officer and brigade officers. The officers and auxiliaries shall each receive a bonus fixed yearly by the Board, for attendances at fires, as per schedule set out by the brigade secretary. All vacancies in the auxiliary roll to be filled from the trainees' list. A sum of money to be fixed by the Board shall be set apart to defray the expenses of such trainees as may be required to compete in discipline or any of the brigade's events at our annual demonstrations. This scheme was adopted by the Board, and it has stood the test and worked satisfactorily after ten years' trial.

Death of Captain Palmer, Warracknabeal Fire Brigade.—The death occurred through an accident while he was engaged in his private occupation. Capt. T. W. Palmer was about the oldest active member in our service when he met his death. He joined up with the Board on its inception, and served all through its career to the time of his death. He gave many years also prior to the Board, his cumulative service amounting to well over 50 years. His name was a household word at our demonstrations, where his active presence was always welcome, more especially in the ladder and hose competitions, in which his vigilant activity and presence of mind were frequently responsible for saving men from serious accidents and possibly death. Dressed on duty as he invariably was in oilskins and wearing a "Sou'-Wester hat," a solidly square-built man, with a full flowing beard, and deluged with water from head to foot on the elevated platform, he always reminded me of our old-time shellback skippers doing their bit on the quarter-deck of their ships on the stormiest days "across the Western Ocean."

Local Assistance.—Nothing has given me greater satisfaction through my years of service than the ever ready and liberal response made by councils, residents, and firemen towards the erection of fire stations and the purchase of special appliances, in many cases half the cost, and, in the others the full municipal third being provided. A conservative estimate of the savings by this local help in the purchase of manual and steam engines, years ago, and the more recent introduction of transit motors and motor pumps, would amount to \$45,000, or a saving of \$15,000 to each of the three contributing bodies.

Fire Risks in Geelong.—In view of the great expansion of Geelong industrially and residentially in recent years, and the fire risks connected with the storage of wool, wheat, and other products in the city and its environs, I paid a special visit to Geelong and reported fully on a large number of establishments, the capacity of the buildings, details of their contents, their fire prevention equipment, and many other points which are all embodied in my report now in possession of the Board, but which is too lengthy to set out here. The following summary will suffice to show the value of Geelong as a storage and exporting city. The wool stores visited were those of Dalgetty and Co., Dennys, Lascelles Ltd., Geo. Hague and Co., and Strachan, Murray, and Shannon. The total value of wool and other products that can be stored in these warehouses and sheds connected therewith amounts to £2,130,000, irrespective of the value of the buildings, fittings, machinery, and other appointments, which would easily

run into another million or more. To cope with serious fires that might occur in any of the above establishments, or in the woollen mills and other industries on the banks of or close to the Barwon, we can supply from Geelong, Geelong West, Newtown and Chilwell, North Geelong, and Belmont brigades, allowing a good margin for unavoidable absences, 60 registered members, and 20 or more reserves. The volume and pressure of water in the business centre may be classed as good, indeed, very good; but, should serious outbreaks occur in the vicinity of important industries outside the central area, the supply may be inadequate unless other aids are provided. The water from the Barwon and the harbour assures these aids, as it is always available to be utilised by powerful motor or other pumps if reasonable access is provided for their working. I inspected the foreshore of the bay to the west, of the railway pier, and I found that at very little expense an easy gradient and some levelling would enable numbers of pumps to be worked effectively and expeditiously, drawing the water from the bay. A miniature esplanade, which runs a good distance along the foreshore, and close to the water would be an ideal place on which to work the pumps, but here again reasonable access and stability of ground are necessary for successful working. From a conversation I had with Harbour Trust officials, I anticipate that the Trust will practically assist in the matter. It was to cope with fires in any of the stores, woollen mills, or other important industries that I strongly advocated the purchase of a Dennis Motor Pump capable of pumping 600-700 gallons per minute. The cost of such an up-to-date machine landed in Geelong would be £1500. The Fire Brigades Act sets out that one-third of the expenditure is to be borne by each of the contributing bodies, so that the municipalities in the Southern or Geelong District would be expected to contribute £500. As the Board and I, however, considered that this was abnormal expenditure, and that, as the machine was intended for Geelong and its environs, it would be unfair to tax Warrnambool, Colac, Camperdown, Terang, and the other towns in the Southern District with the cost of a machine that might never be seen in any of them. The Geelong Council, however, declined to pay anything more than its legal quota, leaving the other councils to make up the balance. If this motor pump were to be installed in Geelong, other measures must therefore be taken to raise the £500. The Geelong Brigade came to the rescue as it did years ago when its steam fire engine was purchased. The captain and secretary of the brigade made a personal canvas of the merchants and tradespeople of the city and district giving their own private time voluntarily for the purpose, and so liberal was the response that, within a week, the full municipal third, £500, was subscribed, another notable instance of public spirit on the part of the business people of Geelong. A debt of gratitude is due by the Geelong City Council, the townspeople and the brigade, to Captain Paterson and Secretary Murphy for their unselfish and successful efforts in surmounting the difficulties connected with this purchase.

The Barwon River.—Strolling along the banks of the Barwon I noticed some large concrete pipes which had apparently been discarded by the sewerage authorities, I felt that such pipes could be utilised as wells if sunk on the banks of the river, at its lowest, or summer, level, with a connecting 9-inch or 10-inch pipe from the river to the well, thus ensuring a constant supply. The Geelong Council, however, having been written to on the matter of providing such accessories to assist in working the motor pump at fires, replied thus: "The Council may pay its legal quota of any costs the Board may incur in carrying out the work." To this the Board's reply was: "The Board has no power to spend money on road making." What the Council refused to do was made good to a certain extent by Messrs. Hirst and Munday, two local firms, that adopted my suggestion re the concrete pipes. They have at their own expense sunk the wells, and

they are now available in case of fire. On one of my latest visits to Geelong I interviewed representatives of the Albion and Collins mills, and mentioned to them that it would be a great convenience to our firemen if a staging wide and strong enough were erected close to the Barwon and their works, on which the firemen could run out and work the fire hose. Both firms promised to have this done. I mention the above cases to show that the business people of Geelong have all along liberally assisted the Board when the interests of the city and the safety of lives and property are concerned.

1922.—Members of Board: W. M. Chellew, President; Jas. Walker, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, D. Andrew, A. J. Pittard, Geo Anderson, A. Mumford.

False Alarms.—During all the years that false alarms have been given, there was no penalty, as the culprits were youngsters. One young man, however, for breaking an alarm at Ballarat, in 1920, was fined £10. This is the most salutary punishment, so far, that has been awarded for this offence. For such a stupid and wretched sport imprisonment should be the penalty. "Direct action" would be perfectly justifiable in such cases, and a stream direct from the branch on a cold night should cool the ardour of any delinquent. In nine months of this year, 1922, false alarms have been fairly frequent, Geelong registering 8, Ballarat City 18, Ballarat 31, while Bendigo gave its firemen a very lively time by registering 62 false alarms, more than one a week throughout the year.

1923.—Members of the Board: Alfred Mumford, President; D. N. Trenery, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, D. Andrew, A. J. Pittard, W. M. Chellew, Jas. Walker.

Death of Mr. J. N. Stevens, Secretary of the Board.—After a very prolonged illness Mr. Stevens died on the 21st January, 1923. A letter expressing the deepest sympathy of the members and officers of the Board was forwarded to Mrs. Stevens and family. I worked with Mr. Stevens practically during the whole of his long term of 29 years on the Board, and we were both intimately acquainted and associated with its history from its inception until his death. I cannot speak too highly of the splendid work he accomplished during his term as secretary, a large portion of the time, especially in the earlier stages, being full of trouble and anxiety to the Board and its officers. In an addendum to my 1923 report to the Board the following appears: "I cannot conclude this report without referring to the death of my esteemed colleague, Mr. Stevens, who, for nearly 29 years, was secretary to the Board. During that long period we were closely associated in the advancement of the country fire service. He was an ideal secretary, and a large measure of the successful working of the Board and the brigades was due to his splendid efforts as such, and the loyal and conscientious support received by me from my deceased friend and colleague."

Mr. N. R. Grose was appointed Secretary of the Board on the first of March, 1923.

Jubilee of Stawell Fire Brigade.—An enjoyable function was held in the fire station to celebrate the 50th anniversary of the Stawell fire brigade. The mayor and councillors, several of the founders, a large number of past members, representatives from the district brigades, the present members, and leading townsmen were present. I, as Chief Officer, represented the Board. A handsome jubilee medalion was presented to all who attended.

Sir John Taverner.—Sir John was a member of the Country Board for four years. He resigned when he took up the position in

London of Agent-General for Victoria. Having served his term as Agent-General, he returned to Victoria, where he died a few years later. B.C. Submission 1303

Crown Solicitor.—The Government members of the Board having notified that the Attorney-General had no objection to the Crown Solicitor acting as Honorary Solicitor to the Board, and, as Mr. Gurner had signified his willingness to accept the position, he was appointed Honorary Solicitor to the Board on the 28th November, 1923. On Mr. Geo. R. Anderson's retirement from the Board, the members resolved "that a record be placed on the minutes expressing the high appreciation of the members of the very great services rendered by Mr. Anderson during his term of six years on the Board." The motion was supported by all the members and the Chief Officer on behalf of the staff.

Financial Year.—Having the precedent of the Metropolitan Fire Board to work on, the C.F.B.B. decided to change their dates of the financial year from 1st January—31st December to 1st July—30th June. This alteration was legalised by Act of Parliament on the 23rd December, 1923.

1924.—Members of Board: D. Andrew, President; A. J. Pittard, A. Mumford, W. Ogilvie, J. Sternberg, W. B. Grose, Wm. Wallace, W. M. Chellew, Jas. Walker

The Dennis Motor Pump.—This pump having been thoroughly examined and tested at the Eastern Hill fire station, arrived in Geelong on 9th February, 1924. Interesting tests were made from the street mains, the Barwon River from the bridge, and the main and pump combined, and these having been completed, this up-to-date pump was handed over by Capt. Andrew, President, to Captain J. Paterson, for the use of the Geelong and district fire brigades. The installation of the Dennis Pump in Geelong gave a great impetus to the placing of motor pumps of less cost in a number of our larger towns. Just at this juncture it came to my knowledge that Captain Gardiner, of Warracknabeal, had been experimenting, during 1923, with a Victorian-made pump, on an ancient Ford chassis, which had accomplished good work in subduing grass and hay stack fires, working from creeks and dams, over a wide area, having Warracknabeal as a centre. At the 1924 demonstration, held at Geelong, this pump was tested under adverse conditions. Nevertheless its success was foreshadowed. I arranged for another test at Maryborough, on the way back to Warracknabeal. This test was made by J. Trengrove, who had made a study of this class of work, Deputy Turner and members of the Maryborough brigade assisting. With this extra aid the most exhaustive tests that had so far been held, were accomplished, our joint verdict being that, with extra power, the Gardiner pump should be adequate for our country requirements. The Board, having been notified of this opinion, decided "that the question of finally deciding on the class of chassis and pump be deferred pending the receipt of further information from other sources." Numerous trials of the Gardiner and other pumps and chassis were held, expert opinion was obtained, and the Gardiner pump on a Dodge or Reo truck was accepted by the Board as the most suitable for our requirements. When this information was made public there was quite a rush of applications from brigades to be provided with pumps "on the local contribution terms required by the Board." Several towns having an inefficient water supply were refused, among these being Camperdown and Terang, two of the wealthiest towns in the Western District. I had complained more than once to the Hampden Council about the poor water supply of the two towns, so the following ultimatum was sent to the Traders' Association, who had applied for a pump:—"Camperdown will not be supplied with a motor pump until such time as

a guarantee is given that a permanent water supply is assured. The "traders" immediately got to work, and, in quick time, they had erected, close to the main business street, two 10,000 gallon tanks on a strong staging 50 feet high. Further improvements were also promised by the Association. Camperdown, immediately the traders' promise was fulfilled, received its motor pump. This is another example of self help on the part of the residents, apart altogether from other contributors. With a pump capable of delivering 300 gallons per minute, the water being always available in Camperdown, should last just about one hour of fire fighting. A good start!

