

# The Western Port Times

## Grantville & Districts

Volume 5 Number 1

FREE

May 2022

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

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

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Editor: Geoff Guilfoyle  
 U3A Bass Valley  
 Local History Group  
 PO Box 3 Grantville 3984  
 Phone 5997 6240  
 Email:  
 geoffguilfoyle@dodo.com.au

Website:  
 www.grantvillehistory.com.au

Masthead design by Trish Hart

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 address to:  
 geoffguilfoyle@dodo.com.au  
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- 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*, 3 July 1896, page 2.

## Local and General News

An accident happened on board the steamer *Genista* on Wednesday as she was approaching within 50 yards of the San Remo Pier. A young named Andrew Grant, accompanied by his wife and family, was leaning over the side, and was taken with a dizziness in his head and fell overboard. Captain Clarke sang out to Mr. Peter Currie, who was on the Pier, to put his boat out, which was done as quickly as possible, with Mr. Charley Martin accompanying him, and rowed to the supposed drowning man. When the boat reached him he was found to be unconscious, and was floating. Strange to say, he had not taken a mouthful of water, nor did he go under the water. From the time he fell overboard till he rescued was fully five minutes, there being a strong tide running at the time.

A half-time State school was opened at San Remo yesterday, it being the first school held here for a number of years. There were 12 names placed on the roll, and it is expected before the month is out that there will be a regular attendance of 16. Another four, and the parents could claim a full-time school.

Ratepayers who wish to have their names on the roll will notice by our advertising columns that copies of the lists may be inspected from the 8th to the 14th inst. at the specified places, and those who are eligible, and whose names do not appear, must give notice to the Shire Secretary on or before the 14th inst.

The roads on the Island, more especially near Cowes, are in a worse condition than they have been for several years, on account of there being so much chicory carting.

There has been a stray fox prowling about San Remo the last few weeks, and several of the residents have lost a few fowls. Those who have poultry should see that their fowl-houses are fastened up securely at night. All attempts to capture him have been unavailing, not even the ever-watchful "Remo" being able to get on his trail.

We again remind our readers that the supplementary lists of the South-Eastern Province for the Phillip Island division may be inspected, free of charge, until the day appointed for Revision, at the office of Mr. Geo. Hull, San Remo, at every post-office within the division, and at the offices of his

deputies, Mr. John West, Phillip Island, and Mr. William Joliffe, Korumburra.

A serious shooting accident occurred on Saturday at the Powlett River. Two Korumburra miners, named Owens and Holbrook, went shooting, and separated, one going on each side of the river. Owens got ahead of his companion, crossed the river, and doubled back. Seeing what he thought to be wallaby in the scrub, he fired, and then discovered that he had shot Holbrook in the left side and arm. Assistance was procured, and the injured man was taken to Korumburra, where he is receiving medical attention. It is reported that his condition is critical.

A man named Henry Westoff, a miner, was committed for trial at Korumburra on Saturday for stabbing another man named Green. His defence was that it was an accident.

A splendid yield of potatoes is reported from the farm of Mr. John Long, in the Korumburra district, amounting to nearly 15 tons per acre.

### Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 10 July 1896, page 2.

The Court of Petty Sessions will be held today at San Remo. There is only one case on the list. This is the smallest cause *[sic]* list that has been held in this court for some considerable time.

Our readers will be pleased to learn that Mr. Edwards, of the s.s. *Genista* *[sic]*, has recovered sufficiently from the unfortunate accident which befel *[sic]* him some five weeks back, to again resume his post as engineer. During his illness Mr. T. Grant has been filling the post, his position as fireman having been filled by Mr. Charley Martin.

While on a visit to the orchard of Mr. J. Hackett, of Newhaven, on Saturday last, our representative was kindly presented with a few specimens of his Swede turnips, which, on being weighed, turned the scales at 6lbs. A sweeter and *[unclear word]* edible vegetable it has never been our fortune to taste. It speaks volumes for the richness of the soil of the Island, considering that no manure has been used on the land this year. We were also shown some mangels of enormous dimensions. Mr. Hackett has an

*(continues on Page 4)*

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

experimental crop of strawberries which, if they should turn out a success, he intends to devote nearly the whole of his attention to, there being always a ready market and good prices. We wish him every success for his indomitable [*sic*] pluck and energy, he doing all the work of the orchard himself.

Mr. J. T. Paul has been returned as member of the Board of Advice for the school district of Corinella and Woolamai ridings of the Shire No. 287 in the place of the deceased Mr. W. S. Peters.

As will be seen by advertisement in another column, the voters' lists for the several ridings of the Shire of Phillip Island may be inspected at the Shire Hall, during office hours, up to the 14th inst. All claims must be delivered to the Shire Secretary before the 14th July.

There was a large shoal of barracoutta [*sic*] in the Bay last week, numbers of the children on the Island getting large basketfuls in the small waterholes along the beach.

Mr. William Bergin, of San Remo, met with a severe accident on Saturday evening whilst driving in some horses that had broken away. It appears that, whilst trying to head them, the horse which he was riding bareback suddenly swerved when nearing a fence, with the result that he was precipitated on to the ground, fracturing his arm just above the wrist. He was driven at once to Bass, where Dr. Wilson attended to his injuries. He is now progressing as well as can be expected under the circumstances.

A Blackwood selector named Robert Dickie was removing his furniture to Bairnsdale one day last week, and brought one load to San Remo, and returned for another, when to his dismay he found his house burnt to the ground, nothing being left but a heap of ashes. The property was not insured, and his loss will be severely felt.

The Little Angelina has been employed for over a week driving piles in the Channel, Bass River.

Captain Henderson has purchased a steamer for the Bay trade. She is very suitable for carrying passengers or for a tug.

We are sorry to learn that Dr. Wilson, of Bass, has been slightly indisposed during the last week.

Owing to the inclement state of the weather, the usual weekly meeting of the San Remo Debating Society did not take place last evening.

We desire to draw the attention of the Phillip Island Shire Council to the deplorable

state of the footpath in front of Mr. Coels, baker, it simply being impassable during the wet weather, and people having business to transact down the town are compelled to go on to the road to escape the puddle. The sooner it is repaired the better the public will feel obliged.

Our readers will notice by advertisement in our advertising columns that Mr. J. O. Hackett, of Newhaven, has given notice of his intention to stand for election as councillor in the forthcoming annual vacancy in the Phillip Island Riding. It is also rumored there will be a new member for Corinella Riding.

Representatives of the Poowong and Jeetho shire councils waited on the Minister of Lands on Tuesday, and asked for an exchange of roads in the parish of Jumbunna East, and also for a similar exchange in the parish of Korumburra. The officers of the department took exception to the transfer, on the ground that the shire council was giving away too much in the transaction. The deputation, however, was able to show that the values were equal, inasmuch as there were certain improvements, and that the roads which were originally surveyed were impassable. Mr Best stated that in the circumstances he would grant the application provided the necessary consents were obtained.

Also

*From the San Remo Times and Phillip Island and Bass Valley Advertiser, 17 July 1896, page 2.*

Mr. J. L. Henty Wilson has also been granted a bathing site at Cowes.

There has been a fall of snow at Korumburra, but not sufficient to lay on the ground.

Charles Wood, of Melbourne, has been granted a site of Crown land at Bass for a creamery.

Messrs. J. and F. Scott have had their grazing licences renewed in the Woolamai Riding. The area contains over 1000 acres.

As will be seen by our advertising columns, tenders are invited, returnable up to the 25th inst., for various works throughout the Phillip Island Shire.

It is rumored that there is likely to be a contest in every riding this coming election. Several of the ratepayers are inclined to think that it would be a benefit to them if they had new blood. The retiring councillors are all very good men, and they may go far and fare worse.

The Rev. G. Watson, late of Cowes, has severed his connection with that place, and

*(continues on Page 5)*

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

is promoted to a more responsible charge at Footscray. A subscription list has been started to give that gentleman a small purse of sovereigns as a token of regard. The rev. gentleman was very popular and well liked.

The Cowes Jetty is at present undergoing repairs. The planking has been in a very bad state for some time, and it is surprising that it was not seen to when the Jetty was replanked and repaired some six months back. Mr. Blackie has got the job in hand, and is making good progress.

Yesterday morning as the crane at the Cowes Jetty was being used, the chain began to run out, and the break not being on, it fell into the sea. It is not quite as bad as Paddy's anchor, "He knew where it was." Mr. Blackie has undertaken to get it up, which will not be much difficulty.

