

# The Western Port Times

GRANTVILLE & DISTRICTS

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December 2019

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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 the Sullivan Brothers, at which date the premise was destroyed in a fire and everything lost. Publication never resumed and the land eventually became the site of the Grantville Primary School and today is the local council's Transaction Centre.

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.

This version of *The Western Port Times* is produced for the U3A Local History Group, based in Grantville.

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**U3A** BASS VALLEY  
UNIVERSITY OF THE THIRD AGE

### Local History Group



Email: [leader@grantvillehistory.com.au](mailto:leader@grantvillehistory.com.au)

## Western Port Times.

PHILLIP ISLAND AND BASS VALLEY ADVERTISER.

French Island, San Remo, Flinders, Hastings, Kilcunda, Nyora, Powlett, Queensferry, Rhyll, Vauthier, Inverloch, Woolamai, Jumbunna, and Lang Lang.

FRIDAY, DECEMBER 3 1898. PUBLISHED BY FRANK J. MONGER.

Printed and Published by FRANK J. MONGER, at the 'General Printing Office' in Grantville.

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Advertisements: 1/6 per line per week; 1/2 per line per month; 1/1 per line per quarter; 1/3 per line per half year; 1/2 per line per year.

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**Subscribe Free:**

Have the Western Port Times emailed direct to your inbox each month. Send your name and email address to: Geoff\_Guilfoyle@aanet.com.au

The Bass Valley U3A Local History Group is looking for photos and information on places of significance to our local history.

If you have anything you would like to share with us, we have the facilities to scan or photograph your items so they do not have to leave your possession.

**Links to other historical groups**

- Bass Valley Historical Society: <https://bassvalleyhistoricalsociety.com.au>
- Grantville History: [grantvillehistory.com.au](http://grantvillehistory.com.au)
- Hastings - Western Port Historical Society: <https://www.hwphs.org.au/>
- Inverloch Historical Society: [cv.vic.gov.au/organisations/inverloch-historical-society/](http://cv.vic.gov.au/organisations/inverloch-historical-society/) Also: <http://inverlochhistory.com/>
- Koo-Wee-Rup Swamp Historical Society: [kooweerupswamphistory.blogspot.com.au/](http://kooweerupswamphistory.blogspot.com.au/)
- Korumburra & District Historical Society: Janet Wilson 5657 2267 or PO Bo 293, Korumburra 3950
- Lang Lang & District Historical Society: [langlang.net/historical.html](http://langlang.net/historical.html)
- Leongatha and District Historical society: [leongathahistory.org.au](http://leongathahistory.org.au)
- Phillip Island & District Historical Society: <http://pidhs.org.au/>
- Phillip Island Nature Parks, Churchill Island Heritage Farm Collection <https://victoriancollections.net.au/organisations/churchill-island-heritage-farm#collection-records>
- South Eastern Historical Association: [seha.org.au](http://seha.org.au)
- Western Port Historical Society Inc.: [hwphs.org.au/](http://hwphs.org.au/)
- Wonthagi Historical Society: [wonthaggihistoricalsociety.org.au/](http://wonthaggihistoricalsociety.org.au/)



## From the Original

From *The Western Port Times*, Friday 30 December 1898

### Local And General News

The State school children got up a picnic at Newhaven, last Friday, and invited their San Remo school-fellows. The day was fine and the children thoroughly enjoyed themselves, indulging in sports and games of all kinds.

There is likely to be a match of £5 a side between Gray's Phyllis and O'Meara's Molka.

In the Hack race at the Grantville races, three came to grief, but only one was in any way hurt. J. Reynolds fell off when passing the winning post, through having lost his stirrup. His horse trod on the side of his face and slightly cut his ear, but nothing serious.

Several Bookies got on the coach at Lang Lang on Wednesday morning. As is usual at holiday time, fares are collected before leaving. Each one of the bellowing fraternity tendered about half the fare for a return ticket, but Mr. Hardingham, the coach proprietor, refused to receive it. They one and all refused to pay the usual fare. They were then requested to leave the coach but would not do so, they thinking that the mails were on board and it would have to proceed. Mr H. was equal to the emergency; he at once removed the mails to the buggy and sent them on and told them he could now stop till to-morrow morning. They saw they were had and paid up, and the coach proceeded to Grantville.

Another little bit of sharp practice by the above, which does not speak well for the bookmakers visiting here. On arrive at the course, they were asked for their usual fee and again tried the half price on, but Mr. Lang wisely refused, and stopped all betting. When the second race came on they paid up.

## A Jetty For Queensferry

(From A Correspondent)

From the *South Bourke and Mornington Journal*, Wednesday 26 April 1882: Grantville, Bass & Kilcunda

Queensferry will soon be accommodated with a good jetty. Thanks to the energy and perseverance of Mr A. Stewart, who was the founder of this central and safest shipping place on this side of Western Port bay, and it is said that a tramway can be laid from Cape Paterson to the Ferry for less money than to Griffith's Point.

## Trew & Berryman

Two local lads, one from Bass and the other from Glen Forbes, head off to to war.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 4 February 1916, page 3: Bass and Glen Forbes

Sends-off were tendered to Privates Trew and Berryman at Bass and Glen Forbes respectively, during the past week. Both young soldiers were presented with wristlet watches. Crs. Steenholdt and Nolan, officiating, who with several other speakers paid a high tribute to the patriotic action in answering the call of their country, and wished then God speed and safe return.

From the *Powlett Express and Victorian State Coalfields Advertiser*, 9 March 1917, page 2: Family Notices

TREW.—Killed in action in France on 12th February, private William Henry dearly loved second son of Richard and Catherine Trew, of Woolamai, and loved brother of Jack, Maggie, Mary, Louie, Percy, Laura, Bert, Mrs Brown, Woolamai, Mrs Dunn, Beech Forest. Aged 19 years and six months.

From the *Powlett Express and Victorian State Coalfields Advertiser*, Friday 3 May 1918, page 3: Bass

The flag was flown half-mast on Monday last at the Bass State School, as a token of respect to a former pupil, Private Berryman, who has made the supreme sacrifice.

Private Berryman was only 26 years of age. He was a son of Mr. A. C. Berryman of Glen Forbes.

From the *South Bourke and Mornington Journal*, Wednesday 16 February 1887, page 3: Grantville

## Wanted: Dressmaker

From our own Correspondent.

"Wanted, at Grantville, a dressmaker and milliner." This want was suggested to me on hearing two lady friends bewailing the difficulty of getting their dresses made for the coming Agricultural Show. The tariff for parcels by coach is almost prohibitory, while per sailing vessel is too slow. I really think that a good dress maker would in a short time work up a good business, especially one with some city experience, as I notice that although "Far from the madd'ing crowd" our ladies like to appear in the latest fashion.

"Sale Day" is becoming quite an institution here. Messrs. Howard and Scott have succeeded in forming a good connection, and by gaining the confidence of both buyers and sellers are likely to make a permanent affair of this oft tried business at Grantville.

## No-No and Oh, No! Ads

Following on from last month's advertisement which hyped the amount of sugar in the product, this one has a similar transgression: encouraging the consumption of biscuits (read sugar and fat).

In an age of growing obesity – the “obesity epidemic” – especially in children, the idea that biscuits are (gasp) nourishing, and encouraging parents to keep the biscuit tin stocked and within easy reach of children would, in the eyes of some, constitute child abuse. A side issue, one also certain to garner complaints, is the gender stereotyping the mother as the sole care-giver. Two offenses for the price of one! Well done Turner's of Koo Wee Rup.

**Keep the Biscuits where Their Chubby Hands Can Get them.**



Biscuits, Good Biscuits are healthful body building foods. An assortment of biscuits such as are at TURNER'S will make possible an easy choice and mothers all around should see that their Biscuit Tin is full and then put the tin on the lower shelf where the kiddies can get at them. Growing children need nourishment, and good biscuits are nourishing.

Better call at TURNER'S To-day, Mother.

**A. TURNER,**  
**Kooweerup.**

From *KooWeeRup Sun and Lang Lang Guardian*, 3 Nov. 1921

## Say Cheese

From a Correspondent.

