

The Western Port Times

Grantville & Districts



Volume 5 Number 7

FREE

November 2022

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Distributing a daily city newspaper to the country by air. A publicity stunt with a point to make.

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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.

* * *

That's Entertainment!

Exciting new moving pictures at the Wonthaggi Theatre for the discerning viewer.

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Another short instalment of saga that continues to this day.

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State Coal Field Catechism

Everything you ever wanted to know, and some things you probably never wanted to know, about the State mine at Wonthaggi in 1910.

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FOR SALE — Ferguson Tractor, secondhand. Will accept best offer. Previous owner purchased a new Renault Tractor. Alan S. Colvin, Kooweerup Motor Garage.



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 Hastings–Western Port Historical Society: <https://www.hwphs.org.au/>
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 Also: cv.vic.gov.au/organisations/inverloch-historical-society/
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 Lang Lang & District Historical Society: langlang.net/historical.html
 Leongatha and District Historical society: leongathahistory.org.au
 Phillip Island & District Historical Society: <http://pidhs.org.au/>
 Phillip Island Nature Parks, Churchill Island Heritage Farm Collection
<https://victoriancollections.net.au/organisations/churchill-island-heritage-farm#collection-records>
 South Eastern Historical Association: seha.org.au
 Western Port Historical Society Inc.: hwphs.org.au/
 Wonthagi Historical Society: wonthaggihistoricalsociety.org.au/
 Wonthaggi Genealogy Inc.: secretary@wonthaggi-genealogy.org.au



From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 1st January 1897, page 2.

Local and General News

To-day being New Year's Day, and it being the first time a copy of the TIMES has been published on the New Year, we wish our subscribers and customers a happy and prosperous New Year.

The San Remo Sports will take place today on the Racecourse, when a first class programme of horse and foot racing will be gone through.

A Revision Court for the Phillip Island and Corinella Division of the Electoral District of Mornington will be held at the Court-house, San Remo, on Friday, the 5th February, 1897, at 1.30 o'clock in the afternoon.

The San Remo Sports Committee will hold a ball this evening in the Shire Hall. It is to be hoped that the public will turn out on this occasion, as there will be first-class music and a good supper provided.

A social was held at Grantville on the night of the races. The weather was very stormy, and the attendance was not so large as might have been expected. The music consisted of Warnecke's Band, and those who were at the dance thoroughly enjoyed themselves, the floor not being overcrowded with dancers. The refreshments were provided by Mr. Skinner, the Grantville baker, and was considered by the public to be up to the standard.

The General Lists for the South-Eastern Province of the Phillip Island Division are now open for inspection at Messrs. Hull's, San Remo, John West, Cowes, and Edward Williamson, Korumburra.

The auditors have finished the auditing for the Phillip Island Shire, and have found the account book and everything connected with the Council business very satisfactory. Great credit is due to our Shire Secretary for the way in which he keeps his books, to allow the auditors to finish their inspection in so short a time, as in other shires we note, who have about the same expenditure, it takes more than double the time to get through the work.

There are a good number of visitors at San Remo since Christmas. The hotels are pretty full, and the private boarding houses have had a fair share of patronage. The steamer has made a few double trips to Stony Point, and has had a good few passengers.

The Reorganised Church of Jesus Christ of Latter Day Saints will hold a Conference at Queensferry on Saturday and Sunday, 2nd and 3rd January, 1897.

Mr. Fitzgerald and his brother were riding from the Mill to Bass on Wednesday afternoon when they saw a large tiger snake. Mr. P. Fitzgerald got off his horse and could only find a short stick about two feet in length. In the meantime his snakeship crawled through a wire fence. He could only see a foot of his tail, and thought the rest of his body was down a hole, but it was hiding in the long grass. He made a strike at it to hold him down, but it turned and sprang at him, and if it had not been for the wire fence would have bitten him, but with great presence of mind Mr. F. struck him on the head through the wires and killed him.

Mr. Richardson, of Rhyll, has finished his contract of extending the wharf 30ft. at Inverloch, and also several repairs, painting, etc.; and will commence his contact at Bass Landing next week.

At Bass Landing there is quite a stir, there being a fleet of schooners and steamers, boats, etc., all under a general overhaul tarring and painting. Captain Henderson states that he will have all his vessels prim and clean for the New Year.

Cowes is quite lively just now, both hotels being full, and also the boarding houses. The visitors are thoroughly enjoying themselves roaming and driving through the Island.

The steamer Genista towed a large mob of horses and cattle across the Channel from Phillip Island to San Remo in Captain Loch's punt on Wednesday for Mr. Harbison.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 8th January 1897, page 2.

On Saturday, 23rd inst., at 12 o'clock, the adjourned annual meeting of the Phillip Island Shire Council will be held before the ordinary, which will be held on the same day.

To the great inconvenience of the residents of the township of Cowes and San Remo, the daily mail did not come to hand at its usual time yesterday, on account, it is rumored, of one of the officials not placing the mail bags on the train before leaving Melbourne.

A Pic-nic was held at Glen Alvie on Thursday week last, and was largely attended. In the evening a dance was held in the Glen Alvie Hall, and was kept up till daylight.

The San Remo Sports were held on New Year's Day, and were a great success, notwithstanding the attendance not being so

(continues on Page 4)

Local and General News (continued from Page 3)

large as on previous occasions. The foot and horse racing were good, the Hack Race being especially so, the large field of starters putting one in mind of the Melbourne Cup race. One gentleman visitor remarked "that he enjoyed it even better than the Cup race." He would certainly get a straighter run for his money, anyhow! Messrs. Cleeland, Neill, and Hoddinott, were untiring in their exertions, and as for the secretary, Mr. Elliott, too much praise cannot be bestowed on him for the able manner in which he brought both the sports and ball to a successful issue, he having had a lot of hard work to do, even to "Slingshot Douglass." The sports were also the means of bringing together a lot of old faces that have not seen each other for "ages," some of them not even being out of doors for a long time, and the sight of the hearty grip of the hand on meeting, with the familiar "How are you Mick?" was a sight never to be forgotten. The old saying is "It's a sad heart that never rejoices," but anyone who witnessed the spectacle of these "sturdy old warriors" worshipping at the Shrine of Bacchus, and relating their experiences of the 40's and the 50's, could not help rejoicing! May they all meet again as hale and hearty at the Sports of 1898 is our fervent wish. The ball in the Shire Hall in the evening was also a great success, over 40 couples being present.

Church of England service will be conducted at the Shire Hall to-morrow morning at 11 a.m. by the Rev. Herbert E. Potter.

A shark about 6 feet long was captured at Newhaven on Sunday, and on being opened was found to contain 27 young ones. A rather large family [in] these depressed times!

A Social will be held at Queensferry on Friday, the 22nd, as announced by advertisement.

Mr. Claude Anderson is calling for tenders to sink a tank at his residence, Glen Forbes.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 22nd January 1897, page 2.

The Shire Council will hold its annual monthly meeting to-morrow.

The Revision Court was held on Monday at the Court-house, San Remo, before Messrs. Cleeland and M'Fee, J.'s P., for the Legislative Assemblys [sic] rolls. There were no alterations made, and were duly signed as correct.

A meeting of the Nyora-Kilcunda Railway League will be held at Mr. Brown's Glenloth Farm, Glen Alvie, on Monday next, 25th inst., at 2 o'clock, to consider the visit of the Minister of Railways and any other business.

The Ports and Harbors Department have decided to give a bonus of 3d. each for cormorants and shags, and 6d. for each nest found, but must be pointed out to the wharf manager or constables in charge of stations in all inland waters. The bird must be brought to the officer and the head cut off in his presence, and they will receive a certificate for the amount.

Mr. Thornton, who has had charge of the Cowes Police Station for the last eight or nine years, has been appointed to take charge of the Burwood station, a suburban district. Mr. Thornton has made many friends here, and they will be sorry to lose him, but will be also pleased at him bettering himself by having a more important station to take charge of. During Mr. Thornton's residence here he has always done his duty, and conducted himself in a gentlemanly manner, which has gained for him self-respect from the public in general. Mr. Edwards, from Port Albert, will succeed him, and it is hoped he will do his duty as faithfully as his predecessor. We wish him every success in his new departure.