The Maitland arrived at San Remo Pier yesterday morning at 7.30 a.m., the principal part of the cargo being for Bergin and Co. It is her intention to run regularly after this. It is not known whether she will call on her return trip.

Since receiving our Grantville correspondence notifying of Mr. O'Brien's illness, we regret to have to record his death, which occurred on Tuesday evening last at Bass.

A Revision Court, for the purpose of revising the voters' lists for the several ridings of the Phillip Island shire will be held at the Shire Hall on the 25th inst.

In reference to the last paragraph of the Bass correspondence in our issue of 3rd July, referring to the new porch at the post-office, the information was not from our correspondent, but from our own resources.

Foxes are becoming very numerous and daring of late in around the township, no doubt on account of the lambing season being now on. Mr. Berriman, an employe on Anderson's estate, killed no less than five last week, while Mr. Potter also captured one in the grounds adjoining the parsonage.

We regret to learn that Mr. E. Dwyer, son of Mr. Dwyer, of the Main Road, has been seriously ill for the past week from inflammation [*sic*] of the lungs, brought on by a cold which he contracted while coming from the Blackwood during the wet weather last week. His condition during the past few days has been very serious, he being delirious, but as we go to press we are pleased to hear he has taken a slight change for the better. His medical comforts are being attended to by Dr. Wilson, of Bass.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 24 July 1896, page 2.

The ordinary monthly meeting of the Phillip Island Shire Council will be held at the Shire Hall to-morrow. A revision court will also be held before the general council sits.

The Queensferry land sale was well attended, and the bidding spirited, nearly all the blocks being sold. Several of the front allotments facing the Bay realised as much as £34. The remaining allotments are being applied for privately.

As will be seen by our advertising columns, tenders have been called for various works in different parts of the shire.

Our readers are reminded that an Electoral Revision Court will be held at San Remo on Friday, the 7th of August.

The Great Victorian Mine is pushing on with its tram line, and have engaged twelve miners, who start to work at the beginning of next week.

The Little Angelina left Cowes on Wednesday with a full cargo of timber and chicory.

The Endeavour passed through the western passage on Sunday morning, and through the western the same evening on her way to Melbourne.

The Trucanini has left Melbourne, and is expected here daily.

Several dogs have been poisoned lately at Hastings, as many as 25 having been reported found dead.

The Lang Lang market is to be officially opened by Mr. Downward, M.L.A., on Saturday, 8th August, and from that date will be held monthly. Extensive preparations have been made for the opening ceremony, which is expected to be a brilliant affair.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 31 July 1896, page 2.

In consequence of pressure on our space we are compelled to hold over our leading article and other items of interest.

The usual council sitting will not take place to-morrow, but will be adjourned to the 15th of August.

It is the intention of Mr. Lang, of the Grantville Hotel, to open his sale yards to all auctioneers on and after September next, the monopoly being held by one for some considerable time.

Mr. M'Gowan, of Queensferry, intends to hold another sale at Korumburra at an early

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

date, to dispose of the remaining allotments that were left from the previous auction sale.

Mr. Mark Daly, of Bass, is having a very good lambing season. The foxes are so troublesome that it has been found necessary to lay poison, the result being that he found five dead, and it is likely that many more shared the same fate in the ti-tree scrub, as it is very thick in places in his paddocks.

The following names were added to the rate-payer's roll at the Revision Court on Saturday last:—John Underdown, 1 vote; S. Townsend, 1 vote; William J. M'Laren, 2 votes; Margaret M'Laren, 1 vote. A few other applications were refused, the rates not being paid on the 10th of June.

On Saturday at the Revision Court of the Supplementary Lists for the Legislative Council, there was only one name claiming for a vote.

The s.s. Maitland is advertised to run every alternate week with passengers and cargo, and will continue running if sufficient inducement is offered. Messrs. Bergin and Co. are the local agents.

\* \* \*

From the *Age*, Friday 18 May 1934, page 12

## A Youth Of Many Convictions

### Sent to Gaol for Mail Theft

Lang Lang, Thursday. — At the Lang Lang police court Henry Ernest Lee, 19 years, laborer, no fixed abode, was presented on charges of stealing and destroying postal matter belonging to the Penal department from a postal box at Lang Lang jetty, stealing carcasses from the Lang Lang slaughter yards and other minor charges.

First Constable Orgill said that when the matter was reported to him he travelled out towards the Grantville-road to make inquiries. He picked up a piece of charred brown paper that had on it the address of the penal settlement at French Island. His inquiries led him to Almurta and back to the Grantville-road, where he arrested Lee and searched his camp. Lee admitted taking the mail and destroying it, and said he had stolen a carcass of meat.

Lee was convicted on three charges of larceny, and sentenced to three months' imprisonment on each of two charges and to six months on the third, sentences to be concurrent. He admitted fifteen prior convictions.

## And Now A Word From Our (retro) Sponsor...

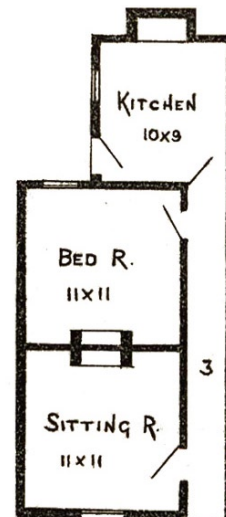
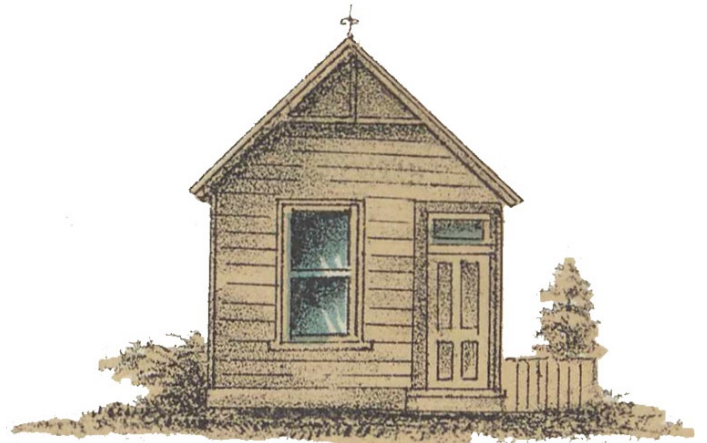
### Attention First Home Buyers!

Don't let the Great Australian Dream of home ownership slip you by! A modern cottage with all facilities can be yours for just £100 anywhere in the city of Melbourne.\*

The Universal Permanent Building Society offers home loans to worthy upper working class and higher trades recipients at interest rates so reasonable that a common labourer can almost, but not quite, afford them. Principal and interest repayable in 12 easy monthly payments per year for a fixed number of years depending on amount borrowed and agreed length of repayment.

Middle class respectability can now be yours. Offer now available nowhere. We thank the U.P.B.S. for (retro) sponsoring this edition of *The Western Port Times*.

WOODEN HOUSE  
TO BE BUILT FOR  
£100



\* on land provided and paid for by you.

From the *South Bourke and Mornington Journal*, Wednesday 8 November 1882

## Shire Of Phillip Island And Woolamai

Saturday, October 28th 1882

Present: Councillors H. F. Norton (President), A. Stewart, J. Clarke, J. Kidd, S. West, J. Duffus, and A. Aldridge.

Councillor Geo. Poole, of the Cranbourne Shire was allowed a seat with Councillors at the Council table.

Minutes of last meeting were read and confirmed. Outward correspondence read and approved of.

### Correspondence

From Shire of Bet Bet, asking this Council to co-operate in opposing the repeal of the Stock Tax—Ordered to lie on the table.

From Arnall and Jackson, asking Shire information to enable them to complete their Municipal Directory for year 1883.—The Secretary was instructed to furnish the required information and also to order 10 copies thereof.

From Lands Department, about plan of Reserves, &c., on Phillip Island.—Secretary to order plan at cost of £1 10s.

From Secretary of free library at Cowes, asking for payment of the Council's subscription £15.—Ordered to be paid.

From Thomas Black, Corinella, asking for a road to be made near Delaney's gate.—Referred to members of the Riding.

From J. Smithurst, asking for balance of his contract for the Bass bridge.—Referred to the Clerk of Works for report.

### Petition Received

From Gregson, Peters and others for a bridge at Guy's creek.—Postponed to next meeting.

From Watson, Dickens, and others for a bridge on the Bass river.—Referred to the members of the Riding.

### Reports

From Clerk of Works, on drain and culvert at Poole's, Corinella.—Secretary to call for tenders.