From the *South Bourke and Mornington Journal*, Wednesday, 2 November 1887: Grantville District

I understand that a meeting of those interested in the formation of a Cheese Manufacturing Company will be held at Fernhill on Thursday, 10th November. This is a step in the right direction, one, at least, of the promoters has had some experience in these affairs, so that full information will be laid before the meeting. There is also a movement on foot at the Bass to start a company there, Messrs. Henderson and Bergmier being the moving spirits. I would strongly advise all landowning residents at least to give all the support they possibly can to these companies, the establishment of which in our midst will not only have the effect of making our farms more valuable, but provide that great desideratum to a large number – a steady and sure income.

From *KooWeeRup Sun and Lang Lang Guardian*, 27 May 1943

## Nyora Skeleton Mystery

While walking in the bush on Saturday, 15th inst., Messrs W. Stevens and T. J. English, of Kooweerup, found a human skeleton in a gravel pit near a creek about two miles from Nyora.

The bones were those of a man who had been dead at least five years. The spot where they were found is about 100 yards from a road. A swag and other property were found higher up the bank. Tattered pieces of a maroon knitted pullover and of a grey material, possibly remains of a heather-mixture sports coat, were attached to the bones. A leather belt and a pair of working boots, which had been repaired by an amateur, were near by.

Near a swag, 100 yards from the creek, there was a rabbit trap, a pair of tan shoes, pieces of burnt jute and canvas, a clasp pocket-knife with [a] black and bone handle, a tin of condensed milk, and two tins of jam, a pair of scissors, tins of buttons and fish-hooks, cotton reels and a bradawl, a white-enamel mug, tin piedish, fork, knife, razor stone and a broken razor.

An examination of the skeleton, which was brought to Melbourne by Detective G. M. Howard and Constable Dancney, of Dandenong, disclosed no evidence of foul play.

Police believe the man may have collapsed when he went to the creek to get water. Reeds have been growing on the spot and would have hidden it from view of any person passing on the road. A recent fire destroyed the reeds and this led to the discovery of the skeleton.

Dr. Wright Smith, Government pathologist, expressed the opinion that the man was between 30 and 50 years old.

From *The Age*, Friday 31 March 1905, page 6

## Fatal Fall On A Steamer Deck

Grantville, Thursday.

An inquiry was held at Kilcunda, before Mr. P. J. Daly, J.P., into the death of Mrs. Francis Franklind, aged 77, a resident of Sebastopol, who was on a visit to her daughter at Kilcunda. The evidence showed that she died from injuries to the right side caused by external violence. On 17th inst., when coming from Stoney [sic] Point in the steamer *Genesta* [sic], she fell a distance of 5 feet through a trap door in the ladies saloon, which had been left open for a few moments by one of the deck hands.

# The Grantville Show

by F.W.L.

From *The Australasian*, Saturday, 25 January 1908

(Re-paragraphed for the sake of clarity.)

## Trying Weather Conditions

The twenty-fourth annual show held under the auspices of the Grantville and Jeetho A.P. and H. Society, was brought to a successful issue on the prettily-situated grounds at Grantville, on Wednesday, January 15.

The day was a veritable blazer, not a breath of wind came to relieve the intense heat shed by direct rays of a merciless sun, which sent the mercury bubbling well on to the 100 deg. mark.

The attendance of the public was, however, well up to that of last year, and during the day many of those present were glad to avail themselves of the shade provided by a number of umbrageous gum trees, under which improvised seats were largely availed of, although they were not nearly sufficient in number.

The township of Grantville lies on the eastern shore of Westernport Bay, and is reached by train to Lang Lang, on the South Gippsland railway line, and thence by road a distance of twelve miles. The land in its immediate vicinity is of very poor quality, but there is a large scope of back country which is being rapidly developed, and is each year being made more productive by the tireless energy of those in occupation of it.

The Archie's Creek, Almurta, Bass Valley, Corinella, Glen Alvie, Glen Forbes, and Powlett River districts contain land of exceptional richness, which, as time advances, and their carrying capacity is made greater, will materially add to the wealth of the state.

## The Stock

While there was not a great quantity of stock on the ground, owning no doubt to the intense heat, there were a good many animals of considerable merit, which would assert their claims in any country show ring.



J. Biggar (Glen Alvie) showed a nice four-year-old draught, The Real Scotty, by Federation (imp.) out of Belle Style, and bred by John Tweddle (Numurkah). He was awarded first and champion for the second successive year. The second prize went to The Duke, a five-year-old dark bay, belonging to B. M'Kenzie (Grantville), and bred in the district. J. Hamilton (Corinella) took the champion female award with a mare with foal at foot. J. T. Smithurst (Yannathan), M. M'Grath (Woodleigh), H. Jackson (Glen Forbes), W. J. Craig (Grantville), and S. Tolley (Glen Alvie) also won.

The show of thoroughbreds was a poor one. Westerley, a New Zealand bred horse, owned by J. M'Kinnon (Kongwak) was the only entry shown, and he was given first prize, there was nothing in the other sections that attracted attention.

The cattle, especially the Ayrshires, were distinctly above the average, while the exhibits of A. T. N. Facey (Cranbourne) and F. and M. Bunn (Bena) were excellent specimens of the breed. The champion ribbons went to A. T. N. Facey (male) and F. Bunn (female).

In shorthorns M. Bowman (Glen Alvie) won the greatest number of prizes, while J. T. Smithurst accounted for all the Jersey awards. P. Kennedy (Caldermeade) showed some good fat stock.

The sheep were, on the whole, a worthy collection. In Lincolns G. E. Painter (Glen Alvie) had no opposition, although the quality of his exhibits was such that he might well have wished for it.

The same thing applies to the Shropshires, in which A. Biggar, sen. (Bass Valley), showed some

(continues on Page 6)



Crowds at the Grantville show grounds (left); and, (right), Andrew Belfrage, outgoing Society Secretary (4th from the left, holding hat), and a group of officials, Grantville Show, January 1908. Source: *Leader*, Saturday 25 Jan 1908.

*The Grantville Show... (continued from Page 5)*

high-class animals. The Leicester sections attracted the best competition, and A. Biggar, sen., and J. Tulloch (Bass Valley) each took a share of the tickets.

A noticeable feature of the sheep exhibits was the number of excellent young animals penned. The high quality of most of them augur well for the future of the district as a breeding ground, and shows that careful methods have been adopted in selection.

The tent containing the fruit was a considerable "draw" during the day, and the display of soft fruits was of such a high order as to evoke from Mr. G. Shepherd (Somerville) the remark that he had never judged a better lot. P. Fleming (Queen's Ferry) and R. G. Cole (Grantville) were the principal prize-takers.

The arrangements were capably carried out by Mr. G. R. Abrahamson, who acted as secretary for the first time, and he was ably assisted by an assiduous body of stewards.

And...

*From Leader, 21 March 1908*

The competition for the best five acres or over of green fodder, carried out by the Grantville and Jeetho Agricultural Society, brought out eight competitors, and most of the crops were really fine. Mr. John Campbell, of Grantville, secured first prize, with a seven acre plot on the banks of the Bass River, which averaged 28 tons to the acre. Some of the stalks were nearly 12 feet high. Mr. J. T. Milnes, of Glen Forbes, was second, with a nice even plot of six acres, which gained the highest points for cleanliness and cultivation. Mr. A. E. Ellis, of Glen Forbes, was third, only one point behind Mr. Milnes. A great many of the farmers in the district are in the habit of sowing maize too thick, in the belief that fine stalks are more easily digested by the cattle, but this was described by the judge as a mistake. The districts represented in the competition were:—Woodleigh, Almurta, Grantville and Glen Forbes, all of which are directly on the route of the proposed Nyora-Wollamai railway.



Judging hacks at the Grantville Show.

*From the Herald, Saturday 2 June 1917, page 1*

## Kilcunda District Man Describes Deadly Raid

In a letter to his parents, Mr and Mrs George Hollins, pioneers of the Bridge Creek and Kilcunda district, Private Stanley Hollins says:—

"A party of us were trained for a raiding party. The raid has come and gone. Fritz gave up a trench and the next battalion to ours occupied it, but Fritz held on to the right of this trench. In a commanding position on top of a hill. Our chaps went in determined to drive him out.