The Marine Surveyors were called away last week before they had finished the surveying of the Westernport Bay.

Things have come to a pretty state of affairs in San Remo, there being "No Baker," and the township being left without bread. It is time that we had someone here who could supply the public with the necessary "staff of life." We have a good oven lately built, with the latest improvements, and a cottage connected with same. If an energetic man who was not afraid of work, and travel a few miles out, would make a start, he would be sure to make a good living.

Visitors are still coming and going to San Remo and Cowes, and the hotels and boarding houses are fairly full.

In our advertising columns it is notified that Mr. Flint will hold an auction sale at Cowes Police Station of the furniture and effects of Mr. Thornton on Monday next, who is leaving Cowes for Burwood, and has decided to sell the whole of his furniture and effects, horses, cows, and sundry useful articles.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 29th January 1897, page 2.

The Minister of Railways, Mr. Williams, accompanied by Messrs. Downward, Patterson, and W. Robertson, legal manager of the Great Victoria Coal Mine, arrived at San Remo

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Local and General News (continued from Page 4)

yesterday, and started for Nyora today to travel the Bass Valley proposed route of railway. They will stop at Mr. Craig's for luncheon, which will be supplied them by Mr. Lang, of the Grantville Hotel. They will collect what evidence [is] required, and they will then proceed to Nyora and stop the night, returning by the Blackwood and Kilcunda route, stopping at Mr. Brown's Glen Loth farm for luncheon, and hear evidence there. They return through Kilcunda on their way to San Remo.

Mass will be celebrated at the Powlett on Sunday next, 31st inst., at 11 o'clock.

The Shire Council a few months ago called for tenders for catering, our local baker being the successful tenderer. He suddenly left the district, and the catering was left in the hands of Mr. Bonwick, who was only given a very short notice. Notwithstanding the shortness of time the luncheon was superior to what it has been for some considerable time.

The residents of Phillip Island are raising a subscription for the purpose of presenting Mr. A. Thornton with an illuminated address as a token of respect. Mr. Thornton has had charge of the Cowes station for the last eight or nine years, and has always conducted himself in a thoroughly straightforward manner as an officer, and in private he was greatly respected by his friends.

On Saturday last Bitten visited Cowes to play a friendly game of cricket. Bitten went in first, and only scored 3 in their first innings and 61 in their second. Cowes scored 118 in one innings, beating their opponents by 54 runs. The team was taken over and back again to Stony Point in the evening by the Genista.

The President remarked in the Council on Saturday that the waterhole referred to in the previous council used on Phillip Island, the local paper stated it was only used by fishermen, whereas it was used by the whole of the inhabitants about there.

On Thursday, 11th February, the Queen Victoria Hall, Bass, will be opened by a grand concert and ball and supper, when the concert will be attended by lady and gentlemen singers from Melbourne and the surrounding districts. Mr. Downward, M.L.A., will also preside.

In accordance with the Vegetation Diseases Act 1896, fruitgrowers in the County of Mornington are hereby required to furnish full particulars to John Lindsay, Cranbourne, on or before the 13th day of February to admit of a voters roll being prepared for the election of a Local Board for the Western Port District.

From the *South Bourke and Mornington Journal*, Wednesday 8 May 1901, page 3: The World of Sport

Footracing at Woodleigh

An interesting afternoon's footracing was witnessed by about 200 people on the road near Woodleigh last week. The first event was a match between P. Foley and J. Morrell for £5 aside, distance half a mile, and at half past 2 p.m. the contestants toed the mark. After a little delay they got going, and the race was a good one for three parts of the journey, where at this stage the pace proved too hot for Morrell and he gave in, Foley running strong and finishing alone in 2 min. 8 sec. Both are local men.

The next match was between W. Uren, of Krowera, and M. J. Ward, of Woodleigh, the distance being 100 yards, and the stake £1 aside. The go was a good one until near the finish, when Uren drew out and won. Time, 11 secs.

A match for 220 yards between E. Hayes and R. Ward for £1 aside was the next item (which had been arranged some time back) on the programme, and proved the best race of the day, as it was fought out to the last few strides, Ward winning in the fair time of 27 secs.

A handicap was next arranged and nine entered. This was run in heats, the distance being 130 yards, and resulted as follows:—First heat, J. Williams 1, M. Ward 2; second heat, R. Ward 1, W Uren 2; final heat, R. Ward, 10-yds, 1, £1; M. Ward, 6-yds, 2, 10s; W. Uren, scratch, 3, 5s. The winner occupied 13½ secs. getting over the journey.

A hop step and jump resulted in a win for J. Williams, who covered 38 feet, W. Uren being second. The prizes were 15s. and 5s. Six competed.

A dash between H. Cameron and A. Ward for 50 yards, won by the former by a few inches, brought to a close a very interesting afternoon's sport.—Times.



Foot race for young ladies at Woodleigh, circa 1890-1918.

From the *South Bourke and Mornington Journal*, Wednesday 2 May 1883

Shire Of Phillip Island

28th April 1883

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

Minutes of previous meeting were read and confirmed, outward correspondence read and approved.

Correspondence

From Shire of Buln Buln, asking this Council to appropriate £20 for works on Boundary road near Smith's selection. Proposal not entertained.

From Mr. J. W. Wood, Cowes, in re bathing rules.—Received.

From Mr. Guilfoyle, Botanic and Domain gardens, referring to trees etc., for planting Esplanade at Cowes.—Referred to members of the riding.

From J. Emery, requesting extension of time on his contract 283.—Granted.

From T. Anderson, applying for a slaughtering license.—Granted.

From T. Bauer, Cowes, asking for permission to erect a seat round honey suckle tree.—Granted, subject to supervision of Clerk of Works.

From A. Morrison, Rhyll, asking for road fronting Beach to be formed.—Granted. Clerk of Works to supervise at expense not to exceed £6.

From J. S. Gregson, with reference to excavation at artesian well, Grantville.—Clerk of Works to report, &c.

From Mr. Peters, applying for works.—Postponed till next meeting.

The rate collector reported that he had received rates amounting to £138 0s, 9d., and dog fees to the amount of £18 5s., and that many ratepayers were under the impression that they were not bound to pay their rates until the 30th June. He was referred to the 285th section of the L. G. Act, which states that "The Council may recover any rates unpaid fourteen days after demand has been made for payment of the same."

The Clerk of Works having reported that the bridge at Selman's was in a dangerous state he was instructed to close the same and make a new track at cost not to exceed £8.

Tenders were ordered to be called for re-decking Deep Creek bridge.

The Inspector of slaughter houses handed in a report of live stock slaughtered.

The Clerk of Works was ordered to have new culverts erected on the Eastern Passage

road on Phillip Island.

The Secretary handed in a report of the accounts of the different ridings.

The Treasurer forwarded cash book showing the amount of rates paid to date.

Councillor Stewart handed in a schedule of works to be performed on Clarke's and Delaney's roads.—The Secretary was ordered to forward specifications to Shire Engineer with instructions to confer with the President, so that a special meeting could be held with view of calling for tenders.

In committee Mr. Coates' tender for painting Shire Hall was considered.—It was agreed not to accept it, and to call for fresh tenders at next meeting.

The President laid before the Council a petition which had been signed by the Mayor of Melbourne, and numerous rate-payers of, and visitors to Phillip island and Griffiths' Point, asking the Post-master General to grant telegraphic communication to Cowes.—It was resolved that a deputation to consist of Councillors Turnbull, West, Stewart, and Norton wait upon the Post-master General and urge the necessity of complying with the request, and that a copy of this resolution be forwarded to Mr. Gibb, M.L.A., and the Mayor of Melbourne asking for their co-operation.

An application from the Shire of Buln Buln re deputation to obtain special grant for a bridge at Sunnyside, and works on the boundary road was referred to Councillors Norton and Hayes.

The Secretary was instructed to purchase a suitable net for testing Swan Lake as regards the fresh water fish placed there some time ago.

It was ordered that some stones and roots of trees, also stumps, &c., in the Eastern Passage road be removed by day labor.

Tenders were ordered to be called for 38 chains of clearing and forming opposite Grantville school, and about 60 chains of fencing on the Esplanade, Cowes, on motions of Councillors Stewarts and Norton.

