

# The Western Port Times

## Grantville & Districts



Volume 5 Number 2

FREE

June 2022

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

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

\* \* \*

**Dalyston-Wonthaggi Racing Club.**

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J. D. DALY, Hon. Sec.

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**The Western Port Times.**

AND PHILLIP ISLAND AND BASS VALLEY ADVERTISER.

Published for the Proprietor by J. T. PAUL, General Storekeeper, Grantville.

No. 11. FRIDAY, FEBRUARY 22, 1910. (Published on Monday.)

Price 1/6 per copy. Annual Subscription 10/6 in Advance.

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- Friends of Churchill Island Society: <https://focis.org.au/about-churchill-island/>
- Hastings–Western Port Historical Society: <https://www.hwphs.org.au/>
- Inverloch Historical Society: <http://inverlochhistory.com/>
- Also: [cv.vic.gov.au/organisations/inverloch-historical-society/](http://cv.vic.gov.au/organisations/inverloch-historical-society/)
- Koo-Wee-Rup Swamp Historical Society: [kooweerupswamphistory.blogspot.com.au/](http://kooweerupswamphistory.blogspot.com.au/)
- Korumburra & District Historical Society: [www.korumburrahistory.com.au](http://www.korumburrahistory.com.au) or PO Bo 329, Korumburra 3950
- Lang Lang & District Historical Society: [langlang.net/historical.html](http://langlang.net/historical.html)
- Leongatha and District Historical society: [leongathahistory.org.au](http://leongathahistory.org.au)
- Phillip Island & District Historical Society: <http://pidhs.org.au/>
- Phillip Island Nature Parks, Churchill Island Heritage Farm Collection  
<https://victoriancollections.net.au/organisations/churchill-island-heritage-farm#collection-records>
- South Eastern Historical Association: [seha.org.au](http://seha.org.au)
- Western Port Historical Society Inc.: [hwphs.org.au/](http://hwphs.org.au/)
- Wonthagi Historical Society: [wonthaggihistoricalsociety.org.au/](http://wonthaggihistoricalsociety.org.au/)
- Wonthaggi Genealogy Inc.: [secretary@wonthaggi-genealogy.org.au](mailto:secretary@wonthaggi-genealogy.org.au)



From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 7 August 1896, page 2.

## Local and General News

Coughs and colds are just now very prevalent among the juvenile portion of the community. The attendance at the several schools in the district have been considerably reduced thereby.

Heavy rain interfered with the usual Saturday night meeting of the Bass Mutual Improvement Association. Mr. Falder, the late president, was booked for a paper on the "Philosophy of Laughter." As he was unavoidably absent, the secretary took his place with a reading on "Unworking Aristocracies," from Carlyle's Past and Present. Mr. Albert Smith followed with a song or two, and the meeting adjourned.

A hole in the Grantville road, near the Victoria Hotel, would serve as a grave deep enough to bury the whole of our councillors. A lady and gentlemen driving along on Saturday last were much afraid the buggy in which they were in was going out of sight.

Foxes are very plentiful at Kilcunda, seven having been poisoned last week on Mr. Henderson's estate. Several lambs have been killed by dogs. They also have taken the bait and were found dead.

Several head of cattle were stolen from Mrs. Hislop's run, Cape Patterson, while the manager, Mr. Martin, was away at Lang Lang trucking sheep.

A dance was held in the Athenaeum Hall, Queensferry, on Friday, 24th July, about 30 couples being present. The duties of M.C. were carried out by Mr. M. Quinlivan in a very efficient manner, and Messrs. Peters, Hardingham, Bates, and Hawkins, provided first-class music. Refreshments were partaken of at midnight. During the evening songs were rendered by Miss Stevens, and Messrs. J. Monteith, Pritchard, Marshall, and Walker. Credit is due to Mr. Skinner for his efforts to promote the enjoyment of those present. Dancing was concluded about 5 a.m., and it was generally agreed that a very pleasant evening had been spent.

The first load of coal was carted to the Bass Landing yesterday by a bullock team, the amount of the load weighing about 3 tons. In a few more days it is expected a few extra teams will be put on.

Messrs. Wood and Co.'s manager, Mr. O'Neal, has arrived at Bass, and will commence building a new creamery nearly opposite the old school, Bass. The machinery is on its way from Lang Lang. He informs us that

he will be ready to receive milk in about a month.

Several farmers at Bass are building milking sheds, and it is expected that a large number of cows will be milked in the district during this season, now that they are going to have a creamery. They are also ploughing to plant for winter feed for their cows.

A large sale of springers will be held at Bass yards the first week in September. They are coming from Melbourne.

On Friday evening last a delightful surprise party was given to Mr. and Mrs. J. Kennedy, of "Innisvale," Archie's Creek, and proved highly successful. A large number of friends turned up at an early hour, and completely took the "Innisvale" people by surprise. However, after a short time spent in conversation, a start at dancing was made, and this was kept up till the small hours of the morning. Lively games varied the dancing, so everybody was able to indulge in some or other kind of amusement. Capital songs were given by the Misses Baum, M. Allen, Kennedy and M'Kinnon, and also by Messrs. Greaves and J. Allen. These were highly appreciated, and made the evening very sociable. At daybreak the party made a start for home, well pleased to think their "surprise" had been so enjoyable and pleasurable to all concerned, without any exception whatever.

In our last issue our "Karrik" correspondent reported that Constable O'Shannassy, of Inverloch, was to be removed to Cowes in a few days. We regret that it appeared, as it is without foundation, as Constable Thornton has no intention of leaving Cowes at present so Constable O'Shannassy could not be transferred to Cowes.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 14th August 1896, page 2.

The ordinary meeting of the Phillip Island Shire Council will be held at the Shire Hall San Remo, on Saturday at 12 p.m.

A meeting was held on Tuesday at Mr. W. Garry's, Glen Alvie, the object of which was to start a butter factory if sufficient inducement could be brought to bear amongst the farmers. There was a small attendance, but the milk from 250 cows was promised. It was arranged that another meeting be held on the 20th inst., as it would be more publicly known, and

(continues on Page 4)

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

would have a larger attendance.

The Grantville police have received a wire from the Loch police that a man named Charles Wilson had shot himself at Mr. Thompson's place, Glen Alvie, on Wednesday, and to meet him there on Thursday to investigate the matter. Particulars will be given in our next issue.

It is expected that there will be a couple more auctioneers selling at Grantville sale yards next sale day. Messrs. Clarke and Co and Hamilton have stated their intention of visiting the sale that day for holding sales.

Captain and Mrs. Henderson have arrived at Bass from Melbourne, and are locating themselves in their new home. A store is also attached to the dwelling-house, where they intend removing the goods from the old store during next week to the new place of business, which will be opened with almost a fresh stock.

The fishing smack Ada (owner H. Miles) left San Remo on Thursday, per s.s. Maitland, for Waterloo Bay.

On Saturday evening last, the members of the Bass Mutual Improvement Association turned out in great numbers. The treasurer reported the roll of members for the quarter amounted to 40. Others are expected to join shortly. The next social is being anxiously looked forward to. Mr. C. C. Robinson gave a very interesting lecture on "Farming as a Fine Art," which will appear in our next issue. Next Saturday Mr. T. Caughey is to give an essay on "Fruit Growing," which should prove highly interesting and instructive to those who attend.

Mr. Bates, who is a candidate for the Corinella Riding for the coming election, is making a personal canvas to every ratepayer, and he states the encouragement he has received gives him the idea that he will not be far behind, if not in a majority, when the numbers go up.

Mr Hackett, who is contesting Phillip Island Riding, is also making a personal canvas, and he is well satisfied with the result of his trip amongst the ratepayers.

The following names were nominated for the different ridings of the Phillip Island Shire:—Corinella, Messrs. Harbison and Bates; Phillip Island, Messrs. Hackett and J. West: Mr. P. Daly was returned unopposed for Woolamai riding. For the auditorship, Messrs. M'Ilwraith and Hadden.

Our readers will be pleased to learn that a football match is to be played on Saturday, the

29th inst, on the San Remo ground, between Wonthaggi and Hastings, and will no doubt prove an interesting contest, as they are the best teams around the bay. In the evening there will be a minstrel entertainment by the Hastings Amateur Minstrels in the Shire Hall, which should prove quite a treat.

