

The Western Port Times

Grantville & Districts



Volume 5 Number 6

FREE

October 2022

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Correction: In the last edition, the article entitled *Korumburra Accident* was incorrectly dated 1902. An alert reader, Peter Hinksman, spotted the error and pointed out to me, correctly, that it happened in 1903.

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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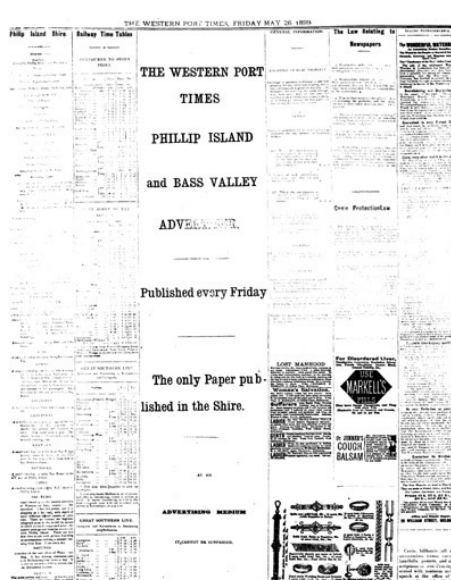
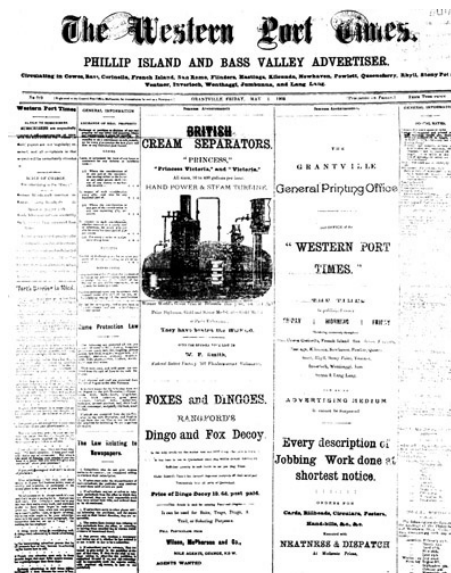
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Three 1923 articles from the *Argus* recommend Phillip Island, with a passing nod to Kilcunda, Inverloch and, of all places, Tooradin.

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 Hastings–Western Port Historical Society: <https://www.hwphs.org.au/>
 Inverloch Historical Society: <http://inverlochhistory.com/>
 Also: cv.vic.gov.au/organisations/inverloch-historical-society/
 Koo-Wee-Rup Swamp Historical Society: kooweerupswamphistory.blogspot.com.au/
 Korumburra & District Historical Society: Janet Wilson 5657 2267 or PO Bo 293, Korumburra 3950
 Lang Lang & District Historical Society: langlang.net/historical.html
 Leongatha and District Historical society: leongathahistory.org.au
 Phillip Island & District Historical Society: <http://pidhs.org.au/>
 Phillip Island Nature Parks, Churchill Island Heritage Farm Collection
<https://victoriancollections.net.au/organisations/churchill-island-heritage-farm#collection-records>
 South Eastern Historical Association: seha.org.au
 Western Port Historical Society Inc.: hwphs.org.au/
 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*, 4th December 1896 page 2.

Local and General News

The San Remo Band of Hope will hold a picnic to-morrow afternoon at the usual place for holding Sunday school picnics.

The annual Licensing Court will be held to-morrow (Saturday) at the San Remo Court.

A line of tramway is being surveyed from the coal mines to Corinella and Gobb [*sic*] Point. It is stated that the water is deep enough to bring a large vessel at Gobb [*sic*] Point.

Mr. Kennedy, of Blackwood, was the successful tenderer for carting the calyx drill to Outtrim. He left Kilcunda with a load yesterday.

It is with regret we have to record the death of Mr. Thos. Graham, of Blackwood, of congestion of the lungs. The deceased gentleman was in Melbourne last week, and attended the Cranbourne sale on his way home and on arriving home was taken ill, gradually got worse, and died on Wednesday morning. Dr. Wilson, assisted by Dr. Findlay, attended him during his short illness. He was forty-one years of age, and leaves a wife and young family. The deceased was interred in the San Remo cemetery to-day.

A petition is about to be got up by the residents of the township for presentation to the Postmaster-General, praying that the same privilege that exists at Bass, Grantville, and other places be extended to San Remo, that all telegrams be delivered within a mile radius. Also that the inconvenient hours in which the local office is closed in the afternoons be altered to the forenoon.

Messrs. Cleeland and Bates forwarded to Melbourne this week fat cattle for market from Bass, and it is with satisfaction we record that the prices they obtained were among the highest quoted.

The "Gazette" notifies the transfer of lease from M. Tangey to John Bates for 126 acres at Wonthaggi North, also that the Board of Land and Works are calling tenders for a business site at Stony Point from the 1st January to December 31st. 1897.

As will be seen by our advertising columns Messrs. M'Cartin and Co. will hold their next sale at the Bass Yards on Wednesday, 9th December, commencing at one o'clock sharp.

Mr. R. W. Skinner, baker and confectioner, of Grantville, notifies through our advertising columns that he will visit Corinella, Queensferry, Bass, and Bass Landing three times a week.

Dr. T. Anderson, who arrived at Korumburra

on Tuesday morning to relieve Dr. Strahan, of that town, who goes on a holiday, while riding out to see a patient had a severe fall through his horse stumbling on a metal road. Dr. Anderson's nose was badly fractured, and he has some severe contusions on the head.

Also

From *The San Remo Times and Phillip Island and Bass Valley Advertiser*, 11th December 1896, page 2.

As there are no cases the San Remo Court of Petty Sessions will not be held to-day.

A social is to be held at the Bridge Creek Hall to-night.

The San Remo sports and ball committee are calling tenders for catering for the ball on the 1st January, 1897; also we must draw attention to the withdrawal of the Regatta from the programme of sports to be held on New Year's Day.

The San Remo Band of Hope pic-nic was held on Saturday afternoon last, there being a large attendance of children and a few adults. The time was occupied with games, etc., and after the children had thoroughly enjoyed themselves they sat down to tea, after which they all wended their way home thoroughly pleased with their afternoon's outing.

Christmas and New Year excursions will be issued on all the railway lines from the 19th December to the 4th January, 1897, available for return for one calendar month from the day of issue.

As will be seen, by advertisement in another column the council are calling for tenders for leasing the Cowes Baths.

The Lady Loch, steamer, has been in Westernport Bay all the week repainting the buoys and beacons, and placing several in position, and they have also done a little surveying at Settlement Point, but it is said that Cobb's Bluff is a far better shipping port than Settlement Point.

Now that the hot weather has fairly set in, children should be very cautious when walking in the water along the beach, as sharks are very numerous, and come in quite close to the shore. Mr. Teddy Dwyer, while angling at the back beach last Saturday, hooked one close to the shore, and after a bit of "high-kicking," with the assistance of two "sturdy warriors" who were close by, landed him. He measured 3 feet 6 inches.

A party of Field Naturalists have been

(continues on Page 4)

Local and General News (continued from Page 3)

visiting Bass, San Remo, and Cape Woolamai during the week. They report having obtained some very good specimens near Bass, and intend revisiting it on their way back.

Another strike at the Outtrim coal mine is now on, and no signs of settlement. The strike originated from the system of weighing coal at the bottom of screens after it has been screened and cleaned of "slack" and dirt. This system is carried out in New South Wales collieries, and has been adopted at Coal Creek and Jumbunna mines.

Also

From The San Remo Times and Phillip Island and Bass Valley Advertiser, 18th December 1896, page 2.

As Christmas and New Year's Day falls on a Friday this year, the TIMES will be published on Thursday night next week and the following week. Correspondents and those who wish to advertise will please to send to the office as early as possible in the week to ensure publication.

The Port Phillip [*sic*] Shire council meeting will be held to-morrow. There will be no contracts let, the only tender to be considered being the Cowes Baths; also adopting the valuation of 1879. Until the rate is made it must be borne in mind that no money will be passed, so all payments will be suspended till after the New Year consequently.

Mr. Bonwick has finished making the valuations for the whole of the Shire of Phillip Island for the year 1897.

As the San Remo Baths are not fit to bathe in on account of the great holes in the enclosure, and the sharks are very numerous especially this time of the year, it is to be hoped that the Council will see to have the fence repaired at once, as a large number of visitors will be here next week.

The Committee of the San Remo Sports are desirable that the public should know that the balance left in hand from last Regatta and Sports will not be used for the coming New Year's Day sports, as it is intended that a Regatta will be held at a future date, when the money will be used for that purpose.

The tickets for the sports ball to be held at San Remo on New Year's night are now to hand, and the secretary, Mr. Elliott, will only be too pleased for anyone to take a few off his hands.

The hotels are expected to be full up with visitors next week. Mr. Suss, of the Pier Hotel, states that he has refused several families till after the holidays.