Notices of motion were handed in for culverts on the Big Heath, culverts on the Kilcunda road, and the approach to Newhaven Jetty, by Councillors Stewart, Turnbull, and Norton.

Payments were passed amounting to £116 lls. 2d.

Friday, 25th May, will be the next ordinary meeting of the Council.

From the *South Bourke and Mornington Journal*, Wednesday 30 May 1883

Shire Of Phillip Island

25th May 1883

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

The minutes of the previous meeting were read and confirmed, and the letters sent read and approved of.

Correspondence

From Department of Agriculture, re trees for Esplanade at Cowes.—Referred to members of the Riding.

From Public Work's Department, with reference to vote for bridges over the Bass.—Received.

From Michael Dobbin, asking for extension of time on his contract.—Granted for one month.

From Marong Shire Council, asking for this Council to join in obtaining an amendment in the present Local Government Act to free the Council from any responsibility from actions for damages occurring through accidents, &c., on unformed or uncleared portions of public roads.—To stand over till next meeting.

From Treasurer, notifying amount of subsidy to 31st March last, £406 12s. 6d., being available.

From Commissioner of Calcutta Exhibition, forwarding forms of application for space, and asking for co-operation.—Ordered to lie on the table.

Payments amounting to £84 16s. 3d. were ordered to be made.

Tenders

The following tenders were accepted: G. A. Dixon, contract 289, £20; R. Gale, contract 290, £53 15s.; D. B. Kennedy, contract 292, £30.

Reports

The following reports were received from the Clerk of Works:—With reference to excavations at Artesian Well. No action to be taken, as Councillor Stewart stated that the parties who had taken loam away in mistake had promised to fill up the holes.—Re Newhaven Jetty approach. Ordered that tenders be called for the necessary work.—Re Bridge at Bass township. Ordered to keep the same in repair as required.

From Rate Collector, with reference to rates, stating that £135 14s. 6d. had been received

since last meeting, also £7 10s. for dog fees.

Councillors Hayes, Turnbull, and Norton, reported results of the deputations re Bass bridge, Shire subsidy, works on Cape Paterson road, and telegraphic communication to Cowes.

Councillors Norton, Stewart and Turnbull, having been appointed a committee to frame a letter to the Honorable the Treasurer on the question of an increase in the amount of the subsidy to this Shire, the latter was approved of and the Secretary instructed to forward the same, and a copy of it to Mr. Gibb, M.P.

The Secretary was ordered to apply to the Chief Secretary, asking him to cause the necessary steps to be taken so that a polling both could be Gazetted at Fern Hill for Municipal election purposes.

It was agreed to hold a special meeting of the Council on Saturday the 2nd prox. at 12 noon, to authorize tenders to be called for replanking, &c., the bridge at the Bass township, in the meantime Mr. Muntz be requested to furnish plans at once.

The Secretary was instructed to apply to the Mining Department for the names of all persons holding mining leases in this Shire, together with the extent of land they hold, date of issue of such leases and conditions.

Tenders were ordered to be called for two culverts at the Bigheath, Corinella, and fencing round culverts on the Kilcunda road, on the motion of Councillor Stewart seconded by Councillor Turnbull.

The next ordinary meeting of the Council will be held on Friday, 29th June, at 11 a.m.

From *The Western Port Times and Phillip Island and Bass Valley Advertiser*, 3 June 1904, page 2

Drinking Eucalyptus

An extraordinary mishap occurred to a two year old daughter of Mr D. Parks, of Grantville, on Wednesday morning. A bottle of eucalyptus was left on the table, and the child picked it up and drank a little. A few minutes afterwards she turned white and lay down in a swoon. The other at once gave her a dose of castor oil and then some ipecacuanha, the little sufferer vomiting very much under this treatment, but not seeming any better after a couple of hours the doses were repeated, this time she threw up a large quantity of food, after which she was much better.

Jottings From Western Port

By a Contributor

Fortiter. Fideliter. Feliciter.

(Re-paragraphed for the sake of clarity.)

From *South Bourke and Mornington Journal*, 6 June 1883.

It has been announced in the Government Gazette of the 25th May that it has been approved by the Governor in Council that the undermentioned services be performed without tenders being advertised for the same by this Department, viz.:—Improving Delany's road to Jeetho, £150; improving Clarke's road to Jumbunna, £150. Both conditional that the Council of the Shire of Phillip Island expend £100 additional in each case. Also that tenders are invited for erection of a jetty at Settlement Point up to 12 noon on the 14th June. Particulars to be obtained at the Post Office, Queensferry.

The following information taken from the Government Gazette of the 1st instant may be of service to some of the farmers of Phillip Island:—During the year ending the 31st March, 1882, there were 207 acres of chicory under cultivation in Victoria, yielding 781 tons. The returns for the year ending 31st March, 1883, show that there are 283 acres under cultivation, which are expected to yield 1209 tons. For the corresponding period in 1881 there were 230 acres, yielding 900 tons, so that if the crop of 1883 turns out as anticipated there will be an increase of 498 tons over that of 1882, and 249 tons over that of 1881.

Out of that 1209 tons the Shire of Phillip Island is stated to have contributed 501 tons, or nearly as much as all the other shires together. Besides Phillip Island Avon produces 200 tons, Bacchus Marsh 200, Bairnsdale 60, Metcalfe 6, Newham 24, Romsey 164, Rosedale 12, Shepparton 40, and Warragul 2.

The importance of Phillip Island for the growth of Chicory is evinced by the fact that the kiln erected by Messrs. J. and S. West at Cowes some years ago, has been proved unable to dry all the root grown in the locality, and that another kiln is now being built by Mr. Joseph Richardson.

It is to be hoped that the competition which may be expected between the rival kilns may lead to a suggestion made by me some years ago being carried out, viz., for some enterprising individual to roast and grind the root on the Island, and forward it in tins to Melbourne either pure or mixed with ground coffee.

The coffee could be imported direct to

Cowes, thus increasing the importance of Western Port. Should this be done at some future time I hope the lucky individual will take such measures to forward an article free from adulteration. I say lucky because I believe that there is money in it.

Also

From *South Bourke and Mornington Journal*, 20 June 1883.

In November last I received a circular of a new company which was promoted to provide for tourists, visitors and families, suitable accommodation in and improved access to a celebrated watering place in the southern portion of Victoria. The scheme was to comprise the erection of suitable enclosed areas and dressing places for bathing purposes.

I have since closely examined the authorised medium, but have not noticed the registration of the company. From personal knowledge of the place intimated, and of the traffic since I received the circular, I can safely state that the object in view is a commendable one. Why has it not been successfully floated?

Tempus fugit! L Union fait la farce.

The following is an extract from the report of Messrs. Clement Hodgkinson, R. Brough Smyth, and Thomas Couchman, dated Melbourne, 6th April, 1872, to the Hon. C. Gavan Duffy, M.P., Chief Secretary, &c., &c., on the coalfields of the south-eastern part of the colony, of Victoria:—

“In reference to the Act No. CCCCX, authorising the Western Port Coal Mining Co. (limited) to construct a tramway or railway from Kilcunda to Point Griffith in Western Port Bay, Mr. Darbyshire has addressed a letter to us, which appears in the appendices.

“He thinks that, unless due precautions be taken, this company will have virtually a monopoly of the coal fields of the eastern district. We submit his statements for your consideration. It would certainly retard the development of the coal fields if any one company could refuse to receive coals for transit over the only practicable line in the district, or impose charges which would be prohibitory.

“In a letter written to me in April, 1881, by an old and valued friend, since deceased,” he states, “my opinion is that the Government

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Jottings From Western Port (continued from Page 8)

ought to make the railway. There are numbers of people marking out ground for coal leases around and near the bore hole, where the new seam was struck and also other leases near and about Cape Paterson, and it would not be fair that a company should stop all their enterprises and prevent the mines being worked."

I am of the above opinion, but as the new company are working with every intention to send Kilcunda coal to Melbourne I do not forward the above abstracts in any antagonistic spirit, but only to foretell that, eventually, the Government will be compelled to purchase the Railway now being made from Kilcunda to Griffiths' Point.

Would it not be advisable for the Mornington Railway League to take steps to see that the Hastings and Mornington railway is carried out. Parliament will meet some time next month.