From Clerk of Works, recommending Paul's fence to be removed and re-erected.—Adopted.

### Collector's Report

Stated amount of rates unpaid in the Shire.—Ordered to summons all ratepayers whose rates were not paid.

### Extraordinary Business

Councillor Poole, of Cranbourne, was allowed to make an explanation with reference to his

rates unpaid.—Councillors Stewart and Nolan were appointed a committee to examine into the matter.

Constable Murphy reported that some person had been cutting down trees on a public road.—He was instructed to summons the party.

An extension of time was granted to S. Davis for day labor on Nobby road.

The President reported the result of the deputation to the Post-master General on the subject of telegraph and daily mail communication, and that inquiries would be made.

The Auditors report for the year ending 30th September last was read, and their account advised to be paid.

Payments to amount of £215 14s 6d. were passed.

The report of the Committee recommending the following tenders to be accepted was adopted.—

Contract 259 W. H. Hickey, £23 17 6; Contract 271 A. Goding, £17 0s 0d; contract 274 G. Coate, £7 18s 8d.

Contracts 272, 273, and 275, to be re-advertised.

The Clerk of Works was instructed to put in a culvert at Cleland's gate as an extra upon contract 264.

A culvert at Jenner's corner was ordered to be repaired at once by day labor.

The Secretary was instructed to apply for land at Griffith's Point to be reserved for recreative purposes.

On motion of Councillor Duffus, certain roots of trees on the Eastern Passage road were ordered to be cleared by day labor.

Tenders were ordered to be called for 10 chains forming at Grant's parade and footpath at Wood's Hotel, and culvert at Findlay's, Centre road, Cowes, on motion of Councillors West and Norton.

Notices of motion were given by Councillor West, to receive applications at the next meeting of the Shire from persons willing to make an amended valuation of the Shire property for the sum of £15, and for 5 chains forming at Rhyll.

Councillor Stewart, for culvert at Natcott's, on the Bass road.

The Council then adjourned till 25th November next.

From the *South Bourke and Mornington Journal*, Wednesday 27 September 1882

## Jottings From Western Port

By a Contributor

*Fortiter. Fideliter. Feliciter.*

(Re-paragraphed for the sake of clarity.)

The inhabitants of Phillip Island are not likely to feel complimented by reading the opinion of Mr J. Wood Beilby, as published in the Brighton *Southern Cross* of the 16th inst., under the heading of "Out of the Hurly Burly." Touching the question of Chicory he states...from what we saw of it in Phillip Island, [it] appears only to keep body and soul together of a poverty stricken peasantry – only living to save expense of their funerals. The Island interiorly is the most woe begone abode for man we have seen in Victoria. It is rarely that a single human being is observed at large in its roads, or fields, except close to the two or three little hamlets on its shore, or in the employ of a few large estate holders who have bought up, at very low prices, almost every section on the Island. Upon these selections the houses, fences, gardens and implements are in ruins, and present a painful aspect of desolation.

For the present I leave the Phillip Islanders to form their own conclusions.

The Hotel proprietors of Cowes are busily engaged in redecorating and improving their establishments, but at present I do not see any movement in the way of additional bedrooms, which I think are most needed. I believe I have been well criticised for my previous remarks about hotel accommodation at Cowes, nevertheless I must repeat my assertion that if the present proprietors do not stop competition they will have themselves alone to blame for it when it comes.

If they will take a suggestion kindly from me I will make it. It is to continue their present unison of action by making Phillip Island popular and well-known in Victoria, either by circulating illuminated or other cards, or advertising. I have noticed many places in Victoria not near so rich in qualities necessary to improvement of wasted energies as Phillip Island, which have been advanced by a judicious paragraph in a leading newspaper just previous to the commencement of the summer season, as it is the intention of the Steam Boat Co. to run the "Eclipse" [on] daily trips during the principal part of the coming season, surely those who will profit most by so doing can see their way to put their hands in their pockets in order to induce an

increase of traffic.

At the last sports held at Griffiths' Point the riflmatch fell through for some reason or other, which I regret. As an amendment I am authorised to state that at the next sports to be held at that place, a special trophy will be available for the best rifle shot in the district at 300, 500 and 600 yards, ten pounds each, on such conditions as may be agreed upon. I would recommend a committee to be formed for the sports mentioned, at once.

I am also authorised to state that a guinea cricket bat will be given to the best all round cricketer in the District, chosen from the play of the coming season.

Also

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

On Saturday evening last, a meeting of residents of the district representing ratepayers from Phillip Island, Bass, Griffith's Point, Kilcunda, Corinella, Queensferry, and Jeetho, was held at Fraser's Pier hotel, Griffiths Point, to consider the best means of obtaining daily postal and telegraphic communication to Griffiths Point.

It was proposed by Mr D B Kennedy, seconded by Mr J [unclear surname] and carried unanimously "That the Government be requested to establish telegraphic communication between Cranbourne and Griffiths Point, and Yalloch and Bass."

It was agreed that the chairman of the meeting, with Messrs S. West, M. Turnbull, J. Clarke, and D. B. Kennedy draw up a memorial for the above purpose.

It was proposed by Constable Taylor, seconded by Mr M. Turnbull, and carried unanimously that in view of the increased importance of the district through the coal mines and diamond drill, the government be asked to grant a daily mail to Griffiths Point.

The following gentlemen were appointed delegates to wait on the Government and represent the wishes of the meeting; Messrs Henry F. Norton, S. West, and M. Turnbull.

The President of the local Shire Council presided at the meeting.

(continues on Page 9)



*Jottings From Western Port (continued from Page 8)*

A public meeting of the inhabitants of Phillip Island was held at the School room, Cowes, on Saturday evening the 23rd ultimo, at which it was unanimously resolved "That the president of the Shire be authorised to apply to the Postmaster General on behalf of the residents for a daily mail to Phillip island as soon as possible.

The inhabitants of Phillip Island are amongst others favoured by the education of their children at the expense of the state, and although they may have a school building, I regret to see that the ground upon which the same is built is still in a state of nature. If it was fenced in, the land might be planted and improved, and a nice little play ground made for the children with a conductive effect. I would suggest that the Board of Advice commence a subscription list for the purpose. If they do so, I will head the list, and if the Board arrange for the teacher to teach gymnastics, I will make a presentation of vaulting bars.

I see by the official timetable that return tickets are not issued between Melbourne and Frankston. Why should this be so.

The district of Western Port lacks a medical man. Although the place is so healthy that unless accidents occur one is seldom required, and as a rule I do not advocate one, yet, consideration that visitors like to have one available I would recommend the Shire Council appointing one as Health officer, then a portion of the cost will be born *pro rata* by the rate-payers, and if possible I would include those who are not ratepayers.

Also

From the *South Bourke and Mornington Journal*, Wednesday 11 October 1882.

Are the Phillip Islanders going to allow the misstatements of J. Wood Beilby in the Brighton *Southern Cross*, about themselves and the land in which they live to remain unchallenged and disproved. I notice that in the *World* of Friday evening the 6th inst., another misstatement has been made of a trip of the "Eclipse" during a northerly gale, which is likely to materially affect the Island during the coming season. I think all the Islanders should meet together and protest against the article in question in a most determined manner.

During the bad weather of late, part of one of the landing platforms of the Cowes Jetty was carried away. This jetty during a gale from N. to N. Westerly is a complete terror

to all Craft who want to approach it. The schooner "Tyro" lately got caught there and had to wait two days before she could venture to leave it. Now, the Jetty shakes enough during a wind, but with the "Tyro" made fast bumping against it or riding from it, it was dangerous to walk on it occasionally. I tried once to write a letter in the Steam Company's weather box on the above occasion, but had to give it up for fear that my friends would think that I had been in the sun.

\* \* \*

From the *Age*, Saturday 30 July 1910, page 11

## **Fire At Wonthaggi**

### Grocery and Dwelling House Destroyed

Powlett, Friday.

About 3.30. a.m. a fire broke out in Graham-street, and destroyed a grocer's shop and a three-roomed dwelling house, together with the contents of both places. The property was owned and occupied by W. Hughes. The dwelling house was only finished about a fortnight ago. The cause of the fire was the knocking over of a kerosene lamp in the bedroom. Mr. Hughes was absent from the room at the time preparing a poultice for his wife, who was ill, when Mrs. Hughes, in a fit of coughing, threw out her hands and knocked the lamp off a chair. Mr. Hughes had to carry his wife out of the building before he could do anything to save any of the furniture or stock. No water was obtainable, and the fire burnt itself out. The house was insured for £110, the shop for £100, and the stock for £40, in the Metropolitan Insurance Company. The policy only came to hand on Thursday.

