

The Western Port Times

Grantville & Districts



Volume 3 Number 9

FREE

January 2021

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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.

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

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Horses, carts, and huge, heavy and very illegal loads.

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Men Are Urgently Needed

Men of Importance urge men of little importance through fact-free emotion-laden arguments to go off to fight in the Great War.

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More Men Wanted Now

The Australian Army wants still more men to send to the Western Front. A story that has almost as many sub-headings as paragraphs.

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McMillan in the South

A new electorate is created in 1949.

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The first stop on the new Nyora to Wonthaggi branch-line, set to be named after mining and railway engineer, Stanley Hunter, gets a name change.

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Alternate Routes to Wonthaggi

Visiting Wonthaggi from Melbourne? Here are some tips from 1931 on how to get there over the best roads.

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The Hotels At Grantville

Part Two. This time it is the one and only Grantville Hotel – unless there was actually two of them (but not at the same time).

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

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

Links to other historical groups

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



From the *Age*, Monday 13 December 1926, page 11

Bush Fortitude

Cattleman's Trying Experience
Attacked by Bull

Left Lying Helpless on Farmstead

Attacked by a bull in a paddock on his cattle farm at Queensferry, near Westernport, early on Friday morning, Samuel Upritchard, 65 years, suffered terrible agony from an abdominal injury. There being no assistance at hand the injured man crawled into his room at the homestead. The effort completely exhausted his strength, and he collapsed on the bed. His nearest neighbor was two miles away, and he was unable to acquaint anybody of his serious plight.

With his injury growing increasingly painful and suffering intensely from the pangs of hunger – he was too weak to cook food for himself – he lay helpless all day Friday, moaning and feebly calling for help in the vain hope that his cries would be heard by some passing farmer.

The following morning Upritchard left his bed and staggered out of the house. By great good fortune he encountered the postman, to whom he told the story of how he had been attacked, and assistance was speedily forthcoming. Two neighboring farmers, Mr. W. Kennedy and Mr. T. Dixon, hurried to the farm house, and after relieving the sufferings of the cattleman placed him in a motor car and drove him to Melbourne Hospital. Late in the afternoon the long journey to the city from Westernport ended, and Upritchard was admitted for treatment.

Interviewed in Ward 5 on Saturday night Upritchard described how the bull had attacked him. "I went into the paddock on Friday morning," he said, "to cut some ti-tree to make a fire. I live alone on the farm, my nearest neighbor being Dr. Cole, the former City Coroner, who has a property at Crenulla. Besides being my nearest neighbor Dr. Cole is my best friend, and I often received visits from him. After cutting the wood I placed the sticks in a bag and slung it over my back. As I was walking back to the house the bull, which I thought was the tamest of animals – he would even eat from my hand – followed me. I paid no attention to this fact at the time until the animal increased his pace and charged me with lowered head. I was flung high into the air and landed heavily on my chest. The bag of sticks was thrown some distance away, and luckily for me attracted

the attention of the bull. Instead of goring me while I lay helpless and winded on the ground, the bull tossed the bag about on the point of his horns and scattered the sticks in all directions. I sought the opportunity to crawl into the house. I fell exhausted on the bed and remained there all day Friday. Had it not been for the opportune arrival of the postal official I might have remained in my helpless condition for several days as I am alone on the farm."

Mr. Upritchard is now progressing favorably in the hospital.

From the *Koo Wee Rup Sun and Lang Lang Guardian*, 28 November 1929

70th Birthday

On Saturday last Mrs Davies, who resides with her son-in-law, Mr C. Anderson, Grantville road, gave a party to the children of her friends, in honor of her 70th birthday. Parents of the children also attended, and congratulated the old lady on her having reached the age of three score years and ten. Mrs A. G. Glasscock, of Lang Lang, made a very nice birthday cake and placed on it 70 candles, also the words "Wishing you many happy returns of the day," and "For She's a Jolly Good Fellow," and presented it to her. The afternoon was spent in games and racing, and each child received a very useful present. There was also racing for married men and ladies, who also received prizes. Afternoon tea was partaken of under the shade of the trees, and a very pleasant afternoon was spent, and was one long to be remembered. At afternoon tea Mrs Davies cut the cake and each guest received a piece.

From *The Western Port Times*, 24 April 1902

Farewell

Mr J. Coakley, who has been acting as Telegraph operator at Grantville Post Office for the last eighteen months, was tendered a send off on Monday night, by a number of residents, prior to his leaving for South Africa. During the evening he was presented with a Gladstone Bag. Several kind remarks were expressed in his favor by a number of his friends, in a manner that showed he was a favorite amongst them. In the Post and Telegraph office he was most obliging with those he came in contact with. Mr Coakley responded, and thanked them for their kind remarks, and said that he had spent a very enjoyable time whilst amongst them.

From the *Great Southern Advocate*, 13 June 1890: Jumbunna

Bowman Drafted

(From Our Own Correspondent.)

A large and influential meeting of the rate-payers of Corinella Riding was held at Bass Valley on Thursday, 29th. ulto.

Mr Mann occupied the chair, and the chairman, in opening the meeting, briefly stated it had been called to test the feelings of the ratepayers in selecting a candidate to contest the forthcoming election. In the course of his remarks, he said in the event of more than one candidate being proposed, he hoped the minority would give in to the majority, and all be unanimous and vote together.

Mr Belfrage said he had great pleasure in proposing Mr Bowman, junr. He was sure a better and a more suitable man could not be got to represent them, as he fully understood the requirements of the district, and held a large interest in the Riding. If those present would only put their shoulder to the wheel, no difficulty would be experienced in securing his return.

Mr Ward seconded the motion. He fully endorsed all that Mr Belfrage had said. He would join hands and do his best to get the right man to the right place, as he knew the district throughout would be benefitted thereby, and a better man than Mr Bowman would be hard to find.

The chairman, seeing no amendment was forthcoming, a show of hands was taken, all being in favor of the motion.

Mr Bowman then addressed the meeting thanking those present for their support, but also stating he had no particular desire to enter the Council, but should it be the wish of the ratepayers, he would do so, and see that each part of the riding got treated fairly and squarely. In the event of his being elected, he hoped the same present good feeling would exist at the expiration of the term. The meeting then terminated.

From *Leader*, Saturday 21 March 1914, page 57

Cinderella's Menagerie

(Re-paragraphed for the sake of clarity.)

"Rose Hall," Krowera, via Loch,

Dear Cinderella,—

This is the first time I have written to you. I have been going to write to you for a long time, but I have fully determined to write to you to-night. I am a little white kitten and my name is Snowdrop. I used to live in the big city that you live in. (I have heard people say it is called Melbourne). But now I am out in the country. My former master lived in Parkville; but he came up to Krowera (in South Gippsland) for a holiday last June, and he promised me to his little cousin Dick Thomson.

Dick has two brothers and six sisters so there is a big house full. Dick's big brother went to Melbourne for a holiday a short time after my master came back, and he brought me back with him, so you see I am now a country kitten.

I like the country better than the town, although I did not like leaving my kind master, who was so good to me, and I did not like leaving a little black kitten which lived next door. We were great friends. We used to have great fun romping and playing together.

When I came here first, a little tortoise-shell kitten called Hazel was very unfriendly to me, but we soon got to know each other, and we get on very well together now. Before I got used to the people, I was very shy; but now I am quite cheeky. I often get upon the chair beside the girls when they are eating their food, but this is not allowed so I am often put outside in disgrace.

They are all very kind to me up here. I get three feeds a day and bits of meat and other nice things in between. When Mr. Thomson is sitting by the fire at a night, he sometimes takes me on his knee and lets me sleep there.

My little master is very kind to me, which surprises me, because I thought that all boys were cruel to us.

It is a lovely sunny day to-day. I enjoy lying in the sun, listening to the birds singing. Now dear Cinderella I think I have told you all about myself, and I will close. With love to the children in the cot not forgetting yourself, I remain, your new friend. Snowdrop.

P.S.—May I write again please, Cinderella?

Written for Snowdrop by Annie L. Thomson, age 13 years 10 months.

[Yes, snowdrop. I would like you to write again.—Cinderella]

Genista House

THE BEST PLACE ON PHILLIP ISLAND

Overlooking Westernport Bay & Close to Beach

INTENDING Visitors to Phillip Island are notified that we have taken over the above Extensive House and are now receiving visitors. Excellent Table. Good Rooms (gas lighting), Tennis Croquet Tariff £2 15s per week.

