

The Western Port Times

Grantville & Districts

Volume 4 Number 12

FREE

April 2022

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Hotels, plural – except there was only ever one. This article will explain the apparent contradiction.

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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 Harold B. and J. A. Sullivan, at which date the premise is said to have been 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.

BASS
Annual Sports
will be held on
Monday, 28 December.
P. O'MEARA,
Hon. Sec.

Dr. DALY,
Having removed from Bass to
QUEENSFERRY.
May be consulted daily at
Queensferry.



W. THOMPSON

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Lang Lang Talkies

SATURDAY, JUNE 28.

SATURDAY, JUNE 28.

LORETTA YOUNG and BARRY SULLIVAN in—

CAUSE FOR ALARM!

Lady, Don't Mail That Letter!

JANE POWELL and RICARDO MONTALBAN in—

TWO WEEKS WITH LOVE

M.G.M.'s Big Technicolor Musical Romance.

Programme suitable for general exhibition.

SHORTS. NEWS.

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Links to other historical groups

- Bass Valley Historical Society: www.facebook.com/groups/bassvalleyhistoricalsociety
- Friends of Churchill Island Society: <https://focis.org.au/about-churchill-island/>
- Hastings–Western Port Historical Society: <https://www.hwphs.org.au/>
- Inverloch Historical Society: <http://inverlochhistory.com/>
- Also: cv.vic.gov.au/organisations/inverloch-historical-society/
- 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/
- Wonthagi Historical Society: wonthaggihistoricalsociety.org.au/
- Wonthaggi Genealogy Inc.: secretary@wonthaggi-genealogy.org.au



From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 5 June 1896, page 2.

Local and General News

On Thursday night last Mr. Jurry, of Cowes, visited Mr. Burton's house to spend a social hour or two, and on leaving the house, it being late, had to cross a ploughed field, when by some means he fell in one of the furrows and fractured his leg half way between the knee and ankle. He lay in the field till morning, and when found he was almost frozen with the cold. Dr. Wilson was at once sent for, and arrived in a few hours and set the limb. He is now in a fair way of recovery. Strange to record, Mrs. Jurry was thrown out of a buggy and had her arm broken a few weeks ago.

A very severe and painful accident happened to Mr. E. Edwards, engineer on the s.s. *Genista*, on Wednesday last. He was engaged working on a crane unloading some samples of coal, which were being transmitted to Melbourne, at Stony Point, when his attention was directed elsewhere, the result being that the unfortunate man got his right hand entangled in the cogs of the wheels, three fingers being terribly crushed, the second member being completely severed off at the first joint. When the steamer arrived at San Remo Mr. Edwards was driven with all haste to Bass, where Dr. Wilson attended to the injured hand. Great sympathy is expressed for Mr. Edwards, and it is to be hoped that the injury will soon be alright.

The usual monthly meeting of the Phillip Island Shire Council has been postponed till to-morrow week.

On Wednesday evening a few friends of Mr. E. M. Dixon, late president of the Shire Council, met at Cowes to have a farewell parting glass of wine, at the invitation of Mr. John West. Mr. Dixon represented the *Corinella* riding for seven years, was elected president twice, and was one of the most popular councillors in the shire. It was regretted by the ratepayers that he had to resign on account of his leaving for Westralia. It was thought that the *Corinella* member would have given him a send-off, but for lack of support it fell through. Mr. Dixon sails for Westralia on the 13th inst. He is wished every success in his undertaking and bon voyage.

The Railway Standing Committee will arrive at Loch from Alberton by the midday train on Monday, and spend the two following days inspecting the proposed route of the Bass

Valley line, and return to Melbourne on Wednesday.

At the local Debating society's meeting last evening it was decided to hold a Ball and Supper in the Shire Hall, on 26th inst., the proceeds of which will go towards swelling the credit balance of the club. A catering committee was appointed to attend to the wants of the "inner man," and the secretary was instructed to make the necessary arrangements for the carrying out of the dance. Should the weather be fine there is no doubt a large number of lovers of the Terpsichorean art will be in attendance, and as the committee intend leaving no stone unturned to make the ball a success an enjoyable evening should attend the club's efforts.

There was quite a lively scene in San Remo yesterday caused by the crossing of 60 head of Mr. Harbison's cattle from Newhaven to San Remo, Captain Loch, of the *Trucanini*, having the contract to carry them across the Straits. The s.s. *Genista* was engaged to tow the cattle punt, which holds about 40 head. The first load there was great difficulty in driving them into the punt, as the tide was not quite high enough, and the crush has just been going through sundry repairs, and is found to be too wide for the punt, therefore making it a great difficulty to get the cattle on board. However, after a great deal of shouting, poking, and whip persuasion, they were landed safely on the main land.

The usual weekly meeting of the San Remo Debating Club was held last evening at Bergin's hotel. The attendance was fairly good, Mr. J. Hackett occupying the chair. The minutes of the previous meeting were read and confirmed, and the principal business transacted was the election of officers, which were nominated at the last meeting, and which resulted as follows:—President, Mr. J. Hackett; vice-presidents, Messrs Neale and Elliott; secretary, Mr. T. Bergin; committee, Messrs. Bonwick, Farr, Hoddinott, Faure, and S. Pickersgill; manuscript editors, Messrs. Farr and Bonwick; auditors, Messrs. Neale and Elliot; treasurer, Mr. T. Grant. The members nominated at the last meeting were duly elected, and it is gratifying to note that the member's roll is already on the increase. The secretary was instructed to write to the Bass Debating Club, forwarding fraternal greetings,

(continues on Page 4)

Local and General News... (continued from Page 3)

and also asking for that club's patronage. The opening debate will take place next Thursday evening, when elocution will be the subject set down for discussion. Other matters of an unimportant nature were summarily dealt with, and the meeting then closed.

The Court of Petty Sessions will be held on Friday next, the 12th inst., at San Remo. There are a great number of cases on the list.

A sample of coal of about a ton was forwarded to Melbourne by the s.s. Genista this week. The coal is bright, clear, and hard, and was hewn out of Mr. Davis's mine at Kilcunda. Several gentlemen who have great experience in coal were examining the mines at Kilcunda last week with a view of working the mines, and were greatly taken with the samples of coal, and had the above sent to different firms in Melbourne to be tested.

A fine specie [*sic*] of what is known as the flying fox has been found by Mr. P. Currie, of San Remo. The fox, which was an exceptionally large one, was known to be in the neighborhood for some days previously, but all attempts at catching him proved futile until one day last week, when it was discovered by Currie lying dead at the back of his residence. It is surmised that the flying reynard had failed to elude the watchful eye of "Remo" and thus met its doom.

Also

From the San Remo Times and Phillip Island and Bass Valley Advertiser, 12 June 1896, page 2.

The Court of Petty Sessions will sit to-day, and the Council will be held on Saturday.

Mr. Cleeland has lately erected a handsome monument in the Cowes cemetery in memory of his late wife. The monument is of Gothic design of polished Harcourt granite, supported by two beautifully moulded columns of Woolamai granite, and supported by a massive Harcourt granite curbing, finely axed on a set-base of Woolamai granite. The colors of both granites show a beautiful contrast, as well as the polished work and the dressed double curbs, and it is railed in with an ornamental iron fence fixed on the curb. The monument was erected by Messrs. Finn & Co., of Bendigo, who are the proprietors of the Woolamai Quarries.

The three large blocks—8,6, and 4 tons—of granite stones which left here for Melbourne in the Little Angelina last week, arrived safe at its destination. There are several blocks now at the quarries waiting to be shipped to

Melbourne when the schooners are prepared to take them.

On and after 1st July the San Remo Post-office will close its morning mails at 7.50 a.m.

A very successful entertainment in connection with the Western Port Ministering Children's League was held in the Queensferry Hall on Thursday. The weather being favorable, the attendance was larger than usual, and the programme provided by the members and associates proved very enjoyable. The president, Mr. Sussex, occupied the chair. Amongst the members who assisted may be mentioned the following:—Recitation, "He never smiled again," Miss Bergmeier; song, "Jack and Jill," Master R. Lindsay; recitation, "Clever wee mouse," Miss Mabel Read; song, "The policeman's stuff," Master Cyril Denny; recitation, "The Royal George," Master H. Bergmeier; recitation, "Bob and Belle," Miss G. Read; song, "Little Bennie was our darling," Miss Lily Hardingham. Numerous other recitations and dialogues were rendered. Thanks is due to Miss Young, Mrs. Brown, Mrs. Cracknell, the Misses Palmer, Mr. Sussex, and Mr. Trainor for [*sic*] their assistance in making the concert a success. The secretary begs to acknowledge a donation of £1 received from Mrs. George, Grantville, and also to remind members that subscribers to the "M.C.L. magazine" and "Sea Breezes" may have copies by applying at the telegraph office, Queensferry. It is also desirable that any cases of distress that may come under the notice of the members should be reported to the president or secretary, and assistance will be given so far as is practicable with funds on hand.

Mr. John Cleeland, junr., whilst branding and ear marking calves, the man using the knife drew it back and cut his arm across above the elbow. Mr. Cleeland fainted away a few minutes after. We have not heard since that he felt any ill effects of it.

