

# The Western Port Times

## Grantville & Districts



Volume 4 Number 11

FREE

March 2022

### Contents:

#### Local and General News

From the *San Remo Times*, May 1896.  
on Page 3

#### Fatal Accident at Glen Forbes

Arnold Jones, while fighting a bush fire on New Year's Day, 1900.  
on Page 6

#### Phillip Island and Woolamai Shire Council

An account of the 8 July 1882 Council meeting.  
on Page 6

#### Henry Dowel: Recollections and Experiences

Henry Dowel and his father arrived by boat at the Grantville pier in March 1875. Looking back 45 years later, Dowel tells what they did next.  
on Page 7

#### Fires On Phillip Island

The peril of unregulated burning-off in summer on Phillip Island, as seen by James Barrett of the Town Planning and National Parks Association.  
on Page 8

#### The Football Premiership

The football season of 1900 ends with a titanic struggle between the two titans of the league: Glen Alvie and Ryanston.  
on Page 9

#### Railway Tragedy At Loch

Never walk across a rail bridge before checking if a train is approaching.  
on Page 10

#### Getting Up

A 1951 poem with a universal theme written by a 14-year-old from Almurta.  
on Page 10

#### Approves of Govt.'s Sackings

A remark by the Minister for Railways, a certain Robert Gordon Menzies, does not find favour with the *Labor Daily*.  
on Page 10

#### Public Meeting

All is not well in Wonthaggi. Local business owners are protesting the Government's intention of imposing a £2 fee for the issuing of leases.  
on Page 11

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.

#### Meanwhile At Corinella

News from Corinella in October 1919.  
on Page 12

#### Flinders Election

Three candidates are contesting the 11 May Flinders by-election, including a newcomer, Stanley Melbourne Bruce.  
on Page 12

#### The Gippsland Road

In a 1878 letter, "Jeetho" considers how the region should be developed.  
on Page 13

#### Township Affairs

Three snippets of news from the new town of Wonthaggi in 1910.  
on Page 13

#### The Centenary of the Western Port Settlement

Members of the Victorian Historical Society visit Corinella in 1927, the site of the 1826-1828 penal settlement.  
on Page 14

#### The 1902 Drought

It hit the northern districts and the farmers there headed south looking for – literally – greener pastures.  
on Page 16

#### Obituary: Albert K. T. Sambell

Three short accounts of the life of the prominent engineer and Shire President.  
on Page 17

#### Cobb & Co.

A brief history of the Dandenong to Grantville coach line.  
on Page 18

The Western Port Times.  
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BRITISH CREAM SEPARATORS  
"PRINCESS"  
"PRINCESS" and "WATERLOO"  
HAND POWER & STEAM TURBINE

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J. EASON, STOREKEEPER, GRANTVILLE, LAND LANE.

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Every description of Jobbing Work done at shortest notice.

CHRIS. NICHOLS, CIVILIAN, FARMER, MURCHISON, BASS, VIC.  
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- Bass Valley Historical Society: [www.facebook.com/groups/bassvalleyhistoricalsociety](http://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/](http://cv.vic.gov.au/organisations/inverloch-historical-society/)
- Koo-Wee-Rup Swamp Historical Society: [kooweerupswamphistory.blogspot.com.au/](http://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](http://langlang.net/historical.html)
- Leongatha and District Historical society: [leongathahistory.org.au](http://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](http://seha.org.au)
- Western Port Historical Society Inc.: [hwphs.org.au/](http://hwphs.org.au/)
- Wonthagi Historical Society: [wonthaggihistoricalsociety.org.au/](http://wonthaggihistoricalsociety.org.au/)
- Wonthaggi Genealogy Inc.: [secretary@wonthaggi-genealogy.org.au](mailto:secretary@wonthaggi-genealogy.org.au)



From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 1 May 1896, page 2

## Local and General News

This issue being the last of the first quarter of publication of the "San Remo Times," we feel it our duty to thank the public for the hearty support they have accorded us, and may state that after this week we have been notified that all Government advertisements for this and surrounding districts will appear in these columns. This shows that our journal, which has only been in circulation three months, has been thoroughly approved of by the Government.

Correspondents will kindly note the good old upstanding rule of the home of the "Scissors and Paste," viz.:—"WRITE ON ONE SIDE OF THE PAPER ONLY," thereby saving much inconvenience and eye-straining.

Answers to correspondent, "Medhurst," will appear next week.

Through pressure on our space we are compelled to hold over several interesting items and also our leading article.

Have received several letters re the illegal netting in the Powlett River, and are pleased to notify that the gentlemen, who have communicated with us, are not the persons referred to, as they are of sufficient standing in the district to be placed beyond suspicion, and were surprised at receiving their letters. If these gentlemen wish us to clear them of suspicion by inserting their names we will do so in our next issue, but think it better that the matter should drop.

What will we do with our daughters? This is the question which is very difficult to answer; however, time will tell. San Remo and district is increasing in population, there being no less than six born within a week, and strange to say there is not one son in the number. The trouble is not at the present time, but when they begin to seek matrimony.

Mr. P. Anderson purchased 800 crossbred sheep and lambs, which were to be delivered to him. They were counted at Dandenong, and found to be correct, but on their arrival at his house, were found to be 220 short. The drovers cannot account for it as they have no idea where they were lost. Since writing the above, we have ascertained that the sheep have been recovered.

An uncalled for and malicious act was perpetrated at Cowes on Wednesday last. It appears that some 5 cwt. of black mustard seed, belonging to Mr. M'Gregor, had been placed in the Cowes goods shed, prior to shipment for Melbourne, and during the

night in question some miscreant gained admittance to the shed and ripped open the bags containing the seed, thereby causing them to run to waste through the cracks in the floor of the shed. The seed, when gathered up, was found to contain a large quantity of sand, therefore the bulk of it will have to be thrown away. The attention of the police was called to the matter, and tracks were found on the sand leading from the shed, but on reaching the road these were lost. The seed, which is the product of 12 month's labor, was of a high class, and we are given to understand that this is not the first time an act of this description has been perpetrated, by which Mr. M'Gregor has been the loser, as only a short-time ago some kerosene, packed in cases, were found to have been destroyed by a knife being inserted between the joints and the tins ripped open. Another party had received a quantity of bone dust from Melbourne, which were placed in the shed over night for safety, and in the morning the bags were found to have been treated in the same manner as the mustard seed, and a considerable quantity run to waste. These diabolical acts appear to be the work of one individual, who is looked upon with suspicion, and should he be caught, it is to be hoped that he will meet his well-earned deserts.

A meeting of the regatta committee was held on Thursday evening, Mr. Monger, vice-president, occupying the chair. The ball committee handed in to the general committee an account of the ball and balance sheet – which showed a credit balance of 10s. – both of which were satisfactory and correct. The balance sheet of the regatta shows there is £9 3s. 6d. to the good. A vote of thanks was recorded to the President, for the able manner in which he had conducted the regatta and meetings. He responded by stating that he had not done more than any other member of the committee, and was pleased to see such a substantial balance for the next regatta. The meeting then adjourned.

The "Tyro" is announced to leave the new dock, Melbourne, on Tuesday, May 6th, at 4 o'clock, p.m., Captain Henderson in command.

As will be seen by an advertisement in another column, Mr W. Harbison, timber merchant, of Bay and Cochrane-streets,

*(continues on Page 4)*

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

Brighton, is prepared to supply timber at Melbourne prices.

Mr. Arthur Ward, President of the Shire, was sworn in on Wednesday, before Mr. Smailman, P.M., as a Justice of the Peace for the Central Bailiwick.

Also

*From the San Remo Times and Phillip Island and Bass Valley Advertiser, 8 May 1896, page 2*

Readers will please note that all Council advertisements in connection with the Phillip Island and Woolamai riding of the shire will appear in the advertising columns of this journal after this date.

At a meeting of the Board of Advice held, last week, it was decided that prizes of 10s be given for competition by scholars attending the Island schools, for the best homework done by them in their exercise books.

It has been finally arranged to hold half-time school in the Shire Hall, San Remo. The only delay now is waiting for the department to forward the furniture and materials necessary for carrying on the school.

The Cowes Sports Committee were to have held a meeting on Friday last, but the attendance was very small, only the secretary and treasurer putting in an appearance. It was arranged that all accounts should be paid there being just sufficient money in hand to meet all demands.

Mr. T. C. Monger draws attention to an advertisement in another column that he has commenced business as a Commission Agent, and is prepared to transact all matters pertaining thereto. Auction sales arranged, fire insurance effected, loans negotiated on freehold and leasehold properties, security at lowest rates of interest, and valuations made. All business will be conducted at the "Times" office, San Remo.

A block of 99 acres is advertised for sale, cheap, in the Blackwood. Archie's Creek runs through the land. There is 30 acres of grass, together with a house and tank erected thereon. For further particulars apply to W. Monger, Archie's Creek; or office of this paper.

Answers to correspondent, "Medhurt," held over from last week:— (1.) A lessee can close a track, but not if a Government road runs through his block of land. (2.) Assyrian won the Melbourne Cup in the year 1883.

The influx of visitors to Cowes is rapidly decreasing, there being very few visitors there at present. The cottages are nearly all vacant, and the hotels are having only occasional visitors.