The fire demonstrated the great danger that exists of whole blocks of shops being destroyed owing to the close proximity of the buildings to each other, the flammable material of which they are composed, and the total absence of any water to cope with an outbreak of fire. This morning there was absolutely no wind blowing. Had it been otherwise several places would have without doubt been demolished. A fire brigade has been formed, and appliances are being secured, but unless concrete tanks are made in different parts of the town the brigade will be absolutely helpless. Considering the value of the property at stake, and not courting the danger to life, immediate steps should be taken by the Government, which still has control of the town, to provide some means whereby fires could be controlled.

From the *Great Southern Advocate*, 13 October 1904

## Grantville Club's Annual Meeting

The annual meeting of the above cricket club was held on the night of Friday, September 30th, at the Grantville hotel.

The report and balance sheet, appended below, were adopted.

Mr. W. Paul was elected secretary, Mr. Weaver president, Mr. Bergmeier vice-president, the Rev. Potter and Messrs. Downward, M.L.A., Lang, J. T. Paul, C. Anderson, A. Scott, Clarke, Little, and Biggar as patrons, and Messrs. J. Paul, Weaver, Kennedy, Hunt, G. Quinlivan, Monk, C. Bergmeier and the secretary as committee. The subscription, which is to be paid by 1st December, was fixed at 5s, and 2s 6d for juniors under 15 years of age.

Mr. Weaver promised a medal for the best all-round player in six or more matches.

A committee meeting is to be held on Monday, 17th inst.

### Report

In presenting you with the balance sheet I must state that the past season has been a very poor one, owing to the small number of matches played and the shortage of players. I found it a very hard matter to arrange matches, and hope the forthcoming season will result in more matches being played.

Financially I have much pleasure in being able to show a credit balance of £1 0s 8d. The club purchased material to the value of £3 1s 6d.

The prize conditions were not complied with owing to the shortage of matches.

In the batting average C. Quinlivan was first with an average of 31½ runs per innings; W. Kennedy second, 13 2-5; W. Weaver third, 10 1-5. C. Prior was first in the bowling with an average of 6 runs per wicket; W. Paul second, 6 3-11; W. Kennedy third, 7 3-10.

### Balance Sheet

#### Receipts.

To balance from 1903	£1 5 11
Members' subscriptions	3 2 6
Donations ... ..	5 0
	£4 13 5

#### Expenditure.

By materials ... ..	£3 1 6
Repairs to material ...	7 6
Stationery ... ..	1 6
Stamps ... ..	2 3
Cash in hand ... ..	1 0 8
	£4 13 5

Audited and found correct.

W. R. T. Sinclair, J. Smith, auditors;  
W. H. Weaver, secretary.

From *The Western Port Times*, 30 November 1900, page 2.

## A Grantville Cricket Breeze

They said we would not get a team,  
The poor old club was doomed.  
Its glories all had passed away,  
In the distant past entombed.

But still we head the trophy list,  
And there intend to stay.  
For clubs may win and clubs may lose,  
But Grantville leads away.

Some think that when we have to meet  
The Monomeith and Bass,  
That we shall never have a hope,  
We will get beat—alas!

Before the former temperate team  
Our men can greet with jeers.  
They will have to get a hogshead,  
They'll want more than two Beers.

The Hill will be quite levelled out,  
The Glasscocks broken be,  
When they stand up to Kennedy  
And Paul—no, not J.T.

When opposed to Grantville batsmen  
Bob won't be worth a tanner.  
They'll knock his bowling all about  
In scientific manner.

The Bass are going to shake us up—  
To such rot we won't listen,  
For when we're done with them there's sure  
To be a something Misson.

That means Bass will be two points short,  
While two points Grantville gets.  
We are so sure, at any odds  
We'll take up all their Betts.

They pin their faith to Berryman,  
No doubt he's good, but when  
The match is over it will be  
A case of bury men.

For their Quinlivans and Dwyers  
Will be of no avail,  
To save the Bass from feeling all  
The force of Grantville's flail.

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### FOR EASTER HOLIDAYS

## A Decca Portable Gramophone

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

## C. S. M'LEOD, Kooweerup.

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From the *Great Southern Advocate*, 7 March 1901, page 3

## Grantville v. Monomeith

An interesting game of cricket was played at Grantville on Saturday last, in connection with the Lang trophy. When the game started Grantville was in the lead, and a good deal depended on the result of the game as to who should hold the trophy. Grantville, however, was beaten, and Monomeith for the time being are possessors of the handsome trophy. Three games more are to be played by Monomeith, and should they be beaten in one of them, they become even with Grantville again, and of course will have another go. On Saturday Grantville went in first and made only 68 runs, W. Kennedy being run out for 25, the only one to reach double figures. Monomeith in their first innings made 131, Thurgood playing a fine innings for 51 runs, W. Glasscott being the next highest scores with 30. In the second innings, Grantville made 66 with the loss of four wickets. W. Kennedy 44 not out, J. Paul 20 not out, and Russell, run out, 16, being the highest scorers. Results:

### Grantville, First Innings.

W. Kennedy, run out	25
J. Russell, b Beer	0
T. White, b Beer	4
T. Dixon, c Beasley, b Lemmon	2
Dr. Healy, b Lemmon	6
Mclean, b H. Glasscott	6
J. Paul, not out	9
H. Kennedy, c H. Glasscott	0
W. Lang, c West, b Beer	4
C. Kennedy, b Knipe	3
A. Paul, c Lemmon, b Knipe	2
Byes	13*
<hr/>	
Total	68

Bowling analysis: Beer, 3 for 16; Lemmon, 2 for 18; Thurgood, 0 for 6; Glasscott 0 for 10; H. Glasscott, 2 for 6; Knipe, 2 for 5.

### Second Innings.

Lang, c Glasscott b Knipe	0
Russell, run out	16
H. Kennedy, b Beer	1
Dr. Healy, b Beer	0
W. Kennedy, not out	44
J. Paul, not out	20
Byes	5
<hr/>	
Total	4 wickets for 86

Knipe, 1 for 19; Beer, 2 for 8; Beasley, 0 for 18; Lemmon, 0 for 13; Stephens, 0 for 8; H. Glasscott, 0 for 10; C. Hill, 0 for 5.

\*7 likely meant

## Monomeith.

Beasley, b H. Kennedy	8
J. Smethurst, b W. Kennedy	0
H. Glasscott, c Paul b W. Kennedy	7
Thurgood, run out	51
Beer, b Lang	5
W. Glasscott, b Healy	30
Knipe, c and b W. Kennedy	9
J. West, c and b C. Kennedy	9
J. Stephens, c. White, by H. Kennedy	3
I. Lemmon, not out	0
C. Hill, c and b Kennedy	3
Byes	6

Total 131

Bowling analysis: H. Kennedy, 2 for 18; W. Kennedy, 3 for 49; T. Dixon, 0 for 3; T. White, 0 for 8; A. Paul 0 for 7; Lang 1 for 18; Healy, 1 for 14; C. Kennedy 2 for 8.

From the *South Bourke and Mornington Journal*, Wednesday 17 February 1886, page 3

## Cricket

A match between the Wonthaggi and Grantville clubs came off on the ground of the former on the 6th instant, the Wonthaggi club winning by 70 runs. The scores were as follows:—

### Wonthaggi.

D. Gunn, b Cuthbert	...	...	...	0
J. Muldoon, run out	...	...	...	1
G. Buckle, b Cuthbert	...	...	...	46
A. Muldoon, c Dobbin, b Cuthbert	...	...	...	41
B. Buckle, b Cuthbert	...	...	...	0
J. Hollole, b Cuthbert	...	...	...	0
D. Nicholson, not out	...	...	...	27
W. Muldoon, c White, b Cuthbert	...	...	...	1
W. Dobbin, b Misson	...	...	...	0
R. Muldoon, b Cuthbert	...	...	...	1
Sundries	...	...	...	3
<hr/>				
Total	...	...	...	120

### Grantville

H. Misson, b G. Buckle	...	...	...	21
G. Cuthbert, c G. Buckle, b B Buckle	...	...	...	21
J. Hughes, b G. Buckle	...	...	...	0
H. West, b G. Buckle	...	...	...	0
T. White, b G. Buckle	...	...	...	2
Lindsay, c and b B. Buckle	...	...	...	3
Monk, c A. Muldoon, b B. Buckle	...	...	...	0
Williams, not out	...	...	...	0
Byes	...	...	...	1
<hr/>				
Total	...	...	...	48

From the *Herald*, Monday 24 December 1923

## Melbourne to the Pacific

New Voyage of Discovery on the Open Road  
(From our special correspondent)

This is the day of the Open Road, when, thanks to motor-car development, our beautiful garden State is being re-discovered by hundreds of people, to whom hitherto it was relatively unknown.