Several attempts have been made in this district to obtain the services of a resident doctor. Could not the Shire Council assist by appointing a properly qualified man as local health officer. If we rely upon local contributions as before the movement would fail.

I suppose we may reckon that the erection of the Settlement Point jetty is a *fait accompli*, the tender of James Hodgins for £580 10s. having been accepted by the Public Works Department.

When shall I be able to record the acceptance of tenders for additions to the jetty at Cowes? Only last week the schooner "Tyro" had a narrow escape of becoming a total wreck for want of a safer place to lay than that same jetty is at present during a strong N or NW wind.

The "Tyro" took her first load of green chicory from Cowes last week. This year's growth appears to be favorable.

I would refer the readers of the Australasian to the issue of the 9th inst. page five of the supplement concerning the movement as to forming a branch of the St John Ambulance Association in Melbourne. As the scheme is to embrace the formation of centres in important towns and districts, it is worthy of the support of the Western Port residents considering that they are so far from the services of a doctor or surgeon.

Also

From South Bourke and Mornington Journal, 27 June 1883.

As with what we say and the manner in which we say it, so with what we write. It may have been my fault or that of a certain imp

supposed to be associated with all newspapers, but the substitution of the letter a for the letter o in the last word of the first paragraph in my last communication would make it appear that "Unity is a farce" or a joke or foolery or stuffing or forcemeat, whereas it should have read "L' union fait la force."

It is not long since that a portion of the territory belonging to the Shire of Phillip Island was annexed to the Shire of Buln Buln. I perceive that a portion of the Alberton Shire has asked to be joined to Buln Buln. According to published returns Alberton has an area of 1737 square miles, population 2907, and annual value of £20,129; Buln Buln, area 682 square miles, population 3892, annual value £23,273; Phillip Island, area 366 square miles, population 1444; annual value £11,671. According to the Appropriation Act the Shires of Alberton, Alexandra, Bairnsdale, Buln Buln, Howqua, Narracan, Omeo, Towong, Traralgon, and Yea receive £3 in the £1 as subsidy. No doubt the principal reason of the severance from Phillip Island was to obtain the increased subsidy.

As Buln Buln is divided only into two ridings I opine she will have to increase the number if the petition of the dissatisfied portion of the Alberton ratepayers is granted. As the major part of the Shire of Phillip Island contains country similar to that of Buln Buln I maintain that the former Shire should be placed on the same footing as Alberton and Buln Buln.

A new industry has been started on Phillip Island. The Messrs. Walton are forwarding live hares to Melbourne for transmission up country.

Also

From South Bourke and Mornington Journal, 11 July 1883.

As the Phillip Island Shire Council have notified that all defaulting ratepayers are to be summoned, it may be as well to warn them of the determination arrived at by Mr. Hare, P.M., to award costs in each case which may come before him. I would refer the readers of this paper to the report of proceedings at the Queenstown Court, held on the 27th of last month.—Section 499 L. G. Act states, "No fee shall be payable on any summons issued on the complaint of any municipality, &c."

In my opinion it does not follow that no fee shall be chargeable for service, and in case of both being free, it is a privilege of the Council, and costs are incurred immediately after the summons has been served, and liable to be paid whether the parties allow

(continues on Page 10)

Jottings From Western Port (continued from Page 9)

the case to be heard or not.

Senior Constable H. H. Taylor left Griffiths Point on the 4th inst., and is expected to proceed to the Omeo district. I am not going to compose a panegyric upon that gentleman. I have been brought into close contact with him in all his capacities since he was appointed to the station he has now left, and I always found him up to what I should call the proper mark of a constable, and withal good tempered.

Wordsworth says:—

“Possessions vanish and opinions change,
And passions hold a fluctuating seat;
But by the storms of circumstance unshaken,
And subject neither to eclipse nor wane,
Duty exists.”

It is not the performance of your duty but the manner in which you perform it which makes friends or foes. I think Senior Constable Taylor worthy of a substantial recognition of his services to the locality, subject, of course, to the consent to be obtained from the Commissioner of Police.

The annual election of Councillors and Auditors will be held on the 9th of next month: Councillors Stewart, Turnbull, and Duffus will have to seek re-election for the Shire of Phillip Island. Rumor states that Councillor Turnbull will meet two opponents and that every retiring Councillor for the Phillip Island Riding will meet with the opposition of one who does not approve of the funds of the Shire being misappropriated. I fail to see in what manner either of the retiring Councillors have fallen short in the performance of their duty, and have reason to believe that, shortly after next month, two extraordinary vacancies will occur in the Council.

I am sorry to state that the Shire of Phillip Island has received another blow and that in all probability the amount required to establish telegraphic communication in the district will not be placed upon this year's estimate.

Also

From the *South Bourke and Mornington Journal*, 18 July 1883

Senior-Constable Taylor returned to his old station at Griffiths' Point on the 10th instant according to orders. I hope he will not receive my previous remarks as flattery, but I have sufficient confidence in his good sense that they will not cause him to be vain-glorious, nor what is commonly called, lead him to “over-run the constable.”

I must say that it is rather hard upon a

man to suffer expense in order to conform to a departmental rule, and then be sent back again to his old post. Nevertheless, I am pleased to see him return, and believe that few residents will express themselves to the contrary.

I have no wish to damage the cause of the Dandenong Railway League, but I do not agree with its statement that “the whole of the traffic from Western Port Bay” centres in Dandenong.

The Snapper Point Railway League are stirring in the matter of railways, and I think it is time the Hastings people moved also, otherwise they will lose their chance. It would be a pity for all previous action to be lost for the want of energy of those interested.

It belongs by right for Hastings to set the ball rolling; Phillip Island and Griffiths' Point will help to keep it moving. Our late Minister of Railways was strongly in favor of Western Port, and I consider we lost a faithful ally when the new ministry came into power. But for him the Kilcunda mine would not now be working. Let us show by our perseverance that we appreciate his good intentions.

A railway to Hastings means, for the residents of that place, getting to Melbourne in two hours, with the chance of being able to return home the same day if required. For the Phillip Islanders, the journey should be performed in about four hours from Cowes, and six hours for those residing at Griffiths' Point, accidents accepted of course.

To this advantage there will be the saving of changing at Frankston, and also reduced cost transit. A railway to Hastings will also in all probability necessitate daily communication between Western Port bay and the metropolis, and, of course, telegraphic communication.

From the *Age*, Wednesday 20 October 1937, page 14

Ambulance Negotiates Floods

A motor ambulance, which was summoned to Wonthaggi to bring to Melbourne a child of 2½ years, who is suffering from infantile paralysis, had an eventful trip in negotiating the flooded South Gippsland highways. The 228 miles journey was completed in nine hours and a half. The ambulance men had to attach a hose to the exhaust to get through the flooded parts of the country. The child was brought to Melbourne to undergo urgent respiratory treatment.

Updated “Glue Pot” Photo

Bryan Martin, the grandson of Leslie Herbert and Myrtle Combridge, has sent me what appears to be the original ‘coach in the Glue Pot’ photo (see below). The information on the original card shows it to have been addressed to Mrs S. W. DeLacey of 83 Kooyong Rd, Armadale. Also written on it is *Early coaching day between Dandenong and Grantville – 30 years ago – stuck in what was known as the Glue Pot, a few miles out of Grantville.*



The ‘original’ cropped low-contrast photograph found on websites and in publications.

Bryan inherited it from his mother but doesn’t know how it came into her possession. That “30 years ago” comment hints that the card was posted in the 1920s. The DeLacey name offers no clues.

Bryan has graciously donated the photo via *The Western Port Times* to the Bass Valley Historical Society where it will be added to the archive. I will present it to the B.V.H.S. archivist, Libby Skidmore, at the society’s December meeting.



The higher resolution, uncropped ‘new’ version. That it isn’t a Cobb & Co. coach dates the picture to post-1890 and the completion of the Great Southern Railway. The direction of the coach and the light suggests the morning coach service to Lang Lang to meet the train. As the driver is clearly not William Lang, it is likely either Samuel Shearer or, more probably, A. W. Hardingham. If Shearer, the photo was taken from mid-1893 to mid-1896; if Hardingham, mid-1896 to 1899 or 1902 to 1905.