No further particulars have come to light regarding the discovery of the miscreant, who wilfully and maliciously cut open some bags containing mustard seed, at the Cowes jetty goods shed.

In reference to the illegal netting in the Powlett River several persons are under the impression that the netting was being carried on at the mouth of the river. This is not correct, as it was some miles further up the stream. We may state that the persons in question are not gentlemen, who teach at the Kilcunda Sunday school, and am sorry that such an impression was created.

On our third page will be found a detailed report of the May meeting of the Phillip Island Shire Council, together with other interesting matter[s].

Dairymen are increasing their herds and clearing land for grazing, at Drouin. One farmer states that he has cleared for the season £87 from 15 cows, sending the cream to Melbourne. Poowong butter factory has finished a fair season, with 6¼d. per lb. for their butter. Next year the factory will probably ship, independently of Melbourne agents, as the Agricultural departments offer seems more liberal. The factory is now turning out from five to six tons weekly.

Also

*From the San Remo Times and Phillip Island and Bass Valley Advertiser, 15 May 1896, page 2*

A public meeting has been called to protest against the negligent manner in which the proposal to build a railway from Warragul to Leongatha has been treated.

A fisherman named Sandella and his mate were sailing along the sand bar, off Shoream, near Flinders, on Monday night, and were towing a small dingy, with a sein net in her. The breakers caught the dingy, causing it to capsize. The boat has since been found, and also one of the oars, off Phillip Island, but the net has not yet been recovered.

In our last issue a printer's (?) error occurred in answer to correspondent "Medhurt." The Assyrian won the Melbourne Cup 1882, and not 1883 as was stated. The Austral sunk in the Sydney Harbor the same year.

It is rumored that there will be another steamboat in the bay to tow the schooners laden with coal out of the Bass river.

The Great Victoria Coal Mining Company expect to be able to supply coal in a few weeks, as they intend to tunnel with the

*(continues on Page 5)*

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

object of striking the seam struck in the No. 2 bore. From the outcrop the manager is of opinion that No. 2 seam is only about 30ft below No. 1, which the company intend proving by further boring.

A private firm has offered a price for all the coal the Great Victoria can put out at the mouth of the pit, and there is every probability of the company accepting it for a time.

Mr. Edward Reeves, who has been on the staff of the Eastern Extension Cable Company at Flinders for the past 10 years, has been promoted to the Georgetown station, Tasmania. On leaving Flinders, he was presented with a gold Albert and pendant as a token of esteem.

Also

*From the San Remo Times and Phillip Island and Bass Valley Advertiser, 22 May 1896, page 2*

It is our painful duty to chronicle the death of Mrs. J. L. Dickie, of San Remo, who passed away at her son's residence, North Melbourne on Monday last. The deceased lady, who had reached the ripe old age of 68 years, was well-known and respected throughout this district. Her remains were interred in the Melbourne General Cemetery on Wednesday.

The crush at Newhaven is undergoing repairs. It has been in a bad state for some considerable time, cattle getting out and causing considerable trouble.

Through these columns, Mr. Robbins, late of Glen Alvie, conveys kind regards and best wishes to the associates and members of the Ministering Children's League, and friends.

Mr. Gibson, of Kilcunda, has had the misfortune to lose 17 turkeys, through the deduction of Reynard. He had 25 ready for market, and was preparing a crate for their despatch to Melbourne. One morning last week, whilst crossing the paddock, he discovered the 17 turkeys dead, with their necks almost bitten through. On viewing the "birds," strewn about the paddock, anyone would imagine they were in a poultry shop. Since writing the above, reports have come to hand that at least 100 have been killed in the same way.

Mr. Downward, M.L.A. has written to the secretary of the Bass Valley League, stating that he will interview the committee, and advise those interested in their project. The proposal to construct a narrow gauge line is not looked upon with favor by Messrs. Hoddinott, Paul, Anderson, and others, who hold that the traffic will justify a broad

gauge. A meeting will be held shortly, which will enable the League to fully discuss the question.

The Coal Creek miners have come out on strike again, on account of "slack" being deducted from Saturday's pay, but it is rumored that other reasons are at the bottom of it, viz., reductions in the shifts and wages. They have also notified their intention not to acknowledge the present manager (who was previously secretary of the Miner's Union), as he shows no consideration for them. However, after coming to a mutual agreement with the directors of the company, they commenced work again, on Wednesday morning last. The objection in respect to the manager has been laid aside. The coal is increasing, and 50 additional men have been advertised for.

A seam of coal, 2ft., has been discovered in the district of Mirboo, about three-quarters of a mile from the station, and also a valuable discovery of fire-clay in the same vicinity.

Also

*From the San Remo Times and Phillip Island and Bass Valley Advertiser, 29 May 1896, page 2*

Chicory digging is now in full swing, and the crops are not quite so poor as was expected they would be when digging was commenced.

The kilns are working night and day, drying and cutting the roots up. In our next issue a more detailed account of chicory planting, cutting and drying will appear.

Cowes is very quiet, there being no visitors and no people about the township, on account of all having gone away chicory digging.

Contractors will bear in mind that there are several contracts to be tendered for, viz., the Council, Bass Mechanics' Institute, Lighting the Jetty, and ploughing.

A meeting of the San Remo Debating Club, which has been in recess during the last few months, was held at Bergin's San Remo Hotel last night, the purposes of which were to receive the various reports of the past year and also to accept nominations for Office-bearers for the coming year. The attendance was only moderate, and Mr. Hackett occupied the chair. The secretary pro tem., Mr. T. Bergin, read the minutes of the last meeting, which were confirmed, and he also gave an outline of the past year's work done by the club. The treasurer, Mr. H. Elliot, reported a credit balance of 7s. 10d., which must be considered highly satisfactory. After business of an unimportant nature had been dealt with, the meeting then went into harmony, all

*(continues on Page 6)*



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

the numbers being excellently rendered by the members present, the proceedings being brought to a close by Mr. Hackett, rendering a recitation in his usual artistic and up-to-date manner. The next meeting of the club will be held on Thursday evening next, when all those wishing to become members, and also the sturdy supporters of "local industries," the "Chief" of which was absent last evening, are requested to be in attendance. [We do not know whether part of the above report may seem a bit "Hodd or Nott."]

Messrs. Finn and Co., of Bendigo, are erecting a monument for Mr. Cleeland, at the Cowes Cemetery. The construction is of granite, and when finished will be a credit to the contractor. A full report will appear when the work is completed.

*The Western Port Times and Phillip Island and Bass Valley Advertiser*, 5 January 1900, page 2

## Fatal Accident at Glen Forbes

Killed By A Falling Tree

William Jones, 20 years of age, son of Mr. Arnold Jones, of Glen Forbes, met with an accident on Monday morning, (New Years Day), which caused his death. The father and son went out at 5.30 a.m. to fall [sic] some trees to prevent the spreading of the bush fires. While so engaged the tree the deceased was cutting burnt through, he not thinking it was so far gone. It struck the ground on end, and in the rebound struck him on the head, fracturing his skull, and inflicting several other injuries. The burning tree also set fire to the deceased's clothing. When picked up he was unconscious, and died shortly after. Dr. Healy was at once sent for, and on his arrival pronounced life to be extinct.

A magisterial inquiry was held on Tuesday by Mr. Paul J.P. After evidence had been taken, a verdict was returned that the cause of death was injuries accidentally [sic] received through being struck by a falling tree.

The remains of deceased were interred in the Grantville Cemetery on Tuesday. Mr. E. D. Williams M.L.A. and his wife, who is a sister of Mr. Jones, in spite of the hot weather, came all the way from Castlemaine to attend the funeral. Mr. G. A. M. Cerutty (Church of England), and Mr. G. T. Doherty (Wesleyan), officiated at the grave.

From *South Bourke and Mornington Journal*, 12 July 1882

## Shire Of Phillip island And Woolamai

Saturday, 8th July 1882

Present: Councillors H. F. Norton (President), A. Stewart, S. West, J. W. Delaney, M. Turnbull, J. Duffus, and A. Aldridge.

Outward correspondence approved of.

### Correspondence

From Chief Commissioner of Police, re billiard tables.

From A. Goding, asking for £4 for extra work to be performed, of which Mr McKenzie agreed to pay £1.—Granted.

From Secretary Central Board of Health re egress from theatres, &c.

From T. R. Wilson re new rolls of ratepayers.

From Shire of Buln Buln, asking for information as regards ratepayers in portion of Corinella Riding lately severed.

From Trade and Customs, appointing Councillors Delaney and Aldridge Assistant Inspectors of Fisheries.

From Land and Survey re Paul's road.

From Same, re surveys of land.

From Municipal Association with reference to new rolls for Legislative Council.

A petition re passage through Duerdin's land was postponed.

The Secretary was instructed to have a proper desk made for the use of himself and the Clerk of Works.

A letter of thanks was ordered to be forwarded to Constables Taylor, Murphy, and Ardill for the efficient manner in which they had performed the duties of Inspectors of Slaughter houses, and to state that the cause of their services having been dispensed with was only through a desire on the part of the Council to reduce the expenditure.

Payments amounting to £164 2s 3d were passed.

The consideration of works to be performed was postponed till next meeting.

The President fixed Wednesday, 19th inst., at 12 o'clock noon, as the time for holding the Revision Court. Secretary to advertise in local papers.