Misses Vaughan & Kennon

From the *Frankston and Somerville Standard*, Wednesday 21 March 1923, page 5

From the *Wonthaggi Sentinel and State Town Miner*, Friday, September 16, 1910.

The Railway Quagmire

Departmental Indifference

Cruelty To Animals Unintentional But Unavoidable

Carriers Take "Neck Or Nothing" Risks.

Owing to the heavy rain which fell almost unceasingly on Saturday last, the condition of the railway reserve between Billson-st. and the goods siding is in a most deplorable state, and several carriers engaged in carting goods from the tracks are having a bad time in consequence.

Attention has been drawn through the Press to the frightful state of the reserve and the road leading thereto on several occasions, but up to the time of writing no attempt has been made to improve the condition.

On Monday last fully 50 trucks were standing in the siding ready for unloading and a dozen or more were at the other end of the station yard—no room being available in the siding.

The railway department insists on the trucks being cleared within 24 hours, otherwise demurrage must be paid.

The carriers engaged on the work of unloading do their utmost to cope with the situation, but the state of the roadway from Billson-st. to the rails compels them to load just about a third of what would constitute a load on anything like a fair road. Their working hours are long—ofttimes from daylight to dark. It is no usual thing for one team to be used to pull another out of the bog and horses are sacrificed in the endeavor to relieve the situation. All the carriers bitterly complain of the unconcern and indifference shown by the railway department concerning the state of the reserve. They contend that the road has been responsible for ruining a number of their horses as no horse can be expected day after day to work in mud fully 2 feet deep.

Many storekeepers complain of the delay occasioned in receiving their goods, and timber has increased in price in consequence of the extra cartage entailed.

About 40 loaded trucks are daily received at Wonthaggi and trade is daily increasing. Despite this fact no inducement is held out to the carriers in their efforts to relieve the situation.

The culvert across the drain at Billson-st. has given way, and although an attempt has been made to rectify this, the effort has proved a dismal failure. The drain is totally inadequate to carry off the water from the gutters, and on Monday last was overflowing

on to the reserve. About 3 feet 6 in. of water was banked up for some distance along the drain and the overflow had the effect of making the surrounding sea of mud a perfect quagmire.

A heavy timber crosslog with metal approaches is required, and a metal corduroy road laid down from Billson-st. to the goods siding. The probable cost would not exceed £75, and as the whole of the inwards goods traffic is carried over this road the expenditure of such a paltry sum should not be considered by a department which derives such an enormous profit from this one source alone.*

The present state of the reserve is simply scandalous and the only wonder is that the carriers do not point blank refuse to work their horses under the shameful and inhuman conditions which prevail.

** I believe the writer probably meant to say something like, "...paltry sum should not be considered **excessive** by a department..."*
— TWPT editor.

Corinella: A Naval Base?

Corinella And History

"Settlement Point" (Corinella) is so-called, it is understood, because of this circumstance. When French Island was temporarily occupied by the French official representatives, the British authorities "settled" at the point, and mounted guns there, covering the principal approaches by sea. It is certain that this strategic point will eventually be a strong naval base. No thorough system of defence adopted would be complete without it. Comparatively close to the land, the water has a depth of fully 60 feet, and there is ample depth of waterway for the ingress and egress of a fleet of vessels. With a branch railway from Woolamai, a ready and abundant coal supply would be assured. Another great advantage is that the point is so positioned as to be land locked to an extent which would render it practically impregnable by sea attack. A hostile fleet would be under continual observation.

Extract from *Powlett Coal Fields and Coal History of Victoria 1825-1910*. Published by The Strand Publishing House, likely 1910 (no date on book).

From *South Bourke and Mornington Journal*, 10 Sept. 1879

Phillip Island and Woolamai Shire Council

Saturday, September 6th 1879

Present: Mr. S. West (President), and Councillors Norton, Kennedy, Delaney, Kidd, Misson, and Aldridge.

Councillor Delaney, having made the usual declaration took his seat at the Council table.

Correspondence

From Secretary for Lands re road at Walsh's Corner.—Referred to members for Woolamai Riding and Clerk of Works.

From Under Treasurer asking return of license fees for dancing saloon, &c.—To be forwarded.

From W. Harbison, defining roads on which he required to plough. Request granted subject to the supervision of the Clerk of Works, applicant to be responsible for any further damages that may occur.

Petition from ratepayers of Phillip Island, asking for all roads from Green Lake to Newhaven leading to the back beach to be opened.—To be taken into consideration at the next meeting.

A petition from ratepayers of Woolamai, requesting works to be done on the road leading to the racecourse near Bass.—To stand over to next meeting.

The reports of the members of the Corinella Riding in reference to the site for the proposed bridge over the Bass river was adopted; also a report by them in reference to a road from Tulloch's towards Grantville.

The Secretary reported having arranged with Mr. Murphy as to prices for surveying roads and deviations in Corinella, and also on road required by the selectors adjoining Mr. Tulloch's block.—Report adopted.

Payment to the amount of £11 19s. were passed.

The tenders of P. Quinlivan, contract 171, £9 3s., and Grant and Co., contract 170, £27 16s. were accepted.

Councillor Delaney was requested to act as one of the committee for the Melbourne Exhibition, vice Councillor Monk retired.

Councillor Kennedy handed in his resignation as Councillor for the Corinella Riding, which was accepted.—Councillor Delaney was appointed Returning Officer to conduct the election caused by his retirement.

The Council then adjourned.

From the *Age*, 14 November 1928, page 17: Wonthaggi

Local News

The shire of Woolamai has decided to increase the rate from 2/6 to 3/ in the £1. Councillors decided to dispense with the services of the assistant secretary to reduce the engineer's travelling allowance by £40 and to curtail the treasurer's allowance from £10 to £1 1/. The increase in the current rate will reduce the overdraft by £952.

During the past five years Woolamai shire has spent £70,918 out of Country Roads Board funds and £4418 out of loan funds, the shire overdraft is £8394 9/7.

The tender of H. H. Ferguson, for reforming and metalling the Anderson-San Remo road, has been recommended to the Country Roads Board for acceptance.

A carnival ball, held in the Kongwak hall, returned a profit of £20 for the Star of the Sea Convent, Elsternwick.

From the *Frankston and Somerville Standard*, Friday 30 April 1926, page 6

Cowes Pier

In response to a request made by the Women's Progress Association that improvements be made to the Cowes pier, the Public Works Department sent Mr. Robertson, assistant engineer, to meet representatives of the association last Tuesday afternoon. Beside the alterations and additions mentioned in our last issue, the members of the association stressed the need of some illumination for the benefit of passengers landing from steamers in the dark, as things are at present a serious accident might happen. While not giving any definite promise that the requests of the association would be acceded to, the need of all the requests made was acknowledged. At present consideration is being given to the widening and strengthening of the Stony Point pier to enable the running of the railway trucks right down to the end of the pier, and so facilitate the handling of goods and save the double handling that is at present entailed. Then there is a considerable sum to be spent on lengthening the Tankerton jetty into deeper water, so as to permit of the vessels of the Westernport Steamship Co. being able to come alongside the pier at all state of tides. If these alterations and additions are carried out it will mean an expenditure of approximately some £5000, and the difficulty was to find enough money to meet all requirements.

**For Chronic Chest Complaints, Woods
Great Peppermint Cure. 1s. 6d.**

From the *South Bourke and Mornington Journal*, Wednesday 8 October 1879

Phillip Island and Woolamai Shire Council

Saturday, October 4th 1879

Ordinary Meeting.—Present:—Mr. S. West, (President), Councillors Norton, Duffus, Misson, Kidd, Turnbull and Delaney. Mr. J. Dickins made the usual declaration, and took his seat at the Council table.

Correspondence

From Mr. Sharps, request to plough along side block 137.—Granted subject to the usual conditions.

From John Monk, asking for the production of the nomination papers of the Election of 14th August.—Moved by Councillor West seconded by Councillor Aldridge and carried that Mr. Misson be requested to forward the nomination papers to the Secretary as soon as possible.

From P. de P. Valrent, requesting permission to erect sliding panels across the road through his property.—No action to be taken, as the Council had no power to grant permission.

From Under-Secretary, stating that Mr. John Hedrick had been appointed Government Auditor for the Shire.

Petitions

A petition was received from ratepayers of Phillip Island, asking that all roads leading to the Beach from Green Lake to Newhaven might be opened.—It was moved by Councillor Norton, seconded by Councillor Duffus, that it stand over till after the report of the Royal Commission on Closed Roads be published.—Carried.

A petition was received from ratepayers of Woolamai asking for the road to the race-course to be cleared and drained.—Held offer [*sic*] for another month.