Mr. Downward M.L.A., met his constituents on Wednesday evening, 10th June, at Button's hotel, Cowes. There was a very large attendance. Mr. S. West was elected to take the chair, and opened the meeting with a few words, stating that he was very pleased to meet Mr. Downward on this occasion, it being the first visit to Cowes since he (Mr. Downward) had been representing them. He would now call on their member to give an account of his stewardship. Mr. Downward arose and stated that he was very pleased to be amongst

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Local and General News... (continued from Page 4)

them that night, and would give an outline of what had been done in the House during the whole time he had represented them, and after giving valuable information on different measures, explained his views on each. He also referred to the trying time the colony had passed through with credit, and explained the position taken by him during the tariff reform, the Company's Amendment Bill, Sweating Bill, etc. Mr. Downward answering a few questions put to him by several of his constituents satisfactory, a hearty vote of thanks was recorded to him, and also that this meeting were highly satisfied with the views of their member, and the way he had represented them in the House, the meeting closed with a vote of thanks to the chairman.

Sportsmen will bear in mind that the season closes for black swan, emu, and wild geese of all kinds on the 14th of this month.

Lovers of the Terpsichorean art will read with delight an announcement in our advertising columns whereby the San Remo Debating Club notify that it is their intention to hold the annual ball and supper in connection with the club on Friday, 26th June. The prices of ad-*[sic]* are very liberal, viz., ladies 1s; gentlemen 2s.; double ticket, 2s 6d. The music, catering and floor arrangements will be carried out regardless of cost.

The building committee of the proposed Mechanics' Hall at Bass was held at the Bass Hotel on Tuesday night to open tenders and any other business that may crop up. All the tenders not being in, it was decided not to accept any tender till another meeting was held. A discussion arose during the evening whether it would not be advisable to tender for the whole of the work, labor and material, but no motion was put. It will be decided next meeting whether fresh tenders will be called for labor and material.

The S.R.D.C. held their weekly meeting last evening. The attendance was the largest since the resurrection of the club, and we are very pleased to note that the member's roll is still on the increase, several new members being nominated for election next meeting night. After the minutes of the previous meeting had been read and confirmed and business of an unimportant nature dealt with the first debate of the season was opened, the subject set down for discussion being "Elocution." The discussion thereon proved both interesting and instructive, and it is to

be hoped that the club will still continue to go on increasing by "leaps and bounds" in the future as it has done in the past. The next subject set down in the syllabus is "impromptu speaking," when any members who may happen to be moved by mercenary, or any other motives will give good vent to their feelings in a friendly and Brighton-Borough-Council-like manner.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 19 June 1896, page 2.

Another large seam of coal has been found near Mr. S. Key's property, Glen Forbes. Particulars are not yet to hand. The many disclosures prove that we have a large coal-field, and everything points to a busy future for the Western Port coal mines.

The bachelors of Wonthaggi are giving a social at the People's Hall, Bridge Creek, on Wednesday next. If the number of invitations sent out be availed of, the affair will be largely attended, and tends to be a great success.

The Hastings Football Club held a concert on Friday last at the Athenaeum, and there was a very fine attendance. The President occupied the chair. The principals who took part in the programme were local. After the concert dancing was kept up till about 4 o'clock. The club will benefit by the entertainment £6. Refreshments were partaken of during the night.

Several of Mr. Hull (of Cowes) friends are making preparations to give him a send-off. It is not known when the banquet will come off, but it is expected during next week.

On Saturday last Mr. G. Rossiter, of Kooweerup, was driving home, the night being dark. The vehicle was upset, and the result was his left leg was broken.

Residents in the fertile district of Poowong have had a serious grievance against the route chosen for the Great Southern line, which places Poowong at a disadvantage, although it is declared a preferable route could have been found to intersect the established settlement. Some representatives of the district yesterday asked the Minister of railways to further reference to the Railway committee of a narrow gauge line, from Drouin to Poowong, as the country was suitable for railway construction on that system. Mr. Williams advised his visitors to make direct representation to the committee on the suitability of the district for a narrow gauge *[sic]* line, and in the meantime he would forward their

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Local and General News... (continued from Page 5)

application to that body.

Although money is so scarce the Shire Secretary reports that he has paid into the treasurer on the 13th June £865. The following is the amounts of each riding:—Phillip Island, £163 14s; Woolamai, £330 13s; Carinella [*sic*], £370 12s; and the arrears are only Phillip Island, £2 2s; Woolamai, £20 9s; Corinella, £22 18s. This shows that the district is in a flourishing state to have so small amount owing for arrears on the 10th June.

The usual weekly meeting of the San Remo Debating club was held last evening at the San Remo Hotel. Preparations were made for the coming social to be held next Friday evening. The debate was on "impromptu speaking." Several of the members gave their views, Mr. Hackett, giving a very interesting speech, showing he is master of the subject he takes in hand.

Also

From the San Remo Times and Phillip Island and Bass Valley Advertiser, 26 June 1896, page 2.

The San Remo Debating Society will hold their first social to-night in the Shire Hall. If the weather keeps anyway fine, there ought to be a good attendance.

Church service will be held at the Shire Hall on Sunday morning at 11 o'clock instead of the usual 7 o'clock evening service.

The long-looked for has come at last. A State School will be opened at San Remo on Wednesday next, 1st July, and will be held at the Shire Hall every alternate day. Mr. Elliott is appointed teacher in connection with the Newhaven school, and will attend on alternate days with San Remo. The parents of the children attending the school should take steps to have the above arrangements altered, and have the school held every afternoon at San Remo instead of every other day.

A bachelors' ball was held on Wednesday night at the Bridge Creek Hall. There was a very large attendance, and the evening's amusement passed off very satisfactory. Further particulars will be given in our next issue.

Readers will notice in our advertising columns that a public meeting will be held on Tuesday evening next, at 8 o'clock, at the Bass Hotel, Bass, to elect trustees for the new Mechanics' Institute about to be built. The transfer of the land is now ready to be handed over, when trustees are elected by the public.

The supplementary list for Phillip Island

is now ready for inspection at the advertised places seen in our advertising columns.

An accident happened yesterday to the youngest daughter of Mr. Coels, baker, San Remo. The little girl, who is about nine years of age, was riding on a see-saw with her brother in the back yard, and lost her hold and slipped off, and fell on her left arm, and broke it about three inches below the collar-bone. Dr. Wilson was at once sent for, and is now attending the little sufferer.

Another accident occurred to a little girl about nine years of age, a daughter of Mr. Smith, bootmaker, of Grantville. She was coming home from school on Wednesday afternoon, and was playing along the road with other schoolmates, and fell and fractured her collar-bone. Dr. Wilson was at once sent for, and set the injured bone.

Mr. Hull, who was late manager to Mr. Harbison's estates at Phillip Island, is to be presented with a testimonial and address on Saturday night at Cowes. A number of his friends are to meet and give him a farewell send-off.

The roads are in a very bad state since the late rains, more especially the Main Road opposite Bass Park, it being a continual mud mire for about two miles. The councillors of the Corinella Riding should see to having this remedied before next winter. If a mile of sand or gravel was put on each year, instead of doing a little patching here and there, the cost would be little more, and when once covered would always be a good job. There are several little matters on the Main road that should be seen to which would incur very little expense, and would be a great benefit to the ratepayers and those travelling.

Ralph Blunden met his death at Bunyip on Tuesday by being run over by a passenger train. At about 7 o'clock his body was found on the line by some men who were going to the station for letters. The head was almost severed from the body. Deceased, who was 40 years of age, was at one time manager of the Tucker settlement at Red Hill, but latterly occupied a block at Bunyip Swamp. He leaves a wife and three children.

FOR EASTER HOLIDAYS

A Decca Portable Gramophone

can be taken anywhere. PRICE £4 10s. For Picnics, Camping and Home use, these machines are unbeatable

C. S. M'LEOD, Kooweerup.

From the *South Bourke and Mornington Journal*, Wednesday 4 October 1882

Shire Of Phillip Island And Woolamai

No date of meeting given.

Present:—Councillors Henry F Norton, President, S. West, M. Turnbull, J. Kidd, A. Aldridge, J. Hayes, A. Stewart, and J. Clarke.

Councillor J. Hayes having been declared duly elected he made the usual declaration, took his seat at the Council table.

Minutes of previous meetings were read and confirmed.

Correspondence

From Victoria Insurance Company, enclosing guarantee policy of S. H. Nicholson as Clerk of Works, Rate Collector, Dog Inspector, and Inspector of Slaughter houses.—Received.

From J. Carew, applying for Slaughtering licence and enclosing fee.—Granted.

From Under Treasurer, stating that subsidy amounting to £292 6s 0d was available.—Received

From J. Hedrick with reference to auditing books of the Shire. The Secretary was instructed to write to both Auditors when the books were ready.

From Public Works Department for information about officers of the Shire. To be forwarded.

From J. T. Paul, Grantville, about removal of fence. Referred to Clerk of Works.

From J. B. Muntz, Engineer of Shire, enclosing certified account showing amount due to the contractor for building the Bass Bridge to be £304 10s 4d; and recommending work to be performed at Swan Lake for preservation of fish, which was ordered to be performed by tender after plans had been drawn out.

From Clerk of Works reporting that Mr Goding had declined to do any more work to a [*unclear word*] contract. The Secretary was instructed to retain the balance due to him together with his deposit money.

Payment to amount of £244 12s 9 were ordered to be made.

