

The Western Port Times

Grantville & Districts



Volume 5 Number 8

FREE

December 2022

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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.

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COLVIN'S PICTURES

Always a Good Show
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VILMA BANKY

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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: www.korumburrahistory.com.au or PO Bo 329, 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 February 1897, page 2.

Local and General News

This publication of the TIMES is the first of the second year, and we must thank our supporters for the patronage they have afforded us, and hope that this year will be as prosperous as the last.

The San Remo Court of Petty Sessions will be held at the Court-house to-day, there being a good number of cases set down for hearing.

The Rev. Herbert E. Potter will conduct Church of England service at the Shire Hall on Sunday next at 11 a.m.

The Band of Hope young people are preparing for another entertainment, which will be held on Friday next, 12th inst., at the Shire Hall.

A large shark has been disporting himself about the San Remo Pier during the last few days. Several attempts have been made to effect his capture, but of no avail. His favorite time "for doing the block" is about sundown.

A splendid new boat, about 16ft. long, built for Mr. Grayden, senr, arrived at San Remo during the week, and will be a great acquisition to the Bay.

Mr. Charles Faure, who has been connected with the *Genista* for a considerable time, has severed his connection with that boat, and left on Monday for Williamstown. While here he always conducted himself in a straightforward obliging manner as an officer of the boat, and on shore he was greatly respected for his upright manliness. He carries with him the good wishes of the people of the district for his future success in life.

Messrs. Joseph Clarke and Co. will hold their second monthly market at the Bass sale yards on Thursday next.

One day last week a horse grazing on the road side near the Bass Landing Corner made for a mud hole on the side of the road to have a drink, and on entering got his legs fast in the mud, and could not get out. When found he was in too weak a state to help himself. When assistance arrived he was found to be dead, so he was dragged out and buried.

Our readers will notice by our advertising columns that the new Bass Hall will be opened on Thursday next with a grand concert and ball. The public must be reminded that this hall is built by public subscription, so one and all ought to roll up and swell the funds, and those who do not care about indulging in their entertainment should buy a ticket and stop at home.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 12th February 1897, page 2.

The Phillip Island Shire Council will hold their usual monthly meeting on Saturday (tomorrow).

The San Remo Band of Hope entertainment, which was announced in our last issue to take place to-night, has been postponed until Wednesday next, the 17th inst., when the children of this society will sing, play duetts [*sic*], and give recitations. The children have been in regular rehearsal for several weeks, and great credit is due to the Misses Small's for the pains and trouble they have taken to instruct the children in their several parts, and it is to be hoped the public will show their appreciation of their efforts by attending the Shire Hall on Wednesday evening next.

An unusual large number of magistrates sit on the San Remo Bench on Friday last. Mr. Paul, of Grantville, favored us with his presence on that occasion.

In the case of Sunday trading heard at the San Remo court on Friday last, the defendant stated that the informant was given a shilling by the constable to get a drink at his house on a Sunday. The P.M. expressed himself very strongly at the defendant making such a statement, and said it did not help him in any way with his case.

A lesson to litigants was administered in the case of *Muldoon v. Atkinson*, for having stolen fruit out of a garden, heard before Mr. Smallman, P.M., and Mr. J. N. Thompson, J.P. at the Inverloch Court of Petty Sessions on Saturday. When the case was called on for hearing the informant did not put in an appearance, and Mr. Mellor, who appeared for the defendant, thereupon applied for the summons to be dismissed and £5 5s. costs awarded to his client. The Bench accordingly made an order dismissing the information and awarding defendant £5 5s. costs.

The township was quite alive on Friday afternoon, there being an unusual large court, the consequence being that people from all parts turned out. Those who had no cases came to hear how their neighbors got on.

Several snakes have been killed in the township during the week, Mr. Bonwick killing one in the Shire Hall yard, and Mr. Neill one in his garden.

(continues on Page 4)

Local and General News (continued from Page 3)

The Little Angelina sailed for Flinders on Tuesday with a load of sawn timber from the Bass Landing, and returned this morning to Bass, and is now loading for Melbourne.

Mr. Downward, M.L.A., left this morning by boat for Melbourne on his way home, he having had a hard week's work visiting the Korumburra show and the opening of the Queen Victoria Hall, Bass.

The Bass monthly sale was held on Thursday. The attendance was not so large as it otherwise would have been on account of the opening of the Queen Victoria Hall, but the prices for cattle sold were very satisfactory.

A public meeting was held at Korumburra on Tuesday night to collect funds for the Indian Famine Fund. The president of the shire, Mr. G. W. Mitchell, occupied the chair. Addresses were delivered by the clergymen of each denomination and Staff Captain Spargo, of the Salvation Army. Mrs. Hicks-Ball, at one time a missionary in India addressed about 300 children in the afternoon. The collections amounted to about £7.

Also

From the San Remo Times and Phillip Island and Bass Valley Advertiser, 19th February 1897, page 2.

In a correspondence of Mr. Good's re railway route in our last issue, he stated that the Wonthaggi North route would cost £8300, and the Bass Valley route £7500. It should have been £83,000 and £75,000 respectively.

It was decided by the Council on Saturday last that all petitions sent into the council will not be dealt with on that day, but at the following meeting.

Church of England service will be conducted by the Rev. Herbert E. Potter in the Shire Hall on Sunday evening next at 7.30 p.m.

A meeting of members of the Phillip Island Board of Advice and of the teachers in charge of schools on the Island, was held on Tuesday to make the necessary arrangements for the Annual School Pic-nic. It was decided that the Pic-nic should be held at Cowes on Saturday, March 20th. Collectors were appointed and a programme of sports arranged. The children attending the Island schools, and also their parents, will be pleased no doubt to read that the pic-nic will be held in a short time, as the outing in the past has been much enjoyed by both juveniles and adults.

On Tuesday afternoon, as Mr. Aldridge

was transacting some business at the San Remo store, he tied his horse, attached to a phaeton, to the fence, when by some means he rubbed the winkers off, and bolted. He struck the post of the culvert, and freeing himself from the vehicle, made off homewards. Luckily the damage was not very great, as only the shafts were broken and the front of the vehicle slightly damaged. Part of the harness was also damaged.

Two boats arrived at San Remo from Williamstown on Thursday, and are going to engage in the crayfishing trade.

Also

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

The San Remo Court of Petty Sessions will be held at the court-house on Friday next, 5th March.

A public meeting is to be held on Thursday next, 4th March, at 2 p.m., at the Mechanics' Institute, Grantville, to consider the advisability of re-subdivision of the Corinella and Woolamai ridings of the Shire of Phillip Island.

The Federal Convention elections will take place on Thursday next, 4th March. There are ten candidates wanted to represent Victoria, and 29 are in the field to select from. The polling places for this district are San Remo, Cowes, Bass, Kilcunda, Powlett, Grantville, and Glen Alvie. Voters must bear in mind that they must vote for ten, or the ballot-paper will be informal and thrown out.

The steamer Genista was engaged on Monday and Tuesday evening towing ponies and cattle in Captain Loch's punt across the channel to San Remo for Mr. John Cleeland, Phillip Island.

The State school pic-nic will be held on Saturday, 30th March, at Cowes. The children are to have collecting cards distributed amongst them, and it is expected the Genista will run an extra trip to Cowes on that day to bring the children and those who accompany them back to Rhyll, Newhaven, and San Remo.

Sports will be held at Bass township on St. Patrick's Day (17th March), consisting of horse racing, foot, hurdle, sack racing, and other athletic sports.

The Grantville and Bass cricket clubs met on the Grantville ground on Saturday last, when the Grantville team won. A good deal of interest was shown in the match, as Bass had previously won two matches to Grantville's one. Owing to the scores not coming to hand

(continues on Page 5)

Local and General News (continued from Page 4)

we are unable to publish them this week.

The Grantville team will play Lang Lang, on the latter's ground, on Saturday 6th March.

Mr. Joseph Hoddinott has returned to San Remo from "Bonegilla Park" to spend the winter months. Mr. Hoddinott has been very unwell for some time, but we are glad to state he is quite convalescent now. Mr. William Hoddinott left for "Bonegilla Park" during last week to manage that estate during his brother's sojourn here.

As will be seen by our advertising columns, gentlemen not members of the Bass Mutual Improvement Association may attend the annual ball on Friday, 19th March, on payment of 3s. 6d. and notice to the secretary, Mr. Jas. Gray.