The building of the Bass Mechanics' Hall is progressing favorably, and it is expected to be completed at the end of January, and is to be opened with a concert and ball. The tickets will be available next week from the secretary, Mr. Gray, who will be glad to supply any one with either concert or ball tickets, or both.

The Grantville and Jeetho Show ball was held at Grantville on Friday night, but the attendance was not so large as might have been expected. The night was fine, and those who were in attendance thoroughly enjoyed themselves, there being more room to dance than when the place is too crowded.

Several young men who have been away at Coolgardie, and lately returned, are to hold an invitation social on Monday next at the Bridge Creek Hall. The evening's amusement bids fair to be a success, as the young men are sparing no expense to hand the night down as a thing to be remembered.

The marine surveyors are still making surveys around the Bay from Queensferry to Gobb's [*sic*] Bluff. It is not known where they consider the best shipping place for coal. They are now located at San Remo, and start surveying the Channel in the course of a few days.

All the State schools in the district will close for the Christmas holidays to-day, opening again in a month's time.

Entries will be received for the Grantville races up to Monday, the 21st inst., and entries must be sent to the secretary, Mr. Lang, with the entrance fee, age, color, pedigree, previous performances and colors of riders.

Tenders for the lighting and cleaning of the Grantville Jetty will close on Monday. They must be addressed to the Engineer in Charge of Ports and Harbors, Custom House, Melbourne. Particulars may be received from the wharf manager, Constable Walsh, Grantville.

The following new insolvent has taken place:—Charles Beard, of Outtrim, commission agent. Causes of insolvency: Depreciation in the value of real property and calls upon shares. Approximate schedule: Liabilities, £30,000; assets, £15,000; deficiency £15,000.

Also

From The San Remo Times and Phillip Island and Bass Valley Advertiser, 25th December 1896, page 2.

An unfortunate accident befel [*sic*] Mr. T. C. Monger, of the SAN REMO TIMES, as he was returning home from Lang Lang on Wednesday night within a mile and a half from San Remo.

(continues on Page 5)

Local and General News (continued from Page 4)

The horse put his foot in a rut, and fell, with his rider's foot under him. The horse got up and released himself, and with difficulty Mr Monger remounted and got to his journey's end. When he arrived home and removed his boot it was found his toes were badly bruised, and three crushed. He also received a severe shaking. On account of the above would any correspondents kindly forward any items of news they have as early as possible for the next issue.

Sports will be held at Bass on Boxing Day.

Owing to pressure of space we are compelled to hold over the report of the Phillip Island Shire Council meeting and other items of news till our next issue.

The Grantville Races will be held on the Grantville Racecourse on Monday next. A grand ball and supper will also take place in the evening at the Grantville Mechanics' Hall.

Mrs. Smith, of Grantville, wishes to acknowledge receipt of £30 re benefit concert and ball, and returns her sincere thanks to the residents of Grantville and surrounding district for the manner in which they all assisted to bring the concert and ball to a successful issue, and also thanks the Secretary and ladies and gentlemen of the committee for their efforts on her behalf.

Sharks are very numerous in the Bay just at present. A large specimen was captured during the week by Mr. Grayden, senr., close to the rocks at Newhaven. He measured 9 feet in length.

The San Remo baths have been repaired during the week, and bathers can now indulge in a splash in the briny with impunity without being afraid of becoming a Christmas dinner for a shark.

A "Coolgardie Social" was held at the Bridge Creek Hall on Monday night last, over 50 couples being present. Dancing was kept up till daylight, when all dispersed, thoroughly pleased with their evening's amusement.

As Mr. Hill, a resident, was walking along the footpath, close to Captain Clarke's residence, on Monday, he very nearly trod on a snake which was lying basking in the sun. On being suddenly disturbed his snakeship made his way into a hole beside the post. Procuring a spade Mr. Hill, with the assistance of a passer-by, dug him out and killed him. He measured about 4 feet in length. It is a fortunate thing that none of the children were bitten, as they generally play about that particular spot.

From the *Argus*, Tuesday 29 May 1951, page 3

Youth Keeps Flooded Highway Open

Two brothers and a sister yesterday kept open Wonthaggi-Dalyston road, which was submerged under 2ft. 6in. of muddy river water near Wonthaggi.

They are members of the Durling family — Frank, 19; Joe, 16; and Gwen, 18.

They used a horse and cart to pull more than 30 motor vehicles through 200 yards of water from flooded Powlett River.

It was the only way cars could enter or leave Wonthaggi, and motorists were charged 5/ a vehicle for the service.

Police prepared to evacuate residents as the Powlett and the Barwon Rivers in the Western district, continued to rise last night.

The Powlett, usually 20 yards wide, had a half-mile front last night.

The Keady family had to leave their farm, two miles from Wonthaggi, when water lapped the doors of their home.

The Country Roads Board last night warned that roads to Wonthaggi from Bass, Loch, and Korumburra, the Woolamai-Glen Forbes road, and the Bass-Glen Forbes road were closed by floods.

The Barwon is over its banks at Geelong, and last night the river was nearly five feet above normal level.

Winchelsea and Inverleigh are districts most affected by flood water from the Barwon.

Prince's Highway, near Winchelsea, was a foot under water last night.

The Birregurra-Lorne road was impassable, and Barwon Downs was cut off by road from Forrest.

The rain over most of Victoria during the weekend averaged an inch. Exceptional falls were recorded at:

Foster, 372 points; Toora, 367; Forrest, 326; Beech Forest, 281; Lorne, 273; Apollo Bay, 258; Wonthaggi, 241; Casterton, 234; Korumburra, 237; and Wood's Point, 233.

Snow fell yesterday at Wood's Point, Hotham, Rubicon, Donna Buang, and Mt. Buffalo.

Hotham, with a minimum temperature of 18 degrees — 12 deg. below freezing point — was the coldest part of the State.

Melbourne's maximum of 55.7 was 5.9 below normal.

Today conditions should be slightly warmer over all Victoria. Showers are expected on and south of the ranges.

From the *South Bourke and Mornington Journal*, 4 April 1883

Shire Of Phillip Island

No date of meeting given.

Present: Councillors Henry F. Norton (President), Stewart, Clarke, Hayes, Turnbull, Kidd, and Aldridge.

Correspondence Received

From Government Statist, asking for agricultural statistics to 31st inst.—To be forwarded.

From F. Baner, in reference to bathing regulation at Cowes.—Received, and Secretary to obtain Mr. Wood's reply on the same subject.

From Under Treasurer re refund of License.—Secretary to forward cheque.

From Public Works Department, re grant for bridges at the Bass.—Secretary to forward vouchers as requested.

From Mr Anstey, asking permission to drain his land.—Granted subject to the supervision of the Clerk of Works.

From Councillor Duffus, asking for one month's leave of absence,—Granted.

From Wm. Song, claiming cost of cutting tree to preserve bridges from fire.—Not entertained.

Slaughtering licenses were granted to Messrs Daly and W. J. Anderson.

Payments amounting to £119 11s. 6d. were ordered to be made.

The Secretary reported the bank balance to be £464 18s. 8d. overdrawn.

Reports of the Clerk of Works re Bass Bridge at Sunnyside and Deep Creek Bridge were postponed till next morning.

No action to be taken in reference to Peter's Road.

It was agreed to obtain Mr. Budd's opinion with reference to the liability of Mining leases to pay rates.

Clerk of Works was instructed to restore finger post at Queensferry, and grub [*unclear word*] at the Bass Bridge.

The following tenders were accepted:—No. 285, M. Dobbin, £6; No. 288, George [*unclear name*], £7 3s.

The Secretary was instructed to furnish statement of the different Ridings' accounts at the next meeting.

It was agreed to request the Treasurer of the Shire to furnish a statement of accounts collected by the rate collector at next meeting of the Council.

On the motion of Councillor Aldridge tenders were to be called for seven chains of screening

at the Bass Corner, and painting the Shire Hall.

On the motion of Councillor Norton, it was agreed to call for tenders for making [*a*] pathway down the cliff on the south end of the Centre road, Cowes, in October 1883.

The Secretary was instructed to write to Mr Guilfoyle with reference to planting shrubs, &c., on the Esplanade, Cowes.

The Council then adjourned till 27th April next.

From the *Lang Lang Guardian*, 25 March 1914, page 2.

Lang Lang Police Court

Monday, before Mr Cohen, P.M., and Mr Carson, J.P.

A Race Club Stake Dispute

L. Wildes v. M. Ryan (Wonthaggi and Powlett River Turf Club garnishees) for £10, being the prize for race run at Wonthaggi. Mr Conant appeared for the judgment creditor, and Mr Brunt for the club and Vincent Ryan, claimant.

Mr Conant explained that a verdict was obtained against M. Ryan for £30, which remained unsatisfied, but his client had learned recently that the M. Ryan he thought was the owner of the horse and in whose name the horse was run, was the father of the owner.

Vincent Patrick Ryan said the lease produced (dated October 19, 1913) was signed by J. Pynn. It was an agreement by which he (witness), leased the horse, Lord Hampton, from Pynn, with an arrangement for halving the stakes. He ran the horse at Wonthaggi under the name of M. Ryan.

