

The Western Port Times

Grantville & Districts



Volume 2 Number 11

FREE

March 2020

Contents:

From the Original

Some snippets from the original *Western Port Times*.

on Page 3

An Oil Boat Company

An 1899 attempt to form a company to build a boat to trade around the bay. Of course, nothing ever came of the proposal.

on Page 3

Methodist News

Not only does the Grantville area not have an official church, it lacks even a permanent (Methodist) clergyman. Time to rectify that.

on Page 3

Destruction of Trees

An early 'tree-hugger' makes an emotional plea.

on Page 4

River Frontage Areas

Moral of story: unless you are prepared to pay for the privilege don't rent property with bay or river views.

on Page 4

Wicked Wonthaggi

A Billiard Club's scurrilous idea to sell liquor to its patrons is an idea too far for the sober people of Wonthaggi (so at least reckons the licensing court).

on Page 4

Table Talk

A letter from someone by the name of Phillip Island (likely a pseudonym) complaining about billiard tables requiring licenses if used after 9 p.m.

on Page 5

No-No and Oh, No! Ads

The twelfth in a series of ads from many decades ago which, while uncontroversial in their day, would cause outrage in certain groups today.

on Page 5

Lang Lang Arson

Two attempts at fire setting at Lang Lang in 1903, one deliberate and one in innocence.

on Page 5

This magazine is a continuation of the original Western Port Times, which was published in Grantville from 1898 until 1908 by T. C. Monger, and from 1908 to August 1910 by the Sullivan Brothers, at which date the premise was destroyed in a fire and everything lost. Publication never resumed.

At its peak, the paper was distributed from Flinders and Hastings on the Mornington Peninsula, to San Remo and Phillip Island, Inverloch and the Powlett region, through to Jumbunna and Loch, and as far north as Lang Lang.

This version of The Western Port Times is produced for the U3A Local History Group, based in Grantville.

* * *

Meanwhile at Wonthaggi...

News from the new and growing town.

on Page 6

Landslide Buries Man Alive

A crowbar and an unstable cliff proves a deadly combination.

on Page 6

Obituary: Captain Lawrence Henderson

The passing of a Western Port Bay maritime pioneer.

on Page 7

Little Angelina Ashore

One of Captain Henderson's ships runs aground

on Page 7

A Short History of the Grantville Show

From 1885 to 1911, the Grantville Show was a highlight on the regional calendar.

on Page 8

Mobile Radio

Remember valve radios? Did you own one? And did you live in rural Victoria in the 1930s? Then this piece is for you.

on Page 11

A Visit to the Powlett, 1910

A bumpy trip by coach to the swampy Powlett area and a visit to the growing tent city – future Wonthaggi.

on Page 12



* * *

The State Brick Works

With the 'tent' town giving way to Wonthaggi there is need for a more permanent building material.

on Page 13

Shire Council of Phillip Island and Woolamai

An account of the 22 December 1877 Council meeting.

on Page 14

Shire Council of Phillip Island and Woolamai

An account of the 19 January 1878 Council meeting.

on Page 15

Along the Coast to Kilcunda

Parts 1-3 of a first-hand account of a visit in 1881 to the Grantville, Bass and Kilcunda areas, with particular emphasis on the timber industry and tramways.

on Page 16

Goding Explains

A fencing dispute with the shire. Mr. Goding puts his side of the story.

on Page 20

Record Entry At Beach Competition

21 women competed in the Bathing Beauty contest at Inverloch in 1935. Harmless fun then, a toxic event (to some) today.

on Page 20

Editor: Geoff Guilfoyle
Bass Valley U3A Local History Group
PO Box 3 Grantville 3984
Phone 5997 6240
Email: Geoff_Guilfoyle@aanet.com.au
Website: www.grantvillehistory.com.au
Masthead design by Trish Hart
ISSN 2209-3508 (Online), ISSN2207-7163 (Print)
ABN 97 395 483 268

Subscribe Free:

Send your name and email address to:
Geoff_Guilfoyle@aanet.com.au

The Bass Valley U3A Local History Group is looking for photos and information on places of significance to our local history.

If you have anything you would like to share with us, we have the facilities to scan or photograph your items so they do not have to leave your possession.

Links to other historical groups

Bass Valley Historical Society: <https://bassvalleyhistoricalsociety.com.au>
Friends of Churchill Island Society: <https://focis.org.au/about-churchill-island/>
Grantville History: grantvillehistory.com.au
Hastings–Western Port Historical Society: <https://www.hwphs.org.au/>
Inverloch Historical Society: cv.vic.gov.au/organisations/inverloch-historical-society/ Also: <http://inverlochhistory.com/>
Koo-Wee-Rup Swamp Historical Society: kooweerupswamphistory.blogspot.com.au/
Korumburra & District Historical Society: Janet Wilson 5657 2267 or PO Bo 293, Korumburra 3950
Lang Lang & District Historical Society: langlang.net/historical.html
Leongatha and District Historical society: leongathahistory.org.au
Phillip Island & District Historical Society: <http://pidhs.org.au/>
Phillip Island Nature Parks, Churchill Island Heritage Farm Collection <https://victoriancollections.net.au/organisations/churchill-island-heritage-farm#collection-records>
South Eastern Historical Association: seha.org.au
Western Port Historical Society Inc.: hwphs.org.au/
Wonthaggi Historical Society: wonthaggihistoricalsociety.org.au/



From the Original

From *The Western Port Times*, Friday 28 March 1902

Local And General News

The Rev. Chas. Oelrich Church of England minister will preach on Good Friday as follows:—Grantville 11 a.m.; Bass 3 p.m.; San Remo 7.30 p.m. And on Sunday at Grantville 11 a.m.; Almurta 2.30 p.m.; San Remo 7.30 p.m.

The Wesleyan services will be held on Sunday next as follows:—Kilcunda 3 p.m.; Bridge Creek 11 a.m. Mr Johns. West Creek 2.30 p.m. Mr Falder.

Court of Petty Sessions will be held at San Remo on Friday April 11th also Licensing Court will be held on the same date at 2 o'clock.

A meeting of delegates appointed to subdivide the two ridings into three will be held on Saturday (to-morrow) in the Grantville Hall to arrange petition &c.

The weight of the fat bullock at the Grantville Show was 574 lbs, and was killed by Mr E. A. Hade. It is not known who is the winner of the prize as the ticket box has not been opened yet.

At the Grantville and Jeetho Show held last week, a Champion Certificate was awarded to Mr W. P. Smith for working the "Turbine Princess Separator."

The heavy rains of the last two days registered at Kilcunda 3 inches 6 points and at Grantville 2 inches 5 points. Grantville being about one inch less than Kilcunda.

Doctor McGee has been appointed Health Officer for the Shire of Phillip Island and Woolamai at a salary of £100 per year and is to reside at Bass.

The Licensing Inspector visited Mr P. Daly's new house at Price's Corner, Powlett, and everything was to his satisfaction so we expect to have the hotel open on Friday April 11th.

We have received the twelfth annual report of the Victorian Sanatorium for Consumptives, at Macedon and Echuca. It contains some notes on "The Treatment and prevention of Consumption," which would be of interest to those who wish to help to diminish the Scourge of Consumption, also letters from former patients, showing their appreciation and the benefits they have received through being at the Sanatorium. The claims of this institution are respectfully solicited from the general public, as the charity is one that includes the whole state.

From the *South Bourke and Mornington Journal*, Wednesday 8 November 1899, Page 2

An Oil Boat Company

An Oil Boat Company is being formed to trade between Melbourne, Flinders, Cowes, San Remo, Queensferry and Grantville. The designs of the boat have been prepared by Mr. Cracknell, of Queensferry, who has had great experience in the building of steamers. The proposed boat will be 80 feet over all, and 14 feet beam, capable of carrying 80 tons of cargo, on a draught of 7ft. 6in., and 40 tons on 4ft. 6in., which will be a light enough draught to allow her to come in to Grantville or Queensferry on any ordinary high tide.

The vessel is to be schooner rigged and will have a 30 horse power oil engine to work a propeller. She is also to have cooling chambers so that perishable goods may be carried to Melbourne in the hottest weather. The boat will be able to leave Grantville in the afternoon and arrive in Melbourne early in the next morning.

The promoters expect to hold their first meeting in a few days. Up to the present time 300 shares have been applied for. It is thought that 2,000 £1 shares will be ample to provide the necessary funds for constructing the boat, while leaving a few hundred pounds for contingencies. The boat will be a great boom to the dairy farmers, as they can get their butter, cream, and dead meat to Melbourne market quicker than by train, besides the advantages of a cool chamber during transit.

From the *South Bourke and Mornington Journal*, Wednesday 23 October 1907, page 3

Methodist News

For a number of years the people of Grantville, Lang Lang, Glen Forbes, St. Hellier, &c., have been trying to secure the appointment of a permanent clergyman. Up till now missionaries and probationers have attended to the wants of the people, but the time has now arrived when it is considered that this condition of things should be altered, and the district keep up spiritually to the material aspect. On Monday week a special gathering was held at Grantville to raise funds to build a parsonage. The chair was occupied by the Rev. F. H. Butchers, who introduced the Rev. Mr. Philp. A nice programme of songs, &c., was gone through, and capital address were delivered by the Revs. Philp and Butchers. Many promises of support were handed in during the evening, and the work of building will shortly commence.