The Health Officer reported that a case of measles having occurred in the district, the necessary precaution had been taken by Constable Murphy of Corinella with satisfactory result.

The standing orders were suspended to enable Councillor West to move that all holes on McHaffies Road, Phillip Island, be filled up by day labor under the supervision under of the President; also that extras be performed on Walker's contract on Clarke's road, on motion of Councillor Hayes; also,

that rut in Centre road Cowes, near the jetty, be filled up at once by day labor under supervision of Councillor West.

On the motion of Councillor Stewart the Clerk of Works was instructed to report upon following works; Culvert at Schloss; Bridge at Guy's creek; levels on Corinella road and to fill up holes at up Deep Creek bridge.

The following contracts were accepted:—

No.267 Delaney's road, John Payne £39 19s 6d; No.269 Turnbull's Hill, W. H. Hickey, £14 8s 0d; No.254 Hardingham's road, J Jewry [*sic*], £27 2s 0d; No.265 forming Cowes, Harrap and Jenner, £10 0s 0d; No.266 forming E P Road, Harrap and Jenner, £16 16s 3d; No.268 forming Burton's road, J. Jewry [*sic*], £33 15s 0d; No.270 forming Harbison's, Harrap and Jenner, £33 10s 10d; Total £175 11s 7d.

On motion of Councillors Norton and Aldridge a sign board was ordered to be put at foot of the Noboy's [*sic*] as a guide to the road, up the path way also to be repaired; and a crossing at entrance of the Shire Hall to be erected under superintendance [*sic*] of the Clerk of Works.

On motion of Councillor Norton the secretary was instructed to write to the Lands Department for copy of plan of lands and reserves on Phillip Island, and that Grant's parade at Cowes, be placed under the control of the Council with a view of being fenced in, improved and planted for recreative purposes.

Tenders to be called for 2 box drains on the Bass road, and works on the back road at Griffith's Point, on motions of Councillors Aldridge and Kidd.

Notices of motion handed by Councillor Hayes draining &c., Jeetho road; Councillor Aldridge, forming at Kilcunda; Councillor West, forming Grant's parade, Cowes; Councillor Norton, pipe culvert Findlay's, Cowes.

The Council adjourned to 1 p.m. October 28th next.

WEST END CARRIAGE WORKS,
GRAHAM STREET, WONTHAGGI.

Sanderson Bros.,

GENERAL BLACKSMITHS, COACH AND WAGON BUILDERS

All Descriptions of Vehicles Built on the Premises.

FIRST-CLASS SHOEING FORGE. REPAIRS PROMPTLY EXECUTED.

A TRIAL SOLICITED.

From the *Herald*, Saturday 30 November 1940

Victoria's First Defenders Had Their Fort On Phillip Island

by Jim Blake

The little hill, Captain Wright thought, was the best spot for a fort. There was a splendid view of calm waters inside the heads, and of the sea outside – and a field of fire if the cheeky French men poked their noses in. So Fort Dumaresq came into being. That was one chapter in the story of Phillip Island – a chapter that few remembered 115 years later, almost to the day, when the Premier declared open a bridge to the mainland, and the island ceased – alas for romance! – to be an island.

There were public men, politicians and councillors, and local residents there yesterday. I wonder if any of them looked for the other audience – an unseen ghostly band of red-coated marines headed by that great surgeon-explorer, George Bass, and Lieutenant Grant, to both of whom Australians owe so much.

If those figures had been visible, perhaps a smile would have been noticed on their faces; if they could have spoken they might have quipped that history repeats itself. For in the days of Bass and Grant, Great Britain was forced to guard her possessions from an ambitious and expanding France in Europe. Today it is another nation that claims to be cramped in Europe and to need more room in the world.

It was in 1798 that Westernport Bay was discovered by George Bass in the H.M.S. *Reliance*. It was he who gave that name to the inlet that lies 25 miles to the east of Port Phillip Heads, then the utmost limit of his discoveries westward.

Bass did not stay long in Westernport and it was not until 1801 that Lieutenant Grant, commanding the brig *Lady Nelson*, made a complete survey of the bay. Grant had a crew of convicts and his vessel entered Westernport between the points now known as Flinders, on the mainland, and the Nobbies, on Phillip Island. The brig passed Seal Rocks and sailed up the lonely bay that echoed to the grunting of the seals. During his sojourn Grant made history.

He was not apparently over anxious to stay at sea and, landing on a small island adjoining Phillip Island, he said in as many words “this island is the spot for me.” He had a blockhouse built, the first white man’s building in Victoria. Becoming thoroughly

domestic, he made a garden – and that gave an obscure gentleman named Churchill in far away Devonshire his chance to play a part in the history of Australia.

Churchill had given Grant, before he left England, seeds of wheat, maize, peas, rice and coffee beans. Using a coal shovel as a spade. Grant planted these in his garden – the first seed planted in Victoria. The island he named after Churchill.

Grant had hoped that he would be able to retire from the sea and spend the rest of his years on his island. But it was not to be. He fell out with the authorities in Sydney and, somewhat disgruntled, went back to England. If that shade of his that watched the opening of the bridge could read it would probably have been astonished to find the name of Grant in Australian histories. Westernport was again left to the seals. But during the next few years it was visited by French expeditions under Captain Baudin and Captain d’Urville.

By 1825 the authorities in Sydney were becoming alarmed by these visits and were afraid that the French might establish themselves permanently in the south, so it was decided that a settlement should be made at Westernport.

An expedition comprising three vessels commanded by Captain Wright and Captain Wetherall, set sail from Sydney, and on November 25, 1825 – 115 years, almost to the day, before the opening of the new bridge – anchored off the spot now known as Cowes. The expedition included a number of soldiers, and twenty convicts, who brought cattle with them.

From the ships the party saw several wild looking men on the shore. They proved to be a lawless band of sealers living with black women, stolen from the mainland, in huts in the ti-tree fringing the beach. The vessels moved further into the bay; finally a landing was made where Rhyll now is. With the French near, defensive measures had to be adopted. A flat topped hill a little inland was selected and cleared.

Two six pounders were hauled up and with due ceremony the Union Jack was raised and the silent bay echoed to the salutes

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Fort On Phillip Island (continued from Page 8)

of the guns. The Island and the lands about were proclaimed as belonging to his Britannic Majesty.

The settlement was named Fort Dumaresq – a name that, like many another that should have been cherished as a part of history, has now vanished.

The absence of running streams – always since a problem – worried the settlers at their fort in 1825, and further explorations were made round the bay for another site. They finally settled by a pleasant little stream where Corinella now is. Clay was dug, bricks made for cottages, and the ground put under seed. But in January, 1828 the Westernport settlement was abandoned because of transport difficulties and because the French danger seemed to have passed.

So much for the part that Phillip Island has played in the history of Australia. But it is also one of our oldest holiday resorts, for even in the earliest days of Melbourne father took the family, complete with iron trunks and dress baskets, to Cowes.

A guide book issued about the nineties declares “to those who care for cycling, riding, driving or walking, Phillip Island has special charms for their consideration as there are plenty of good roads in different directions, with just enough general rise and fall to break the monotony.”

Transport has moved slowly and placidly to this island. For years the only way was by train to Stony Point, then the trip across to Cowes in the little steamer Genista. That little ferry was held in deep affection by the countless thousands of passengers she carried in the years when she was the only link with the mainland.

For almost 50 years, until 1928, she made the trip daily in all weathers. She was a rival of the Edina in the adjacent Bay. Both had the same end – they are hulks.

It is not love of history that will take thousands of Victorians this summer across the bridge from San Remo to Newhaven. One attraction is the swimming in the sheltered bay or on the seaward side, where there are some of Australia’s finest beaches – mile after mile of sun-bleached sand, with Cape Woolamai standing stark on the extreme south point. The Cape, with its granite bulwarks turning the ceaseless beating of Bass Strait, has already made a name in commerce. From a quarry beneath it was taken the granite for the Equitable Building on the corner of Collins and Elizabeth Streets.

But even more than sun, sand and surf, it is the quaint animals and birds that attract people to the island. Koalas gaze solemnly from many a gum tree. Off-shore are the thousands of barking seals on Seal Rocks.

At night – and always punctually at the same time – thousands of mutton birds come home to their rookeries from restless wanderings up and down the ocean; and last, the quaintest but most dignified of all, the little penguin, complete with white shirt and tails. He closes the day as he and his brothers march like soldiers up the beach to bed.

From the *Wonthaggi Sentinel and State Town Miner*, Friday, October 14, 1910, page 3.

Swift’s New Comedy Co.

(Re-paragraphed for the sake of clarity.)

The above talented combination will appear in the Lyceum Hall to-night and tomorrow night with an up-to-date entertainment. Messrs. Farrell and Gaffney, two exceedingly talented comedians, direct from the Tivoli and National vaudeville circuits, will appear here for the first time in their clever double specialities, introducing harmonious singing, patter and cross-gagging sketches, and neat songs and dance duets.

Some years ago Mr. Farrell had the misfortune to lose his left leg in a railway accident. On recovering he could not follow up his professional career as a dancer. However, he turned his serious misfortune to good account, for by dint of hard work he succeeded in producing his novel “one-leg” dancing speciality.

Mr. Gaffney is an original artist, who eccentric comedy, singing and dancing is distinct from the usual class of comedians.