At Korumburra on Tuesday a man named Ireland had prepared a shot, when by some means it prematurely exploded. A piece of rock struck Ireland on the head, inflicting a severe wound, which necessitated his removal to the Melbourne Hospital.

As a man named Neils Peter Neilson was cutting scrub on the farm of Mr. Ohlsen at Poowong East on Monday, the axe slipped, severing his great toe completely. He was attended to by Dr. Strahan, of Korumburra.

* * *

From the *Age*, 31 July 1883, page 5: News Of The Day.

The Titus Aground

Information was received in Melbourne yesterday that the steamer Titus was ashore in Western Port Bay. The Titus left Newcastle on the 24th inst. with a cargo of coal for Melbourne, but in consequence of the heavy gale which raged along the coast on Friday she put into Western Port bay for shelter. She, however, shortly afterwards drove ashore on to a bank at high water. Yesterday her commander, Captain Rix, came overland to Melbourne for assistance to get her off. To-day Captain Robinson, Lloyd's surveyor for Melbourne will proceed with Captain Rix to the scene of the disaster, in order to decide how to get the vessel off. It is supposed that about 400 tons of coal will have to be taken out of her before she can be floated.

From the *Canberra Times*, Tuesday 3 January 1967, page 1

Teenagers Swept To Death

Melbourne, Monday. — A 17-year-old youth and his 14-year-old sister, missing since Friday after they left on a beach walk, were found dead this afternoon near Inverloch, 87 miles south-east of Melbourne.

Their bodies were discovered on rocks below a 300-foot cliff at Billygoat Bend, six miles west of the township.

They were John Wilson, a picture-framer, and Joy Wilson, a schoolgirl, of Brougham Street, Box Hill, a Melbourne suburb.

The teenagers were trapped on a high ledge and drowned when a high tide swept them into the sea.

Their bodies were washed back on to rocks by big waves.

Mr Dale Chapman, 22, a member of the Cape Patterson Surf Life Saving Club, spotted the bodies soon after noon while walking along the ledges under the cliff with his wife.

Planned 10 Mile Walk

John and Joy were last seen at 8am on Friday, when they left their parents' holiday camp at Inverloch.

They were going to walk 10 miles along the beach to Cape Patterson.

Their mother, Mrs Betty Wilson, notified police at 9.30pm when they had not returned.

Local residents described the area today as "one of the most dangerous in Australia."

First Constable C. Cummings, of Inverloch, said, "They would not have had a chance of scaling the cliff when the tide came in.

"They would have been hopelessly trapped. It would have been high tide when they were hiking".

Wedged Between Rocks

Mr Chapman said the bodies were wedged between rocks when he found them.

John was barefooted. Searchers found his boots later, farther along the beach.

Joy was clutching one of her thongs. Search and rescue squad police took two hours to get the bodies to the cliff-top.

The brother and sister were holidaying with their mother and six brothers and sisters.

Mrs Wilson said, "It was John's idea. We wanted him to wait until his father arrived back from Melbourne, but he was determined to make the trip".

"Was you husband lucky during the last race meeting?"

"Yes," answered young Mrs Jones; "he sprained his ankle and couldn't attend."

From the Koo Wee Rup Sun and Lang Lang Guardian, 6 June 1935

From the *South Bourke and Mornington Journal*, Wednesday 1 August 1883

Shire Of Phillip Island

27th July 1883

Present: Councillors S. West (Chairman), Aldridge, Turnbull, Clarke, Kidd, and Duffus.

The minutes of previous meeting and Revision Court were read and confirmed, and outward correspondence read and approved of.

Correspondence

From John Freeman and R. Delaney, agreeing to allow roads to run through their properties. It was agreed that all letters with reference to deviations on Clarke's and Delany's roads should be referred to the Councillors for the Corinella riding for report thereon.

From Arnall and Jackson, with reference to pamphlet of the beauties of the Shire, &c, for guidance of visitors.—Postponed till next meeting.

From W. Denne, with reference to rates.—Referred to the Rate Collector.

From Municipal Association, forwarding draft of new Local Government Act.—Received.

From South Barwon Shire, with reference to new L. G. Act.—Referred to a Committee of the whole Council next meeting.

From City of Sandhurst, with reference to "Accidents on roads." — Received. Secretary to write to members for the district, asking them to support Mr. Sterry in the action taken.

From M. Dobbin, asking for a further extension of one week to complete his contract.—Granted.

From Newham Shire, with reference to Australasian Exhibition.—Further postponed.

From Central Board of Health.—Referred to Health Officer.

From Geelong Fish Acclimatising Society, asking assistance in stopping illegal netting, &c.—Received and coincided with.

From R. Gall, asking for one month's extension of time to complete his contract.—Granted.

Petitions

From Peters and others, asking for 40 chains draining, &c., at the Bass.—Received. No action to be taken.

From ratepayers of Woolamai Riding, asking for 40 chains draining at the Bass.—Received. No action to be taken unless the parties interested agree to pay one half of the necessary outlay.

Reports

From Shire Engineer, forwarding specification of work required at Swan Lake to protect fish, which was adopted and tenders ordered to be called for at the next meeting.

From Rate Collector, stating that £30 16s. 6d. had been received by him since last meeting, and forwarding list of properties upon which rates are unpaid for a period exceeding five year.—Received. Previous resolution confirmed that all defaulters should be summonsed at next Court of Petty Sessions.

From Dog Inspector.—Received.

General Business

Balance at Bank reported to be £220 7s. 10d.

Payments amounting to £78 17s. 7d. were ordered to be made.

On the motion of Councillors West and Aldridge it was agreed that for the present no action be taken with reference to the Coal Mining leases in the Shire.

In committee, R. Galls tender for contract 298 for £4 16s was accepted.

On motion of Councillors West and Clarke, the Secretary was instructed to write to the Chief Commissioner of Police thanking him for re-appointing Senior Constable H. H. Taylor to the Griffiths' Point District, as this Council had every opportunity of forming an estimate of his qualities, and can testify to his gentlemanly conduct, and strict observance of his duties. A record of the above to be placed on the minutes of this Council.

It was agreed in the absence of Councillor Norton, to postpone, till next meeting, the notices of motion in his name in reference to fencing Shire Hall ground, Ferry at Newhaven, and the appointment of medical man as Health Officer.

Councillor Turnbull stated that he had received a letter from the mining manager at Kilcunda relative to the conservation of water at that place. Considering that the present Coal Company have given proof that they intend to permanently develop the mine, and that a large influx of the mining population will shortly occur, he would move that with a view to benefit the mining community in the locality, this Council at their next meeting, take into consideration the desirability of water conservation at Kilcunda.

Notices Of Motion

By Councillor Aldridge, for widening culvert at Shire Hall, and spreading gravel.

By Councillor Kidd, for formation of Anderson's corner at bottom of Big Hill.

By Councillor Turnbull, that tenders be called for next meeting for the re-construction of the bridge at the Bass township.

From the *South Bourke and Mornington Journal*, Wednesday 8 August 1883

Jottings From Western Port

By a Contributor

Fortiter. Fideliter. Feliciter.

(Re-paragraphed for the sake of clarity.)

In September, 1881, two attempts were made by the Shire of Phillip Island to transfer perch from Lake Wendouree at Ballarat to Swan Lake on Phillip Island. The first attempt failed owing to a change of water on the route, but the second was successful, and 40 perch were lodged into the lake mentioned on the 29th of the above month, "all alive and kicking."

As some anxiety has been expressed concerning their safety, I am happy to state that a dead perch, measuring seven inches, was lately found on the shore of the lake by Constable Savage. For the information of the public I forward an extract from the Fisheries' Act which states:—

"If any person knowingly take or assist in taking or attempt to take in any Victorian waters any fish not indigenous to Victoria or any fish of the same species as any such non-indigenous fish introduced into such waters within three years after the introduction thereof, or if any person shall inadvertently capture any such fish and shall not forthwith return the same to the water in which they were captured such person shall for every offence be liable to a penalty of £20."

I have no doubt that the Shire Council will frame necessary regulations for fishing in Swan lake after the expiry of the limited time, and I hope to live to be able to enjoy fresh water perch caught by myself in a sportsmanlike manner from the lake in question. In fact the lake would be suitable for rowing as well as fishing if the funds of the Shire would only allow of improvements being made.

The Western Port Coal Mining Co. evidently mean business. I notice two notices of application for mineral leases: one to John Hardy for 448 and the other by Edward Morey for 438 acres, both adjoining the present Kilcunda mine. The company will soon commence to lay down iron rails, and, I have been informed, have purchased a locomotive engine.