The P.M. said, according to the V.R.C. rules the owner should run his own horse.

Witness (continuing) said a judgement was obtained last year against M. Ryan (his father) but his father had nothing to do with the horse. The horse ran at Wonthaggi and won the race.

To Mr Conant—Witness was not registered under the V.R.C., as owner of the horse. He knew that his father had incurred a liability of £30. He was just 21 when he got the lease from Pynn. Do not know why he entered the horse in the name of M. Ryan. He was a trainer of horses and his father was a blacksmith. His father was at the races shoeing horses.

The Bench were satisfied that the horse was not owned by M. Ryan, and discharged the order, without costs.

Four Weddings and a Funeral

From the *Powlett Express and Victorian State Coalfield Advertiser*, 13 September 1918, page 3: Family Notices

Davidson and Hunt

A very pretty wedding was celebrated at the residence of Mr. J. L. Crosthwaite, Piggorect, on Saturday, August 24, when Miss Kezia Hunt, daughter of Mr. and Mrs. W. Hunt, Queensferry, Grantville, was married to Cpl. J. W. Kerr-Davidson, of Manchester, England, now with the 13th Reinforcements, Broadmeadows.

The ceremony was performed by the Rev. J. Barningham, Scarsdale. The bride was given away by Mr. J. Crosthwaite, and looked charming in a gown of ivory crepe-de-chine, with wreath of orange blossom and veil, and carried a bouquet of white blooms and streamers, colours of the Sportsmen's Thousand. Misses Bertha Bennett and M. Perinoni were bridesmaids; they wore costumes of white silk, and carried bouquets of pink blooms and streamers. Mr. Len. Carey, of Italians, was best man. A tasteful breakfast was served, at which the usual toasts were honored. Cpl. and Mrs. Davidson left by evening train, amidst showers of confetti and good wishes, en route for Melbourne, where the honeymoon was spent. The bride travelled in a costume of blue silk, velour hat, and veil to match. The bridegroom's present to the bride was a cheque, and to the bridesmaids gold brooches. The bride's gift to the bridegroom was a silver-mounted umbrella. Many handsome and costly presents were received.

From the *Argus*, Wednesday 1 March 1939, page 10: Cloque Satin Gown

Cunningham and Shipp

The wedding was celebrated recently at Krowera Presbyterian Church, South Gippsland, of Annette Cunningham, eldest daughter of R. J. Wilson and the late Mrs. Wilson, of Clover Hill, Krowera, and Mr. John Laver Shipp, youngest son of Mr. and Mrs. T. Shipp, Bena, South Gippsland.

The bride, who was given away by her father, wore a slim-fitting gown of dull figured cloque satin. Her tulle veil, lent by her sister-in-law, was caught by a coronet of orange blossom and lillies. The bridesmaid, Miss Fanny Maddox, of Sydney, wore a frock of apricot georgette. Mr Jack Mackie, of Korumburra, was best man. A hundred guests were entertained at a reception at Clover Hill. Mr. and Mrs. Shipp will live at Geelong.

From the *Dandenong Journal*, 1 May 1940, page 14

Sparrow and Palmer

The wedding of Marion Lucinda, second daughter of Mr and Mrs R. Palmer, Kio Ora, Corinella, to Walter, second son of Mr and Mrs A. E. Sparrow, Lang Lang, was celebrated at St. George's Church of England, Lang Lang, on Saturday afternoon.

The bride, who was given away by her father, wore an ivory satin frock with shirring trimming the bodice and the full skirt falling into a long train. Her tulle veil was held in place by a halo of orange blossom, and she carried a bouquet of lily of the valley and frangipani.

The bridesmaids – Misses Isabell Palmer and Beth Sparrow (sisters of the bride and bridegroom respectively) – wore green net over taffetas and carried deep red roses to match those surmounting their tulle veils.

The best man was Mr Jack Walter, Adelaide, and the groomsman Mr Gordon Longmuir. After the ceremony, which was performed by the Rev. T. W. Hewitt, a reception was held in the Memorial Hall, Lang Lang.

From the *Dandenong Journal*, 18 August 1954, page 13

Johns and Mills

Three Bridesmaids

Next Monday afternoon at 5 o'clock there will be a pretty wedding at the Dandenong Methodist Church when Miss Margaret Shirley Mills, daughter of Mrs I. I. Mills, of "The Wessex" will be married to former Mildura lad Mr. Douglas Johns now of Dandenong. Margaret is to have three bridesmaids – the groom's sister, Kath, Kay de Vries and Elizabeth Rickards. The breakfast and reception will be held at "The Wessex." After their honeymoon the newlyweds will be entering business at Grantville.

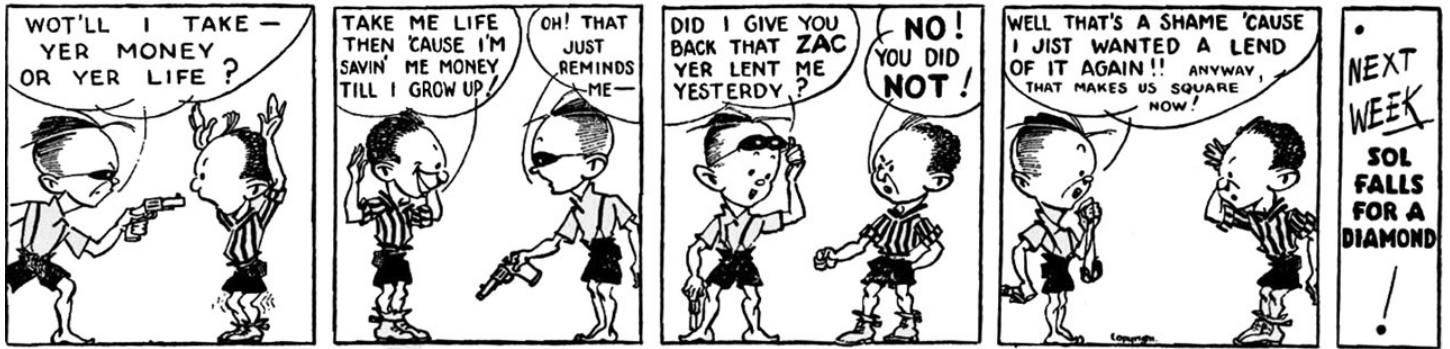
From the *Age*, Wednesday 7 April 1937, page 12: Obituary.

Kernot District Pioneer

An old resident of the Kernot district Mrs J. Campbell, of the cottage, Kernot, has died. Born in County Antrim, Northern Ireland, she, with her husband and one child, came to Australia over 50 years ago, and 48 years ago the family settled in the Kernot district. The services at the house and cemetery were conducted by the Revs. McGregor and Pye. A memorial service was also held at the Kernot Hall.

BLUEY and SOL

Sol Doesn't Like Bluey's Aim at Levelling the Budget



From the *Koo Wee Rup Sun* and *Lang Lang Guardian*, 24th December 1936

From the *Frankston and Somerville Standard*, Friday 14 December 1928, page 8

New Light At Cape Woolamai

That Westernport Bay is gradually growing in importance in the estimation of the Department of Ports and Harbors is shown by the installation of a new light at Cape Woolamai for the guidance of ships navigating the eastern entrance of Westernport Bay. It stands on an iron structure 10ft. high, on the summit of Cape Woolamai, and has an elevation of 880ft. above sea level. The light will be visible in normal weather for eight miles, and will flash at intervals of 10 seconds. A warning to mariners is necessary at Cape Woolamai, as the headland is fringed with dry and submerged rocks extending about a quarter of a mile from the shore.



The current beacon (as at 2017) at Cape Woolamai.

From *The San Remo Times* and *Phillip Island and Bass Valley Advertiser*, 4 November 1898.

A San Remo Degenerate

Note: reproduced as per the Thomas Cox Monger original, including run-on sentences, misspellings, odd wording and unclear references.

Things are coming to a pretty pass in San Remo when children cannot keep a pet of any kind, it must either be poisoned or shot by a "drunken loafer" who is employed by his friends to do all their dirty work or actions just for a "pint." Some children in San Remo had a pet kid which followed them about like a dog, and before going to school tied it up about a yard from the fence, shortly after the animal put its head through the panel in Captain Clarke's paddock, and the man—which he is not worth calling—referred to, that does all the dirty work, shot the innocent pet whilst tied up. The shot struck a bedroom at the side of the house, just near where two little children were running about. This is not the only annoyance that has occurred at the same premises. A few months ago 20 fowls were poisoned by some poisoned wheat being laid in the fowlhouse, and 40 shot and taken. Two dogs and three cats were also poisoned within the space of 12 months, and the man or men that would do all these mean contemptable acts is thought more of than some respectable citizens. Where are the Police that they allow, knowingly, all kinds of malicious, spiteful and degrading acts to be done and take no notice. The sooner San Remo is under proper Police protection the better.

Notice.

POISON laid on my property, "War-rook," Monomeith.