The Governor-General's Visit.—During the progress of the 1924 demonstration at Geelong a surprise visit was paid to the ground by the Governor-General, Lord Forster, and his suite. He was received by the President, Captain Andrew, and the Members of the Board. Unfortunately, just at this juncture there was a break in the programme, and the men were scattered far and wide all over the ground. I, however, got my whistle to work, and the men came pouring to me from all quarters, and I had them formed up in single rank on either side of the 100 yards track to receive him as a big informal guard of honor on time. Lord Forster, with his party and the Board members, walked between the two lines of firemen, the whole length of the track to a continuous volume of cheering. He was delighted with his reception, the pleasure being enhanced when he learnt that these men had been gathered from all parts of the State, and that they gave their services in saving life and property voluntarily, without any recompense whatsoever. During the visit the work was held up while the executive considered a protest. This was regrettable. The stoppage of all work, while the merits or demerits of protests are being considered, is a lamentable waste of time, and must be discouraged. I suggested, right away, that it would be much preferable to appoint a "protest committee" of three experts to hear and determine all protests, and so allow the work to be carried on without a break. The association unanimously adopted my suggestion, and delegated me to appoint the three members. I appointed Captains D. Andrew (Bendigo), E. McGibbony (Ararat) and W. Pearson (Bairnsdale), three stalwarts of our fire service, as the first committee.

The Oldest Board Member.—Mr. Wm. Wallace was elected as a Government representative of the Board in January, 1905, taking the place of the Hon. J. W. Taverner, later on Sir John Taverner, who had been appointed Agent-General for Victoria. By virtue of this appointment his official residence was London, hence the resignation. As Mr. Wallace was elected in 1905, he has now held his seat on the Board for 26 years, a longer period than any of the other members, except Mr. Sternberg. He was elected president three times, twice being in successive years, 1908-9, the second time in the history of the Board that such a compliment has been paid any of its members, the first to receive this honour being the late Captain John Lynch, who was president in three successive years, 1904-5-6. As Mr. Wallace has retained his seat on the Board for such a lengthened period without a break, a short resume of his career should be acceptable. His father was quite young when he arrived in Victoria with his parents, who settled on the land on the Barwon between Birregurra and Lorne in the early days, and later on at Bambra, Dean's Marsh, where our Mr. Wallace was born. He was thus associated with the land long before the present era of facilities which have helped to make country life more endurable than in its early stages. When quite a young lad he was of a studious nature, his inclination at that time being to become a teacher. While closely applying himself to his studies his health broke down, and he was perforce compelled

to take to the land, with its open air as an antidote, and in one way or other he has been associated with it ever since. He grew into manhood surrounded with the disabilities which the primary producer had to endure in those early days, but he met and overcame these troubles philosophically, as was his nature, without complaint. He moved to the Pyramid Hill district, where he still followed farming until he was close on 20 years of age. While on the land he learnt enough to convince him that there were easier and more profitable professions to follow, but he never lost touch with the primary producer. He took up storekeeping in the country, and, having studied the poor financial methods of the farmers, at first hand, for several years, he removed to Melbourne, and as a representative of a merchandising firm there he travelled the whole of Victoria, this experience being invaluable to him in later years. His new occupation kept him in close touch with the farmers, and he was able to gauge their conditions from a metropolitan as well as from a country point of view. Later on he removed to Bendigo, and after a few years there he took on the stock and land agency business, which he still follows, in partnership with his second son. All this time he had taken a leading part in all matters affecting the welfare of the farmers, and the numerous ramifications and industries dependent thereon, and this naturally led him on to politics. In 1902, the Kyabram Reform Movement swept the country, and Mr. Wallace contested the Maldon seat in the Reform Party's interests, defeating such a doughty-opponent as Sir John McIntyre. Shortly after his election, his electorate was split up and a small portion of Maldon, and the whole of Bendigo West, strongly Labor, were amalgamated. He stood for this seat, and, after a strenuous fight, he was defeated by Dave Smith, a popular and a moderate Labor candidate, by 200 votes. That he still has faith in the land is proved by the fact that his oldest and youngest have landed interests on Bagshot and Piangil; while he himself has irrigation properties at Dingee. Mr. Wallace has always been an ardent advocate for decentralisation, this being exemplified in a practical manner by his investment of a large amount of capital in launching and fostering the "Go Easy Sewing Machine Co.," Bendigo. Owing to disappointing and misplaced expectations from tariff duties, and other matters which did not eventuate, as had been anticipated, the venture was a failure, but Mr. Wallace accepted this setback in his usual cheerful and philosophic manner, without a murmur or sign of discontent. He has carried his genial and cheerful disposition on to the Board, where it has endeared him to the members. It was, however, when business took us into the country, that his cheerfulness and breeziness assisted materially in making these visitations enjoyable and popular alike to the Board members, residents and firemen. Mr. Wallace is a most regular attendant at the Board meetings, and he has taken a prominent part on numerous deputations on Government and municipal business, while he has assisted materially in straightening out complex matters where brigades, councils, or residents were concerned. Among his many community services are his interests in the advance of Bendigo and North League, the Bendigo Agricultural Society, and Chamber of Commerce, in all of which he held office in an honorary capacity. In the fire service I have always tabooed religious and political topics, but I cannot help thinking that his lifelong association with the land, and his services as a business man to the district generally stamp William Wallace as the class of man that should represent the country and farming interests in Parliament.

Death of Ex-Captain Jas. Walker, 19th September, 1924.—This officer had a long and an honorable career in our fire service. He joined the Bendigo Temperance brigade in June, 1885, and carried on as a member, secretary, and some-time captain, prior to the incep-

tion of the Board, then as first secretary of the amalgamated Bendigo brigade, this length of service covering 39 years. Ex-Captain Walker was elected one of the fire brigades' representatives on the Board in January, 1912, and he held that position until his death in 1924. When I knew him in his early years he was a most capable, active fireman, holding his place with the fittest at fires and demonstrations. He gave of his best ungrudgingly, and his good, solid work all through his career, has been highly appreciated by his fellow members in the fire service.

Mr. Geo. R. Anderson.—The Board forwarded a letter to Mr. Anderson congratulating him on his appointment as President of the Metropolitan Fire Brigades Board. This is the only instance that a member of the Country Fire Brigades Board has had such an honour conferred on him, indeed, it is the first and only time that a member of our Board had been installed as a member of the Metropolitan Board. Mr. Anderson was a member of our Board for six years, and, during that long term, he, by his genial temperament, endeared himself to the members of the Board, the staff, and to every fireman in the service with whom he came in personal contact. Personally, I am indebted to him for many little acts of kindness received by me at his hands, making his term on the Board a pleasant memory. I would like to associate his colleague and my good friend, Mr. Alfred Mumford, with Mr. Anderson in this testimony, the two being inseparable when the good of the service and the welfare of the staff were concerned. At the Demonstrations, when hard at work, they never forgot to administer to my comfort. Mr. Mumford, on his retirement, was promoted to take charge of the head office of his company in New Zealand. The best wishes of the Board and the staff for his success in this wider sphere go with him.

Insurance Rates.—The question of Insurance rates was brought prominently before the Board by a deputation from the Traders' Association of Warracknabeal, at a Board meeting held in that town in October, 1924. A reduction in insurance rates and in the town boundaries were the requests made, and the assistance of the Board was sought to gain these objects. The improved water supply and the new stringent building regulations, with the consequent decrease in fire risks were cited as reasons for the requests. The deputation was informed that the "Insurance Rates" and extension of "Boundaries" were outside the Board's jurisdiction. Mr. Mumford, the Insurance representative on the Board, advised the deputation to place full particulars before his Association, when their requests would receive every consideration.

1925.—Members of Board: W. B. Grose, President; J. Sternberg, M.L.C.; Wm. Wallace, D. Andrew, A. J. Pittard, Wm. Ogilvie, A. L. James, W. M. Chellew, R. A. D. Sinclair.

Telephones and Fire Alarms.—The Adelaide Fire Board forwarded a copy of correspondence from the Post Master-General notifying large reductions in the Telephone and Fire Alarm services ranging from 75 per cent. to 81 per cent. At the Adelaide Conference of Board Members and Chief Officers, the question of Telephones and Fire Alarms was considered. It was arranged that the chief officers of the various States interview the Post Master-General on the subject. The interviews took place in Melbourne, all the Chief Officers being present. We were cordially received by the Hon. Sydney Smith, Post Master-General. The Chief Officers of the various States gave their views fully on the subject, the principal theme being that as a large part of the necessary apparatus was manufactured at their respective workshops, much labour and expense was saved the Department, greater consideration should be given in reduced charges therefor. My plea was, "The previous speakers

were all in charge of paid men having every convenience for carrying out this class of work, while I am in charge of 2000 men, volunteers, scattered far and wide over the State, and as we are not in a position to carry out such work as the other Chief Officers manage to do, we are perforce compelled to depend entirely on your Department for our telephones and fire alarms. The Victorian Country Fire Board is the only one that deals entirely and directly with your Department in everything that pertains to telephones and alarms, and, as far as I am concerned, I am quite satisfied with the service we are getting, all except the cost, and, in that respect we fare badly. While our firemen get no remuneration for their services, we actually protect all the Commonwealth buildings and property in the country, including post offices, defence, and other buildings, without receiving one single penny for this protection; indeed, we are actually penalised by your Department in having to pay full charges to look after your property. The least you can do for us in return for our free protection of your property is to give us telephones and fire alarms free of cost." The P.M.G., before we retired, was good enough to compliment me for the manner in which I had put the case for the Country Fire Board. He, however, went on: "I am afraid I cannot promise you the whole cost reduction, but I will do the best I can, and he did so by granting the above very substantial reduction.

The end of 1926 marks the retirement of Mr. Grose from the Board. Having been appointed in 1901, he thus gave 25 years' continuous service. As a Government representative he, on many occasions rendered valuable service, especially where the interests of the firemen were concerned. He was President in 1903, 1913, and 1925. In the latter year the first motor pumps were installed, and in their installation, Mr. Grosse took an active and a leading part, devoting much time to this work.

1926.—Members of Board: R. A. D. Sinclair, President; A. McPherson, D. Andrew, A. J. Pittard, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, Wm. Ogilvie, A. L. James.