Miss Gertie McLeod, dainty singer and Scottish character dancer, will make her first public appearance after concluding a record season of twelve months at Mr. Harry Rickards various theatres.

Mr. Wilton Swift and other well known artists will appear in new songs and specialties.

Mr. Arthur Albinson, A.L.C.M., the well known musical composer, director and soloists will preside at the piano.

The latest pictures of the funeral of King Edward VII will be presented, also splendid pictures of the Melbourne Show, Price and Revoat’s famous act Living London, and Dogs of all Nations.

A complete change of programme will be presented nightly, and popular prices will be charged.

From the *Koo Wee Rup Sun*, 15 September 1955

Motor Sport On Phillip Island

(reparagraphed for the sake of clarity)

Racing drivers Lex Davidson, Doug Whiteford and Arthur Wylie have inspected the new Phillip Island motor racing circuit and each expressed great enthusiasm for the circuit, and all of Australia's best drivers and cars will shortly be seen in action on this track.

For £1 per year (payable 10 years in advance) members will see five or more days per year of the fastest car and cycle racing in Australia, and a lady's ticket is given free to every member. Those who have already joined are pleased to find that they are privileged to purchase a most attractive five-colour enamel radiator badge for their car. Badge collectors are increasing in Australia and the P.I.A.R.C. badge is most sought after. New members join every day and the work progresses steadily on the island. Anyone can join the club — it is not even necessary to own a car.

This is a very broad venture and it is being successfully handled with broad vision by a very energetic and experienced committee. The result of the club's efforts will be to raise motor sport to the highest levels of public popularity. The sport is already so popular and thrilling that there are usually about twice as many people at motor races as there are at horse races on the same day.

Control of racing is at all times most rigid.

Drivers require special racing licences and all cars are scrutineered. Victoria has had a wonderful accident free record, and this is due to the practice that drivers are made to have before the race start as well as the strict examination of the cars. Racing does a lot of good. Cars require extremely efficient brakes, very good corner stability, hair-line steering, etc. It is through the perfection of these and many other features on the race track that the family sedan is to-day the wonderful machine that it is.

Visitors are welcome to see the above circuit any Sunday. New members are welcome and enquiries for the leaflet setting out all details should be sent to the Secretary, 62 Wellington Parade, East Melbourne.

**PHILLIP ISLAND
AUTO RACING CLUB**

Phones: JA 2724. 62 Wellington Parade,
Coves 88. East Melbourne.

APPLICATION FOR FOUNDATION MEMBERSHIP.

P.I.A.R.C. is building a 3-mile Grand Prix Racing Circuit on its own property. The main object is to provide racing on a magnificent scale, free to its members. Membership includes a lady's pass and the opportunity to have a "burn" on members' day. Building has reached an advanced stage and visitors are welcome. This is the largest car club in Australia.

Join the Club and see motor racing at its thrilling best on what promises to be Australia's greatest circuit, with uninterrupted views for all. Membership fee is £10 for ten years. Fill in the form below or write for a 5-colour illustrated brochure.

Name

Address

Occupation

Employer

Other Clubs (if any)

Make of Vehicle (if any)

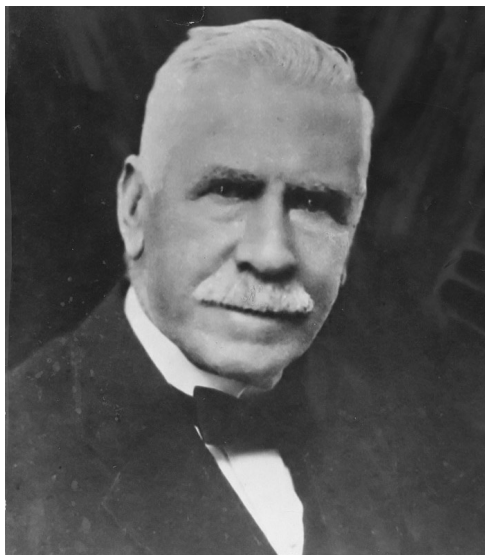
Is a Radiator Badge Required?

I agree that when elected I shall abide by the rules of the Club.

.....
Applicant's Signature.

Downward vs Smith

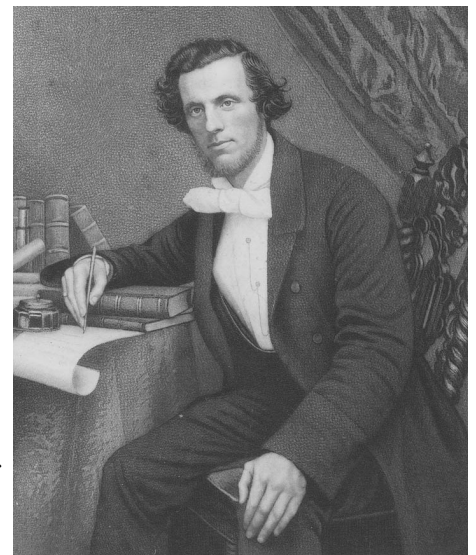
From the *South Bourke and Mornington Journal*, Wednesday 20 March 1889: Local Intelligence.



Alfred Downward.
Source: State Library of Victoria

A Corinella correspondent writes:—

Election matters are now pretty brisk in this district, Dr. L. L. Smith having held meetings at Grantville and Bass. Mr. Downward was well received at recent meetings at both places, and made a most favorable impression, it being the opinion of many of the electors that he would make a good representative, and would have the welfare of the constituency at heart. The opinion is generally expressed that Mr. Downward will poll well at Corinella.



Dr. Louis Lawrence Smith
Source: State Library of Victoria

Air Race At Phillip Island

AERIAL RACE AROUND PHILLIP ISLAND.

SAT. 10th JAN., 1931.

Commencing at 4 p.m.

Also AIR PAGEANT, Including Formation Flying, Acrobatics, Picking Up Messages, &c.

Conducted by the Aus. Aero Club.

Special Steamer leaves Stony Point, 2.45 p.m., for Cowes. Day Return Fare, 4/6.

WESTERNPORT and PHILLIP ISLAND SHIPPING SERVICE,

30 Market-street,
MELBOURNE.

Cent., 8608, F5708.

Advertisement in the Age, 7th January 1931



Colonel Brinsmead opening the aerodrome at Cowes, with Mr A. K. T. Sambell (left) President of the Shire of Phillip Island. Source: *Table Talk*, 15 January 1931, Page 10.



Air race participant Frank Roberts with plane and fans. Source: *Table Talk*, 15 January 1931, Page 10.

From the *Koo Wee Rup Sun*, 6 April 1960

Bushfires At Grantville and Nyora Road

Fire Brigades Active

Last Wednesday was the worst bush fire day in Victoria for some years. Many areas reported dangerous fires and many thousands of pounds worth of damage was done.

Several fires broke out in this area but the most severe fire was located in the Pearcedale area.

A fire at Grantville between the coast and Bass Highway cleaned out a quantity of scrub but did little damage. Four brigades from Lang Lang, Bass, San Remo, and Glen Alvie attended the fire and soon had it under control.

Another fire flared up on the Nyora and Poowong road and threatened the properties of Messrs Alan Joyce and H. Bulman. Two brigades from Lang Lang and Poowong fought the fire which was subsequently brought under control. The fire was confined to an area of scrub.

From the *Age*, Friday 11 April 1930, page 14

Fire At Cowes

Public Hall Narrowly Escapes Destruction

Cowes, Thursday.—The public hall narrowly escaped destruction by fire last night. The operator, Mr. W. E. Parker, was lighting the porch about 7.15 p.m. in readiness for the picture show, when a bottle containing methylated spirits caught fire. The burning spirit ran over the floor and into the stairway leading to the operating box, where the flames ignited some film. The alarm was given, and Mr. Denham, who had brought an extinguisher from his car, fought his way up the stairway and had the flames almost beaten when the extinguisher failed.

Meanwhile Mr. West had telephoned the post offices asking all hotels and guest houses to send their extinguishers. The ceiling joists and rafters were now burning fiercely, petrol leaking from the burnt-out Gloria light wires adding to the danger. Cars loaded with extinguishers soon arrived, the roof and southern ventilator were quickly broken through, and within 15 minutes the fire was under control.

About 8000 feet of film were burnt, and much damage done to the building. Mr. Parker is suffering from burned hands and shock.

The Hotels at Queensferry

by

Geoffrey Guilfoyle

Note 1: Various sources render the given name/s of L. H. Williams as either Leyshon, Leyshone, Leyson, Lyson, L. S. Williams and W. L. Williams. The only point of commonality is the surname. His death certificate (16154/1890) has it as Leyshorn (which is what I'm going with); his wedding certificate (4644/1882), Leyshone. So...take your pick.

Note 2: This piece re-uses some of the material (slightly altered) found in the discussion on the hotels at Grantville in the December 2020 edition of *The Western Port Times*.

An unknown individual visited Grantville in September 1874, riding in from Dandenong and writing this about the growing town:

...A Grantville Junction Hotel sits on the line of the train, which forms the nucleus of a rising little town, and other buildings are located on regularly pegged-out roads about it. A branch butcher's shop, if not two, will shortly be erected. One enterprising individual has run up a rival hotel...¹

The author of the piece does not seem to have realised that Grantville and Queensferry were two different locations, an easy mistake to make given only a few miles separated their business districts. After a stuttering start in the early 1870s, the timber industry was beginning to flourish, especially Stewart's mill at Glen Forbes which sent its produce to Queensferry for export. Grantville was also growing which made it possible for each location to support a hotel.