"At 4.30 one morning, 32 of us moved along the trench to Fritz's end, through mud over our knees, which bogged one foot while we were trying to pull the other out. Well, we struck Fritz's first post, but a few bombs put him to flight there; a bit further on we came across a machine gun with crew. I got two with the rifle and a couple of bombs made the rest put up their hands. We got 15 prisoners there, and most of them had loaded revolvers. The trench was ours and we accounted for about 35 Germans killed, wounded, and prisoners. The gun you will be able to see at the brigade committee rooms in about three months' time. We made the prisoners carry out the gun, which they were only too pleased to do, as they were delighted to be out of it all. Fritz is fed-up with the war, and takes every opportunity of giving himself up.

"We could have got tons of souvenirs, even to a gold watch, but we were too busy building barricades to think of it, and those that relieved us got them all.

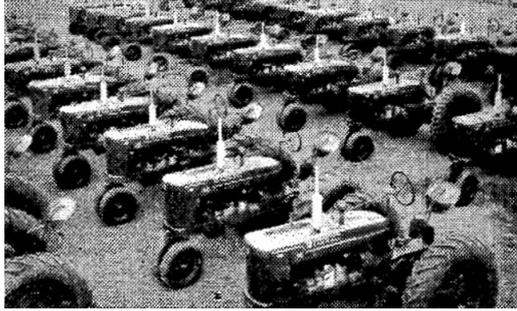
"Our boys are up to the line again, where Fritz is falling back, and our chaps are keeping on his heels.

"For the first time I am not with the battalion in the line. I am at a grenadier school. Anyway, the raid will make up for the miss, for I can say that I was the first man along that German trench. I think this will end our 'winter vacation' on this sector of the front. By all accounts we are going back for a spell, and not before it is wanted, either.

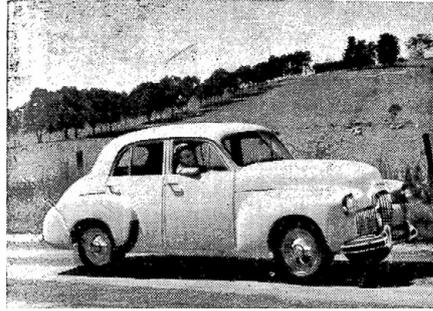
"A friend from Lilydale, after being in hospital in November, a real wreck, recovered, and is now in the ordnance stores. I saw him last night, and talked over our experiences in the past. They live well there. I had plenty of steak and onions for tea, spent the night in a dozen blankets, and had bacon and tinned tomatoes for breakfast. That's different from what we get."

# Remember When...

Remember when Victoria had a vibrant manufacturing sector providing jobs for the urban working class and its rural equivalent.



Australian-made McCormick International tractors assembled for shipment at International Harvester's Geelong Works. From the *KooWeeRup Sun and Lang Lang Guardian*, 23 November 1949.



Australian-made Holdens, Australia's first mass-produced motor-car. Photo from the *KooWeeRup Sun and Lang Lang Guardian*, 1 December 1948.



Now back on his perch at your dealer. In war years, A. G. Healing Limited was Australia's largest manufacturer of "Radar Receivers". Now the organisation is devoted to producing radio receivers for every Australian home. And Golden Voice is right "Back On its Perch" at your Healing Dealer waiting to show you just how good the much-promised post-war radios really are. In vacuum-pressed veneer consoles and rich plastic mantel cabinets, each Golden Voice Radio is a thing of beauty and, of course, unsurpassed for quality and tone.

**HEALING GOLDEN VOICE RADIO**  
Built by the largest manufacturers of Radar Receivers.

Kooweerup and District Agent—

**E. J. HOLLEY**  
Rossiter's Road, KOOWEERUP.

All Electrical Appliances Stocked.

All Electrical Appliances Repaired at Shortest Notice.

Founded in 1896 by Alfred Healing as a manufacturer of bicycles, A. G. Healing P/L eventually produced its own range of radios, televisions and refrigerators. A deteriorating economy and the removal of tariff barriers saw the company go broke in 1975. Advertisement from the *KooWeeRup Sun & Lang Lang Guardian* 4 Dec. 1946.

Remember when country Victoria provided jobs in a variety of local enterprises.

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From the *KooWeeRup Sun and Lang Lang Guardian*, 5 Oct. 1944 (above) and 30 Nov. 1944 (above, right).

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**PRESTIGE LIMITED**  
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GOOD WAGES. IDEAL CONDITIONS.

Bus leaves Yallock daily, via Bayles, Kooweerup and Caldermeade, direct to Factory.

Apply Manager, Prestige Ltd., Lang Lang. Phone 94.

From the *KooWeeRup Sun and Lang Lang Guardian*, 5 February 1947 (above, left), 4 October 1950 (above, centre), 18 October 1950 (right).

## Sun, Surf, Sand...and Drowning.

From *The Age*, Monday 20 September 1909, page 8

### Drowned While Fishing.

San Remo, Sunday.

Mr. Walter Webster, of Filston-street, Ascot Vale, was drowned this morning at Kilcunda. Mr. Webster and Mr. Little were on a visit to Kilcunda, and while fishing on the rocks were surrounded by water. Mr. Little, being an expert swimmer, made his way through the surf, after assuring Mr. Webster that he would be quite safe till he brought assistance. Though much knocked about, he ran up the hill, and in five minutes, by his cooeying, attracted the attention of Mr. Martin, Mr. Carew and Mr. M. Hawkins.

They at once proceeded to the spot with a rope, but to their utter dismay Mr. Webster was not there, nor had any sign of him been seen since. There is a strong backwash at this place, and it is almost certain that in his panic stricken condition he had tried to cross the surging gulf, and, not being able to swim, was carried away. Deceased leaves a widow and four children. Mr. Little, who resides in Smith-street, Kensington, had a severe shock, and is much knocked about.

From the *Great Southern Star*, 23 January 1914, page 2

### Kilcunda.

On Tuesday, 20th inst., a very narrow escape from drowning occurred to Mrs J. Hay, of South Dudley, while bathing at Kilcunda. Had it not been for the courage of Mrs McPherson, who was bathing with her at the time amidst huge waves in a dangerous place, she would undoubtedly have lost her life, as she was struck by a heavy wave and fell prostrate. She became insensible and was being carried out to sea by the under-current when Mrs McPherson rushed to her assistance, and with wonderful courage and presence of mind clung to her with all her strength, and was fortunately able to hold her till help came.

Luckily Mr J. Phillips, of Kilcunda, and Mr W. S. Benn, of Leongatha, were close at hand and rushed to her assistance just in time as huge breakers were rolling in, and it is doubtful if Mrs McPherson could have saved the apparently lifeless body against such fearful odds. The bank is steep at the point in question, and there is a strong under-current at high tide. After some 20 minutes or so, Mrs Hay slowly regained her senses, and was deeply thankful for her fortunate escape from an untimely death.

From the *Lang Lang Guardian*, 3 February 1915, page 2

### Fatality at Kilcunda.

A fatality occurred on the beach at Kilcunda on Wednesday afternoon, the victim being a young married man, George Louis Van Eade. He was a fireman in the employ of the Victorian Railways, and was stationed at North Melbourne. With his wife and child he had been spending a holiday at Kilcunda, and intended to return to Melbourne by the evening train. He decided to have two hours' fishing before the train left. With a friend named Davis and a boy they went out on to the rocks.

Whilst engaged in their sport a roller broke over the rocks. Van Eade was swept into the water, and it was with great difficulty the other two held on. When the water receded from the rock Davis threw his fishing line into the water and gained a grip of Van Eade's clothing, but the line broke. The undertow is so strong at this point that notching [*sic*] could be done to rescue the unfortunate man, and he was carried out to sea.

From *The Argus*, 23 April 1889, page 5: Country News.

(By Telegraph From our Correspondent.)

San Remo, Monday.