Among these modern adventurers is a special correspondent of "The Herald." He left Melbourne on Friday, and is travelling eastward to the Pacific, going his own way, taking his own time, chronicling things he sees and hears, the changes in country life, the outlook of the people, what sort of conditions the tourist may expect in the wayside hostelries, the way road-building is progressing, and so on. He will also keep a diary of mileage and costs, to act as a guide to the average motorist who may think of embarking on a similar voyage of exploration.

### Our First Day

Wonthaggi. Saturday.

We arrived here last night on the first stage of our voyage.

To rediscover Victoria from Melbourne to the Pacific at this late stage seems rather an ungracious thing. It's preciously close to a reflection on Hume and Hovell and Bass and Flinders and several other excellent beginners, who, on the whole, seem to have made a pretty good job of it in the first place.

But it is a strange place, this young-old State of ours, full of odd corners, and in 90 years or so of progress we have been forgetting much while we have been learning more.

So with the added advantage of an automobile – Hume and Hovell, poor fellows, were hopelessly handicapped – we set out on Friday to cross the State from the city to the ocean using the less frequented tracks, lingering in the by-ways, and hoping to blaze a trail which would help others to learn again some of that which has been forgotten or too frequently overlooked.

Accordingly, with "kit packed securely," our car left the city with all its trams and traffic cops, at 12.30 p.m. Through the inner ring of suburbs we sped to Caulfield, where we picked up the main Gippsland road and followed that through the semi-rural districts to Dandenong, where the first halt was made for lunch and, incidentally, for baptism.

### "The Yellow Peril"

There is that indescribable something about a motor car that acts as a lodestone to the small boy mind. It is easier to wean the Chinese off rice than it is the genus of small boy off things mechanical, and the car had not been standing in the main street two minutes before a crowd of prying urchins had not only offered a thousand and one more or less helpful suggestions, but had dubbed the canary colored car the "yellow peril" into the bargain.

And the "Yellow Peril" it shall be henceforth!

A mile or so the other side of Dandenong we left the Prince's Highway and headed for South Gippsland. Passing through Cranbourne and Sherwood, we reached the little fishing village of Tooradin, on the mouth of the Cardinia Creek, where it flows into Westernport. The roads were mostly good, although a bit rough in patches, but improving along the long level stretch across the Koo-Wee-Rup swamp.

This country, once a waste stretch of marsh, has now been drained and converted into one of the most productive areas in the State. Everywhere rich looking crops proclaim the prosperity of the inhabitants.

Passing through Lang Lang, we once more left the beaten track, and headed due south to Grantville. Hugging the shore of Westernport, with the virgin bush on our left and the blue waters of the Bay sparkling below on the right, we traversed the identical route where, not so many years ago, the six-horse coaches floundered in their muddy, all-night trip to the Dandenong.

### Coaching Reminiscences

For the road was even worse in those days. The locals told us so, but candidly I don't believe it. I expressed that opinion to one grizzled old veteran who had more flies on his back than there are leaves in Wallambrosa. He told me of the time when as a lad he travelled by that identical coach. Almost at the spot where we stood the wheels had become bogged and the passengers got out to walk. When the vehicle was finally righted one man was missing.

"Suddenly," said the old chap, "we saw a

*(continues on Page 13)*

*Melbourne to the Pacific... (continued from Page 12)*

round shining circle flush with the surface of the mud. It was the crown of the silk hat still on the head of the unfortunate traveller."

He never mentioned if his middle name was George Washington.

However, thanks to the staunchness of the springs of the "Yellow Peril," we reached Grantville, now a little forgotten village basking on the fringe of a mud bank, but once a prosperous port. In the good old days before railways and Henry Ford, sailormen from the windjammers in port used to roll up the main street, and in many a hostelry show the bushmen how to "splice the main brace." For Grantville in those palmy times was the outlet for all South Gippsland, and perspiring drovers urged their bullocks in never-ending procession along the roads.

Three miles along a beautiful little stretch off the main track beyond Grantville is Corinella, near Settlement Point; famous as the landing place of a French attempt at settlement which failed. Some of the mounds dug to form mounts for the guns are still visible in the undergrowth. All else that is left of that settlement, a few bricks, have been incorporated into local chimneys.

Unlike Grantville, Corinella is a natural port. There are sixteen feet of water at the tiny jetty, and within a few yards of the bank is a forty foot channel.

Why tourists do not more often seek out this beautiful spot is hard to understand. There are *[sic]* ideal swimming, shooting and fishing.

### Happy Farm Girls

Some of the local farmers' daughters, we discovered in the water in gowns which would cause favorable comment at Portsea. Perhaps the sport *[sic]* is too inaccessible, but Mr Charles Palmer, who has spent nearly 50 years there, told me that, with better roads, the eastern shores of Western Port would become an ideal resort. The climate was mild and bracing throughout the year. These people prefer the road to the railway as a means of opening up the district. From Corinella into Bass the road improves, and a fine metal stretch leads right through the latter hamlet.

The nomenclature of towns in the district shows a strange mixture. Such commonplace names as Anderson stand cheek-by-jowl with the aristocratic San Remo and the euphonious Kilcunda. At Bass I asked an old man, who was airing himself on a bench outside the hotel, if the village was called after the famous explorer

or the equally famous maker of ale.

He said he didn't know.

"You see," he added as an afterthought, "it was called Bass before I came here forty odd year ago."

After we left Bass we got our first real glimpse of the Straits at Anderson, and for the next few miles before reaching the outskirts of Wonthaggi the rhythmic beating of the sturdy engine under the bonnet of the Yellow Peril was punctuated by the crashing roar of the breakers dashing themselves on the beach.

We reached Wonthaggi at 7. First day's distance run, 94 miles, at 24 miles to the gallon.

\* \* \*

*From The Western Port Times and Phillip Island and Bass Valley Advertiser, 7 August 1903.*

## Sad Accident At Almurta Boy Shot In The Legs

On Friday afternoon last a painful accident happened to George Rowland, aged 15 years, at the Almurta store, where he was employed.

He and others were standing near and being shown by D. George, who had just driven from Grantville in a covered waggon, how a Winchester Repeating Rifle worked. George put three cartridges into the magazine, and when he was abstracted them *[sic]* the two first did not come out exactly as they should have done, but the third went off when the breach was opened and the bullet struck young Rowland in both legs, passing through his left, under the knee down towards the foot, and entered the ankle of the right foot. It appears that while George had his attention fixed on the rifle Rowland had moved round in front of the barrel without being noticed.

The limb first struck was much shattered, pieces of bone from 2½ inches long and the breadth of a penny, to little bits, falling on the floor round where he stood.

Mr W. Garry bound up the legs and put him in the covered waggon that was outside and D. George and Mr Garry drove him with all possible speed to Grantville. It was decided to take the lad to the Melbourne Hospital, so horses were changed and he was driven on to Lang Lang to catch the evening train to Melbourne, Mr Garry and his father accompanying him.

Young Rowland was operated on the next morning, when the leg was set by Dr C. Ryan, but the bullet has not been extracted from the heel yet.

From the *Weekly Times*, Wednesday 1 November 1950, page 18.

## Each Cow Gets Half Ton Of Concentrates

By Bob Scholfield, D.D.A.

Some say the bull is half the herd. Mr S. M. Miles, whose Jerseys at West Creek, north of Wonthaggi, Victoria, gave 370 lb. of fat without allowances last season, claims that feeding is the other half.

After juggling for years with quantities and combinations of feed, this man has found that half a ton of concentrates a year for each cow is the best level of feeding.

He believes that if a cow has it in her to produce big yields, and is not fed accordingly, she will break down.

His herd receives bran and cowmeal all the year, and a ration of crushed oats in spring. Dry matter, when required, is supplied as grass hay.

Last year the feed bill was £8 a cow, and returns averaged £64 a head.

Until recently the ration included flax chaff. This was good and cheap. But it has recently become hard to get.

When the herd entered the Bass Association 10 years ago, it averaged around 200 lb. of fat.

For a while its progress was slow. Then came Charlie, a bull from a grade cow in the herd of Mr T. Gaw, which topped the same association's figures last year.