In September 1874 it was the Grantville Junction Hotel at, obviously, Grantville, and at Queensferry...

The Traditional Timeline

Joseph White in his book *One Hundred Years of History* presents the following:

On the western corner of the Queensferry turn off there is an area of land (three acres) that has a very interesting early history. It was first owned by Lyson Howell Williams who built a hotel on the site. The date the hotel was licensed is not exactly known but it is known that it was licensed before 1881 and was held by different persons until 1896. The house was burnt down soon after.

It was offered for sale in 1884 by Hyde and Howard, auctioneers, the sale taking place at O'Meara's hotel, Bass. The Victoria Hotel, was described as having 13 room [sic] containing a billiard table and store room, a coach house, stable and blacksmith's shop and cattle yards were on the site.

These old hotels have some amusing tales told of happenings that occurred on the premises. At one time one of the Penders got up on the billiard table and kicked the billiard balls from the table. When he got down one of the

players named Emery knocked Pender to the floor. On one other occasion two customers started a fight with bare knuckles and the local policeman stood by and watched to see fair play.

According to the title of the land C.T. 953-433. L. H. Williams was the first owner, Henry Bergemeir was next, followed by James Bagley of Collins street, Melbourne in 1891.

The hotel was burnt down in the great fires of 1898 and never rebuilt.

This has remained the standard account of the Victoria Hotel since 1974. How much of it is true?

Well, if you ignore Joseph White placing the hotel on the wrong block at the wrong date and with the wrong builder; skip over the Titles Office information as therefore irrelevant (nor is it correct); realise that the second "amusing" anecdote is obviously fiction; understand that he is confusing the Victoria Hotel with, well, we will get to that, and he provides no source for those few bits that do seem reliable. Other than these picky little points, his account holds up.*

The Victoria Hotel

The 1875 Phillip Island rate book [entry 419], compiled in April of that year – just seven months after the *Leader* piece quoted at the start of this article – lists L. H. Williams as a "Hotelkeeper" owning a "house & land." It doesn't mention the location beyond "Deep Creek, Hurdy Gurdy, &c" but, as will be shown, has to be 92c, on the corner of today's Bass Highway and Queensferry Jetty Road, the traditional site of the Victoria Hotel.

Given the loose terminology employed in the rate books, the use of the word "house" does not necessarily preclude it from being a hotel, especially given the listed occupation of the owner/licensee. This clearly backs the Joseph White account.

(continues on Page 13)

* In fairness to White in this instance, in 1974 he had little chance of figuring out what was going on. Eighty years earlier, despite being a witness to the events, that ever incurious reporter, Thomas Cox Monger, seems to have been making a very similar mistake.

The Hotels at Queensferry (continued from Page 12)

However, the 1875 rate book mention of Williams as a “hotelkeeper” is contradicted by a more specific and reliable entry, this one on page 435 of the *Victorian Government Gazette No.18* (3 March 1876) approving his license for a rural store with the rider that it covered 1875 as well.

Secondly, the £30 net annual value listed against Williams in the April 1875 rate book entry is much too low for a hotel. Given the size of the land it is more in line with a business, such as a store.

Williams appears to have built a general store on Allotment 92c in 1875 with government approval but for some reason it didn't receive official confirmation, this being rectified the following year and made retrospective.

Across the road sat Allotment X, leased since February 1872 by Henry Schuler. He also appears as a ‘hotelkeeper’ in the 1875 rate book in the entry above Williams. This property is rated at £50, indicating that something other than a shop is sitting there.

Just what is made clear by the *Victorian Government Gazette No.3* (14 Jan. 1876) which lists the sale of three blocks of land in the Parish of Corinella, County of Mornington. Only the third entry (see below) is of interest.

This is a phenomenal amount for three acres, even if cleared, drained, levelled and fenced – unless it had something extra on offer, like the Victoria Hotel.

Schuler, not having to pay for the improvements, naturally purchased the land. However, sometime in 1876, with the Grantville Junction Hotel now defunct and no hostelry at Grantville, a larger town than Queensferry with a growing commercial centre, Henry Schuler purchased part of Allotment 93 from John Monk and built the Prince Alfred Hotel.

But before he could do that he probably

PARISH OF CORINELLA, COUNTY OF MORNINGTON.

49th section block of T. D. Thornton.

Upset price 2*l.* per acre.—Charge for survey 1*l.*

Lot 16. Area 12a., allotment 90 a. Valuation 69*l.* 14*s.*

49th section block of John Monk.

Upset price 2*l.* per acre.—Charge for survey 1*l.*

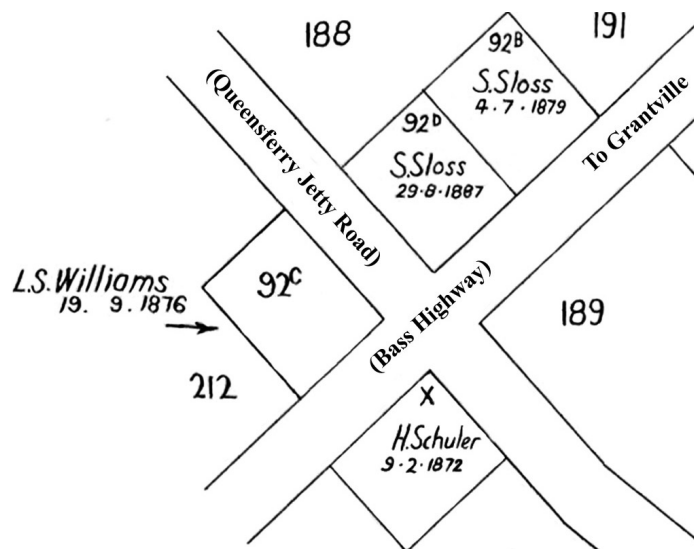
Lot 17. Area 13a. 2r. 3p., allotment 93. Valuation 349*l.* 16*s.*

47th section block of Henry Schuler.

Upset price 4*l.* per acre.—Charge for survey 1*l.*

Lot 18. Area 3a., allotment X. Valuation 1,200*l.*

From the *Victorian Government Gazette No.3*, 14 January 1876, page 62: Country Lots.



Lot X and Lot 92c. Source: Corinella, County of Mornington [cartographic material] / drawn and reproduced at the Department of Crown Lands and Survey, Victoria, 1973. Map modified slightly by the author.

needed to sell the Victoria Hotel. Leyshorn Williams was quite happy to accommodate him on that point.

In August, the *Victorian Government Gazette No.58* announced the sale of the “rural store site of Mr. L. H. Williams” on Allotment 92c with an improved value of £507 (See below). Not having to pay for the improvements which he himself had brought about, Williams, naturally, purchased the block.²

The 1876 Phillip Island rate book [entries 457, 458 and 460], compiled in October of that year, lists Dickins (Grantville Hotel), Schuler (Prince Alfred) and Williams (Victoria Hotel) as a “Hotelkeeper” whose property has a net annual value of, respectively, £75, £60 and £50 (Schuler’s old rate).

Whether Williams kept the store going and, if so, for how long is unknown, but if he did so, it isn't reflected in the 1877 Phillip Island rate book, and the *Victorian Government Gazette No.51* (17 May, 1878, page 1107), listing the sale of the land, declared the license abandoned under Section 47 and therefore cancelled.

At this stage the former general store likely became a private residence.

Even before he sold 92c, Williams, from 1 November 1875, leased 20 acres of land, presumably for grazing cattle. Although not mentioned in the 1876 or 1877 Phillip Island rate books, it is referenced in the *Victorian*

(continues on Page 14)

PARISH OF CORINELLA, COUNTY OF MORNINGTON.

Rural store site of Mr. L. H. Williams.

Upset price 4*l.* per acre.—Charge for survey 1*l.*

Lot 8 Area 3a., allotment 92 c. Valuation 507*l.*

From the *Victorian Government Gazette No.58*, 18 August 1876, page 52: Country Lots.

The Hotels at Queensferry (continued from Page 13)

Government Gazette (License 956), though the location isn't stated beyond the generic Corinella.³

The rate books never do get around to identifying the location of the block. Fortunately, an 1890 road survey map does.⁴ It was Allotment 189. (See map on previous page). Thus at the end of 1876 Williams owned or had control of three corners of the Bass Highway at Queensferry.

As mentioned, he soon offloaded Allotment 92c. And there matters stood until mid-1880 when his payment of the lease for Lot 189 fell into arrears. The license was declared void and the land opened for selection on 10 February 1882.⁵ It is probably at this point that Lot 189 was snapped up by whomever owned the larger and adjoining Allotment 213 and merged into it. (Curiously the Phillip Island rate books didn't record the change until the 1884 book.)

In addition to Lot 189, Williams also leased 198 acres of grazing land at Jumbunna from 1 July 1879. As with Allotment 189, the rent soon fell into arrears. Due to an adjustment in the boundary of the shire, the allotment becoming part of the new Shire of Warragul, the terms and conditions were altered on 1 October 1881, only to see the license cancelled due to non-payment of fees in March 1886. From at least 1882, he also leased or owned Allotment 167 (197 acres) on the Bass River at Glen Forbes. According to the Phillip Island rate books he held this land until shortly before his death in 1890 after which time it was purchased by Thomas Dryll Williams (no known relation).⁶

You'll notice I haven't spoken much about the Victoria Hotel post-Henry Schuler. Here's the problem: Williams doesn't seem to have been very much interested in it either.