Captain Robert Alfred Dunbar Sinclair is President of the Board this year, 1926, and as he was the only member in a position to actively assist the Mother Country away from these shores while the Great War was raging, a few words as to his career should be acceptable. He is the only son of Robert Sinclair of Fors, Caithness, Scotland, in the neighbourhood of John o' Groat's House, the most northerly habitation on the mainland of Great Britain. His father came to Australia in the early 50's, and settled in Beaufort, where Captain Sinclair was born, and where he has resided ever since. He was for thirty years a councillor for Ripon Shire, and seven times President. Through his business association, as a partner in the firm of Wotherspoon and Co. for 25 years, he was personally and popularly known to everyone in the shire. He was captain of the Beaufort Brigade for 15 years. In May, 1916, he was appointed to represent the Australian Branch of the British Red Cross Society, which was certainly no sinecure or "cushie job." As such he spent some months in Cairo, and, subsequently, two years in London, as Supervisor of the Stores Department, his business experience as a distributing merchant in Victoria having eminently qualified him for the job of arranging and despatching comforts to 750 hospitals in Great Britain; feeding and clothing several thousands of prisoners of war in Germany and Turkey, and providing kitbags for sick and wounded Australians. He was gazetted captain in the A.I.F. in 1917, when he received the O.B.E. decoration. On the serious side during the Air Raids in London, Captain Sinclair made it his duty to motor round the districts affected, in order to assist anyone injured or in danger, and, in this capacity, he rendered valuable aid. He returned

to Australia in 1918, and, again taking on active duties as a fireman, he, in 1925, was elected as representative of the fire brigades on the Board, our firemen thus showing conclusively that they appreciated the patriotic work that Captain Sinclair had carried on so successfully. During the last seven years of my connection with the Board, Captain Sinclair was most helpful to me as "Director of the Track" at our annual demonstrations. On visiting Beaufort in my capacity as Chief Officer, I was invariably the guest of Captain Sinclair and his good wife, these visits by their kindly and homelike character being highly appreciated by me.

A vacancy having occurred in the Secretaryship of the Board, applications for the position were invited, and, in reply thereto, 116 were received. After long deliberation and keen scrutiny this large number was reduced to seven, of whom six, including the successful candidate, were returned soldiers, so it will be acknowledged that the Country Fire Brigades Board cannot be accused of lack of sympathy with our returned boys. Mr. Geoffrey Graeme Sinclair was appointed Secretary on the 19th January, 1926. Mr. Sinclair's services on the other side, arduous and resultingly painful as they were, were not his only recommendations for the position, his credentials showing that he was eminently qualified to undertake the duties, and this conclusion has been amply borne out by the entirely satisfactory manner in which he has carried out the executive work of the office since his appointment. Bush Fire Brigades.—Senator Andrew, W. M. Chelley, and I were appointed a sub-committee to formulate a scheme for the controlling of bush fire brigades, and combatting bush fires, preparatory to a conference with the Minister of Forestry and his Department. At this juncture I was off duty, through illness, which was rather unfortunate for me, as I had made this subject an almost lifelong study, having given evidence on it before a Parliamentary Commission, held prior to the Board's existence. I also compiled a paper on Bush Fires and Bush Fire Brigades, which dealt fully with every phase of the question. This I read at a conference of Fire Boards and Chief Officers, and it was decided to have it printed, and copies forwarded to all the States. I understand, also, that use of my papers has been made during the recent serious bushfire outbreaks. Mr. J. Trengove was appointed Chief Mechanic to the Board. Mr. Trengove had tested with me all the motor pumps that had been installed by the Board. Having travelled with him hundreds of miles in open and unsheltered motors in all sorts of weather, mostly bad, I was in a position to vouch for his zealous, untiring disposition, and his great capacity for work, which was carried out cheerfully, at first voluntarily, without special remuneration, so I am pleased that he has received this permanent appointment, as it will relieve the C.O. of a good deal of responsibility.

1927.—Members of Board: Wm. Ogilvie, President; H. J. James, D. Andrew, A. J. Pittard, J. Sternberg, M.L.C.; H. Hitchcock, M.L.C.; Wm. Wallace, R. A. D. Sinclair, A. McPherson.

Area of Metropolitan and Country Boards.—When the two Boards were constituted on 1st January, 1891, the area assigned to the Metropolitan Board was comprised within a radius of 10 miles from the Melbourne Post Office. All the territory outside that area was placed under the jurisdiction of the Country Board. In a very few years the suburbs of Melbourne had extended so much beyond that limit, in buildings and population, that the existing boundaries were practically ignored. Further extension is certain in the future, so that the line of demarcation will be increasingly difficult to determine. I have long been of opinion that it is a mistake, on our part, to take over brigades whose territory is too close to the Metropolitan area. When towns approaching this area, now nominally a 20 miles

radius, desire to establish a brigade, the question, Metropolitan or Country, could be easily determined by the two Boards, working in amity, neither being desirous of encroaching on the other's territory. Captain A. McPherson, Numurkah Fire Brigade, was elected this year, 1927, on the Board as a representative of the firemen, and, as he worked with me loyally and faithfully for upwards of 20 years, I have pleasure in appending the following. His father, John McPherson, was born in Blackwood, near Trentham, Victoria. Captain Alex. was born in Shepparton, so that he has practically lived the whole of his life in the Goulburn Valley district. He served 12 years in the Numurkah Fire Brigade as a fireman and sub-officer, but it was during his term as captain that he made his mark. As such he worked so assiduously and unselfishly that he had the whole brigade with him. Soon after taking command he was successful in winning the six-men reel event at Ballarat in 1915. He ran in this event, as also successfully in other events, individually and as a member of teams. It was, however, in the events for discipline that he made his mark. In eight years he took first prize seven times in his class of brigades, six of these wins in successive years, and second in the other try, a record that will be hard to beat in his class, 20-men brigades. In addition to the good work he has accomplished for his brigade, he has served for several years as a leading official in the Fire Brigade Association. His business is widespread throughout the Goulburn Valley, and his success in that direction is quite in keeping with his characteristics as a fireman, probity, courtesy, and close application, having secured for him a leading place in all the business centres of the Valley. These qualities, combined with his success as a fireman, have doubtless earned for him the seat on the Board.

1928.—Members of Board: Senator D. Andrew, President; A. J. Pittard, H. Hitchcock, M.L.C.; W. J. McAdam, M.L.A.; Wm. Wallace, H. J. James, A. Powell, R. A. D. Sinclair, A. McPherson.

Death of Mr J Sternberg.—Mr. Sternberg died January, 1928. He was appointed as a Government representative on the Board in 1894, and he held that position, without a break, until his death, a period of 34 years, the longest service given by any member of the Board. His position in Parliament kept him in touch with the various ministries during that long term, and, on many occasions, he assisted the Board to settle grievances in his own quiet, unassuming manner.

As this was the fourth term that Captain Andrew had occupied the position of President of the Board the following short resume of his career should be welcome. His father was born in Lochee, the suburb of Dundee, in which McGregor's fire hose factory is located. Mr. Andrew, senior, left Scotland in 1860, and arrived in Victoria later in the same year. He worked for a time at his trade, as a stonemason, on some of the principal buildings at that time in Melbourne, but he gave up this occupation and removed to Castlemaine, where Captain Andrew was born. The next move was to Bendigo, where the father took on the business of a wholesale produce merchant and auctioneer, his son David assisting him. On the death of his father, Captain Andrew took charge of the business, and he has been associated with it ever since. He took on fire brigade work as a hobby, joining up with the Sandhurst Temperance brigade in the early 80's. He was captain for six years, and in 1898, when the three local brigades, the No. 1, the City, and the Temperance were amalgamated, I, at a joint meeting of the three brigades, appointed and installed Captain Andrew as the first captain of the newly established "Bendigo" fire brigade, and this position he has held ever since without a break. He has all along been one of the stalwarts

of the fire service, his continuity of work as an active and a prominent fireman covering over forty years, all of which was given voluntarily, just for the love of the game. He was elected a member of the board as a representative of the municipalities in 1907, and he was president in 1911, 1916, 1924, and 1928. Captain Andrew held a seat in the City Council for 20 years, and he was mayor for three terms. He took keen interest in the sewerage of the city, having served ten years, two years of these as chairman of the council's special committee connected therewith. He was for 20 years a member of the Chamber of Commerce, five years of which, including this year, 1928, continuously, as chairman. It will thus be seen that Captain Andrew devoted the best part of his life to further the interests of Bendigo and the surrounding districts, and it was a fitting compliment to pay him, when the opportunity arose in 1925, to elect him to the Commonwealth Parliament as a Senator. He was chosen as one of the three candidates for the position this year, 1928, but, unfortunately, owing to prolonged serious illness, he determined to retire from the contest, which he had an excellent chance of again winning. I regret to add that Captain Andrew died suddenly on Sunday, 18th November, 1928. As a sideline socially, he was an ex-president of the Scottish Union of Victoria. It is, however, as a fellow fireman of lifelong standing that I am pleased to be able to pen this record. On the Board he was a staunch supporter of anything and everything that stood for the betterment of the service, while his loyal assistance on the Board, and especially so at our annual demonstrations to myself, has enhanced the pleasure of inditing this tribute to my old friend and co-worker, Dave Andrew.

Fireman T. R. Brown was elected secretary of the Bendigo brigade on the death of ex-Secretary Walker. The brigade was fortunate in securing Mr. Brown as secretary, as, owing to Captain Andrew's prolonged illness, the entire administrative work of the brigade devolved on the new secretary, and, to his credit be it said that he pulled through alike to the satisfaction of the Board and the brigade. Secretary Brown is also secretary of the Fire Brigade Association, and here also he has proved his worth, by remedying grievances, and infusing such life into the business as to make it now all plain sailing, the Association gaining prestige thereby. Lieut. J. B. Marwick, whom I have long known as an exemplary and a conscientious officer, succeeded Captain Andrew as captain of the brigade. Here I desire to reiterate my pleasure with the loyal and efficient services I have also invariably received from the executive and working staff of the three other senior brigades, Geelong, Ballarat City, and Ballarat. Captains Paterson, Dow, and Clymo, and Secretaries Murphy, Laurens, and Gilbert, being all efficient, and thoroughly reliable officers. In this connection I must include the permanent men in the service, all of whom I have known intimately for many years as faithful and loyal workers, never having had a difference or trouble with any of them. The recent sudden death of my good friend and co-worker, Wm. Thorley, who was the head station officer of the Geelong brigade for 30 years, was, perhaps, more consistently brought into contact with me than the other permanent men, and thus the shock of his death came home to me keenly. I have also accompanied Station Officer Kerr, Ballarat City, on many business trips by motor. One memorable one provided me with the greatest drenching I ever had.

1929.—Members of Board: Wm. Wallace, President; H. Hitchcock, M.L.C.; J. McAdam, M.L.A.; A. J. Pittard, A. Harkness, H. J. James, A. Powell, R. A. D. Sinclair, A. McPherson.

Work of the Executive.—This work is carried out by the Secretary and two assistants in the office, and, for the last three years, by the

Chief Officer, the Deputy Chief and the Chief Mechanic in the country. The Secretary's duties include the business at and arising from general and committee meetings, as well as the accountancy and other clerical work. This entails heavy correspondence, and much intricate calculations where the contributions from the contributing bodies, and the expenditure on brigades are concerned. The Chief Officer, as the executive chief is responsible for the discipline and the effective and smooth working and drill of the brigades, as also the supervision of buildings, and the supply of all equipment. The Deputy Chief's duties are almost entirely confined to inspecting and instructing brigades in all matters pertaining to fire extinction. The denomination Chief Mechanic explains his work. As Chief Officer my inspections were instructional rather than critical, as the entire outdoor work for very many years from the inception of the Board to a few years ago devolved on me. My inspections combined a course of fire practice and drill, putting every recruit and inexperienced member, individually, and in combination, through the fire work necessary to qualify each to do his bit in fire fighting, with sufficient military and special fire drill to impress on all its value from a disciplinary point of view. At the start I had a pretty tough job to break down the prejudice against drill in any shape or form, but, having the support of a majority of the captains in the larger brigades, and a number of the smaller ones, the prejudice was slowly but surely broken down, and success was achieved. To help this on, I compiled a code of military drill suitable for our fire brigade requirements, not too military, and to further assist the captains or officers in charge, had a card printed setting out clearly "the words of command" so that he who drills might read. This card was very helpful to all, but especially so to those taking on the drill for the first time.