The residents of Phillip Island have lately experienced a novelty but not a Yankee one. The Steamer "Titus," 517 tons register, grounded between Cowes Jetty and Fisherman's Point, during the gale on the 26th ult. Men were employed throwing the cargo overboard, and discharging it into craft. Sufficient was taken out to enable her to float on Friday

1st, when she proceeded to Melbourne. Coal on the occasion was sold at 10s per ton.

According to accounts she must have had a hard night with the elements in the straits, and at one time was seen too close to Pyramid Rock for those on board to feel comfortable. A statement of the mishap appeared in a Melbourne paper, which places Western Port Bay to a disadvantage. As a place of safety it is superior to Hobson's Bay.

Of course if masters of vessels do not abide by the charts, they must expect to get their vessels into difficulties, and it appears to me that the Titus got aground through an error of judgment on the part of the Captain not making allowance for the effect of the tide and wind. A short distance east of Cowes Jetty there is a good anchorage with from five to ten fathoms of water.

At Sandy Point there is also good anchorage with five to thirteen fathom[s] of water, and sufficient for vessels of the deepest draught now afloat, with a depth of from six to nine fathoms northward to the entrance of Hastings Channel. At any time of the tide a boat's crew could land at Sandy Point without wetting their feet by putting the nose of the boat on the beaches. These are important facts when considering the "Defence question."

Another week has passed, and the Minister of Railways has not been interviewed, with reference to the Hastings Railway. It has been said that "we are waiting for an appointment to be made by the Minister," and that "we are unable to find our representative of the district." I think the best thing to be done is not to wait for anybody but go *en masse* to the Railway Department, and "beard the lion." It would be a pity to lose the line for want of asking for it.

Phone 64.

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Four Weddings and a Funeral

From *Katoomba Daily*, Thursday 11 November 1937, page 3

Hade and Miller

The marriage of Isabel Margaret Hade, of Grantville, Victoria, to Herbert Alfred Miller, of Katoomba, was quietly celebrated by the Rev. L. S. Dudley at St. Hilda's Church of England, Katoomba, on Saturday, October 30th.

The bride, wearing frock of "Good Earth" angel skin, a spray of lily of the valley pinned on coatee, carried a white prayer-book (the gift of an old friend, Miss Finlay, of Katoomba) and she entered the church on the arm of Mr. Cyril Pearce, of Katoomba. Mr Max Armstrong carried out the duties of best man.

The happy couple left by train for a brief honeymoon at Manly, being farewelled by a crowd of friends.

Their future home will be at Katoomba.

From the *KooWeeRup Sun and Lang Lang Guardian*, 16 July 1942: Wedding Bells

Harris and Wells

At the Lang Lang Presbyterian Church on the 27th ult. the marriage was quietly celebrated of Muriel Nancy, only daughter of Mr and Mrs W. H. Harris, Clyde, and John Carlyle, eldest son of Mr and Mrs J. C. W. Wells, The Gurdies. The Rev. P. Geddes officiated and Miss Greaves played the Wedding March. The bride wore a dusty pink frock with white accessories and carried an attractive bouquet of camellias, carnations and heather. On her frock she wore a gold filigree brooch that had belonged to her great-grandmother. Both bride and groom were unattended and only immediate relatives and friends were present. After the ceremony, there was a small gathering at the home of the groom's parents and the young couple left on the evening train for brief honeymoon.

From *The Argus*, Tuesday 4 July 1939, page 7

Francis and Churchill

Leongatha, Monday.—The wedding took place recently in the Woolamai Methodist Church of Florence Pearl, third daughter of Mr. and Mrs. W. H. Churchill, of Edgerton, Woolamai, and Leslie Vaughan, youngest son of Mr. and Mrs. W. Francis, of Hillcrest, Kilcunda.

The bride, who wore a gown of pearl-tinted cloth, wore a veil of tulle surmounted by a coronet or orange blossom. Her bridesmaids were her sisters, Misses Edith and Lillias Churchill, and Leslie Hollins was a flower girl. Mr. H. A. Huon was best man.

From *The Dandenong Journal*, 13 September 1944, page 8

W.A.A.A.F. Marries Queenslander

Prettily decorated with pastel tinted poppies and pink camellias, St. John's, Lang Lang, provided a delightful settling for the marriage on August 5, of Cpl. Jean Myrtle Clarke, WAAAF, second daughter of Mr. and Mrs. L. G. Clarke, Almurta, to Tpr. Wilfred James Stephens, AIF, third son of Mr. and Mrs. G. Stephens, West street, Toowoomba, Queensland.

The bride made a charming picture in a blue frock featuring a full gored skirt, long sleeves, and neckline and V shaped yoke, embroidered with gunmetal beads and cornellied to form true lovers' knot bows. A smart black georgette hat trimmed with velvet leaves and blue veiling was worn and black accessories. A fragrant posy of blue pansies and white mixed flowers was carried.

The matron of honor, Mrs. S. E. Mills (close friend of the bride) wore a becoming pink frock made with sets of fine pleats in the skirt and scalloped heart-shaped neckline. The bodice was trimmed with scolloping and rouleaux flowers. A matching pink hat trimmed with velvet flowers and veiling was worn, with black accessories. A pretty posy of pink carnations and mixed flowers was carried.

The bridegroom was attended by Mr. Eric Tibballs as best man. Rev. L. McQueen officiated at the ceremony and Mrs. A. G. Glasscock provided incidental organ music. During the signing of the register, Miss Dorothy Stafford beautifully sang, "Because."

A reception beautifully catered for by Mrs. W. Tibballs, was held in the Memorial Hall, where 40 guests were [sic] received by Mr. and Mrs. W. Tibballs and Mrs. L. Clarke.

The tables were prettily decorated in pink tonings, the main attraction being the beautiful pink wedding cake, a gift to the happy couple from Mrs. W. Tibballs.

From the *South Bourke and Mornington Journal*, Wednesday 31 March 1880 Page 2 Local Intelligence.

George Casey Funeral

The funeral of Mr George Casey, of Queensferry, took place on Sunday, and was largely attended from far and near. The deceased had been ailing for five weeks from dysentery, and died on Friday morning. He was an old and respected resident of Cranbourne, Tooradin, and Queensferry, and was universally respected by all who knew him.

From the *Weekly Times*, Saturday 27 February 1926, page 29

The Dairying Industry Operations In The Bass Valley

Rich Pastures Provide Abundant Yields
by "Utility"

While the majority of the landholders in the Almurta district combine dairying with fattening stock and rearing lambs, several rely almost entirely on butter-fat production. The holdings are generally not extensive in the Bass Valley. The quality of the pasture, however, is so good that a small area will produce enough rich grasses and fodder to ensure a satisfactory profit.

The river flats have all been well drained, and this promotes the growth of sweet pasture.

Pioneer Settler's Success

One of the landholders who has been in the district for over 40 years is Mr. E. Ward. He has a block of 197 acres, portion of which varies from slightly undulating country to fairly steep hills.

The balance is rich river flats which carry English grass, cocksfoot, and clovers. Some of the paddocks which were sown down more than 40 years ago still produce a strong growth of grass.

The property is enclosed with a wire-netting rabbit-proof fence. The netting has been let into the ground to a depth of six inches, and, although rabbits are fairly plentiful in the district, there is none on Mr. Ward's land.

The soil is a greyish black, with a good depth and a clay subsoil.

Clearing entailed a lot of work, but the productivity of the land has more than compensated for this. Hundreds of tons of blue gum and blackwood were piled up and burnt. This timber, if kept, would at present be a very valuable asset, and more than pay for the expense of clearing.

Carrying Capacity

Despite the dry season, there were 115 head of cattle and horses on the 197 acres when the writer was in the district a few weeks ago. The stock were all in condition. A little grass hay is generally cut every year, but no green fodder, such as maize, millet or sudan grass, is provided.

Mr. Ward is at present milking 65 cows and heifers. Most of the stock are from half to pure bred Ayrshires, and pure Ayrshire bulls are run with the cows. Mr. Ward intends to improve his herd by breeding and culling until it is all Ayrshire blood.

He has given other breeds a trial, but finds that the Ayrshire furnishes the best results from a general purpose point of view.

The cows are milked from nine to ten months, and during May and June only sufficient are kept to provide the milk and butter for the farm.