Police Constable Murphy v. William Bracley; illegally stripping bark on Crown Lands. As the defendant didn't appear, a warrant was ordered to be issued against him.

*Same v. L. H. Williams; similar offense. Postponed for four weeks.*⁷

The owner and licensee of the Victoria Hotel is charged in December 1881 with illegal bark stripping, presumably an activity he carried out in between attending to his pastoral interests.

This raises the question: was the hotel in financial trouble?

The hotel, probably reflecting Queensferry generally, was at its peak in 1880-1881, the 1880 and 1881 rate books listing its net

annual value (think yearly council rates) as £60. In 1882 this slips to £50 and in 1884, £40.⁸

This lessening in value means a falling off in patronage, the reason for this being either a decline in the population or the hotel is now a less attractive venue (due to a lack of maintenance, for instance).

Interestingly, the 1884 rate book [entry 691] has him as a selector rather than the usual hotelkeeper or variant labelling. The £40 NAV confirms that it is still a hotel, albeit one in decline.

And that's the end of the Victoria Hotel. Sometime after the February 1884 rate survey Williams closed it down.

And here Joseph White may be correct:

It was offered for sale in 1884 by Hyde and Howard, auctioneers, the sale taking place at O'Meara's hotel, Bass. The Victoria Hotel, was described as having 13 room [sic] containing a billiard table and store room, a coach house, stable and blacksmith's shop and cattle yards were on the site.

The timing is perfect; that it also didn't find any buyers also fits the evidence. White is presumably working from a newspaper advertisement, now lost; unfortunately, as usual, he doesn't give his source.

The 1885 rate book [entry 703] reduces the hotel to a house and the following year it has Leyshorn Williams as a carpenter [entry 688]. The NAV of £25 is too high for a private residence which indicates some manner of business is being carried out. Williams remains a carpenter and the NAV falls to £20 in 1887 [entry 761], hinting that business may not be so good.

An 1886 court case confirms that, at least initially, Williams struggled in his new job:

Alex. Stewart v. L. H. Williams; debt, £7 5s. 8d., work and labour done and goods sold.—Order for amount, with 15s. cost, in default distress.

*Alex. Stewart and another v. L. H. Williams; debt, £10 8s. 3d., carriage of goods and chattels per schooner Tyro.—Order for the amount with 15s. costs, in default distress.*⁹

The nature of these court cases suggests that the ex-Victoria Hotel might now be a boarding house. If so, it is not listed as such in the Phillip Island rate books, and it was without a colonial wine license, so was alcohol free.

The final rate book entry, in February 1890, has Williams as a grazier on Allotment

(continues on Page 15)

The Hotels at Queensferry (continued from Page 14)

167 [entry 647]. Sometime after this he left the area and died soon after.

It is hard to know what to make of Leyshorn H. Williams. He isn't recorded as assuming any prominent position locally as J. T. Paul and William Lang were to do at Grantville; no heading some committee, association or lobby. Nothing is known of his personal life beyond, at the advanced age of 59, his marrying Catherine Conquest in 1882.¹⁰

What of the ex-hotel?

Williams still owned Lot X and the now ex-hotel in 1889. The record falls silent for 1890 and 1891.

In one of those delightful little ironies of history, sometime before February 1892, Schuler purchased the site. But not Henry, he was dead; rather it was Alice Schuler, his widow. She owned it from that date until 1912. The Phillip Island rate books don't record any inhabited building on it, listing Lot X as 3 acres from 1892 with a net annual value of £2 or £3.

So what happened to the ex-hotel?

Could it be the building Joseph White in his account has consumed in the great fires of 1898? Yes and no. There is another potential candidate available which will be looked at shortly. Alice Schuler never seems to have lived on the land (the Phillip Island 1895 rate book, entry 1193, has her in Melbourne), so the building might have been left intact and just abandoned, as the Phillip Island rate books strongly indicate.

There is one piece of evidence which suggests that the hotel was still intact in 1892. A visitor to Grantville and Queensferry in May 1892 reported seeing...

*...evidences of depopulation, while on some of the buildings one can faintly read the obliterated signs of "store," "hotel," or "skittles." The sawmills in the neighbourhood, which formerly employed a good many hands, have also all been closed...*¹¹

This could be a reference to both the Victoria Hotel and the old general store on Lot 92c, though what "skittles" concerns is anyone's guess. Probably not the colourful candy or the game. If it is late 19th century slang for butchery or meat, then it might refer to the Sloss brothers and 92b and 92d on the opposite corner.

The rate books, just to confuse everyone, move Lot X from Queensferry to Corinella in 1902, from Queensferry to Bass in 1907, and to Corinella again from 1909 to 1912.

And that's it for the Victoria Hotel.

The Other Two Hotels

It has long been held that Queensferry at its peak had a hotel on two or three of the four corners (depending on the account) of the intersection of today's Bass Highway, Queensferry Jetty Road, and the tramway/road to Glen Forbes.

*The site would have been a sensible place to start a new business. The nearby town of Queensferry was growing as a transport centre, and it was located on the tramway that had been established by Alexander Stewart to transport timber to the town in the 1870s... This is reflected by the fact that two hotels had been established on opposite corners of Queensferry Jetty Road.*¹²

This belief appears to stem, in part, from the recovery of artefacts from rubbish associated with hotels such as wine bottles during digs on the corner blocks. In those days there was no weekly rubbish collection; you either burnt or buried your refuse.

The explanation for these finds is simple: Leyshorn Williams either owned or leased at one time the three blocks from which artefacts could have been recovered, namely Lots X, 92c and 189. Not only did he have the Victoria Hotel but for two years he owned and ran the general store opposite.

But there were other hotels, weren't there? Why would there be?

Queensferry at its height (late 1870s-mid 1880s) only had, depending on the source, between half to three quarters the population of Grantville. The larger town possessed two hotels from 1876 to 1884, and a hotel and coffee palace from around 1887. How could Queensferry support two hotels, much less three?

It was also *the* definitive timber town, founded as a place from which to ship timber, sustained by the mills in the hills behind it, and faded when the timber ran out and the mills closed. Grantville wasn't and didn't.

So there was only ever one hotel?

Well...Not exactly.

The Colonial Wine License

One of the primary purposes of any government, regardless of ideology, is the extraction of money from the citizenry. Over the past 5,000 years, governments have become very good at this. The Victorian Government of the latter half of the 19th century was no exception. Granting licenses was one of the main means of doing this.

Take Mr. Lang of the Grantville Hotel in

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The Hotels at Queensferry (continued from Page 15)

1895 for example. The local council got its cut of the business in the yearly rates. The Victorian Government made its money from licenses. First was the *publican's license* which allowed Lang to trade until midnight. Want to trade longer, Mr. Lang? Then take out a *publican's night license* so the revellers at the bar can party all night. Oh, and that billiard table. That needs a license as well, specifically a *billiard table license*. The Grantville races are coming up. If you want a booth there, you'll need a *temporary license*. What's that? You are thinking of adding a bottle shop to the hotel. Great idea, but you'll need a *grocer's license*.

The colonial wine license was designed to extract money from the next level down in hospitality. A cafe owner in Melbourne in 1895 who wanted to serve alcohol with meals was unlikely to be able to afford, or need, a full publican's license. The much cheaper colonial wine license allowed the sale and consumption on the premises of cider and perry. It was a primitive form of the licensed cafe of today.

Or in the language of the 1864 act:

A colonial wine license shall authorise the licensee being an occupant of a house or premises of the rent or value of ten pounds a year in the city of Melbourne or town of Geelong or any borough or [sic] of five pounds a year in country districts to sell and dispose of any wine cider or perry in quantities not exceeding two gallons, the produce of fruit grown in the colony and to be consumed in the house or premises described in such license provided that if any such wine cider or perry shall contain more than twenty-six per centum of proof spirit it, shall be deemed to be for all purposes of the law "spirituous liquors" and all liquor sold or offered for sale by any person licensed or not licensed under this Act as being wine cider or perry produced in the colony or sold or offered for sale by any other name by which such liquors are usually designated or known shall as against such person so selling or offering for sale be deemed to be wine cider and perry within the meaning of this Act.¹³

Along with cafes and food stores, there was another establishment that liked colonial wine licenses — boarding houses. Usually having a large well-furnished common room, they were intermediate between the (full range of alcohol) hotels and bars and the (teetotal) coffee palaces.*

This brings us to...

The Victoria House

On the 12 December 1895 a colonial wine license was issued to Margaret Smith who was turning the house on her 3 acres of land at Queensferry into a boarding house, named the Victoria House.¹⁴

We have already encountered this land and the building upon it in the narrative. But it isn't the structure you think; not the old hotel building. It is the old general store of Leyshorn Williams on Lot 92c, presumably a structure of a size suitable for conversion to a boarding house.