At a special meeting of the Council held at same time it was resolved to accept the resignation of Mr W. H. Hickey as Rate Collector, &c., and to invite fresh applications by advertisements from persons willing to undertake the duties of Clerk of Works, &c., at a salary of £125 per year. Applications to be in writing, addressed to the Shire Offices, Griffith's Point, by 12 noon, 5th August next.

The Council then adjourned.

## Henry Dowel: Recollections and Experiences

My father and I landed at Grantville in March, 1875, coming from Melbourne to Hastings by coach, and from there to Grantville in Jones' fishing boat. After staying at Grantville for about a week, we went to the Bass river and pitched our tents and commenced stripping wattlebark and splitting staves for sale in Melbourne. We carted the bark and staves to Grantville with a bullock team until the road was unfit to cart on, and then started to pack them, using six horses which I had to drive, making two trips a day from the Bass to Grantville, a distance of about six miles.

In about two years' time, finding that the bark and staves were not paying, and the land on the Bass being thrown open for selection, we started to guide the selectors to their respective holdings. From the hills on the west side of the Bass we could see a great belt of green timber, so we decided to explore this timbered country. Providing ourselves with a compass, we started off, and found it to be apparently good country, covered with a dense forest of musk, hazel, etc.

After this we started and cut a pack-track through the scrub as far as what is now Mr. T. Horner's. From there we went through the scrub with the aid of a compass, and blazed a track coming out on a portion of Captain Fuller's block at Bena. Mr. Delaney and his sister were the first to peg out land at Woodleigh. My father was next, selecting 110 acres there, and Mr. W. Bonwick followed on further to the east.

A great influx of settlers now took place. They came from all parts to secure land in this virgin forest now that it was thrown open for selection, and being acquainted with the lay of the country, and having by experience proved to be expert bushmen, we were able to show numbers of them suitable blocks to peg out.

Among the early ones was Mr. R. Ward, who selected at Woodleigh, but threw up his block and later on acquired 320 acres at Almurta. Mr. Flack subsequently took this abandoned block. Messrs. Scanlon and Fribbs took up blocks adjoining Mr. Ward's on the east, and in that direction the tide of newcomers selected their holdings, the majority of whom were piloted in by us. Among these were Messrs. A. Ward, Cron, Matt. Bowman, and Jas. Clarke, where M. Bowman, junr., and Painter now are.

On the south of my father's block we

showed in Messrs. Magill, Henry and Michie, and later on Messrs. Biggar, Louis Stewart, Edwards, Scott, Sheepway, Jos. White, Uren, R. Wilson, J. Thompson, McKenzie and W. Thompson selected there.

The first scrub we cut at Woodleigh was 50 acres for Mr. Warris, of Ballan. We started to pick it up, when he threw up the land, and Mr. J. Hayes took it up, and still holds it.

A surveyor named Hargreaves about this time surveyed the road from Woodleigh eastward towards what is now Bena, and I worked for 14 weeks for him while he surveyed new blocks. There were 11 of us in the camp, which was pitched on what is now Mr. McCabe's land, which was the first block I assisted to survey. I had to cut the lines clear of timber and branches for sighting, and later was promoted to the duty of flag plumbing. Messrs. Canobio's, E. J. Wilson's and Bunn Bros.' blocks were then surveyed, and we shifted camp to M. O'Donnell's, and from there surveyed Rose's and O'Donnell's land. Later on the camp removed to Patterson's, now Whitelaw, when I left it.

Meanwhile as settlement progressed my father started a store, the first in the district, at Woodleigh. He had built a four-roomed house with verandah entirely of blackwood, making the walls, paling roof, uprights and slabs for floor all of that valuable timber, which grew plentifully in large trees in the surrounding scrub, and was very free to work.

Later on my father had a three-horse team with which he used to travel all the surrounding country, including Grantville, Kilcunda, Anderson's Inlet, and Tarwin as far as Waratah Bay, selling all sorts of goods—drapery, boots, jewellery, etc. That was about 30 years ago, and the journey took over a week to perform.

There was plenty of work cutting scrub for the newcomers and those who, as yet, lived in other parts. I took my share, and up to the time when I selected land of my own, I helped to cut 3000 acres. I left the survey camp, and, in company with my father, my brother George and Mr. Henry Bonwick, we cut 50 acres for Mr. W. Bonwick, the latter's father. Later on we cut 80 acres for Mr. Harding, 160 for Mr. Jas. Clarke, 100 acres for my father, and 100 for Mr. Delaney.

Out of the scrubcutting season I used to take all sorts of work, and at last selected

*(continues on Page 8)*

Henry Dowel: Recollections... (continued from Page 7)

110 acres at Glenalvie. After cutting some scrub and sowing the burn with grass seed, I started dairying, milking 17 cows, and sent the butter to Melbourne, getting 4d. per lb. for it, and at the end of the year I found that I had only made £17. I had to pack the butter as far as Mr. Jos. Thompson's at Krowera, a distance of about eight miles, and he took it on to Jeetho, charging 6d. per box. Sometimes when I had only one box to pack I would get a bag of dirt or stones to put on the other side to make the pack balance.

I cut the balance of the scrub on the block the second year and sowed it down with grass, and then milked about 30 cows, and purchased a De Laval separator and packed the cream to the Moyarra Butter Factory. That year I made about £160 which I considered very satisfactory for the first year's turnover. In packing the cream to Moyarra I had Lance Creek to cross, and as there was no bridge I had to carry the cream over the creek on a log and then swim the horse over when the creek was flooded.

A neighbour erected a temporary bridge over the creek, and one day when the river was flooded he was carting his cream over the bridge with a horse and sledge, when the bridge started to drift down the creek with the lot. After some difficulty the man reached the bank safely, but the horse was drowned. Next day the neighbour and I went and got the sledge and horse out of the creek with a bullock team. That was one can of cream that never reached Moyarra Factory, there being more sand than cream in the can.

After living in Glenalvie for 17 years, I decided to sell out, and I then came and settled in Moyarra.

Excerpt from *Land of the Lyre Bird: A Story of Early Settlement In The Great Forest Of South Gippsland*, published for the Committee of the South Gippsland Pioneers' Association, 1920. Reprinted with the kind permission of the Korumburra Historical Society. This book is still in print and available from the Korumburra Historical Society (see Page 2 for contact details) or from the Korumburra Newsagency.

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From the *Argus*, Thursday 20 February 1936, page 11

## Letters to The Editor Fires on Phillip Island

(Re-paragraphed for the sake of clarity.)

Sir.—I have spent a short holiday on Phillip Island, and have directed the attention of the shire authorities to the damage which is being and has been done by the firestick. The island is partly invaded by gorse, and extensive attempts have been made to destroy it by fire – a method which, so far as I am aware, induces more vigorous growth unless it is at once followed by ploughing.

The fire has extended in places far beyond the gorse, has done much damage to the eucalyptus, and in all probability has destroyed a number of koala bears. On the Newhaven road an attempt has been made to fire the limited forest.

The koala is a source of attraction to many visitors, especially from overseas, and with the destruction of this picturesque and popular animal Phillip Island will lose a great deal and gain nothing.

On the mainland, from Anderson to Grantville, and on the road to Korumburra the most extensive burning has been effected in many places, obviously in the hope of getting cattle food later – a little food may be obtained, but the final result will be no food and much bracken. In these cases there is no question of accidental fires.

They are caused deliberately, as everyone in the district knows. They are useless to the settlers and destructive of everything that attracts the nature-lover and the tourist. Burning off may be necessary here and there, but not in February, when it is practically impossible to limit the destruction.

It is noteworthy that, as I have previously pointed out, these fires never occur in grassed open areas, which would burn easily.

May I appeal to the common sense of the people concerned, and ask them to cease a useless practice, and one which can only injure themselves and their neighbours. — Yours,  
&c.,

James W. Barrett.

President. Town-planning and National  
Parks Association.

Melbourne, Feb. 18.

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**RADIOLA** Mantle Wireless Sets  
lead the way. **McLeod's, Koowee-**  
**rup.**

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From *The Western Port Times and Phillip Island and Bass Valley Advertiser*, 26 October 1900, page 2.

## The Football Premiership

Won By Glen Alvie

Big Battle At Bass

The premiership of season 1900 is at last decided. After much delay and discussion, the final match took place at Bass last Saturday. The weather was fine, and a large crowd of spectators from all parts of the district assembled, amongst being a fair sprinkling of them ladies. Barrackers were present in strong force. Glen Alvie having the strongest following. Both clubs put strong teams into the field. The umpires hailed from Korumburra. Morrison being Central, while Maynard and Kirby had charge of the flags. When the teams were lined up, Ryanston objected to the inclusion of Wm. Kennedy in Glen Alvie's eighteen, as he had not played against the former previously this season. Kennedy had to drop out, and the Glens took the field with seventeen men. T. Edwards (Ryanston) won the toss from W. McLaren (Glen Alvie) and elected to kick with the wind which was blowing fresh into the goals at the creamery end.

On the bounce Ryanston attacked, and, aided by the wind, gave Glen Alvie's backs a warm time of it, but they responded well to the calls made upon them, and during the first quarter kept Ryanston's score down to three points. Amongst the defenders W. H. Uren shone brilliantly, and put in some splendid work. Charlie Sibley, Ryanston's crack, got disabled early in the quarter, but, fortunately, was soon able to take his place again. During this quarter a number of free kicks were given, mostly to Glen Alvie. Scores: Ryanston 3 behinds (3 points). Glen Alvie nil.