On Friday night last a party of friends met at Mr. Kennon's, Newhaven, when games, songs, and dancing, were indulged in till early morning.

At the San Remo Court on Friday last a boy named M'Dermott was charged with being a neglected child, and ordered to be sent to the Industrial schools.

The s.s. Maitland, from Melbourne, arrived at San Remo on Thursday morning with cargo for Messrs. Bergin and Co. and several others.

The children of Queensferry were given a party in the shape of tea, games, and dancing, at the Hall on Tuesday evening, to celebrate the first load of coal landed at the Queensferry Jetty. Mr. Hardingham supplied the music. Mr. Reid sang "Four Jolly Smiths," and several others contributed songs. At the close Mr. Reid spoke a few words to the children, and said he thought they would always remember the first load of coal that had come to Queensferry. Great credit is due to Mrs. Cracknell, Miss Reid, and the other ladies, for the children having so great a treat.

Our Grantville correspondent's letter, which arrived too late for this issue, will appear in our next.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 21st August 1896, page 2.

An extensive horse sale was held at Dandenong on Saturday, and sold at satisfactory prices, the auctioneers having a busy time of it selling about 250. There were a large number of buyers including Indian and those from the city. Buggy ponies realised up to £33 10s. per pair, draught to £22 each, Indian remounts £17, good hacks £15.

A meeting of the Bass Improvement Debating society was held on Saturday evening, when there was a large attendance, fully 40 members being present. Several subjects were discussed, and the evening passed off pleasantly and most interesting.

The Bass Creamery Co. have commenced erecting their building on the banks of the river, where they will always have a plentiful supply of water. The engineer is expected to arrive next week to erect the machinery for

*(continues on Page 5)*

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

same, and the farmers are making preparations for milking a good number of cows. The manager expects to have the creamery ready to receive milk by about the first week in September.

The following is the report of the Great Victoria Mine, Bass:— Tunnel is being opened out; first air shaft started, the seam is opening up well; one team is busy carting coal to Queensferry; the company have about 10 tons on the Jetty, and will have in about a fortnight 50 tons ready for shipment. More teams expected to be put on next week.

The Ripple put inside Cape Woolamai on Tuesday morning at 9 o'clock for shelter, and sailed next morning for Anderson's Inlet.

The s.s. Maitland arrived at Cowes on Thursday with cargo, and left the same morning for the Gippsland Lakes.

Also

From the *San Remo Times and Phillip Island and Bass Valley Advertiser*, 28th August 1896, page 2.

A football match will be held at San Remo to-morrow between Hastings and Wonthaggi. Both teams are in good form, so we may expect to see a very closely contested game. After the match in the evening there will be a minstrel entertainment in the San Remo Shire Hall by the members of the Hastings Club.

The Bass Hall Committee met on Monday night to make arrangements for the necessary funds for building the hall. Mr. Bates, the president, stated that he had made all necessary arrangements for getting an overdraft from a bank in Melbourne.

At a meeting of the Korumburra Agricultural Society on Monday, a motion was passed that the Government be further urged to use every possible means to prevent the introduction of the tick pest.

The employes of the Korumburra colliery entertained the manager, Mr. Neil Pitcairn, at the banquet on Monday night, and presented him with some valuable plate. Mr. Pitcairn has just returned from a recruiting trip after a severe illness. He was offered the management of the Coal Creek mine, but declined it. His men have taken the above means of testifying their appreciation of him.

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**WANTED.** — Three Labourers (handy with tools). Apply Morton's Pea Factory, Station street, Kooweerup.

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**KOOWEERUP. Ph. 21**

From the *Koo Wee Rup Sun*, 11 January 1967.

From the *South Bourke and Mornington Journal*, Wednesday 29 November 1882.

## Shire of Phillip Island And Woolamai

Saturday, 25th November, 1882.

### Annual Meeting

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

The Secretary having read the balance sheet and auditor's report for the financial year ending 30th September, 1882, it was received and adopted on the motion of Councillors West and Turnbull.

### Ordinary Meeting

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

### Correspondence

From Shire of Buln Buln, asking for above shire to join in deputation to the Public Works Department to obtain a grant and erect a bridge over the Bass River.—The Secretary instructed to reply stating that the President had communicated with the President of the Shire of Buln Buln without receiving any answer.

From Shire of Buln Buln, asking for their Secretary &c. to be appointed collector for rates due from ratepayers in the lately severed portion of Corinella.—Secretary to reply stating that this Council decline to accede to the *[unclear word]*.

From Government Statist asking for returns to be furnished.

From J. Jeury asking for extension of time on his contracts *[unclear number]* and 208. One month granted.

From Hawkins and Pender, asking for works to be performed near their properties.—Referred to members of their riding.

From F. A. Nowell concerning fencing a road excised by the Lands Department.—Postponed till next meeting.

From Lands Department, stating that steps have been taken to reserve Grant's Parade at Cowes, with a view of placing it in the hands of this Council as a committee of management for recreative purposes.—Received.

From Edison Electric Light Company.—Received.

From W. H. Hickey, asking for one month's extension of time in his contracts No. 259 and 269.—Granted.

A petition was introduced by Councillor West from ratepayers of Phillip Island Riding, asking for steps to be taken to obtain telegraphic communication between Melbourne

and Hastings.—Referred to the President.

The report of the Clerk of Works stating that Guy's Creek bridge would cost L20, was postponed till next meeting.

Necessary repairs to Richardson's bridge was ordered to be effected.

The Rate Collector reported that he had visited some of the ratepayers in the severed portion of Corinella, and received much opposition and refusal to pay. He handed in a letter from Mr. Salmon and asked for the Council's advice. He was referred to a previous resolution of the Council, that all defaulting ratepayers were to be summoned.

Constable Murphy reported that he had summoned Messrs. Newell and Tulloch for illegally cutting timber, and in each case had obtained a conviction.

The Secretary reported the bank overdraft to be L130 5s 6d.

The President reported progress with reference to daily mail and telegraph communication to Griffith's Point.

Payments amounting to L132 15s 7d were ordered to be made. The report of the Committee recommending that a bonus of L10 to be paid to the Secretary for extra work in consequence of Mr. Hickey's irregularities, and the following tenders to be accepted, viz., contract 250, M. *[unclear name]*, L41 5s; 272, P. Quinlivan, L9 15s; 273, P. Quinlivan; 276, O. P. Winter, L27 15s; 278, R. Gall, L3 3s 6d; 279, R. Gall, L4 1s 3d, was received and adopted.

Lands near Duffus and the Cemetery were ordered to be harrowed and rolled under the supervision of Councillor Duffus.

Brackets for hanging harness were ordered to be erected in the stabling at Newhaven.

In accordance with notices of motion previously given:—R. Walshe's application to make an amended valuation of the Shire property was accepted. Tenders to be called for 20 chains forming on the Rhyll road, Phillip Island.

Notices of motion were handed in from Councillor West for ten chains clearing at Fowler's parade; Councillor Clarke for a culvert near the Bass bridge; Councillor Norton, for fencing in the Shire Hall allotment; Councillor Aldridge for painting the Shire Hall.

The Council then adjourned until 23rd December.

From the *South Bourke and Mornington Journal*, Wednesday  
8 February 1899.

## A Trip To Grantville With The Dandenong Brass Band

[By Basson]

(reparagraphed for the sake of clarity)

Having made arrangements with Mr. Millett, of the local livery stables, to convey us to Grantville to play at the agricultural show, the time for starting was fixed at 4 a.m. sharp, and to a man the bandsmen were at the rendezvous, thanks to the callers. Mr. Millet's well appointed drag with three horses having arrived, a start was made. The motoring being rather chilly, overcoats and rugs were in great demand.

On nearing Cranbourne day was breaking, and the lively rabbits were to be seen *[sic]* dodging amongst the ferns. Our "hand sport" having brought his gun with him he soon settled down to biz, but I think it was more the fault of the cartridges than that his eye was a little out, that he was not very successful. Cranbourne was reached at 5.25 a.m. The journey from Cranbourne to Tooradin was uneventful, the drag drawing up at Basan's hotel at 6.45 a.m.