Charlie has given this herd the biggest lift it has known. Few of his heifers have failed to yield 300 lb. of fat as junior two-year-olds.

Seven of the herd's eight cows which gave more than 400 lb. last season were sired by Charlie. Several of his daughters gave more than 400 lb. on their first lactation.

Charlie, which was sired by Mornmoot Mac, of Chirnside blood, was surveyed by the Department of Agriculture, and the result credited him with being able to raise the production of a 300 lb. herd by 100 lb., a feat of which any registered animal could be proud.

Some of Charlie's progeny are the result of mating him back to his own daughters. The main reason for this, however, was to avoid keeping too many bulls. Although the system has proved successful Mr Miles still distrusts inbreeding and fears that if it is pursued too far something might go awry.

### New Milk For Calves

Wholemilk is supplied to Archie's Creek for processing, and calves are reared on new milk. They get two feeds a day, each of half a gallon of milk diluted with water for three months, and are usually weaned in October.

All calves are inoculated with Strain 19, and no trouble is experienced from contagious abortion or the mysterious sterility which has visited dozens of herds in Gippsland.

A box containing di-calcic phosphate hangs from a rail of the cowyard fence, where both cows and calves can lick it.

This spring Mr Miles is milking 28 cows, sending nine 50-quart cans of milk daily to the factory, and feeding six calves.

Production of the herd, which came third in the Bass Association, is so uniform that the owner has ceased to cull for production. Last year he rejected cows that gave 400 lb. of fat.

He now culls on temperament, expelling cows that are slow to present themselves for milking, and those that jib at the machines and misbehave in the shed. In this way he hopes, among other things, to make his job more pleasant.

When Mr Miles settled on the property in 1936 it was smothered in scrub and riddled with rabbits. It struggled to support 13 cows.

Tackling about 15 acres a year, he broke the land up with mouldboard and disc ploughs, cropped the roughest parts with oats, and sowed pastures with millet as a cover crop, in spring.

Last year the 110 acres carried 60 cattle, including young and dry stock. But the property was understocked. Because of labor shortage, no more cattle could be handled so the owner bought some sheep. Grazed with the cows, these prevent pastures from becoming rank and admitting fog grass.

In spring, as soon as the grasses run to head, they are trimmed with a mower. This is designed to help them keep green longer and retain their protein content.

This man's house and sheds are set on the hump of one of the district's many smooth green hills. Lines of cypresses shield stock from the wind.

A big new barn with walls painted white and a roof of red tiles, protects 3000 bales of hay. Adjoining the barn, sheep yards with fences of iron water pipes, welded together and embedded in concrete, present a model of neatness.

Unspoiled by rusty machinery, bedraggled fences or any other debris, the whole place looks a picture.

[Editor's note: S. M. Miles is probably Stanley Morris Miles 1910-1971].

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 13 May 1898, page 3

## San Remo Police Court

Friday, 6th May.

(Before Mr. Smallman, P.M., and Mr. Cleeland, J.P.)

### Careless Use of Fire

Constable Thornton summoned S. Uprichard for illegally setting fire to scrub on his land on the 21st of February.

Constable Thornton deposed that from information received he called on defendant and saw him feeding two fires with small twigs, on land that bush fires had been through. Did not think defendant knew he was doing wrong. The fire did no damage. On that particular day there was no danger.

J. Skinner, sworn: Am a farmer, living at Bass. Have an interest in the land adjoining the defendant's land. Saw there had been a fire. Gave information to the police. Saw defendant putting wood on the fire. Told the constable that he had no right to light a fire without a written notice.

To defendant: Saw you from your fence. You were picking up sticks.

A. Hardingham, sworn: Remember the 21st February last. Have land adjoining defendant's paddock. Did not see him light a fire. Did not receive any notice that he was going to burn. The fire was perfectly safe as there was little or no wind. Did not go up to the fire. Could not say what portion of the paddock it was in.

Defendant was sworn, and stated that the fire that was made was on burnt ground where a bush fire had been through. He stayed by it all the time it was burning, and it was under his control. While the constable was there he was told to put it out. He stopped putting on the sticks and it went out.

To the Bench: Did not go to my lunch and leave the fire burning. It was out where I left. The sticks were no bigger than your finger.

The Bench considered that the defendant broke the law by lighting the fire and not giving notice to his neighbors. Fined 10s., with 18s. 6d. costs.

### Obscene Language

Constable Neill charged P. Kilduff with having made use of obscene language on the 2nd April in the main road, San Remo.

Constable Neill swore that on the night of the 2nd April he was walking down to the township, when he heard two men talking. Heard the defendant make use of very bad language.

The words, which are not fit for publication,

were handled in writing to the Bench.

The Bench severely censured the defendant, and fined him 20s, or 7 days' imprisonment.

The fine was paid.

### Threatening Life

John Smith was charged with threatening the life of his wife, Elizabeth Smith. He was remanded from Grantville a week previously by Mr. Paul, J.P. Plaintiff did not appear and the defendant was discharged.

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 18 November 1898, page 2

## San Remo Baths

The fence around the San Remo bathing inclosure is sadly in want of repair and as the warm weather is now approaching something ought to be done to make it safe for bathers. There are holes large enough for sharks to enter. It is thought that those who use and benefit ought to help pay for keeping them in proper repair. In other places there is a charge made of those who use them. If the residents of San Remo were to pay a small fee per year according to the number in families [*sic*] and the hotels and boarding houses, a little extra it would meet with the difficulty of the baths being always out of repair, as it is not expected that the Council will always keep it in order as they derive no benefit out of it, and it is not fair to those ratepayers who do not use them.

From the *Argus*, Saturday 28 November 1936, page 37

## Among the Militia

### Bivouac at Inverloch

It is expected that more than 200 members of the 14th Battalion (Pahran Regiment) will attend the bivouac at Inverloch this week-end, and 150 metropolitan members will travel by motor transport, joining the detachments from Wonthaggi and Inverloch at the site of the bivouac. It is a fine arrangement for the unit. It will enable the battalion to work together which should ensure the proper working of all sections in camp at Seymour early next year. Training to-day will include a night march on compass bearings, and demonstrations will be given to-morrow of rifle, Lewis-gun, Vickers machine-gun, and anti-gas training. At 4 p.m. the battalion will leave Inverloch for Wonthaggi, where there will be a march through the streets. The "showing" of the complete unit at Wonthaggi and Inverloch will assist the detachments formed recently at both these centres.

# Brazier's Pier Mystery Solved

Probably...maybe...perhaps...

by

Geoffrey Guilfoyle

This is a followup of sorts to the Pier Pressure article in September 2021's *Western Port Times*.

## Background

In the late 1860s, the township later known as Grantville existed as a settlement around Deep Creek, just to the north of today's main business area. A pier was constructed at the mouth of the creek, probably by Woods and Miller, the first sawmill proprietors on the eastern side of Western Port Bay, sometime around 1870. It served as Grantville's main pier for the next decade. Any mention in 1870s primary sources of the "Grantville Pier" or the "pier at Grantville" is referring to this structure.

Between January 1875 (the beginning of Brazier & Co.) to July 1877 (his death) it was also probably owned by George Brazier. Hence the Grantville Pier was, for a time, also Brazier's pier and may have been referred to as such by the locals.

Most people today assume that Grantville has always been in its current position – most of it south of Colbert Creek – and thus any mention of an early pier has led to the belief that it was near where the government jetty was later constructed, at the end of today's Pier Road. The belief has also arisen that it was built by Brazier & Co. in the mid-1870s.

Thus it is important to emphasise that for its entire existence Brazier & Co. used the pier at Deep Creek, which was *the* Grantville pier. In late 1879/early 1880, two of the partners of Brazier & Co., namely Thomas Sawyer and George Monks, quit the company and it became Brazier's Mill, run by Elizabeth Brazier and her son, Josiah.

For the purposes of this article, henceforth "Brazier's pier" refers to the presumed jetty built in 1880 at the end of today's Pier Road (former Government Road).

For some reason, perhaps a combination of financial pressure, and the belief, not without merit, that the amount of millable timber left made the mill unviable in the long-term, led to conflict with the silent partner in the venture, John Quiggin. The exact nature of the dispute, if there was one, will likely never be known. As a result, Quiggin, who owned the Deep Creek jetty, refused the Braziers access to it.

This is an assumption, true; however, it

fits much of the primary source evidence for jetty-related events in 1880 and 1881. There has to have been some reason for George Monks Senior, long-time Brazier family friend, to have dropped out and left the area, and Sawyer, who owned 50% of the operation, to quit, though he stayed in the area for a few years. It can't have been the death of George Brazier, 2½ years earlier, as Brazier & Co. seems to have continued without rancour amongst the principals until late 1879.

