

LAUNCH OF THE LAKES NAVIGATION CO.'S NEW STEAMER "TANJIL."

The lapse of twenty-seven years must be attended, in any community, however far back it may trace its history, with important changes, but in a new district like our own these must naturally be of a much more marked character. The progress of industrial enterprise and the influx of population, together with the rise of a new generation, have left their mark upon the township of "Flooding Creek," and few who stood in 1858 on the banks of the river Thomson when the first steamer built in Gippsland was launched upon its stream could have foreseen what the Borough of Sale was to be in 1885, when the second occasion of the kind took place a few yards above the spot where the "Enterprise" was first floated twenty-seven years before. Few of those who in their mature years witnessed the first launch are still amongst us, and the majority of those present at yesterday's proceedings had not seen Gippsland, or even known of its existence when "M'Ardell's Gap" was cut, while it is doubtful whether anyone, with the exception of Mr P. Platt, who superintended the building of the "Enterprise," was present on both occasions.

It is needless to enter into the circumstances which led to the construction of the new "Tanjil" steamer, as our readers are well acquainted with the history and fate of the favorite vessel whose place and name it takes, and they have also been published in the columns of *The Gippsland Times* as they occurred. Although the fact of the launch had been widely notified, we were hardly prepared to see so many persons present, and from such long distances, Upper Maffra, Maffra, Stratford, and in fact, the whole of the surrounding district was represented, the numbers being estimated by those competent to judge at from 1,800 to 2,000, and as a half holiday had been granted to the State school children, some hundreds of juveniles were present, somewhat to the inconvenience of the spectators of maturer years. A few minutes after the appointed hour a number of the directors, shareholders, and others having assembled on board, the clocks were knocked away, and to the enlivening strains of the borough band, who were also on board, the vessel gracefully slid into the water, to the appropriate tune of "Off She Goes." As the boat moved off, the orthodox bottle of champagne, suspended by a cord, was broken over the bows, and she was christened the "Tanjil" by Miss Abbott, daughter of the chairman of directors. Three hearty cheers were then given and the vessel was soon made fast to the bank. The arrangements, under the supervision of Captain Neilson, of the company's steamer Dargo, were carried out without a hitch.

Immediately after the launch, a numerous company, including a number of ladies, sat down to lunch on board, which was laid out in excellent style by Mr Bodington, the providore of the company's steamers.

The chair was occupied by Mr T. B.

Abbott, the chairman of the directors, and the vice-chair was filled by Mr Geo. H. Wise, Mayor of Sale.

After ample justice had been done to the good things provided, and the toast of "The Queen" had been duly honoured,

The Chairman proposed "Success to the Tanjil." The new boat, he said, had been named after the old favourite recently burnt, and, like her, was intended for the opening up of a new trade, viz., the Tambo River, and he expressed a hope that she would be as successful as her namesake. He characterised the event as a red letter day in the history of Sale, as they had clearly demonstrated that ships could be built equally as well and as cheaply as in Melbourne, and he hoped that the river Thomson would some day become as famous as the river Clyde for shipbuilding. It was an industry that if fostered would be of great benefit to the town, and when the canal and other national works were completed it would materially enhance the importance of Sale. The present steamer was the fourth boat the company had built, and he hoped it would not be the last. He called upon them to drink success to the new boat. The toast was enthusiastically responded to.

Mr P. Platt said he was somewhat taken by surprise in having the honor of responding to the toast conferred upon him, but on looking round he noticed that almost everyone present was a shareholder, and he therefore accepted the compliment paid him with pleasure. Twenty-seven years ago he had supervised the construction of the first steamer built in Gippsland, viz., the *Enterprise* at the celebrated M'Ardell's Gap, the cutting of which had brought down many anathemas on his head. He was very glad to see the *Lakes' Navigation Company* steadily progressing. He was the first chairman of directors, and although at present he had no interest in the company, yet he might some day have an interest in it again. As a constant traveller in the company's boats, he had much pleasure in testifying to the courtesy he had received from the officers of the boats. He concluded by proposing "Success to the *Lakes' Navigation Company*."

Mr Jensen in responding, said he was one of the first who had worked hard to establish the present company, and he was very glad to see that it had so far flourished. They had successfully overcome previous opposition, and at present they had strong competition to contend against, but if the shareholders stuck to them, it would no doubt in time be overcome.

Mr Herberts proposed "Prosperity to Sale." In speaking to the toast he said he was very pleased it had been placed in his hands, as he had at one time had the honor of having its highest civic position conferred upon him, and although not now a resident he was always glad to revisit the town. He then referred to the opposition which the company had had to contend against, and which were now matters of history. The company had in each instance won the day, and with the assistance of the public they would pull through in this instance

and with the assistance of the public they would pull through in this instance as well as in the past.

The Mayor, in responding to the toast, said that the prosperity of Sale was only a question of the rate at which it shall advance, and this depended upon the people themselves. If they worked together unanimously the town would progress rapidly. A new era was now being en-

tered upon, viz., the starting of the Canal, and it was very satisfactory to note the position in which this matter now stood, the Government having made very liberal concessions. Both the turning of the sod and the opening day would be red letter days, marking a new era in the history of the town. He hoped that when the time came, the services of Messrs M'Lean and Harris would be recognised in some substantial and material way. (Applause). The Ministry also deserved their thanks, as they had at all times shown an inclination to help the town.

Mr Waters proposed "The Chairman and Directors," and in a eulogistic speech complimented them on the energy and enterprise they had displayed in directing the affairs of the company.

Mr Abbott, in acknowledging the toast, said it was gratifying to the directors to know their efforts had met with the approval of the shareholders. They had had many difficulties to contend against, and if the public only stood by them, the company would maintain and increase its present position. They had now five boats running, and he hoped in a few years to see a much larger fleet.

Mr J. G. Pettit proposed the health of Messrs White and son, the builders of the boat, and complimented them upon the workmanlike manner in which they had turned out both the *Oneco* and the *Tanjil*.

Mr White, sen., responded, and expressed his satisfaction at the compliment paid him, and said he hoped the *Tanjil* would enjoy a long and successful career.

Mr T. F. Legge proposed "The Borough Council, coupled with the name of the town clerk, Mr C. R. Geoghegan."

The toast was briefly responded to by Mr Geoghegan.

The health of Miss Abbott was also drank.

"The Ladies," and "The Press" concluded the list of toasts, and the proceedings terminated by the singing of the National Anthem.