Here our billiard "crack" played an exciting game, the "champion" winning by 1 point (100 up). At this moment the breakfast bell rang and a rush was made for the table, which was groaning under the weight of victuals, *[sic]* and the handsmen acquitted themselves fairly well. After we were shown the sights of Tooradin from a hill adjoining the hotel, where there is a splendid view of French Island and the Bay.

After playing a lively tune, and the horses having had about an hour and a half's rest, we commenced the second portion of our trip, the time being passed in songs and joking until reaching Koo-wee-rup, where a wonderful change was noticed. A few years ago before the swamp was reclaimed it was a dreary place, but the large hay stacks and splendid soil testified to the sound judgement of the Government in draining the morass.

From here, through Monomeith, Caldermeade, and on to The Gurdies was a sight worth travelling a long way to see, and the fine herds of fat cattle were fairly revelling in English grass and clover which was up to their knees. The roads up to this point were in splendid order, but afterwards a number of sandhills were encountered and the

travellers, taking advantage of the opportunity to stretch their legs, got out and walked a couple of miles. Once more on board and we were quite close to the Bay, which was covered with wildfowl. It was a very pretty sight.

Grantville was reached at 12 noon. There was a good attendance in the show grounds and in a few minutes the musicians, under Mr. Code, our talented conductor, commenced a long programme of bright and popular music, which, was attentively listened to during the day.

After playing awhile, Mr. J. T. Paul, president of the agricultural society, invited the band to an excellent dinner in the Mechanics' Institute Hall, and after its discussion *[sic]* playing was again proceeded with till 5.30, when we adjourned to Lang's hotel for tea.

One gentleman during the afternoon handed the secretary a donation to the band funds. Prior to the concert the band played four or five marches outside the hall, the music echoing through the hills. We opened the first part of the programme by playing the overture "In the twilight" and the second part the intermezzo "Sweet Roses".

Mr. Code also introduced the Gramophone *[sic]* which was very much enjoyed, and the members of the band contributed songs. Immediately after the concert the hall was cleared for the dance, for which the building was crowded. The ball was opened by the band playing the first set of quadrilles after which they played the second dance, a waltz.

Most of the members then entered into the dancing and had a very pleasant time till daylight, the remainder going to bed, and as far as they were concerned all was quiet until the return of the revellers, when things were made very lively for those who were in bed, sleep being then out of the question, and the driver having informed us that the horses were missing, all hands turned out for the search. They were eventually found – with their tails behind them – steering for home.

After breakfast the drag was brought round, and a parting tune being played, we commenced the return journey, and at 10 a.m. reached Lang Lang, where a couple more tunes were played, after which Host Hitchins entertained the band.

Off once more, we bowled along toward Tooradin, nothing of note happening until we met two lady cyclists with their steeds disabled. Immediately two gallant swains jumped out to their assistance, and after a

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*A Trip To Grantville... (continued from Page 7)*

little while, during which they received plenty of chaff from their confreres in the drag, they succeeded in repairing the damages. They were rewarded by lavishing smiles from the ladies, which seemed to amply repay them.

We soon arrived at Tooradin, where Host Basan had a splendid dinner ready, which was about this time very necessary and duly appreciated. Not having much spare time, as we were booked for Dandenong at 6 p.m., so, playing a tune we hurried away after giving three cheers for Host Basan. The pace was a cracker, and we arrived home on time, having had a thoroughly enjoyable time, and we look forward with pleasure to our next trip to Grantville.

From the *Argus*, 14 January 1910, page 4: Powlett Coal.

## **Powlett Coal**

### **A Favourable Report**

As a result of a visit to the Powlett coal field, Mr E. J. Dunn, director of geological survey, is much impressed with the quality of the coal. In a report to the Minister, he says:— "The seam so far explored occurs at about sea-level and below. Where the shafts are sunk the coal is met with at from 26ft. to 60ft. below the surface, which is 50ft. above sea level. The thickness of the seam so far has opened up ranges from 6ft. to 8ft. In quality the coal is excellent; it is bright, clean, undecomposed coal, and remarkably free from partings of any kind, and from admixtures of 'batt' or shale. In no case was more than ¼ in. of dirt observed in the whole thickness of the seam. Where opened out, the coal is somewhat tender. At greater depth it may be more compact and less friable. There is a rather large proportion of 'slack,' but this is pure coal free from 'batt,' dirt, &c., and is quite as good fuel for many purposes as the large coal, and every ton of it will sell readily. There are faults in the seam which cause displacement, but they are probably not numerous, and they do not appear to displace the seams very many yards, nor do they cause deterioration in the coal. The coal appears remarkably free from iron pyrites. None were observed in the seam opened up, nor in the borings in the main seam. It is to be expected that when the seam is under 150ft. or 200ft. of cover, it will be even better than at the site opened up where the coal has been exposed [*sic*] to atmospheric influence for a vast period of time."

From *The Western Port Times and Phillip Island and Bass Valley Advertiser*, Friday 8 January 1904.

## **Settlers Troubles**

The authorities of the Lands department deny that there has been any general notice of forfeiture issued to settlers at the Kooweerup Swamp who have failed to pay their rents owing to unprofitable seasons. Complaint has been made by some of the settlers that such notices have been sent out, and that the action of the department means that they will have to send away half grown potatoes to a gutted market to try and realise enough to save their homes. The department, however, has not resorted to such drastic methods as the settlers feared. In a report to the Minister on the subject, Mr Thomas, who is in charge of the settlements branch, states that most of the settlers have recognised their obligations to the department and pay up their rents fairly regularly. There are a few, but very few, who will not pay unless they are absolutely forced to do so. "In these cases," Mr Thomas adds, "the departmental officers are the best judges as to what steps should be taken to enforce payment."

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A return which has been presented to the Minister of Lands shows that the land made available for the month of December was 2113 acres. Since February last 1,075,740 acres have been thrown open for agricultural and grazing purposes.

## **Holiday Resorts.**

### **Kilcunda.**

From the *Age*, Thursday 29 October 1925, page 11.

Prominence is being given to the great possibilities of Kilcunda as a popular seaside resort. Possessing some of the most beautiful coastal scenery to be seen in Victoria, and its natural advantages for fishing and bathing, this holiday resort should commend itself to tourists, as it is within easy motor journey from Melbourne. A fine picnic ground has been laid out, overlooking Bass Strait and right at the railway station. The railway department runs an excursion train to the township from Melbourne on New Year's day, but the fares being on the ordinary excursion rate, do not tend to popularise it. A train run at special excursion fares would without doubt be largely availed of by Melbourne people, and give them the opportunity of seeing this beautiful portion of the Victorian coast.



## The Dam Busters (Wonthaggi Version)

From the *Age*, Wednesday 6 September 1950, page 3.

### Gelignite Blasts Dam

A terrific explosion which rocked Wonthaggi early yesterday morning blasted a large hole in a farm dam and released a torrent of water over low-lying country.

The explosion, which occurred at 4 a.m., caused a stir at the State coal mine, where it was feared an accident had happened underground. Only when frantic inquiries to men working in Number 20 Shaft and the Western Area showed that nothing was amiss did the tension ease.

The wrecked dam is located on a dairy farm, approximately three miles from Wonthaggi, and owned by three brothers, John, Frank and Charlie Daly.

The brothers live on another farm several miles away, and first learned of the explosion when told at 7.30 a.m. by their caretaker, Mr. C. Donohue.

Mr. Donohue said he was awakened at 4 a.m. by an explosion which rattled windows and shook the house.

At daylight he went to the dam and found water pouring through a large gap. In a portion of the dam still intact he found three hessian bags containing 108 sticks of gelignite wedged tightly into a hole.

These were loaded into his utility truck and later at Wonthaggi police station he handed them to First Constable V. Saunders, who is in charge of the investigation.

Two explosives experts, Inspector Buckley and Inspector Corbitt, of the Explosive's department, examined the scene of the explosion. They estimated that 50 lb. of gelignite was used on the dam.

Police have a theory that the gelignite was part of three cases stolen from a consignment of 80 cases to the Wonthaggi mine in June this year.

Mr. John Daly said land holders on one side of the dam had often complained that it caused water to flood parts of their properties.

Mr. Fred Keady, who is a grazier on a soldier settlement farm, said the banked-up water had forced him to park his truck on the roadside for three months. To take milk from the farm he had to carry cans on his back through water chest deep.

At one time he had been unable to send his daughter to school, as water had isolated the farm.