By reason of retirements, and the establishment of new brigades, our records show that, on an average, 700 untrained men, or partially so, entered our service every year. On this basis over 20,000 men went through my hands for instruction during my term on the Board. This total may loom large, but it must be remembered that I had twelve months in which to put the 700 men through their facings. With so many new and untrained men joining up every year I deemed it expedient to formulate certain dry practices for one, two, or more men, making the code uniform throughout the service, and to be carried out in the open or indoors during the cold winter nights or inclement weather, after 7 p.m., the only hours that the men could be reasonably expected to attend. Hence the introduction of my events for one man, and two men, which embrace everything in setting, coupling, and uncoupling from the hydrant and the Y to the branch that might be required in actual fire fighting. In working out these practices for two or more men, the problem was to formulate them so that the men should finish together, or as nearly so, as possible. As a standard to go on these practices have been found useful, at any time, for competition in the ranks. They have come to stay on our demonstration tracks, and, in preparing for this alone, many hundreds of men have qualified and become so proficient in the manipulation of the appliances, that they can take their places anywhere, or under any conditions, in actual firefighting. For inspection work, they should also be useful. I took real pleasure in instructing all these young men and newcomers, and putting them through their facings and work without making it too irksome for them. Indeed, it was quite a labour of love, but the outcome was worth all the time put into it. It is not so much the work as the manner in which it is carried out, however, that tells, especially where numbers of men are concerned. From year to year these events, naturally, brought out one or more men of outstanding merit. The one-man engine event was the first I put into practice, as manuals in the early days were

common to almost every brigade. My idea was that the engine was taken to a fire, only one fireman being on hand, and he had to get the engine ready, with hose and all complete, for the public to pump. The first time it was competed for, Fireman Cozens, of Maldon, won it handsomely. He won the event three years in succession, when he left Australia for South Africa. This good beginning led many others to try their hands. Fireman Herd, of Carisbrook, took up the running, and he kept on top for several years. Fireman Anderson, of Bairnsdale, however, eclipsed all comers by doing all the work in 20 seconds, 3 to 4 seconds faster than the previous best. One inspection night at Bairnsdale young Anderson did the work for me twice in succession in 20 seconds. At the next Demonstration, he won the event in 20 seconds, and, as an object lesson to the firemen, and at my request, he gave a special exhibition before the whole of the firemen, and an immense assemblage of the public, he made his last run on the demonstration track again in 20 seconds. Anderson's final performance was a wonderful example of nerve and consistency. He ran and worked beautifully, his combined action and work being the poetry of motion, and it did lasting good in the service. Fireman J. Trengove, now Chief Mechanic, had so many wins in the ladder race, five in successive years, that he almost made this event a monopoly, his toughest opponent being Fireman Turner, son of the Deputy Chief. In the two-men event, Captain Wright and Secretary Mayes, of the Traralgon brigade, had many wins in this as well as the one-man event, and they are still going strong and in the winning vein. Another excellent exponent having many wins to his credit is Ex-Captain Tinsley, of Kyneton, but Bairnsdale formerly. He is also responsible for coaching the Gray brothers, this year's, 1929, winners, in two events. In this connection I must not forget that great worker, Captain McAnulty, of Kyabram. In this class of work I am of opinion that Mac has trained and turned out more men than any other man in the service. It was one of his hobbies. For team work, the hose and ladder, and the disabled hose and the Y coupling event are the best on the programme. I prefer the latter event as showing team work at its best. Ballarat, Ballarat City, Ararat, Eaglehawk, Bendigo, Warrnambool, and Sebastopol, being all well to the front in these events. One instance remains in my memory. Ararat had beaten all contestants, in very fast time, and as there were only a few teams to go they were set down as the absolute winners. One man, however, was not of that opinion. I always saw this run, as the start was made from the spot I called my own. Standing there, Wilkie Stewart, of Eaglehawk, of whom I have spoken previously, came up to me, in his usual cool and unconcerned manner, and said, "Chief, we can beat that; you have it in your book. True enough, I had it in my book, as at their last inspection I noted a run in this event made faster than that now made by Ararat. Still, Ararat had the best time for this event to their credit already registered, while Eaglehawk, on the last run of the day, had it yet to beat. They did beat it, however, in one of the best and most machine-like performances I ever witnessed.

On inspection nights after the drill and practical work had been completed, I gave the men lectures on some subject pertaining to fire brigade work, or reminiscences on my visits to Great Britain and America as captain of the Australian Rifle Team, as also to many cities on the Continent. The lectures given embraced "The Victorian Country Fire Service," "Working a Fire," "Abuse of Water at Fires," "Water Supply in Country Towns," "First Aid in the Fire Service," with practical exemplifications of bandaging, using handkerchiefs only; carrying the wounded; impromptu stretchers, using short ladders, fire hooks,

and short lengths of hose; treating exhaustion from heat and smoke, etc., etc. "Bush Fires and Bush Fire Brigades" is dealt with elsewhere, but in addition to this paper being printed and copies ordered to be sent to every State in Australia by the Conference at which it was read, I, long before the recent epidemic of bush fires, sent copies, when desired, and that was frequently, to districts where bush fire brigades were about to be established. All the above papers were read at conferences held alternately in Melbourne, Sydney, Adelaide, and Brisbane. I also, with the valuable assistance of the Chief Electrician, compiled, in plain and simple language, a paper on "Danger from Electric Wires and How to Avoid Such." A copy was sent to every brigade in our service. These talks with the men were largely responsible for the kindly feeling that has existed through all these years between the firemen and myself. I have also the satisfaction of learning from the men themselves that on several occasions of serious accidents in the bush, cut arteries, two of which would have been otherwise fatal, the salient points in First Aid, stoppage of bleeding in these cases were remembered and acted on with eminently satisfactory results, so that the "talks" were not altogether valueless. My strictures on the branchman's use, or rather abuse, of water at fires, where he can make good or do incalculable damage, were so often repeated that they should not be readily forgotten. Even now this reminder may do some good. During the entire term of 24 years of the 32 I acted as Chief Officer, the practical work of the organisation was carried by me unaided. This entailed a large amount of railway travelling, working late every night, rarely finishing before 11 o'clock, early trains to catch, my hours, including travelling, running into 16 a day, but as I liked the work, and the work, apparently, liked me, two big factors for contentment with one's lot, I carried on cheerily to the end.

Here I make a big divergence in introducing the following, but as one of our firemen was primarily concerned, in the final stage of their career, the incident is worthy of a place.

The Kelly Gang, 15th April, 1878, to 27th June, 1880.—During the whole of the time that the Kelly gang dominated a large part of the North-Eastern district of Victoria, I was a resident of Chiltern, one of the sub-centres of their activities during the earlier stages of their career. The local residents were, therefore, specially interested in their doings. On the 15th April, 1878, Mounted Constable Fitzpatrick called at the Kellys' homestead at Greta, his mission being to arrest Dan Kelly for alleged horse stealing. Dan's mother strongly protested against the arrest without a warrant, and, with the assistance of a relative and other sympathisers, the constable was assaulted, and he drew his revolver to protect himself. All this time Ned Kelly was not at home, but during the altercation he turned up, and, seeing his mother menaced, he fired two shots from a revolver, the second taking effect in Constable Fitzpatrick's wrist, and it was this shot against the police that practically outlawed the Kellys and started them on their career which lasted two and a half years. That night Ned and Dan Kelly disappeared and took to the bush. A reward of £200 was offered for their capture. They had, however, numerous sympathisers all over the district, and, although we locals knew, or, rather, understood, that four men, including Joe Byrne, constituted the gang, it was not until the killing of the three constables at the Wombat Range, near Mansfield, six months later, that Steve Hart was identified as the fourth member of the gang. After the Fitzpatrick incident, the idea of the Kellys was, apparently, to make for New South Wales, and then on to Queensland, but this plan was frustrated as the Murray was in flood, running such a banker everywhere that they were unable to cross. They were thus perforce obliged to halt and return, to their old haunts in the North-East. On their way

back, hungry and cold, where they received food and shelter, but otherwise Christian and his family were not molested. Sub News 303 of this "sticking up" so close to us, about eight miles, spread like wildfire, causing a state of unrest and excitement. The police headquarters must have learnt quickly of the movements and whereabouts of the gang, as Superintendent Nicholson and Inspector Sadlier arrived in Chiltern on the following afternoon. The billiard-room of the Star Hotel, Chiltern, was the usual night resort of the male residents, mostly miners, and on this night it was particularly crowded, the two officers being present in plain clothes. They listened intently to the talk all round. In a conversation I had with them, I felt convinced that, despite their dangerous task, they would stick it to the bitter end. The night was cold and very dark, but Nicholson and Sadlier left and rode to Barnawartha five miles away, in the direction of Christian's farm. About twenty minutes after they had gone, an urgent wire from Melbourne came for them. The postmaster, Mr. Tynms, and the local sergeant of police asked for my assistance in sending the wire off. One of my firemen, named Flint, who was a teller in the local bank, "Asia," hearing of the trouble, at once volunteered to carry the message. This plucky young Englishman, a new arrival, rode through the "dark," with Sergeant Lynch, and delivered the wire to Superintendent Nicholson. Owing to the inadequate police force, especially mounted men, at this time, the Kellys easily vanished, and they were not heard of again until the Mansfield tragedy. The reward was now raised to £8000. A large increase in the police force was also consummated, the Euroa bank having been stuck-up. Many mounted men were brought into the district, the principal towns on the main Sydney line from Benalla to Wodonga, receiving each its quota, and, in addition, six men from the garrison artillery. Chiltern was allotted twelve mounted troopers and six artillerymen, quite a garrison town. The duty of the artillerymen was to protect the banks by day and night. During banking hours one man with a loaded rifle was posted within the front door of each bank, and, every customer who entered had the loaded rifle prodded into his anatomy. This thing went on for months, two men being on duty, by turns, throughout the whole day and night. The expense must have been very great, but the artillerymen had a real enjoyable holiday, as the number that could be spared participated in all the town's festivities. Shooting of Aaron Sherritt.—Sherritt and Joe Byrne had been mates from their school days on the Woolshed, near Beechworth, where Byrne's mother lived. For a long time the Kellys felt certain that Sherritt was in league with the police, and that he was after the big reward, £8000. As a matter of fact, on this particular night, the 26th June, four constables were concealed in Sherritt's hut. Joe Byrne commandeered Anton Wicks, a German gardener, to assist him in his projected adventure. I knew Anton Wicks well, and as I had the story from him, at first hand, a few days after the shooting, he had better tell his own story: "Joe Byrne came to my hut last Saturday night, and, having opened the door to his call, he said, 'I want you to go to Aaron Sherritt's hut with me.' I could not understand why he wanted me, as Joe knew Sherritt's hut as well as I did, but I was soon to know. Byrne caught me by the scruff of the neck and dragged me outside. He placed a revolver on my shoulder, the barrel touching my jaw. Holding me with his other hand, he said, 'Walk quietly with me to Sherritt's hut; knock at the door, and, in answer to 'Who's there?' give your own name. We walked steadily and quietly for 200 yards, Byrne holding me all the time. I, as I had been told to do, knocked at the door, and in answer to 'Who's there?' I said 'Anton Wicks!' After some little delay the door was slowly opened until Sherritt stood quite exposed in the open doorway. At this moment Byrne fired point blank over my shoulder, and, to my