Reports

The Secretary reported having measured the distance from the beach to the corner of Mr. Inglis' fence, North Griffiths' Point, in Company with Councillor Aldridge, and found that Mr. Inglis' fence encroached on the road about 75 links.—Report adopted, and on the motion of Councillor Turnbull, seconded by Councillor Aldridge, the Secretary was instructed to write to Mr. Inglis requesting him to move the fence to the right line.—The report of the Clerk of Works on works necessary on McHaffie's road, Phillip Island, was adopted; tenders to be called for the works, subject to the consent of Messrs. Findlay or Dixon to the outlet drain going through their property.

The application of Jeetho selectors for a road

through Middlebrook's and Tine's selections was postponed till next meeting.

It was resolved on the motion of Councillor West, seconded by Councillor Turnbull, that applications be invited from persons willing and competent to value the rateable property of the Shire for a remuneration of £30.

Payments to the amount of £193 were passed. The following tenders were accepted: Contract 177, R. Gall, £16 17s. 9d.; 178, R. Gall, £17 4s. 9d.; 179, H. Jenner, £8 13s. 8d.; 180, H. Jenner, £14 15s.

The president reported that some evil disposed person had cut and taken away the line from the life buoy at Cowes jetty, and moved, seconded by Councillor Norton, that a reward of £10 be given for the conviction of the offender, and also a reward of £5 for the conviction of anyone removing any property from the jetty,—the Secretary to notify the same by placard.—Agreed to.

The Secretary was instructed to get a barrier or stage made and a table for the use of the Shire Hall at a cost of £15.

The Council then adjourned.

From the *Wonthaggi Sentinel and State Town Miner*, Friday, October 21, 1910, page 2

Town Water Supply

Only A Limited Supply Available

On Thursday afternoon the President and Secretary of the Progress Association waited on the representatives of the Water Commission and asked that the water mains be tapped for the purpose of meeting household requirements; also that stand pipes be erected at the principal street corners.

In reply the representatives promised to lay the facts before the Water Commission, but regretted that they could not see their way clear to recommend the requests. Only a limited supply of water was available at the present time and it was impossible to provide an adequate supply until such time as the main reservoir was completed. Some doubt was entertained as to the quality of the water in the Powlett River, and an idea was prevalent that it would be found unsuitable for domestic consumption during the summer months. However they would promise that a hose be provided to enable residents to fill tanks from the hydrants and a small charge would be made for the water.

From the *Lang Lang Guardian*, Wednesday 27 September 1916, page 2

Lang Lang Police Court

Thursday—Before Messrs E. Cogle and D. T. Henderson, J.'sP.

Note: In the *Trove* scan, Almurta Road is rendered as Almurto Road throughout. This appears to be a scanning error rather than in the original article and has been corrected here. Another likely scanning error regarding weight has also been corrected.

Overweight Loads.

H. Bonwick, secretary Shire of Phillip Island and Woolamai v. E. McDonald, proceedings under part II of the Local Government Act, for on the 11th August carrying on the Almurta and Kernot road a greater weight than is provided by part XXII of the Act.

Mr Cook appeared for complainant, Mr Boothby for defence.

Mr Boothby asked for an adjournment, as he only had an opportunity of having about five minutes interview with his clients. The cases following were of the greatest importance, as they involved the delivery of props to the State Coal mine.

Mr Cook said the summonses had been served in due time to allow defendant's solicitor to prepare for the defence. The witnesses had been brought to court, and the council desired to stop the practice of carting overweight on the roads.

Mr Cole said the P.M. would attend on the following Saturday, but counsel intimated that that date would not be convenient for them.

The Bench decided to hear the cases.

Mr Cook put in the Gazettes which showed that the Act applied to the shire, also the regulations fixing the weights, and scale of penalties for each cwt. in excess which was up to 40s. In this case it was contended there was an excess of 14 cwt, and though it was not desired to have the maximum penalty the council, for the sake of its roads, desired that the traffic should be stopped.

Henry Bonwick, secretary and engineer of Phillip Island and Woolamai Shire, said he knew defendant. He did not measure the load, but assuming a load of firewood was 7x6ft 4x6ft x 3ft it would be 101 cubic feet and would weigh 1 ton 13 cwt 2 qrs. A 2 wheeled dray would weigh 8 cwt. The excess weight would be 14 cwt. 2 qrs.

To Mr Boothby: The wood should be stacked in a solid mass to weigh as stated.

Mr Cook: The regulations provide for the system of measurement.

H. White, employed by the shire, said he had 20 years' experience in contracting and road works, and was foreman of works in the shire. On August 11th he saw defendant

carting firewood on the Almurta-Kernot road. He measured his load, which was 7 x 6 x 3 x 1ft 6in, making 101 cubic, or 14 cwt. 2 qrs. overload. The dray had 3 inch tires.

To Mr Boothby: It was split wood and laid pretty straight and compactly built. It was packed as firewood should be packed. In his opinion it was a fair load for two horses on a level road.

The Bench considered the case was proved, but as the council had not hitherto enforced the Act a light penalty would be inflicted.

A fine of 10s, with £1 1s costs was inflicted.

Same v. Leslie Stead, charged with carting mining props on the Bass Valley-Kernot road on certain dates August in excess of the regulations.

H. Bonwick gave evidence of measurements of loads on defendant's vehicle in respect of loads carried on August 22nd, August 23rd, August 24th and August 25th. The weights in excess were 12 cwt 1 qr – 12 cwt – 1 ton 2 cwt – 1 ton 12 cwt.

H. White gave evidence of having measured the loads on defendant's vehicle on the dates as previously mentioned, and his calculations of the excess weight agreed with the evidence of the previous witness.

Defendant gave evidence to the effect that he was employed to cart props for the State coal mine. He had weighed the props in one load at the railway station, and they averaged 98 lb. each. According to the Width of Tires Act, the weight of his loads was not in excess. He thought that in split timber the cubic measurement should not count in determining the weight, as split timber was very open.

To Mr Cook: He weighed the props on the 23rd. He had experience of weighing loads on weighbridges.

A fine of 10s was inflicted, with £1 1s costs.

A Closed Road.

Same v. Same on a charge of carting timber on the Bass Valley and Kernot road in contravention of a notice of such shire prohibiting the carting of timber on such road.

Mr Cook for complainant, Mr Boothby for

(continues on Page 9)

Lang Lang Police Courts (continued from Page 8)

defence.

Mr Cook said there were six charges against defendant. The council of any municipality had the power to stop traffic on any road, and in this case legal steps were taken to stop heavy traffic on this road. If after having been warned the defendant had discontinued carting, no action would have been taken.

Henry Bonwick, shire secretary, produced the minutes of the council containing a resolution closing the road, also copy of a newspaper circulating in the district containing an advertisement closing road. A copy of a poster was also produced containing a notice closing the road from 1st July to 10th October against cartage of timber, bricks and potatoes. This poster was affixed to a tree on road. The defendant had no permission to cart on the road.

To Mr Boothby: Defendant worked for Mr Head, who was employed by Mr McKay. An application to cart was sent by Mr McKay, and came through the Mines department. A resolution was passed that the Almurta to Kernot road be closed to timber traffic. The Bass Valley to Kernot road was also closed by a resolution of the council. The period of closing was not mentioned in the resolution, and witness had fixed the term by a resolution passed in a previous year.

H. White deposed that he saw defendant on the 22nd August carting on the Bass Valley to Kernot road. On the 23rd, 24th, 25th, 29th and 30th August he also saw him carting on the road.

Mr Boothby contended that the provisions of the Act had not been complied with as the period for which traffic had been stopped had not been decided by the council, but had been fixed by the engineer.

The Bench referred to the minutes of the meeting which was held on May 15th, and contained a motion to the effect that the road should be closed, without mentioning the period of closing, and after consulting the Act thought the objection was material.

Mr Cook said he would withdraw the case if the bench had any difficulty in the matter. He had not thought the omission was fatal, and did not want the council put to the expense of having the case reviewed by the Supreme Court.

Mr Boothby objected to the case being withdrawn, and said that the case was an important one, as it involved the supply of props to the State Coal mine. Defendant was in

the employ of Mr McKay, who had a contract for the supply of props. The contractor was simply driven by the department to supply the timber, and in order to avoid using the road had cut tracks through the fields to get the props to the station, and as matter of fact had only used about quarter of a mile of the road.

The cases were dismissed, without costs.

From the Wonthaggi Sentinel and State Town Miner, Friday, August 19, 1910

Meanwhile At Wonthaggi...