This conflict with Quiggin led the Braziers to build their own pier in "new" Grantville. Given that they would have viewed it as a stop-gap or temporary structure, it was not well built and just wide enough to accommodate a tramline. One contemporary source described it as "rickety". Another appropriate word would be *cheap*, made all the more so by the Braziers owning a timber mill and able to supply most of the materials required. The major cost would be the labour.

If you ignore those primary sources which say otherwise, it could have been built as early as the last couple of months of 1879. Not ignoring these sources places it in late March or early to mid-April 1880.

Brazier's Mill closed down either sometime in the last two months of 1880 or in January 1881, effectively ending the timber industry in Grantville.

The fate of the two piers – Deep Creek and Brazier's – before the construction in late 1885 or early 1886 of the government pier is not known. It is less a question of abandonment and more a question of maintenance. One was probably sufficiently patched to keep it useable and the other neglected.

Brazier's pier was located in central Grantville, but was not as well built as its Deep Creek counterpart which had the disadvantage of being located in "old" Grantville. Ultimately, the local traders and business owners, the main users of any pier, would have decided the matter. In 1881, "new" Grantville boasted two hotels, two general stores, a Post Office, plus a blacksmith and other businesses.

Brazier's pier was much closer, which made

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*Brazier's Pier Mystery Solved (from Page 16)*

it convenient. So the Grantville pier of the 1870s became the Deep Creek remnant of today and Brazier's pier became the Grantville pier.

That's assuming there ever was a Brazier's pier, or any pier in central Grantville before the government pier. If there wasn't, the pier at Deep Creek would therefore have remained in service as the Grantville pier. The written primary source evidence says there was a Brazier's pier while the physical evidence says no.

Until now. Maybe. But first a review of the primary source evidence for 1880 and 1881.

### The Case For Brazier's Pier...

In his story *By Slow Degrees*, Alexander Montgomery has this to say: *...from one of these mills, far up amongst the densely timbered ranges, a tramway led down to the beach, and ran out upon the wooden jetty, from which a couple of small crafts [sic] were busy loading the sawn timber. Hauling alongside this, Mucklebody landed me, and in five minutes I returned to the cutter with a letter...*

This five minutes is a slight exaggeration. Given that the post office was part of the general store at the Grantville Hotel, it would have taken about ten minutes to get there and return. But from the Deep Creek pier, even at a brisk walk, you were looking at over half an hour.

Next, an excerpt from an advertisement for the sale of the Prince Alfred Hotel in the *Argus*, 18 March 1880, page 8: *...in close proximity to the shipping wharf...*

The current thinking has the Prince Alfred Hotel somewhere close to, or a little up from, the end of Wheatley Court, with access to and from both today's Pier Road and the future Bass Highway. That would place it much closer to Brazier's Pier than Deep Creek.

### The Case Against Brazier's Pier...

*By Slow Degrees* is a work of fiction, one serialised in Mount Gambier's *Border Watch* newspaper, this particular quote from the 18 November 1882 edition. Yes, the writer had clearly visited Grantville at some stage in 1880, but it is a work of fiction. Writers exaggerate and even – gasp! – make stuff up. That's why it is called fiction.

Advertisements are usually works of fiction too. Thus a run-down shack in the backwoods becomes a “charming rural cottage” in the tortured and twisted language of marketing. If Brazier's 1880 pier didn't exist,

“close proximity to” would apply equally to the Deep Creek pier. Even more telling is the date of the advertisement – 18 March 1880 and the use of *the* in *the* shipping wharf – meaning one: Deep Creek – instead of *a* shipping wharf, suggesting more than one. This is a strong indication that Brazier's pier, if it existed, didn't before mid-March 1880.

You'll need to do better.

### The Case For Brazier's Pier...

Challenge accepted. Here's an advertisement placed by John Dickins in the *Argus* (19 April 1881, page 8): *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...*

Yes, I grant you that the phrases “Albion of Westernport” and “a sure fortune to be made” are pure fiction, and the “sold at a bargain” likely so; however, even in the fantasy world of advertising “at the foot of jetty” does not mean a pier over a kilometre away and out of sight. Brazier's pier would have been visible from the hotel, an easy five minute stroll away.

Here is a non-advertising example from page 9 of the *Weekly Times* (5 March 1881): *Along the Coast to Kilcunda... Grantville is built on the edge of the bay, to which there is communication by means of a rickety [sic] jetty.*

Two jetties, your choice as to which the author is referring: Deep Creek with its triple row of 26” diameter pylons or Brazier's pier with its dual row of 18” supports.

Even more important is the date: March 1881. By this time the centre of Grantville was south of Colbert Creek and where it is today. That is the Grantville to which the *Weekly Times* writer is referring.

### The Case Against Brazier's Pier...

OK, OK, you win this round. Almost. Here's a 13 October 1881 piece of primary source evidence you haven't cited. It is from page 1 of the *Age*, under Deputations: *A deputation from Grantville and Settlement Point waited on the Commissioner of Customs yesterday to request that jetties might be erected at the two places abovenamed, in view of the increase of trade.*

### The Case For Brazier's Pier...

This proves my point. Grantville is growing; trade is increasing; the need for a less *rickety* pier is pressing. And, yes, it works the other way as well in regard to Deep Creek: Grantville is growing; trade is increasing; the need for a

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*Brazier's Pier Mystery Solved (from Page 17)*

closer pier is pressing.

That ends my relevant quotes. Onto the physical evidence for Brazier's pier...

### The Case Against Brazier's Pier...

Hang on! Not so fast. I need to challenge that statement you made so casually: 18" diameter pylons. Although wider, the Deep Creek pier had a triple row of 26" supports; Cuthbert's jetty at Tenby Point boasted 24" to 28" (he seems to have had less interest in uniformity), and Alexander Stewart's jetty at Queensferry came in at 24".

### The Case For Brazier's Pier...

I did mention it was rickety, didn't I, that it was likely viewed as temporary and built to a (low) budget. This could also indicate that the quality of the timber being cut was indeed diminishing, that 18" was as thick as they had. It is easy enough to ameliorate the problem: just add extra pylons.

### The Case Against Brazier's Pier...

One last relevant piece of evidence from 1880 and 1881: *A deputation from Phillip Island shire council was introduced on Wednesday to Mr. Cuthbert, Commissioner of Customs, by Messrs. Gibb and Keys, Ms.L.A., and requested that a sum of money previously voted for the erection of two jetties in Western Port, at Settlement Point and Grantville, might be placed upon the estimates for the current year... (Age, 9 April 1880, page 3).*

### The Case For Brazier's Pier...

As I have mentioned in previous articles, what both the Victorian government and the local councillors say is both confusing and contradictory. [see Pier Pressure in the Sept. 2021 edition of *TWPT*]. Brazier's pier could have been built by this time but the local council viewed it as inadequate for the long term and pressed for the sturdy, long-promised

Government pier. Or Brazier's pier had not yet been built or construction was just starting in early April.