W. C. GREAVES.

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

The Housing Arrangements

Fears For the Winter

Powlett, Tuesday.

The approach of winter is giving the officials who have charge of the miners' camp a great deal of uneasiness, as they fear a serious outbreak of pneumonia when the rainy season sets in. This more particularly applies to the married men's quarter, which are located on what is known as the Flat. Old residents state that this ground is always inundated in winter, and that it was the best for snipe in the whole district.

There are nearly 100 families on the flat, and the children number nearly 200, the majority being infants. The habitations consist of tents made of canvas and hessian, and in these the families are huddled together. Many of the tents have no chimneys, so it can be imagined what the plight of the inmates will be with a severe winter. The ground will be like a swamp, and everything inside saturated with moisture. With so many infants nothing but a heavy death roll can be looked for. In fact, three infants have already died from pneumonia, two of the deaths being in one family. The Government should lose no time, no matter what the cost, in having these tents removed to the new township or on to high ground. The delay in making the miners' blocks available for selection is to a very great extent responsible for the position as it is now. Only in the latter part of last week was the ground thrown open, and as showing how eager the people are to get out of the camp, nearly all these blocks have been applied for. There are other persons who are not in a position to go to any expense, and something will have to be done for them. If they are allowed to remain where they are no end of expense will be incurred in making drains in the attempt to carry off the water. At the present the mine officials are cutting drains across the camp, but even this safeguard is a doubtful method of staving off the scourge of pneumonia.

The action of the responsible Minister in dealing with the township land stands as a monument of ineptitude. Mr. M'Bride has missed a great chance of making a name for himself and the Government with which he is connected. Vast sums of public money have been expended in securing the township site and carrying out the necessary work to make it an ideal town. Now the public is debarred from going on it. In all 564 acres have been

purchased, and it is the intention of the government to resume 1800 acres more. Of this only about 22 acres has been made available for business sites and employes on the mine. The latter sites have 15 acres set aside for them, in addition to the 50 cottages in course of erection. As the blocks are a quarter of an acre each, it will be seen that, cottages included, provision has only been made for 110 families, and on conditions that no private individual would dare to impose.

There are at least 700 men working on the mine above and below the surface, and the majority of them are married, their families living in different States. It would be interesting to know what the Minister intends doing for these people before the rainy season. The camp is full of discontent at the apathy shown for their welfare, as there is nothing whatever to prevent the whole of the land set apart for the workmen being thrown open at once. In addition to the miners, there are large numbers of tradespeople, carpenters and other mechanics, for whom no provision has yet been made. If the residential blocks were available there would be no lack of applicants for them. The Government by its procrastination is playing into the hands of the land owners and speculators, and jeopardising the success of the State township. At Dalyston, Hicksborough, Dudley and Powlett River large estates have been cut up into residential blocks, and the large number sold shows how eager the people are to get on the high ground. At the cost of the general public the aggrandisement of the few is being effected, and on all sides the Minister is condemned for not seeing the matter in this light. Although a paid servant of the public, he is considered to have assumed the position of an autocrat, saying what ground shall be made available and imposing conditions obnoxious to everyone, be he either capitalist or workman.

Too much praise cannot be given to those in charge of the mine and camp for the cleanliness and sanitary service which exists. Through their foresight infectious diseases are unknown but, as stated before, unless action is taken at once all they can do and have done will not prevent a lot of suffering, particularly amongst the children.

“A Selector” vs. a “big ‘un”

From the *South Bourke and Mornington Journal*, Wednesday 6 February 1878, page 2.

A Selector's Grievance

To the Editor of the South Bourke and Mornington Journal.

In the small but rising little township of Grantville we have our grievances as well as big fellas in big towns, but I had rather the task of making it known had fallen into better hands than mine, that unless somebody moves in the matter we shall be overridden by one of our big men, one who has an amount of London assurance, and whose ignorance is his bliss. This big ‘un who seeks to ride over our small community by his overbearing manner and pugnacity, has thought proper to appropriate part of our Cemetery reserve by pegging in a portion of the public road, which runs one side of it, and then coolly asks that a slice of land may be cut off from the other side, and added to the Cemetery, so that he might squeeze in and secure to his land a valuable piece of land of 11 acres, which he never should have been allowed to select, for it has a frontage to the main coach road, and *[is]* close to the heart of the town site, and if it were cut up as township allotments would no doubt make a handsome sum. This mighty man of pegs after he had secured this nice little bit, thought he would make himself doubly sure of keeping it, he therefore got the Mayor* of the place to call a public meeting, which was held in the Grantville Hotel on the 19th January, for the purpose of appointing trustees for our cemetery, and of course nominated himself as one; but we “smelt a rat” and kicked, made inquiry, and hence the *[unclear word]*, sir, (knowing you are strongly against monopoly) in writing this letter. Now that this big ‘un is one of the trustees of the cemetery, I am afraid we shall see his cattle tramping over the few graves that is there, feeding on the grass, unless he is checked. As a subscriber to your paper, and for the sake of our community, I hope you will give the letter a corner in your valuable paper.

I am, Sir,

Yours respectfully

A SELECTOR

Grantville, January 23rd, 1878.

*Solomon West, President of the Shire of Phillip Island and Woolamai.

**Undertakers, Knox and Sons, Grantville,
Ham-street, Wonthaggi.**

From the *South Bourke and Mornington Journal*, Wednesday 13 February 1878, page 2.

To the Editor of the S. B. and Mornington Journal

Sir.—I see in your last week's issue that a pretended selector feels sorely aggrieved that he is in danger of being overridden by one of the big men, as he terms me, but, Mr. Editor, I think the boot on the other leg, as anyone here will admit who knows him, but I cannot see how he can be aggrieved, except in imagination, as his selection is not within seven miles of the township and in a totally different direction from the cemetery, which he accuses me of trying to manipulate the land from. Now, Mr. Editor, I have had the land which I selected fenced in over six months, and *[unclear words]* apart from the cemetery, as there is a connecting road between my land and the same, and in all the time there were no complaints till lately. I tried to prevent the aggrieved selector from perpetrating a swindle on the ratepayers of the district, and he thought that by raising that cry he would take revenge on me, but if ever he reads the bible he will know that “revenge is the Lord's”, and he will repent, but I doubt that is his forte. He goes on to explain that it fronts the main road. I think that if he likes to take the trouble to look he will find many selections similarly situated. He then goes on, and says that I got the Mayor to assist me in the manipulation by calling a meeting to appoint trustees to the above cemetery, and there had already been trustees appointed; so far right, but the appointment was not in accordance with the Government regulation; therefore it had to be done over again; as for trying to implicate the Mayor, as he called him, I think, Mr. Editor, that your acquaintance of him places him above suspicion. He next is afraid that as I am appointed one of the trustees my cattle will be found grazing on the graves, but if he looks he will find that impossible, as every grave there has been *[so]* securely fenced in that even a bandicoot cannot get on to them, which I think reflects great credit on the party concerned, but you aggrieved selector reminds me of the dog in the manger, and the cows eating the hay, and if he is a selector indeed and has any interest in the district I hope that the next time he takes his pen in his hand he will *[unclear word]* himself to facts. Craving your pardon for intruding on your valuable space.

Yours, &c. John Monk, Grantville.

The Railway Line That Never Was Queensferry to Jeetho 1881

by
Geoff Guilfoyle

Alfred Downward M.L.A.: ...*He advised those interested to ask for a line to meet the requirements of the district, and leave the question of route to the department for settlement. (The Western Port Times, 9 February 1900, page 3: Bass Valley Railway).*

The Bass Valley Railway League will go down to Melbourne as a deputation on Wednesday next, 28th inst., and will meet at the Railway Offices, Spencer St., at 2 o'clock. The secretary of the League requests all those interested in the line to make an effort to attend. The deputation is not to advocate the route the line is to take, but to ask for a railway, leaving the question of route to the decision of the Railways Standing Committee. (The Western Port Times, 23 March 1900, page 2: Bass Valley Railway Deputation).

Mr Downward, M.L.A., visited us on Saturday night and gave a very interesting address on the agitation for a railway... He deprecated bricking [sic] for rival routes, contending that the proper course was to leave that to the Railway's Standing Committee, who would decide the matter without fear, favor or affection. Our best course was to show the Government that a railway was necessary, and having done that the rest would be thoroughly gone into by the Standing Committee, who could be depended on to see that the best for all parties would be done. (The Western Port Times, 1 August 1902, page 2: Powlett.)

The message in the opening quotes is clear: leave the details to the politicians. They are best placed to make the correct decision. This is absolutely true. Politicians know best...

Mr. Bent... I propose to construct a number of lines at £1,500 per mile. These are as follows:—A line to Beaconsfield, a distance of 4 miles; from Dandenong to FernTree Gully, 8 miles; from Port Campbell to Camperdown, 32 miles; from Queensferry towards Jeetho, 10 miles; and from Waterloo to Allambee, 4 miles. The total mileage of these lines is 58 miles, and the total estimated cost is £87,000. In the district between Queensferry and Jeetho, a great many people have recently taken up selections, and a railway is absolutely necessary...