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A young suitor thought Christmas Eve a suitable time to propose to his lady love. He did so. When he finished talking she shook her head.

“No, John,” she replied.

The young man looked crestfallen.

“But why not, Betty?” he said. “I’ve given you a car. I’ve sent you flowers. I’ve taken you to the races and dances and hundreds of shows. In fact, I’ve given you everything that money can buy. Now you refuse me. Why is it?”

“Because John,” she replied dramatically, “you’re too extravagant!”

Koo Wee Rup Sun and Lang Lang Guardian, 4 April 1934

Another Pier Problem

by

Geoff Guilfoyle

James Liddell Purves, barrister, represented the Mornington electorate from April 1872 to February 1880.¹ On 29 November 1877, in the Legislative Assembly of the Victorian Parliament, he is recorded making the following statement:

Mr. Purves drew attention to the circumstance that a party of saw-mill proprietors in his district had constructed a tramway for the purpose of bringing timber from the Blue Mountain to Grantville, facing Western Port Bay, but at present they had no means of shipping their timber from that point. He was aware that there were on the Estimates several grants of money for jetties at Sorrento and other localities in Mornington, but he would rather see the whole of them withdrawn if, instead, sufficient money were voted for the construction of a jetty at Grantville.²

Wait! There was no pier at Grantville in November 1877? But it existed earlier in the year. We know this because, as reported in the *Leader* (17 February, page 2), a certain "P.M." visited the township and *Having had some refreshment, I inspected the one "lion" of Grantville, its jetty, along which runs an exceedingly well constructed tramway, connecting it with the saw-mills of Messrs. Brazier and Co., situate in the ranges, about three and a-half miles east of the township.*

Had some mishap befallen it in the nine months since?

Not according to Councillor Monks who during the 22 December Council meeting requested that *the Secretary communicate with the Government as to the necessity of improvements at the jetty at Grantville.³*

Note the word *improvements*. Not repairs or rebuilt or a new pier. Improvements. Such as lengthening or the installation of a light. The word heavily implies the continuing existence of a jetty, nor does Brazier & Co. seem to have been affected by the lack of a pier at the end of their tramway.

So what is Purves talking about?

If you re-read his statement, he doesn't actually say there is no pier at Grantville; merely that there was no jetty these sawmillers could use; by implication, no *government* pier, that is, *public* pier.

Let us examine what Purves said in detail.

Mr. Purves drew attention to the circumstance that a party of saw-mill proprietors

in his district had constructed a tramway for the purpose of bringing timber from the Blue Mountain to Grantville, facing Western Port Bay, but at present they had no means of shipping their timber from that point.

Quiggin & Mutlow and Brazier, Monks & Sawyer certainly built tramways from their respective mills at Almurta to Grantville. Here is the problem: Almurta is in the Bass Valley and, despite having hills thereabouts, is not anywhere near the Blue Mountains. Alexander Stewart/Crump & Grant were closer, but sent their timber to the pier at Queensferry.

So where are the Blue Mountains? This isn't quite as easy to pin down as you might think. Generally speaking, they are the high hills variously known, with various degrees of accuracy, as the Bass Range or Ranges, the Glen Forbes Ranges and the Strezlecki Ranges, and are a southern extension (or offshoot) of the Great Dividing Range. Imagine if you were at the bridge over the Bass River at Glen Forbes and could drive from there in a straight line to Glen Alvie or Kongwak or somewhere north-east of Archies Creek, then you'd have a good idea of where they are.

He was aware that there were on the Estimates several grants of money for jetties at Sorrento and other localities in Mornington, but he would rather see the whole of them withdrawn if, instead, sufficient money were voted for the construction of a jetty at Grantville.

Purves must have known this was never going to happen. Sorrento and these other unnamed localities along the Mornington peninsula, including Mornington itself, were far more populous – read more voters – and were therefore not going to view the withdrawal of funds allocated to their region with favour. Purves statement in Parliament was made to please those petitioning him for aid; a show of support without consequence.

But who were these petitioners? Clearly timber mill owners on the edge of the Blue Mountains.

This brings us to the minor sawmillers, that is, those not associated with the two big concerns mentioned earlier. In 1877 this was Arthur Faram and Henry Gillbee, and guess where their mill was: close to the Blue Mountains. But hold on a second! This puts them nearer to Queensferry than Grantville.

(continues on Page 13)

Another Pier Problem (continued from Page 12)

Wouldn't they use Stewart's pier?

The answer has to be that they certainly did. That's because, unless they spent both the time and money they didn't have constructing their own tramway, they used Stewart's. Being a businessman, Stewart would have charged his timber-cutting rivals as much as he could for the use of both. Although they couldn't avoid the tramline, maybe they could skip the Queensferry pier and go slightly north to Grantville. The trouble is, the jetty there at this time was either owned by George Brazier or John Quiggin (or possibly jointly by the three partners of Brazier and Co.). Wouldn't it be nice if there was a government-built and controlled pier somewhere in or to the south of Grantville, or north of Queensferry and near Grantville?

Hence their complaint that "at present they had no means of shipping their timber from that point."

How aware was James Purves of the actual situation, that there was no Faram & Gillbee-built tramway to Grantville? As the member for Mornington, you might expect he would have a good knowledge of his electorate, and both Grantville and Queensferry were important townships on the east side of Western Port Bay.

But...this was 1877. Travel was difficult and took both time and careful planning. You couldn't just jump in your horse and buggy in Bass at 10 a.m. on a Saturday to visit old Aunt Edith at Belgrave for a few hours and be back in time for dinner. Additionally, Mornington was a big electorate.

How big?

It encompassed the Mornington Peninsula from close to Mordialloc right through to

Sorrento; French and Phillip Islands; all land as far south as Cape Paterson, then to Korumburra, north to Emerald and almost touching Dandenong, in fact as far north as the tiny hamlets of Ringwood and Croydon. Purves had likely never been to the Bass River area.

As one later politician put it at the proposal to expand the electorate to take in his seat of Brighton: *Mr. Bent complained of the way in which the proposed new province of Mornington was constituted. It included Brighton, and it also included remote places like Kangerong, Corinella, Tootgarook, and Phillip Island, with which Brighton had no identity of interest whatever.*⁴

Faram and Gillbee went into their mill venture undercapitalised and needed to cut costs or go broke. They put pressure on their local member, Purves, to plead their case, probably not expecting much. Purves did so knowing that nothing would result. Faram and Gillbee went broke.

Just another day in politics and business in 1877. It was no different 100 years later and is no different today.

Footnotes:

1. James Purves <https://www.parliament.vic.gov.au/about/people-in-parliament/re-member/details/24/785> (viewed 30 March 2022).
2. Page 1702, Parliamentary Debates, Session 1877-1878, Legislative Council and Legislative Assembly, Vol. XXVII. Hansard, 1878.
3. *South Bourke and Mornington Journal*, 2 January 1878, page 3: Meetings of Local Bodies.
4. Page 1761, Parliamentary Debates, Session 1880-1881, Legislative Council and Legislative Assembly, Vol. XXXV. Hansard, 1881.



* * *

PHONE NO. 2.	PHONE NO. 2.	PHONE NO. 2.
W RINGERS	T ENTS	T INWARE
O ILS	I RONMONGERY	R AZORS
N AILS	M achines, The Singer	A DZES
T ANKS	B ATHS	D OORS
H AMMERS	E NAMELWARE	I RONS, Laundry
A XES	R ABBIT TRAPS	N ETTING
G alvanised Iron	A XLE GREASE	G LASSWARE
G UNS	N ETS, Rabbit	C ROCKERYWARE
I rons, soldering	D UST BINS	O VENS
<hr/> <p style="text-align: center;">We Stock Everything Required For Building Your Home.</p> <hr/>		
<p style="text-align: center;">The Wonthaggi Timber and Trading Coy., PTY., LTD.</p>		
<p style="text-align: center;">H. GROVE, Manager.</p>		
		Y. B. Linseed Oil
		P IPING
		T OOLS
		Y OKES, Milk
		L AMPWARE
		T ROUGHS
		D RILLS

From the *Weekly Times*, Saturday 17 July 1920, page 32 and 42.