From the *Argus*, Monday 17 February 1930, page 17

(Re-paragraphed for the sake of clarity)

Destruction Of Trees

To The Editor Of The Argus

Sir.—The Bass Shire, as everyone ought to know, is in Gippsland – the home of the giant eucalypt. Yet it seems highly probable that ere long it will be necessary for its people to go abroad to see a living gum tree. Many will regret to learn that one of the few remaining short sections offering some slight relief from the general treelessness is even now suffering systematic and scientific “pioneering.” I desire to register a most emphatic protest.

Leaving the Woolamai railway station and making across the hills towards Archie’s Creek the road is skirted for a mile or two by bushland, some of it private property and some of it Crown lands. Climbing up from the shelterless plains which reach away past Bass, or coming down from the bare hills that roll away to the faroff ranges, one finds this short section a veritable oasis.

But the trees are being cut back from the road, leaving it just like any other uninviting local in the shire. No doubt this is being done under instruction from or by permission of the shire council. The reason is hard to see, for the trees which are being slaughtered are not in the way, not ugly, not dangerous, and are not being put to any use.

Here, just as the [*unclear words*] commences, is a beautiful tree, some 86 years old. Many a teamster has pulled up to rest his horses beneath its friendly branches. A week or so ago the tree was ring-barked. On any school day may be seen three little children, two of them aged under eight years, trudging wearily up that road. To each a normal year means about 1,400 miles of hard plodding, but the trees which have helped the poor mites (these and others) in days gone by are going down before the stupid axe. It would be easy to point to other things. Would it do any good? Is this not the Gippsland way?

I have worked my way across the treeless northern plains, have endured the terrible conditions away out west of Spencer Gulf – before there were trains de luxe – have seen money poured out in efforts to establish plantations and avenues of gums across the acres, and I have sometimes wished that I could give the people who are so wonderfully blessed with natural bushlands just a taste of it all before they could let their axes run away with them.

Yours, &c. Sadlad
Woolamai, Feb. 15.

From the *Argus*, Tuesday 6 August 1907, page 6

River Frontage Areas

Archie’s Creek. Monday.—Great indignation is felt throughout the shire of Phillip Island and Woolamai at the abnormal rent the Government is charging for the river frontages. A large meeting was held in the Mechanics’ hall, Grantville, to protest against the unfair rent and the excessive areas. In many instances people have been charged by the department for areas greatly in excess of what they hold.

In one case, that of Stewart Bros., the excess is as much as 14 acres. In numerous instances rent has been demanded up to £1 per acre for frontages, and property owners whose lands abut have spent in many instances up to £20 per acre in opening up these frontages to destroy cover for vermin of all kinds, and at the same time allow their stock to gain access to the water. Having done this, they are being taxed upon their own industry. A petition has been drawn up, and is being largely signed by ratepayers, for presentation to the Minister for Public Works, praying for a modification of the rentals and a correct computation of all areas in doubt.

From the *Sun* (Sydney), Thursday 12 February 1914, page 6

Wicked Wonthaggi

A licensing court at Wonthaggi, the Victorian State-mining town, has refused a liquor license for a Billiard Club, on the ground that the club appears to be “conducted principally for the sale of liquor.” Evidence showed that the club had 60 members, that its expenses were £8 a week, and that £4 a week was earned by the billiard tables. That leaves the bar to make up £4 a week, or let us say £4 10s, so that the club may be thoroughly solvent and show a small annual surplus. Drinks are six-pence each in the Wonthaggi Club, and so the 60 members, to provide this £4 10s a week, must have three drinks each in the seven days to make up the average of eighteenpence. This calculation shows what a temperate country Victoria must be, when one drink in two days is supposed to prove that a man is indulging his alcoholic desires beyond the bounds of reason and moderation. People aren’t so abstemious in Sydney. Men may be discovered in this town who are not content with one refreshing glass in two days, but have even been known to take two in one day! It sounds terrible, but it is true.

From the *South Bourke and Mornington Journal*, Wednesday 1 February 1882, page 2: Billiard Licenses.

(Re-paragraphed for the sake of clarity)

Table Talk

To the Editor of the S. B. and M. J.

Sir.—I am very glad that the Shire Council of Phillip Island and Woolamai have taken in hand the above question, and hope that it will soon be settled one way or the other for the benefit of the inhabitants in several respects. Some time ago an overzealous councillor caused a reduction to be made in the cost of publicans' licenses by having the district proclaimed a £10 area. This has been an annual loss of revenue to the Shire.

Can anyone in the district tell me in what way the inhabitants have profited by that reduction? Have they had better grog or more of it for their money, or have they had increased or better accommodation, or more privileges for it? I cannot ascertain where they have done so.

Now, some of the licensed publicans are not satisfied but they must endeavor to avoid payment of the fees for their billiard tables on the plea that a table upon which billiards is played on their premises is not a billiard table. They will say next that a male dwarf, twenty one years old, is not a man because he is only three feet high.

So far as I can ascertain from proper authorities, "Billiards is a game played with a cue or mace and small ivory balls on a rectangular table having pockets at the sides and corners."

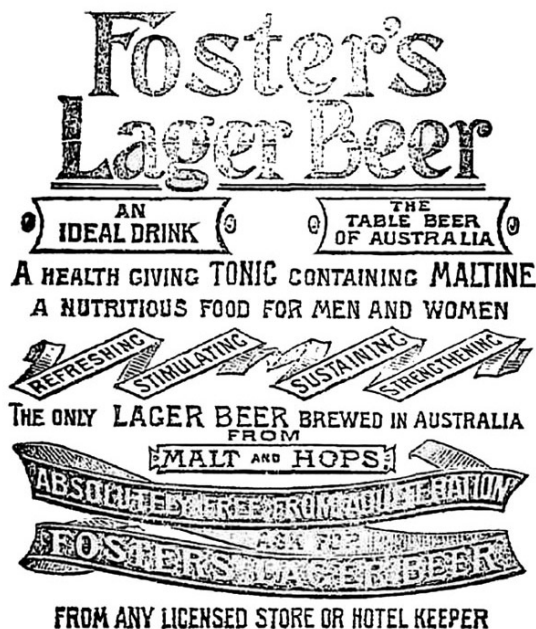
There is another aspect to the question, of which I have lately had an experience. I am a resident at a watering place in this locality. One evening last week I had a game at billiards with a visitor in a licensed hotel, which was finished about 9.30 p.m. Immediately afterwards a resident challenged me to a game, when the proprietor of the establishment walked into the room and said, "Time's up gentlemen, you cannot play any more, *this is not a licensed table.*"

The consequence was that the room was cleared. Now, if the table had been licensed the landlord would be bound to keep the room open to the public until twelve o'clock at night. At present the public can play billiards for drinks at the will of the proprietor, who can turn them out whenever it suits him. I have every wish to study the requirements of our visitors, but maintain that the inhabitants have also a right to be satisfied in the matter. —Yours truly, Phillip Island.

No-No and Oh, No! Ads

Beer as a health drink. Who knew. The ad, a little faded, extols Foster's Lager beer as a health giving TONIC containing MALTINE. Yep, maltine. REFRESHING. STIMULATING. SUSTAINING. STRENGTHENING.

Um, various Government health authorities and do-gooder groups and individuals today would probably dispute these 'facts.'



From the *Bairnsdale Advertiser and Tambo and Omeo Chronicle*, Saturday 24 December 1898

* * *

Lang Lang Arson

From the *Great Southern Advocate*, 12 November 1903, page 5

An incendiary adopted a peculiar method of setting fire to a baker's shop in the main street on Sunday evening. Mr. and Mrs. Cruickshank left for church and some of the younger children remained behind. About 7.15 o'clock one of the little girls entered the shop and found an inch of candle burning under the counter, surrounded by a mass of torn paper. The author of the outrage must have entered by the back door. Had ignition taken place the whole of a block of wooden buildings would have been demolished. The occupier has communicated with the Criminal Investigation department.

Another fire was fortunately averted at the local newspaper office on Monday afternoon. Two children, aged 5 and 6 years, became possessed of a box of matches, and thrusting a newspaper under the corner of the office, set fire to it. The flames, which came through the pine boarding and up the side of the wall, were quickly noticed and subdued.

From *The Wonthaggi Sentinel and State Town Miner*, Friday, August 5th 1910: Local and General

Meanwhile at Wonthaggi...

Quite a number of dog poisoning cases have occurred of late, and is attributed to the indiscriminate laying of poisoned baits for foxes, which are a continual source of worry to farmers in the surrounding district. Last week Rev. Father Dolan, of Dalyston, lost two valuable dogs in this manner, and in the early part of the week four further cases were reported from Dalyston.

A deputation of officers from the Wonthaggi Fire Brigade intend waiting on the Traders' Association and the local Progress Association to discuss the advisability of sinking tanks in different parts of the town for the purpose of a reserved water supply for [unclear word] purposes. A request for financial assistance will also be made to the country fire Brigades Board regarding same.