Well-arranged and commodious milking sheds, separator house, and all other necessary appointments are provided. A Simplex milking machine has been installed, and the results have been satisfactory.

The milk is separated, and the cream is supplied to the Archie's Creek butter factory, waggons being sent out three times a week. The price paid for butter fat last month was [unclear amount] a lb.

A Good Average

Mr Ward's herd includes a good number of heifers, on their first milking, all of which were bred and reared on the farm. These have reduced the average from the whole of the milkers, but they will be in full profit next year. He estimates his annual return at £14 a head.

With the exception of a little grass hay in the winter, the cows are never hand-fed. Under such conditions the figures quoted above are very good. The cows are not rugged, but the paddocks are fairly well sheltered, and the stock stand the cold weather well. Even the horses on the farm are worked off the grass.

The whole of the bull calves and the culled heifer calves are killed and boiled down for pigs, the picked heifers being retained for the herd.

Half a dozen Berkshire sows are kept. They generally produce two litters a year. The young ones are fattened and sold as porkers or baconers to the Dandenong Bacon Factory, of which Mr Ward is a shareholder.

Returns From Pigs

For the last 12 months the return from pigs has run into about £230, but it has reached as high as £300 in previous years.

Several acres are devoted to dun peas, potatoes, onions, and carrots for use on the farm. Peas do remarkably well, and up to 50 bushels to the acre have been thrashed.

Top dressing the grass land has not yet been adopted, but Mr Ward purposes giving it a trial during the coming season.

The results achieved by this dairyman year in and year out provide a valuable object lesson as to what can be accomplished on a small area in the Almurta district.

From the *Wonthaggi Sentinel and State Town Miner*, Friday 23 September 1910

Progress Association Committee Meeting

The usual weekly meeting was held in the fire brigade building on Monday evening, Mr. R. L. Laidlaw presiding.

Minutes of previous meeting were read and adopted.

Correspondence was read from the Railway Department re concession in fares for families desiring to settle at Powlett.—The matter was receiving attention.

From the Mines Department re selected site for a hospital.—The matter had been referred to the Minister of Lands.

From the Postmaster-General re pillar letter boxes and direct telephone communication with Melbourne.—The matter was receiving attention.

Discussion took place concerning the right of individual members interviewing Ministers or departmental heads on public matters. Eventually Mr. Corcoran gave notice of motion that he would move to have a rule adopted that no member of the Progress Association be permitted to interview any Minister unless he first received permission from the Association.

Messrs. Corcoran, Guilfoyle, Richmond and Laidlaw were appointed to wait on Mr. Owen and ask him to point out the road to the beach which the Minister of Mines mentioned as having being reserved.

The Secretary said Mr Carling had complained to him that members had been indiscreet in having repeated what had been said at the last meeting. He had been misrepresented in connection with one or two matters, and thought the matter should be mentioned. He (the secretary) said members should be guarded and avoid outside gossip about any business which had been conducted at their meetings. The whole of the business should be made known through the Press and he thought the Press the right channel for the public to learn their information.

Mr. Richmond supported Mr Mesley's remarks.

The matter then dropped.

Mr. Corcoran drew attention to the condition of the road leading from the railway station to McBride Avenue. He said it was almost impossible to use it with safety and the crossing was in a disgraceful condition.

Mr. Bird said the road was disgraceful and had been very much neglected. He moved—That the Railway Department be written to and

attention drawn to the state of the road, and that a request be made to have it repaired.

Mr. Corcoran seconded. He said that all the heavy traffic from the railway siding now passed over that spot. There were a number of large holes right in the centre of the road, and taking into consideration the amount of revenue derived by the Railway Department it should not be necessary to ask to have the road attended to. The whole thing was simply disgraceful.

Mr. Davies said it was nothing short of cruelty to animals to be worked over such a place. Attention was drawn to the matter in the last issue of the "Sentinel."

The motion was carried.

Mr. Bird said as there was to be another sale of Wonthaggi residential blocks it would be wise to ask that the sale should be held in Wonthaggi. He moved—That the Minister of Lands be written to and asked that the next sale of residential blocks be held in Wonthaggi. He thought such a request coming from the Progress Association would carry some weight.

Mr. Davies seconded.—Carried.

Mr. Laidlaw drew attention to the necessity for a town common. A number of horses had recently been impounded by the responsible officer and he suggested that steps be taken to have a suitable grazing reserve granted for the town.

Mr. Davies said it was impossible to get suitable grazing paddocks unless at a high rate and a great distance from the town.

Mr Measley said the suggestion was an excellent one. There was a reserve of about 2000 acres adjoining the town boundary on the South and if that was fenced or a ranger appointed a small fee could be charged for agistment.

Mr. Richmond moved—That the secretary write to the Minister of Lands and ask that the spare land on the South side of the town be granted for use as a town common.

Mr. Davies seconded.—Carried.

Mr. Davies moved—That the Mines Department be asked to install the six Lux lights promised by the Minister of Mines.

Mr. Corcoran seconded.—Carried.

Mr. Brunt asked what was being done re the cheap fish scheme.

(continues on Page 11)

Progress Association (continued from Page 10)

Mr. Richmond said he was at Inverloch recently and plenty of fish could be purchased there at 10s a box, but fishermen would not bring it here owing to the bad state of the roads.

Mr. Corcoran moved—That the question be postponed for a fortnight.

Mr. Guilfoyle seconded—Carried.

A general meeting of members will be held on Monday evening.

It was decided that a public meeting be called for Tuesday evening next in Wright's hall, and that a silver coin be charged for admission.

Mr Brunt moved—That the Lands Department be asked to supply the Association with plans of all public reserves, recreation grounds, and parks.

Mr Corcoran seconded—Carried.

Mr. Brunt said he thought some further notion should be taken in regard to the appointment of Justices of the Peace and a local court of petty sessions. He moved — That the attention of the Attorney General be drawn to the pressing need for the appointment of Justices of the Peace and the establishment of a court of petty sessions and that a recommendation be made that temporary premises be engaged pending the erection of suitable premises.

Mr. Corcoran seconded.

Mr. Davies said there were a number of suitable buildings available for such a purpose and a weekly court should be held here.

Mr. Bird said the appointment of justices had been delayed too long altogether. He knew of a town where it had taken nearly seven weeks where a few days should have sufficed to get a transfer of land through owing to the trouble entailed in getting the necessary documents signed.

The motion was carried.

It was decided that Mr. Mummery's attention be drawn to the manner in which certain streets and footpaths were being torn up by logs being dragged over them.

The meeting then closed.

“You have heard my opinions,” said a Parliamentary candidate, addressing a public meeting, “and I think you'll agree that my opponent hasn't a leg to stand on.”

“All the more reason why he should have the seat,” said a man at the back of the crowd.

Koo Wee Rup Sun and Lang Lang Guardian, 20 June 1935

From the *Great Southern Advocate*, 14 June 1906, page 5.

Deposits of Fireclay in Gippsland

Trials have been made at the laboratories of the Mines department of shales obtained at Kilcunda and Coal Creek with respect to their suitability for the making of fire bricks. Reporting on the results, the Geological Director, Mr. E. J. Dunn, says that at a temperature below 1200 degrees an excellent brick could be made of this material, which, burnt at low temperatures, became very hard, did not crack or burst, preserved its sharp angles, did not warp or lose shape in homing, and which had the important quality of absorbing water to a much lower percentage than was usually the case. The results of the experiments, says Mr. Dunn, should encourage the testing of this material on a large scale. The shale is looked upon by the coal mines as waste, and lies in dumps of thousands of tons. No cheaper material could be desired.

From the *Age*, Wednesday 23 March 1910, page 12.

Clay For Brick Making An Abundant Supply

A sample of the clay deposit at the site of the new Government township of Wonthaggi has been thoroughly tested to ascertain its suitability for brick making. Mr. G. W. Bayly carried out the tests, and in a report furnished to the Government he says:—“This either alone or mixed with sand, makes a first class building brick, of a fine, handsome red color, suitable for better class building brick and tiles. It is of no value for fire clay.” In his report to the Minister of Mines, Mr. Dunn says:—

The clay is abundant, and not only produces a hard brick of good quality, but also of suitable color. Besides this clay and that previously tested, there are other clays in this locality that can be utilised for bricks. Only one precaution has to be taken, and that is, over-burning must be avoided, for at a temperature beyond 1150 there is a tendency to fuse. As there is abundance of slack on the ground, first class bricks for building can be cheaply made, and substantial brick buildings should become a feature in the building of the new town that has to be evolved.