Rev. E. Walker was "farewelled" on Sunday evening last at Wonthaggi House. He was presented with a travelling rug as a token of the esteem in which he is held by all classes. Mr. Walker feelingly responded.

A nasty accident happened to a party of sports who were returning from the football match last Saturday evening. A bad piece of road was responsible for the occupants of the vehicle being thrown out and the horses bolting. Three of the number received some nasty cuts and bruises. The horses were found next morning tangled up in the scrub, but strange to relate, the trap was not damaged. Dr. Sleeman attended to two of the injured sports.

Mr. Marshall, chief officer Country Fire Brigade, will pay a visit of Inspection to the local fire station next Thursday. The building will be completed early next week.

At Tuesday night's meeting of the Progress Association a letter was read from the "Sentinel," drawing attention to the urgent necessity of telephone communication between the mine and Dr. Sleeman's surgery. It was decided to urge the general manager of the mine to provide same.

From the Age, Thursday 18 February 1926, page 10

Archie's Creek's Favorable Report

Archie's Creek, Wednesday.—The danger from bush fires has passed for the time being. Logs and stumps are still smouldering on the burnt country around Woolamai and Glen Forbes, and small areas around West creek and on the Powlett Plains are burning. At present no serious damage is being done, as they are mostly confined to rough country. The weather is squally, with showers, with indications of good rains.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 23 July 1915, page 2

State Parliamentary Recruiting Campaign Men Are Urgently Needed

Wonthaggi Sends Over 500 Volunteers An Enthusiastic Public Meeting

There was an enthusiastically crowded attendance at Smith's hall on Tuesday night, when the recruiting meeting arranged by the Wonthaggi Citizens Defence League was held. The Mayor (Cr McMahan) and Chairman of the League, presided over a splendid meeting, and inspiring addresses were delivered by the Mayor, Hon. A. Downward, M.L.A., Crs Bird and Wishart and Mr Stanley Hunter. The speeches were frequently punctuated with applause and cheers. Songs were sung by Messrs Les Lake, Corken and E. Meredith. Proceedings opened with the National Anthem and "God Save our Men," and closed with "Rule Britannia," the National Anthem and "God Save our Men." About a dozen volunteers came forward and were greeted with cheers and the singing of "For they are jolly good fellows." Mr R. A. O'Halloran presided at the piano as accompanist. The arrangements made for the holding of the meeting were perfect and the local defence committee, the secretary of which is Mr H. H. Strickland, are to congratulate *[sic]* upon the success which attended their efforts. The Union Band rendered a most appropriate programme of music prior to the opening of the proceedings.

The Mayor, Cr McMahan, J.P., on introducing Mr Downward stated that the meeting had been called to stimulate recruiting. They were up against a big proposition in this terrible war, and for a long time they had not been looking on the serious side of it. Wonthaggi had sent about 500 volunteers. (Applause.) As they did not have a record of names of the first contingent of volunteers he would be pleased if friends and relatives would hand in their names to the town clerk, Mr Strickland, so that the Roll of Honor should be completely compiled.

The Hon. A. Downward, M.L.A., who was received with applause, said that the State Parliamentary recruiting campaign was undertaken to assist the Motherland by providing men and munitions of war. (Applause.) The extreme distance of Australia from Europe and the fact that this generation had not the experience of a European war, had prevented the seriousness of the position being

brought home to the people here. One of the means by which the war could be carried to a successful issue and an earlier conclusion was by the supply of men *[and]* munitions. During the past fortnight 15,000 men had been accepted in Victoria, and the recruiting campaign was spreading all over the Commonwealth. (Cheers.) It was fully expected that Australia and New Zealand would keep 125,000 men permanently in the field, by sending along reinforcements to take the place of those that have fallen. Canada was doing something nearly equal to that effort and thus the dominions of Great Britain, beyond the seas would supply a quarter of a million men. He believed that we had only to make proper use of our magnificent resources to overcome the Germanic Federation, with its population of 120,000,000. The success of Germany against Denmark, Austria and France 40 or 50 years ago had infatuated that country with the idea that it could conquer the world. The Germans desired supremacy of the sea, and challenged Great Britain in the building of war vessels. Though Britain tried to secure some agreement with regard to limiting armaments Germany refused. Germany wanted supremacy of the sea because her birthrate was greatly in excess of the death rate and she desired an outlet for her surplus population. If successful in the war Germany would claim Australia as one of the prizes. We had a magnificent heritage in Australia and we had to hold the land for more people. We had one continent for one people, and no people were safe unless they were numerous and strong. No nation had held the belt of Empire unless there were heroes to man her defences when the war drums rolled. Then *[sic]* were no decadent heroes in the trenches, and the gallant deeds at Gallipoli proved that there were heroic men sent from Australia. (Cheers.) There must be no talk of Peace till a lasting Peace was possible, and that Germany was so beaten that she would never be a menace to the world for years to come. (Applause.) The opening of the Dardanelles would give Russia the munitions of war she required and enable her to drive back the Germans. There was unanimity throughout the British Empire that its people

(continues on Page 11)

Men Are Urgently Needed (continued from Page 10)

were engaged in a just and righteous war, a new experience for British people because in almost every other case, some people had held out against the justness of a war. The people of the British Empire had joined together to fight in defence of their free institutions. Australia had the most magnificent constitution in the world, and laws passed by a majority of its citizens would not be very oppressive on a minority; all these things and liberty and justice would pass away if a peace was concluded in favor of the enemy. They regretted the loss of the brave men, but in falling they shed glory in Australia. (Cheers.) And the men who followed them would do equally as well. (Applause)

Cr Bird remarked that before it was decided that a contingent should go from Australia, a meeting had been held in Wonthaggi and patriotic defence league formed. They were proud of the young men who had fallen at the Dardanelles, there was not one who was not a true soldier. (Applause). The Australians knew they had to take the heights and they went straight at them, and it was by purposeful determination they carried out the enormous task allotted to them. (Cheers.) We had to put forth a tremendous effort and fight to a finish, because we do not desire to be crushed by a military despotism in Australia such as existed in Prussia. It would be only a matter of time when Britain got thoroughly roused that Germany will be routed and have to sue for peace. (Applause.)

Cr Wishart said that the transport of 75,000 to Gallipoli without a hitch made us think seriously of the war. The Germans were conducting the war with the greatest savagery and would stop at nothing in their endeavor to win. The Allies would win the war, and it would be won quickly by sending on men and driving the Germans into their own territory. In assisting at the forcing of the Dardanelles the Australians were playing a big part in the war and they were all proud of the gallantry shown by the Australian troops. (Cheers.) He advised all those of military age to consider the position carefully and then do their duty as their hearts prompted them. (Cheers).

Mr Stanley Hunter met with a burst of applause when he rose to speak. It was almost with reluctance that he addressed a Wonthaggi audience on recruiting, having only that day heard of the magnificent response of 500 men to the call of the Empire. (Cheers.) That

should be made known to the Parliamentary Recruiting Committee and the daily press. (Cheers.) Throughout Australia there had been a great response to the call for recruits. Mr Hunter shortly sketched the rise of the British Empire from the days of Drake, Frobisher, Raleigh and Hawkins, to Capt. Cook, and pointed out the benefits of the benign and benevolent rule. He contrasted the arrogant self assertive so called superiority of the Germans, who believed themselves to be individually super-men and as a people a super-race, where might was right; they were relentless and implacable foes. He pointed out that we should not delude ourselves that famine would overtake Germany, because they had huge quantities of wheat stored in tunnels in military centres, and were not short of food; the women were taking the places of the men in fields. There were large deposits of clay from which aluminium could be extracted which would replace copper; there was no shortage of munitions in Germany, but gold was becoming depleted, because goods purchased in neutral countries had to be paid for with gold. He referred to the atrocities in Belgium and quoted instances of revolting actions by the Germans. Such outrages gave every cause for a righteous hatred of Germany. (Cheers) We had to return hate for hate. He was pleased to see that sport was dying out. The factories should be used on Saturday afternoons and other times for the manufacture of munitions. The men in the trenches on the plan [*sic*] of Flanders, and the Australian boys on the hills of Gallipoli were calling "Come and help us," and he appealed to them to quit sport and go help their kindred in the greater game (Applause.) He believed that an attempt would be made to invade England by transports, conveyed by zeppelins and submarines as well as by the German navy. He felt sure the attempt would be made and if the "sure shield" of England did not prevail the nationhood of Australia would be sunk. He appealed to every man in fit circumstances to go. He asked the women to remember their stricken sisters in Belgium, and to take their courage in both hands and lay it at the feet of the nation. (Cheers).