On the change of ends Glen Alvie were strengthened by the inclusion of Bert Scanlon, and took their turn at attacking, fighting hard to top Ryanston's score. At this stage the back men left their places, and several times, when the ball crossed the centre line, matters assumed a critical aspect for the Ryanston forwards were practically on their own. However, the danger was averted, and shortly afterwards Jimmy Thorn with a splendid snap shot scored a goal, to the delight of the Glen Alvie supporters. Amongst the Ryanstonians, Sibley, B. Edwards, T. Allen and A. Abrahamson were prominent, while for Glen Alvie Lilley, O'Halloran, Allen and Tenderson worked like Trojans. The Glens succeeded in making a better use of the wind than their opponents had done,

for the scores at half time were

Glen Alvie 1g. 4b. (10 points).

Ryanston 0g. 3b. (3 points).

Ryanston, recognising that during the third quarter they must establish a good lead, went to work with a will, and the game went at a great pace. Some fine play was shown on both sides, but the strong wind made Glen Alvie's task a very difficult one. After some smart tussles on the wing, Ryanston got the ball in front and B. Edwards kicked a goal. After the bounce Ryanston swept down again, and Grayden, marking in front, scored another goal. As it was getting rather warm Captain McLaren strengthened his back line by calling up W. Fowles. Some fine work was put in by Glen Alvie, back at this stage, W. McLaren marking right in goals, and Tenderson taking a splendid mark in a crowd just in front. To the work of these men, and also to Lilley, P. McLaren, O'Halloran and Uren is due the fact that Ryanston did not score heavily. At the final change of ends the scores were

Ryanston 2g. 4b (16 points).

Glen Alvie 1g. 4b. (10 points).

Now the real tussle began, the players on both sides going into the fray with great energy and determination. After hovering about the centre, the ball was carried to the creamery corner of the ground, where some of the finest play of the match took place. After much give and take play, Hanrahan took a fine mark in front, and brought the scores level, to the delirious delight of the Glen barrackers. With ten minutes to play, and even scores, the game grew fast and furious. Glen Alvie attacked, when Sibley and B. Edwards by clever hand balling relieved. The Glens continued on the aggressive, and a behind was scored; then Brown got a mark in front, and a roar from the Glen Alvie barrackers told that their team had scored a goal. On the bounce Ryanston had a momentary advantage, but Glen Alvie again carried it forward, and Allen kicked their third goal in the quarter, and fourth in the match. Time was then called and Glen Alvie left the field winners of the premiership and £10 by 13 points. Final scores:

Glen Alvie 4g. 5b. (29 points).

Ryanston 2g. 4b. (16 points).

*(continues on Page 10)*

*The Football Premiership (continued from Page 9)*

For the winners Uren proved himself brilliant in defence. Tenderson played with unflagging energy throughout, and in his departure from the district Glen Alvie lose one of their best men. It is sufficient to say that Allen, Lilley and O'Halloran played their usual game. P. McLaren brought off some fine marks. Harry Brown, though doing much useful work, did not play with his usual brilliance. Others who were conspicuous were Thorn, Hanrahan, Fowles, Scanlon and W. McLaren. The whole team played a manly unselfish game, and richly deserved their decisive victory.

Sibley played a fine game for the losers, but not up to his usual high standard, being handicapped by an injured hand. T. Allen was clever on the wing. B. Edwards played a dashing game, as also did A. Abrahamson. Dick Grayden and A. Atkinson put in much useful work. Ryanston worked hard to gain the coveted honor, and though defeated were far from being disgraced.

It is pleasing to record that the game was played in a friendly spirit throughout, and although two doctors and two policemen were present their services were not required.

*From The Western Port Times and Phillip Island and Bass Valley Advertiser, 25 September 1903*

## Railway Tragedy At Loch

### Man Caught On A Bridge

A fatal accident occurred on Saturday night near Loch, when a man named Nicholson was run over by the train due at Loch at 8 p.m. He was coming into the township with his mate, walking along the line, when the train overtook them on bridge over the Allsopp River. The other man, Hercules Cripps, jumped over the side of the bridge, a distance of about 30 feet, and escaped unhurt. He came in and reported the matter, and on the ganger in charge of the section going down he found that Nicholson was very badly cut about. He had been about the middle of the bridge when struck, and his body had been carried a considerable distance.

An inquiry was held at Loch on Monday afternoon, when evidence was given by Cripps, J. Nicholson (driver of engine), and others. A verdict of accidental death was returned, no blame being attached to anyone. The Coroner said that a gangway for convenience of pedestrians should be constructed at the side of the bridge.

*From the Argus, Friday 26 October 1951, page 11: The Argus Super Comic Original Poems*

## Getting Up

It's dark when Dad gets up at five.  
He has a shower,  
Brr! it's cold.  
But still, it's good to be alive.

Down the stairs he does the jive,  
On the soap left there by Clive.  
Demonstrates a swallow dive,  
Yes, he's lucky to be alive.

Next come Mum,  
She makes less noise,  
Has a bath,  
Then wakes "the boys."

Tidies up the babies' toys,  
Scrub the floor,  
And with the boys goes to the door,  
Won't see them again till four!

Then I get up.  
Gosh, it's cold,

I really think I'm getting old.  
But "come on" says Mum. "It's nearly eight."  
Eight! No time for breakfast. I'll be late!

Bang the door, slam the gate,  
Miss the bus and have to wait.  
Goodness, what'll be my fate  
If I'm for ever being late?

—Pamela Lodder (14), "Mont Rose," Almurta.

*From Labor Daily, Tuesday 26 July 1932, page 1*

## Approves Of Govt.'s Sackings

### Vic. Minister's Callous Comment On State Mine "Tragedy"

'Quite Fair'

Melbourne, Monday.

The Minister for Railways, Mr. Menzies, said to-day that there was little prospect of the Government reversing the decision of the state coal mine authorities to dismiss 212 temporary hands at Wonthaggi.

The matter, he added, was purely a departmental one and he thoroughly approved of the dismissals. It was manifestly unjust to penalise regular workers by keeping dismissed miners on rationing.

Regular workers now had a longer working week. A shorter week would result from the presence of an excess staff, who were taken on only when there was a big demand for Victorian coal.

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

## Public Meeting

### Reduction of Lease Fee Sought Deputation To The Minister Of Lands

A public meeting was held in Messrs. Guilfoyle and McRae's auction mart on Friday evening last for the purpose of protesting against the £2 fee imposed by the Government in connection with the issue of leases.

Mr. R. L. Laidlaw was voted to the chair and after explaining the purpose for which the meeting had been convened read the following notice issued by the Lands Department:—

*You are informed that your lease under Section 142, Land Act 1901, for land in the parish of Wonthaggi, is lying at this office for your signature, and that same must be executed by you within 21 days of this date, otherwise it will be liable for forfeiture. The Department will, if requested by you, transfer it to any Receipt and Pay Office, or Post Office, at its discretion. Receipts for rents and £2 fees must be produced when executing the lease.*

*J. W. Skene,  
Secretary for Lands.*

Mr. F. J. Bird moved—"That a petition be drawn up and signed by the leaseholders strongly protesting against the action of the Government in demanding a £2 fee in connection with the issue of leases." He said he considered it was extortionate. In other mining centres leases were issued to holders of miners' rights, and the Government must know it was unfair to make a charge of £2 in the present case. The Government were evidently determined to get as much as possible out of the leaseholders, and he for one intended protesting against the charge. (Applause.)

Mr. G. Heyward seconded. He thought the Government could legally impose the £2 fee, but at the same time he did not think they were morally entitled to charge it. Every leaseholder had bought blocks under certain stated and printed conditions, and no other conditions should now be imposed. The printed conditions were such that every bidder understood, and all were under the impression that no other charge whatever was to be made. The sum bid was to be the only fee that had to be paid to the Government, and the charge of £2 was an imposition. There was no clause in the conditions of sale whereby purchases were to be compelled to pay that fee. If the Government induced people to

bid under certain conditions which they did not intend to carry out, they were not fit to occupy their present position. Not one per cent. of the people who bought land thought other than that the Government were going to run Wonthaggi as a State town. The general opinion was that there would be no rates or taxes to pay, and those who had kept in touch with the history of the town were of the opinion that the price paid at the sale was to cover all other costs. The imposition of the £2 fee was another instance of how generously the Government intended to treat the business people. (Applause.)

Mr. Jaboor said that if the power was given under the Land Act to enforce the demand of £2 for the issue of the lease, all that the meeting could do would be to ask the Government to remove or reduce it.

Mr. Bloustein said he thought the Government were within their rights in charging the fee. He understood the Land Act provided that payment had to be made for all leases. That question could easily be settled by reading the Act. It would be a waste of time discussing the conditions of sale if the Act gave the Government power to make a charge for the leases. He favored asking for a reduction of the fee if it was considered too high, but it was best first of all to be sure on the point (hear, hear.)

Mr. Jenkins said that if the Government decided to charge £2 it was useless for the leaseholders to say they would not pay it. He favored petitioning for a reduction for the charge.