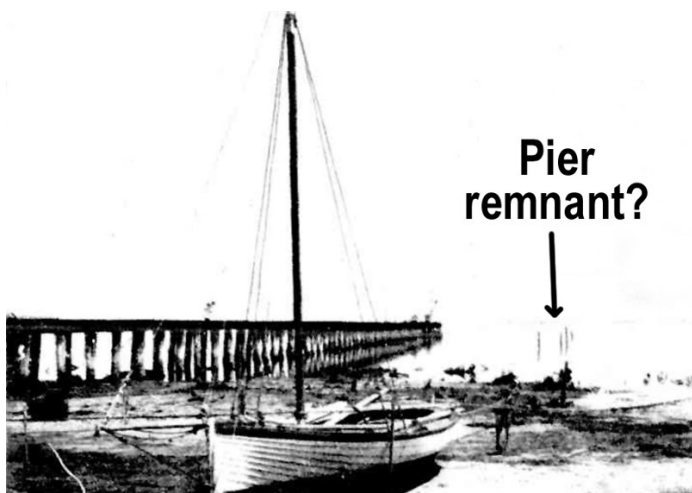
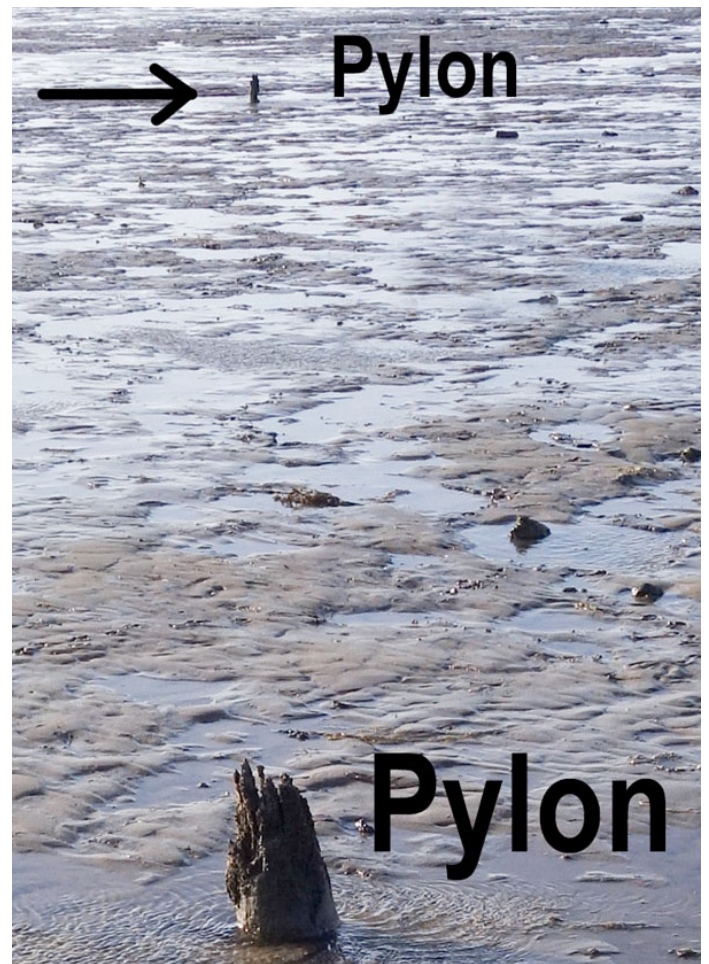
Now, onto the physical evidence...

There exists a 1908 photograph (see bottom, opposite) of the Grantville pier taken during the yearly show. To the right of the pier are what look like pylons jutting from the water. They also appear about the right height. They could be written off as a photographic anomaly or artefact except that the base of two of them remain today.

They are just visible at low tide, though one of them appears too narrow. A little excavation of both show that they are, indeed, or were, hammered deep into the mud and not just dead ti-tree trunks.

It is true that almost nothing remains of the pier. The explanation might be found in

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*Brazier's Pier Mystery Solved (from Page 18)*

its being a stop-gap and built as cheaply as possible. Given the proximity of the government pier, it could have been dismantled as a potential navigation hazard. The few posts in the 1908 photo may have been left in place at the request of local boat owners as a tie-up for their craft or some other purpose explicable then but less obvious today.

### The Case Against Brazier's Pier...

Minor quibble...

The alignment of the two so-called remnant pylons doesn't seem to match those in the 1908 photograph. (Granted, this may be more apparent than real).

The major flaw...

When a pier is dismantled, the upper structure is removed and the pillars are often cut off at the lowest convenient place, which is usually just above mud-level at low tide, but this varies greatly. What never happens is that they are dug out of the seabed.

If this was a pier, why is there no evidence of the remaining pylons. Even allowing for weathering, tides, etc., more than two should be either visible or lurking below the mud.

### The Case For Brazier's Pier...

Have a look at the remains of the government pier in the photograph below. Notice the stumps close to the shore, but how further out there are none visible. The outer ones were cut close to the mud-level. Over the last 100 years as erosion has washed away the foreshore, the dirt has built up the level of the mud slightly, covering these pylon remnants. Time, and the actions of the tide and marine algae and animals, has eaten away most of the



The visible pylons of the government pier.

wood, leaving a shredded remnant which can be dug out of the mud. You can push a stick down deep into the remains so mushy have they become.

These are the tree-trunk sized government pier pylons. Thinner ones, such as Brazier's, would have completely disintegrated. And, yes, this destruction is uneven. Cuthbert's small pier at Tenby Point is still very much visible; that's because the erosion and weathering there is less than at Queensferry and Grantville, and its method of destruction looks to have been due to abandonment and neglect rather than deliberate removal.

Woodberry's 1880s pier, half way between the Queensferry and Tenby Point piers, has vanished completely.

Culmer Thomas White's pier off Frederick Drive still has visible remnants and stumps buried just out of sight in the mud, but it was still in use and maintained into the 1930s, fifty years after the Woodberry pier was abandoned. Secondly, White had experience building piers. For instance, his construction of a pier on the west side of French Island in 1909 for £233. (*Age*, 23 April, page 6).

Given that much of the government pier at Grantville has also vanished, that only two pylons remain of Brazier's pier is understandable. And these were two of the ones left standing in 1908. Anything cut off at the mud level has disintegrated.

### The Case Against Brazier's Pier...

All you have is two potentially remnant pylons and a 1908 photograph showing four large poles in the mud. All the other pylons are gone, for one reason or another – or they weren't there in the first place. Compare this to Grantville's first pier, the early 1870s (or late 1860s) one at Deep Creek. Yes, the pylons which would have run parallel to the creek are gone and the ones between the land and the water are buried under the sand, but the last third of the jetty is very much visible. Why does so much of it remain and virtually nothing of Brazier's pier?

### The Case For Brazier's Pier...

That's due to the different fates of both structures. Being in central "new" Grantville, Brazier's pier could have posed a navigation hazard, and would have also been a safety hazard, another reason for dismantling it. The abandoned pier in "old" Grantville did not constitute any hazard to navigation, and being out of the way, did not raise the same

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Brazier's Pier Myster Solved (from Page 19)

safety concerns.

Another reason for the Deep Creek pier's survival is simply that it was very well built, the triple row of pylons much thicker than the dual row of pylons supporting Brazier's pier.

### The Case Against Brazier's Pier...

Brazier's pier, if it existed, was more likely sited elsewhere, which leaves the boat ramp as the only candidate, and a better one than the actual proposed site. This shallow promontory allows a shorter jetty to get the same distance into the water for less expense than the other candidate site. It explains why the government pier wasn't built on this spot in the 1880s - there was already a pier there - and why the council pier 100 years later was built next to the concrete boat ramp which was placed there 15 years earlier.

### The Case For Brazier's Pier...

While the effects of erosion around the bay is uneven (Tenby Point vs. Queensferry, for instance), this jutting piece of land may have been created by erosion either side of it in the late 19th and early 20th century, a process still ongoing. The visible pylons of the government pier today may back then have poked out of sand or soil now washed away thus forming the "peninsula."

### The Case Against Brazier's Pier...

Let me take you - and I mean you, Geoff Guilfoyle, the author of this piece, back to 1971. Fifty years ago your father backed a trailer upon which sat an old wooden fishing boat down that boat ramp and you helped launch it. The "peninsula" existed then and the remnant of the government pier was also visible pretty much as it is today. Yes,



considerable erosion and silting has taken place, but the basic land form is not *that* altered to how it was fifty years ago. This may remain true for 140 years ago. Unfortunately, the photographic evidence which would prove the point one way or the other is absent.

### The Case For Brazier's Pier...

The written primary source evidence says there was a pier in "new" Grantville, and, yes, it is more by implication and only explicit in one (the 1881 Grantville Hotel sale ad). That should be enough, when coupled with two pylons and an alignment which points to Pier Road, if not prove the existence of the pier, at least strongly suggest it was there.

### The Case Against Brazier's Pier...

That's all very well; however, the burden of proof is on you. What you say is reasonable and your evidence suggestive, but nothing is decisive. The case *for*, needs more.

### Summary

Take your pick. You have a one-in-three chance of being right.

- Brazier's pier never existed; it was Deep Creek all along until the government-built pier. The written primary sources implying otherwise can be explained away with just a modicum of special pleading.
- Yes, Brazier's pier existed, those two pylons prove it. As for the rest...cut off at the mud-line, and eaten away by marine creatures and the elements over the last century.
- Yes, of course Brazier's pier existed, but where the concrete boat ramp now is. While maybe not as pronounced 140 years ago, that "jut" into the water was still present then and gave any pier some extra "reach", allowing it to be built more cheaply, which, after all, was a major factor in its being constructed in the first place.

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"Broadwater" caters for those requiring superior private accommodation and affords every modern requirement in sanitation, lighting, water supply, etc. Excellent table, tasteful furnishing and appointments. ....Tariff—£3 10s.

**MISS OSWIN, Proprietress**

Frankston and Somerville Standard, 3 February 1922.