From the *Truth* (Sydney), Sunday 12 November 1950.

### They're A'Feudin' And A'Fightin' And A'Fussin Down At Wonthaggi Fantastic Story Of Farm Dam Explosions

Melbourne, Saturday.—

Three violent explosions which have rocked the Victorian town of Wonthaggi in the few months have resulted from an amazing land feud reminiscent of the celebrated battle between the Martins and McCoys.

Police and Wonthaggi residents, alarmed at the blasts which have shattered the rural peace, fear violence unless the fantastic feud is terminated.

Star characters in the strange dispute are Fred Keady, ex-soldier and soldier settlement farmer, and big landowners John, Frank, and Charlie Daly.

Cause of the upset between the farmers is a dam built by the Dalys to prevent water flowing into their property.

The water, descending from the mountains is collected in the dam. Before it is banked up by the dam it cascades through other farms and into Keady's.

Before the dam was erected the water gathered in low-lying pastures on the Dalys' land slowly filtering into the Powlett River.

About 14 months ago—two months after Keady had taken over his property—the Dalys first built the dam, resulting in the flooding of Keady's land. Forty to fifty acres were submerged.

Sinister allegations were made that the Daly brothers deliberately flooded Keady's land in the hope of forcing him to sell to them.

The Dalys vehemently denied the allegations.

Then, 12 months ago, came the first shattering explosion. Thousands of gallons of water swamping Keady's land flowed on to the Dalys' property.

The Dalys rebuilt the dam and placed a

*(continues on Page 10)*



**VS**

Fred Keady (left), neighbouring farmer to (right) Frank and John Daly, two of three Wonthaggi brothers engaged in a fantastic feud over a dam.

*The Dam Busters... (continued from Page 9)*

guard over it nightly. Early in September came the second bang. It was no firecracker. A terrific blast awakened residents, killed birds and a sheep, and sent large clods of earth flying for 50 yards.

### Split In Town

Once again the Dalys rebuilt the dam. Once more water banked up in it. And once more the dam was blown up!

The explosion was even more terrifying than the second. It tore a huge crater out of the dam and released a million gallons of water.

The situation at the moment is pregnant with startling possibilities.

Thus the matter rests—for the time being at least.

The Dalys intend building the dam again. Everybody in Wonthaggi knows what is going to happen when the water reaches a certain height. And knowing this the Dalys will probably be more vigilant.



Water cascaded through a hole blasted in the earthen retaining wall of a dam on Daly Brothers' property at Archer's [*sic*] Creek, near Wonthaggi, yesterday. It is believed that 50 lb. of gelignite was used to make a hole 15 feet wide and 12 feet deep in the dam, which is 40 feet long and 15 feet wide at the base.

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From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 2 June 1916, page 3.

## Goods Shed For Woolamai

At Woolamai, Cr Steenholdt, on behalf of a deputation requested that a small goods shed should be built on the passenger platform side, also that the pig race should be moved to a more accessible position.

The reasonableness of the requests appealed to the Commissioners, who stated that instructions would be given to have the desired improvements carried out.

From the *Age*, Friday 29 November 1940, page 6

## Aboriginal Relics

### Shell and Implements

Victoria, in common with many other parts of the world, has suffered severely from wind erosion, and at the present time there is before Parliament a bill which has the objective of checking, if not eliminating, the evil. The action of the wind on the sands of Phillip Island, however, has had some interesting results apart from the serious effects usually associated with erosion.

The action of the wind in the years before white man set foot on the island covered with sand a great deal of the tea-tree amongst which the aboriginals camped. The trees in the course of time became petrified by the seepage of mineralised water and huge numbers of shells—the remains of shellfish eaten by the aboriginals—and a large collection of aboriginal implements were buried.

The wind, which it has a habit of doing, not only in the vicinity of Phillip Island, has proved capricious, however, and blowing back again over the sands during the course of many years, has revealed the buried relics to the eyes of the white man to-day. An inspection of the aborigines' camping ground and kitchen middens is now one of the attractions of this remarkable island. The aborigines must have been "some eaters" — let us hope the shellfish were not all absorbed at one meal! — as it has been estimated there are about 12,000,000 shells in this historic camping ground. There are also to be seen there old bones, and crude stone implements of various kinds.

The collection in which Captain Dixon, of Summerlands, Ventnor, takes a particular pride, is of special interest, not only to those with scientific leanings, but to the general public.

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From the *Argus*, Thursday 22 October 1891, page 10

## Earthquake Shock At Westernport Bay

Grantville, Tuesday. A heavy shock of earthquake, accompanied with a loud rumbling noise, was felt here this afternoon. It created some little excitement, and persons in business places ran out to ask each other the cause of the noise. The sound slightly resembled a sudden and severe gust of wind, and it appeared to travel in an easterly direction.

From the *Great Southern Advocate*, Thursday 24 January 1901, page 3: Glen Alvie.

## A Promotion To Baringhup

(Re-paragraphed for the sake of clarity.)

The head teacher of the Wonthaggi North state school, who has been settled there for the last four and a half years, received well deserved promotion in being transferred to the Baringhup school, in the Castlemaine district.

During his stay amongst us, by his uniform gentlemanly conduct, his kindness to the children under his care, his genial manner, and his desire at all times to promote the welfare of the district, he gained the best wishes of all the parents and residents of the district, who could not allow him to depart from amongst them without marking the occasion in some special manner.

It was unanimously resolved that a picnic should be held in his honor, where he could meet his former young charges and parents together, and enjoy an afternoon's amusement with them both. The committee who had charge of the arrangements are to be complimented for the efficient manner in which they perfected all details and carried them out.

As soon as Mr. and Mrs. McDonald drove up they were enthusiastically received. The usual picnic festivities were entered upon and heartily enjoyed. After all had thoroughly amused themselves, Mr. M. Bowman, J.P., president of the shire, presented Mr. McDonald with a gold Rotheram watch, suitably inscribed, and a silver cake basket for Mrs. McDonald.

In making the presentation, Mr. Bowman referred at length to the great services rendered by the recipient to the cricket club and the rifle club. His great desire at all times to see that the infant minds of the children under his charge were guided in the right direction, and to encourage the children to persevere in their studies he presented them with innumerable prizes. He was without doubt a first class teacher, and the parents of the district had much to thank him for. He (Mr. Bowman) regretted his leaving very much.

Mr J. Edwards said he was pleased to be present to bear testimony to the many excellent qualities of their departing guest, whose whole desire seemed to be perfect whatever he took in hand. His ability as a teacher was widespread, and many a child, when grown into years, would remember with pleasure the kind instruction imparted to them while under Mr. McDonald's charge. He regretted his leaving. His departure would be Glen Alvie's loss, but it would be the gain

to the district he was settling in.

Messrs. J. C. Allan and Kettels also spoke, and Mr. McDonald suitably responded.

On Monday a smoke night was held in the Glen Alvie Hall, at which there was a very large attendance for the district. Mr. W. C. Watson occupied the chair, and proposed the health of the departing guest.

He had known Mr. McDonald for nearly two years, and he was always glad to meet him for he invariably had a kind word for everybody and everything. Meeting the guest of the evening was like *[the]* welcoming appearance of sunshine after rain. He regretted his leaving the district.

Where he was going to was a dry district, and he hoped every time he looked at the watch they presented to him a few nights ago, he would remember the green hills of Glen Alvie, and that some day he might come back and settle amongst them, and he was sure all would gladly welcome him back.

Mr. J. Edwards, captain of the Glen Alvie rifle club, said that the club owed a debt of gratitude to Mr. McDonald for his untiring exertions on its behalf. He labored hard for its success, was the founder of the club and never thought he could do too much for its prosperity. Mr. and Mrs. McDonald would be always welcome to the district, and in their new home he wished them every success and prosperity.

Mr. McDonald, who was received with cheers, responded. He thanked them all for the great kindness shown to him since his arrival in the district. It is now some four and a half years since he first came. He remembered it well.

It was on a cold winter's day he arrived by coach at Grantville, and those acquainted with the feeling of a person arriving in a new place under such unfavorable auspices, can easily imagine his feeling on that memorable occasion. When he arrived at Harding's, the additional journey had so far depressed him that he offered to Mr. Edwards, his predecessor, to return from whence he came rather than remain.