Mr. W. E. Brunt said he did not think the demand would have to be made unless the Lands Department was acting within its rights. He moved—"That this meeting of leaseholders of Wonthaggi request the Government to take into consideration the exceptional circumstances of the case and that they be asked to omit the £2 fee."

At the request of the meeting Mr. Harper read the section of the Land Act under which the leases were issued. In his opinion that section of the Act did not apply to the case.

Mr. Mesley said from past experience it was well known that if the law did not bind the leaseholders the Government would quickly alter it so as to make it binding. He thought

*(continues on Page 12)*

*Public Meeting (continued from Page 11)*

the fee too high and it was unfair to charge it. The Government should be asked to reduce the fee to 10s. The Government knew exactly what they were doing and left no loopholes for the leaseholders. He moved—"That the Government be asked to reduce the fee to 10s, and that the request be made through the member for the district, Mr. Downward, M.L.A."

Mr. Brunt raised a point of order. Mr. Mesley's motion was substantially the same as the motion moved by him.

The Chairman decided against Mr. Brunt and said he would not accept his amendment. Mr. Mesley's was a better one.

Mr. Mesley moved that the chairman's ruling be disagreed with and the chairman immediately left the chair. Some confusion ensued and eventually the chairman resumed the chair.

Mr Brunt then seconded Mr. Mesley's motion. He was speaking in explanation when—

The Chairman called for someone to move "That the question now be put."

Mr. Bloustein moved as the chairman asked, it was seconded, and the amendment put and declared carried.

The Chairman: I declare this meeting closed.

What was termed a continuation meeting was held after the pressmen and a number of others had left the building.

The following resolution was carried—

"That Mr. Downward, M.L.A. be asked to introduce a deputation, consisting of Messrs. Brunt, Jaboor, and Corcoran, to the minister of Lands on Wednesday next, to lay before him the resolution, carried earlier in the evening, requesting a reduction in the charge of £2, and that the deputation also request the Government to delay the issue of the leases until such time as the bill dealing with Wonthaggi is brought before Parliament, and also to ascertain when the Government intended to introduce legislation to extend the term of the lease from 21 years to 33 years, as promised in the printed conditions of the sale."

**FARMERS! For Ruddocks  
veterinary supplies contact your  
agent Mr. R. Harvey at The  
"Leeroy."**

From the *Koo Wee Rup Sun and Lang Lang Guardian*, 11 October 1919: Corinella

## Meanwhile At Corinella...

(From a Correspondent.)

On Friday, 10th inst., a social and presentation of a buggy rug was given to Mr. White, of Grantville, by his Corinella friends, to show their appreciation of his kindness towards the Corinella soldiers and all patriotic movements. After the presentation was made, dancing was kept going till early morning. The music, which was excellent, was supplied gratis by Messrs R. and W. Wheatley (piano) and G. Peters (violin). Mr M. Quinlivan officiated as M.C.

The chicory crops are all dug and averaged a fair yield, but prices are lower than last season, but the acreage will be considerably more this season, and all are busy sowing now. The few early sown potatoes are looking well, this part of the district being free from frosts and suitable for very early potatoes.

Wild ducks are very plentiful around Western Port Bay, and should they be left to breed, sportsmen will have a good time in opening the season. Judging by the shooting on north end of French Island last week and different other parts by pot hunters, there will be few left for the true sportsman. Surely our honorary inspectors must be aware of the fact but do not bother themselves about the wholesale slaughter in breeding season.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 26 April 1918, Page 2

## Flinders Election

Three Candidates

Polling Day, Saturday, May 11

The by-election for Flinders takes place on May 11. There will be three candidates, Messrs J. J. Hall, representing the Country Party, Mr. G. J. Holmes, selected Labor candidate and Captain Bruce, M.C. of Flinders Lane, Nationalist.

It is a decidedly healthy sign of the times that the farmers and producers of Flinders have staunchly held to their guns and are running a man to represent their interests, and give the electors a wide choice. Mr Hall will address meetings at Grantville at noon and Dalyston at 6 p.m. on Saturday and Wonthaggi on Saturday afternoon.

The supporters of the Labor candidate are working hard to secure his return, and meetings will be addressed at Wonthaggi and Dalyston during the weekend.

From the *Leader*, Saturday 11 May 1878, page 24

## The Gippsland Road

(Re-paragraphed for the sake of clarity.)

To The Editor Of the Leader

Sir,—Before the Wattle Bark Commission close their labors and frame their report it is desirable that the attention of the Government and of that portion of the public who are interested in this question be drawn to the large area of country in this district abounding in wattle trees, from 50 to 100 feet in height and 6 inches to 1½ feet in diameter. The supply is practically inexhaustible for many years to come, and I think a visit from their honorable body would elicit much evidence that would be staggering to the advocates of the export duty. It is absolutely necessary for the interests of all classes interested in this important and rapidly increasing industry that the report should include full information of the capabilities of the district to augment the supply of bark in sufficient quantity to render unnecessary the impost proposed, which would without doubt cause great hardship to a large and industrious class.

The rapidly increasing settlement in this part of the colony should receive more encouragement from the Government. A grant of £500 has been placed on the estimates for the improvement of the road between Cranbourne and the Morwell. This is welcome as a sign that honorable members of the Government are recognising the claims the selectors undoubtedly have on them; still it is merely “a drop in a bucket,” and for the want of a few good roads large quantities of valuable timber, bark, &c. that should be a source of wealth to the colony are annually burnt by the selectors.

Further, after the land is cleared and under grass, great difficulty is experienced in getting cattle and sheep to and from the district; in fact so heavy is the expense that the profit is almost wholly absorbed. Added to this is the great outlay necessary for the carting of provisions, grass seed, &c. Now that a large quantity of land is cleared and under grass, immediate steps should be taken to remove this great grievance. The selectors generally have had so much work to accomplish that they have somewhat neglected pressing this question on the Government, but after the many able articles that have lately appeared in your paper, the latter are, no doubt, now fully acquainted with this one

pressing need.

The most pressing wants are, I believe:

1st. An improvement of M'Donalds track, which is now almost impassable.

2nd. The track improved to Western Port, which is almost equally bad.

3rd. A road cut to Drouin station on the Gippsland Railway. If this work was accomplished it would at once repay its cost in the increased traffic on that line.

The first work should be the making of a road to Deep Creek, as this is very badly wanted by the back selectors in the parish of Jeetho to enable them to obtain their provisions, &c, from that township. Unless something is done it will be almost impossible for further selection to take place, the distance from Western Port being even now over twenty-five miles to some of the selections south-east of M'Donald's track, about fifteen of which is over the present almost impassable dray track, the rest over pack tracks many of which are in an even worse state.—Yours,

&c.,  
One Interested,  
Jeetho.

From the *Argus*, 7 September 1910, page 11: Powlett Coalfield

## Township Affairs

Powlett, Tuesday.—While the decision of the Board of Public Health to erect a temporary hospital tent in Graham street has given a great amount of satisfaction, many objections are urged against the site selected, and the general opinion is in favour of a site at the top of M'Bride avenue. The site selected in Graham-street is one of the lowest parts of the town. At a committee meeting of the Progress Association held last evening, the secretary was instructed to write to the Minister of Mines, and ask if a site for a hospital had been reserved by the Government. It is feared that some friction will be caused on account of the matter being taken out of the hands of the Progress Association. That body had no notification of the intention of the Board of Public Health to erect a temporary tent.

The Announcement by the Premier (Mr. Murray) concerning the question of a State hotel for Wonthaggi has been received with general satisfaction.

A concert in aid of the widow of George Veitch, the miner who died from injuries received by a fall of coal in the State mine last week, was held last evening. A good sum was realised.

# The Centenary of the Western Port Settlement

By A. W. Greig

(Re-paragraphed for the sake of clarity.)

Briefly summarized, the story of the settlement at Western Port is as follows:—Early in 1826, Lord Bathurst instructed Governor Darling to form settlements at both Western Port and King George Sound, his principal motive being to forestall any attempts at colonization by the French exploring expedition in the corvette *Astrolabe*.

In compliance with these instructions, Darling despatched from Sydney two brigs, the *Amity* and the *Dragon*, with the King's Ship *Fly* as an escort, on 9th November, 1826. The *Amity* proceeded to King George Sound, while the *Fly* and the *Dragon* made their way into Western Port. Here, after an examination had been made of the shores of the port, with their numerous mudbanks, a site was selected near a small creek, about 2 miles east of what is now called Settlement Point. Formal possession was taken of this spot on 12th December, and the landing of stores was immediately commenced.

Captain Wright, of the 3rd Regiment, was in command of the expedition, which consisted of 20 convicts, and an equal number of soldiers; but he only stayed long enough to see things fairly under way, and returned to Sydney early in January, 1827, leaving Lieutenant Burchell in charge.

Hovell, who, with Hume, was believed to have already explored some of the country adjacent to Western Port, had been sent with Wright in an advisory capacity; and he now remained behind to examine the surrounding country, soon realizing that Port Phillip had been the real terminus of his exploratory journey with Hume.

In the meantime, Darling, having received the reports of Captain Wright and of Captain Wetherall, the commander of the *Fly*, sent them on to Lord Bathurst, with a broad hint that, unless Hovell was able to find some easy means of access to the interior of the country, the settlement should be abandoned. Hovell's report was sent in about the end of March, and indicated that, although the country northward of the settlement was difficult to penetrate, a fine tract of land lay to the south, in the direction of Bass River.