horror, Sherritt fell dead at my feet. The four police inside made no move to learn what had occurred, or to assist in any way, so Byrne got away easily. I saw no one else, but Dan Kelly must have been in hiding close by, for I afterwards learnt that he and Joe Byrne, immediately after the shooting, got on their horses and rode 45 miles across country to Glenrowan to join Ned Kelly and Steve Hart, who had taken possession of the local railway station, and had utilised it to accommodate a number of people they had captured." The shooting of Sherritt was a terrible ordeal for Anton Wicks; and he was quite perturbed over it. When I saw him a few days after the tragedy, he said, "Mein Gott, I am shaking yet." The accommodation in the Glenrowan railway station was now quite inadequate to house the "prisoners," so they were all taken over, 60 men, women, and children, to Mrs. Jones's hotel, where they were made more comfortable. Becoming apprised of the fact that a special train was on the way from Benalla with a large body of police, the Kellys determined to stop it. With the assistance of a few men among the prisoners, the rails close to a culvert where there was a good drop were torn up. This gap, if the train were not stopped in time, would mean certain death to everyone on it. It was after the rails had been torn up that the removal of the 60 people held up was accomplished. Among those detained by the Kellys was Mr. Thos. Curnow, the local schoolmaster. Learning of the trap that had been set to wreck the train, Curnow determined to stop it somehow, and so block a terrible disaster. He pleaded with Ned Kelly to let him go home to his family, and, after some talk, he was allowed to go. He hastened home, as on his way he heard the far-off noise of the train as it came nearer and nearer towards him. On reaching home he secured a red scarf, matches, and a candle. Returning to some distance from where the rails had been torn up, and hearing the train now getting close up, he lay down between the rails facing the oncoming train. He lit the candle, held up the red scarf before it, and, with this impromptu signal, stopped the train, so saving every person aboard it. This incident may look bald and simple on paper, but, to my mind, the feat was one of great daring, requiring coolness, nerve, and promptitude. With his lit candle and red signal he made an ideal target for such crack shots as the Kellys were reputed to be. At this juncture the Kellys were understood to be making themselves at home in the hotel; nevertheless, the feat must have been a nerve racking one, and Curnow came through it wonderfully well. The Government of the day treated him well pecuniarily, and, further, to relieve him from trouble and anxiety, he and his family were removed to Ballarat, where he was surrounded by friends. He received an appointment at a special salary in a Ballarat school. Almost immediately, he joined the Ballarat City Fire Brigade as secretary, a position he held for well over 20 years. Although we were close friends throughout this long term, the Glenrowan incident was not once mentioned mutually by either of us. I deem it, however, incumbent on me to introduce the episode here as a tribute to the courage of my late esteemed friend and co-worker, Tom Curnow.

A Personal Encounter.—The Kelly Gang had an incredibly large number of active helpers and sympathisers scattered over the North-Eastern district. Several squads, each of four horsemen with a spare horse, an exact counterpart of the Kelly equipment, patrolled the district, and, to add greater effect to the undertaking, the leader of each squad wore a full beard, and was otherwise made up to resemble Ned Kelly. These squads did everything possible to baffle and hamper the police. They drew them off the true scent, much time being wasted and many miles covered in following these bogus squads, although they were bad enough, and ever ready to cause trouble

should the necessity for action arise. The following incident gives my personal experience with one of these squads. A fatal accident having occurred on the Magenta Reef, a dozen of us purchased the mine, and I was asked to supervise the work, pay the men, and bank the proceeds every Saturday, this day for me, as a teacher, being always free. One Saturday, when the hunt of the Kellys was very keen, I was riding, as usual, through the Suffolk Lead, when I saw four horsemen, and a spare horse grouped some distance away at the foot of a small hill. As at this period we had not heard anything of the bogus squads, and we were in the vicinity of their activities, I naturally concluded that they were the Kellys. I had only gone a short distance when I heard a horse galloping behind me, and in a few strides the horse and rider caught and collided with me so forcibly that I was almost thrown, but steadying up and still going on, I looked the rider straight in the eyes, and he was, as far as I could judge, the dead spit of Ned Kelly. As we now cantered on, the stranger kept pressing himself forcibly against me and my horse. He said, where are you going? Do you think we are the Kellys? Are you going to Barnawartha to warn the police? We were on the Barnawartha track, that town being a strong police centre. I replied rather hesitatingly: No, you are not the Kellys; I am not going to Barnawartha; I am not going to warn the police." At this point the whistle of the Magenta claim blew, and I said: "That's where I am going, pointing in the direction of the mine. He again said, "You are sure you are not going to warn the police?" I said, "No, I am not." He then bade me good-bye, and we parted. Later in the day, on returning by the same route, I saw nothing of the squad, neither did I ever hear of it elsewhere in our district. There is no doubt that if it were not the Kelly Gang, as I thought it was, it was certainly one of the sympathetic squads, but they, like the Kellys; vanished quickly and easily, and nothing further was heard of this particular ally. It was common talk that Ned Kelly never molested any private individual.

Horrock's Shield for Bravery—1918 to 1929.—At the Jubilee Demonstration held in Geelong in 1904, this shield was presented by the English firm of Horrock's and Co, calico printers, to the Victorian Country Fire Brigades Board to be awarded to any fireman for saving life, not necessarily at fires, a special condition being that the fireman deemed worthy to be awarded the shield should hold it until some other fireman performed an act entitling him to the award. It was not until 1918 that the shield was first allotted. In that year it was awarded to Fireman M. Shelley, of the Geelong Fire Brigade for rescuing a young woman from a fire at the Beacon Manufacturing Co.'s works. She was trapped in the ladies' retiring room into which she had rushed for safety, the door of which automatically closed on her. The only exit now was through a small window, about 10 feet high, which she had no hope of reaching. Her screams brought Fireman Shelley to the rescue. He smashed the small window, and, jumping up, he caught the sill, drew himself up, and squeezed through the aperture as far as possible. Being a tall man he was able to reach the young woman, whose clothes were on fire, and, by a great effort, he pulled her up and dragged her through the narrow window to safety, thus undoubtedly saving her life.

She was hurried to the hospital, where she was found to be severely burned. Fireman Shelley was also badly scorched about the hands and arms. The rescue under such trying conditions was a great tax on his fortitude and endurance, but he came through the ordeal so manfully and courageously as to justly entitle him to be recorded as the first holder of the Horrock's Shield.

The Shield was awarded to Captain R. G. Wood, of the Warrnambool Fire Brigade for rescuing T. Sutton, a returned soldier who had fallen over a steep cliff on a rough part of the coast about six miles from Warrnambool. His brother, who was with him, succeeded in getting him on to a ledge where he was comparatively safe for the time being. He then went for assistance, and his father brought along a 40-foot ladder and ropes. Captain Wood arrived on the scene, went over the cliff, and, using the rope, climbed down, but found the ladder to be too short to reach the injured man. He climbed again to the top of the cliff, and made straight for the fire station, and, with the help of some members of the brigade, two 25-foot ladders, and some torches were taken on, as by this time it was dark.

Having lashed the ladders together, now 90 feet, he climbed down till he reached the spot where the injured man was lying. Captain Wood lifted Sutton across his shoulders, carried him up 80 feet of perpendicular ladders, and landed him safely on the top of the cliff, a magnificent herculean feat of stamina and pluck, made much more difficult by the darkness, and with no chance of a resting place on the journey. To carry a man under similar conditions in daylight would be a feat of physical endurance of no mean order, but to undertake the job in darkness, with only a glimmer from the torches, and succeed, as Captain Wood did, was a task not only of immense difficulty, but one of great daring worthy of the highest commendation.

The town and country residents showed their appreciation of his brave action, by presenting Captain Wood with a handsome gold medal and a substantial wallet of notes, while the council sent him a letter under seal, warmly extolling him for his gallant action.

Although somewhat late in the day, I also desire to congratulate Captain Wood on his gallant achievement, a feat that will stand out for all time as a bright and shining example to every man in our fire service.

Fireman George H. Henderson, a member of the Frankston Fire Brigade, was awarded the Horrock's Shield, for rescuing two men from drowning at Frankston on 12th December, 1926.

The sea was very rough, making bathing very dangerous. Disregarding warnings, a young man dived from the pier, and was quickly in trouble. A friend swam to his assistance, but the sinking man clutched him, and both sank. When they rose, the rescuer secured a life buoy which had been thrown from the pier, and with this he was able to support his friend, the two drifting further out.

Fireman Henderson and J. Coxall, a fellow member of the Life Saving Club, swam out to the distressed men; Coxall, after a short spell, swam back to secure a life line, but as he was too exhausted after his second swim, he was not allowed to go out again. In the meantime, Henderson had supported the two men for over half an hour, a feat of extraordinary courage and endurance, drifting out as they were all the time. A boat manned by members of the club arrived at this juncture, the three men, rescuers and rescued, were taken on board, and landed safely on the beach. This feat, accomplished as it was by one of the younger men of our service, proves that when the necessity calls for action our firemen will be there.

As there is no record in the office of the doings of the men so essentially interested in this shield, I have had to rely on scattered press items and from what I could gather personally from those who could assist me in the important matter.

Date Organised.

1854	....	Geelong in February, Sandhurst No. 1 April, Creswick.
1856	....	Ballarat.
1857	....	Ararat.
1859	....	Ballarat City, Newtown and Chilwell. Reorganised, 1876.
1861	....	Maryborough, Daylesford, Inglewood, Talbot.
1863	....	Warrnambool, Smythesdale.
1864	....	Clunes.
1867	....	Castlemaine, Sebastopol, Bowenvale.
1872	....	Sandhurst City, Beechworth, Echuca, Buninyong.
1873	....	Sandhurst Temperance, Eaglehawk, Stawell, Maldon, Chiltern, Wangaratta, Kangaroo Flat, Kilmore.
1874	....	Horsham, Beaufort, Dunolly.
1878	....	St. Arnaud.
1880	....	Hamilton, Murtoa.
1882	....	Sale, Benalla, Rutherglen, Golden Square, Taradale.
1883	....	Tarnagulla.
1884	....	Kyneton, Kerang, Numurkah, Geelong West, Rushworth, Linton.
1885	....	Avoca, Charlton, Donald.
1886	....	Swan Hill.
1887	....	Colac, Rochester, Korong Vale.
1888	....	Shepparton, Yarrawonga, Traralgon, Nhill, Murchison.
1889	....	Tungamah, Dimboola, Casterton, Boort, Frankston.
1890	....	Euroa, Warracknabeal, Mooroopna, Natimuk, Alledale.
1891	....	Wodonga, Tatura.
1893	....	Long Gully, Wedderburn, Bright, Kyabram, Seymour, Omeo.

The great majority of the above were obtained from official records. A few, however, having no records to go on, are given from memory.

I intended to have mentioned the names of captains and secretaries who have rendered long and special service, but as so many have come under this category, indeed, all, that the will must be taken for the deed.

The Accident Fund.—This Fund was inaugurated at a meeting of the Country Fire Brigades Association held at Maryborough in March, 1897. On the 8th June, 1898, a sub-committee, consisting of Captains Andrew, Chairman; Trahar, Lynch, and Keon, drafted rules for the government of the fund, and these were adopted at the Demonstration held in Geelong, on the 8th March, 1899. At this meeting Captain Lynch was appointed Secretary, honorary, and he held that position until his death, in November, 1911. During this long term, of nearly 13 years, Captain Lynch did an immense deal of work honorarily in connection with the establishment of the fund

and its earliest stages. It will thus be seen that a very large measure of the success of the fund can be justly attributed to Captain Lynch. The subscription to the fund was fixed at the very low rate of one shilling a member per annum. Grave doubts were expressed by many at the very low subscription as compared with the benefits derivable from the fund, and it was also anticipated that the larger brigades would swamp the scheme, by reason of their greater liability to accidents. Our records prove that these objections were not justified by results. The progress of the fund was smooth sailing from the start, as every fireman contributes to the fund, there being no defaulters, out of 2700 men on the roll, so this gives us an assured income of £135 per annum. While the benefits have been increased several times, it has not been found necessary to increase the subscription during the entire life of the scheme. Our records also prove that, after 25 years' experience, the smaller brigades have derived the greater benefits, by reason of the more numerous accidents attributable to fire practice. In 1924 the payments were, and still are, 30/- per week for 52 weeks; £100 to the relatives in case of death; £15 to each child under 12 years of age; £100 in case of permanent disablement; £50 in case of loss of an eye or a limb. From the inception of the fund in March, 1899, to February, 1929, 512 accidents were dealt with, the total payments being £1910. Of these 214 occurred at fires, and 295 at practices. With the exception of £325, contributed in small sums by the Board in the early stages of the scheme the entire liabilities have been paid from the members' subscriptions, and, even now, 1929, there is a credit balance of £2928, and all this from a subscription of one shilling from each member per annum.