Several young men went to bathe at the mouth of the Wright River, near Kilcunda, this morning, and one of them, named George Buckle, was washed away by the surf. His companions found it impossible to render any assistance, and he drifted out to sea.

### Woolamai.

#### CAUTION.

THE Public are warned against the danger of bathing between Bourne Creek and Powlett River owing to the under-tow

Also against fishing or frequenting the outer edge of the rocks at any part of the Kilcunda beach, owing to the sudden rising of the seas even in calm weather.

H. BONWICK,  
Shire Secretary.

From *Powlett Express and Victorian State Coalfields Advertiser*, 12 March 1915

## Route Dispute

Everyone wants the Great Southern Railway to run through their area, not, of course, because it benefits them – good heavens, no! – but because it makes long-term economic sense and is essential for the development of southern Gippsland.

From *The Argus*, Saturday 9 May 1885, page 10

### The Route Of The Great Southern Railway.

To The Editor Of The Argus

Sir–In order to bring before the eyes of the government the injudicious course they will pursue should they persist in adopting the Allsop route in connection with the Great Southern line in place of the more advantageous one, viz., the Bass Valley route I take up my pen, [unclear words] it may be the means of averting one of the gravest mistakes that could be made in the construction of railways.

Had the Railways Commissioners had their eyes and wits about them when they recently visited Poowong in order to ascertain which of the rival routes it would be most advisable to adopt, they must easily have seen that the prosperity of the district and the paying of the railway in a great measure would depend upon the adoption of the Bass Valley route, and that a few thousand pounds extra expended in overcoming the engineering difficulties that are said to be in the way would soon be recouped by the advantages that would naturally be gained by taking it through the centre of a country that is equal in fertility to any in Victoria and close to the township where business places have been established, and institutions built, at no small expense to the settlers; and which is, in short, the central deposit of a most fertile country.

These things were not taken into consideration by the commissioners at all, as they did not even admit that the Bass route was preferable to the Allsop, which, on the other hand should the latter be adopted, would necessitate the shifting of the township from its present central position to a miserable barren part which is capable of growing nothing but heath and “sword grass.”

If it were through any opposition on the part of a portion of the settlers, showing good grounds for their claims we would not be so surprised. But there was no opposition whatever worth speaking of, there being only one or two who are interested in a station site, which it might be convenient to lay out on their ground.

Seeing this, the Government have no possible excuse for not granting our request. The fact of there being engineering difficulties in the way is not sufficient to acquit them of gross

neglect and shortsightedness. A matter of a few thousand pounds is neither here nor there in a case like this. And I question from what I know of the country, whether the construction of it would cost any more than the Allsop route.

At all events it has been proved that the Bass route is the shorter of the two, and I think if Surveyors Field and Addison do their duty, and that impartially, they will find the engineering difficulties are not as great as they anticipate.

Trusting I have not trespassed too much on your valuable paper, I am, &c.,

May 8.

An Adviser.

\* \* \*

From *The Argus*, Saturday 9 May 1885, page 10

To The Editor Of The Argus.

Sir–As an effort is being made to procure a deviation by way of Yannathan, of the Great Southern Railway that would take it further inland, which is injudicious in the public interest and injurious to the parishes of Corinella and Wollomai, I hope you will approve of publishing this letter, or some modification of it.

Mr Gillies struck the right idea when he said that if it was shown that coal in anything like valuable quantity was found in the neighbourhood of Cape Patterson the Great Southern Railway would be made available to take it to market. Undoubtedly small seams of coal that would be of no value otherwise might be utilised if a railway for other purposes came near them or passed over them. On this ground alone a deviation that would take the railway further from them would be objectionable.

Recent events have made it pretty plain that even a very small quantity of coal, if taken to the seaboard, would be a vital point, that would make expensive defence works (in an isolated position) both of men and material necessary. Even if the present war alarms should subside, every observant man must perceive that it will be only for a time. There are causes in operation that will force Great Britain to fight, whatever may be the ostensible grounds, in defence of principles it has taken nearly 2,000 years to build up.

–Yours & c.,

Corinella & Wollomai

May 9.

(continues on Page 10)

The Route... (continued from Page 9)

From *The Age*, Friday 14 August 1885, page 7

## The Great Southern Railway

To The Editor Of The Age

Sir—I see in a contemporary a letter in reference to the Great Southern Railway, signed “Jumbunna.” “Jumbunna’s” advocacy of the Great Southern Railway would puzzle any one to understand. To begin with, he appropriates all the compliments that have been paid to the Bass and Poowong district to the partially unknown and uninhabited Allsop country.

He brings forward claims for the Allsop Creek route, and talks of Poowong township as only called a township “by compliment,” whereas it was sold by the Government, and bought and improved by building of every sort, on the distinct understanding that it was the township of the district. Syndicates possessing uninhabited country may be served by having the Allsop route of railway, but the Government cannot fulfil its pledges, nor the public convenience be served, except by the Bass route.

As for the exaggerated engineering difficulties conveniently hinted at, “Jumbunna” ought to know that the must disappear under proper survey, and the advantages of the Bass route are obvious to everyone who is not blinded by prejudice or interest. With disinterested commissioners and a clear sighted Minister of Railways, the friends of the Bass route have nothing to fear.—Yours, etc.,

Selector.

[Response to this letter in right column].



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From the *South Bourke and Mornington Journal*, Wednesday  
2 September 1885

## The Great Southern Railway

(Re-paragraphed for the sake of clarity.)

The following letter on the above subject, which appeared in Saturday's *Age*, throws light on a question that has occupied the minds of a large number of people for a considerable time:—

“Sir,—In your issue of the 14th inst. appears a letter “Selector.” For some time past a number of anonymous letters have appeared in the Melbourne press, advocating the adoption of the Bass Valley route of the Great Southern Railway in preference to the Alsop route, which is the most direct, will benefit the greatest number of people, and will cost £60,000 or £70,000 less to construct than the former route.

Although the letters referred to appear under various *noms de plume* they bear internal evidence of all emanating from the same source. They are regarded as such by the residents of the district, and are not worthy of serious consideration, which is the reason they have not been replied to individually. As showing how the correspondence is kept up, I can show that persons who have left the district have had letters sent to them on the subject, with the request to sign and forward it to the paper. I would ask those desirous of ascertaining the true state of the question to take these facts into consideration.

Another point to which I wish to draw attention is that all the letters are written under a *nom de plume*. The reason for this important omission is obvious, and cannot fail to have its due weight with the judicious reader.

No man of standing or respectability would lend his name to the misleading statements and palpable falsehoods contained in most of them. ‘Selector’ charges his opponents with ‘appropriating the compliments that have been paid to the Bass and Poowong district to the partially unknown and uninhabited Allsop country.’

This, Sir, is a bare-faced attempt to mislead the reader by an insinuation that the country traversed by the Alsop route is inferior to the Poowong land. As a matter of fact, it is equal to it in every respect and as densely populated.

In reply to another correspondent, who appears to have said that Poowong is called a township only out of compliment, ‘Selector’ says:—‘It (Poowong) was sold by the Government

(continues on Page 11)

*The Great Southern Railway (continued from Page 10)*  
and bought and improved by buildings of every sort.'

A stranger to the district on reading such a statement would naturally suppose Poowong to be a large and populous town, whereas the township which 'Selector' tells your readers has been 'improved by buildings of every sort,' in reality consists of one hotel and two stores. This constitutes the business portion of the township.

The other buildings are a State school, two churches, police quarters and mechanics' institute. And out of these few buildings, only the school, two stores and one church are on the portion of the township which has been purchased from the Government, and which is so steep that with the exception of the frontage block it can never be utilised for building purposes.

The remaining buildings are erected on land purchased from the neighboring selector. It is no secret that the 'public' buildings were erected for the purpose of being used as an argument on the railway question. So much for the township which has been 'improved by buildings of every sort.'

The population of Poowong consists of ten adults and ten children; and it is for the benefit of this magnificent town ship that a few individuals have the effrontery to demand an expenditure of £60,000 or £70,000. Considerably less than that amount would construct the Drouin to Poowong line of 18 miles, and if Poowong must have a line would it not be better to expend the money in the line from Drouin than sink it in tunnelling the Bass route?