Mr. Munro.—How will you get the rolling-stock on the Queensferry line?

Mr. Bent.—Quite easily. We have got a way of doing it. There is a splendid pier there, and I venture to say that there are people there who are prepared to pay 5 or 6 per cent. on the cost of the construction of the line... (Victorian Hansard, Vol.38, 1881, page 1211-1212).

Let's look at the Queensferry towards Jeetho, 10 mile long railway.

Mr. Munro asks a highly relevant question. The only pier at Queensferry in 1881 was that of Alexander Stewart.

The jetty is slightly over 100 yards long, and is built on piles driven several feet in the mud, which here constitutes the bottom of the bay. Owing, however, to the increase in trade, the jetty has now become much too short, and, besides, it is in such a dilapidated condition that a new one of a couple of hundred yards is urgently needed, this length being required

to reach the necessary depth of water, so that vessels of a larger size than those now employed by Mr. Stewart may be enabled to get to the jetty... (Weekly Times, Saturday 26 March 1881, page 9: Along the Coast to Kilcunda).

A "splendid pier" indeed.

Assuming the ship carrying rolling stock or a disassembled locomotive could get close enough without grounding – impossible for large vessels even at high tide – it is doubtful the actual pier, which was built by Stewart around 1874, could handle the weight. There is no record of any crane installed on the pier, a dubious proposition given that the crane would be as heavy as any of the loads it was required to lift.*

That is the obvious objection to Bent's proposal. However, there is another problem here that is apt to get lost amid the laughter of using Stewart's jetty as the entry point for railway construction. It is subtle but telling:

...from Port Campbell to Camperdown, 32 miles; from Queensferry towards Jeetho, 10 miles...

Not 'to' but TOWARDS Jeetho. Does Mr. Bent mean the small township or the larger area, and if the area, is it Jeetho East or Jeetho West?

From Queensferry to Jeetho township is about 10 miles. That's township to township ignoring terrain such as, say, hills. Luckily, the Bass Valley is renowned for being flat and featureless.

Oh. Wait. No, it isn't.

That's the trouble with valleys; they tend to have hills either side of them. The Bass

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* see *The Western Port Times*, September 2021, page 11 for a discussion of Alexander Stewart's pier/s at Queensferry.

The Railway Line... (continued from Page 11)

Valley is no exception. That's why the building of the Great Southern Railway from Melbourne to Leongatha and beyond didn't badly hurt the trade at Grantville; it was easier to cart goods to and from Grantville from either side of the Bass River than over the hills to equidistant Jeetho.

This brings us to the route of the Queensferry to Jeetho railway, which was going to be considerably longer than 10 miles. The most practical was that pioneered by the Corinella Coal Mining Company in 1867-1869 whose base of operations was at Deep Creek and actual workings were at Almurta. Thus the route would be from Queensferry to Grantville, following Deep Creek towards Woodleigh. Rather than turn right to Almurta at the Bass River, the railway would continue east, somehow threading its way through the hills to Jeetho.

This raises the question: did Mr. Bent examine an actual *topographical* map of the area, you know, one that shows the hills, or was it simply the 1881 equivalent of the map of Victoria found in street directories. Read on to learn the unsurprising answer to this question.

Pushing through the hills to Jeetho was not only going to lengthen the line, but that cost estimate is looking very optimistic.

In the district between Queensferry and Jeetho, a great many people have recently taken up selections, and a railway is absolutely necessary...

This was true; it is the reason Grantville remained relevant when the timber industry faded in the early 1880s. Yet it took until 1910 to obtain the needed railway, and that was built in a hurry to connect Melbourne with the recently opened Powlett coalfields. In 1881 would a Queensferry to Jeetho railway have made economic sense? Unlike the Koo Wee Rup to Strezlecki branch railway 40 years later, which was a financial disaster from the start, Queensferry to Jeetho is less clearly a huge loss-maker. Assuming it ran something like Queensferry – Grantville – Kernot – Woodleigh – Jeetho, could it have worked?

Not without a solid pier at Queensferry and cargo carried in shallow draught vessels. And given the terrain, you need to assume a (cheaper to build and maintain) narrow-gauge line. It certainly wouldn't have lasted beyond the Nyora to Wonthaggi branch line in 1910, but Mr. Bent can't be blamed for not predicting that.

A superior arrangement would have been a narrow-gauge railway from Corinella (on a permanent channel of water) to Jeetho via Queensferry, Grantville, etc. It may, possibly, have even been profitable, at least for a time, though it by-passed Glen Forbes, Woolamai and Bass.

Why start a railway at Queensferry rather than Grantville? The pier at Deep Creek in "old" Grantville still existed in 1881, and although short, it was considerably better built than Stewart's and potentially could have handled the loads required. The answer seems to be that Alexander Stewart was more adept at playing politics than those at Grantville. Then, as now, it wasn't what you know as much as who you know.

All this is speculation on my part. Mr. Bent was the Minister in charge at the time, with a slew of railway and transport experts to consult, and the resources of his department behind him. So you can be sure that his railway plans for 1881 were based on expert evidence and sound judgement.

Mr. BENT: ...In deciding upon these 58 miles of railway, at £1,500 per mile, I have not consulted with the engineers at all, but have simply used my common sense.

Oh dear.

Unfortunately for the inhabitants of the Woodleigh/Almurta area, and the good (and not so good) folk at Jeetho, Grantville and Queensferry, the railway never went ahead. Someone with some common sense thought building the Great Southern Railway from Melbourne to Korumburra, Leongatha, and beyond, was a superior idea to the dubious lines proposed by Bent.

...The House then went into Committee on the Railway Construction Bill... Mr Gibbs moved an amendment that the lines from Moe to Narracan, Traralgon towards Yarram, Queensferry to Jeetho, and Waterloo to Allambee East, be struck out, with the view of inserting a line from Pakenham to Alberton, to be called the Great Southern Railway. It being 11 o'clock the House then adjourned. (Gippsland Times, Friday 21 July 1882, Page 3: Parliament).

The Queensferry to Jeetho railway was quietly strangled in its infancy a year after being proposed.

**SAN REMO HOUSE—Unsurpassed
rest and health resort, lofty rooms
and outdoor sleeping accommodation.
MRS. J. T. DENHAM.**

From the *Age*, 19 April 1901, page 7 and also *The Western Port Times*, 26 April 1901, page 3.

The Bass Valley Settlers Need For Railway Communication

(By Our Special Reporter)

(Re-paragraphed for the sake of clarity)

What is known as the Bass Valley extending from the Southern Gippsland railway line to the sea coast near San Remo, just eastward of Western Port, is one of the most recently settled parts of Victoria. As the district is not much further from Melbourne than Bacchus Marsh or Kilmore, this may at first sight seem a somewhat astonishing fact.

The explanation is found in the remarkable condition of the Bass River country. While there were other areas open to the selectors the Bass Valley and the hilly country in its vicinity had few attractions to offer to the settler. A view of the forest was positively appalling. No part of Victoria had such an evil reputation for the density of its timber.

The intending selector would first note the growth of giant white gums and blue gums, attaining to a height of 150 or 200 feet. Below this, reaching to a height of about 100 feet, was a dense growth of spar-like saplings. Below this again was a remarkably luxuriant growth of blackwoods, one of the acacia species, ranging in height from 15 to 40 feet, and a dense growth of hazel, musk and dogwood scrub. The forest was, indeed, an impenetrable jungle. As the sun could not penetrate, both the foot growth and the soil, even in the middle of summer, were saturated and reeking with moisture. The selectors, observing these features, passed by to other districts. It was not until 23 years ago that the first attempt was made to conquer this wilderness for civilisation.

The stout hearted men who ventured on the first selections, found that the soil, which had sustained this remarkable forest, was amongst the best in the colony. A rush from all parts now set in, and hundreds of vigorous men were soon hewing and clearing in this gloomy fastness. Every acre of the land has now been taken up, and the original forest exists only in the forms of dead trees, which in their turn are rapidly diminishing under the influence of fires and natural decay.

The holdings are all of comparatively small area. The average throughout the district is not much above 150 or 200 acres, and the land is therefore carrying a large population in comparison with its area. The dairying industry is spoken of locally as the salvation

of the district. Before this industry was discovered, so to speak, the settlers had, as one of them remarked, become "dog tired" fighting against the natural growth of scrub, sword grass and fern. The dairying industry enabled them to make a good living at home. They were thus enabled to carry on the struggle against these after growths, and even employ large numbers of men.

The great want of the Bass country now is a railway. The fact has been recognised to some extent by the authorities for several years past. At the present moment a party of surveyors are making trial surveys in the locality for the purpose of ascertaining the best route for the line when this very necessary work is finally authorised.

Driving from Loch, attention is called to the ploughed summit of a hill close to the station. This was an area which had been under crop in onions. The yields have been so good that a rental of 50/ an acre is being paid by the present tenant. The effect of the activity of the dairying industry on the little town of Loch is to be seen in the construction of several new buildings.