To celebrate the opening of the Savoy Fish and Oyster Rooms, Graham Street, the proprietor, Mr. J. Knight, on Saturday night last, gave a free fish and oyster supper to all who cared to partake of his hospitality. Quite a record number of oysters were consumed, and at 11.30 p.m. business was still very brisk. All kinds of fish, from the humble [unclear word] to flounder, were in demand, and Mr. Knight and his assistants were kept busy in satisfying the demands of the large number who availed themselves of his generosity.

At the last meeting of the local Progress Association, Mr. Hayward moved—"That the Government be requested to bring about such a system that each leaseholder have a properly constructed tin can with a cover, for garbage and slops, and the Government supply a properly constructed cart to remove same." After discussion it was decided that the matter be brought before the Central Board of health.

Attention is directed to the dissolution of partnership notice appearing in our advertisement column. The partnership between Fitzgerald and Allen, of the Vienna Cafe, Graham Street, has been dissolved by mutual consent, and Mr. Fitzgerald will pay all accounts owing by and receive all monies due to the late firm, and in future carry on the business on his own account.

On behalf of Mr. A. J. Henry, Messrs. G. R. Abrahamson and Co. of the "Farmers' Exchange," Murray Street, conducted a successful sale of furniture, etc., at the

Empire Coffee Palace. Mr. W. C. Quinlivan, the auctioneer, started operations with the large two-storey building which bears the name. The last bid of £115 failing to reach the reserve it was passed in for private sale. However, although the building did not change hands, there was keen competition for the contents, and [unclear words], and crockery were in great request. Altogether the result of the sale has been gratifying to the vendor and agents alike, and augers well for the future success of the enterprising Murray Street firm. Afterwards, in conjunction with Mr. H. V. Hanger, of the Wonthaggi Estate Agency, Murray Street, a successful disposal was [unclear word] of the building, furniture, crockery, etc. formerly carried on as the Ozone Dining Rooms.

Owing to the death of Mr. G. Hall of San Remo, the Phillip island division of Mornington is now without the services of an electoral registrar, and the present is an opportune time to have the office of the registrar removed to Wonthaggi. San Remo is altogether [unclear word] as the bulk of the work will centre here in future. This is a matter which the local Progress Association would do well to give early attention to.

From *The Argus*, Monday 5 March 1956, page 3

Landslide Buries Man Alive

Twenty motorists dug frantically for two hours with their hands yesterday to free a man buried under 100 tons of gravel near Lang Lang.

But he was dead when they reached him.

The man, Mr. G. Kitchen, of Main rd., Lang Lang, had gone to Grantville quarry, 12 miles from Lang Lang, with his friend Mr. J. Stapleton, of Caldermeade.

"Look out"

Kitchen wanted gravel for his garden. He picked up a crowbar and drove it into the base of the cliff to free some earth.

His horrified friend saw the 30ft.-high embankment shudder, shouted "Look out," and leaped aside.

The cliff collapsed crushing Kitchen against a truck.

Stapleton tried desperately to free him, then ran to a nearby road, and hailed passing motorists.

Kitchen leaves a young wife, and two children, 7 and 10.

He was secretary of Lang Lang fire brigade, a prominent sportsman, and one of the most popular men in the town.

Obituary:
**Captain
 Lawrence Henderson**

From *Frankston and Somerville Standard*, 28 April 1922.

(Re-paragraphed for the sake of clarity.)

There passed away, at his late residence, "The Landing," Bass, on Easter Monday, Captain Lawrence Henderson, who for some 30 or 40 years has been very closely associated with the maritime history of Western Port.

Mr. Henderson was born in the Shetland Islands, and coming out first of all to New Zealand, and later to Melbourne, and then to Western Port, he started a saw mill on the Bass River, then a store. These ventures were followed by his taking over the schooner "Tyro" (first try), which had been built by a neighbouring saw mill owner, a Mr. Stewart, of Queensferry.

With the "Tyro," the timber from the mill was conveyed to Melbourne and back-loading was found in cargo for Flinders, Cowes, Rhyll and other places on the shores of Westernport. The shipping venture turned out a profitable enterprise, and a second craft, the "Little Angelina," which was built on the Dromana beach by an Italian, was put into commission, and later still another, the "Kermandie."

With this fleet, Westernport, and Cowes in particular, were better served over 30 years ago than to-day, for besides the crafts above-mentioned, there were also several owned by the late Captain Lock, all trading in these waters.

Towards the end of the eighties, three Melbourne gentlemen having acquired large landed interests on French Island, erected a salt works on the north-eastern end of the island. At first the salt was recovered from the sea water by artificial heat, but this plan being eventually abandoned, the heat of the sun's rays being used for evaporation purposes.

The glamor of this new industry attracted the Captain, who purchased the works. But while the saw mill, store and crafts proved profitable, the salt works proved the reverse, and seemed to be the beginning of many misfortunes, for, in the early nineties, the "Kermandie" was lost, with all hands, during a gale, while on her way to Melbourne from Cape Woolamai with a cargo of red granite for the Equitable Life Buildings, at the corner of Collins and Elizabeth Streets, Melbourne.

After the loss of the "Kermandie," the balance of the stone required for the contractors for the building was carried by the "Little Angelina,"

but Nemesis (the goddess of fate), which had placed her heavy hand on the "Kermandie," was following in the wake of the sister boat, for very shortly after she ran ashore near McHaffie's homestead, but was successfully re-floated with little damage, and is still trading in Port Phillip Bay under the name of the "Woolamai," and was the last of the three crafts which the late Captain commanded when she sailed in these waters.

The "Siren" voices which, according to Greek mythology, used to lure sailors to the destruction of their ships, must have had sisters somewhere not far from McHaffie's beach, for a few years later the "Tyro" became a total wreck not far from where the "Little Angelina" came ashore, and till recent years her bleached bones were to be seen on the beach in front of Mr. A. K. Sambell's country home.

Capt. Henderson, who during the latter part of his life had been a great sufferer from rheumatism, had for the last few years of his life, been wholly incapacitated by it, being practically bed-ridden.

Mr. Henderson married Mirian, the second daughter of the late Mr. John West, who survives her husband, and there are also a son and daughter. We desire to express our sympathy with the widow and family, as well as the many other brothers and sisters of Mrs. Henderson, among whom are Mrs. H. Bennell and Mr. Harrison-West, of Cowes.

Little Angelina Ashore

From *The Western Port Times*, 16 June 1899

On Friday morning last the schooner Little Angelina went on the rocks on the north west side of Phillip Island near McHaffie's beach. She was coming from Melbourne at the time. At low tide she stands high and dry. On an examination being made it was found that her bottom was very much damaged. When she was being driven ashore, Captain Erickson who was in charge did all that lay in his power to keep her off the rocks, but with no avail. When she struck the captain and crew scrambled safely ashore.

Efforts will be made to float her with a view to repairing the damage. The schooner is owned by Captain Henderson of Bass, and she was insured, but we have not learned if she was fully covered. The time that will be lost whilst repairs are being effected, will be a serious loss to her owner, as the timber trade in which she was engaged is very brisk at present.

A Short History of the Grantville Show

by
Geoffrey Guilfoyle

On the 18th October 1884, the following report appeared in the *Leader* newspaper...

A public meeting was held at Grantville on the 11th inst., to take into consideration the desirability of forming an agricultural society. About sixty gentlemen attended from the surrounding districts... A resolution was proposed and unanimously carried that a society be formed and called the Grantville and Jeetho Agricultural Pastoral and Horticultural Association... The meeting was a very enthusiastic one, and as this new society is situated in the rich scrub lands bordering on Western Port Bay, the members have every reasonable hope that it will become a very strong organisation.

It did.

The Grantville and Jeetho Agricultural Show, the first of what soon became a highlight in the yearly calendar of the Shire of Phillip Island and Woolamai, was held on 20th March 1885 at Grantville.

From the *South Bourke and Mornington Journal*, Wednesday 25 March 1885...

The first annual show of the Grantville and Jeetho Agricultural, Pastoral and Horticultural Association, was held at Grantville on Friday, the 20th inst. The weather was all that could be desired, a cool breeze blowing the whole day, making it pleasant for visitors, of which there was a good muster, considering the Bass Society held their show only three weeks previously, and the Cranbourne races being held on the day following kept many from attending. Altogether there were fully 300 persons present. The committee are to be congratulated on the creditable manner in which the whole of the arrangements were carried out, which is saying a great deal considering it is the Society's first show. The exhibits were fairly good all round, horses and cattle being well represented. The show of sheep was first-class, as was also the swine. Fruit was well represented, and tastefully arranged on a table running through the centre of the booth, on one side of which was exhibited dairy produce, which was well competed for; on the other side was a good show of fancy work, no doubt some of the competitors having spent weeks of labor on their exhibits, which were well rewarded by the complimentary remarks of the visitors. Some artistic furniture deserves special mention, being manufactured in the district

out of black wood and fit to take its place in any exhibition in the colony...

From the *Australasian*, Saturday 28 March 1885...