Darling, however, chose to regard this information as unimportant, and, in sending on the report, declared that "the scarcity of water throughout the country renders the

land unavailable to any extent for the purposes either of grazing or agriculture," and again suggested the withdrawal of the settlement. In December, 1827, he received permission from Lord Goderich, who had succeeded Earl Bathurst as Secretary of State, to withdraw the settlement if Hovell's report was not favorable; and, by March, 1828, the buildings which had been erected at Western Port were dismantled, the live stock had either been sent to Launceston or left to run wild in the bush, and the soldiers and convicts were back in Sydney.

In order that the hundredth anniversary of the foundation of the settlement should not pass entirely without recognition, an attempt was made to organize an excursion to the site on Saturday, 11th December last; but the notice given appears to have been too short, or else the distance to be travelled, the time required for the trip, and the expense combined to make the undertaking impracticable for most of our members.

In the end, a party of five persons only journeyed to Corinella, the nearest township to the site; on the date mentioned. It included Mr. Charles Daley (our Hon. Secretary), Mr. Hugh Hughes (Hon. Librarian), Mr. Miller, a visitor, and the writer. We proceeded as far as Lang Lang by the train leaving Melbourne at 7.25 a.m., and from there took a motor car to Corinella. The road followed passes within a short distance of the head of Western Port; and, the tide being out, we got a good view of the huge mudbanks lying between French Island and the mainland. Governor Darling gave it as his opinion, nearly 100 years ago,

(continues on Page 15)



Members of the Society and local residents at Settlement Point, 11th December 1926. Those in the front row are standing in the depression that is the only trace remaining of the gun-pits of 1826.



*The Centenary... (continued from Page 14)*

that these mud flats would prevent Western Port “ever becoming a place of trade,” and one is bound to admit that his prophecy has, so far, been justified.

Arriving at Corinella about mid-day, we were entertained at dinner by Mr. Harold Hughes, and subsequently, under his guidance and that of other local residents, set out on a tour of inspection.

What is now Settlement Point—the “Red Point” of Captain Wright—is gradually crumbling away under the influence of wave and weather. Here a “battery” of two guns was established to protect the anchorage, and the outlines of the gun emplacements were among the longest surviving relics of the occupation. All that remain at the present day are two shallow depressions, one on each side of the point, which probably formed the entrances to the gun positions, although now they terminate abruptly at the edge of the cliff. From their direction, one gathers that the pieces of ordnance were pointed approximately north-east and south-west respectively (see sketch map).

From Settlement Point we went along the coast in an easterly direction until we arrived at the top of a slope of open ground leading down to a flat that bordered a small creek, the course of which was indicated by a belt of timber. We were now on the actual site of the settlement, or close to it.

It seemed probable that the residence of the commandant was erected on the high ground on which we stood, so as to overlook the other buildings. In this connexion, it is interesting to refer to the description given by G. H. Haydon of the ruins existing when he visited the spot in April, 1844.

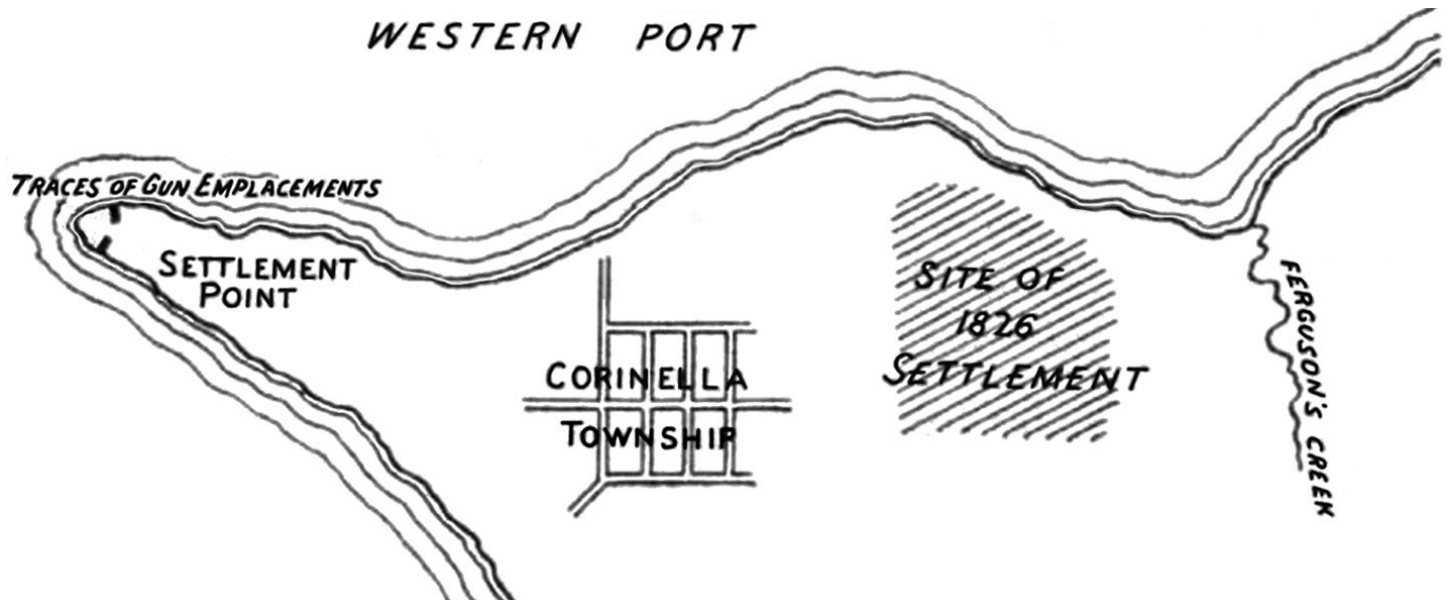
“There are still to be seen remnants of houses,” he says, “in the shape of brick foundations, sawn timber, &c., and, on the brow of a hill, the stump of a flag-staff is still standing. The site of the commandant’s house was pointed out to me, and it must have been a very extensive building, with a spacious verandah around it . . . The original settlement must have consisted of nearly 50 houses and huts, and the remains of a dam across the creek were still to be seen.”

A few bricks, of doubtful age, lying in a little hollow in the grass, and a waterhole having a semicircular outline were the only tangible relics brought under our notice. We were told of cannon-balls and other minor and less convincing souvenirs which had been picked up or ploughed up at some unspecified dates in the past; and we were also informed that there were traces of sawpits to be seen on the stretch of ground beyond the creek. Unfortunately, the time appointed for our return journey was approaching, and we were unable to investigate personally this last statement.

Evidence has come to hand, however, since the date of our visit, which invests it with rather more interest than it otherwise would have. To introduce this involves a slight digression.

When investigating the Western Port incident, I was struck by the paucity of the information contained in official documents concerning the settlement itself, and the life of its inhabitants during their fifteen months’ sojourn in the wilderness. Wright speaks of having made “every necessary provision . . . for the comfort of the men and the security of the stores,” but gives us no

*(continues on Page 16)*



*The Centenary... (continued from Page 15)*

details at all concerning the laying out of the temporary township. Wetherall is only a trifle more explicit. "Tents and temporary huts are erected for the men," he writes to Governor Darling on 27th December, 1826, "and the more permanent ones are in a state of forwardness. An excellent garden is made, and the seeds sown are above ground and looking well."

Another writer of the same date (quoted by Bonwick) says, "Roads have already been cut, and wells sunk in several directions." These brief statements, together with the record which appears in the *Sydney Gazette* of the despatch of the brig *Phillip Dundas* to the settlement with live stock and further supplies of provisions early in March, 1827, were all I was able to find. I therefore appealed to Mr. Hugh Wright, the Librarian of the Mitchell Library, Sydney, in whose charge I knew there was a diary kept by Hovell during his stay at Western Port, attention having been drawn to it by Professor Scott, in a paper read in 1921. Mr. Wright was good enough to furnish me with some notes on, and extracts from, this diary.

It will be noted that in them reference is made at the very outset to a sawpit and a well. Traces of such excavations seem to be the only results of the pioneering activities of 1826-27 which have withstood the flight of time. It was difficult, when looking over the bare paddocks, to realize that this was one of the few spots on Victorian soil with 100 years' history behind it. In default of tangible relics, we had to rely upon the powers of our individual imaginations, and we left the spot with a feeling akin to disappointment, although we had not been led to expect anything more than we actually saw.

In view of the fact that the Historical Memorials Committee is dotting Gippsland with cairns, &c., to mark the routes of the explorers of the early forties, it does not seem out of place to suggest that the Government should be asked to place a permanent memorial on the site of the Western Port settlement.

Further investigation in the Sydney archives may possibly bring to light some map or plan which will make the identification of the situation of the group of buildings more exact, but even with the material at present available a satisfactory approximation would be possible.

From the *Victorian Historical Magazine*, Vol. XI. March 1927. No.3. Published by The Historical Society of Victoria.

## The 1902 Drought

From *The Western Port Times*, 17 October 1902, page 2: Starving Stock.

The drought is firmly established in the north-eastern district, farmers are sending stock to Gippsland and Mornington. Large flocks of sheep have passed through from Lang Lang, to this district. About 10,000 are on the roads, 4,000 of them are destined [*sic*] to Kilcuda [*sic*], and have to travel [*sic*] very slow on account of them being in poor condition.