Smith clearly recognised the value of a name; hence her attempt to tie her establishment to the old hotel. Unfortunately, this muddied the historical waters for those looking back at the by-then vanished Queensferry decades later, such as Joseph White, who clearly confused the two buildings. This isn't a criticism of White, for even contemporaries of Smith appear to have done exactly the same. Thomas Monger, for instance, owner, publisher and chief (and only) journalist – and not a very good one – of the *San Remo Times* writing this:

A hole in the Grantville road, near the Victoria Hotel, would serve as a grave deep enough to bury the whole of our councillors. (7 August 1896, page 2)

This is all the more extraordinary because months before Monger had received a letter in which the name is clearly rendered as Victoria House. This stern missive came as a response to an ill-informed comment Monger made in the *San Remo Times*:

The wine shop lately occupied by Mrs Smith, and situate on the Grantville road, near Queensferry, has, I learn, changed hands. Mr. F. A. Robertson, of Melbourne, is about to start the business in full swing. (8 May 1896, page 3).

Not a wine shop; not changing hands, as Monger was quick to find out (and, in fairness to Monger, had the decency to publish in the 5 June edition):

Sir,—I, as Mrs Margaret Baird Smith's of Victoria House, Queensferry's representative and attorney in all her business matters, including her interests and rights in the Great Victoria Coal Co, No. Liability, beg to state that her property, referred to by your correspondent

(continues on Page 17)

* Although more prominent in the early 20th century, the wine saloon did exist in the late 19th, but given that the 1890 Licensing Act doesn't mention them, maybe not in Victoria. For this reason, it is unlikely there was a wine saloon in Queensferry and any mention of a wine saloon means an enterprise holding a colonial wine license.

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has not changed hands, nor is it likely to during Mrs. Smith's pleasure and that when business improves and the coal industry is in full swing at Queensferry it is my intention, on her behalf and in her interests, to open a general store to accommodate the residents of the parishes of Cornella [sic] and Woolamai, and Victoria House, in conjunction with same as an hotel for the accommodation of travellers and visitors to these districts, and Queensferry, of which you will receive due notice by advertisements in your journal. In the meantime I shall feel obliged by those holding any property belonging to Mrs. Smith returning [sic] or sending same to her at her residence in Victoria House, Queensferry, and any one having claims against her by sending same to yours faithfully

*J. Affleck-Robertson,
 70 Queen-street, Melbourne
 27th May, 1896.*

From this it is obvious that Margaret Smith is merely the front-woman while Affleck-Robertson holds the purse strings. What isn't clear is if it is her money held in trust or his money, and their exact relationship.

The letter also reveals why Affleck-Robertson opened the boarding house: coal. The declining Queensferry was pinning its hopes on becoming a coal port for the produce of the mines soon to be opened by the Glen Alvie Coal Mining Company and the Great Victorian Colliery.

Smith also has money invested in the Great Victoria Colliery. *The Age*, 22 April 1895, page 3, has a list of the shareholders and their stake. She held 8 shares of £25 pounds each. Total value: £200. A lot of money in 1895 and soon to vanish.

Other names of note are W. H. & G. R. Eden, George McGowan, and J. B. O'Meara, the Bass publican, each with a more modest 2 shares, and a certain D. M. McIntosh, a "prospector", with 8 shares, £200 worth, which he is soon going to lose. Put a circle around his name.

The letter reveals that the boarding house is not currently doing well, but business will improve. Affleck-Robertson has big plans for the area, including a general store and converting the Victoria House into the Victoria Hotel...when the coal industry is in full swing.

And here we, perhaps, have another reason why some believe the Victoria Hotel was on Allotment 92c: an intended hotel that never eventuated.

In reality, the Victoria House didn't last long enough to see the collapse of the Great

Victorian Colliery. The Phillip Island rate book for 1897, compiled in late January lists the property no longer as a boarding house but as a house on 3 acres. However, as I have mentioned in previous articles, these books need to be read carefully, the left hand of the ledger (property details) being far less important to the compilers than the right (financial details). The Victoria House continued to advertise in *The San Remo Times* until the 4 February 1898 edition after which nothing more is heard from it. In the Phillip Island rate books Margaret Smith continues as the owner, but is not recorded as running a boarding house. In fact, Lot 92c is no longer listed in the ratebooks as having a house on it, just 3 acres with the NAV in the 1899 rate book now at £5. She also owns Allotment 4, 108 acres, at Tenby Point. She and both properties appear in the rate books until 1901.¹⁵

So what happened to the Victoria House?

Nearly all have been more or less affected by the numerous and destructive bush fires, which have caused serious and heavy losses. One of these fires on Tuesday caused the total destruction of an old unoccupied hotel called the Victoria-house, situate near Queen's Ferry. It is unknown whether the building was insured. (Argus, 13 January 1898, page 8: An Hotel Burnt).

Thomas Cox Monger also wrote on the fire.

...To make matters worse Mr Emery was not at home, he that morning having started for Lang Lang, and when on his way home the fires were raging through Queensferry down towards the township. When he got to the Old Victoria Hotel, the fire had just caught the end of the house. He at once tried all he could to put it out, but it had too great a hold and in a very few minutes was laid to the ground. (San Remo Times, 14 January 1898, page 2: Bush Fires).

The *Argus* article may be referring to the long abandoned Victoria Hotel but confusing the name with the current boarding house. Monger, who I can guarantee didn't travel to Queensferry to see for himself, may also mean the old hotel. It is hard to be sure. Though the Victoria Hotel shut down in 1884, the building seems to have remained, and Monger possibly knew of its existence, if nothing about it.

The critical question is why Emery would try to save a hotel abandoned over a decade earlier. It would make more sense that he would make the attempt if it was the boarding

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house over the road on Lot 92c.

But wait! If this is the case, and the Victoria House went up in flames, why did an ad for it appear on page 1 of *The San Remo Times* each week of January and up to and including 4 February 1898?

However, you can flip the question and ask: why did the Victoria House stop advertising after the 4th February if it didn't burn down?

Maybe the bush fire and near miss was the final straw for J. Affleck-Robertson, who decided enough was enough and the Victoria House closed its doors. The 1899 rate book [entry 1159] gives Margaret Baird Smith's residence as Melbourne. Like the Victoria Hotel before it, the Victoria House was now abandoned.

So which building burnt down? If you allow that Monger actually got the building and its name correct – and as we are dealing with Thomas Cox Monger, this is a big 'if' – then it was the long abandoned Victoria Hotel.

Two questions, however, will likely forever remain unanswered: why did Emery try to save the building, and what did Alice Schuler think on learning of the old hotel's destruction?

Speedio and Hickey

In its 22 December 1892 issue, the *Great Southern Advocate* covered the determinations of the 16 December San Remo Licensing Court, among which were two interesting entries regarding colonial wine licenses:

The following licenses were granted: E. S. Watts, Nyora; John Weir, new license, Korumburra, Mr Wilkie for applicant; James Hickey, Colonial Wine license, Queensferry, Grantville, was granted, although Licensing Inspector Walshe objected on the grounds that it was not required in the district; John O'Brien, Inverloch.

And further on...

Alexander Speedio, colonial wine license, Bass Road, Queensferry, Grantville. Withdrawn.

And...

Temporary licenses were granted to Alice Coghlan for races at Lang Lang, 30th inst., Western Port Turf Club races, 26th January, 1893; Grantville Show, 22 February.

The temporary license gives us two pieces of information: the Queensferry horse races are still continuing, and that the event is being catered by the licensee of the Grantville Hotel. There is no hotel at Queensferry otherwise the licensee there would have covered the

event.

Alexander Speedio's aborted application can only be for an establishment on the corner of the Bass Highway-Queensferry Jetty Road intersection. If the Victoria Hotel building still existed and a deal was done with the owner, Alice Schuler, Speedio may have intended setting up a boarding house there. Another credible location would have been a pre-Victoria House 92c.

Speedio is an enigma. He doesn't appear in the Phillip Island rate books for either 1892 or 1893 and is never heard from again. It is also very likely his name has been misspelt in the *Great Southern Advocate's* report.

This brings us to James Hickey, who did receive a license and also doesn't appear in the rate books. A decade earlier, a William H. Hickey living on 20 acres at Bass, and variously described as a laborer, contractor and selector, is found in the rate books for 1880-1882. After that he vanishes. If this is the same Mr. Hickey who was, inexplicably, the ratecollector for the Council in 1882 and suspended in June that year pending his dismissal for unspecified reasons, then his sudden removal from the region makes sense.¹⁶

So who was James Hickey? Unknown. Was he related to William H. Hickey? Unknown. Or the rate collector (if a different man)? Unknown. Where was his establishment at Queensferry? Unknown. What was the nature of his business? Was it a boarding house? Unknown. How long did it last? Unknown, but not long as the license was never renewed.

This brings us to David McIntosh. Unlike Speedio and Hickey, he is in the rate books. The entries aren't particularly helpful, but at least they are there.

McIntosh's Hotel

In its 21 December 1881 edition, the *South Bourke and Mornington Journal* carried a list of the licenses granted at the 15 December Griffiths' Point Licensing Court. The names are very much as expected. Towards the end of the list, however, you find:

Jas. Stephenson, Woolamai Inn, Bass.

John O'Meara, Bass Hotel, Bass.

Leyson Williams, Victoria hotel, Queensferry.

J. Dickens, Grantville hotel, Grantville.

Adolph Janssen, Prince Alfred hotel, Grantville.

New Licenses.

David McIntosh, Queensferry.

Colonial wine renewal — David McIntosh,

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Queensferry.