The first show in connexion with the Grantville and Jeetho Agricultural, Pastoral, and Horticultural Society took place on 20th inst., in a paddock adjoining the Grantville Hotel, the society not yet having secured a show ground. It was considered a success, but it is doubtful whether two societies can keep up in the district...

The rival society mentioned was the Bass Agricultural and Pastoral Society, formed in early April 1883, who held a successful show a year later, on 4th April 1884. The 1885 and 1886 shows were both well-attended. However, a 7 April 1886 letter in the *South Bourke and Mornington Journal* from a local resident using the pen-name "Unitas" saw the problem:

...I may state that I am a resident of the district and a well wisher to both societies, but it has become painfully apparent to me, as to many others, that as long as both exist neither can become prosperous even in a moderate degree—in other words, either one or the other of the societies ought to "shut up shop."

Merger talks between the rival societies coming to nothing, and with dissension over the location of the showgrounds splitting its own ranks, the Bass Agricultural and Pastoral Society held its last show in March 1887, giving way to the rising Grantville.

The second Grantville and Jeetho Agricultural Society show took place on 17th February 1886, receiving 541 entries, an increase of 100 on the previous year. Six hundred people attended, which strained the accommodation of the local hoteliers, though they don't appear to have run out of alcohol, a tragedy which would doubtless have been remarked upon in the local and city papers.

At the Annual Meeting of the Society on the 5th June that year, the secretary, John Tulloch, reported that the total revenue from all sources was £252 14s. 5d. being an increase of £104 19s. 1d. on the previous year's receipts. The expenditure for the year was £263 10s., leaving the society with a manageable debt of £11. The other matter

(continues on Page 9)

A Short History of the... (continued from Page 8)

considered was obtaining a permanent site for the showyards. This was eventually secured and is today the site of the present Grantville Hall.

The third show on the 11th March 1887, at the new purpose-built showground, was the largest and most successful thus far. The 24th March 1888 show drew even more visitors, only to be topped in 1889 when over 800 people attended.

Given the success of this main event, in December 1889, the Society completed arrangement for the holding of a horticultural show in the Grantville Mechanics' Institute, the first such event in the county of Mornington. The show took place on the 17th of the month.

According to a short account in the *Age* the following day...

The fruit exhibits were exceptionally fine, cherries, gooseberries and currants being largely exhibited. The chief prize takers were Messrs. Cole and Sons, Valro, Eden and Davies. There was a splendid display of flowers, and the floral designs of Mesdames Eden, Hoddinott, Tulloch and Miss M'Kenzie were very much admired. For cut flowers, Messrs. Cole and Sons, Paul, M'Kenzie and Hoddinott were the most successful exhibitors. Vegetables were very strongly represented, potatoes, onions, peas and beans being the feature of the show...

There were 198 entries and the event turned a small profit. A second show, on 17 December 1890, this time also featuring poultry, was held in the same location with, apparently, equal success. Although there doesn't appear to be an extant record of it taking place, a third show must have been held in 1891 because on 7th December 1892 the fourth took place. Originally planned for

(continues on Page 10)

The South Bourke and Mornington Journal.

WEDNESDAY, MARCH 11, 1885.

Local Intelligence

We would direct attention of all interested to the announcement elsewhere of the Grantville and Jeetho Agricultural Show. The number of prizes to be awarded are much more numerous than we anticipated for a new society, which goes to show that the business is in good hands, who have worked with a will. At a meeting of the committee on Monday final arrangements for the show were made, and arrangements made for the erection of suitable cattle pens and a building for the display of dairy produce, fruit, flowers, fancy work &c. Great interest is, we understand, being taken in the coming show, and, from the number of entries, it is anticipated that the first show of the society will be a great success, and worthy of the large district it represents. If the energy shown by the committee and officers is maintained, from the large and important districts represented, the first show, however successful, will be nothing compared with the second. The society has evidently obtained an energetic Secretary, which is the secret of success of all such societies.

GRANTVILLE AND JEETHO AGRICULTURAL, PASTORAL AND HORTICULTURAL ASSOCIATION.

Patron, Hon. James Balfour, M.L.C.

—THE—

FIRST SHOW

Will be held at

GRANTVILLE—BY—THE—SEA,
ON FRIDAY, MARCH 20, 1885,
When over 250 Prizes will be offered for competition.

Exhibitors please note Alteration of Programme for the afternoon:—Buggy Pairs will be judged at 12 noon; Ladies' Palfries or Hacks will parade at 12.30; Hunters will be exercised over leaps at 2.30; Trotting Horses will pace at 3; highest jumping for hunters, 3.30, and at 4 p.m. a Grand Parade of Prize Winners in all Horse Classes will take place.

Entries close on the 17th March, at six p.m., at Grantville, where the Secretary will be in attendance to receive entries.

Prize Lists and all information free on application.

81hm JOHN TULLOCH, Hon. Sec.

A Short History of the... (continued from Page 9)

November 30th (St. Andrew's Day) it was not the success hoped for. According to the *South Bourke and Mornington Journal* of 14th December...

Unfortunately a pouring wet day seriously affected the number of the exhibits and visitors. It was astonishing, however, to see people there from far outlying districts. Lang Lang, Loch, Jeetho, Jumbunna, Bass Valley, San Remo and Dandenong being well represented.

Perhaps because of the smaller than hoped for crowd, the Fourth Spring Show appears to have been the last of this adjunct events.

Despite the vicissitudes of the weather and the occasional drought and frequent bushfire, the main annual show continued successfully into the 1890s. The Shire of Phillip Island helped boost attendance for the 1893 show by declaring Wednesday 22nd February – the date of the 9th Annual Show – a public holiday in the shire.

The Society's debt continued to remain a problem, however. Although it varied from show to show, the income generated rarely exceeded the costs incurred, the largest single portion of which was prize money which, of course, was required to attract competition entrants. At the Society's Annual Meeting on 30 September 1895, the secretary announced that although the deficit had been reduced by £46 it stood at £128 11s. 9d.

Various methods were tried to reduce this debt. Putting off repairs to infrastructure and other trimmings of cost, and the holding of a "fancy fair" – shooting galleries, side shows, fish ponds, lucky bags, art unions, sale of dairy produce, fruit, flower and refreshment stalls – at the Mechanics' Institute ameliorated but did not solve the problem.

But, as the saying goes, the show must go on. And it did.

The turn of the century saw merger talks



Fawn, Magpie and Bluey. Winners of the Butter Test at the 1906 show. Owned by Messrs. Walker Bros. from Glen Alvie. Photo by W. J. Stout. First published in the *Weekly Times*, 10 March 1906 edition.

with the Lang Lang show, which came to nothing. Another problem was the number of agricultural societies then existing and the potential clash of show dates. A meeting on 29th May, 1907, by delegates representing the Korumburra, Leongatha, Grantville, Foster, Lang Lang, Yarram and Bunyip agricultural societies, went some way to resolving the problem. None of this helped clear the Society's debt.

Despite this, the 25th annual show held on 12th March 1909 was a success. The weather, described in a summary of the event in the 25 March edition of the *Argus* as "exceptional" helped attendance, the same account giving an estimate of around 1000.

For reasons that likely seemed compelling at the time but, with the passage of over 100 years, are now unfathomable, instead of holding the 1910 show in February or March, it was moved to December of 1909. One possible reason may be the invitation extended to His Excellency, the Governor of Victoria, to attend the event and the date moved to fit in with the Governor's availability.

Thus the 26th Annual show took place on 8th December 1909, making it the second "annual" show that year. The change of date proved unfortunate as the day proved cold and showery. It is not known whether the Governor was in attendance. What is known is that the weather affected the crowds, and thus gate receipts at a time when the Society could ill-afford increasing its debt.

The 1910 show being held in December 1909, there was therefore no event in 1910.

At a meeting of the Society on the afternoon of Monday, 11th April 1910, the possibility of moving the show from Grantville was debated. However, in the account of the meeting in the Wednesday edition of the *South Bourke and Mornington Journal*, William Lang pointed out that...*the committee had no power to do so, without first obtaining permission from the guarantors. The show ground and its improvements were a security held by the guarantors, and before that security could be interfered with in any shape or form, they must obtain authority from the guarantors.* Furthermore, it was realised that the matter could only be resolved at the Annual Meeting which, when held, did not reach a majority decision.

The 27th – and final – Annual Grantville and Jeetho Agricultural Show, was held on Wednesday 15th March 1911. The usual sources for accounts of the event are silent.

(continues on Page 11)

A Short History of the... (continued from Page 10)

Neither the *Great Southern Advocate* nor *South Bourke and Mornington Journal* carried a report. The *Age* and the *Argus*, which can usually be counted on offering a summary, failed to do so. *The Western Port Times* no longer existed and the *Powlett Express* not yet established. Fortunately, both the *Herald* and the *Ballarat Star* did give the event a few columns. From these two sources it is clear that the show was very much a reduced affair, concentrating only on core areas.

The truth of the matter is that between the successful March 1909 show and the cut-back March 1911 one, the world had changed. The Nyora to Woolamai branch line was not only completed but extended to Wonthaggi, a town which did not exist a scant two years earlier and now boasted some 2,000 people. The centre of economic activity in the shire had moved, and Grantville now lay on the periphery, its maritime trade ruined by the railway.