Relief Fund.—Owing to the great success of the Accident Fund it was decided to open a fresh field of benefits, hence, on Capt. Chelley's proposal, the establishment of the Relief Fund, the object being to render financial assistance in time of sickness or distress to firemen and their dependents. At the inception of the Fund the subscription was one shilling per member, and this was shortly afterwards reduced to sixpence. After 16 years' operations, grants totalling £1121 have been made. The two Funds, Accident and Relief, were amalgamated on the 10th March, 1920, and they had in 1929 a combined credit of £4865, arising from a subscription of one shilling a year per man for each fund. The unique success of the two funds is something to be proud of. This success is primarily due to the fact that every man in the service is a subscriber, and that there are no defaulters. There were no overhead charges other than postages and stationery. The only extra overhead charge is £52 for clerical assistance, so that, with postages and stationery, the working charges do not exceed £70 per annum. The committee of management is the President of the Board for the time being, the Chief Officer, the firemen's representatives on the Board, and the Secretary as executive officer. I was a member of the committee from the inception of the Accident Fund in 1899, to my retirement in 1926. By virtue of my position as Chief Officer, I was the only permanent member on it, and I am gratified to be able to state that, during that long period of 27 years, not one penny of the Funds was spent on our behalf. This action had doubtless some effect on the economical working of the funds. War Bonds amounting to almost the entire credit balance have been purchased, so that an income almost sufficient to make the funds self-supporting has been assured. On the death of Captain Lynch, Captain Chelley was appointed Secretary, and he has carried on the good work ever since, to the satisfaction of all concerned.

The Great War, 1914-18.—On my return from Great Britain in 1907, on visiting the brigades, I had a talk with the men on my travels, impressing on them the great advantages to be gained by

visiting other countries, and I went as far as to hazard the opinion that it would be money well spent if the Commonwealth Government could arrange to send home annually a few hundreds or more carefully selected young Australians to gain experience in trades, manufactures, business, and in other directions. The young firemen were quite willing to join such an expedition, but little did I imagine that the time would come, seven years later, when war was declared against Germany, on the 4th August, 1914, that our young men would show even greater eagerness and enthusiasm to take up arms and battle for the Empire, the response being enthusiastic, unhesitating, and overwhelming, no less than 330,000 of Australia's best, answering the call. Knowing the young men of Australia as I do, and, having witnessed their determination, grit, and pluck on many trying occasions, in every State of Australia, in New Zealand, and in other lands, I was quite prepared for a great response, but the final result, far and away exceeded what could have been anticipated, by even the most optimistic individual. Our country firemen contributed over 2000 men to the total, and they had a decided advantage over the bulk of the men that volunteered, inasmuch as they had been drilled, and had a good idea of the value of discipline. These qualifications stood them in good stead, while in camp at Broadmeadows, being prepared for the Front, as drilled men were readily spotted by the experienced drill instructors, and so quite a number of our firemen received non-commissioned and commissioned rank before leaving Australia. I visited Broameadows Camp almost every Sunday, and as frequently as possible at other times, and it was quite pleasing to witness the elation of those who had received promotion, if it were only one, two, or three non-commissioned stripes. One of these whom I met at the Camp in its early stages, greeted me thus, "Chief, I have got my first stripe." I congratulated him on his promotion. A few weeks afterwards he informed me that he had got another stripe, and on the memorable day of the departure for the Front I saw him on the march in Collins Street, when discipline being somewhat relaxed I learnt that he had now three stripes. I grasped his hand, and warmly congratulated him on his promotion to sergeant. He left these shores one of the proudest men in the first contingent, but, alas poor lad, he made the supreme sacrifice in the first week of the landing on Gallipoli. The Board decided, on my recommendation, to issue "Certificates of Extended Leave" to all registered members who had joined up with the Expeditionary Forces. This gave me the opportunity from time to time to visit the camp and say good-bye to many of the recipients, all of whom were delighted with the little memento.

Present and Past Members.—It was difficult to secure a complete record of those who went on active service, nevertheless the following, after careful checking, can be accepted as correct:—Registered firemen on roll when they enlisted, 860; auxiliaries on roll, 376; ex-firemen, 818. Total, 2054. On the second anniversary of Anzac Day, 25th April, 1917, I was directed to send the following memo. to every brigade. I have pleasure in informing you that the members of the Board "expressed their gratification at the magnificent response made by the present and past members of the brigades under their control, to the call of the Empire during the long and protracted struggle from the day war was declared to the present time." It is very pleasing to note that, in many instances, every eligible man in the brigade enlisted.

1915.—Members of Board: J. J. Haverty, President; H. Russel, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, Thos. Casey, D. Andrew, W. M. Chellew, Jas. Walker.

Ownership of Ballarat Fire Station.—From the first of January, 1892, the Board had been paying £100 per annum rental to the trustees of the Ballarat fire brigade for the station and appliances,

the council, meanwhile, also claiming ownership. Doubts arose later on as to the liability of the Board to pay either the Council or Trustees. This business, in one form or other, cropped up at forty Board meetings. Meeting after meeting was held between the three interested parties; deputations to the Government were frequent; the lawyers had a good hand in the business, but, after all this expenditure of time and money it was settled quickly and easily. Mr. Haverty was a member of the Board in 1913, and President in 1915. During these terms he spent a good deal of time over this business, and, when President, he suggested that it should be left to me to effect a settlement if possible. The chairman and secretary for the trustees of the old brigade had, apparently, the entire management of the business in their own hands. A club had been formed among the old members. This club was something of a close borough concern, and ultra conservative at that, as the firemen who joined the brigade after it had been taken over by the Board in 1892 were barred from participating as a right to membership, or to any of the pecuniary advantages accruing from the large amount of money received as rental for the building and appliances, £2300 from 1892 to 1915. The Trustees certainly did something to improve the building, and even to pecuniarily assist the younger members of the brigade to attend the annual demonstrations. The majority of the original club members had died, while others had left Ballarat for other fields, leaving four only that were connected with both club and brigade when I came on as adjudicator. A considerable amount of friction existed between the Trustees and brigade members, this being intensified as years went on. Having been commissioned by the Board to endeavour to finalise matters, I lost no time in getting to work. On learning that the chairman and secretary of the club were getting worried over the business, I waited on the latter, and he informed me "that, provided all the club members were elected honorary members of the present brigade, and that he received this assurance in writing, signed by the brigade officers, all documents and the balance in the bank would be handed over to the Board." As this was something tangible, I called the brigade officers together, and, after a long discussion, they signed a document, embodying the promise re honorary members, which I had drafted. Next morning, when conversing with Mr. Gribble, solicitor, the club secretary passed, and on my asking him if the promise to receive a document on the club business signed by the brigade officers still held good? He replied Yes! I handed him the document, and, with Mr. Gribble's prompt assistance, the club documents and cash were in my hands within half an hour, and, all this after 20 years' trouble, which might easily have been spent more pleasantly.

Mr. Haverty as President, during 1915 had a busy time, especially in fixing up the matters connected with the ownership of the Ballarat fire station. He visited Rushworth with me, the occasion being the annual demonstration of the district. This was the first and only occasion on which Mr. Haverty had been able to see the brigades at work, and he expressed himself as being highly pleased with the display and the fine attendance. He fraternised with the men in such a genial and kindly manner that he created an excellent impression on all hands.

Ballarat Water Trust Commissioners.—A good deal of correspondence appeared in the local press, over the amount of water that would be used properly and wasted at the demonstration to be held in Ballarat in March, 1915. The trouble arose from the fact that, within a fortnight of the date of the demonstration the serious extended drought had caused such a scarcity of water for domestic supply that it amounted to almost a famine. This state of affairs gave an opportunity to certain would-be critics to air their knowledge, going as far as to advocate the postponement, and even the cancellation of the demonstration. Such alarming statements were

made about the huge volume of water that would be wasted in this undertaking that some of the Commissioners were apparently impressed by the figures given by the writers. The figures ran into hundreds of thousands of gallons, and this great waste had such a disturbing influence on the Commissioners that there was the possibility of the demonstration being blocked altogether. In this dilemma the Demonstration Committee invited me to join them in interviewing the Commissioners. In order that we should be able to speak with authority Captain W. Trahar and his committee had drawn up a statement, verified by Mr. Kerr, consulting engineer, giving the quantity of water likely to be used or required. I worked out an independent scheme, the two statements being practically in agreement—30,000 and 25,000 gallons. I allowed 5000 gallons for waste more than that of the committee. At the conference several of the Commissioners were apparently rather dubious about our figures, but the matter was clinched when I said, "Instal your own water gauge, and when it registers a discharge of 30,000 gallons cut the whole supply off. Another side of the question that I put was: Our demonstrations bring to the various towns in which they are held an amount of money ranging from £8000 to £10,000, surely that is good value for 30,000 gallons of water. The oppositionists must have thought so, as the demonstration went on and it was a great success. The Mayor, in his report on the demonstration expressed great satisfaction with the manner in which the demonstration was carried out. I have taken up some space in recording this water shortage, as the information should be useful were a drought anything like this of 1915 to occur again during Demonstration Week."

1916.—Members of Board: D. Andrew, President; Thos. Casey, J. Sternberg, W. B. Grose, Wm. Wallace, J. J. Haverty, A. H. Russel, Wm. Chelley, Jas. Walker.

The Board decided to abandon all Fire Brigade Demonstrations during the War. Returned Soldier Firemen.—I submitted the following draft of a resolution relating to our boys at the Front. "In addition to the complement of registered members as provided for in the Regulations, the Board may retain or reinstate on the roll of their fire brigades, all firemen on the roll when they enlisted, and who have returned in good health, as also those who have returned temporarily or permanently disabled while on active service." This was unanimously approved and adopted by the Board. I am pleased to note also that the resolution gave intense satisfaction to our returned boys.

Geelong West Fire Station and Site.—I had arranged with the Geelong West Council to secure a portion of a public playground on which to erect a fire station. When it became known that this site had been offered to the Board a protest signed by 101 persons was lodged with the Public Works Department. The Minister received a deputation of the objectors, and I was appointed by the Board to attend. The whole of the time at the Minister's disposal was taken up by one man, and I had only time to state that the Board was prepared to erect a fire station in keeping with the importance of the town. A council election was to be held during the following year, and as the disposal of this site would be certain to be fully discussed by all concerned, the Minister decided to postpone his decision until after the election. The election must have settled the question satisfactorily, alike to the Board, the Council, and the Brigade, as a letter was received from the Council stating that the Public Works Department had decided to recommend the Governor-in-Council to transfer the site to the Board, and that the Council's solicitor had been instructed to proceed with the preparation of the transfer. Tenders were received, and such a handsome and commodious building was erected that several of the leading oppositionists assured me that they

were quite pleased that we, the Board, had been successful. The Council, in addition to the site, contributed £100 towards the erection of the building. F. C. Sub. 1303

1917.—Board Members: Wm. Wallace, President; J. Sternberg, W. B. Grose, D. Andrew, A. T. Pittard, A. H. Price, G. R. Anderson, J. Walker, W. M. Chelley.