**WANTED.—A Girl, at once.
Apply Kooweerup Coffee Palace.**

French Island Annexation

In the early 20th century the isolated inhabitants of French Island sought incorporation with any shire that would have them. The Shire of Frankston and Hastings showed some interest... The outcome? Hint: French Island remains unincorporated even now, a century later.

From *The Argus*, Saturday 31 May 1913, page 17

French Island

Projected Municipalisation

An Order in Council was recently passed annexing 600 square miles of territory in the county of Wonnangatta, North Gippsland, to the Shire of Maffra. French Island is now the only portion of Victoria that is not under municipal government. The Minister for Public Works (Mr. Edgar) is desirous of municipalising this last outpost by annexing it to an adjoining shire.

From information supplied by the Government statist (Mr. A. M. Laughton) it appears that the island consists of 42,000 acres, and has a population of 149—87 males and 62 females. The approximate annual value of private property on the island is £65,000, and an annual value of £3,250. A rate of 1/6 on the annual value would bring in a revenue of £243/15/. The total area under cultivation is 597 acres, 150 of which are devoted to chicory. There are 676 sheep and 255 dairy cows on the island.

Mr Edgar is of opinion that the island should be annexed to the Phillip Island and Woolamai Shire. In referring to the matter yesterday he pointed out that the settlers would derive many advantages by being brought under municipal government. For one thing, the roads would be better made and maintained. The lighting service would also be improved.

From *The Argus*, Saturday 7 June 1913, page 8

French Island

To The Editor Of The Argus

Sir,—I see in "The Argus" of Saturday that Mr. Edgar is of opinion that French Island should be annexed to the Shire of Phillip Island and Woolamai. As a ratepayer in the shire, I would strongly object to this. We have already Phillip Island, and that is one island too many. What is the use of 42,000 acres of land to us at the other side of the bay, with only a population of 149 people. These, with 1/6 rate, would produce a revenue of £243/15/, which would not pay the officers engaged to look after the island, much less make roads. Mr. Edgar had better tack Phillip and French Islands together, as the mainland does not want either.—Yours, &c.,

June 5th. Geo. Bonney

From the *Mornington Standard*, 12 July 1913, page 3

French Island Annexation

Action By Frankston And Hastings Shire

At the last meeting of the Frankston and Hastings Shire Council, a letter was read from the Department of Public Works, stating that French Island is the only territory in Victoria that is not included in a municipality, and asking if the Council would be willing to have the Island annexed to and form part of the Shire of Frankston and Hastings, and adding that a petition from a large number of residents of the Island, praying to be annexed, had been received.

A letter was also received from the Westernport Progress Association, forwarding a resolution passed at a recent meeting, in answer to a petition from residents of the Island, that the association request the Shire to accede to the request of the French Island residents, if practicable.

Cr Cole moved, that French Island be annexed to this Shire, and that the Government be approached to give a grant to make a start on the roads.

Cr Hodgins seconded the motion, and said he thought a deputation should wait on the Minister and also go to the Island to inspect.

Cr Griffeth moved, as an amendment, that a committee of three be formed to wait on the Minister, and find out the cost of annexation and what grant the Government would give, and also ask what effect a special grant for French Island would have on the grants for this Shire.

Cr Ritchie seconded the amendment, and the original motion was withdrawn.

Crs Plowman and Perrott expressed themselves in favor of the amendment, and Cr Griffeth's motion was carried.

It was decided that Crs Murray, Ritchie and Hodgins, and any other councillors able to attend, visit the Island, the secretary to write to the secretary of the French Island Progress Association asking him to make arrangements for the accommodation of the party on 18th and 19th July. The Westernport Progress Association will probably join in, and after the inspection of the Island the Minister will be waited on re grants.

(continues on Page 13)

French Island Annexation (continued from Page 12)

From *The Age*, Monday 21 July 1913, page 6

Annexing French Island

Frankston. Sunday.

In connection with the proposal to “annex” French Island, the councillors and officers of the shire of Frankston and Hastings visited the island on Friday. However, they were not at all impressed. With one or two exceptions, the land is of the poorest description and not fit for use. The inhabitants are scattered, and there are only about 30 owners who would be entitled to vote, who would be represented by three councillors. The making of roads would be costly, and the advantage to the council would not be great.

From the *Herald*, Wednesday 8 October 1913, page 5

Deputations

French Island

Proposed Annexation

French Island has the distinction of being the only piece of Victorian territory that is not under municipal control. Mr A. Downward, M.L.A., today introduced a deputation to Mr Hagelthorn, Minister for Public Works, from the Shire of Frankston and Hastings, and also from the Island itself, to discuss the question of annexing the island to the shire. Cr. J. D. Hodgins, President of the shire, Mr J. L. Parkes, president, and Dr. Plowman, secretary of the Western Port Progress Association, Mr J. Lindley, Mr W. H. Renwick, and others, were the speakers. The Minister was asked for £2000 to put the roads of the Island in order as a condition to annexation, since the revenue from the handful of people there would be very small. He was also asked to extend one of the jetties and to try and facilitate the construction of the new channel at Hastings. Mr Hagelthorn, in reply, stated that the department would also draw up a scheme, apart from any grant, and he believed, it would satisfy the councillors present that the island could be taken over without incurring any financial loss.

From *The Argus*, 9 October 1913, Page 7

French Island

Proposed Annexation

Representatives of the Frankston and Hastings shire councils and residents of French Island waited on the Minister for Public Works (Mr. Hagelthorn) yesterday in respect to the proposal to annex the island to the shire. It

was explained that French Island is the only portion of Victoria which is not under municipal control.

Nearly two thirds of it consists of forest reserves, around the fringe of which the settlement has been built up. As the land is of poor quality and is in the possession of only 37 farmers, the revenue to the shire from rates, should the annexation of the island be decided upon, would not exceed £100 per annum. A grant of £2,000 from the State towards the cost of constructing roads would be necessary. It was of importance also that the Tankerton and Fairhaven jetties should be enlarged for the accommodation of steamers of moderate size trading to the island. Attention was directed to the request made by the Westernport Progress Association that a bend in the Hastings Channel should be cut away to permit of the passage of small steamers. The estimated cost of the undertaking was £20,000.

Mr. Hagelthorn, in reply, said it was advisable that the island should be brought under municipal control, as it would then obtain a regular income from rates, however small, instead of having to rely on the generosity of farmers to carry out public works. He did not think that the Ministry would consent to a grant of £2000 in view of the fact that the farmers on the island numbered only 37. He would, however, endeavour to obtain some subsidy for road construction in the event of the island being annexed to Frankston shire. The other requests would be inquired into, and he would have representations made in the right quarter for the alienation of the forest lands.

From the *Mornington Standard*, 11 October 1913, page 2

French Island Annexation

At the last meeting of the council of the shire of Frankston and Hastings a letter was received from the Department of Public Works, asking what decision had been arrived at in connection with the proposal to annex French Island.

The secretary said that he had just received a telegram stating that the Minister would meet a deputation on the matter on the 8th of October.

The President, Cr Hodgins, said that he would be agreeable to have the Island annexed to the East riding provided that they got a substantial grant to put the roads in order.

Cr Griffith—As far [as] I can see the council

(continues on Page 14)

French Island Annexation (continued from Page 13)

is against accepting it as another riding, but under favorable conditions they would be quite prepared for annexation.

Cr Hodgins—I would feel inclined to ask for a grant of one or two thousand pounds; a lot of the Island was locked up, and that would need to be opened up; and facilities for getting to and from the mainland needed improvement.

Cr.Griffeth—It should be made clear to the Minister that any grants for the Island would not effect the grants to other parts of the shire.

Cr Ritchie—Would the East riding councillors be favorable to annexing the Island as a part of their riding if they got a good grant?

Cr Alden said that as one of the representatives of the East riding he was quite favorable provided they got it on a proper footing, but if it was a case of take it 'for better or worse' they were better without it.

Cr Turner said he was not in favor of the annexation at all.

Cr Griffeth moved that this council is in favor of French Island being taken over under favorable conditions as a part of the East riding, and that any grants to the Island were not to effect any other part of the shire.—Cr Murray seconded.—Carried.

And six years later...

From the *Mornington Standard*, 8 February 1919, page 3

Want Annexation

French Island Petition

(Re-paragraphed for the sake of clarity.)