He had not, however, met with any of the residents. These were his early impressions. But when once he came in contact with the people they were at once dispelled, and he was soon made quite at home amongst them.

*(continues on Page 12)*

*A Promotion To Barringham (continued from Page 11)*

He had seen the residents in the prosperous times, and under the adverse circumstances attendant on the bush fires, when many homes were made desolate, and he could not but admire the fortitude shown on such an occasion, and compare it with the time of prosperity. He had during his short stay received many kindnesses from the people for which he was very thankful. On behalf of Mrs. McDonald and himself he returned them his sincere thanks. (Cheers.)

## Sibly Slips Away

*From the Powlett Express and Victorian State Coalfields Advertiser, Friday 16 August 1918, page 3: Glen Forbes*

Miss Linda Sibly, who has been head teacher at the local State school [*Glen Forbes*] for the past two years, and has been transferred to Richmond at her own request, was tendered a farewell send off by the pupils and parents at the schoolroom on August 9.

The chairman of the school committee (Mr. R. Campbell, sen.), on their behalf, presented Miss Sibly with a manicure set.

Miss Sibly feelingly responded, thanking one and all for their kindness.

There was a large gathering, including many visitors, amongst whom were Miss Bennett, head teacher, Woolamai; Miss Mayberry, head teacher, Glen Forbes South; and Miss Box, relieving teacher, just arrived from Melbourne. All present spent a highly enjoyable evening.

Songs were rendered by Messrs. Toomey and Watson, and Miss Lizzie Berryman recited. Dancing was kept up until 3 a.m. Mr. Ted Close kindly supplied the music.

Miss Sibly endeared herself to all by her kind and friendly disposition, consequently her loss will be much felt. She is an able teacher, and pupils made rapid progress under her tuition. She has been an ardent worker in the cause of the Education Department's War Relief Fund, as be seen by the fact that the sum of £170 has been raised by this school since she took charge. She takes with her the goodwill and friendship of all.

Miss Box, of the relieving staff, is now in charge, and will remain until a permanent appointment is made.

## A Strange Disappearance

*From the San Remo Times, 25 June 1897, page 2.*

Mr. Peter Curry, of San Remo who was well known to everyone who was in the habit of crossing the passage, was missed on Sunday morning. At about 11 o'clock on Saturday night he left the hotel, saying that he was going to the pier to moor his boat, and accordingly left, and has not been seen since. It is supposed that he must have slipped off the steps, and struck his head in falling, or he would have been able to wade out, it being low tide, and was just on the turn. Search has been made along the beach on each side, but no trace of him was found. A pipe was picked up along the beach by Mr. Victor, and some are inclined to think it is his, as he was smoking one of the same description. Up to going to press there has been no signs of him. The police made an inspection of his effects and letters and found that he was [*unclear words*] there was amongst the papers a letter of recommendation to the late Governor Loch. His father is a Lieutenant-colonel in the army. No one will be more missed than Peter. He was always at the beck and call of everyone, and a general messenger for the whole of the township, and was held in high esteem by all.

*From the San Remo Times, 2 July 1897, page 2: Local And General News.*

When the body of Mr. Peter Curry was found there could plainly be seen, on examination, a black mark visible on the side of the forehead, which advances the theory we held last issue, that in going down the steps to moor his boat he fell and struck his head against the jetty, falling into the water. It is high time the authorities did something towards putting an outside railing to these steps, as they are most dangerous for pedestrian traffic when the tide is low, they being so steep and slippery. It is no uncommon occurrence to see women and children – and even men – slip on these steps in the broad daylight, let alone in the dark. It is to be hoped that our Harbor Master – now that he has made a move in other directions – will make representations to the proper authorities and try and remedy this defect.

*From the San Remo Times, 2 July 1897, page 2: Local And General News.*

The effects of the late Mr. Peter Curry were sold on Wednesday by public auction at the San Remo jetty by Constable Neill, and realised a small price, Mr. Hackett, of Newhaven, being the purchaser.

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## Hovell v. San Remo

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

### A Neglected Explorer

(To The Editor Powlett Express.)

Sir,—Westernport and the Powlett district have been neglected by those responsible for the Government of Victoria, and we local residents are not free from blame in many ways. We have been wanting in gratitude by not perpetuating the names of our early pioneers and explorers. I recently read a brief account of a lecture delivered by Professor Scott in Melbourne. In it he showed that much historic interest is attached to Westernport. Coal was discovered by Hovell in the “twenties” of the last century. Hovell was the intrepid explorer, and was co-leader with Hume in the daring overland journey from New South Wales through Victoria in 1824. A few years ago I had the pleasure of hearing Mr. J. Gartlan, the head teacher of the Wonthaggi State School, deliver a most interesting lecture on this subject. However, my main object in writing to your paper is to in some small measure show how we have neglected the name of such a man as Hovell. I would most humbly suggest that the name of San Remo be changed to Hovell, and trust the Shire of Phillip Island and Woolamai Council will move in the direction of this desirable change. Trusting some abler pen than mine will take this matter up.

—Yours, etc.,

Settler

Woolamai, June 28th.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 9 July 1915, page 3.

### San Remo

A Woolamai correspondent of the “Powlett Express” suggests that an old time Australian explorer should be honored by changing the name of San Remo to Hovell, as Captain Hovell’s visit to Westernport in 1824 did something towards bringing the place into notice. There are various methods by which that good explorer’s name could be held in remembrance, but why alter the euphonious appellation [*sic*] “San Remo” in the way proposed? If a Mr Mug had performed distinguished services for Woolamai that would be no justification for changing the euphonious “Woolamai” to Mugsville. This correspondent’s proposition is not likely to catch on. The people of San

Remo do not want to be popularly known, after the derivation of the proposed name has been forgotten, as residents of the hovel. The town took its name from one of the best known watering places in Europe and has no desire to part with it.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 30 July 1915, page 2.

### A Neglected Explorer

(To The Editor Powlett Express)

Sir,—In your issue of July 2nd. there appeared, under the heading of “A Neglected Explorer,” a suggestion from “Settler,” Woolamai, that the name of San Remo be changed to Hovell. It is like his “cheek” to make such a suggestion. We residents of San Remo can look after our own business without going to Woolamai for advice. I am pleased to see that your San Remo correspondent has deservedly ridiculed the silly suggestion.

Yours etc.,

Old Resident

San Remo, July 17.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 23 July 1915, page 3: Correspondence

(To The Editor Powlett Express).

Sir,—Your San Remo correspondent in a recent issue of the “Powlett Express” takes me to task for suggesting that the name of San Remo should be changed to Hovell, in honor of the memory of the intrepid explorer. I, an ordinary settler, am reluctant to enter into a controversy [*sic*] with a trained journalist, as I readily admit that I can lay no claims towards being an adept in newspaper arguments, but my humble suggestion does not merit such a thinly disguised attack upon Woolamai as to insinuate that it should be called “Mugsville.” Your correspondent is quite correct when he says “Woolamai” is [*a*] euphonious name; it is also a name that is a redolent of the soil. Can he claim that San Remo is an original name? This slavish invitation of old world names for places in this new continent shows that those who did the christening were thoroughly lacking in originality. With regard to the play upon the word Hovell, this is somewhat flippant for an undoubtedly accomplished journalist. I may state that it is also far from unlikely that the great explorer’s name was properly pronounced with the

(continues on Page 14)

*Hovell v. San Remo (continued from Page 13)*

accent on the second syllable. With all due respect to your esteemed correspondent, I trust that my suggestion to have the memory of Hovell will soon be heeded,

Yours etc.,

Settler,

Woolamai, July 16.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 6 August 1915, page 2.

### San Remo

Regarding correspondence, suggesting that the name of San Remo be changed to Hovell, to perpetuate the memory of that distinguished explorer, our San Remo correspondent observes:—"Capt. Hovell came of too study a stock to want to Frenchify his name into Ho-velle".

From the *Powlett Express and Victorian State Coalfields Advertiser*, 13 August 1915, page 2: Correspondence.

### A Neglected Explorer

(To The Editor Powlett Express)

Sir,—I am sorry the simple suggestion to change the name of San Remo to Hovell has excited to the ire of an "Old Resident" of San Remo, but I must remind him that sledge-hammer slogging is no argument. Surely he can discuss a subject without being as intolerant and arrogant as a German. He should follow the excellent example of your San Remo correspondent, and write in accordance with good manners. I am convinced that the attacks on my suggestion have strengthened it, and still must humbly contend that San Remo should be erased from the map of Victoria and Hovell inserted instead of it.