Herald Aeroplane Delivery

Dandenong And Wonthaggi

In blinding rain, which descended in torrents and obscured the landscape as effectively as a thick curtain of fog, and in the face of a wind that at times reached the intensity of a gale, Captain E. W. Leggatt, M.C., of Aviation Ltd., pilot of "The Herald" aeroplane, on the afternoon of July 9, landed on the recreation ground at Wonthaggi.

The journey from the aerodrome at Glenroy to Wonthaggi, which is more than 90 miles by rail, was accomplished in 39 minutes, and shortly after 4.30 p.m. residents of the town were reading their copies of "The Herald."

This was the first occasion on which an aeroplane had landed at Wonthaggi, and as it bore the first consignment of newspapers by air to the district, souvenir copies were eagerly purchased.

Wonthaggi had made arrangements to suspend all business for two hours, to allow the townspeople to witness what was rightly regarded as an historic event. When 4 o'clock came hundreds of children, and many other residents were already on the ground, and the business people were preparing to leave their shops. Then the rain came. It descended, in sheets, and the recreation ground, which had been specially prepared to provide a suitable landing place was soon an inch under water. The one small shelter shed was soon crowded.

Shortly after 4.15 p.m. the big, silver grey



machine was seen emerging from the rain and circling over the town. A smoky fire was quickly lighted, and white handkerchiefs were tied to a fence, which the rain almost obscured. Flying into the wind, the machine descended gracefully, and made a perfect landing on the exact spot provided for it. In less than 50 yards it was brought to a halt, and Capt. Leggatt, wet but cheerful, climbed from the cockpit to greet his drenched assistants on the ground.

Mr C. V. Davies, "The Herald" agent, ran his motor-car alongside the aeroplane, the bundles of papers were transferred into it, and taken to the township.

The storm became even more violent, and the water on the ground steadily became deeper. Most of the spectators watched the proceedings from the pavilion; but Cr. W. C. Easton, the Mayor, waded across through the mud to congratulate the pilot on safely bringing the first aeroplane to Wonthaggi. When the bundles of papers were unloaded, and the plane securely pegged to the ground, the Mayor and Captain Leggatt adjourned to the pavilion, where the pilot was enthusiastically cheered.

Congratulations

In a brief speech Cr. Easton, on behalf of the citizens of Wonthaggi, congratulated Captain Leggatt on his successful landing. Aeroplanes, he said, had conclusively proved their capabilities during the war, and now it was being shown that aviation was going to be an important factor in commerce. He congratulated "The Herald" on the rapid and successful delivery, and said that it was owing to the company's enterprise that the demonstration at Wonthaggi had been possible. The management of "The Herald" recognised that aviation would be a vital factor in the defence of Australia as well as a powerful influence in commerce in peace time.

The Mayor was presented with a parcel of papers as a souvenir.

After his address of welcome, the Mayor informed the children that they could inspect the plane. Then, despite the flooded ground and the pouring rain, the temporary aerodrome resembled a disturbed anthill. With loud whoops the youngsters ran across the ground to view the wonderful machine of which they had heard so much.

(continues on Page 15)

Herald Aeroplane Delivery (continued from Page 14)

The trip proved conclusively that the development of aviation has nothing to fear from the climatic conditions of Australia. The day certainly would have been classed as unfavorable, but the machine flew from Melbourne to Wonthaggi at the rate of 120 miles an hour, and landed in a manner which the Mayor compared with the settling of a bird. The work of the pilot shows that Australia has the right stamp of men to develop this important system of communication and transport.

Leaving the aerodrome at a quarter to four, Capt. Leggatt was dropping parcels at Dandenong 12 minutes later. The bundles of "The Herald" were released by means of a contrivance somewhat similar to that employed in bomb-dropping during the war. It was arranged, on the suggestion of Capt. Leggatt, by Mr J. A. Egan and Mr J. L. Howard, of Aviation Ltd., and worked to perfection.

Lower Than Tree Tops

Descending lower than the tree tops, Capt. Leggatt dropped the parcels with accuracy. He then climbed to 3000 feet, and followed the railway to Cranbourne, making direct from there to French Island. Halfway from Dandenong to the coast, the machine ran into the rain, which affected the visibility. Crossing French Island the pilot could not see more than a quarter of a mile in any direction. When he sighted the railway line at Kilcunda, he was unable to see more than 200 yards. He followed the railway line to Wonthaggi at a height of 200 feet, and on some occasions, particularly when flying over hills, was as low as 50 feet.

At a social gathering in the evening the toast of Aviation Ltd. was proposed by Mr T. Andrews; and Mr J. A. Egan, in responding,



The mayor of Wonthaggi receiving papers.

said that the one essential factor in the success of aviation was the establishment of aerodromes. No assistance in direction had been afforded by the Government.

Mr W. E. Brunt, in proposing the health of Captain Leggatt, congratulated him on having brought the first aeroplane to Wonthaggi.

Captain Leggatt, in reply, said that the wonderful developments in aviation in the last ten years would be overshadowed by the progress of the next decade. He mentioned that at Inglewood a few weeks before an aerial wedding had taken place in the machine which he had brought to Wonthaggi.

"Herald" and Progress

In proposing the toast of "The Herald" and "Weekly Times" Mr J. H. Wishart said that in the past the public had heard of Wonthaggi only when something unfavorable happened in the town. It would be understood now that Wonthaggi was a valuable asset to the State, and if a record were taken it would be found that Wonthaggi was, industrially, one of the most peaceful centres in Victoria.

Manufacturers in Melbourne, who were being continually hampered by strikes, both within and outside the State, should visit Wonthaggi and see the opportunities which were offered there for the establishment of industries. Ample power was available, and there were hundreds of young people willing to take employment. The town could be made an important manufacturing centre.

Referring to education, Mr Wishart emphasised the necessity for better facilities than were at present available. The town had been promised a technical school more than a year ago, but so far nothing had been done. Any serious attempt at decentralisation should have in view the provision, in country centres, of facilities approaching those of the large cities. Education was an important factor, and the present conditions in the country merely drove the people with families into the capital city.

"The Herald" had consistently shown a regard for the progress of Victoria as a whole, irrespective of the politics of the day or the deeds of any particular party in power. In educating the public to the possibilities of commercial aviation, the company was performing a valuable service.

In a brief response, Mr A. G. Bourbaud, travelling representative of "The Herald," said that the company was actuated by a sincere desire to advance aviation.

(continues on Page 16)

Herald Aeroplane Delivery (continued from Page 15)

Interest at Dandenong

Although the dark clouds overhead suggested approaching rain, and a strong, icy-cold north wind was blowing, conditions did not prevent a large number of residents attending at Bailey's Estate, near the Dandenong railway station, to witness the first aeroplane delivery of copies of "The Herald."

At about 3.50 p.m. a black speck in the sky was quickly noticed by the large number of school children present, who were in state of intense excitement as the aeroplane arrived over the "dropping ground," on which a white sheet had been pegged down as a guide for the pilot. The machine made a circular movement, turning in the heavy wind, and descending to within about 30 feet of the ground. With the accuracy of an expert bomber, the pilot released the bundles of papers, which landed within 10 feet of the sheet, and bounded along the ground for a few yards. It was a wonderful sight for the children, who cheered enthusiastically.

The "stunt" was also fully enjoyed by the older people present, as it illustrated to them how useful the aeroplane may become in the commercial world. The papers, marked "Delivered by Aeroplane," were taken charge of by the local news agent (Mr D. V. Ewart), who presented souvenir copies to Cr. E. Harris, president of the Dandenong Shire, and Mr K. G. M'Alpin, shire secretary, the latter receiving them on behalf of Mr. F. Groves, M.L.A., who was absent. As the aeroplane disappeared on the journey to Wonthaggi, Mr Ewart and his staff of newsboys were quickly disposing of papers to those anxious to possess a souvenir copy. Mr Ewart said, "Everything went off well, and the dropping apparatus on the machine could not have worked better."

From the Powlett Express and Victorian State Coalfields Advertiser, Friday 19 May 1916, page 2: Local and General

That's Entertainment!