The decline of Grantville, already evident in the previous decade, accelerated.

On 29 June 1911, the *South Bourke and Mornington Journal* carried this one sentence announcement: "The Grantville and Jeetho Agricultural Society is to be wound up and its assets sold."

The annual show was moved to Dalyston. The 1st show under the auspices of the Powlett River District A. P. and H. Society was held in January 1912.

For photos from the 1906, 1907 and 1908 shows, see *The Western Port Times* Vol. 2 No. 5 Sept. 2019; Vol. 2 No.6 Oct. 2019 and Vol.2 No.8 Dec. 2019 respectively.

**GRANTVILLE AND JEETHO
AGRICULTURAL SOCIETY.**

THE SIXTH EXHIBITION of Horses, Cattle, Sheep, Swine, Poultry, Farm, Garden and Dairy Produce. Fruit, Flowers, Fancy Work, &c., will be held in the Society's Yards, near the seashore, Grantville, on **TUESDAY, 11th MARCH.**

Entries Close punctually at 6 p.m. on the 8th March. Prize Lists, &c., post free on application to—

**JOHN TULLOCH,
Secretary.**

Source: the *Great Southern Advocate*, 21 February 1890. Note the misspelt 'application' near bottom.

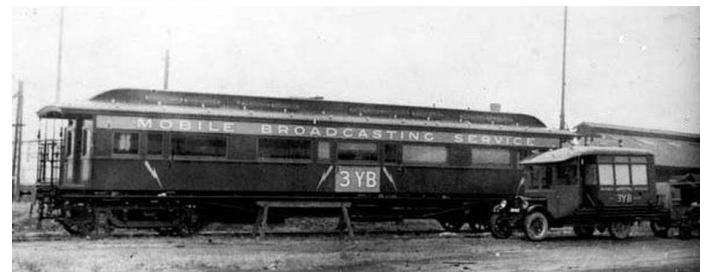
Mobile Radio

3YB was a mobile radio station touring regional Victoria from October 1931 until 15 November 1935. The staff started with a model "T" Ford housing a spring-loaded 25 watt transmitter on 1145 KHz., towing a trailer with a power generator, and a model "A" Ford with the studio (both painted scarlet). The station's temporary radio tower was often knocked down by cows.

From October 1932 a Royal train carriage was rented for twelve pounds per week. The carriage housed the studio, 50 watt transmitter on 1060 KHz., and beds for the staff. It took 13 minutes to raise the antenna system and attach earthing and power to go on air. 3YB had 1,000 records and used a six metre collapsible tower at each end of the carriage. Their licence allowed them to operate anywhere in Victoria, at least 50 kilometres from any other station and 3 kilometres from any Post Office.

They were on air 6.30 to 10.30 pm daily for one week in each town with the same program with an agent visiting each town in advance to arrange advertising. Listeners were always invited to visit the station and requests were welcome, with listeners being asked to make a donation to their local hospital. All programs were live, including the participation of visitors. News and feature programs were broadcast via landline from Melbourne. The station operated all over Victoria, including Korumburra, Leongatha, Wonthaggi and, as shown below, Koo Wee Rup.

In January 1936 3YB became a fixed radio station at Warrnambool and continues to broadcast today.





3YB

The Wireless Station on Rails
Operating on 283 Metres
(Between 3.D.B & 3 U.Z.)
Transmitting Locally as Under

**CLEAR
UNDISTORTED
PROGRAMMES**
6-30 to 10-30 PM

KOOWEERUP—July 24, 25, 26

For Particulars write to MOBILE BROADCASTING SERVICE PTY LTD
Box 100B Elizabeth Street Melbourne

From KooWeeRup Sun and Lang Lang Guardian, 25 Jan. 1934

A Visit to the Powlett, 1910

The visitor to Powlett River has at present a choice of four routes— (1) Rail to Stony Point, thence steamer to San Remo and coach to Dalyston (about 12 miles), and on about 4¼ miles further to the coalfield settlement. (2) Rail to Outtrim, and coach to the coalfield. (3) Steamer to Inverloch and coach to the settlement. The railway from Nyora via-Woolamai to the coalfield recently opened for passenger traffic constitutes the fourth route — direct, quicker and considerably more comfortable, and which is certain to conduce to a rapid settlement of a large population on the field.

When wallowing in its winter, Powlett has few fascinations for pessimistic people. It is then essentially a place for devotees of aquatic recreation. When the firmament is fairly opened upon it, and the rain has been freely descending for “forty days and forty nights,” the undulating country for many miles around with its numerous flooded depressions and swamps, resembles a miniature Malay Archipelago. Mud and bogs abound, and access to the higher lands and hills is disagreeably difficult.

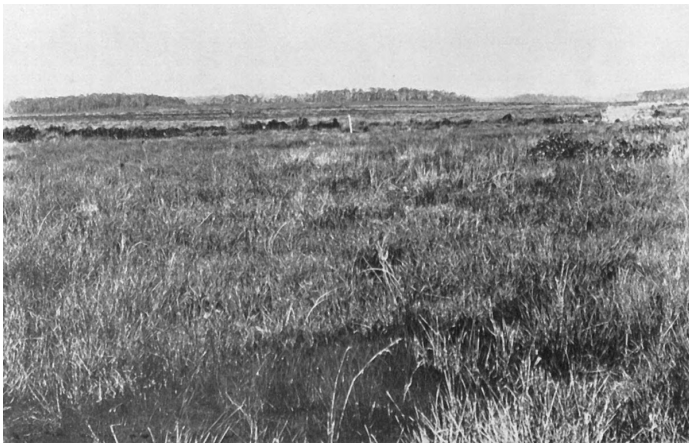
With a view to obviating or minimising the flooding of the low-lying lands in winter, the

Public Works Department has just completed snagging and clearing operations for two or three miles on the Powlett River. The work extends from the mouth to some distance above the bridge crossing the road from Dalyston to the field. Whether this outlay, which runs up to £1050, will have the desired effect of facilitating the drainage of the water to the ocean, is considered problematical by most residents of the district.

Proceeding slowly and monotonously by coach from San Remo to the coalfield, during the brief intervals between painful jolts and other absorbing incidents, in which mud holes and water pools are the sensational factors, one has leisure to ruminate. A soliloquy on what the mid-winter conditions must be—bump—if the experiences of the moment—another—are only a mere suggestion—encouraged [*sic*]—of what is yet to come—oh!—as explained by the coachdriver—a double-barreled rut—and others who have already been initiated—but a soliloquy on this road is too awfully punctuated to be expressed in anything but powerful Esperanto.

But with all these disadvantages fresh in mind and bone, when one passes Dalyston

(continues on Page 13)



The site of the State mine – before the State mine.



The Town Hall and first Methodist church at The Camp.



The Camp at six weeks old, January 4, 1910.

A Visit to the Powlett, 1910 (continued from Page 12)

and is confronted with the new habitations which are beginning to cover the higher ground all around – then one is overwhelmed by a sense of deep, silent thought, as to the incentive for such extraordinary evolution, and what it all means for the present and the future.

Alighting from the coach, into an ankle-deep Powlett mud-pool, the writer forgot all the discomforts of the train, boat and coach journey, and became absorbed in the wondrous transformation scene before him. Here was a city of tents, animated by the heart-beats of over two thousand hopeful souls, all, obedient to the instincts of human nature, intent on turning to account one of the Creator's greatest blessings to mankind.

Standing thus, as the seasonable rain deepened the earth's mantle of mud, through which the miners passed in long procession to and from the mine at the change of shift, and noting the extensive mining operations and the great quantity of splendid coal already at the surface, the veil seemed to lift and afford a mental vision of the vast, almost inconceivable importance of the future of the newly acquired coalfield.

In fancy, vivid and apparently rational, there appeared to spring up before the observer's eyes a far-reaching forest of poppetheads, engine-houses, and all the other equipments and accessories of the coal mining industry. A great, populous and busy city, with fine suburbs, flourishing factories and varied commercial and industrial enterprises. Then, in orderly succession, passed in prophetic review all the evidences of successful rural industries.

Excerpt from *Powlett Coal Fields and Coal History of Victoria 1825-1910*. Published by Rae Bros., likely in 1911



The Post Office at the tent town.

From the *Wonthaggi Sentinel and State Town Miner*, Friday, October 21, 1910

The State Brick Works

Progress Slow But Sure

A little over five months ago the Minister of Mines decided to establish State brick works at Wonthaggi. Despite protests from many quarters on behalf of private enterprise, the determination of the Minister was adhered to, and a valuable plant was sent to Wonthaggi and carted to a site on the eastern side of the town, and adjoining the business blocks at the extreme end of Watt-street, after considerable expense had been incurred in the cartage, etc., the site was declared unsuitable and the plant removed to a spot near where the reservoir for the town water supply is situated. A start was made with the erection of the plant, but after a considerable amount of work had been done site No. 2 was condemned. The plant was again redeployed by bullock team, this time to a low-lying piece of ground about half a mile west of the State mine, and the work of erection again commenced. This was no easy task, for most of the plant was buried in the mud near the mine, where it had been dumped down, and a portion of it was never recovered. The foundation bolts disappeared altogether and have never been recovered. However the machinery was placed and erected at last and a start made to manufacture the article for which a great demand was created all at once. The Minister of Mines had given it out that the bricks were to be supplied to the public at a cost of 32s 6d per 1000, and inquiries at once set in from all quarters.