Mr. Sambell, engineer to the Frankston and Hastings Shire, and owner of the steamer *Genista*, trading between Stony Point, Cowes, Rhyll, Newhaven, and San Remo, visited the island on Saturday, and was met by a representative gathering of farmers and landowners of the island at Frankston jetty.

Mr. Sambell advocated certain recommendations for the advancement of the island — namely, asking that the Frankston and Hastings Shire take in French Island as part of their municipality, also the forming of good roads by the Roads Board of Victoria, and also the lengthening of Tankerton jetty, which, combined with good roads and deep-water jetty, would enable a first-class connection to be established between French Island, Stony Point, and Melbourne.

Mr. Sambell rightly laid stress on the improvements in land values which would

certainly occur if the land owners were successful in obtaining these results. Although there is a large amount of bad soil on the island, there is a lot of very good patches which will grow anything in season.

Mr. J. Ratford was elected chairman of the meeting, and, after Mr. Sambell was accorded a hearty vote of thanks, the following motions were put and carried unanimously:—

(1) The island would petition to be incorporated in the Frankston and Hastings Shire;

(2) That Roads Board be approached through shire named for the formation of good roads;

(3) The committees of the French Island and Fairhaven Progress Associations will handle the business as indicated.



Landing under difficulty: Landing passengers and mails at Tankerton, French Island, during rough weather. A picture taken last week when heavy seas prevailed. From the *Herald*, 18 January 1926, page 20: Holiday Pictures From Cowes.

FLIES on food. Prevent this by having a Tallboy Safe. McLeod's, Kooweerup.

Bass Landing

(Soft, Hard or Crash?)

by
Geoff Guilfoyle

Today the area known as Bass Landing, the mouth of the Bass River, is a desolate swampy area with a couple of houses clustered together and a few farms scattered about. It has a boat launching ramp (sort of) and is a favourite haunt of those into fishing. In the last years of the 19th century it was developed by ship and mill owner, Lawrence Henderson, as a minor port. As long as enough timber remained in the hills to feed a mill, it remained a busy place. When the timber died, so did Bass Landing.

And before Henderson? What of the early years, that is, with the era of the cattle runs ending and settlement beginning: the 1870s? The answer, as usual, is...complicated and uncertain.

Detailed pre-Henderson primary sources on the topic are as scarce as an honest casino owner, which leaves the researcher reliant on secondary sources, the number of which is only slightly higher than honest casino owners. So, we leap from zero to one. Unfortunately, that single secondary source is Joseph White's *100 Years of History*, (Shire of Bass, 1974).

So, no footnotes, no sources given, though the *Victorian Government Gazette* is implied



Bass, the Bass River and Bass Landing, after the completion of the Bass by-pass in 1976.

in certain instances. Those of you reading ahead (or who are familiar with my previous discussions on White) will know that this isn't going to prove a fruitful inquiry. Strap in for a hard landing.

So, what does White have to say?

He spends much of the discussion on George Bass, the 1826-1828 settlement at Corinella, and the Andersons. This is all area approximate to Bass Landing but only vaguely relevant. It isn't until he reaches the 1870s that the story truly begins. From page 40...

Bass Landing does not seem to come into prominence again until 1873 when Crown Allotment 28A was selected by David B. Kennedy. C.A. 28 had no river frontage, Kennedy wished to purchase the land that lay between his block and the river including the river frontage to the navigable part of the Bass river. The Lands Department objected, Kennedy made vigorous protests, there were two public hearings of the case, which the Lands Department won. Kennedy was granted a licence in 1875 (No. 14933). He ceased to pay his rent for some grievance, and the Lands Department then revoked his licence and opened the allotment for re-selection in November 1876. Miss Georgina Kidd was the successful applicant.

There is an immediate problem here. In the first sentence it is 28A, in the 2nd, it is just 28. These designations are historically applied to the same block at different times, with 28A not being a Crown allotment.

As for the two public hearings mentioned... The current online (and exhaustive) catalogue of the Public Records Office has no listing for either of these hearings. It could be that these records no longer exist or that I simply looked in the wrong places. As usual White doesn't

(continues on Page 16)



Bass Landing in August 2022. Allotments 1-16 are somewhere to the left, as are Allotments 28 (later 28A) and 28B. Low-lying and marshy, the area floods after heavy rain, and in summer, is a mosquito-ridden treeless plain. You can, however, see why Lawrence Henderson sought to establish the place as a port, except the mouth of the river kept silting up, making it less useful. After the timber ran out, so did any need for a port.

The Bass Landing (continued from Page 15)

provide any reference number or even cite his source as the Public Records Office.

What about the 1873 selection of CA28 (not 28A, a later designation)? It should appear in the *Victorian Government Gazette*. Does it?

An exhaustive examination of the relevant (and many less relevant) sections* of each issue of the *Gazette* for 1873 turned up the following: the name D. B. Kennedy listed in the *Outstanding Accounts* section of four issues.** They don't, however, indicate what land is in question.

What about Kennedy's 1875 license? That White gives no full date or VGG issue number doesn't instill confidence that he actually sighted the reference in question. Also, he doesn't state license to *what* land. He presumes it applies to Allotment 28, except... wouldn't Kennedy already have a license to that land, land that White claims he selected in 1873? The 1875 license White cites (No. 14933), as we shall see, seems to be referring to another piece of land and not Allotment 28.

An exhaustive examination of the relevant (and many less relevant) sections of each issue of the *Victorian Government Gazette* for 1875 turned up the following: the name Kennedy, D. B., listed in the *Outstanding Accounts* section of No.84 (19 November, page 2162) and No.93 (17 December, page 2326). More helpfully, in the No.66, 9 September issue, under *Licenses In Arrears*... you find the name Kennedy, D. with the amount of land shown as 258.1.14.

Is this Allotment 28?

The block of land under discussion, Lot 28, is a tad over 289 acres. So, no. It isn't.

Also, the *Victorian Government Gazette* No.62 (2 October 1874), in the *Licenses Under Section 19 Approved*, on page 1767, shows: *license number 14933, David Kennedy, 258.1.14 acres, Woolamai*. That license number just happens to be the same as reported by White for the 1875 license for Lot 28. Despite being dated from 1 November 1874, it isn't clear if this is a new or reissued license. New or not, if the acreage listed is correct, then it can't be for Allotment 28.

* *Lands Open For Selection; Hearings Of Reasons Against The Forfeiture of Certain Licenses...; Application For Licenses Under Section...; Applications For Grants Under Section...; Approaching Land Sales; Expired Lease Under Section...; Special Lots; Crown Grants And Leases lists; Expired Holdings Under Part III...*, and *Authorities To Occupy Under Part II...*

** No.68 (19 September, page 1646); No.74 (17 October, page 1817); No.83 (28 November, page 2077), and No.86 (12 December, page 2153).

Is there a 258 acre allotment in the general area? No, which is a problem. However there is always 1876 to help matters: the revocation of the license. This extinguishment is listed in the *Victorian Government Gazette* No.77 on page 1930: *Parish of Woolamai; extent, 258a. 1r. 14p.-(Corr.14933/19)*. The land was opened for selection on 3 November 1876 at 9 a.m.

This brings us to Georgina Kidd. The VGG No.67 (page 1765) issued on 10 September 1875 has her application for a grant approved, all 27 acres and 15 perches of it. The 1875 Phillip Island rate book (entry 495) shows this land as Allotment 12 & 13, which is right in the heart of modern day San Remo.

The 1876 and 1877 rate books offer little in the way of detail, but her land holdings seem to remain just the San Remo lots (entry 518 & 513). That's all for Georgina Kidd. No stepping in to snap up Allotment 28 (or 28A) or whatever land license No.14933 actually represented in 1876.

It isn't until 1 December 1877 that she is granted a license (No.4938) for Allotment 28 (VGG No.123, 19 December 1879, page 3130). Curiously, the rate book for 1878 (entry 328) has her as the owner which is a variance with cartographical material. Given the all-too often flakiness of the former and the usual reliability of the latter, it is probably safe to assume that Lot 28 was initially held as leasehold.

Speaking of the rate books... What do they have to say about D. B. Kennedy? Well, the 1875 book (entry 467) shows D. B. Kennedy's land holdings in the Woolamai Riding as Allotment 28, 298 acres.

Problem One: Lot 28 is 289 acres. But, we are dealing with the rate books, and the last two numerals may have been swapped, thus the entry should read 289 instead of 298. [Kidd's 1878 rate book entry has the same problem – and solution].