I challenge any resident of Poowong to prove that I make any misstatements in regard to the township or district. In reply to 'Selector's' remark on large landowners, I would ask him if he is not aware that one of the Poowong deputation is the largest owner in the whole district, and holds twice, if not three times, as much land as any one person in the Alsop route.

In regard to 'Selector's' statement that the engineering difficulties of the Bass route let facts a speak for themselves. Mr. Montague spent months in surveying, and was so far from being successful that Mr. Gillies, in reply to a question in the House, declared the line across the range to be impracticable.

Mr. Field next surveyed the Alsop route, with the result that, although several parties have attempted the Bass route since, none has been found which can be constructed

for less than £60,000 or £70,000 more than the Alsop survey.

Even should a practicable line be discovered along the Bass the advantages of the Alsop are such that no judicial body considering the question on its merit can reject *[it]* in favor of the Bass.

Taking these facts into consideration, it is high time the survey parties were withdrawn, and no more money frittered away in what can be of no use. It may be a good thing for the Poowong township to have a number of survey parties out, but not so nice for the unfortunate ratepayers.—Yours, etc.,

Murdoch M'Leod, Jumbunna East."

\* \* \*

From the *South Bourke and Mornington Journal*, Wednesday 30 January 1889

## San Remo Police Court

Thursday, January 22, 1889

Before Messrs. Cleeland and Anderson, J.'s P.

E. Websell, innkeeper, Cowes, v. George Smith, junr.; unlawful assault on the night of the 21st instant.—Plaintiff, in proving the assault, said he received a blow which rendered him insensible and he remembered little afterward.—Defendant admitted he was drunk in the billiardroom or he would not have done what his friends told him he did. He had been informed that plaintiff struck him first, but did not bring any witnesses to prove the fact. Plaintiff, on the other hand, did not think it worth while to bring witnesses to prove his case. He merely stated that upon telling defendant he was tipsy he received a knock-down blow.—As this was not defendant's first offence he was find 20s. or seven days in gaol. Mr. Cleeland remarking that "drunkenness is no excuse for crime."

Constable Thornton charged George Smith, junr., with resisting the police on the 21st instant at Cowes.—E. Websell having given defendant in charge for assault, it was with great difficulty he was lodged in the lock-up.—The charge was fully proved, defendant being fined 20s. or seven days imprisonment.—Defendant, who is a remarkably fine grown young man, was asked by Senior-constable Taylor (acting in the absence of a much wanted local Clerk of Petty Sessions) if he could pay, and he replied "No." When asked if he had any friends who would do so he pointed to Websell, who, upon application being made, paid the fines and Smith was released.

The Court then adjourned.

From the *South Bourke and Mornington Journal*, Wednesday 4 April 1877

## Phillip Island Shire Council

Saturday, 31st March, 1877.

Present: M. Turnbull, Esq., President; Councillors Kennedy, Smith, West, Fowler, Stewart, and Crump.

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

### Correspondence

From Avoca Shire Council, in reference to railway management.—Received.

From A. W. Selman, asking for £3 for erecting bridge.—Received.

From Treasury, stating that a sum of £25 had been placed on the Estimates as refund of a publican's license.—Received.

From Treasury, forwarding vouchers for subsidy.—Received.

From Central Board of Health, forwarding report to Local Board.—Received.

From G. Coates, forwarding agricultural statistics, and requesting payment.—It was decided, on motion of Councillors Smith and Fowler, to pay £5 on account, Councillor Stewart and Kennedy opposing the motion.

A petition from ratepayers in Corinella Riding was read, asking that former petition for works on Gray's-lane be not entertained.—Postponed for consideration, on motion of Councillors Smith and West.

On motion of Councillors Kennedy and Stewart, tenders were accepted, as follows:—Contract 105, Pickersgill and Coates, £57 7s. 7d.; contract 106, D. Quinlivan, \$12 15s.; contract 108, Pickersgill & Coates, £17 19s.; contract 109, Messrs Pickersgill & Coates, £18 4s. 2d.

It was resolved, on motion of Councillors Kennedy and Stewart, that tender for culvert &c., at Flatbottom Creek be held over.

Several payments, amounting to £202 6s. 9d., were passed.

The Shire Valuator laid on the table his valuation of the rateable property in the Shire, which, on motion of Councillors West and Smith, was adopted, and the Council resolved into Committee to prepare an estimate of revenue and expenditure.

Councillor Fowler moved, seconded by Councillor Smith, that a sum of £100 from the funds of each Riding, be set aside to build a Shire Hall. Councillor Kennedy moved, and Councillor Stewart seconded, that no money be set apart for the purpose. The amendment was put and lost, and the

motion carried.

On motion of Councillors West and Smith, a sum of £1500 was appropriated for public works and £275 for contingencies.

Councillor West moved, and Councillor Fowler seconded, that the Secretary give the necessary notices that it is the intention of the Council to strike a rate of 1s. in the £ at next meeting.—Carried.

It was decided, on motion of Councillors Fowler and Smith, to invite tenders for works on Eastern Passage road.

Councillor Kennedy moved, seconded by Councillor Crump, that the Engineer be instructed to give an estimate of all works tendered for. An amendment by Councillors West and Fowler, that no action be taken, was agreed to.

On motion of Councillors Kennedy and Crump, it was resolved that the expenses be divided *pro rata*, according to the revenue of each Riding.

Tenders were ordered to be invited for two pipe culverts and drains on Duffus road, and on motion of Councillors Stewart and West, the sum of £5 was allowed to P. Quinlivan, for removing a culvert.

On motion of Councillors Kennedy and Crump, the Clerk of Works was authorised to employ day labor to repair culvert at Bass lane. The Clerk of Works was instructed to have culvert near Forrest's repaired; and the Council adjourned.

From *The Argus*, Tuesday 31 January 1939, page 2

## Outbreak near Loch

Loch, Monday.—A fierce scrub fire broke out between Loch and St. Helier this morning, but by this evening the situation was under control.

Members of the militia who were drilling at Loch were twice called out to aid the fire-fighters, and saved the homestead of Mr. Sheepway, a farmer, near Loch.

The only damage reported is the burning of many acres of scrub, some fences, and a stack of about 50 cords of firewood.

The same fire approached Grantville, on the Westernport shore, and several homes and the local hall were saved with difficulty.

Traffic on the South Gippsland Highway was held up for several hours.

## The Tyro In Trouble

### Part One: The Inquiry Into The 1886 Collision Between The Tyro And Lonsdale.

(Re-paragraphed for the sake of clarity.)

The Tyro was built in 1876 by Alexander Stewart of Queensferry, a sawmill owner and amateur boat builder, this being his first known construction (hence the name of the ship). The vessel was a two-masted wooden schooner, wind-powered, 60 feet in length, 14 feet wide and with a depth of 4.6 feet. It was launched on Friday 19 January 1877 with James Dundas as Captain. Later, Lawrence Henderson (sometimes spelt Laurence) took over as captain and after Stewart's death on 13 April 1888, purchased the vessel. The Tyro plied its trade as a cargo vessel (with the occasional passenger) for several months until...

From *The Argus*, Saturday 18 December 1886, page 10

#### Accident In The Bay.

##### The Lonsdale And The Tyro In Collision.

Yesterday afternoon a collision occurred near Queenscliff, between the Port Phillip Steamship and Hotel Company's paddle steamer Lonsdale, and the schooner Tyro. The Lonsdale is the well known excursion steamer, which in the summer season makes daily trips to the watering places of Port Phillip, and the Tyro is a coaster, chiefly identified with the Westernport trade.

At the time of the accident the Lonsdale was returning to Melbourne up the West Channel, having left Queenscliff at a quarter-past 5, and the Tyro was going down the channel with a fair wind. The Lonsdale was approaching No 10 buoy, which is about seven miles from Queenscliff, when the Tyro was a short distance ahead, and coming towards her. Captain Richardson, of the Lonsdale, was on the bridge, but it is alleged on behalf of the steamer, that no one was on the deck of the schooner at the time except a boy, who was at the helm.