Votes of thanks to the speakers and the Mayor were carried by acclamation.

(Since July 1 eighty volunteers have enlisted with Mr. H. H. Strickland, Town Clerk, Wonthaggi. About 26 or 30 volunteers have gone from Phillip Island, and about 100 from the mainland ridings of the Shire.)

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 19 May 1916, page 3

The Australian Army
More Men Wanted Now
Parliamentary Recruiting Train Visits Wonthaggi
 Party Welcomed By Mayor, Councillors, And Recruiting Committee
 Big Meeting In The Wonthaggi Theatre
 Stirring Appeals From Speakers
 Returned Soldier Recruiting Sergeants Tell Their Story
 "Come And Help Your Mates"

Wonthaggi, Which Has Sent 800 Men, Sends Another Dozen, With More To Follow

The Parliamentary Recruiting train which has toured Gippsland arrived in Wonthaggi on Wednesday night. There were on board Messrs D. McKinnon, M.L.A., chairman of the Parliamentary committee, and Mr J. E. Mackey, M.L.A., Mr Barry, secretary of the party, Recruiting Sergeants McKenzie, Clements and Pickett and the Royal Park Military band. The engine of the train was decorated with appeals to men to enlist.

Cr McMahan, Mayor of Wonthaggi, welcomed the party, who were taken in charge by various members of the recruiting committee and escorted to the Wonthaggi, Powlett and Caledonian Hotels for tea. There was a very large crowd in the streets who viewed the proceedings with interest.

About 7.30 a procession was formed at the Town Hall consisting of the Union Band, cadets, firemen and societies and marched to the Wonthaggi Theatre, where many had taken their seats owing to a heavy rain storm which came up.

The meeting was the largest ever held in Wonthaggi, the audience was principally women, children, and men over the enlistment age, though there were some present who, before the close of the proceedings recognised their responsibilities and fell in to the call for more men now. Considering that Wonthaggi has sent 800 or 900 men, there are not a great many eligibles remaining, but at the conclusion of the appeal a round dozen recruits had mounted the stage to the accompaniment of cheers of the audience and stirring martial airs by the band.

Cr McMahan, Mayor, presided and introduced the various speakers.

Mr McKinnon read apologies from Sir Alexander Peacock, the Premier, and Mr Elmslie, leader of the Labor party. He said there was no politics in this appeal. Conscription or compulsory service may or may not come, that was apart from their appeal to-night.

As free men they were asking free men to discharge the duties of free men. The decline of recruiting in Victoria had made necessary the appeal by the recruiting train, Victoria had not done as well as the other States. The mining population of Ararat had responded well to the call. There were half-a-million miners in the British army. Australia had done well, but so long as the war lasted reinforcements were needed, and her duty would not be done till the "last man & last shilling" were sent in defence. The war was our war, because it was for the flag, freedom, justice, truth, law and order, the antithesis of "might is right," the motto of those trying to strangle our Empire.

An interjector who seemed to have looked on the wine when it was red made some remarks. Two "gentlemen in blue" came up the hall and waited instructions while the audience called "Put him out." Mr McKinnon: Don't put him out he may make a good soldier. The interjector deeming discretion the better part of valor, went out voluntarily.

Continuing, Mr McKinnon said that the English working man had built up the British Navy upon which the security of Australia rested. There should be no premature peace, there should be no peace till Prussian militarism was defeated. Gippsland had done well, but it could do better. He concluded with a strong appeal to enlist. (Cheers.)

Mr J. E. Mackey, M.L.A., pointed out that Germany was fighting almost everywhere on the Allies' territory. She had practically all Belgium, 8,400 square miles in France, 150,000 square miles of Poland in Russia, all of Serbia and Montenegro. France had only about 805 square miles of Alsace. There was no cause for flippant optimism. He deplored the fact that people were kept so much in the dark (applause). The result would be decided in the Western front, whither Russians

(continues on Page 13)

More Men Wanted Now (continued from Page 12)

and Australians had been sent to support the British and French. All along we had been "too late." Half-a-million British troops in Belgium at the beginning of the war would have stopped the Germans; 50,000 more men and we would have won Constantinople; a few more men and we would have taken Bagdad; had we been landed three weeks' sooner in Salonika, Serbia would have been saved. Too late and the shortage of men at the right time was the deplorable state of affairs. More men were wanted now. The Australian fleet was prepared and ready and prevented the German fleet shelling Australian coastal towns, and the Australia and her sister ships kept off the Germans (cheers) and finally done them to destruction at Falkland Island. (Cheers). The British navy was well prepared and ready, and would it be that we were so ready re military affairs. The men of Wonthaggi had contributed more than their quota, but more could go. Each man was a law unto himself and could decide where his duty lay. If Germany won, Australia would be the prize, and would be Germanised in a short space of time.

Selections were played by the band and Recruiting Sergeant Clements, who said he was an Englishman and directed his remarks to Englishmen who had not enlisted, made an appeal.

Sergeant Pickett, who saw service in New Guinea, detailed some of the minor atrocities perpetrated by the Huns there.

The best address of all was given by Sergeant McKenzie. A passionate, impressive, but logical appeal for men to take their places without delay beside their comrades in Flanders, to protect Australia, their homes and mothers, wives and children, to help their mates, and avenge those heroes whose last resting place was the far away peninsula of Gallipoli, where the boys waited and waited so wearily and so long for the reinforcements which did not come in time. (Cheers).

Votes of thanks were passed to the speakers, on the motion of Rev. Rogers, and the singing of the National Anthem concluded the meeting.



From the *Herald*, Monday 5 December 1949, page 5

McMillan in the South

Four Candidates In Mine-Farm Area

The new electorate of McMillan is comprised of sub-divisions from the old divisions of Flinders and Gippsland.

McMillan is bordered by the electorates of Flinders, Latrobe, Deacon and Gippsland.

Subdivisions from the old electorate of Flinders are Drouin, Kooweerup, Loch, Pakenham and Warragul. Those from the old division of Flinders are Korumburra, Morwell, Neerim South, Trafalgar, Wonthaggi and Yallourn.

Candidates are Mr G. W. Brown (Lib.), farmer, of Merricks North; Mr R. Hamilton (Communist), miner, of Wonthaggi; Mr Adam Celtie (Lab.), coal mine deputy, of Wonthaggi; and Mr R. W. May (CP), dairy farmer, of Wron.



From the *Wonthaggi Sentinel and State Town Miner*, Saturday, June 25, 1910

Hunter to Woodleigh

The name of the first station from Nyora on the Powlett line will in future be known as Woodleigh. It was originally called Hunter, but the Railway Commissioners have at last seen fit to fall into line with the desire of the residents of that locality, hence the change of name. The Postal Department has decided to retain the name of Woodleigh Vale for its office, which is situated about a mile from Woodleigh station.

From the *Herald*, Thursday 1 October 1931, page 18: The Herald Touring Club Section

Alternate Routes To Wonthaggi

Fair-Surfaced Roads Dodge Bad Districts

By *The Herald* Writer on Motoring

To satisfy numerous requests by touring motorists who desire to visit the Glen Alvie, Wonthaggi and Inverloch districts without having to traverse the awful road from Anderson to Wonthaggi, attractive alternate routes have been surveyed by the Herald Touring Club, and are detailed today.

These routes all start from Lang Lang, which is reached through Dandenong, Cranbourne, and Tooradin, or through Pakenham and Koo-wee-rup, and they provide shorter approaches to beautiful Inverloch than the main route through Korumburra and Leongatha.

The sections of these routes linking Lang Lang, Grantville, Almurta and Loch, make a fine scenic run for a week-end or day tour, the return to the city being through Poowong to Drouin on the Princes Highway.

From Lang Lang

From Lang Lang Junction a sharp turn right is made, skirting the racecourse, the road being newly-resurfaced, to the left turn at 1.1 miles.

From here to the South Gippsland Road conditions are fairly rough, the junction being reached at 2.3 miles.

From this point the shortest route to Wonthaggi is to follow the fair-to-good San Remo Road to Grantville (a further 8.9 miles) and there turn sharp left into the Almurta Road.

This is fair-surfaced and crosses the low coastal ranges and the Bass River in the first two miles, and reaches Almurta railway crossing at 3½ miles from Grantville.

A road is passed lending right to Glen Forbes, then one leading left to Kernot, and a run of 1½ miles leads to Almurta township, two crossings of Tennant's Creek being made on the run.