The road leads for several miles through the flat country along the Bass river. A peculiarity of the district is that the hill country on each side is as good cropping land as the flats, and even at a distance it could be seen that the hills, distinguishable through the giant dead timber, were carrying a splendid growth of grass. Owing to the smallness of the selections one had always some half dozen or so of the settlers homesteads in view. These homesteads all presented similar general features.

There was the wooden cottage, with its cow sheds, dairy, trap shed and other out-houses, amidst a dark green patch of low trees, recognisable as the orchard. In the immediate vicinity of the house was a paddock of a few acres in cultivation. In some cases the land was still under a late crop of maize, which was to serve as fodder, or it was lying, newly ploughed, a dark slaty oblong patch. Sometimes the homestead was on a flat hill, sometimes on a gentle slope of the main hills, and frequently right at the summit. The quantity of stock seemed extraordinary,

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The Bass Valley Settlers (continued from Page 13)

but in this district a dairy farm which will not carry a milch cow to every two acres is a rarity.

A two hours' drive brought one to Almurta, where Mr. A. Ward, J.P., who was acting as cicerone for this part of the journey, conducted me over over *[sic]* a paddock which has a reputation throughout the whole country side. It forms part of a selection he has recently added to his original holding. This was the paddock in which he grazed the beast which took the first prize for the "single fat ox" at the last Royal Agricultural Show. It is 50 acres in extent, and, like the rest of the Bass country, was laid down in cocksfoot, rye grass and clover.

At that moment Mr. Ward had 50 cattle and a couple of horses upon it, and, excepting for two weeks, they had been there continuously for five months. The grass was still over one's boot tops. On one side of the paddock was a river frontage. The exposed parts of the banks showed that the soil was light colored and friable. It had had to be drained. There was exactly similar land, covered with sword grass, in an adjoining paddock. Men were employed grubbing this on piece work. Near the same locality an area of 157 acres, much of which had gone back through being neglected, was pointed out as having been sold lately for £16 an acre.

A stay was made at Mr. R. Anderson's, formerly a contractor in Melbourne. With some 500 acres he is one of the largest and most prosperous farmers in the district. It is a wonderful country for apples and pears and all kinds of root crops; also onions and potatoes. For the latter no one would admit to a product of less than 10 tons to the acre, and mention was made of a well authenticated yield of 16 tons. During the stay here a visit was paid to Mr. Lawrence's orchard, and two trees were pointed out from which 60 cases of apples had just been gathered.

The settlers at present, will not grow root crops, except the small quantity required for their domestic use. Over these hilly and rough unmetalled roads the expense of cartage is absolutely prohibitive of cultivation for the outside market, root crops, in which the district is abnormally prolific, being extremely bulky in comparison with their value. This is one of the reasons why the railway is so badly needed. The 800 selectors in the district have now got their holdings fairly well improved, and they each want to improve them further

by putting ten or a dozen acres under crop in potatoes and maize in succession, and then in grass again, so that the grazing capacity of the land may be still more improved. In potatoes, ten acres of land in any part of the district would provide some 100 tons of freight for the railways, and in maize from 15 to 20 tons. Onions would be a valuable crop for the same purpose. For yet another reason the cultivation of the holdings has become a pressing necessity.

Most of the settlers have large families, and there is no prospect of the children making homes in the district unless the holdings, as they become subdivided amongst the sons, are utilised more extensively for agriculture. The five farmers at the dinner table had an aggregate of 44 children, two of them having families of six, one of eight, one of nine, and one of fifteen. All the land for scores of miles around has been selected, and is held in small holdings. It has consequently become an anxious question with the farmers as to what they are to do with their boys. If the district were provided with reasonable access to a market, so that agriculture and dairying could be carried on together, a good living could be made off 50 or 60 acres.

The next stage of the trip was made under the guidance of Mr. John Tulloch, another of the pioneer settlers. The afternoon's journey was in the hill country, where the land was found quite as good as that of the flats, and even more highly improved. There was still the same unbroken succession of rung timber, small holdings and exceedingly comfortable homesteads. Calls were made at several of these residences, and at every place there were pressing exhortations to refreshment and rest. Four butter factories were sighted during the day.

In the evening Mr. Tulloch drove up the Blackwood hill, where a large area of country to the south came within view. From here we looked over a part of the country occupied by some 300 selectors on blocks of less than 100 acres in extent. The sight was a most remarkable one. The undulating, tree-studded expanse was dotted all over with homes. Every family had its dairy herd. With the home grown vegetables and fruit, the production of which is importuned on the settlers by the very richness of the soil, and their own dairy produce, the cost of living is, of course, a much smaller item than in the city.

At the homestead of Mr. R. Ward, although

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The Bass Valley Settlers (continued from Page 14)

the big trees are still standing, there was but little dead wood to be seen on the ground, except at a part where a last year's burn was awaiting "picking up." The slopes of the hills were beautifully green expanses of mixed English grasses and clover. The sleek and replete Ayrshires were standing near the yard after the milking, not yet having felt under any impulse to wander back to the pastures. The 25 cows in milk had, since last August, brought in a weekly return of just £5 10/. The yearlings and a score of Lincoln lambs had brought in another £100 for the season. The potatoes here, just ready for digging, were matched in abundance by the pumpkins. The moral was ever the same—"with railway communication to a market what marvellous crop these farms would produce."

At Woodleigh, an estate of 500 and 600 acres in extent, and owned by Mr. Claud Anderson, a population of between 30 and 40 souls is employed on the share system. From Woodleigh, which is at the highest part of the hill country, the road for several miles lay along a fertile spur running to San Remo, which is at its diminished extremity on the coast. At one place the road crossed a tram line and passed heaps of sleepers, which had the appearance of having lain undisturbed for at least a dozen years. This was the uncompleted line of the Great Victoria Coal Company, formed to mine the coal which underlies a large part of the lower Bass, and which is found outcropping all along the coast to Cape Paterson.

At the Bass township—a place of half a dozen houses, for notwithstanding the large population, there are really no towns in the district—the party was met by Mr. P. Anderson. Mr. Anderson, has a highly improved property near the coast of about 2000 acres. The land is of the prevailing high quality right to the edge of the low cliffs. Even at a few chains distance from the sea some 40 acres is sufficient to maintain a family at dairying. Still another tramway was crossed during the drive to Kilcunda, where some old coal workings were to be seen. Prior to the collapse of the coal mining enterprise here by the depression 6000 tons of coal had been taken from the mine, and 5000 tons of this had been conveyed along the now rotting tram line to San Remo, and shipped from there to Melbourne.

It is understood in the district that the

coal mining industry is about to experience a revival. During the last few months capitalists have been acquiring mining leases and securing tram rights over private property. Representatives of speculating syndicates, who have no intention of mining themselves, but who aim at forestalling and levying toll on those who do, are also becoming active. But the land owners are fighting very shy of these enterprising middlemen. There are three coal seams, one of which, under the property of Mr. Hoddinott, M.L.C., has been proved something over 3 feet in thickness. One of the best aids to the coal mining industry would be the construction of the Bass Valley line, at such a grade that the transport of coal to Melbourne would be practicable by railway.

Mr. Anderson, who was born in the district, proved a most entertaining conductor during this concluding drive of the tour. Anderson's Inlet, near Cape Paterson, 25 or 30 miles eastward, was named after his uncle, who discovered it. The first wheat grown in Victoria was cultivated by another of his relatives, in the Bass flat, and the yield was over 50 bushels to the acre. The antiquated stone roller, or clod breaker, brought from Tasmania by his family in the early forties, is to be seen in the vicinity of the old cultivation, and is an object of curiosity to the settlers of the present day. Stout hearted as were the early grazing pioneers, they only tackled the coastal fringe of the Bass country bush. With clearer land available in other parts of the colony by millions of acres, the temptation to reclaim this forest was of course not so pressing as it subsequently became.

It is impossible to conceive of any country trip which could leave the visitor with a greater confidence in the future of Victoria and with a greater respect for the bush selector. The State has no finer thing to point to as an assurance of its future greatness than the home life of the small holder when he is on good land, and consequently in thriving circumstances. The instinct to provide himself with an environment of comfort then has full scope, and in such a closely settled district as this the selector's existence is not cursed with any oppressive sense of loneliness.

Independently of the distance to be covered in getting to the South Gippsland line, the roads are quite useless for the transport of produce, unless in such a light form as cream. The district is very hilly. The selections and roads were marked off on the maps with a ruler,

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The Bass Valley Settlers (continued from Page 15)

absolutely no regard being paid to the natural features of the surface. The Government roads follow straight lines up and down the hills, which average about 500 feet in height. Nearly the whole of the funds of the local governing bodies are being applied to the purchase and construction of diversions.

The cost of the railway required to open up the district line been estimated by Mr. Mathieson at £40,100, or £2405 per mile, exclusive of rolling stock. The area served by this line would be about 150,000 acres, of which only 1000 acres are at present under cultivation. But even the traffic from the district in its present condition of a purely grazing area has been estimated to be sufficient to make the line a paying one. With a coal traffic, and the great agricultural expansion that would follow, the line would probably prove one of the best of the small sections in the colony.