Just as the two vessels were abreast, the Tyro altered her course, owing, it is said, to her helm being starboarded, and she struck the Lonsdale heavily with her stern on the port bow, about 6ft. abaft the cut-water. The plate of the steamer below the bulwark was indented and neatly cut through, and the Tyro suffered far more from the impact, which did not occasion a very serious shock to those passengers, numbering about 100, who were on the Lonsdale.

The schooner's jibboom was carried away, her foremast was broken, and hung only by the rigging, and her stern badly shattered. As soon as the extent of the damage was perceived, the Lonsdale took the disabled craft in tow as far as Swan Bay, as it was evident that she could not proceed on her voyage without being repaired. The assistance rendered to the Tyro made the Lonsdale an hour and a half late in arriving at the Port Melbourne wharf, where she was due at 8 p.m., but the damage done to her was so trifling that it can be made good without going into dock, and the vessel will run her trip as usual to-day.

The cause of the accident will doubtless form the subject of an investigation by the Steam Navigation Board. At present it seems strange that such a collision should occur in broad daylight in fine weather, and in a channel which provided ample room for vessels of the size in question to pass each other in safety.

From *The Argus*, Friday 31 December 1886, page 7

#### The Collision Between The Lonsdale And Tyro.

##### Inquiry By The Steam Navigation Board.

An inquiry was held by the Steam Navigation Board yesterday, at the Custom-house, as to the cause of the collision which occurred between the schooner Tyro and the steamer Lonsdale at 20 minutes past 5 p.m. on the 17th inst. The members of the board present were Captain Fullarton (chairman), Captains Payne and Devlin, and Mr W. W. Couche.

Mr. Stewart appeared for the owners and captain of the Lonsdale, and Mr. Croker for the owners and captain of the Tyro.

Octavius Jesse Broomhead, mate of the schooner Tyro, stated that the Tyro left Hobson's Bay at half-past 6 a.m. on the 17th December. The wind was variable up to 12 o'clock, and they entered the West Channel at 5 o'clock the same day. They kept to the east bank down the channel. All sail was set.

When they entered the channel, all hands went down to tea, excepting one man named Brooke, and the captain ordered him to steer for No. 12 buoy. After they went down, the cook, who was an able seaman, relieved Brooke at the wheel, and the latter went down to tea, and the cook was the only man left on deck. That was the usual system followed on the Tyro. When the captain had finished his tea he went on deck, and relieved the man at the wheel.

Shortly afterwards the captain said in a loud voice, "Where is the man coming to?"

Witness was then below, but heard what the captain said, and they all then went up on deck. He there saw that the Lonsdale was close on their starboard bow, and that there would be a collision in consequence of the way in which the Lonsdale was heading. The Lonsdale was heading across the Tyro's bows to the N. E. or north-easterly.

The Lonsdale's stern struck the Tyro's bowsprit on the star-board side, bearing away

(continues on Page 14)

*The Collision... (continued from Page 13)*

the jibboom. The foremast was carried away and the bows stove in. The Tyro passed the Lonsdale on the port side, striking the Lonsdale's paddle-box, and then fell astern. The Tyro was going about five knots when the collision occurred.

The Lonsdale afterwards took the Tyro in tow, going towards town, but she was drawn at such a speed that she was sinking, and the line was let go. Another tow line was put out, and the Lonsdale towed the Tyro towards Swanspit, but the Spray afterwards came to the Tyro, and towed her into Swanspit.

The Lonsdale was going about 10 knots when the collision occurred. The cook was the best able seaman on board the Tyro. There were four hands in all on the schooner, but at the time of the collision they had two passengers, making six persons on board.

The correct bearing at the time of the collision was about 100 yards to the north west of No 10 buoy. If the collision had not taken place, the Lonsdale would have run on the bank.

The Rev. George Walters, Unitarian minister, stated that he was a passenger on the Lonsdale when the collision took place. When he first saw the Tyro she appeared to be slightly on their left side. A minute or two before the collision

he made a remark that they appeared to be making towards the schooner. It seemed to him, not that the vessels were coming end on to each other, but that they were crossing each other. He did not expect a collision, because he thought the course would be changed so as to avoid one. The course was not altered in time, and the collision occurred.

An order was given by the captain, "Hard a-port," just before the collision, but in his opinion it was given too late to avoid the collision. Once or twice before the collision he made the remark, "Surely they are not going to run across the schooner's bows," but they continued on as though they were going to do so, and then the collision occurred.

The Lonsdale had plenty of room to go the left, but instead of doing so she went to the right, and the collision took place. He had not had much nautical experience. The Tyro had all sail set at the time of the collision. When the captain gave the order, "hard a-port," he (the captain) ran to assist the man at the wheel.

Leonard Brooke, seaman, belonging to the Tyro, stated that when she entered the West Channel she was going about six knots. After they entered the channel he took the wheel from the mate, who told him to steer for

*(continues on Page 15)*



The Paddle Steamer (PS) *Lonsdale* was built in 1882 in Greenock, Scotland, and was 228 feet long, made of iron, and weighed 228 tons. Although suffering only superficial damage in the collision with the *Tyro*, the *Lonsdale* did not enjoy a long career after this, breaking her moorings during a gale and washing ashore in Port Melbourne on 14 June 1889. It wasn't until January 1891 she was refloated and, the owners determining the cost of repair outweighed any likely future returns, was scrapped.

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

No. 12 buoy.

Peter Fornice, a seaman on the Tyro, who was also cook, soon afterwards relieved witness. Fornice was acting as cook at the time, but they all took turn about at cooking. When Fornice relieved witness he told him to steer for No. 12 buoy. After the captain had taken his tea he went up on deck and relieved Fornice.

Shortly afterwards witness heard the captain call out, and he then went on deck himself, and saw the collision occur. He was only on deck about half a minute before the collision. He saw that the Lonsdale was crossing the bows of the Tyro.

Peter Fornice, able seaman belonging to the Tyro, stated that when he relieved Brooke he was told to steer for No 12 buoy, and did so. The captain relieved him before the collision, and he went down to tea. He did not see a steamer before he went down.

He was down below five or ten minutes before the collision occurred, but went on deck two or three minutes before it happened. When he went on deck the Lonsdale was about 150 yards off. The Tyro's helm was then a little to port. Even if the sheets had been eased, and the helm had been put hard a port, they could not have cleared the Lonsdale. He only saw the port side of the Lonsdale.

John W. Addy, who was a passenger on the Tyro, bound for Cowes, Phillip Island, stated that he was below until about a minute before the collision, and heard the captain call out something. He then ran on deck, and saw that the Lonsdale was crossing towards their bows. It appeared to him at the time that the Lonsdale was crossing the channel, not going direct up it.

Andrew Mitchell, master of the Government steamer Spray, deposed that he saw the Lonsdale and Tyro approaching each other. When the Lonsdale was nearing the other vessel, she put her head to the eastward, altering her course by about a couple of points. The Tyro seemed to be coming straight down the channel. He could not make out what the Lonsdale was altering her course for. The only reason he could see for it was that the captain wanted to clear the Tyro.

He could not say whether the Lonsdale would have cleared the Tyro if she had not altered her course, the Spray being at such an angle as to prevent him judging on that point. The Lonsdale was running about her usual course.

In his opinion, if both the Lonsdale and the Tyro had continued on their courses as they were running when he first observed them, they would have cleared each other. The Spray was about a mile and a half from the other two vessels when the collision happened.

Samuel Howard, engineer of the Spray, who noticed the collision from that vessel, said that as the Lonsdale was going up the West Channel he saw her alter her course, and turn towards the bank of the east side of the channel. He remarked to Captain Mitchell that the captain of the Lonsdale must be mad to alter his course like that.

They sat down to tea on deck just then, and soon afterwards heard a crush, and looking towards the Lonsdale saw that a collision had occurred. The Spray was too far away from the collision for those on board her to determine how it occurred.