A further run of two miles then leads to a junction with the main Loch-Wonthaggi Road, a road ahead leading to Glen Alvie in two miles.

Turn sharp right at this junction, and a good road leads to Wonthaggi in 17 miles, going through Ryanstone [sic] (9) and Dudley (13.5), and turning right to Wonthaggi at 15 miles.

Just past Ryanstone [sic] a road leads right to Dalyston.

Second Route

This starts at the South Gippsland Road,



Showing by black lines the fair surfaced, alternate routes to Wonthaggi.

which is followed for 7½ miles, to a sign-post turn right to Loch, this side road being fair-surfaced, and leading to Loch in 5 miles, passing roads right to St. Helier and Almurta on the way.

Just outside Loch, a turn right is made into the Wonthaggi Road, which is excellent, except near Almurta, where a landslide blocks part of the road.

Directions from Loch are:—2.9 miles, Jeetho Road on left; 3.8 miles, road right; 4.7 miles, road left; 8.1 miles, road right; 11.0 miles, junction with Almurta-Glen Alvie cross road.

From Wonthaggi a good but very winding and hilly road leads direct to Korumburra in 23 miles, going through Kongwak, Moyarra and Jumbunna, but it should be avoided, except in daylight.

The direct road to Inverloch and Andersons Inlet from Wonthaggi is fair surfaced and 11 miles long.

The direct Inverloch-Leongatha Road is fair, but parts have deteriorated badly since last year.



The Hotels at Grantville (continued from Page 15)

him twice, and then Wilson ran away. Witness ran after him and picked up a billiard cue on his road with which he knocked the prisoner down. He then made up his mail [sic] and went for Senior Constable Taylor who promptly attended and arrested him.

Wilson was sentenced on 6 September 1879 to imprisonment for 12 months with hard labour.

Dickins made yet another attempt to sell the hotel. On 19 April 1881, the following advertisement appeared in the *Argus*:

HOTEL for SALE.—GRANTVILLE HOTEL, Albion of Westernport. A sure fortune, to be sold a bargain, with first-class plant, coach terminus, district P.O., main road, at foot of jetty, combines four distinct trades. By letter, J. Dickens [sic], Post-office, Grantville.

The “Albion of Westernport” failed to attract any buyers, leaving Dickins to continue making “a sure fortune.” The mention of four distinct trades hints that, perhaps, the general store still operated in some capacity.

Dickins died at the relatively young age of 40 on 31 January 1883⁶ and his wife, Elizabeth, took over as licensee in April.⁷

One question about the Grantville Hotel in the 1880s that can be answered is its general appearance. The March 1883 *Statement of Assets and Liabilities* among the Probate documents (25/247) relating to the estate of John Dickins provides a description of the hotel and the land it sat on: *...fenced with a three rail fence on whither is erected a weatherboard hotel containing 14 rooms, part iron and part wooden roof, part of the land is cleared and the balance is very poor land the whole of it being used for grazing...*

In December 1884, Elizabeth Dickins transferred the license to Michael Moore,⁸ who held it until 15 September 1887 when he passed it on to Henry Brooke.⁹

The same day (15th Sept.), Moore was brought before the San Remo Police Court on four separate charges of neglecting to keep a lighted lamp burning above the door of his licensed premise. He was fined 2s. 6d. with 2s. 6d. costs in each case. Additionally, he was charged with failing to have every door by which admission is gained to the bar of his premise shut after hours. For this he was fined £5.¹⁰

Brooke also ran afoul of the law, being charged with illegally selling liquor on 22 October 1887 and allowing a drunken person

to enter the hotel on 23 October 1887. He was found guilty and fined £2. Despite this his license was renewed on 20 December 1887.¹¹

During this period, the owner of the hotel, Elizabeth Dickins, was slowly distancing herself from any onsite supervision. On 5 May 1886, she married Samuel Sleight, an undertaker, at her residence, Lancefield House, in East Melbourne.¹² The 1887 Phillip Island rate book (page 46, entry 652) has her retaining ownership of the hotel and land until at least March that year.

The Coghlan

Margaret Coghlan took over as licensee from Henry Brooke sometime in 1888, the date of the transfer not recorded but her license was renewed on 4 December, as well as a temporary licence granted for the races at nearby Queensferry.¹³

She was the sister of William Denis Coghlan, who, it seems, took the role of manager of the hotel. Curiously, the 1888 Phillip island rate book (page 69, entry 699) shows Margaret as licensee just for the hotel while John Coghlan (entry 700), also mistakenly indicated with a “ as being the licensee, has the “stables yards & paddocks.” Amount of land unspecified. The net annual value amount is interesting too, being, respectively, £48 and £42.

This is another example of the sometimes carelessly collected information encountered in the rate books. Amusingly, John Coghlan goes from innkeeper in the 1888 rate book to “labour” the following year, back to innkeeper in 1890 and then once again finds himself a labourer in the 1891 book.

John Coghlan’s relationship to William is problematic. He doesn’t seem to be a brother and isn’t his father though there is clearly some familial connection.

On 30 November 1889 Margaret applied to transfer the licence to Alice Coghlan (nee Payne),¹⁴ wife of William Denis Coghlan and daughter of former Prince Alfred Hotel publican, John Payne.¹⁵ The transfer was granted on 10 December 1889, the paper reporting this mistakenly naming Margaret as Annie Coghlan.¹⁶

Alice Coghlan remained the licensee of the Grantville Hotel until October 1893 when it passed to William Baker Lang¹⁷ with William Coghlan presumably remaining manager during this time. Lang was likely not unknown to William Coghlan, they both having been licensees of the Blue Post Hotel in Little Collins Street, Melbourne.¹⁸

(continues on Page 17)

The Hotels at Grantville (continued from Page 16)

One Hotel? Two Hotels?

Who owned the Grantville Hotel from 1887 to 1895? Did it continue to be Elizabeth Dickins or did she sell it to her father, William Joseph Smith? Or Alice or William Coghlan? John Coghlan? John Payne? Or someone else? This nine year period is almost a complete blank. Almost.

The 1890 and 1891 Phillip Island rate books (page 54, entry 693 and page 91, entry 937) have E. Sleight as the owner and Alice Coghlan as licensee. This is Eliza Ann Sleight, the sister of Samuel Sleight and sister-in-law of Elizabeth Sleight (nee Dickins).¹⁹

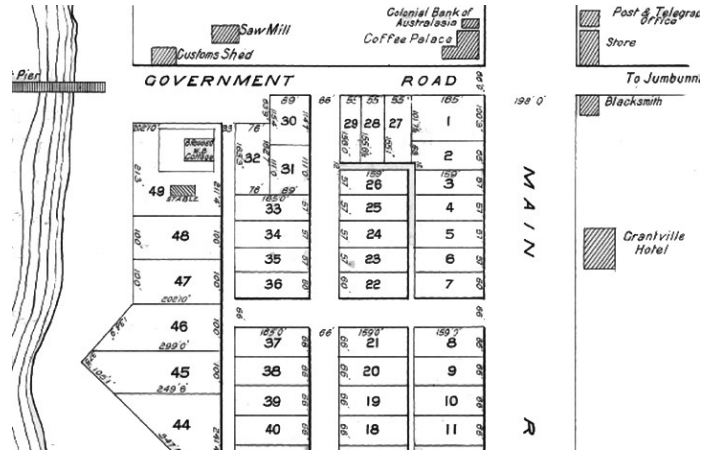
She appears to have owned the property for only a short time as the entries for ownership after 1891 are again blank, though this does not necessarily mean she didn't continue to do so. It is also possible that Alice Coghlan purchased the hotel; however, again, this isn't clear in the rate books.

Local legend has long held that during this period the hotel was either deliberately demolished and rebuilt, or accidentally burnt down and then rebuilt. This second scenario isn't impossible or even unlikely. In the era of oil lamps and candles coupled with wooden structures, fires were commonplace. The Grantville Hotel wouldn't have been the first to burn down or be partially consumed by fire.