All the stations along the Great Southern Line are continually landing sheep, cattle and horses from the drought-stricken districts of the north and north-west. Most of the paddocks along the line that have good grass in, have been taken up, and some owner[s] have even sold their own cattle so as to be able to taken in starved stock.

From *The Western Port Times*, 31 October 1902, page 2.

During the last week or so, several mobs of cattle, horses and sheep, have passed through Grantville on the way to Bass, Powlett, Kilcunda and South Gippsland. Many of them are hardly fit to travel. The grass on the main and bye [*sic*] roads, has been eaten off by these mobs.

On Saturday last, several of our land-owners took round a list, asking their neighbours to give what grass they could to starving stock from the northern districts.

On Tuesday, a meeting was held and the following gentlemen offered free grass for horses:—Messrs J. Edwards 10; Walker Bros. 9; J. Edwards 5; B. H. Edwards 5; McLaren 4; M. Bowman 3; Tozer Bros. 3; Wilson 3; Pratt 2; Beck 2; Bormley 1; G. Dowell 1; Worsley 1. It was decided to further canvass the district, and get what help they could. A few others have offered to contribute free grass.

From *The Western Port Times*, 14 November 1902, page 2.

Since last week several thousands of sheep have passed through into this district, and a few herds of cattle and horses.

A list has been taken round by a few farmers and they have been promised by their neighbours, who wish to take in drought stricken horses to graze, to the amount of 65, the numbers varying from 1 to 6.

The stock travelling through have cleared all the grass off the roads, and in some places they are quite bare, but if we have a downpour of rain, the roads and reserves would soon have good picking again.

## Obituary: Albert K. T. Sambell

From the *Age*, Saturday 26 September 1936, page 24

### Mr. A. K. T. Sambell

The death occurred late yesterday afternoon at his home, Moonga-road, Toorak, of Mr. A. K. T. Sambell, of Cowes, Phillip Island, at the age of 57 years. Mr. Sambell, who was a civil and hydraulic engineer, practised for many years in various country towns, and also in Melbourne. He was instrumental in inaugurating the Mornington Peninsula and naval base water scheme.

Mr. Sambell's greatest activities and interests were in Phillip Island, where he was a large property owner, besides controlling the Phillip Island and Westernport Shipping Co. He had been president of the Phillip Island shire since its inception nearly six years ago. Mr. Sambell is survived by a widow, two sons and four daughters. The elder son, Mr. A. K. T. Sambell, has been carrying on his father's business, while Mr. W. A. T. Sambell, younger son, after being educated at Cambridge University, returned to England to take up and engineering position.

The funeral, which is in the hands of Le Pine and Son Pty. Ltd., will take place at the Spring Vale Crematorium to-day, leaving his home in Toorak at 3 p.m.

From the *Weekly Times*, Saturday 3 October 1936, page 6

### Obituary: A. K. T. Sambell

A pioneer of engineering in Victoria and president of the Shire of Phillip Island, Mr A. K. T. Sambell died on September 25, aged 57. Born in North Eastern Victoria, near Violet Town, Mr Sambell became interested in engineering at an early age, and later held the post of municipal engineer in several country centres. He was the originator of the scheme for the water supply at Flinders Naval Depot and Mornington Peninsula. He had been president of the Phillip Island shire since its formation six years ago, and was owner of the shipping service between Cowes and Stony Point.

From the *Argus*, Saturday 26 September 1936, page 27

### Mr. A. K. T. Sambell

The death took place yesterday at his home, in Moonga road, Toorak, after a long illness, of Mr. A. K. T. Sambell, who had been president of the Shire of Phillip Island since its inception nine years ago. Mr Sambell, who was aged 57 years, was born at Violet Town. He practised for many years as a civil engineer. He was engineer to the municipalities of Traralgon, Sale, Warburton, Frankston and Hastings, and Mornington, and was a pioneer in the improvement of roads. He prepared the plans for the provision of water for the Flinders Naval Depot, and was the originator of the Mornington Peninsula water supply project.

In 1912 Mr. Sambell took up land on Phillip Island, and he established the ferry service between the island and the mainland. He helped to make the island into one of the leading holiday resorts in Victoria.

Mr Sambell has left a widow, four daughters, and two sons, one of whom, Mr. W. A. T. Sambell, formerly of Melbourne Grammar School, was a member of three winning Cambridge crews. He is engaged in engineering work in England. One of the daughters, Miss Eunice Sambell, is a masseuse at the Children's and Alfred Hospitals.

The funeral will take place at the Necropolis, Springvale, at 3.30 p.m., to-day.

From the *Argus*, 23 December 1936, page 6: Wills and Estates

### Mr. A. K. T. Sambell's Property

Mr Albert Keaston Trenavin Sambell civil engineer, of Moonga road Toorak who died on September 25 last left by will dated September 23, 1936, real estate of a gross value of £20,200 and personal property of a gross value of £10,133 to his widow. He appointed his widow, Mrs Eleanor Annie Sambell, and his son, Albert Keaston Trenavin Sambell, executors and trustees of the estate.

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Day and Night Service.

All Types of General Repairs.

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## Cobb & Co. The Dandenong–Grantville line.

by Geoff Guilfoyle

On Saturday, 9th December 1876, a coach from George Usher's Bridge Hotel in Dandenong arrived at Grantville, the first of what became a thrice-weekly service to the township as part of the Bass & McDonald's Track line of coaches. This supplemented the Melbourne to Dandenong run, making it possible to reach Grantville from Melbourne in around nine hours. As recorded by one of the passengers on that first journey...

*A start was made, from Dandenong about 11 o'clock, with four spanking horses and a most competent, careful driver, and a full complement of passengers, some for one place, and some for another. For the first quarter of a mile, the horses, which had never worked together before, were a little trouble to the driver, but after that they went splendidly along at a slashing pace, soon making Cranbourne. At 12 o'clock another start was made. The main road between Cranbourne and Tooradin is not in such good condition as might be expected since last we travelled it, but works are being carried on that will improve it. A brief call at Host Strudwicke's (who has recently taken the Sherwood Hotel), and The Tooradin Hotel soon appeared in view, where the traveller will find himself treated with that homely hospitality so desirable when on the road. Here the change of horses took place, and four specially fine animals were put into the places of the others, speeding away over Tooradin Bridge, between the large properties of Mr William Lyall on one side, Mr. McMillan's, with its miles of fine Hawthorn hedge, on the other; Mr. C. Rossiter, and the Messrs. Facey, and other fine estates. Shortly, arriving at Macdonnell's Track, many of the passengers, being selectors, were put down, to find their homes, the main road being off to the right. The road then gets worse, but we understand that improvements will shortly be made by the Shire Council. It was here*



The first coach to Grantville at the Cranbourne Hotel. From the *Argus*, 25 Nov. 1939, page 14: Cameroddities. "Here is the first coach that left Dandenong for Grantville, on Westernport." Provided by Mrs E Anderson, 55 Chatsworth Road, Prahran.

*where the driver showed his skill, navigating his four horses through very narrow places between or around trees, but he was equal to the occasion.*

*The country does not seem what one might call interesting, as the timber is close to the so-called road. At length a house came in view, which we found to be Mr. J. Monk's, and as he, like many others, desired to be present at the arrival of "the first coach" at Grantville, he came on. Another mile brought us to "the city" of Grantville, and to Host Dickens' Grantville Hotel, where there were a good many in waiting for our arrival, and greeted us with hearty cheers.*

*The journey, about 60 miles, had been made in less than six hours, with only one change of horses. The remainder of the evening was spent pleasantly with many of the residents who came specially to meet the coach.<sup>1</sup>*

Initially the coach ran every Tuesday, Thursday and Saturday from the Bridge Hotel, Dandenong (10.30am) to Cranbourne (12 noon), Sherwood Hotel (12.40), Tooradin (1.30), Tobin Yallock (3), arriving Grantville at 4.45 – assuming the coach was running to schedule. The reverse journey on Monday, Wednesday and Friday left Grantville (7a.m.), arrived Tobin Yallock (8.45), Tooradin (10.45), Sherwood Hotel (11), Cranbourne (12 noon) and Dandenong at 1.30 p.m., then off to Melbourne, arriving at 4p.m.<sup>2</sup>

*The day was fine, and the roads in a favorable state of dryness, so that we bowled along past Dandenong to Cranbourne, not only pleasantly enough, but at a smart pace. After leaving Cranbourne the condition of the road changed for the worse, and a disagreeable amount of jolting had to be endured. At about five o'clock p.m., however, the Grantville terminus was reached, and I was at liberty to descend from my lofty perch.<sup>3</sup>*

In good weather, over the hard rutted track that was the Western Port Road, this jarring was inevitable. It also put considerable strain on the wheels and superstructure of the coach. One can well believe the old stories of the Grantville blacksmith (Charles Williams is usually named) working all night to repair some fault or fracture.