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

Wheelers' Grievances

Powlett, Tuesday.—Representatives of the wheelers waited on the manager of the State mine (Mr. M'Kenzie) this morning regarding irregularities in pay and other grievances. The deputation cited the case of rope-riders, who were paid out of contract earnings. Mr. M'Kenzie admitted a mistake on the deputies' part, and agreed to refund to the contract wheelers pay for 23 shifts at 7/6 per shift. In the case of a wheeler who was paid for Sunday work out of the contract earnings, the deputation satisfied the manager that he had wheeled only 11 skips, and was occupied pumping for half the shift. The coal, therefore, cost the contract wheelers 1/ per skip. Mr. M'Kenzie agreed to refund the amount paid out of the contract fund, and also to deduct 11 skips from next pay. He also agreed to refund the amount incorrectly paid in the case of extra wheelers employed by the management. Complaints were voiced by the deputation concerning the size of the timber to be handled, the greasing of skips, hooks for skips, and minor matters. Mr. M'Kenzie said the whole causes of complaint would be rectified, and consideration given to the charge laid about unfair treatment. He also promised to pay for all water wheeled. The deputation expressed themselves as being well satisfied, and the manager asked the wheelers to in future place more confidence in the mine deputies.

The Death of Dr. Wilson

From *The San Remo Times and Phillip Island and Bass Valley Advertiser*, 25 June 1897: Death Of Dr. Wilson

We regret to have to record another calamity in the death of Dr. Wilson, who was found dead near Bass this morning. Yesterday was his visiting day for the Powlett, and he appears to have arrived there safely, and was on his way home when his horse came home without him, and a search was accordingly made, and he was found as above stated. News came to hand just as we were going to press too late to give full particulars.

From *The San Remo Times and Phillip Island and Bass Valley Advertiser*, 2 July 1897, page 2, Obituary.

We chronicled in our last issue the sudden death of Dr. Wilson, but as we received the news just on going to press, we herewith add some further particulars. The deceased doctor was a resident of the shire for nine years, and the whole of that time was health officer for the shire. He was one of those men whom everybody liked, and was thought a great deal of. He was always attentive to his duties as a doctor and as an officer of the shire, and will be missed amongst a large circle of friends he had made since residing here. The day of his death he did not complain of feeling any worse than usual, and took his usual trip to the Powlett, and on returning home rode as far as Anderson's Corner with Master John Smith, the mail boy, and left him in quite good spirits. He was found next morning within a few hundred yards of Mr. Stephenson's house laying on the side of the road, within half a mile of his own house. He must have evidently felt very unwell to get off his horse, as if he had fallen off he would have been in the middle of the road. When his groom found him next morning there was so sign of a struggle, so he must have died very suddenly. Dr. Williams, of Collins street, gave a certificate of death, as he stated the heart was effected [*sic*], and that he was likely to die at any moment. The funeral took place on Sunday afternoon, and left his late residence, Bass, at 2 o'clock for the Corinella cemetery, a large number of friends following him to his last resting place. The Rev. Mr. Potter read the burial service at the grave. Several of his friends brought wreaths of flowers and placed them on the coffin. He had no relations in the colony.

QUALCAST Lawn Mowers are the best. McLeod's, Kooweerup.

From the *Argus*, Tuesday 4 December 1923, page 5; Thursday 6 December 1923, page 5; Friday 7 December 1923, page 6.

Where To Spend A Holiday

Attractive Resorts No. 13.

Cowes and Phillip Island

Any morning when the heat is great and the city has lost its charm, catch the 8.45 o'clock train for Stony Point from No 1 platform at Flinders street. Transfer at Stony Point to a little steamer waiting at the wharf, and you will be landed in time for lunch in a pleasant place of temperate heat, spacious beaches, and sea breeze. The blue steamer is the *Genista*, well known through years of service, and the pleasant place is Cowes, the favourite holiday resort on Phillip Island, in Westernport Bay.

When it is 106 degrees in the shade in Melbourne it is 96 degrees in the shade at Cowes. The inhabitants have the records to prove it, and they are not unwilling to produce them. The train journey of 49 miles takes two hours. The road, through Frankston, Somerville, and Tyabb, is good, although it contains a few bad patches. Motor-cars are taken aboard the *Genista*, which takes 40 minutes to cover the six miles to Cowes, which is her first port of call on the trip through Westernport Bay to San Remo.

Swimmers' Paradise

On another magic island Ariel issued an invitation to come unto these yellow sands, and he knew nothing of the intensity of an Australian summer. Magnificent stretches of beach are to be found all around Phillip Island. Cowes beach, stretching for miles, beaches at Rhyll and Newhaven, Cowry beach on the west coast, with great opportunities for the shell hunter, the semi-circular stretch of wide sand around Kitty Miller Bay and Smith's beach (both facing the ocean on the south coast) are some of them. No one has



Cowes, the pretty Phillip Island watering place, is enjoying its full measure of popularity this year. A snapshot on the beach. From the Herald, Monday 18 January 1926, page 20: Holiday Pictures From Cowes.

as yet arisen to make a regulation against sun bathing, and the island is a swimmer's paradise. There are also plentiful opportunities for the sportsman and fisherman. A few foxes, some hares, and thousands of rabbits are to be found with quail and duck in season. Within a few minutes' walk or sail from Cowes pier are fishing grounds where schnapper, whiting, pike, flathead and rock cod are taken. At Rhyll, which lies five miles east of Cowes, fishing is the principal occupation. Crayfish are taken on the ocean beaches. Newhaven, six miles past Rhyll, is a favourite resort of sportsmen. Good fishing and shooting are within easy range, and there is also a large oyster bed. In addition to many tennis-courts (mostly of indifferent quality, but four more are now being laid), Phillip Island possesses a 9-hole golf course about two miles from Cowes.

Many Beauty Spots

For its size—it is about 14 miles long by six at its widest points—Phillip Island contains a marvellous number of spots of beauty and interest. Among these are Churchill, where the first wheat in Victoria was grown in 1801. Rhyll, where the first well was put down by Lieutenant Grant, of the *Lady Nelson*, in the same year and Cape Woolamai, where the granite for the Equitable Building was obtained. To Cape Woolamai by motor boat passing Rhyll and Newhaven, is about 10 miles. Here in a setting of great natural beauty, is the most extensive mutton bird rookery on the island. Miles to the west may be seen the Nobbies, and stretching between is a long line of ironstone cliffs, hundreds of feet high, and scooped into fantastic shapes by the action of the waves. To Cape Woolamai is one of the few trips that take more than half a day. The Nobbies is a precipitous pile of rock, about 200 feet high, and is on the western extremity of the Island, nine miles from Cowes. A splendid view may be obtained from its summit, and an excursion to it also gives time for a search for shells on Cowry beach, and a view of the ocean from Black Hill, Ventnor. It is 13 miles through undulating country to Pyramid Rock, on the south coast, against which great seas are always breaking. To Forrest Caves, farther along the south coast, is another very picturesque excursion. But the island's finest attraction for the visitor is its wealth of natural fauna—its mutton birds,

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Where To Spend A Holiday... (continued from Page 17)

seals, penguins and native bears. These and how and where to see them will be the subject of a succeeding article. Every point of interest is easily accessible by motor-car or motor launch from Cowes, and trips are made daily during the summer months. There is one good road—that from Cowes to Ventnor, made by the Country Roads Board—and the others range from bad to fair.

Charm and Isolation

Swimming, sun bathing, fishing, shooting, and sight-seeing, time slips by marvellously quickly on Phillip Island. Apart from all attractions that can be catalogued, the place has a compelling charm. Maybe it is the comforting sense of isolation—brought by that six miles of blue water which stretches across to Stony Point—isolation from a world where there are clocks and trains that go to the minute, and things that must be done. And if you decide for a continuance of this idyllic existence, then you will despatch a telegram that you are not returning, and, having watched the Genista steam from the wharf, proceed to cultivate chicory! The industry is worth £20,000 a year to Phillip Island.

Attractive Resorts No. 14.

Fauna of Phillip Island

From Japan, or wherever it is that they spend our winter (no one really knows), the mutton birds have returned to Phillip Island, in Westernport Bay, and in scores of thousands have established themselves for the summer on Cape Woolamai, at Ventnor, and around Forrest Caves. The nightly flight of the birds from the sea is one of the sights which the visitor to Cowes sees first.

Widely divergent views of the intelligence and habits of the mutton birds are held by Phillip Islanders, but all agree as to the chief



Beach and jetty at Cowes. From the *Australasian*, 30 January 1926, page 73: Views At Cowes. (O. L. Jones photo).

of the fascinating customs. These birds return to the same nesting places year after year. What is really an advance party arrives ahead of the main flock to kill the rabbits and snakes which have appropriated the burrows during their owners absence. When they have cleaned the burrows these birds set out again over the sea. Some say that in exactly 14 days to the hour from the time of their departure the main flock may be expected; others deny it. However that may be, the birds arrive in great numbers each year late in November. Burrows are appropriated and nest making begun. Every twilight from then on until April, when the birds disappear for the winter, the picturesque spectacle of a mass flight in from the sea is to be witnessed.