—Yours, etc.,

Settler.

Woolami, [sic] August 3.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 20 August 1915, page 2: Correspondence.

### Hovell v. San Remo

(To The Editor Powlett Express)

Sir,—“Settler” has the effrontery to maintain that his ridiculous proposal to alter the name of San Remo to Hovell has been strengthened by the replies it has elicited. How does he account for the fact that not a single voice has been raised in support of his idea? That idea fell still-born from his pen. It is as dead as Julius Ceaser [sic]. So let it be buried deep in the ground of that riding of the Shire which has the honor (?) of owning him as a resident. As

to Chesterfieldian forms of expression, it is just as good to call a spade a spade, as an implement of agriculture. “Settler” has been flattened out and that is all there is to it.—

I am, yours etc.,

San Remo No. 2.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 3 September 1915, page 2: Correspondence.

### Hovell v. San Remo

(To The Editor Powlett Express)

Sir,—Allow me to add my pebble to the vast cairn of criticism which has been raised is [sic] connection with the above subject. The first result of Captain Hovell’s visit to Westernport was the establishment by the then Governor of New South Wales of a convict settlement at the place now known as Settlement Point. Doubtless the intrepid explorer had no such thought in his head when making his observations, but the incident is at least an infelicitous one in his career. The penal settlement was soon abandoned. Why seek to perpetuate in these parts the memory of a man whose travels narrowly escaped inflicting on the law abiding residents of Westernport the lasting stain of felony. I give my support first, last, and all the time to retention of the present name of San Remo. I have seen a portrait of the original Saint Remo and can truthfully say that when it was taken he must have been a most respectable looking old party. As to his saintly qualities I possess no information but I never heard read anything against him.—

I am, yours, etc.,

Corinella.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 3 September 1915, page 2: Correspondence.

(To The Editor Powlett Express)

Sir,—“San Remo No. 2” sneers at the proposal to change the name of San Remo to Hovell. He can, however, rest assured that there are a number who are desirous of honoring the achievements of Hamilton Hume’s companion explorer by wiping out the name of San Remo, and putting Hovell on the map of Victoria instead of it. “Settler’s” annoyed antagonist should not regard the prejudices of a few as genuiue public opinion on this question. He should not be so churlish and conservative.—

Yours, etc.,

San Remo No 3.

(continues on Page 15)

*Hovell v. San Remo (continued from Page 14)*

From the *Powlett Express and Victorian State Coalfields Advertiser*, 3 September 1915, page 2: Correspondence.

(To The Editor *Powlett Express*)

Sir,—“San Remo No. 2” feebly endeavours [to take] me to task in your columns for suggesting that name of San Remo be changed to Hovell and deceives himself into the belief that I have been “flattened out.” Like most intolerant letter writers to newspapers he tries to make up for his paucity of argument by attempting to be abusive. For this he is more to be pitied than blamed. He asks, “How does he account for the fact that not a single voice has been raised in support of his idea?” This is cheap bluff. Is San Remo game to advocate a referendum on the preposed [sic] change of the name from San Remo to Hovell. When the verdict is given on the proposal all will then know certainly which of us has the support of the majority of the people interested the matter. I am confident the decision will be in favor of properly perpetuating the memory of intrepid Australian explorer,

—Yours etc.

Settler.

Woolamai, Aug. 23.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 10 September 1915, page 2: Correspondence.

### **Hovell v. San Remo**

(To The Editor *Powlett Express*)

Sir,—What price this addition to the controversy? When Hovell and his partner, Hamilton Hume, were travelling through what is now Victoria on their way back to Sydney from North of the Murray, they came out upon the sea at some place. Hume always identified it as what is now Corio Bay, Geelong. Hovell swore with his latest breath it was Westernport, but never succeeded in convincing his partner. Thus, if Hume is to be believed (and he was the better man of the two) Hovell never saw Westernport [sic]. What! No misplaced monuments for me, anyway.—

I am, etc.,

Two of a Trade,

Dalyston, Sept. 6.

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**A positive fact: Those exquisite Hearth Rugs on view at McLeod's, Kooweerup, were made in Victoria. Inspect.**

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From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 17 September 1915.

### **Hovell v. San Remo**

(To The Editor *Powlett Express*)

Sir,—I am pleased to see that my suggestion to change the name of San Remo to Hovell is attracting the attention of historians. “Corinella” is averse to the memory of Hovell perpetuated, and gives a very far-fetched reason in support of his contention. Although Hovell was one of a party that endeavoured to form a settlement at Westernport, he was probably no more responsible for convicts being in that party nor [sic] is “Corinella” for the present world wide war. San Remo might have been a most respectable old gentleman, but why saddle his name on to an Australian town? Hovell, although he might have quarrelled with his comrade over a frying-pan was a sturdy character and a true Australian pioneer. Hovell is more appropriate name than San Remo. Let the residents of the shire of Phillip Island and Woolamai adopt it as soon as possible, and be truly Australian and is too.—

Yours etc.,

Settler.

Woolamai, Sept. 9th.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 24 September 1915, page 2: Correspondence.

(To The Editor *Powlett Express*)

Sir,—I do not know whether “Two of a Trade” is pleased or displeased at my entrance into the Hovell v. San Remo controversy. I do, however, know he is at variance with such Australian historical authorities as Professor Scott, Henry Gyles Turner and Henniker Heaton when he insinuates that Hovell never saw Westernport. Has it not been proved that, although Hovell might have been wrong in his dispute with Hume about the proper geographical position of Westernport when they journeyed together to what is now the State of Victoria, he undoubtedly was at Westernport on a subsequent expedition? Perhaps “Two of a Trade” knows more about the history of Victoria than Scott, Turner or Heaton. Even if this be so, it does not demonstrate that a name so destitute of originality and gratitude as San Remo should be retained.

—Yours, etc.,

San Remo No. 3.

(continues on Page 16)

*Hovell v. San Remo (continued from Page 15)*

From the *Powlett Express and Victorian State Coalfields Advertiser*, 24 September 1915, page 2.

## Western Port History

### To The Editor Powlett Express

Sir—Please allow me to supply the following notes on above:—Surgeon George Bass entered and explored the Port in 1798, he remained nearly a fortnight. In 1801 Lieutenant Grant further explored the locality and discovered the river Bass. He built a hut, cleared and cultivated some acres of land on Churchill Island. This is said to have been the first attempt to settlement and agriculture in Victoria. Lieutenant Murray made a further visit near the end of the same year. It is said that the French attempted to make a settlement at Corinella, but soon left. At this stage Hovell comes into the story. In company with Hamilton Hume, he had reached Corio Bay at the end of 1824. Hovell maintained that they had reached Western Port, and on returning to Sydney his statement was accepted in preference to that of Hume, who said the bay reached by them was Port Phillip. The authorities in Sydney thought it would be wise to make a settlement at Western Port to prevent the French from colonising this part. Accordingly a military settlement under Captain Wright was made in 1826, first on Phillip Island and later on the eastern shore of Western Port. As Captain Hovell had given a glowing account of the fine lands which he believed to lie around this inlet, he was sent with the expedition. The settlement was a failure and Hovell had to admit that he had made a mistake in supposing that he had previously reached Western Port. According to notes obtained a few years back from Mr Denton, then Head Teacher at Bass, the first real settlement made in this part of Victoria was made by Mr Anderson in 1835. Later Mr Cuthbert, settled at Corinella, and Mr Gardiner had a cattle run from Bass to Kilcunda. It was the Corinella settlement which was reached by Strzelecki after he and his men had cut their way through the difficult Gippsland country in 1840.

I am, yours etc., J.G.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 15 October 1915, page 2: Correspondence.

## Hovell v. San Remo

### (To The Editor Powlett Express)

Sir,—Having no reference book at hand it escaped my memory for the moment that though Hovell never reached Western Port

as an explorer in company with Hume, he visited the place two years later when sent by the Governor of New South Wales to assist in establishing a convict settlement. I have to thank San Remo No. 3 for reminding us that all Hovell ever did for Western Port was to use his best endeavours to make it a dumping ground for English convicts. Therefore, I repeat, no misplaced monuments for me.