The Chief Officer's Paper on Hints to Young Firemen was adopted by the Board, and instructions were given to send it to all brigades. The Dimboola Fire Brigade asked to be allowed to hold picture shows in the fire station. This brigade was informed that the request could not be complied with, it being the policy of the Board not to grant the use of their buildings for such a purpose. False Alarms.—A young man at Warrnambool was fined £1, with two shillings damages, for maliciously breaking the glass of a fire alarm, thereby calling out the brigade unnecessarily. A letter was sent to the Chief Secretary protesting against the imposition of such small fines in these cases. This letter must have had a good effect, as the next culprit captured was fined ten pounds for a similar offence. Women and Firemen Helpers During the War.—The whole of our fire stations throughout the country were placed at the disposal of the women-folks working for the Red Cross, or for any object that would tend to the comfort of our boys at the front. Wherever I went, and I was always on the go, I found our fire stations stocked with comforts, and the ladies and young girls sewing and knitting assiduously to provide some more comforts for the boys. Their great work was, indeed, a labour of love. One instance out of hundreds may be given. A bazaar organised by the lady friends of the Ballarat City Fire Brigade was opened by Cr. Pittard and myself, and realised the handsome sum of £361. The ladies kept on to the end, and comforts by every steamer available were sent while the war lasted. Our firemen who were left behind did not forget their mates at the front, as will be seen by the following nice efforts. The Wangaratta brigade suggested that all country brigades should donate £1 per quarter to the War Funds, and the Geelong brigade, that a fully equipped motor ambulance should be purchased for the front and be maintained while there by the country fire brigades. The ambulance suggestion was adopted, and the "Victorian Country Fire Brigades' Ambulance" became an accomplished fact, and rendered good service in France and Belgium throughout the War.

1918.—Members of Board: Jas. Walker, President; W. M. Chelley, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, D. Andrew, A. J. Pittard, G. R. Anderson, A. J. Price.

Deputy Chief Officer, Mr. Jas. Turner, captain of the Ballarat Fire Brigade, was appointed Deputy Chief Officer to take up duty on 1st February, 1918. Mr. Turner accompanied me on my tour of inspection during the first two weeks in February. He was cordially received by all the brigades visited. Bendigo Railway Workshops.—At the request of the Railway Department I visited the new locomotive workshops at Bendigo, and, with the assistance of Mr. McGregor, the works master, arranged for an extensive system of telephones and fire alarms to be placed in direct communication with the fire station. The Board decided to reduce the term for Long Service Badges from 15 years to 12 years' service; that the 20, 25, and 30 years' clasps be discontinued, and that in lieu thereof a certificate be awarded to each fireman who has rendered not less than 10 years' service as a registered member. Such certificates to be awarded only on the recipient's retirement from the service. Age of Enrolment.—The Board decided to rescind Regulation No. 4, and to substitute 18 for 19 years as the joining age. This resolution was brought about

by the very large number of our active firemen who enlisted, and the scarcity of suitable candidates to fill up the gaps. So great, indeed, was our difficulty to recruit our ranks during the War that I was perforce compelled in many instances to accept the services of lads of good physique as low as 15 years of age. Most of these are still in the service, and they are now good, practical firemen.

1919.—Members of Board: Geo. R. Anderson, President; A. H. Price, J. Sternberg, M.L.C.; W. B. Grose, Wm. Wallace, D. Andrew, A. J. Pittard, W. M. Chellew, Jas. Walker.

Municipal Contributions.—The Ballarat City Council informed the Board that they (the Council) had asked the Chief Secretary to have an amendment made in the Fire Brigades Act where a more suitable system of municipal taxation will be brought about. The question of municipal contributions to the Board is one of its hardest annuals, cropping up, as it does, in and out of season, and on any pretext whatsoever, still, the basis of contributions stands as it did over thirty years ago, when the Board was established. The members of the Board, however, are quite in accord with the Ballarat City Council in this matter, and they have advocated more than once, an amendment in the Act to have a more equitable system of municipal taxation established. Pillar Hydrants.—The question of installing pillar hydrants in lieu of fire plugs had been placed before the City Council by the Board. The Council's reply was "that the conversion of fire plugs to pillar hydrants would cost £9000." The Council was informed "that the Board did not anticipate that all the plugs would be converted, but the members strongly recommend the installation of pillar hydrants in future" Watching in Towers.—This system of notifying fires, having for a considerable time proved to be unsatisfactory, I submitted a report in which I recommended its abolition. Ballarat and Bendigo, Geelong having had no watching in the tower for many years. The abolition of watching was strenuously opposed by some councillors and residents in both cities, nevertheless, by a resolution of the Board the abolition was carried out, additional telephones and street alarms being substituted therefor. Nine years have passed since dispensing with watchmen, and thus far without detriment to the service.

Fatal Accident to W. J. Allen, Ballarat City.—Fireman Allen met his death on the night of 6th July, 1919, while answering an alarm of fire which proved to be a false one. He was cycling to the scene of the supposed fire when he unfortunately collided with a fellow-member of the brigade, the result being fatal to Fireman Allen. He was a true fireman, never failing to respond to the call of duty, and he was held in high esteem by his fellow firemen, and the citizens of Ballarat, this being evinced by the great attendance at his funeral. Every member of the City and Ballarat brigades attended, while Sebastopol, Buninyong, Ararat, and Maryborough made up a strong contingent. The Board was represented by Mr. A. J. Pittard, the Chief Officer, and the Deputy Chief, and the City Council, Friendly Societies, and the citizens of Ballarat were strongly represented. The streets were lined with an immense assemblage, thus making the funeral a most impressive one as we marched to the solemn strains of the Dead March from Saul, played by the Returned Soldiers' Band. The City Fire Brigade lost no time initiating a Fund in aid of the widow and family, and a fine response was made to the appeal, the Fire Underwriters' Association heading the list with £500, the Country Fire Board £100, the Firemen's Accident Fund £100, the country fire brigades £121, the Ballarat City brigade £25, our Melbourne fire brigade comrades £17, and the citizens of Ballarat and other contributors swelled the total to £1301 in a very short space of time. The Mayor of Ballarat, Cr. Thos. Holway, Mr. A. J. Pittard, Country Fire

Board, and Captain W. G. Smith, Ballarat City brigade, were appointed trustees of the Fund. The Ballarat Trustees, Executors, and Agency Co. volunteered to administer the fund, charging only out of pocket expenses. The trustees purchased a home for Mrs. Allen, and allowed her a weekly sum to keep her and the two children in comfort. The best thanks of all the contributors to the fund are extended to the Ballarat Company for administering the fund gratuitously, and to the trustees for the time and care they have devoted to this laudable object.

At the concluding meeting of the year, 1920, Mr. Pittard was congratulated by all the members for the good work he had accomplished during a more than strenuous year. The Chief Officer, on behalf of the staff, testified to the kindly and courteous manner in which Mr. Pittard had placed his advice and assistance at their disposal.

1920.—Members of Board: A. J. Pittard, President; D. Andrew, J. Sternberg, M.L.C.; W. B. Grose, Wm. Walker, Wm. Wallace, Geo. R. Anderson, A. H. Price, W. M. Chellew, Jas. Walker.

As Cr. A. J. Pittard is President for the year 1920 a few notes connected with his career are appended: His father was born in Bristol, England, and he arrived in Australia in 1853. He resided in Geelong to 1866, when he removed to Ballarat, his occupation all this time being a boot retailer. He died in Ballarat in 1903. Our Mr. Pittard was born in Ballarat. He followed his father's business, beginning as a lad, and carrying it on for 40 years as a member of the firm. He has had lengthened and valued experience in municipal matters, beginning with the Ballarat Town Council in 1907, Mayor in 1914 and 1921. He was Mayor of the Amalgamated Town and City Councils in 1926-27, being in that office when the Duke and Duchess of York visited Ballarat. He resigned after having been in active service as a Councillor for 20 years. Mr. Pittard was actively associated with almost every public institution in Ballarat, being treasurer of the Orphanage and Ballarat Homes, official visitor for Hospital for Insane, President of the A.N.A. and Ballarat Publicity Committee; ex-President Public Library; served three terms on Water and Sewerage Trust; Charter Member of Rotary Club. It will thus be seen that, as a business man, much of his time must have been devoted to push Ballarat to the front, and keep it there. Mr. Pittard was elected as the Council's representative to the Country Fire Brigades Board in 1918, which seat he has held continuously to date, 1929. Mr. Pittard's name appears frequently throughout this sketch, but especially so in this year of his Presidency, when a great number of our boys had returned after the War, and many functions, including the Peace Demonstration, had to be attended by the President. The Councils have a strong yet just advocate on the Board in Mr. Pittard, and he is highly respected all round by the firemen. At the concluding meeting of the year, 1920, Mr. Pittard was warmly congratulated by all the members of the Board for the good work he had accomplished during a more than usually strenuous year. The Chief Officer, on behalf of the staff, testified to the kindly and courteous manner in which Mr. Pittard had invariably dealt with the officers, his advice and assistance being always at their disposal.

The Peace Demonstration, 1920.—This demonstration was held at Geelong, and as it was the first since the Armistice, it was made the occasion for a special welcome to our returned soldier firemen. It was pleasing to see the large number that was able to be present. Included in these was a large quota of our permanently disabled men from the Anzac Hostel, the Caulfield Hospital, and from all parts of the State, special attention being paid to them by their attendants and Capt. Chellew while in transit by rail and motor. These disabled men

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were allotted positions close to the clearly witness the whole of the contests in comfort. The lines of these suffering men were certainly made pleasant for the time being by every thing connected with this visit, the care and attention they received from everybody, and the opportunity it gave them to see their comrades at work on the track, made this reunion eminently impressive, and of intense interest to all who took part in it. March Past of Returned Firemen.—There fell in for this special march 250 of our returned men. Headed by the cot cases, they marched in close column, the full length of the ground, to the stirring music of the combined bands, halting at a raised platform in front of the stand, where they received an ovation from the vast assemblage, which included the members of the Board. Mr. Pittard, the President, welcomed the men in eloquent and feeling terms, his speech being followed by another round of cheers, and a special one from the returned men. At the Board meeting, 24th March, 1920, following the demonstration, the President read and presented me with the following address: "The members of the Board desire that a special minute shall be recorded, its purport being to signify their pleasure and satisfaction at the very able and efficient manner in which the Chief Officer, Lieut.-Col. T. S. Marshall, controlled the 1920 Demonstration at Geelong. If further evidence of his popularity and aptitude were required, it was amply demonstrated at this great gathering. His many years of service and wide experience have made him a master of method and detail, and his personality was an outstanding feature. It is their sincere wish that he may be long spared to continue his good work."