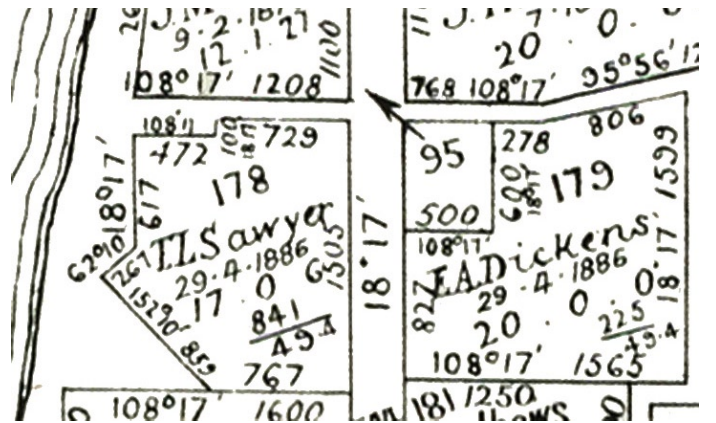
Joseph White in his 1974 book, *100 Years of History* offers both versions: *The hotel was next owned by Mrs. Alice Thompson who demolished the old hotel and built a new one further along the road on the same allotment. Mrs. Thompson owned the hotel until 1897 when a change of ownership was made and William Baker Lang became owner.* (page 96).

And from page 34: *It appears the hotel was built on CA179 and according to local story was burnt to the ground while owned by Mrs. Thompson about 1892 with W. B. Lang as licensee. Mrs. Thompson rebuilt the hotel using a building purchased at Cowes, Phillip island for the purpose. The building was transported in sections by ship to the wharf at Grantville.*

The two accounts are contradictory. As I remarked last edition, White, it seems, was his own proof-reader and editor, and not very adept at either. It is also unclear who Alice Thompson was. Given they have same given name, could it be a remarried Alice Coghlan? According to the *South Bourke and Mornington Journal* (6 March 1901), William Coghlan died at Dandenong in 1901. So, no.



Excerpt from flyer for 17 April 1888 sale by Munro & Baillieu of allotments at "Grantville on the Sea."



Allotments 178, 95 (Grantville Hotel site) and 179. Source: Corinella, County of Mornington [cartographic material] / drawn and reproduced at the Department of Crown Lands and Survey, Victoria, 1973.

There Was Only One?

There is solid evidence for a single Grantville Hotel. It comes in the form of an April 1888 flyer for a sale of lots in central Grantville (former Lot 178), today's shopping area on the bay side of the Bass Highway. It shows the rough (not to scale) position of the Grantville Hotel across the road from the land for sale. Comparing this with a cartographic map of the same area shows the hotel being near the south edge of Allotment 95.

This could be the second hotel, the original having been demolished and rebuilt (or burnt down and rebuilt) further south on the allotment in the small window of time between Elizabeth Dickin's potential sale of the hotel after March 1887 and the April 1888 Munro & Baillieu advertisement. However, if it is the original hotel, rebuilding further south would place it in Allotment 179. Though this fits Joseph White's 1892 "burnt to the ground" scenario, this change isn't reflected in the Phillip Island rate books.

The evidence (such as it is) strongly favours a single hotel on Lot 95.

(continues on Page 18)

The Hotels at Grantville (continued from Page 17)

The Lang Era

Whatever the situation, William Baker Lang moved from licensee in 1893 to licensee and owner by the end of 1895.²⁰

Even before he purchased the hotel and accompanying land, Lang was turning it from pastoral to more sporting uses. In early 1894, Lang had an oval formed next to the hotel and founded the Grantville Football Club.²¹

In late 1895 he constructed a racecourse, cleared, grassed and fenced, at the back of the hotel. A racing club was formed and registered with the Victorian Racing Council, with Lang becoming the club secretary.²²

In October 1899 Lang proposed, and was about to carry out, adding a six-roomed weather board villa adjacent to the hotel.²³

The Victorian Heritage Database (3 Oct. 2017) records Lang, by 1921, having added “another building next to the hotel, perhaps a residence or extension to the business.” This likely refers to Lang’s 1899 proposal. It is also possible that this major addition has been distorted over time to become the “second hotel” story, and may also be the source of White’s report of a building purchased at Cowes coming to Grantville via ship. (See previous page).

On 21 February 1901, the *Great Southern Advocate* announced that Lang had sold the hotel to John March. The San Remo Licensing Court approved the licence transfer on May 10.²⁴ The newspaper, however, was in error as Lang actually retained ownership of the hotel.²⁵ He also remained a publican, having obtained the lease on the Mornington Hotel at Cranbourne.²⁶ Although now residing at Cranbourne, Lang also bought 320 acres of grazing land at Bass.²⁷

In a return to the original Grantville Hotel’s configuration, on 28 March 1901, John March advertised for tenders for the erection of a general store adjoining the hotel; however, the project does not seem to have proceeded.²⁸

In June 1902, March was charged and found guilty of running an illegal coach service between Lang Lang and Grantville. He pleaded guilty and was fined £20, with 3s. costs.²⁹

A short announcement in *The Western Port Times* on 15 August 1902 informed the readers



The first and only, or the second, Grantville Hotel, early 1890s.

that Mr. Weaver had taken possession of the Grantville Hotel the previous day as purchaser. In fact, the hotel and land continued to remain the property of William Lang with Weaver replacing March as publican.³⁰ This was a sideways step for William Henry Weaver, just 8 months before the *Great Southern Advocate* of 31 January 1901 having a Mr Weaver, formerly of the Rest Down hotel, Rochester, taking over the licence of the Lang Lang Hotel.

Buying something from a stranger in a pub is synonymous with purchasing stolen goods. You would think that an experienced publican would be especially aware of this, however Weaver seems to have had a very trusting nature.

From the *Argus*, 2 May 1903... *Edward Evans was charged with larceny as a bailee of a pony, the property of Robert Thomas Eden, of Grantville, on March 1. Evidence was given that Evans was working for Mr. Eden, and on March 1 borrowed the pony, promising to be back in the afternoon. That night he sold the pony, which he said he had bought, to W. H. Weaver, hotelkeeper, at Grantville, for £6/10/.*

Evans was also charged with forging and uttering a cheque for £3 which, of course, Weaver had duly cashed.

Not content at running the Grantville Hotel, Weaver also tendered for the position as shire poundkeeper, undercutting A. Smith’s rival bid of £12 10s. by asking £10. For reasons unspecified, the Council preferred Smith, deciding to appoint him if he reduced his price to match that of Weaver.³¹

Weaver stayed as licensee until 20 December 1904 after which date William Lang was back.³² His last major act as publican was on Friday 16th when he supplied lunch at Almurta for the visiting Railways Standing Committee then hosted a dinner at the hotel in the evening for this parliamentary committee and local dignitaries.³³

As many licensees before him, Lang also ran afoul of the law. This was in 1909 when he was fined 30/ with £6 13/ costs at the San Remo Police Court for the time-honoured practice of swapping the labels on cheap bottles of wine for those of respected brands.³⁴

James Young took over as hotel licensee in October 1914 with Edith (Nora) Lang (wife of W. B. Lang) slipping into the position after him, having previously been licensee from 1905 to 1907.³⁵ At the Licensing Court in December 1916, she applied for and received a reduction in rates from an annual £80 to

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The Hotels at Grantville (continued from Page 18)

£50. W. B. Lang gave evidence of the falling off of business at Grantville, and handed in a list of takings. Businesses had been closed up and the police station moved away. There was no business doing except on the sale day, one day a month.³⁶

In March 1925, Dr. Robert Hodgson Cole, Melbourne coroner, now retired, purchased the hotel from Lang who, with his family, moved to Cobram on the Murray River in northern Victoria,³⁷ however they were back in south-west Gippsland in 1928, settling at the farm purchased at Bass in 1901.³⁸

Lilian Grace Cole (nee Bryan), Cole's daughter-in-law³⁹ took over as hotel licensee from Edith Lang.⁴⁰

William Baker Lang's involvement with the Grantville Hotel had lasted an impressive 31 years, 29 as owner.

The Final Years

On 18 November 1929 Spauls Hotels Pty. Ltd. (Daniel J. Parks Nominee) took over the license, the listed nominee most likely local man Daniel J. Parks aka Noon-Parks. This arrangement did not last long as James Leslie Wilson became the hotel licensee four months later on 4 March 1930.⁴¹

By 1930 the Grantville Hotel was showing its age. Instructed by the Licensing Court, in August 1931 Dr Cole submitted plans for a new building with a hot and cold water service, electric light and a septic tank system. The work would cost £3,000 and take six months to complete – but would only proceed if the financial situation improved.⁴²

This was 1931 and the second year of what came to be known as the Great Depression.

On 2 May 1932 Dr Cole appeared before the Licensing Court to give reasons why his license should not be revoked due to his failure to rebuild the hotel as intended. Cole asked for and received an adjournment of two months to give him time to raise the necessary money.⁴³

It isn't clear how the matter was resolved. Presumably sufficient repairs were carried out to satisfy the Licensing Court, for the hotel continued to trade.