The first kiln was fired on Monday, October 10th, and contains between 35,000 and 40,000 bats made from clay of four different natures.

Altogether 13 men are employed in the works, and the management is in the hands of Mr. T. H. Blower, who was engaged about five weeks ago to superintend the work at a salary of £4 per week and free quarters. A foreman receives £3 per week, one engine-driver £3 per week, two burners 9s per day, three off-bearers 8s 4d per day, two feeders 7s 6d per day, one winchman 8s per day, and three clay hole men 8s per day.

In the course of a conversation with a "Sentinel" representative, Mr. Blower said he had 28 years practical experience in the business at Preston, Northcott, and the Excelsior Brick Company's works at South Yarra, and several other places in the States.

From the *South Bourke and Mornington Journal*, Wednesday 2 January 1878: Meetings of Local Bodies.

Shire Council of Phillip Island and Woolamai

Saturday, December 22, 1877.

Present: The President (Mr. S. West); Councillors Sunderland, Fowler, Marks, Turnbull, and Kidd.

The minutes of previous meeting and annual meeting were read and confirmed, after an explanation as to the holding of the annual meeting.

Correspondence.

From Mr. Muntz, Engineer, Prahran, in reply, acknowledging receipt of plan of proposed Shire Hall, and referring to the other contracts in hand, asking the Clerk of Works to inspect and report on certain works.—The Clerk said the work was well done, and in accordance with the specification. On motion of Councillors Turnbull and Kidd, it was resolved that the amount be paid.—In reply to Councillor Fowler, the President said Mr. Muntz was retained at a nominal salary of £5.—Councillor Fowler wanted clearly to understand what the Council expected for that amount. He thought the engineer treated the Council by his letter with disrespect. He gave notice of motion to reduce the amount to *[unclear amount, looks to be either 5s or 8s.]*

From Department of Lands, referring the Council to Department of Public Works, as to southern boundaries of Shire.—From Department of Public Works, granting the Council a quantity of metal on Bass road. Received.

From Secretary for Lands, as to holding a Land Board, stating that such an arrangement was not necessary.—Councillor Monk said there not being a Land Board created a great deal of inconvenience. He moved that a fresh application be made for a Board once in three months. Councillor Turnbull seconded the motion, which was carried.

From Victorian Deaf and Dumb Institution, asking for usual donation. On motion of Councillors Fowler and Monk, £2 2s. voted.

From John Hatherly, complaining that he had not had notice of the amount of rates levied on his property, forwarding payment.—Referred to Rate Collector.

From H. F. Norton, forwarding license for Crown Land, stating that he believed the land applied for a landing-place, would be granted on payment of a fee, which would probably be remitted. A letter was read from the Secretary of Public Works, granting a lease.—It seemed that the application was

made on behalf of the Western Port Steamship Company. An explanation was made by the President to the effect that the Company desired the Council to have the lease, and it was a mistake that the Company should have applied for it. In reply to Councillor Kidd, the President expected the Council to erect necessary buildings for convenience of cattle, but would not erect buildings if the Co. got the lease.—Councillor Fowler thought there would be a small fee charged, and Councillor Monk said he believed the land would be granted to the Council for the purpose.—Councillor Sunderland objected to any fee being charged to ratepayers, though they might charge strangers.—It was resolved to apply to have the land transferred to the Council.

From H. H. Budd, stating that Mr. Farthing had paid the amount of rates asked for on behalf of the Coal Company.

From W. J. West, applying for renewal of slaughtering license, and forwarding the money. Agreed to.

From William Hickey, offering to finish his *[unclear word]* if a sum of £5 2s. were paid for extra works necessary. It seemed the contractor had exceeded the amount of clearing which he contracted for. It was decided that Councillors Reid and Turnbull wait on the Manager of the Coal Company, and request that part of the Cape Paterson road, which they have injured, be repaired, as it made the road useless.

From John Monk, asking for a renewal of his slaughtering license.—Granted.

The report of the Auditors of the Annual Accounts was read, recommending a map of the district, and a description of rateable properties in the rate-book, that the Finance Company examine the blocks of the collecting books, that the Secretary furnish a statement of all the defaulting ratepayers, showing the arrears, that the bank books be laid on the table at such meeting. In reply to the President, the Secretary said there was only one case in which a receipt, other than the official receipt, had been given.

From Mark Turnbull, applying for a renewal of slaughtering license at Kilcunda.—Granted.

The Council having adjourned for lunch, and resumed, the Secretary again read the report of the Auditors, the first clause of which

(continues on Page 15)

Shire Council of Phillip... (continued from Page 14)

recommended that the Council obtain a correct map of the district but the Chairman pointed out that such a map would cost a large sum, and no action was taken. Councillor Fowler moved, on the recommendation, that the Rate Collector report at each meeting the amount of rates collected from month to month. It seemed, however, that since the present Secretary had been in office this had been done.—It was resolved that the recommendation of the Auditors be referred to a Committee of the Council, consisting of the President, Councillors Fowler, Monk and Turnbull.

The Secretary reported having received £12 10s. from Dr. Anderson, which was 5s. above last year, and he asked to have the amount refunded. It seemed that the amount was that at which he was valued by the Valuer, and no action was taken.

The Clerk of Works reported as to red timber on the Heath; he found that the clearing in the locality was three chains off the road, other improvements were required, but it was useless to have them done, except on the road.—Councillor Monk said the road certainly should be cleared, as it was dangerous. He moved that tenders be called for clearing that three-quarters of a mile of the main road, near the Victoria Hotel. Councillor Kidd seconded the motion, which was put and carried.—It was reported that it was necessary to make improvements near O'Meara's, by drainage. It was decided to refer the matter to the members for the Riding.

Tenders

Were opened for the erection of the Shire Hall, and that of George Coates, at £325 17s. 6d. was accepted.—Mr G. C. Crump was appointed Valuer and Collector of Statistics for the next twelve months, at a salary of £30.

Payments were passed, amounting to £236 10s. 3d.

Councillor Monks moved that the Secretary communicate with the Government as to the necessity of improvements at the jetty at Grantville.—He also moved that the Clerk report on the works near Chinns, which was also agreed to.

Councillor Kidd moved that the hill known as Natcott's Hill be partly cut down, as it was very dangerous. On the recommendation of the President, the motion was postponed until meeting.

Mr. Jones, late Secretary, applied for a settlement of his affairs, but no action was taken, and the meeting adjourned.

From South Bourke and Mornington Journal, 23 January 1878

Shire Council of Phillip Island And Woolamai

Saturday 19th January 1878

Ordinary Meeting.—Present: The President (Mr West), Councillors Sunderland, Kidd, Monk, and Kennedy.

The minutes of the previous meeting were read and confirmed.

On the motion of Councillors Monk and Kennedy a letter from the inhabitants of Settlement Point Corinella, was received, and the Secretary was instructed to write to Mr. Wm. Peters, requesting him to remove the obstruction across the road on beach allotment at allotment 71 within seven days, or legal proceedings would be instituted against him.—Carried.

On the motion of Councillors Monk and Kennedy, a petition from ratepaying selectors in Grantville was received, and their prayer complied with.

It was moved by Councillor Sunderland and seconded by Councillor Monk, that *[the]* letter from Dandenong Shire Council be received, and that this Council co-operate with them in asking Government for assistance in compiling returns as asked for by various departments.—Carried.

It was moved by Councillor Monk, seconded by Councillor Kidd, that letter from G. Coates be received, and that his request to sub-let masonry work of Shire Hall be granted, but that the Council hold him responsible for the whole.—Carried.

On motion of Councillors Monk and Kidd, the Clerk of Works was instructed to bring up specification for works on Bass road, between Chivers and Red Culvert, by next meeting.

Councillor Monk moved, seconded by Councillor Kidd, that Secretary write to contractor for contract 120, telling him that if his contract be not completed within seven days it would be re-let at his expense.—Carried.

Payments to the amount of £70 12s 6d were then passed.

The Council went into committee, and opened the following tenders:—Emery and Frazer, contract 136, £25; Matthew Monk, do., £35; Wm. Misson, do. (informal), £20; W. H. Hickey. do., £35 15s.—On the motion of Councillors Monk and Sunderland, the tender of Emery and Frazer was accepted.

It was moved by Councillor Kidd, seconded by Councillor Monk, that plans and specifications be prepared and tenders called for works at Natcott's hill for next meeting.

The Council then adjourned.

Along the Coast to Kilcunda

Parts One to Three

(By Our Travelling Reporter.)

(Re-paragraphed for the sake of clarity.)