The local popular house of picture fame, the Wonthaggi Theatre, has again procured up-to-date, attractive, and interesting subjects for this weekend, and patrons will heartily appreciate several of the star features to be screened. On Saturday night, in addition to a varied programme, there are "Chimmie Fadden," a highly merited five reel comedy by the Lasky Co.; "The Black Pearl," a stirring drama, with King Bagot in the lead; the topical films show the destruction of a German blockhouse, and the Australian Weekly Gazette will unfold current happenings in every State. On Sunday night the 9th episode of "The Black Box," one of the most exciting and interesting serials yet produced, will be shown, as well as "The Imposter," a stirring drama by the renowned World's Film Co.; a farcical comedy, "The New Waiter," by the Urban Company, will cause much merriment. There will be pictures on Wednesday next the star production being "The Second in Command," by the Metro Company. The picture is undoubtedly an appropriate production at this critical moment, and should attract the attention of those who appreciate the good work that has been achieved by our gallant soldiers. It will be interesting to patrons to know that the management has made special arrangements to secure the rights for exhibits of the Metro productions. These popular features have met with much success wherever shown.

Road Woes, June 1903

(A continuing series)

From the South Bourke and Mornington Journal, Wednesday 10 June 1903: Grantville.

At this period of the year the roads of the shire are about at their worst, and growlings are heard on every side on the hardship of travellers. Unfortunately our shire has not the money to remedy this state of affairs, but it can guard the safety of travellers in another way by looking after its culverts and repairing them when in a dangerous condition. This applies to the culvert beyond the Little Deep Creek, which has a hole in the decking large enough to endanger the limbs of a horse and the neck of its rider. It is a small job to put in a new plank, but it might save a large expense.

DAY & CO.,

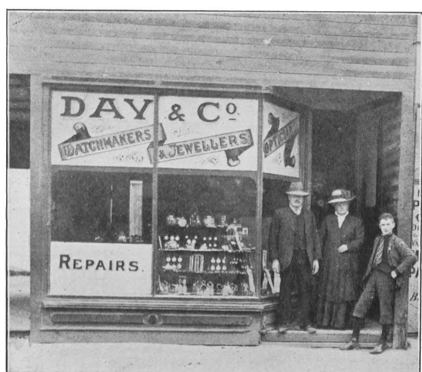
Watchmakers,
Jewellers,
and Opticians,

McBRIDE AVENUE,
WONTHAGGI.



Watches Cleaned and Repaired from
2/6

Jewellery Re-made or Repaired.
Sight Tested Free. A Trial Solicited.



GOLD MEDALLIST MELBOURNE EXHIBITION, 1884-5

State Coal Field Catechism

Gleaned from Official Sources

August 31st, 1910

The following valuable information is presented in the form obtained, interrogatively, from Messrs. Stanley Hunter, Leslie H. Ower and D. C. MacKenzie, at Powlett:—

What is Powlett coal's chief end?

To make Victoria independent and supply her industries and wants with unlimited black coal, world without end.

What quantity of coal is required (approximately) for general consumption annually in Victoria?

The total quantity consumed during 1908 was 1,135,459 tons, valued at £848,184. Of this quantity 1,135,459 tons, valued at £64,653, was won in New South Wales and Victoria, and 1,021,997 tons imported, valued at £783,351.

Who were the first Government officials engaged in the work of testing the new coal-field?

Messrs. Stanley Hunter and Leslie H. Ower.

When were practical mining operations commenced, and under whose management?

On November 22nd, 1909, under the management of Mr. Stanley Hunter and Mr. D. C. MacKenzie.

Mr. Hunter has since severed his connection with the mine, and was recently presented with a purse of sovereigns and illuminated address by the residents as a mark of their appreciation of his efforts on their behalf. What extent [*sic*] of freehold land has the Government acquired, and from whom?

Block 31 of 820 acres, from J. Hollins, and about 200 acres of allotment 26a from Helen G. Cock.

Is the Government contemplating the acquirement of any other freehold land for coal mining purposes?

Not at present.

What is the approximate area of Crown land in the coal-bearing country?

Almost all the coal in the State coal mine reserve belongs to the Crown, and the greater part of the area consists of Crown lands held under annual grazing lease.

What are the Government's rights concerning coal on freehold land?

Any coal on land sold prior to March, 1892, belongs to the land-owner; coal on land sold subsequent to that date is the property of the Crown.

What were the steps taken to form a camp on the field?

Mr. L. H. Ower selected the site of the camp, which was situated at the foot of a sandhill to afford shelter from the prevailing southerly winds, and to avoid contamination of the water supply. When the camp was laid out it was anticipated that the new township area would be cut up and sold almost immediately. Hence the reason why the camp extended so as to occupy some of the lowlying ground. Drains were afterwards run through the whole of the sites to attain as dry conditions as possible. All tents now removed from camp site. Some on to allotments, and others to new camp nearer Wonthaggi.

How many shafts have been sunk? When and where?

Eight shafts and a well have been sunk. The well was sunk early in January, 1909, to obtain water for the drills. At 16 feet from the surface 6 feet of coal was struck. This well afterwards collapsed, and in March, 1909, No. 1 shaft was sunk to obtain coal for experimental purposes and use on the

(continues on Page 18)



The Camp, Bourke Street, looking east. 4th January, 1910.

State Coal Field Catechism (continued from Page 17)

boring machines. When a few tons had been raised the shaft was used to supply water for the drills, and at the commencement of the coal strike was full of water. Early in November, 1909, it was decided to commence operations on the field, and a commencement was made to unwater No. 1 shaft. While No. 1 shaft was being unwatered, Nos. 2, 3 and 4 were put down to the eastward on the 9th March, 1910, and is situated about 16 chains to the north-east of No. 3 shaft.

What machinery has been put down, and what improvements have been effected since operations commenced at the mine?

Two winding plants, poppet heads, and hopper bins to hold 500 tons of slack coal; cages installed in shaft; underground pumps fixed, and all necessary buildings erected on the surface. In addition to the winding plant, a complete set of hopper bins, the doors of which are controlled by hydraulic rams. From the bins the slack coal can be filled into trucks at the rate of 10 tons per minute; Cupel fan and 50h.p. engine.

What quantity of coal has been raised since operations started?

Fifty thousand tons in five months since the shafts were sunk.

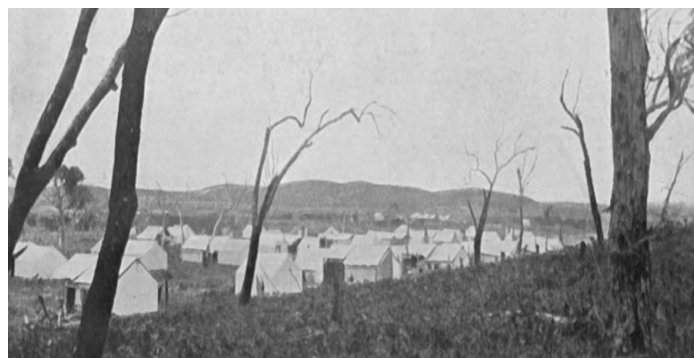
Particulars under heading, "The State Coal Mine."

What number of miners and other employees were engaged when practical operations commenced at the mine? What increases have since been made, and what is the total at present?

Operations were started on November 22nd, 1909, with 12 men, and have been gradually extended to date (August, 1910). The number of men employed on the field is about 900.

What was the approximate number of tents and other structures at the camp.

About 400 tents and sundry buildings of more substantial character, including several



Married Men's Quarters at the Camp. Photo by A. Jaboor.

stores and a two storey wood and galvanised iron boarding house.

What is the estimated population on the field?
Approaching 2500 souls.

What educational facilities are afforded children?

A school has been opened, with an attendance of about 200 scholars.

What are the conditions of employment, and how was the camp controlled?

Mr Hunter: The motto is, 'Only good workers need apply.' A small ground rent is charged. To control the camp there is only one law—'Behave yourself decently and comply with sanitary and other reasonable regulations—or "get."'

[A foot policeman has been stationed on the field. Also a medical practitioner, Dr. Sleeman.— Ed.]

What was the area of the camp, and the area of the new township?

Twenty acres and 350 acres respectively.

What provision is made for the supply of water?

See information under heading "Wonthaggi Water Supply."

What quantity of coal was sent away, via Inverloch, prior to the construction of the railway?