Wait! What? This new license seems to be a publican's license, and that means hotel or bar. But wait a second. Earlier in the year there was a report in the *South Bourke and Mornington Journal* from a correspondent on the horse races at Queensferry. Towards the end it says...

There was very little animation on the field, and no refreshments to be had. The day ended with a ball at Mackintosh's Queensferry Hotel.

This is on page two of its 23 March 1881 edition, nine months before McIntosh receive a publican's license. How can this be?

According to the licensing report cited at the beginning of this section, McIntosh's colonial wine license was renewed on 15th December 1880. But that license did not allow catering at the races or a hotel. And what hotel is being referred to? Is it called the Queensferry Hotel or an unnamed (in the article) hotel at Queensferry? It can't be the Victoria Hotel because Williams is both the owner and licensee. Curiously, this was the first and only year McIntosh appears on the Licensing Court's list granted a publican's license. Neither his publican license or colonial wine license is renewed at the December 1882 Licensing Court. Instead you have Speedio's withdrawn application for a colonial wine license and James Hickey receiving one. In regard to the colonial wine license, McIntosh was refused one at the 1879 Licensing Court but, given it was renewed in 1882, was clearly granted one in 1881.¹⁷

What is going on? Who is David McIntosh?

The Phillip Island rate books have him entering the area after May 1879 and buying a one acre block at Queensferry. His trade is recorded as carpenter in 1880 and 1881, laborer in 1882 and 1883, and boatman from 1884 to 1887 (except, apparently, when he is a prospector). The house and land at Queensferry doesn't change during this period. What does alter, however, is the net annual value on the property, going from £25 in 1880, 1881 and 1882 to £10 in 1883, and dropping to £8 in 1889.¹⁸

That £25 pounds and the years it was imposed is significant. It roughly matches the colonial wine license. If this house were actually a hotel, the NAV would be higher, at a minimum, £40. Williams at the Victoria Hotel was assessed at £60 in 1881 [entry 695], albeit with 23 acres of land in total. £25 pounds plus a colonial wine license fits a

boarding house nicely, though obviously not one run by McIntosh. Where was it located? Not on the three acre Allotments X, 92b, 92c and 92d.

And that hotel reference?

None of the hotels at Grantville and Queensferry are known to have had ballrooms. Both locations did, however, have halls where balls could be (and were) held. Best guess: it was held at Queensferry's Athenaeum and simply misreported.

And the publican's license granted in December 1881, nine months after the ball at his "hotel"?

Unclear. The simplest answer is that it was never used, whatever hotel McIntosh intended opening not going ahead. Alternatively, instead of a hotel he opened a bar, which lasted less than 12 months and the details of which have been lost to history. More likely, if he intended opening a bar, it never went ahead either.

But Geoff, you are probably saying, this is far too simple. Can you complicate matters. Yes I can!

From the *Weekly Times*, 26 March 1881, page 9: Along the Coast to Kilcunda (talking about Queensferry)...*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.**

So did David McIntosh have a general store? Was the colonial wine license used here – which would be unusual – or was this store in addition to any boarding house or whatever establishment his colonial wine license was applied to? That the colonial wine license was taken out but never used would explain the £25 net annual value if he was just a store-keeper. But so does him having some manner of carpentry business, as reflected in the 1880 and 1881 rate books.

But Geoff, you are probably saying, this is still far too simple. Can you complicate matters even further. Yes I can!

Regardless of whether he owned, ran, had a part share in, a boarding house, bar, wine

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* The visitor was unaware that Grantville and Queensferry each previously had their own school. When the two schools were amalgamated, the new one was placed closer to the smaller Queensferry, much to the annoyance of those living at Grantville, especially those further to the north in "old" Grantville (Section A) and beyond. It wasn't until long after Queensferry had effectively ceased to exist that the school was relocated to Grantville.

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saloon, hotel, or general store there is another question which remains unanswered – where was it? The rate books are consistent during the duration of his colonial wine license and any potential other alcohol-license requiring business – 1880, 1882, 1883 and 1884 – that he owned (not leased) a house on one acre of land at Queensferry. (In 1881 and after 1884 it is just given as a house and land at Queensferry, no acreage provided). This rules out the old general store site (future Victoria House) of L. Howell Williams which came in at three acres.

But wait! In the 1880 rate book, just above the entry for David McIntosh, is a listing for Thomas White (Culmer Thomas White), a mariner, also of Queensferry, owning – not leasing – a house on one acre of land.

This is a problem as there don't appear to be any one acre blocks at Queensferry during this period. The smallest blocks weigh in at a sizeable 3 acres.

So where were these one acre lots? Where was McIntosh's establishment?

Summary

There was only ever one hotel at Queensferry: the Victoria Hotel. A decade after it closed, there was a short-lived (early 1896-early 1898) boarding house on Allotment 92c opposite called the Victoria House. For approximately two years (1880-1882) David McIntosh may have owned or had some interest in (but probably didn't run) a boarding house or some alcohol-serving establishment with a limited license, the name of which is unknown. There is some evidence that he intended opening a hotel or, more likely, bar, but this never went ahead and the publican's license he obtained was never renewed. That one primary source which has him owning or running a general store in competition with Alexander Stewart has to be a misinterpretation by the writer, a visitor unfamiliar with the township. Then there is James Hickey, about whom nothing is known, and about his establishment, if it ever existed, which is unlikely, even less is known.

Footnotes:

1. *Leader* 19 September 1874, page 20: Western Port.
2. Corinella, County of Mornington, Department of Crown Lands and Survey, Melbourne, Victoria, 1948; Plan Record C246(9)_2, Corinella, County of Mornington, Department of Crown Lands and Survey, Victoria, 1949; Corinella, County of Mornington, Dept. of Crown Lands and Survey, Victoria, Sheet 1, 1973; Parish of Corinella, County of Mornington, Corinella Parish Series 1979 2453

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3. *Victorian Government Gazette* No.78, 29 October 1875, page 2057; No.74, 13 October 1876, page 1876; No.116, 22 November 1877, page 2207

4. Road Survey, Parish of Corinella, County of Mornington, Plan Record C246E 1890, via Landata.

5. *Victorian Government Gazette* No.59, 18 June 1880, page 1573; No.13 11 February 1881, page 464; No. 84, 5 August 1881, page 2290; No.7 27 January 1882, page 191.

6. *Victorian Government Gazette* No.4,16 January 1880, page 142; No.104, 4 September 1880, page 2209; No.89, 1 September 1882, page 2171; No.90, 21 September 1883, page 2207; No.82, 4 September 1885, page 2537; No.38, 26 March 1886, page 851; Phillip Island 1881 rate book, page 120, entry 415 (before transfer to Shire of Warragul); Selections at the Bass & Powlett Rivers, County of Mornington [cartographic material], Department of Crown Lands and Survey, 1882; Phillip Island 1882 rate book, page 13, entry 416; 1889 rate book, page 19, entry 572 (L. H. Williams); 1890 rate book, page 51, entry 647 (Thomas D. Williams).

7. *South Bourke and Mornington Journal*, 28 December 1881, page 3: Police News.

8. Phillip Island 1880 rate book, page 104, entry 562; 1881 rate book, page 127, entry 695; 1882 rate book, page 22, entry 652; 1883 rate book, page 45, entry 664; 1884 rate book, page 69, entry 691.

9. *South Bourke and Mornington Journal*, 16 June 1886, page 3: Griffiths' Point Police Court.

10. Births, Death & Marriages Victoria: Event Reg. 4644/1882.

11. *Australasian*, 7th May 1892, page 7: Through South Gippsland.

12. Matic, Ashley. *Archaeological Subsurface Testing at Tuchtan H1 (H8021-0035), Grantville, Victoria*. Report for VicRoads: Final Report, June 2007 Biosis Research Pty Ltd.

13. No. CCXXVII. An Act to consolidate and amend the Laws relating to the Licensing of Public Houses and the Sale of Fermented and Spirituous Liquors. 2nd June, 1864. Government of Victoria.

14. *Great Southern Advocate*, 12 December 1895, page 3: San Remo Licensing Court; *Mornington Standard*, 19 December 1895, page 3: San Remo Licensing Court. Curiously, they label it the "old Victoria House" and "Old Victoria House" respectively.

15. Phillip Island rate book 1895, page 103, entry 1241; 1896 rate book, page 65, entry 1165 & 1166; 1897 rate book, page 66, entry 1188 & 1189; 1898 rate book, page 64, entry 1176 & 1177; 1899 rate book, page 64, entry 1138 & 1139; 1900 rate book, page 65, entry 1159 & 1160.

16. Phillip Island 1880 rate book, page 98, entry 353 & 354; 1881 rate book, page 119, entry 369; 1882 rate book, page 11, entry 359; *South Bourke and Mornington Journal*, 5 July 1882, page 3: Shire of Phillip Island and Woolamai.

17. *South Bourke and Mornington Journal*, 31 December 1879, page 3: Licensing Meeting.

18. Phillip Island 1880 rate book, page 102, entry 517; 1881 rate book, page 125, entry 590; rate book 1882, page 19, entry 556; rate book 1883, page 42, entry 576; rate book 1884, page 66, entry 604; rate book 1885, page 89, entry 607; rate book 1886, page 20, entry 445; rate book 1887, page 46, entry 658.