The coach road, and consequently the more direct route to Kilcunda and other coast towns in that direction, lies by way of Dandenong and Cranbourne, Usher's coaches starting from the former place every Tuesday, Thursday, and Saturday immediately on the arrival of the morning train, and reaching Grantville the same evening. The latter township is at present the farthest point which is reached by coach, and from thence to the Bass or Kilcunda the traveller has to get as best he can.

As, however, it was my intention to explore the back country of the Bass, Powlett and Tarwin rivers, I started on horseback from Berwick, proceeding by way of Clyde – a small farming settlement – along the Bullarto road, and after skirting the Koo-wee-rup Swamp, reached Tooradin, a village twelve miles from Berwick, and of rather hunted dimensions, but pleasantly situated near one of the inlets of Western Port Bay.

A State school, one hotel, a store belonging to Messrs. Allchin Brothers (who also have the post-office), one or two other business places, and some half-dozen private houses at present constitute Tooradin, but there is a prospect of its improving in size in the course of another year or two, from increased trade, as well as from a probability of the drainage scheme of the Koo-wee-rup Swamp being carried into effect.

About three miles from Tooradin the Harewood estate is reached. This is a very fertile property, belonging to Mr. William Lyall, and the homestead – a fine two-storied house, built on a small eminence, and commanding a grand view of the bay – has [an] imposing appearance, and is at once commodious and comfortable. Several inlets of the bay are crossed close to Harewood, and the bridges which span these are in a thoroughly disgraceful state.

The boards are mostly all rotten or loose, there are holes and cracks large enough for a horse's hoof, and the only wonder is that some terrible accident has not taken place long before this. I understand that these bridges were constructed many years ago by the Government, and before the formation of the local shire council, who, however, must be extremely apathetic, or they would endeavour to put them in a proper state of repair, if no

means were available for building new bridges.

The bay is plainly visible from the road, which skirts it for several miles, and French Island can be seen some distance away. There is nothing, however, specially worth noting on the island, it being but sparsely settled, except the salt manufactory now in process of being carried on by Mr. Cheetham, who, I must say, displays considerable enterprise in starting such a rarely-attempted industry.

Barely half-a-dozen miles separate Harewood from the Monomeith estate, which belongs to Messrs. Gill Brothers, and is composed of about 4,000 acres of grand grazing or agricultural country. Various improvements, buildings, fencing, etc., are now going forward, and it is intended also to carry out a systematic scheme of draining in the course of a few months.

Three miles from Monomeith Mr. A. M'Millan's fine property Caldermeade is passed. The road is in first-class order here, well-formed, and straight as a gun barrel for fully a couple of miles, and on the left is bordered by a beautiful hawthorn hedge, extending along a great portion of the frontage to Mr. M'Millan's estate, while others similar in height and thickness divide and subdivide the paddocks in almost every direction.

The homestead, together with extensive out-buildings, is to be observed some distance from the road, and various descriptions of ornamental trees and shrubs have been planted at intervals throughout the grounds, so that the place has a decidedly pretty appearance.

After leaving Caldermeade, the hamlet of Sherwood is met with, Mr. George Poole's hotel and one or two houses comprising the whole settlement, with, of course, the exception of the farming community with which it is surrounded.

Tobin Yallock, a few miles further on, is one remove larger, and is of some little importance, inasmuch as it is the natural outlet for selectors from the back country to reach the nearest railway station. A good-sized church has been built, and there is also a State school, one hotel, and one store. Farming and grazing are carried on in the locality,

(continues on Page 17)

Along the Coast to Kilcunda (continued from Page 16)

but the fertile land may be said to end a little beyond Tobin Yallock, when the aspect of the country undergoes a complete change, the soil being mostly of a sandy description, badly grassed and thickly timbered.

At Lereaux farm the scrub land is first entered upon, and from thence the road alternately passes through flats with dense vegetation extending right down to the water's edge, or crosses small hillocks, heavily timbered, and covered with very rough and sour-looking herbage.

The Hurdy-gurdy Ranges, the greater portion of which forms part of Barrett's run, are passed on the left, and from thence the road was anything but pleasant to travel on, more especially as my companion (Mr. James Gibb, M.L.A. for Mornington, who was making a tour of the electorate at the time) and myself had the ill-luck to get caught in a heavy thunderstorm before we were able to reach Grantville, a township about ten miles from Tobin Yallock, and of rather larger proportions than that place, there being a couple of hotels, a similar number of stores, State school, police station, and post-office, besides several private houses.

Grantville is built on the edge of the bay, to which there is communication by means of a ricketty [*sic*] jetty. A monthly market of live stock and produce is held in the town, and selectors patronise it remarkably well, I am told, the surrounding locality being now thickly populated, but the selectors are heavily handicapped in consequence of being such a long way from Melbourne, and by the want of tramway communication to the coast.

Part Two

The Queensferry Tramways

Some three or four miles from Grantville, on a nice bank stretching down to the coast line, the little settlement of Queensferry is situated. The principal business man here is Mr. Stewart, a sawmill proprietor, to whose energy and enterprise the prominence which the place has gained is in a great measure due. Besides several private dwellings, Mr. M'Intosh's store, and a store and post-office (connected with Mr. Stewart's establishment), Queensferry has a State school, and so highly is this boon appreciated that children walk from four to five miles to attend it.

From the ridge, as it may be termed, on which the settlement is situated, a fine view is obtainable of French Island and a large portion of Westernport Bay, and the number of water fowl with which the bay abounds is

something wonderful, swans and ducks are especially numerous, and appear to be quite tame, allowing anyone to approach within shot of them when the tide is out. Fishes, too, can be plainly seen disporting themselves in the shallow water near the jetty, and the angler or sportsman would therefore doubtless find plenty to occupy his time for a day or two out of the season at the very least.

Some eight or nine years ago, Mr. Stewart constructed a jetty in order to meet the requirements of the timber trade, and soon afterwards erected a comfortable dwelling and fenced in his ground, so that at the present time he may be said to have established a permanent home. The jetty is slightly over 100 yards long, and is built on piles driven several feet in the mud, which here constitutes the bottom of the bay.

Owing, however, to the increase in trade, the jetty has now become much too short, and, besides, it is in such a dilapidated condition that a new one of a couple of hundred yards is urgently needed, this length being required to reach the necessary depth of water, so that vessels of a larger size than those now employed by Mr. Stewart may be enabled to get to the jetty, and, consequently, serve to accommodate selectors and others who may have goods to forward to or from Melbourne. A tramway runs along the jetty, and on this trucks of sawn timber are carried from Mr Stewart's saw-mill some miles back in the ranges, when the timber is felled and prepared prior to its being taken to the seaboard, and from thence shipped to Melbourne or elsewhere.

Blue gum of the very best description is what is almost exclusively shipped, and in addition to the supply which goes to the Melbourne Harbour Trust and for telegraph poles this description of timber is used in the repairs to the Falls Bridge, Australian Wharf, and even sent to Louttit Bay.

Some idea of the labour to be endured in obtaining the immense telegraph poles which may be noticed studding the streets of the metropolis may be imagined when it is known that huge trees have to be felled, some six or eight miles back in the ranges, snagged down the hills to the branch tramway, from whence they are drawn to the saw-mill, and finally to Queensferry.

Each pole is 50ft. long, 2ft. in diameter at the butt, and contains about 1,000 superficial feet, or slightly over three tons in weight.

Great difficulty and considerable expense are experienced in getting these immense poles

(continues on Page 18)

Along the Coast to Kilcunda (continued from Page 17)

along the tramway and on board ship, owing to the dilapidated nature of the jetty, which is rapidly falling into decay, and will soon require to be either permanently repaired or pulled down and a new one erected, in which case the poles could be supplied to the Government at a much cheaper rate than at present.

The Government have been repeatedly petitioned by the residents for a new jetty, which would not only be of direct benefit to themselves with regard to obtaining the timber at a lower cost, but would also prove a great boon to selectors occupying the outlying country, inasmuch as it would enable them to forward produce to Melbourne, and obtain what necessaries they require in return, at a much cheaper rate than is at present paid for carriage, or, say, about £1 per ton.

The Government, however, seem to consider that as the present jetty was built by private enterprise, they are not justified in either making improvements or in erecting a new one, notwithstanding that such an act would be only just and right towards those who have been induced to settle upon the land in the locality, and who have not proper facilities for sending their produce to market.

A considerable quantity of timber has often to be left lying at the Queensferry jetty for days, awaiting transmission to Melbourne, and this more particularly occurs during the prevalence of neap tides, and when the timber has to be conveyed by means of punts to Mr. Stewart's schooner, which very often is unable to load at the jetty, owing to the shallowness of the water.

From the jetty a tramway has been constructed by Mr. Stewart to his saw-mill, about five miles back in the ranges; and as the subject of tramway extension is now attracting the greatest attention throughout the colony, I shall in my next article describe the mode in which this line has been constructed, its cost and manner of working, besides several other particulars relative to the benefit of tram ways for the chief conveyance of produce, in localities where road-making would be too expensive, and where the engineering difficulties and limited population would preclude the possibility of railway extension being either possible or payable.