About 3600 tons.

What are the probabilities in regard to further shipping of coal from Inverloch?

Remote at present; but Inverloch must eventually be made into a port, as it is the natural outlet to this part of South Gippsland.

How was coal from the mine first sent to Melbourne?

By bullock team and boat.

What quantity of coal is being raised daily at the mine and what is the approximate value?

About 1000 tons per day, worth 9s. per ton at the pit's mouth.

When was the railway commenced and

(continues on Page 19)



Early photo of Officers' Quarters and Post Office. Photo by A. Jaboor.

State Coal Field Catechism (continued from Page 18)

when completed?

Its construction was commenced on November 22nd, 1909. It was completed to the mine, and the first train load coal despatched on February 23rd, 1910.

(1) When will the permanent railway be opened for regular traffic? (2) What quantity of coal will it be able to carry daily to Melbourne?

(1) Daily passenger train now running. (2) Up to about 2500 tons per day from January 1st, 1911.

How many miners' cottages are being erected at present, and at what cost?

In all, 100 cottages, costing about £20,000.

When was a shift made from the camp to the new township?

Business places moved at the end of May. Tents shifted gradually till the site was vacated. About beginning of July, official and drill camps only remained.

What public buildings is it proposed to erect there?

A railway station, post-office, and Savings Bank, Government survey office, police court and police quarters, State school, etc.

What public service officials are at present stationed on the field?

All that are at present necessary, except a police court official.

What banking institutions are represented?

The Colonial Bank of Australasia Ltd. and the London Bank of Australia Ltd. have local branches in Wonthaggi.

Why did His Excellency the State Governor visit the mine on March 10th, 1909?

To inspect a prospect hole sunk through the coal near where coal was discovered while sinking for water.

What area of coal-bearing country has

been acquired in the district by lease or otherwise by private individuals or companies?

Only an area of 1200 acres at the north end of the field on mining lease held by P. Daly, half of whose leasehold has been forfeited owing to non-compliance with labour covenant conditions.

Number and order of shafts sunk and extent of operations in connection with each:—

Main shafts, Nos. 3 and 5.

Auxiliary drawing shafts, Nos. 6, 7, and 8.

About 5 miles of workings, in No. 3 shaft.

Others just developing.

Altogether nine shafts have been sunk on the coalfield, and boring is in progress to determine the sites of at least an additional three.

Total quantity approximately of coal raised to date, 50,000 tons.

Total daily output of coal at present, 1000 tons.

Extent of coal-bearing area proved by bores and mining operations to date:—Area capable of giving a supply of about 30 million tons of coal.

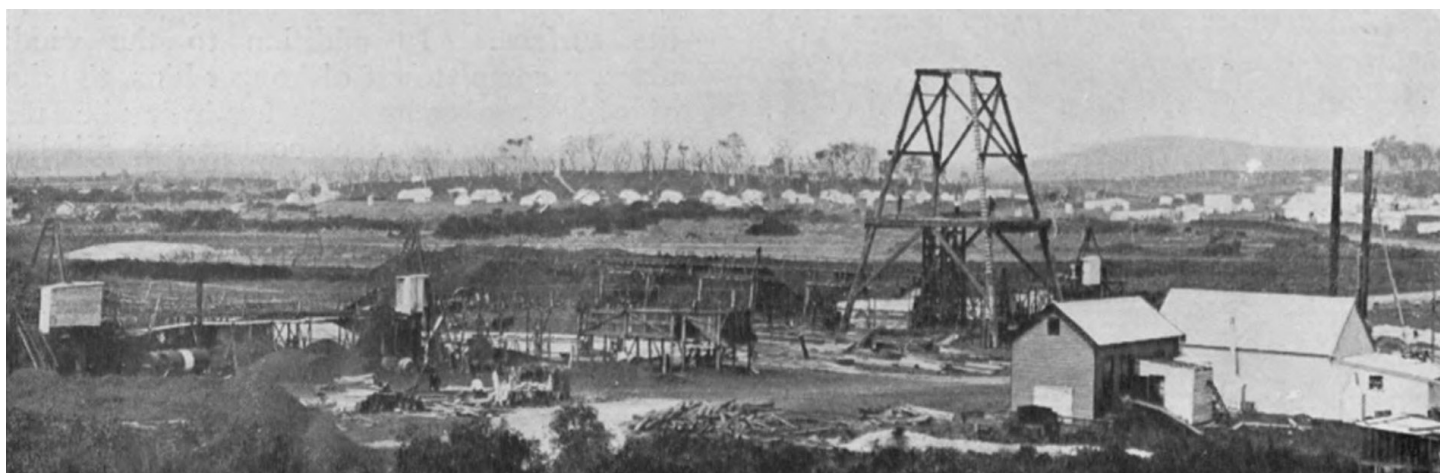
Anticipated duration of coal supply from the fields sources so far as calculation can be based approximately on probabilities:—twenty-five years' supply.

Total expenditure on improvements in connection with the new town and further expenditure sanctioned or contemplated:—Laying out, £5000; buildings, £5000; water supply, £60,000; miners' cottages, £20,000.

Maximum number of workmen employed by the Government to date in connection with the coalfields, including miners, men on surface, drain works, township, road, quarries, timber-cutting, etc.:— 900 men.

From *Powlett Coal Fields and Coal History of Victoria 1825-1910*. Published by Rae Bros., The Strand Publishing House, 1910.

(continues on Page 20)

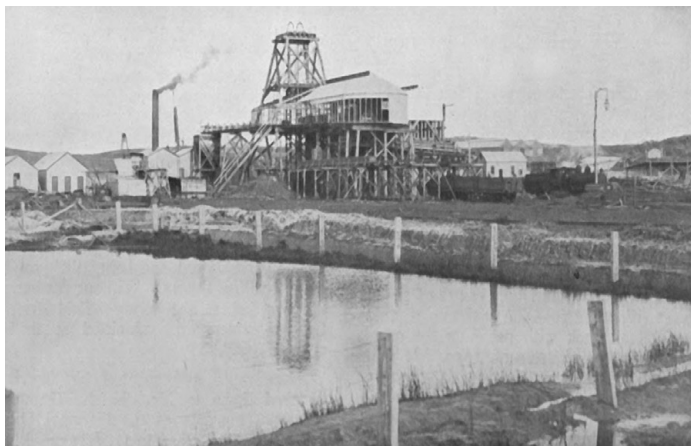


Mine, looking north-east. February, 1910.

State Coal Field Catechism (continued from Page 19)

Nomenclature of Shaft.	Position.	Thickness.	Struck Coal. Depth.	Date.
Well	At foot of sand hill S.W. portion Allot 26A Wonthaggi	6 ft	16 ft	January, 1909
No.1	Two chains North of well	8 ft	39 ft	March, 1909
No. 2	Forty yards Eastward from No. 1	8 ft	50 ft	November, 1909
No. 3	One hundred yards Eastward from No. 2	8 ft	52 ft	November, 1909
No. 4	Forty yards Eastward from No. 3	8 ft	26 ft	November, 1909
No. 5	Sixteen chains N.E. from No. 3	6 ft	134 ft	June, 1910
No. 6	Thirteen chains N.E. from No. 5	6 ft	152 ft	Not yet reached coal
No. 7	Four chains South from No. 8	8 ft	51 ft	May, 1910
No. 8	Sixteen chains East from No. 3	8 ft	85 ft	July, 1910
Timber Shaft	North of No. 1	about 36 ft	July, 1910

Ground running to about 400 feet in depth occurs about half-a-mile to the West from the present workings, and preparations are being made for sinking shafts in that locality .



Main Mine, taken June, 1910.



Miner's Meeting, c1909-1910. Photo by A. Jaboor.



Taking a load of coal to Inverloch. From the *Leader*, Saturday 1 January 1910, page 25: The Powlett Coal Fields.



Officials of the State Mine. From the *Leader*, Saturday 1 January 1910, page 25: The Powlett Coal Fields



The present emergency workings at the State Coal Mine. From the *Leader*, Saturday 1 January 1910, page 25: The Powlett Coal Fields.



The miners' camp, State Mine. From the *Leader*, Saturday 1 January 1910, page 25: The Powlett Coal Fields.