Grantville Hotel,
GRANTVILLE.

Jas. Young, (Late of Loch),
PROPRIETOR.

GRANTVILLE is an ideal HOLIDAY RESORT ; there is good Shooting and Fishing. Motor and other Boats available. The Naval Base can be reached by boat.

TRAINS MET AT ALMURTA. First Class Accommodation.
Charges Moderate. ONLY BEST BRANDS OF LIQUORS SOLD.

From the *Powlett Express and Victorian State Coalfield Advertiser*, 9 July 1915

In May 1933 the lease, licence and furniture of the hotel was put up for sale.⁴⁴ Given Grantville's decline and the economic circumstances of the time it unsurprisingly remained unsold. Dr. Cole continued to own the property with Hazel Klau becoming the last holder of the hotel license, obtaining it on 17 July 1933.⁴⁵ The previous licensee, James Wilson, became the barman.⁴⁶ Colonel Dixon Hearder, a member of the Licenses Reduction Board inspected the hotel in December of that year.⁴⁷ What he thought or recommended isn't known and was quickly rendered irrelevant.

The main building of the hotel burnt down around 3 a.m. on 25 January 1934, leaving the outbuildings untouched.* Accounts differ on whether there were any guests present. No, according to the *Herald* (25 Jan. 1934 edition) in its brief account, with the *Age* (26 Jan. 1934 edition) saying yes, one guest whose car was also damaged in the conflagration.

Although reported as being insured, the hotel was never rebuilt, though it likely continued to trade as a bar for much of the rest of the year as the hotel's licence wasn't suspended until 23 November 1934.⁴⁸ In 1935 the net annual value of the property had dropped from £82 to £7.⁴⁹

* The *Herald* and the *Dandenong Journal* (1 Feb. 1934) give the date as Thursday 25 whilst the *Age* has it on happening on Friday 26th. Given that the *Herald* report came out the day before the *Age*, the 25th has to be the correct date.

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The Grantville Hotel, c.1922-1929 (but likely post-William Lang). Photo by Albert Amell.

The Hotels at Grantville (continued from Page 19)

Footnotes:

1. The *Dandenong Journal*, Thursday 23 June 1932, page 7: Reminiscences of the Early Days of Dandenong. No. 16. See also: *South Bourke and Mornington Journal*, Wednesday 19 December 1877: Bass and McDonald's Track.
2. *Age*, Saturday 11 November 1876, page 3; *Argus*, 30 January 1879, page 8; *Leader*, 1 February 1879: Advertising.
3. Parliament of Victoria, *Report Upon the Affairs of the Post Office and Telegraph Department for the Year 1878*, page 50; 1881, page 59; 1883, page 102; *Age*, Saturday 3 February 1883, page 1; *The Australasian*, Saturday 10 February 1883, page 10: Family Notices;
4. *Argus*, 2 August 1877, page 8: Advertising.
5. *Argus*, 30 January 1879, page 8; *Leader*, 1 February 1879, page 3.
6. Births, Death & Marriages Victoria: Event Reg. 312/1883; *Age*, Saturday 3 February 1883, page 1; *The Australasian*, Saturday 10 February 1883, page 10: Family Notices.
7. *South Bourke and Mornington Journal*, Wednesday 18 April 1883, page 3: Griffiths' Point Police Court.
8. *South Bourke and Mornington Journal*, Wednesday 17 December 1884, page 3: Griffiths Point.
9. *South Bourke and Mornington Journal*, 15 September 1887, page 2: Griffiths Point Licensing Court.
10. *South Bourke and Mornington Journal*, Wednesday 21 September 1887, page 2: Griffiths Point Police Court.
11. *South Bourke and Mornington Journal*, 4 January 1888, page 3: Griffiths' Point Licensing Court.
12. *South Bourke and Mornington Journal*, Wednesday 12 May 1886, page 2: Family Notices.
13. *South Bourke and Mornington Journal*, Wednesday 12 December 1888, page 3: San Remo Licensing Court.
14. *Age*, Saturday 30 November 1889, page 12: Law Notices.
15. Births, Death & Marriages Victoria: Event Reg. 7638/1889; *Leader*, Saturday 7 December 1889, page 42: Marriages.
16. *Great Southern Advocate*, Friday 13 December 1889, page 2: San Remo Licensing Court.
17. Phillip Island rate book, Shire of Phillip island and Woolamai: 1890, page 54, entry 693; 1891, page 91, entry 937; 1892, page 128, entry 933; 1893, page 24, entry 849; *Great Southern Advocate*, 22 December 1892, page 3: San Remo Licensing Court; *Great Southern Advocate*, 20 April 1893, page 3: San Remo Police Court; *Great Southern Advocate*, 12 October 1893, page 2: Local Topics.
18. *Age*, Friday 19 November 1886, page 3: Advertising; *Argus*, 1 July 1887, page 6: Transfers; *Weekly Times*, Saturday 31 March 1888, page 5.
19. Births, Death & Marriages Victoria: Event Reg. 714/1858 and 6191/1854
20. Phillip Island rate book, Shire of Phillip Island and Woolamai: 1896, page 59, entry 1065.
21. *Great Southern Advocate*, Thursday 26 April 1894, page 3: Grantville and Bass.
22. *Mornington Standard*, Thursday 3 October 1895, page 2: From Our Own Correspondent; *Great Southern Advocate*, Thursday 10

October 1895, page 3: Sporting.

23. *South Bourke and Mornington Journal*, Wednesday 18 October 1899, page 2: Poowong.
24. *South Bourke and Mornington Journal*, Wednesday 15 May 1901, page 2: News and Notes.
25. Phillip Island rate book 1901-2, Shire of Phillip Island and Woolamai, page 61, entry 1084.
26. *South Bourke and Mornington Journal*, Wednesday 3 July 1901, page 2: District News.
27. Phillip Island rate book 1901-2, Shire of Phillip Island and Woolamai, page 38, entry 668.
28. *Great Southern Advocate*, 28 March 1901, page 3: Tenders.
29. *Mornington Standard*, 28 June 1902, page 1; *Alexandra and Yea Standard*, Friday 27 June 1902, page 2: News of the Week.
30. Phillip Island rate book 1901-2, Shire of Phillip Island and Woolamai, page 67, entry 1284.
31. *Great Southern Advocate*, Thursday 10 March 1904, page 5: Shire of Phillip Island and Woolamai.
32. Phillip Island rate book 1904-5, Shire of Phillip Island and Woolamai, page 58, entry 1040.
33. *Great Southern Advocate*, Thursday 22 December 1904, page 3.
34. *Age*, Saturday 5 June 1909, page 14.
35. Phillip Island rate book, Shire of Phillip island and Woolamai: 1905-1906, page 59, entry 1049; 1906-1907, page 56, entry 1003; Index to Defunct Hotel Licenses 1907-1934 VPRS 8159.
36. *Powlett Express and State Coalfields Advertiser*, 15 December 1916: Licensing Court.
37. *Cobram Courier*, Thursday 16 April 1925, page 2: Our New Citizens, Ex-Cr. and Mrs Lang, Honored.
38. From notes taken by Karen Lang during an undated conversation with Yvonne Lang, the youngest daughter of William and Edith.
39. Births, Deaths & Marriages Victoria: Event Reg. 9647/1925.
40. *Argus*, Wednesday, 25 March 1925, page 9: Licences Transferred; Index to Defunct Hotel Licenses 1907-1934 VPRS 8159.
41. Index to Defunct Hotel Licenses 1907-1934 VPRS 8159.
42. *Age*, Tuesday 4 August 1931, page 8: Licensing Court; *Argus*, Tuesday 4 August 1931, page 11: Licensing Court.
43. *Argus*, Tuesday 3 May 1932, page 3: Licensing Court.
44. *Age*, Saturday 20 May 1933, page 21; *Argus*, Monday 15 May 1933, page 10: News In Classified Ads.
45. Index to Defunct Hotel Licenses 1907-1934 VPRS 8159.
46. *Dandenong Journal*, 1 February 1934, page 2; *Age*, 26 January 1934 page 7; *Herald*, 25 January 1934, page 5.
47. *Dandenong Journal*, 21 December 1933, page 4: Lang Lang.
48. Index to Defunct Hotel Licenses 1907-1934 VPRS 8159.
49. Victorian Heritage Database Report, Heritage Council Victoria, 3-10-2017.



Peak hour near the Grantville Hotel, mid-to-late 1920s



The Grantville Hotel, date unknown but likely after May 1932 when the hotel was given a 'face-lift' to appease the Licensing Court.