Problem two: the rate books show Kennedy as owning the land, not leasing it. Again, we are dealing with the rate books, so this might be waved away.

The rate books for 1876 and 1877 provide no details to help matters beyond listing two pieces of land, the location of both being in the Woolamai Riding with a N.A.V. of £10.

Assuming the 1875 rate book entry has the right allotment and the acreage wrong, which is almost certainly the case, then Kennedy, at

(continues on Page 17)

*As far as can be ascertained from the sources, D. B. Kennedy only ever actually purchased one block of land: the 21 acres Allotment 187 near Queensferry.

The Bass Landing (continued from Page 16)

least in early 1875, was leasing Lot 28. But how do you explain away the *Victorian Government Gazette* references to License No.14933 and the 258 acres?

What is actually going on?

The answer is simple if you take into account that we are dealing with Joseph White. Never trust any dates White presents. If White says X happened on Z, you can be sure that if X did indeed occur, then it did so weeks or months either side of Z. Yes, he sometimes gets it right; mostly he doesn't.

In this case, not only are the dates wrong, so are the years...

From the *Victorian Government Gazette* No.26, 10 May 1872, page 921:

Withholding Of Land Under the 102nd Section. The Governor, with the advice of the Executive Council has...withheld from sale, leasing, and licensing, the portions of land in allotment 82, parish of Corinella, and 28, parish of Woolamai, Bass River...

And...

From the *Argus*, 20 September 1872, page 2: Crown Lands Department:

David B. Kennedy appealed against the recommendation of the Cranbourne board, in respect to his application for an allotment in the parish of Woolamai. The boards wished to exclude from selection a considerable portion of the allotment where it fronted the Bass River. The assistant-commissioner suggested that the proposed reserve should be modified. Kennedy might be allowed to approach nearer



Nothing now remains in this area to indicate that at one time this part of the Bass River was once a very busy shipping port. All that is now seen is a windmill, a boat ramp and an old rusted steam boiler. – Joseph White, 100 years of History (Shire of Bass, 1974). Photo taken in August 2022.

to the river, and free access to the water would still be preserved to the public. The Minister approved of the suggestion, and an order was made accordingly.

So there you have it. In early 1872 Kennedy selected Allotment 28, protested after May the changes made by the government which effectively denied him access to the Bass River, and in September had the conditions changed to permit him the sought after access.

Whatever plans Kennedy had to develop Lot 28 never eventuated and he eventually let payment of the lease lapse. The government cancelled it in October 1876, put it up for re-selection, with Georgina Kidd taking it up on 1 December 1877 and purchasing it on 1 December 1880 (according to various cartographic material).

End of story.

Well, not quite.

To which 258 acre block does License No. 14933 refer? As previously mentioned, there doesn't appear to be a piece of land this size at this time in the region.

The answer seems to be in a source also previously mentioned: the *Victorian Government Gazette* No.62 (2 October 1874), which in the *Licenses Under Section 19 Approved*, shows: *license number 14933, David Kennedy, 258.1.14 acres, Woolamai.*

What I didn't mention and will do so now is that this entry comes with a footnote: *The sum of £13 10s. was deposited with the Land Officer at Cranbourne, on 27th February 1872.*

And what land do we know of that he held in 1872 and was after May complaining about lack of access to the river...

If you allow that the 258.1.14 is an error, one subsequently repeated in further issues of the *Victorian Government Gazette*, then it should read 289.3.9 and apply to Allotment 28. As awkward an answer as this is, it is the only one which fits the facts, and solves a problem without creating any new one.

It also means that Joseph White is right in believing that License No.14933 refers to Allotment 28, reaching this conclusion through a faulty assumption that proved correct. Or, if you want to give him the benefit of the doubt, he made an educated guess.

Sorry, Mr. White. I'm not feeling in a kind mood and give you no credit for this.

However...

Just to prove that Joseph White isn't always wrong (and can even occasionally get an actual date correct), let's continue from *100 Years of History...*

(continues on Page 18)

The Bass Landing (continued from Page 17)

While Kennedy held the licence the Land Department surveyed an area into town allotments and offered them for sale on the 6th. October 1874. The blocks were purchased by J. Cleeland, J. Garlich, H. Brotherton and A. R. Burnett. Brotherton paid £5 each for his two blocks No.2. & 3, then sold them to Capt. Larry Henderson in 1896.

This is pre-Lawrence Henderson, but even then someone saw the potential for a minor port despite the cheerless desolation of the area. At least, I guess that was the intention given the location of these blocks near the mouth of the river. Even today it isn't exactly the place for a holiday house or a guest house (unless you like a swamp view and lots of mosquitos in summer).

The blocks sold on the date and went to the buyers exactly as White reports, though I can't vouch for that £5 being correct. According to the pre-sale details in the VGG No.57, 4 September 1874, the upset price was £8 per acre. All bar one of the blocks were 2 roods or half an acre (Lot 16 was 3 roods, 36 perches). The bidding wasn't exactly spirited nor demand high, which would explain why John Cleeland was the main purchaser.

As pulled from the Phillip Island rate books...

A. R. Barnett (not Burnett) held his block until sometime in 1895 before selling out to John Cleeland and becoming a tenant for a year before exiting the area (entry 425, 1895 & entry 397, 1896). Given that the books have him as a "gentleman" he probably didn't live here and the land was an investment that didn't pay off.

J. J. Garlick (not Garlich) died in 1898 or 1899. The rate books are a little uncertain about this and *Births, Deaths and Marriages, Victoria* throws no light on the subject in the form of a death certificate. William Garlick, probably his son or a brother, died soon after (entry 537, 1901 book). By 1903 Agnes Garlick, probably William's widow, owned the block. She kept it until at least November 1906 (entry 575) before selling out to Mariam Henderson (entry 566, 1908 book).

Henry Brotherton, a Castlemaine solicitor, sold his two blocks sometime in 1896 or 1897 to Mariam Henderson (entry 591, 1898 book).

Don't look to the rate books for enlightenment in regard to John Cleeland's blocks. The 1896 book (entry 445) correctly lists Lots 4-14 & 16. The next year (entry 466) shows Lots 1, 4, 14-16. It stays this way until 1901, with the owner now John Cleeland Junior and his property is reduced to 1,4,15 and 16 (entry 458).

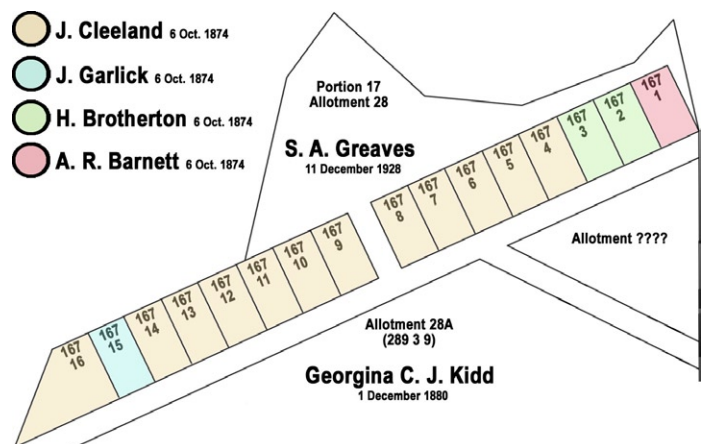
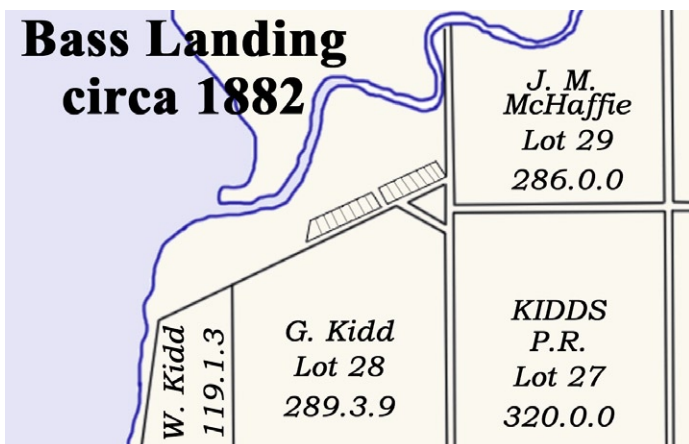
Everything changes in the 1902 book with the notation in pencil: *Rate L. Henderson* in the name of the 'Person Rated' section and the blocks listed being 1, 4-16. (entry 463). Given that the same rate book (entry 551) has Lot 15 as being under the administration of the executors of W. Garlick, this Henderson listing is puzzling.