— I am, etc., Two of a Trade

From the *Powlett Express and Victorian State Coalfields Advertiser*, 15 October 1915, page 2: Correspondence.

## Western Port History

### (To The Editor Powlett Express)

Sir, — Whether it be desirable or otherwise to change the name of San Remo to Hovell, the letter from “J.G.” in a recent issue is full of historic interest; it is so inspiring and informative. It shows that this port of Victoria has a history that we should be proud of. Without siding with either parties in the Hovell v. San Remo controversy, “J.G.” has illuminated the discession [*sic*], and effectively summarised facts relating to the early days of Phillip Island and Western Port. I must confess that I did regard the Hovell v. San Remo controversy as a waste of time, but I have altered my opinion since I have reason to believe that it is no doubt largely responsible for “J.G.’s” contribution on Western Port history. Many letters that appear in newspapers are worse than useless, but the one under notice is a pleasing exception. Your paper has been advocating an “Advance Gippsland” policy. By all means continue to do so, but I would also like to see a local historical interest thoroughly stimulated amongst Gippsland boys and girls. Photos of Bass and Flinders have been placed in State Schools. Children should be taught to revere their memories. Let us link together the past, present and future, and push ahead the rightful claims of our quarter of this British possession.

—Yours, etc.,

Student

Kilcunda, Sept. 29th.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 22 October 1915, page 2: Correspondence.

### (To The Editor Powlett Express)

Sir,—“Student” in your issue of the 15th instant, says it is a matter of indifference to him whether San Remo is renamed or not. As a cynical display of utter selfishness his letter takes the cake. It almost tempts one

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*Hovell v. San Remo (continued from Page 16)*

to purpose that Kilcunda, from which place he dates, be re-named "Kill-dead" or "Flat-broke" just to see how he would like it. By all means let us revere the names of the great explorer's [sic] of the past, but everyone now knows that Hovell had nothing to do with the discovery of Westernport—

I am, etc.,  
San Remo No. 4.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 5 November 1915: Correspondence.

### **Hovell v. San Remo**

(To The Editor Powlett Express)

Sir,—“Two of a Trade” is running away from the Hovell v. San Remo issue by endeavouring to belittle the intrepid work of William Hilton Hovell. Is he a loyal subject of the British Empire? In the early days of Australian colonisation British statesmen were unanimous in their desires to have Australia made a convict's continent. Following out the logic (?) of “Two of a Trade,” all British names should be rubbed off the map of Australia. Perish the thought! Hovell's name will be revered in spite of unreasonable letter writers.—

Yours, etc.,  
San Remo No. 3.  
Oct. 19, 1915

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 5 November 1915: Correspondence

(To The Editor Powlett Express)

Sir,—I purposely abstained from taking sides on the Hovell v. San Remo controversy and expressed my pleasure at reading “J.G's” contribution on Western Port history. Because I am not a fanatic on the question “San Remo No 4” accuses me of “utter selfishness.” Hitherto, I used to think religious bigots were the most irrational of bigots, but parish pump pundits can beat them hollow. Judging by a few of your San Remo correspondents, the most foolish objection to historical or civic interest prevails in that locality. Fortunately, reasonable people do not regard them as truly representative of San Remo.

Yours, etc.,  
Student  
Kilcunda, Oct. 25.

**Be on the Safe Side by Patronising  
Only Those Who Are Game Enough to  
Advertise Their Wares.**

Also (albeit slightly off topic)...

### **Old World vs Native Names**

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 30 July 1915, page 3: San Remo.

“Settler” is quite right in his contention in the “Powlett Express” that as a general rule it would be well for Australians to use native names for towns in preference to copying old world appellations; but this needs to be done with discretion in view of our slender acquaintance with the language of the original holders of the soil. Peoples [sic] hair would stand on end if they knew the literal meaning of some aboriginal names which have been adopted for Australian localities. The present writer met the fine old colonist, Captain Hovell, in Melbourne in the middle seventies when he was over 89 years of age, but does not remember how he pronounced his name. In any case the man in the street always used it with the accent on the v. and that is what counts. The widow O'Brien pronounced her name O-bree-enne, with the accent on the last syllable, but, much to the exasperation of the old lady, her friends persisted in calling her O'Brien.

\* \* \*

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

### **Painfully Sudden Death**

A very sudden death occurred on Friday evening about 9 o'clock.

A young man named Lionel Gordon South, 19 years of age, expired whilst on his way to visit the doctor. He was accompanied by his father and when at the corners of Graham and Billson-streets, complained of feeling unwell. He was taken into Mrs. Johnstone's boarding house, but expired before the arrival of the doctor.

A post mortem examination and magisterial inquiry was held on Saturday evening before Mr. P. J. Daly. J.P.

After the evidence of the boy's father and Dr. Sleeman had been heard, a verdict of death from natural causes was returned.

The remains were conveyed to the railway station for entrainment to Ballarat on Monday afternoon. A funeral service was conducted at the temporary hospital tent in Graham-street by Captain Horsley, of the Salvation Army, and the coffin-bearers were Messrs. W. Davis, F. Phillips, W. Bartles and J. Heard.

The funeral arrangements were carried out by Mr. J. T. Knox.

# The Tenby Point Pier

by

Geoffrey Guilfoyle

## Why Was It Built?

Given the three main concerns in the region in the 1870s & 1880s – cattle, coal and timber – it might seem obvious that the pier at Tenby Point was constructed to fill the need of one of these industries. Here's the problem: there was a pier at Settlement Point (Corinella) from January 1884, Queensferry from 1873 (Stewart's) and one at Deep Creek/Grantville from at least 1872 but more likely 1869/1870. The cattle runs were winding down by the 1870s and the timber millers used the Grantville and Queensferry piers. Queensferry was also the port of choice for the proposed development of the Woolamai coal field in the 1890s, while the miners at Kilcunda looked to San Remo.

So if it wasn't for cattle, coal or timber, why was it built? The answer might be the Westernport Bay & Flinders Steamship Company Limited (henceforth the WB&FSCL for obvious reasons).

From at least the end of January 1890 until at least mid-February 1891, this shipping company ran a passenger service from Tenby Point to Stony Point (calling at Corinella when required) and later a service from Cowes, San Remo, Corinella and Tenby Point to Stony Point (and the reverse, of course).<sup>1</sup>

This required a pier, and one with 24 hour access, that is, on a channel, a condition which the pier at Tenby Point fulfilled. Given their reliance on the tide being in, Lang Lang, Grantville and Queensferry, could not be included in the itinerary.

**WESTERNPORT BAY and FLINDERS S.S. CO. LIMITED.**

—

**Opening of Railway to Stony Point.**

—

The company's STEAMERS MEET the arrival of the **3.40 TRAIN** as follows:—

For Cowes and San Remo daily, returning following morning at 9.15, and landing passengers in Melbourne at 2 p.m.

For Settlement Point and Tenby (near Queensferry and Grantville) daily, returning following morning at 8.30 a.m., landing passengers Melbourne at 2 p.m.

Further particulars from agents, Thos. Cook and Son, 281 Collins-street, and branches.

**J. SHORTER, Secretary, Rothschild's-chambers, 369 Collins-street.**

From the *Argus*, 12 April 1890, page 1. A similarly worded advertisement in the *South Bourke and Mornington Journal* on 29 January 1890 might have been the starting date for the service.

## Who Built It?

Having eliminated every other possible private concern, it has to be the WB&FSCL. It was registered on 11 July 1889, five months before the 9.5 mile Hastings to Stony Point section of the Stony Point railway was completed and opened on 17 December, which was a month before the company's advertisement offering a passenger service which included Tenby Point.<sup>2</sup>

It ties together rather nicely, giving the WB&FSCL months to get up-and-running (work out the route, timetable, maintenance schedule etc.) and build the pier at Tenby Point.

Here's the problem: constructing the pier makes no financial sense. Yes, people did live in and around Tenby Point in 1890. Quite a few, but not nearly enough to warrant the steam ship company building a jetty. It makes more sense that Tenby Point was included as a stop because the pier was already in place.

Thus, by process of elimination, the pier at Tenby Point has to have been commissioned by the Victorian government. There is simply no other candidate.

Why was it built by the Government?