When the Lonsdale crossed over to the east side of the channel the Tyro was coming nicely down on the same side. There was nothing to have prevented the Lonsdale going up the westside; indeed, there was room for four or five vessels between the Tyro and the west side of the channel.

David Wilkinson, who was a passenger on the Lonsdale and a sailor by occupation, stated that after the Lonsdale had passed the Swanspit lighthouse she kept to the east side of the channel, and steered a straight course until she was approaching the Tyro. When they were about 200ft. from each other a collision appeared imminent; but both vessels kept on their courses, and the collision happened without anything being done on either of them. When they were within about 40ft. of each other the captain of the Lonsdale beckoned to the helmsman to put the wheel to port, but it was too late then to alter the course.

If the captain of the Lonsdale had tried to avoid the Tyro in time he could easily have done so, as he could have gone on either side of the Tyro. It would not be correct to say that the Lonsdale would have gone on the east bank if she had continued on her course. The Lonsdale did not answer her helm after the order to port was given. If the man at the wheel obeyed the captain's order it had no effect, as the Lonsdale did not answer her helm.

Laurence Henderson, master of the Tyro, stated that she was a schooner of 53 tons,  
*(continues on Page 16)*

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

and was on a voyage from Melbourne to Westernport. He noticed the Lonsdale for some time coming up the west channel as the Tyro was going down. The Lonsdale swung partly round when she came within 100 yards of the Tyro, and he suddenly saw her port paddlebox from the Tyro's starboard bow.

From the course the Lonsdale was heading she was going on to the east bank, and was nearly lengthways across the channel. Until the Lonsdale swung partly round she was going a course which would have left ample room for the two vessels to pass each other.

The man who was acting as cook on the Tyro was a first class seaman. If the Lonsdale had kept on her course without altering it she would have passed 50 yards on the west side of the Tyro. If he had ported his helm to try and avoid a collision after the Lonsdale changed her course, the Tyro would have gone right into the middle of the Lonsdale and both vessels might have been sunk.

William E. Greenlaw, a passenger on the Lonsdale, stated that he saw the Tyro when she was some distance away from the Lonsdale, and that if the Tyro had continued on the course she was then running she would have passed the Lonsdale about 150 yards off on the left side. The captain of the Lonsdale blew a whistle when the Tyro came near, and a man on the Tyro put the helm a-starboard, which caused the collision to occur almost immediately.

There was not a soul on deck on the Tyro until the captain of the Lonsdale blew his whistle, and then a man rushed up and starboarded the helm. If the helm had not been starboarded the vessels would have just cleared each other. If the Tyro had ported her helm she would have gone well clear of the Lonsdale. About a minute and a half before the collision the Lonsdale's helm was put hard-a-port, and about half a minute before it her engines were stopped.

William Counsell, a passenger on the Lonsdale, formerly a seafaring man, stated that when he first saw the Tyro she was on the port side of the Lonsdale, and if she had kept on the same course would have passed the Lonsdale well on the same side. She, however, altered her course, and thereby caused the collision, and the alteration was made so suddenly that the Lonsdale could not have avoided a collision. The helm of the Tyro must have been starboarded. If she, had continued running in the same course as she was on when the collision happened

she would have gone on the east bank of the channel. The captain of the Lonsdale ordered her helm hard-a-port when the Tyro altered her course and came close on to the Lonsdale, but it was too late then to avert the collision.

Bernard Johnson, a sailor belonging to the Lonsdale, said he was at the wheel when the collision occurred. Captain Richardson was on the bridge. As they came up the channel he steered N. by E. - E. from the Pile light. When the Tyro came near the Lonsdale she seemed to starboard her helm, and the Lonsdale continued on her course until they were within two or three ship's lengths of the Tyro, and the captain then told him to put the helm hard-a-port. He did so, and the Lonsdale answered her helm, and came up to N.E., when the schooner struck her on the bow.

John P. Richardson, captain of the Lonsdale, deposed that the Tyro was on the port bow of the Lonsdale when he was coming up the channel. When the Tyro came close up towards the Lonsdale she appeared to starboard all at once, and came on towards the Lonsdale.

The vessels were then only 200ft. or 300ft. apart, and he gave the order to port the helm and to stop the engines. There would have been no collision if the Tyro had not suddenly run out of her course and struck the Lonsdale. The Tyro was steering erratically when she was some distance off the Lonsdale.

The evidence was then closed, and the Board announced that they would give their decision on Friday, January 7.

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## The Tyro In Trouble

Part Two: The Aftermath Of The Inquiry Into The Tyro and Lonsdale Collision  
Henderson Maintains His Innocence. Lonsdale's Case Is Reviewed.

(All articles re-paragraphed for the sake of clarity.)

From *The Argus*, Saturday 8 January 1887, page 5

### The Collision Between The Lonsdale And The Tyro. Both Masters Declared In Fault.

The Steam Navigation Board met yesterday to consider their decision touching the collision that took place in the West Channel on the 17th December, between the paddle steamer Lonsdale and the fore-and-aft schooner Tyro. There were present Captains Fullarton (chairman), Payne, and Devlin and Mr. G. A. Stephens. At the time of the collision the Lonsdale was returning to Melbourne from Queenscliff with passengers, and the Tyro was on her way down the channel to Western Port. The evidence which was given before the board respecting the cause of the collision was very contradictory, each master of the vessel concerned alleging that the other left his course and steered across the other's bows just before the vessels came together.

The Tyro was seriously damaged, and ultimately sank in Swan Bay, whither she was towed by the Lonsdale after the collision. The board found:—

1. That under article 17 of 'Steering and Sailing Rules' it was provided that 'if two ships, one of which is a sailing ship and the other a steamship, are preceding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship.' The Lonsdale, therefore, should have kept out of the way of the Tyro.

2. That under article 18 it was the duty of the Lonsdale when approaching the Tyro, so as to involve no risk of collision, to slacken her speed, or stop and reverse if necessary.

3. That the Tyro was not steering a course, but was edging up for the east bank of the channel, with the wind about abeam, and that until within a few moments of the collision no proper look-out was kept on board of her whilst navigating the channel; further, that the master only returned to the deck shortly before the collision, and appears to have been the only person on deck immediately prior to the casualty.

Under all the circumstances of the case, the board is of the opinion that the masters of both vessels were in default, namely John

Parker Richardson, of the Lonsdale, for not complying with Article 17 and 18, before referred to, and Lawrence Henderson, of the Tyro, for a breach of Article 24, and having neglected to keep a proper look-out. Captain Richardson will therefore be charged with default, in accordance with this finding, and called upon to show cause why his certificate should not be cancelled or suspended, but the law not requiring that the Tyro should have a certificated master, the board is unable to deal with Lawrence Henderson, he not being in possession of a certificate.

From *The Argus*, Thursday 13 January 1887, page 9

### The Lonsdale And Tyro Collision.

To The Editor Of The Argus.

Sir.—As you published the decision of the Steam Navigation Board in the matter of the collision between the Lonsdale and the Tyro, may I ask you also to publish the enclosed letters written by me to the board, and the reply. I would not trouble you, but that I consider that I have been unfairly treated by their decision, and am refused the opportunity of clearing myself.—Yours, &c.,

L. Henderson, Master of Tyro.  
Jan. 10.

Melbourne, January 10, 1887

"Sir,—With reference to the decision of the Steam Navigation Board in the matter of the collision between the Lonsdale and the Tyro, in which you find me in fault, under article No 24 of steering and sailing rules, for not keeping a proper look-out, I beg to state, and shall be happy to prove it if you will give me an opportunity of doing so—

"That a proper look-out was kept on board the Tyro from the time she left Hobson's Bay till the time of the collision.

"That I was myself on the look-out at the time, and had been for 12 minutes before the collision.

"That the Tyro was steering a proper course, namely, from buoy to buoy, on the east side of the West Channel.

"That no act of mine contributed in the slightest degree towards the collision, nor could

(continues on Page 18)

*The Lonsdale And Tyro...* (continued from Page 17)

I have done anything to prevent it, without disobeying article 17, which compels me to keep my course when meeting a steamer.

"I have therefore the honour to request that you will review your decision, as far as I am concerned, as I consider that to blame me at all for the collision is unjust.