The blocks disappear from the Cleeland's Woolamai Riding asset list after this, but Henderson doesn't own them...yet.

However, the story of the Hendersons, the Tyro, the Queensferry and Bass Landing stores and the sawmilling venture is for another time.

Back to Joseph White...

(continues on Page 19)



The left hand map is based on a 1882 one of the Bass/Powlett region (see Sources). It shows Allotment 28 and the 1870s sub-division. The area to the north is reserved land. It isn't always clear on this map whether the name presented owns the land or is just leasing it. In this case, however, Georgina Kidd owns Lot 28.

The right hand map is derived from a 1961 one of the Woolamai Riding (see Sources). It fills in a lot of the details missing from the 1882 map. What isn't clear in the 1961 chart are the sources used. When did Allotment 28 become 28A and when did Portion 17 come into existence?

Additionally, the Greaves land is listed on the Woolamai map as 10 acres but seems closer to 20.

The Bass Landing (continued from Page 18)

Over a period of time Sydney A. Greaves of Berwick purchased all the allotments and held them till his death on the 25th. July 1966. It was about 1896 that old documents began to refer to Bass Landing, but it dates back a long time. Being the area in which George Bass landed in it seems that popular usage had given his name to the area.

Greaves purchased the by-then 10 acre Allotment 28 (Lot 28 to the south was now 28A) in December 1928. It is probably about

this time that he began buying the 16 adjoining blocks, probably picking them up cheaply. The pier at Bass Landing had been dismantled a few years earlier and the place had ceased being a port well before then.

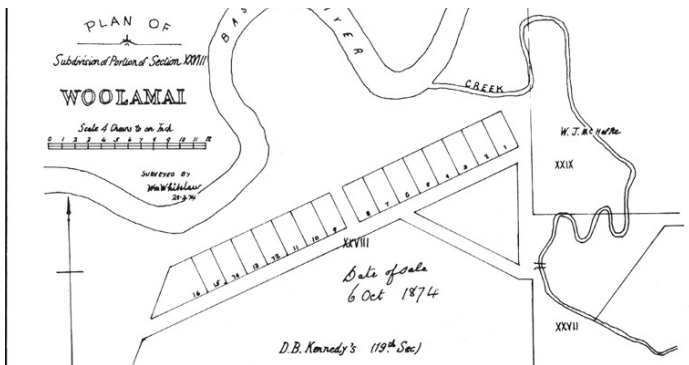
That's it.

As for Joseph White's account...it crashed on (Bass) Landing and should be declared a write-off.

But wait!

Joseph White has one genuine piece of primary source evidence to play.

Joseph White Strikes Back...(sort of)



On page 44 of *100 Years of History*, three pages after the discussion on Bass Landing, is the above map drawn by William Whitelaw in February 1874. The map shows Kennedy blocked from the Bass River by the surveyed allotments 1-16 (blocked, that is, if you ignore the gap between Lot 8 and Lot 9, and that Allotment 28 extends slightly past the new subdivision, giving access to the Bass from that point as well).

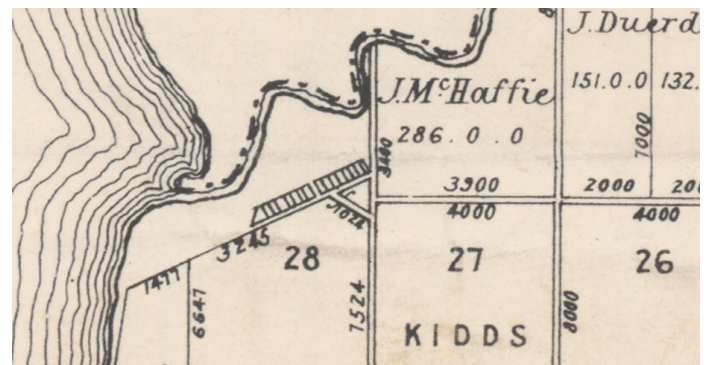
The map to the right is the 1882 *Selections at the Bass & Powlett Rivers* map. Allotment 28 now extends well past the Bass Landing development allowing clear access to the river.

So, case closed. Kennedy protested the lack of access (despite having been granted access rights in late 1872, which would account for that gap in the new subdivision), won the action and this extension in frontage was the result.

But, hang on! Joseph White says he lost the two hearings. Yet the borders on the 1874 and 1882 maps clearly show an adjustment. Does this mean White is wrong and Kennedy won after all? If so, it makes you wonder what, if any, documents White was actually consulting.

So what is going on?

There is an earlier map which may provide the answer. It was produced by Robert Mason in 1850 with some amendments by Mason or others later in the decade. Allotment 28 originally included all the land west of Lot 27 and south of the Bass River. McHaffie's Lot 24 was 50 acres smaller than in 1882. There was



as yet no Bass River Reserve.

Sometime after 1874 boundaries were re-drawn and Lot 28B was carved away from Lot 28, which was enlarged slightly (as per the 1882 map). North of the Bass River, Lot 82 of 348 acres was extinguished, becoming a reserve, which is why it doesn't appear on the 1882 map.

None of these changes appear to have been forced on the government by Kennedy or any one else, and such boundary and land status adjustments were not unusual then or now.

Sorry, Mr. White, you are still wrong on most points, but it is nice that you actually produced some primary source evidence for once.

(continues on Page 20)



Robert Mason's 1850 map.

The Bass Landing (continued from Page 19)

Bass Landing in the 1860s

Bass Landing was used in the 1860s, not so much as a port, more as a landing and pick up place for those living in the area. This makes sense both geographically and economically. It served the same purpose as Deep Creek did for the Corinella Coal Mining Company at future Grantville in the mid to late 1860s. The main difference was that people lived at Deep Creek and that Bass Landing was marshland and difficult to reach from Bass.

...A bridge, sufficiently strong to allow bullock-drays to pass and repass, is urgently wanted here. There is good timber on the spot, and the cost would be inconsiderable (not £100). This district, which is of as much importance to the colony as any in it, is, in fact, utterly neglected. Although there are three constant 'traders' here—viz., the Wasp (Captain Nichols), the Hazard (Captain Lock), and Dundee (Captain Sanders)—they must discharge their cargoes at the mouth of the river, in one of the finest bays in the world, for the customers, who if they have to fetch their goods by the regular road must go round three miles, and not only so, but have to go over a road which is almost impassable. (Argus, 10 October 1867, page 2: The Floods and Australasian, 12 October 1867, page 22: The Floods).

...On Saturday last, whilst Captain Lock, of the Hazard, trader between this and Melbourne, was away delivering his cargo, leaving a boy in charge of his luggage craft, at the mouth of the Bass River, which was very much swollen and inaccessible at the time, the said craft was boarded by two men, one old and the other young, from a boat painted white. They demanded the money of the boy in charge, but being baffled, they tied the boy down to prevent an alarm, and took away a quantity of the cargo in broad daylight and then pulled away towards Churchill



A more recent (probably only about 50 years old) remnant.

Island. It is a pity that a stop is not put to the heavy offences that are here committed with impunity.

Captain Nicholls, of the trader Wasp, accidentally broke his leg whilst at the township. Considerable difficulty was experienced in obtaining medical assistance, and in the effort to procure it, a ride of many miles had to be undertaken, and several accidents, fortunately of a minor character, befel [sic] the messenger, owing to the state of the roads. The broken limb was ultimately set, and Captain Nicholls will be sent to Melbourne as soon as the wind and weather will permit. (Illustrated Australian News for Home Readers, 26 October 1867, page 10: The Floods.

Sources:

Plan of the Portions Marked at Bass River in the County of Mornington, District of Port Phillip [cartographic material], surveyed by Robert Mason, VPRS 8168/P0002, 1850-01-01 – 1850-12-31.

Plan of Subdivision of Portion of Selection XXVIII, Woolamai. W189G 28-4-1874 (with additions, likely done 1891 or 1893).

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Schedule of Allotments, County of Mornington, Parish of Woolamai Sheet 1, W-3878-1, Previous No. W189(7), Division of Survey and Mapping, Victoria, 1976. VPRS 16171 P0001.

Selections at the Bass & Powlett Rivers, County of Mornington [cartographic material], Dept. of Crown Lands and Survey, 1882.

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White, Joseph. *100 Years Of History*, (Shire of Bass, 1974).



The (pre-vandalised) Bass memorial at Bass Landing in 2002.

* * *

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