1923.—A Thoughtful Returned Soldier Fireman.—One of the permanently disabled firemen was George Mitchell, a member of the Clunes Fire Brigade. He joined up with the 5th Brigade Light Trench Mortar Battery, and, later on, with the 53th Battalion, A.I.F. He was awarded the Distinguished Conduct Medal for carrying despatches under heavy gunfire at Bullecourt, France. Unfortunately, while doing so, he received such injuries to his spine that he was unable to walk or move otherwise, and so this fine young fireman became a permanently disabled cot case at the Caulfield Hospital. I saw him there several times, and he had always a smile and a pleasant greeting to welcome me. As a fireman he was one of the best, being fast, and a specially effective hydrant man. He was beloved by all who knew him, and bright and cheerful under all his sufferings. To show that his interest in his old brigade had not waned, he donated a handsome gold medal to be competed for by his old mates in the Marshall event. He was present at the 1920 Demonstration along with other cot cases, cheerful as ever. On my first inspection of Clunes after this, I was gratified to learn that Fireman Mitchell would be present to see the final run for his trophy. Every man was present, and, as a tribute to their disabled chum, all participated in the contest. He was in his cot, in a convenient position in the fire station to witness the contest, and, as I held his hand he smiled so genially that I quite felt that our meeting was mutually pleasant. Although the contest was carried out under such painful conditions, it was inspiring to see the gleam of joy that radiated the countenance of the gallant young soldier fireman as he keenly followed every movement of each contestant in an event which he himself had been a leading exponent just a short time before. Sad it was indeed to look on, but he, poor lad, smiled to the last. He bore his suffering like a martyr, but, alas, he made the supreme sacrifice on 12th April, 1923, a youthful and a faithful Christian Soldier.

Demonstration Trophies.—Mr. W. Hitchcock, a foundation member of the Geelong Fire Brigade, has never lost interest in our service. On taking up his residence in London many years ago, he col-

lected a sum of money from the merchants of that city to purchase a large shield, to be called the City of London Shield, to be awarded each year to the aggregate brigade winner at our demonstrations. The shield is very heavy, and, as it is to be held each year by the brigade winning it, the transit by road and rail subjects it to damage; the Association decided that the shield remain in the Geelong fire station, and that an enlarged photograph of it be presented to each winning brigade. As the conditions preclude the shield from being won finally for many years, the photograph idea was a happy one.

The Senator Guthrie Cup.—This valuable Cup was presented by Senator Guthrie, inasmuch as at the first demonstration he had witnessed, the 1920 "Peace Demonstration" held at Geelong, the Senator was so impressed with the work of the brigades and their military display that, during the day, he told me he would give a valuable Cup, which he desired to call the "Marshall Cup," for any event the Board and myself might determine. I suggested the champion hose reel event for four men, as every brigade in the service can raise four good men, and this would give an opportunity for all to compete. This suggestion was adopted. Senator Guthrie also left the inscription to me, which was rather awkward, but I got over the difficulty by inscribing it thus: The Marshall Cup, presented by Senator Guthrie, in appreciation of the good work the country fire brigades are doing. The conditions are for Victorian brigades, the cup to be won three times, not necessarily in successive years. Wendouree and Ballarat City have each scored a win. Our Fire Brigade Demonstrations are held annually during the second week of March, and the firemen look forward to them as their annual holiday. They prepare for the competitions by weeks of incessant and arduous training, and they attend in large numbers, the week's work being a fine object lesson to all concerned, and, especially so, to our young firemen. On the opening day, the business consists of the Discipline contests and the Review and March Past of the brigades. This part of the programme from a spectactural point of view is a good preliminary setting to the week's work, and it serves to show the public the fine physique of our country firemen, their discipline, and their martial bearing in carrying out the evolutions, may I say, with military precision, despite the fact that no rehearsal is possible. In connection with our demonstrations, while there are many worthy helpers, I desire to mention specially Captain Vickers, Sebastopol brigade, and the late Captain R. Murdoch, Eaglehawk, and Captain Earl, Kangaroo Flat. For many years Captain Vickers, who is an able military officer, has acted as my aide in arranging the preliminaries for the Review and March Past, and for acting in an honorary capacity as judge in the contests for discipline, while the late Captain Murdoch and Captain Earl worked assiduously for me in the thankless and monotonous, yet important, job of mustering the teams at the starting post, the success of the demonstration depending on this task being carried out with firmness and stringency to avoid delay. Early and late these officers never failed me, so that much of the successful working of the time table is due to these three officers during my long term. Such confidence had I in them that, if I left the arena at any time, I could rest satisfied that the "carrying on" was in good hands. The supervision of the engine work is another thankless job, but for years Captains Herd, Cartledge, and others kept this work going with precision, under the Deputy Chief. I regret to state that Capt. Earl died just recently, 1st August, 1929.

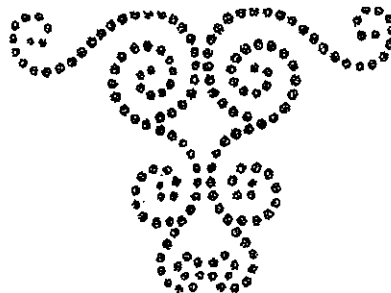
1929.—Members of Board: William Wallace, President, Hitchcock, M.L.C., W. J. McAdam, M.L.C., A. J. Pittard, A. J. James, A. Powell, R. A. D. Sinclair, A. McPherson. On the invitation of Mr. Wallace, President, I attended the January, 1929, meeting of the Board, where I met Messrs. McAdam, Powell, and Harkness, who had been elected members subsequent to my retirement. Mr. McAdam, who represents Ballarat in the Legislative Assembly I had not previously met, but as he is well known to the firemen in his important district, their interests should be quite safe in his hands, and that stands for a good deal in the effective working of the service. Mr. Powell is a colleague of Mr. James, and they, like all their predecessors in the Fire Underwriters' Association, have the welfare of the firemen and the service at heart. Mr. Andrew Harkness, who succeeded Capt. Andrew as a municipal representative, was attending this, his first meeting of the Board. I met him many years ago when he presided at a crowded social gathering of the members and supporters of the Golden Square fire brigade, of which he is an honorary life member. He is a Bendigonian by birth, and is well known to every fireman in the district. His father was born near Newcastle-on-Tyne, and, in 1856, he arrived in Australia, taking up his residence in Bendigo, where he founded and carried on, for many years, his old country business as an iron founder. His son Andrew's profession as a consulting and a civil engineer carries with it scholastic ability of a high standard, and as he holds the Melbourne University degree of M.C.E. and other distinctions, his services on the Board should be invaluable.

Life's Uncertainty.—The above was written in March, 1929, and I deeply regret to state that, on the 28th July, scarcely four months later, Mr. Harkness died in Melbourne, the result of a motor accident, thus lamentably terminating a bright and an honourable career. Cr. Curnow, another Bendigo identity, who has worked faithfully and continuously to keep the city and district progressing, was elected to the Board, as a municipal representative, to fill the vacancy caused by the death of Mr. Harkness. The life of the Board actually dates from the 1st of January, 1891, but from the start to 1897, when the last attempt to get a loan through was, unsuccessful, interminable opposition was maintained by some of the leading councils, despite the fact that, in the early stages, many of the brigades were wretchedly housed and short of equipment. Knowing intimately brigade conditions prior to the Board's existence, and seeing that we were up against it, if something were not done to infuse life and confidence into the service and keep it going, I determined to adopt other measures to keep the flag flying, hence my dependence on local support, which is dealt with fully elsewhere. My principal supporters in any forward movement have invariably been the firemen, but to the surprise of the Board members of that time many of the councils that had bitterly opposed the loan helped liberally in the erection of over a hundred fire stations and additional equipment all over the State. Had this method of contributing not been adopted, I question very much whether the country fire service would be in its present sound position. All this will now be altered financially, for, as the years have rolled on, councils and men's habits have changed in a remarkable degree from storm to calm. In the present year, 1929, a loan, amounting to £35,000, for the same purposes so strenuously opposed years ago, has been passed through all its stages, and that without a murmur of dissent from any of the contributors or from any other quarter. To my mind, this reversal of opinion is wondrous and marvellous, and it borders on almost the unachievable. The result also must be gratifying to the members of the Board, and to those who assisted to carry this loan project through. I am pleased to note that there is a likelihood of a Superannuation Fund becoming an established fact in the near future. The permanent men are well

worthy of all that can be done to make their future as comfortable as possible.

Glancing back to 1894, when I was appointed Chief Officer, and remembering, as I do, the great work that has been accomplished by the thousands of men who so loyally and unselfishly chummed and worked with me from the start to the finish, it will doubtless be conceded that it was during this long, lone watch of over 25 years that the foundation was laid, and the present sound position of the Victorian country fire service was assured. The great humanitarian and voluntary work achieved will stand for all time as a tribute to the patriotism and the unselfish devotion of our country firemen. It is my fervent desire that the good work may be carried on by the present and future generations of firemen in the same spirit as was evinced in the days of yore by "The Boys of the Old Brigades." In this compilation the *ego* appears rather prominently, but as more than one-third of my life has been devoted to the country fire service as part and parcel of it, there may be some justification for the frequently recurring "I." My resignation took effect on 1st October, 1926, just 32 years to the tick and the day of my appointment. On my retirement I received many expressions of esteem by letters and presentations from brigades all over the State, the Board and members of the staff participating in the same kindly way.

Now my boys, while losing you as fellow-workers, I, quoting from a recent reading, hope to keep you as friends, and as such I greet you and wish you all "Good Luck," and bid you God Speed. The work achieved by you is worthy of being writ in letters of gold, but, failing that, this memoir has been finished with the golden fountain pen presented to me by the members of the Country Fire Brigades Board on my last day in the service.



Brigades and Dates Established Up To 1929

1854	Geelong (Febv.), Sandhurst No. 1 (March), Creswick	1893	Kyabram, Seymour, Bright, Wedderburn
1856	Ballarat	1894	Dandenong, Carisbrook
1857	Ararat	1896	Wycheproof
1859	Ballarat City, Newtown and Chilwell.	1898	Mansfield
1861	Daylesford, Inglewood, Tal- bot, Maryborough	1900	Camperdown
1863	Warrnambool	1901	Rupanyup, Boort, Ballan, Minyip
1864	Clunes	1902	Nathalia, Yea, Heathcote
1867	Sebastopol, Castlemaine, Smythesdale	1902	Terang, Cobram
1872	Echuca, Buninyong	1904	Mildura
1873	Stawell, Beechworth, Wan- garatta, Chiltern, Kil- more	1905	Port Fairy, Lilydale, Sun- bury
1873	Eaglehawk, Long Gully, Kangaroo Flat, Maldon	1907	Leongatha, Yarram
1874	Horsham, Beaufort, Dunolly	1909	Pyramid Hill
1878	St. Arnaud	1910	Sea Lake, Birchip, Nagam- bie, Rainbow, Tallangatta, Healesville
1879	Bairnsdale	1911	Elmore, Alexandra, St. James, Belmont, Queens- cliff, Wonthaggi, Bacchus Marsh
1880	Murtoa, Hamilton.	1912	Kingston
1882	Sale, Benalla, Rutherglen, Taradale	1913	Jeparit, Beulah, Mortlake
1884	Geelong West, Kerang, Lin- ton, Kyneton, Rushworth	1914	Wendouree, Trentham, Woo- melang
1884	Golden Square, Numurkah	1915	Maffra, Werribee, Morwell, Warburton
1885	Avoca, Charlton, Donald	1916	Yackandandah
1886	Swan Hill	1917	Mornington
1887	Colac, Rochester, Korong Vale, Bowenvale	1918	North Geelong
1888	Walhalla, Nhill, Shepparton, Murchison, Yarrawonga, Traralgon	1920	Orbost, Merbein, Watchem
1889	Casterton, Tungamah, Dim- boola, K o r u m b u r r a, Frankston	1922	Cohuna
1890	Natimuk, Mooroopna, War- racknabeal, Allendale	1923	Carrum, Chelsea, Aspendale
1891	Tatura, Wodonga, Tarna- gulla	1924	Redcliffs, Kaniva
1892	Koroit, Warragul	1925	Edithvale
		1926	Berwick
		1927	Nyah West, Coleraine, Tra- falgar
		1928	Corryong, Spring Vale, Noble Park
		1929	Lakes Entrance