Motor car parties leave Cowes each evening carrying visitors who wish to witness the return of the birds. As dusk falls cigar shaped bodies are to be seen rising above the scale in ever increasing numbers until the sky is black with them. For between an hour and two hours the flight continues. Some say that these are the male birds returning with food for the mates on the nests below. There are others to *[sic]* deny it, and to hold that the male and female birds take it in turn to go fishing and in turn to hatch the eggs. The nesting place is some acres of ground, full of many exactly similar holes. Yet each bird is said to find its own burrow. Certainly there is much searching and waddling to and fro. Very graceful in the air the birds are on land the acme of awkwardness. They are easily caught, but the capture must be made with care, because their beaks are long and their tempers short.

For the first half-hour the flight is in comparative silence. The guide will explain that these first comers are the older birds, and those with a heavier sense of matrimonial responsibilities. Occasionally a bird which has sought in vain in the half darkness for its burrow turns and deliberately heads out to sea. It is explained that, having missed its nest, it intends to take fresh bearings. It is when the latecomers arrive that the visitors, seated on tussocks on the hillside, see quarrels and fights. Maybe a bird has wandered so long that he has become confused and enters the wrong burrow by mistake; possibly his motives are less honourable. The rightful owner is all indignation and shrill squawking. A fight will begin, and only death or serious injury will end it, unless the intruder can make good

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his escape.

Last summer more than 100,000 eggs were taken from the rookeries at Cape Woolamai. Again this year men are camped there for this purpose. The eggs, which are remarkably large for a bird much the size of a pigeon, are used extensively by cake-makers and confectioners in Melbourne. Some people prefer the mutton bird's egg to the egg of the domestic hen as a breakfast luxury; but they are peculiar people, and much in the minority. The taste is too "fishy." It is said that if the first egg is taken the female bird will lay another, and if that is taken she will lay a third, but if that, too, be taken she gives up the attempt to hatch for the season. If, however, the original egg is left undisturbed that is all she will lay. From December 12 onwards the eggs are protected. A fortnight after the young have learnt to fly—about the beginning of April—the birds take flight again for unknown regions. During this last fortnight the islanders have it that the young birds are not fed by the parents, so that they will have reduced weight for the long journey.

Seals, Native Bears, and Penguins

About three quarters of a mile off the Nobbies a large rock has been for many years the headquarters of a colony of seals. The number is variously estimated from 4,000 to 8,000 and the creatures may be seen daily sunning on the rock or disporting in the waters around it. Motor-boat parties from Cowes to visit the rock are organised. The seals take these excursions unconcernedly, and swim and frolic around the boat, lending colour to the claim that this is "the greatest animal show in nature." Although highly fascinating, the trip is not to be recommended to the bad sailor, who should be content with the distant view from the Nobbies. Sometimes the motor-boat passes through rough water, and sometimes a strong breeze blows from Seal Rock. It is the combination that is dangerous.

There is no danger, however, in visiting the haunts of the native bears. Across the wooded slopes to Rhyll and along the Lovers' Walk many are to be encountered. Protected all the year round, they show little fear of the visitor, but gaze at him with as much interest as he gazes at them. Tapping steadily on the trunk of the tree in which a native bear is resting will often send it clambering down or swinging with agility to a neighbouring tree. Illustrating the calm assurance of the bears of their freedom from danger, one hopped through a window in the Isle of Wight Hotel on a night last week. Amid much excitement it was captured and examined by the visitors before being released.

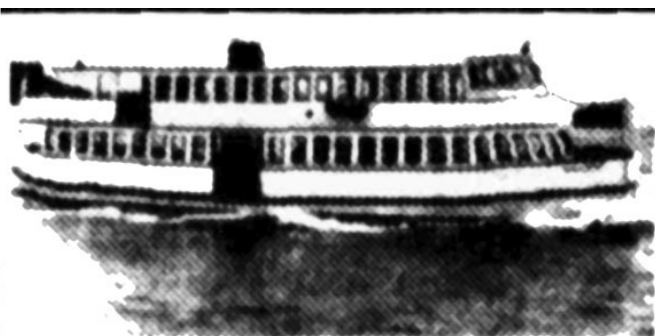
On the coast near Swan Lake, on the road to the Nobbies, is staged each sunset the last and the best in several ways of nature's entertainments. This is the return of the penguins, "the most interesting birds in the world," to their rookeries. They come winging softly over the waters, and gather in little parties on the beach. Each party appears to hold a conference. Will they go home to the waiting mates or stay out all night? After perhaps five minutes' discussion an old bird soberly sets off. The rest of his party follows him in line, and slowly—some people may say in step, but these are they who are blessed with seeing eyes—across the sand and up the cliff side.

Attractive Resorts No. 15.

Around Westernport Bay

Although the charms of Phillip Island are best known and Cowes has achieved something of a national reputation, Westernport

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Visit COWES

**Ferry leaves Stony Point
11.15 a.m. daily.**

**Leaves Cowes 5.30 p.m. Mon-
day to Friday.**

**6.30 p.m. Sunday and holi-
days.**

**All ferries connect with train
or bus to and from Flinders
St. Further enquiries Govt.
Tourist Bureau and Holiday
Booking Office**

Where To Spend A Holiday... (continued from Page 19)

Bay is full of beauty spots, each offering its premier attractions for the holiday-maker.

Rugged rock formations against which the ocean sometimes beats in fury lie around San Remo, which is on the mainland at the entrance of the eastern passage to the bay. By water from Stony Point the distance is about 18 miles, and the trip is made daily by the s.s. *Genista*. An overland route from Melbourne is by way of the Great Southern line to Nyora, and then along the branch line to the State coal mine at Wonthaggi as far as Anderson. Here vehicles from San Remo meet the train by arrangement. This is a five and a half hours' run from Melbourne, but the view from Griffiths Point alone repays it. The eye travels over a wonderful vista of open ocean and picturesque coast from Cape Patterson to Cape Wollamai, and then across the bay to Cowes and Stony Point. Another popular walk is to the Caves, the larger of which is about 150 yards deep. Both the ocean and the bay beaches are easily reached. Casting from the rocks, good surf fishing may be obtained. Yachts and launches may be hired for fishing excursions to all parts of the bay. Wildfowl, hares, and rabbits are included in the shooting. Pleasant drives are to Inverloch, on Anderson's Inlet, Kilcunda, the Bass River, and the State coalfields at the Powlett River.

Tooradin For The Sportsman

Enormous catches of whiting have been reported during the last few seasons by parties fishing the northern shores of Westernport, and Tooradin is one of the best headquarters close to Melbourne for a well-equipped party of sportsmen. It lies 36 miles distant on the South-Eastern line. Besides whiting, pike, schnapper, mullet, and flathead are found in the bay, and bream and mullet haunt the creek on which the village lies. In season the shooting includes, duck, quail, and snipe. The Koo-wee-rup side should be tried by the quail hunter, who will also meet many rabbits and an occasional hare. Plover, duck, and



The *Genista* at San Remo, circa 1920s.

sometimes snipe, are bagged around the neighbouring dams and waterholes. Netting and shooting warrens are all through the fern rises. Armed with rods and guns parties travelling either by motor or train may make successful one-day trips to Tooradin if arrangements are made well in advance. Good swimming is available, and yachts and motor launches are for hire. It is generally wise to write ahead to engage these.

Kilcunda and Inverloch

On the eastern shore are Kilcunda and Inverloch, nine miles apart. The railway to Wonthaggi passes through Kilcunda, and a conveyance from Inverloch meets trains. There are several sandy ocean beaches at Kilcunda, and one or two are protected by reefs running parallel with the shore, which make natural breakwaters and protection for bathers. Crayfish are plentiful in the rock pools and sweep, parrot fish, rock ling, and rock flathead are also to be had.

Inverloch is increasingly popular as a holiday resort each year. It has excellent camping spots, such as Point Smythe, about a mile from the township, where surf bathing may be enjoyed. The Inverloch beach is broad and sandy, and the waters of Anderson's Inlet, protected by a natural bar from the ocean, are always calm. Rowing and sailing are popular sports, and there is also a golf course and tennis court. A sight not to be missed near Inverloch is the isolated mass of rock rising from the sea south of Point Norman. This formation known as Petrel Rock, is the home of thousands of sea birds. Enjoyable are trips up the Tarwin River by launch, and over the hills and along the seafront to Eagle's Nest. The fishing comprises whiting, schnapper, bream, perch, and flathead. Along the beach rockfish and crayfish may be caught. Rabbits and hares are to be had at all times, and in the season quail, duck and snipe. Inverloch is eminently suitable as a family holiday place.



Arriving at Cowes jetty, 1925.