On the 16 January 1878, J. B. O'Meara, proprietor of the Bass Hotel announced: *In*

*(continues on Page 19)*

*Cobb & Co.... (continued from Page 18)*

*conjunction with Mr. George Usher's line of coaches from Melbourne to Dandenong and Grantville, the proprietor will shortly run coaches from Grantville to Bass and Griffith's Point.*<sup>4</sup>

It wasn't until mid-February that the Bass extension began. This meant an alteration to the timetable, and the dropping the Sherwood Hotel stop, the coach now leaving Dandenong at 10.30a.m., reaching Grantville at 5p.m. then Bass at 6 o'clock. If you were doing the trip from Melbourne it meant departing from the Albion Hotel in Bourke Street at eight in the morning. Conversely, the Bass to Melbourne trip started at 7a.m. and finished at the Bridge Hotel, Dandenong at 2.30p.m. with those off to Melbourne reaching it at 5p.m.<sup>5</sup>

By June that year, the timetable was altered, the coach now leaving Dandenong at 9a.m., reaching Grantville at 3p.m. then Bass at 4 o'clock. If you were doing the trip from Melbourne it meant departing from the Albion Hotel in Bourke Street at half past six in the morning. Conversely, the Grantville to Melbourne trip started at 1p.m. and finished at the Bridge Hotel, Dandenong at 7.30p.m. No Melbourne-bound coach awaited the weary traveller. Instead, and a sign of things to come for Cobb & Co., a train was available.<sup>6</sup>

Both Mr. O'Meara and Usher were over-ambitious in the belief that reaching Griffith's Point was possible in 1878. Usher doesn't appear to have actually attempted it, likely informed by his driver how difficult it was just getting to Bass. A Griffith's Point coach service would eventuate, but not for over a decade.

Incredibly, the Dandenong to Bass line survived the first winter, a time in which the Western Port Road became a quagmire in places.

In August 1880, Cobb and Co. made a bad mistake. They rejigged the timetable. That



A typical winter coach scene. Probably taken between The Gurdies and Lang Lang.

wasn't the mistake. They added Queensferry as a stop. That wasn't the mistake. Although smaller than its near neighbour Grantville, fuelled by the timber trade, Queensferry was reaching its peak. For some inexplicable reason, Mr. Usher added Corinella to the itinerary: Grantville, Queensferry, Corinella and Bass. That *was* the mistake. The change lasted less than two months. Defeated by the weather and the quality of the road, not only did Cobb and Co. abandon Corinella, it no longer ran to Bass. From October it again became a Dandenong to Grantville service.<sup>7</sup>

This meant a new timetable, though the days of running remained the same. By this time the railway was making its presence felt on both the outward and inward legs of the journey. Amusingly, Bass is still highlighted in the opening blurb in advertisements spruiking the new timetable, "Coaches leave Dandenong Railway Station and Bass as follows:—" and is nowhere mentioned in the schedule. The coach terminated at Grantville at 4.30p.m. on Tuesday, Thursday and Saturday, and left from the town on Monday, Wednesday and Friday at 1p.m. making it to Dandenong in time for the evening train.<sup>8</sup>

The early 1880s brought some minor changes to the service. George Usher now drops out, and from 1882 (if not before) Wilson & Co. takes over the management of the line. It is possible that at this time, assuming the surname was not a coincidence, that the last of the Dandenong-Grantville coach drivers took over – Charlie Wilson. The original driver was George Wright ("Old George"), followed by J. Moorhouse, and W. Smiley.<sup>9</sup>

Very little changed for much of the 1880s, though for some reason the service seems to have halted for a time in 1889.<sup>10</sup> Why is unknown, but it might have something to do with the building of the Great Southern Railway to Korumburra, Leongatha, Foster and Port Albert. The Dandenong-Cranbourne-Tooradin section was opened on 1 October 1888, and the coach service now started and ended at Cranbourne, the station at Tooradin being too far from both the township and main road to be practical.

On the 20 September 1889 the long awaited Grantville to Griffith's Point (now San Remo) extension started, running on Monday, Wednesday and Friday. It isn't obvious that this is a Cobb & Co. operation. The days not coinciding with the Grantville service suggests it isn't, but that it doesn't seem to have outlasted the main Cobb & Co. route hints that it was.<sup>11</sup>

*(continues on Page 20)*



Cobb & Co.... (continued from Page 19)

With the opening of the Tooradin-Lang Lang-Loch section of the Great Southern Railway on 11 November 1890, the Grantville Cobb & Co. line came to an end. With it, but probably coincidentally, the mail contract held by the Western Port Bay and Flinders S.S. Company limited also soon ceased and wasn't renewed. This covered "to and from Stony Pony Point Railway Station and San Remo via Cowes and Newhaven, six days a week," and "to and from Stony Point and Grantville, via Queensferry, with branches to and from Tenby and the Bass and to and from Tenby and Corinella, six days a week."<sup>12</sup>

A. W. Hardingham filled part of the gap, collecting and delivering mail to and from the Lang Lang railway station, presumably also offering a passenger service, until mid-1893 after which time Samuel Shearer took over. When Shearer left for Western Australia in March 1896, Hardingham completed the contract and again became mail contractor.<sup>13</sup>

If there was no passenger service before (which is unlikely), one was started at this point, the *San Remo* times just a month later recording...

*The temporary bridge at Deep Creek is in a very bad state. A few days ago a waggon was "bogged" on the bridge for half a day, which prevented traffic coming to and fro. The coach, which was due at 12 o'clock, could not proceed any further, and a vehicle had to be obtained from Grantville to convey the passengers thither, there being about half a dozen, including one or two of the fair sex. The most awkward part was that it was raining heavily the whole of the day.* (17 April 1896, page 2: Local and General News).

In 1899, Hardingham sold his coach and equipment to William Lang, proprietor of the Grantville Hotel, who took over the route from 1st June.<sup>14</sup>

Lang seems to have underestimated the potential difficulties involved, or perhaps his coach driving skills. As reported in *The Western Port Times*...

*Mr. W. B. Lang had an accident with his coach on Tuesday morning. The usual driver was laid up with influenza, and Mr. Lang drove the coach himself. When just past the Corinella riding into the Cranbourne shire, one of the reins cropped out of his hand, and before he could recover it the horses started off, and he very wisely got out at the back of the vehicle. The horses ran against a tree and injured the coach, but the animals were none the worse for their bolt. Luckily there*

*were no passengers. The mails were carried on horseback the remainder of the journey to Lang Lang.* (17 November 1899, page 2).

Hardingham was back on 2 June 1902, taking over from Lang who was leaving the district (a temporary move, as it turned out). Here we finally have direct evidence for there being an official pay-per-trip passenger service. In a 1902 and 1904 advertisement he lists the price as 3s. 6d. one way and 5s. 6d. return. He left for Lang Lang at 6.15a.m. in order to meet the Leongatha train at 8.45 and collect the mail (and passengers) from Melbourne.<sup>15</sup>

It is not known when the Lang Lang-Grantville service ended. Hardingham seems to have retired to a property on the Bass River at the end of 1905. If anyone took over the run, it was only until the opening of the Nyora-Wonthaggi branch line on 9 May 1910. With stations now at Kernot, Almurta and Glen Forbes, and the automobile quickly making its presence felt, there was no longer any need for a coach service.<sup>16</sup>

Footnotes:

1. *Dandenong Journal*, Thursday 23 June 1932, page 7: Reminiscences of the Early Days of Dandenong, No. 16. See also: *South Bourke and Mornington Journal*, 19 December 1877: Bass and McDonald's Track.

2. *South Bourke and Mornington Journal*, 16 January 1878, page 1: Advertising.

3. *Age*, 17 February 1877, page 7: Corinella.

4. *South Bourke and Mornington Journal*, 16 January 1878, page 1: Advertising.

5. *South Bourke and Mornington Journal*, 20 February 1878, page 1: Advertising.

6. *South Bourke and Mornington Journal*, 5 June 1878, page 1: Advertising.

7. *South Bourke and Mornington Journal*, 11 August 1880, page 1: Advertising (addition of Corinella); 1 September 1880, page 1: Advertising; 6 October 1880, page 1: Advertising (Corinella and Bass Service ends).

8. *South Bourke and Mornington Journal*, 13 October 1880, page 1: Advertising; 20 October 1880, page 1: Advertising.

9. *Dandenong Journal*, 16 June 1932, page 7: Reminiscences of the Early Days of Dandenong, No.15.

10. *Great Southern Advocate*, 27 Sept. 1889, page 2: Local Topics.

11. *Great Southern Advocate*, 20 September 1889, page 2.

12. *V.R. Timeline*, Victorian railways.net. <http://www.victorianrailways.net/vr/history/history.html> (viewed 20 June 2021); *Victorian Government Gazette No.60*, July 18 1890, page 2853.

13. *Victorian Government Gazette No.92*, July 20 1891, page 3165; *No.97* July 22 1892, page 3029; *No.99* July 25 1893, page 3307; *San Remo Times*, 13 March 1896, page 2: Local and General News (Monger misnames him as Hordingham).

14. *The Western Port Times*, 26 May 1899: Notice.

15. *The Western Port Times*, 23 May 1902, page 2; 6 June 1902, page 2: Mail Coach; 1 April 1904, page 3: Advertising (section also carries railway timetable).

16. Phillip Island 1905-1906 rate book, page 56, entry 984 (coach-driver); 1906-1907 rate book page 52, entry 941 (now at Bass River); *V.R. Timeline*, Victorian railways.net. <http://www.victorianrailways.net/vrhistory/history.html> (viewed 20 June 2021).