Part Three

The Queensferry Tramways II

The road from Queensferry to the back country runs for about a mile through a low-lying stretch of swampy land, which,

however, has been somewhat improved by clearing and draining, and by the scrub being laid down and covered with soil, in order to make the road more durable and substantial for traffic.

Undulating, lightly-timbered country, with a preponderance of bayonet grass, heath, and grass trees, is passed through till the Bass is reached at a point about four miles from Queensferry. A good strong bridge has been constructed here by Mr. Stewart, and a mile or so further on we come to the sawmill, built on a small plateau at the junction of two creeks, and surrounded by huts belonging to the workmen, about twenty of whom are regularly employed in the timber trade. Mr. Stewart has an extensive sawing plant, including an engine of twenty-horse power and vertical and circular saws, three of which are often working at the same time, besides every other appliance necessary for conducting an extensive business in a profitable manner.

The locality of the sawmill is in the parish of Jumbunna, on the north edge of the Blackwood reserve, which stretches from near the Bass (a small semi-dry stream running south-west of the Strezleckie [*sic*] Ranges) towards the Powlett, and from thence extends into the back country. The coal reserve comes to within about a mile of the sawmill, and, stretching southward to Kilcunda, is bounded in that direction by the coast line. Regarding both this and the Blackwood reserve, however, I shall have more to say in a future article.

Tramways have been constructed from the sawmill to every available belt of timber, and in the most difficult places imaginable. Creeks and ravines have been crossed, sidelings cut, and the lines carried along steep hills, where, for half a mile at a stretch, the rock was so solid that blasting powder had to be employed to burst it. The country through which these branch lines extend is wild and rugged in the extreme, and, to say nothing of the enterprise and perseverance requisite for the planning and completion of such an elaborate system of tramway extension, it is almost impossible for one to form an adequate idea of the labour and trouble incurred in the construction of these lines, which altogether amount to between thirteen and fourteen miles, and cost within a fraction of £200 per mile.

In putting before the public a few facts, gathered from personal inspection of the working of tramways in this part of the colony, I would merely point out that when they can

(continues on Page 19)

Along the Coast to Kilcunda (continued from Page 18)

be constructed at such a low cost here, it would not take much more to make lines similar in strength, and practicability through the districts of Brandy Creek, Narracan, Poowong, and Jeetho, or, indeed, any other part of colony where farmers are placed at a disadvantage in the matter of bad roads and want of railway extension.

In the district under notice, the greater portion of the timber is extremely heavy, and added to this, the thickness of the scrub, and the boggy nature of the soil, almost precludes the possibility of roads being formed except at a cost which would hardly be justifiable for either the local shire council or even the Government to undergo.

In spite, however, of the difficulty in getting along these bush tracks, and the isolated position of the locality, selectors are to be found occupying thousands of acres of back blocks, working hard day after day, pushing and struggling, and hoping to get their efforts at settlement recognised by the Government, and some steps taken to provide them with an outlet to the sea coast, from whence it would be comparatively easy to get produce transmitted at a cheap rate to Melbourne or some other permanent market.

Land-selection is now steadily extending up the valley of the Bass almost to its source, and from thence throughout the locality south west of the Poowong Range, thus embracing a tract some sixteen miles long and of considerable width. It is in this direction, in order to suit the present selectors and to open up the country, that a tramway could be carried with very little trouble or expense.

As stated before, the lines constructed by Mr. Stewart only cost on an average £200 per mile. These are capable of bearing trucks drawn by three horses, and containing from seven to eight tons of timber, and the allowance for repairs, including men's labour, does not exceed £2 per week for every five miles.

The method of constructing a tramway – not alone suitable to the requirements of this district, but also to other localities where the natural features of the country are similar, would be as follows:— After levelling the ground, a body of split timber 4ft. 6in. long, and about 3in. thick, would have to be laid solidly upon it. This is suitable for a 2ft. 6in. gauge, the best size, considering the rugged nature of the country, which precludes the use of wide tramways. After being firmly embedded and levelled, a sleeper of sawn timber would have to be laid at every few

feet, in order to more effectually fasten the rails, which are liable to be shaken by heavy continuous traffic.

Experience has proved that a double rail of 4 x 2 sawn timber (one being placed over the other to break the joints) is the best possible description, and these must be fastened together with strong 4in. spikes, so as to be able to stand heavy wear and tear, while, in order to make the footing easier and more secure for horses, sand, sawdust, or even small gravel, if available, could be scattered on the bed of the tramway, and this, in a measure, would also serve to protect the sleepers, and assist in cementing the horse track.

Although several difficulties are to be encountered in the construction of tramways in this part of the country, there is not the slightest doubt in the minds of the residents of the district, that a tramway from the coast to where settlement exists in the back country would pay exceedingly well, as saw timber alone would, for the first two or three years, form a considerable item of profit to selectors. Sawmills, too, would be built, and farming receive such an impetus as would make selectors, if not independent, at least in much more comfortable circumstances than they are at present.

Whether tramway extension should be carried on by the Government in the same way as the construction of railways, or left entirely in the hands of shire councils, is a matter well worthy the attention of our legislators. It is gradually beginning to dawn on the public mind that in various parts of the colony there are too many railways, and that tramways or canals would do just as well, if not, better, as a means of conveyance, and without the country being put to one-quarter the expense consequent upon our rather too elaborate and still steadily increasing railway system.

There is one important particular in favour of tramways – as against railways – being constructed by private companies, and that is, the small amount of capital required. But when capitalists lack the enterprise to come forward, it then clearly becomes the duty of the shire council or the Government to step in and carry on the work of opening up isolated country districts, with the object of promoting pastoral and agricultural settlement.

Shire councils more especially should endeavour by all means to deal with the question of tramway extension in their own

(continues on Page 20)

Along the Coast to Kilcunda (continued from Page 19)

particular localities, consequently lightening the burden which annually falls on the Government of providing for country districts; and although an objection does exist, there ought in reality to be no possible reason why local bodies should not borrow through the Government for tramway purposes, giving the rateable property within the shire as security, and paying off the principal by means of a sinking fund similar to that existing under the present system of shire loans.

The construction and working of the tramway would thus be under the immediate control of the shire council, and would form a perfect source of revenue from the charges for the conveyances of produce and passengers. In the event, however, of this not working to advantage, it would be easy enough (inasmuch as such a system is carried on by several shire councils in the colony with regard to the management of punts) for the shire council to let the tramway to a company, or even to some private individual, who would be authorised to charge rates for carriage proportionate to the outlay.

Another scheme, which seems equally feasible, is that a company should be formed with a stated amount of capital, the Government giving a subsidy to the extent of £1 for every £1 raised by the company, the loan to be secured on the tramway at a low rate of interest, and to be paid off by means of a sinking fund.

Whether any of these schemes will ever be carried to a successful issue in the Bass district remains yet to be seen, but certain it is that something will have to be done very shortly if the Government do not want the selectors to shirk their rents and abandon their holdings, as has already been done within the last few months in various parts of Gippsland.

Parts Four & Five Next Issue.

Tomlison's Pictures

LANG LANG HALL, SATUR. DEC. 18

MELTON SILLS in 'THE KNOCKOUT'

Also

CONNIE GRIFFITHS in

'INFATUATION.'

From *KooWeeRup Sun and Lang Lang Guardian*, 16 Dec. 1926

From the *Great Southern Advocate*, Thursday 13 August 1903, page 3: Correspondence

Goding Explains

Phillip Island Shire Council

To The Editor

Sir.—At the meeting of the Phillip Island Shire Council held at Bass on Saturday, 8th August it was moved and carried. "That Mr. Goding be given final notice to remove the fence in front of his property on the Grantville and Almurta Road within one month from date of notice." To the casual reader the above may seem a very simple and innocent resolution, but to those concerned it is very different. A few facts may be interesting and instructive to your readers. Some 10 or 12 years ago the Messrs. Grout Bros. were completely blocked in for want of a passable road. The council were not in a position to help them and after a consultation I agreed to let them have a road 10 chains long through my paddock. This being cleared land and dividing my paddock into two unequal portions was admittedly worth £100. I received from the council £30 and promise to be allowed to purchase 20 acres of the old road. Mr. Bowman applied for permission to purchase 12 acres of this but the Lands Department refused as it was my frontage. I ultimately gave my sanction and Mr. Bowman became owner of 8 acres of the old road. Acting on the faith of the promise of the old councillors I fenced in that I considered my due. The result is the motion at the beginning of this letter. Truly human nature is not to be judged at Election times.

Yours Truly

A. Goding.

From the *Sporting Globe*, Saturday 5 January 1935, page 5

Record Entry At Beach Competition

Unprecedented development has been made in the New Year's Day aquatic carnival at Inverloch, which this year attracted a crowd of 15,000 and an entry of 21 for the Bathing Beauty competition. In the first year – 1933 – there were five entries and six last year.

This year's placings were: Melva Hale (Wonthaggi) 1; Marge Eustace (Albury) 2; Jessie Mason (Wonthaggi) 3; Hazel Spark (Inverloch) 4.

The result was particularly gratifying to the organiser, Mr James Crichton, manager of the Union Theatre, Wonthaggi, who was ably assisted by Les Jabara and Laurie Strickland.