Obviously not for economic reasons. There was no coal or timber to export or, unlike Grantville, supplies to transport to a population in the interior. The answer has to be political. A bribe – ahem, I mean, promise – to the local voters to construct a much needed (only by those at Tenby Point) structure which would allow the export of local produce (of which there was little) and the import of necessary supplies.

For those charmingly innocent readers who believe no government would waste money on a largely superfluous project just for political gain, let me point you to the building of the Koo Wee Rup to Strezlecki branch line in 1922, a money-loser from the start that could never have made a profit, much less break-even. It was primarily built for political reasons. I believe it was Nikita Khrushchev who once said something to the effect that politicians are the same the world over; they promise to build a bridge even if there is no river.

But was the Tenby Point pier the creation

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*The Tenby Point Pier (from Page 18)*

of the Victorian government? If it was then why is there no listing for it under ‘tenders’ and ‘contracts’ in the *Victorian Government Gazette* from 1883 to 1897? Additionally, after construction piers require ongoing services such as the provision and maintenance of a light, and repairs and cleaning. True, Tenby Point wasn’t important enough for a light, and having no goods shed, wasn’t put under the jurisdiction of the local constable. But why is there no mention of repairs or cleaning?

For instance, the *Victorian Government Gazette* No. 76, 27 May 1892 put out a request for tenders for cleaning for a number of piers including Cowes, Grantville, San Remo, Stony Point and Anderson’s Inlet (Inverloch). The 1 January 1895 issue called for tenders for the repair of the jetties at Settlement Point (Corinella), Hastings and Queensferry. The pier at Tenby Point is never mentioned. The obvious conclusion is that the Tenby Point pier was NOT built by the government. But if built and maintained by a private concern, who was it?

### When?

Maybe answering this question will fill in the gaps. The first actual reference to the jetty is found in *The San Remo Times: Several large sharks were seen off the Tenby Pier on Sunday last averaging from 5ft. to 12ft.; so bathers must beware where they have their baths.* (8 January 1897, page 2: Local and General News). This date can be pushed back to 1890 if you accept that the WB&FSCL used the pier which, although not explicitly stated in the sources, is a fair assumption.

Given a build date of before 1897, it has to have been *after* 1885, that is, after Settlement Point (Corinella), Queensferry and Grantville got their Government piers. Why? Because, assuming it was the Government who did so, building a pier at Tenby Point before Corinella, Queensferry and Grantville would have been a massive vote loser. And, no, this doesn’t help with the ‘why’ and ‘who.’

### Back To The Beginning

Once again, the Westernport Bay & Flinders Steamship Company Limited moves to the top of an admittedly very short list. This company, in contradiction to all financial logic, must have constructed the pier. Clearly the owners overestimated the demand for their services as Corinella and Tenby Point dropped off the itinerary after 1891.

Ah, but there is another reason why the company may have built a pier. A mail contract held by the WB&FSCL included: *to and from Stony Point and Grantville, via Queensferry, with branches to and from Tenby and the Bass and to and from Tenby and Corinella, six days a week.* Furthermore, the mail contract ended roughly around the time the passenger service to Tenby and Settlement Point ceased. This hints that the mail contract came first and the passenger service was added as an extra potential source of money. By 1893, the WB&FSCL handled only the mail “to and from Stony Point Railway Station and San Remo, via Cowes and Newhaven, six days a week.”<sup>3</sup>

The Stony Point and Grantville mail contract and potential passenger service may have been enough to convince the company to build the pier.

There is a caveat to this. The WB&FSCL took over the Hastings and Newhaven via Cowes and San Remo mail contract from R. Topping and R. Guthridge on 1st September 1889 (who in turned had wrestled the contract away from the Western Port Steam Ship Company who had held it since 1878).<sup>4</sup> It isn’t clear when, or if, this was amended to include Stony Point and Grantville, or when the Stony Point/Grantville contract was offered and won. Thus the pier might predate the actual mail service.

So, back to the beginning yet again?

Not yet. There is one other line of evidence which points to the WB&FSCL. Two lines actually: the remaining pier pylons. It isn’t their thickness that is the issue (32”), it is

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The pier remnant at Tenby Point in January 2022.

*The Tenby Point Pier (from Page 19)*

the distance between the two rows: 5 feet from the centre of pylon across to centre of pylon opposite. Even allowing for a generous overhang on each side, it is doubtful that the pier was more than 7 to 9 feet across.

This is fine for mail bags, foot traffic and light goods. In other words, perfect for Tenby Point. Grantville's government pier, in comparison, boasted 40" pylons with a space of 9 feet across from centre to centre.

However, this narrowness would have made the pier at Tenby cheaper to build than its Grantville (and Queensferry) counterparts.

The WB&FSC lasted most of the decade, going into voluntary liquidation in February 1899. Interestingly, a certain W. T. McFee was one of the administrators.<sup>5</sup> Possibly the same W. T. McFee as the Phillip Island Riding Councillor. The company probably maintained the pier until this point. And after February 1899?

Though doubtless used by the few people in the area, it was essentially abandoned. Eventually it reached the point where it was unsafe and even the locals stayed away, switching their attention to either the Corinella or Queensferry jetties.

## The End

The opening of the Nyora to Wonthaggi Branch Line in 1910 killed the seaborne trade in the bay. With Grantville in steep decline and Queensferry already effectively depopulated, Tenby Point also seems to have withered. It wouldn't have a sizeable permanent population again until the early 1970s.

Sometime before 1924, either the local council or the State government via the Ports and Harbours Department had the pier disassembled, which in effect means removing the upper structure and leaving behind the pylons. Why anybody bothered with the pier at depopulated Tenby Point is unclear. It may have been a legal requirement, as the same was done to the pier at the equally depopulated Bass Landing in 1925.<sup>6</sup>

In 1924, the last owner of the Grantville Hotel, Dr. Robert Cole, took a walk from Queensferry to Tenby Point. He wrote about it in the *Argus*:

*At Tenby a pier sadly bereft of its planking runs from shore to deep water over the ironstone. It is said it was build in order to help the settlement of Tenby by lovers of this beauty spot. If so, it has so far failed... However beautiful Tenby is and was, and no visitor*

*can deny its beauty, no habitation is there now, and under the trees graze sheep and cattle undisturbed, and the rabbit fondles his harmless face over his burrow in the cliff side.<sup>7</sup>*

You will notice that Cole has no idea who built the pier either, settling on a poetic and romantic explanation which I strongly suspect bears about as much resemblance to reality as a government report on the state of the economy just before an election.

## Summary

Given the lack of any other candidate, the Westernport Bay & Flinders Steamship Company Limited constructed the Tenby Point pier, probably in the second half of 1889, to facilitate their mail delivery contract and accompanying passenger service. It was built to a (low) budget and was both narrower and shorter than its Grantville and Queensferry counterparts. After the demise of the company, the pier was no longer maintained and was dismantled, on whose order and when is unknown.

Footnotes:

1. *South Bourke and Mornington Journal*, 29 January 1890, page 2: Time Table; *Argus*, 12 April 1890, page 1; 12 February 1891, page 1.
2. *Victorian Government Gazette No.73*, 12 July 1889, page 2437; *V.R. Timeline*, Victorian railways.net. <http://www.victorianrailways.net/vrhistory/history.html> (viewed 20 June 2021); *South Bourke and Mornington Journal*, 29 January 1890, page 2
3. *Victorian Government Gazette No.60*, 18 July 1890, page 2853: Contracts Accepted; *No.99*, 25 July 1893, page 3307: Contracts Accepted.
4. *Victorian Government Gazette No.83*, 9 August 1889 page 2699: Contracts Accepted; *No. 100*, September 1889 page 2345: Contracts Accepted; *No.6*, 18 January 1878, page 141: Contracts Accepted.
5. *Victorian Government Gazette No.112*, 23 December 1898, page 4578; *No.12*, 3 February 1899, page 578; *No.14*, 10 February 1899, page 657; *No.18*, 24 February 1899, page 796; *No.24*, 24 March 1899, page 1061.
6. *Koo Wee Rup Sun and Lang Lang Guardian*, 13 August 1925: Lang Lang News.
7. *Argus*, 18 October 1924, page 7: A Western Port Beach.



The high ground would have made it awkward to get loads onto the pier, but it is at this point (Tenby Point) that the channel is closest to the shore.