"I am, Sir, yours obediently,

"L. Henderson, Master of Tyro.

"The Chairman Steam Navigation Board."

"Victorian Steam Navigation Board,

"Melbourne, January 10, 1887.

"Re Lonsdale and Tyro Collision.

"Sir—I have the honour, by direction, to acknowledge the receipt of your letter of this date with reference to the finding of the board in re the collision between the s.s. Lonsdale and the schooner Tyro.

"In reply thereto, I am to inform you that the board gave the matter its most careful consideration, and, having delivered its findings, is unable to re-open the case in so far as relates to the Tyro.

"I have the honour to be, Sir, your obedient servant,

"J. Geo. M'Kie, Secretary.

"Mr. L. Henderson, Master schooner Tyro,  
Melbourne."

From *The Argus*, Friday 28 January 1887, page 10

### **The Steam Navigation Board**

To The Editor of The Argus.

Sir,—On the afternoon of the 17th December last, the weather being fine and clear, the steamer Lonsdale ran into the schooner Tyro in the West Channel.

On the 30th December the Steam Navigation Board held an inquiry into the said collision, and eight days after they gave their decision, which was that Captain Richardson, of the steamer Lonsdale, was in default for disobeying articles 17 and 18, Steering and Sailing Regulations, which state that steamers shall give way to sailing vessels; and I was found in default on article 24 for not keeping a proper lookout.

I, being satisfied that the above board had done me an injustice, wrote to them on the 10th January, requesting them to re-open the case, if they had the power, for further evidence to prove that I had kept a proper lookout. To that communication I received on the same day their reply refusing to re-open the case.

Judge of my astonishment to-day when I

saw by *The Argus* that the board had yesterday not only re-opened the case, but, after hearing fresh evidence on behalf of Captain Richardson, reversed that portion of their previous decision by which they had held him to be in default; and this is done behind my back, and without any notice to me of their intention to consider or revoke a decision or dispute to which I was one of the interested parties.

The above being a statement of facts, I leave it to the public to judge of the equity of the conduct of the board.—I am, &c.,

L. Henderson, Master of the Tyro. Jan. 27.

From *The Argus*, Saturday 29 January 1887, page 10

### **The Lonsdale And Tyro Collision.**

To The Editor Of The Argus.

Sir,—I should like to call the attention of the public to a letter which appears in *The Argus* of to-day, signed by Captain L. Henderson, and if the statements contained therein are correct, a gross injustice, in my opinion, has been committed by the Steam Navigation Board.

And as a matter of British fair play, I would like to know why the board should re-open the case for Captain Richardson, after having refused that privilege to Captain Henderson. Trusting some further inquiries will be instituted, whereby both sides will be notified.—Yours, &c.,

Jan. 28. Equity.

From *The Argus*, Monday 31 January 1887, page 6

### **The Lonsdale And Tyro Collision.**

To The Editor Of The Argus.

Sir.—I am glad to see in *The Argus* of to-day your severe, but not too severe, comments upon the extraordinary procedure of the Steam Navigation Board. This matter ought not to be allowed to rest, if there is any possibility of anything being done to remove an injustice or to rectify a blunder.

It is surely hard enough for Captain Henderson that his schooner should be coolly run down, in broad daylight, in the open bay, without being deprived of the possibility of obtaining some fair compensation for injuries and loss.

I was, unfortunately, a passenger on the Lonsdale on the afternoon of the collision. I noticed a young man on the bridge talking to the captain and the steersman. The Tyro came down the channel on a steady course, and to

(continues on Page 19)

*The Lonsdale and Tyro...* (continued from Page 18)

an impartial observer it seemed as though the steamer simply ran into her because she would not get out of the steamer's way. This was brought out pretty clearly in the evidence that was given at the public inquiry.

What evidence was subsequently given at the private inquiry we do not know. Great hardship is inflicted upon the captain of the Tyro, who had suffered enough already in being deliberately run into by a steamer whose first duty it was to make way for the sailing vessel. Hoping something may yet be done to remedy this gross injustice.—I am, &c.,

Indignation

Jan. 29.

From *The Argus*, Monday 31 January 1887, page 6

### **The Case of the Schooner Tyro**

The officers of the Steam Navigation Board state, with reference to the collision which occurred between the steamer *Lonsdale* and the schooner *Tyro* in the bay on December 17, that after the casualty had been reported to them the usual preliminary inquiry was held by the board.

A mass of conflicting evidence was submitted, and on the case being closed by both sides the members of the board announced that they would give their decision on a future date. In the interval, however, the proprietors of the *Lonsdale* applied to be permitted to call additional witnesses but the board held that it could not grant the request, for the reason that, after the formal announcement had been made by both sides that no more evidence would be submitted, it would have been unjust and contrary to all legal procedure to have allowed the inquiry to be re-opened.

The board eventually met, and delivered the finding that both masters were guilty of default, but, inasmuch as Captain Henderson did not hold a master's certificate, they found that their ruling could not affect him, because they had no jurisdiction to deal with persons who did not possess such certificates.

The next step taken was to call upon Captain Richardson, of the *Lonsdale*, to show cause why his certificate should not be suspended. The officers affirm that in adopting this course they were giving effect to the practice defined by the Queen's Order in Council for the guidance of marine inquiries held by the Board of Trade, and adopted by all marine tribunals in Great Britain and its dependencies.

Captain Henderson, however, was dissatisfied

at the finding and he wrote asking for permission to produce further evidence on his behalf. The board replied that so far as the *Tyro* was concerned, the investigation was at an end because he did not hold a masters certificate, and, therefore, the board had no jurisdiction to deal with his case.

In due course Captain Richardson appeared at the further inquiry, and showed cause why his certificate should not be suspended. The officers of the board state that this second inquiry did not mean the re-opening of the investigation, because according to the defined procedure of courts of marine inquiry the calling upon a master to show cause is the final stage of the one inquiry.

A postponement of the hearing arose from the desire of the board not to withdraw Captain Richardson's services from the *Lonsdale* while the vessel was engaged in serving the bay trade, and also from the unavoidable absence of the chairman (Captain Fullarton). When the inquiry was held, however, Captain Richardson attended, and produced the skilled evidence of Pilot Seal, who was about 150 yards away from the *Lonsdale* when the casualty occurred.

As Pilot Seal was an independent witness and an expert, the board accepted his statements rather than those of laymen or of the crew of the *Spray*, who were some two miles distant at the time when the accident happened. The testimony of Pilot Seal, it is added, was so convincing that if it had been tendered at the preliminary inquiry it would have led the board to exonerate Captain Richardson from all blame.

Under these circumstances the board claim that they did not depart from the lines of procedure laid down for the guidance of such inquiries.

From *The Argus*, Friday 4 February 1887, page 9

### **The Lonsdale And Tyro Collision.**

To The Editor Of The Argus.

Sir,—In *The Argus* of January 31 I read the explanation given by the officers of the Steam Navigation Board concerning the re-opening of the above case, wherein they state that they cannot deal with me, as I hold no master's certificate. No doubt both you and the public will be surprised to learn that I hold a pilot certificate for the West Channel, registered as No 10, folio 64, issued to me on the 26th March, 1877, without which certificate I could not take charge of the

(continues on Page 20)

*The Lonsdale and Tyro... (continued from Page 19)*

Tyro, which is 53 tons register.

When I was under examination by the board they asked me if I had a master's certificate, to which I replied in the negative, but said I held a pilot certificate, and had the same in my hand for their inspection, which they would not see.

Now, as the Lonsdale ran the Tyro down in pilot waters, how is it that the board did not deal with my certificate if they had sufficient evidence to find me in default? I maintain that I produced more than sufficient evidence to prove that I strictly followed the rules of the road, for which I am now to suffer an injustice by the partiality shown by the Steam Navigation Board in dealing with the case. I have much pleasure in handing you the said certificate for inspection. Thanking you for the interest you have taken in the case.—I am, &c.,

L. Henderson.

Master of the schooner Tyro.

Feb.3.

Part Three Next Issue.

\* \* \*

From *The Argus*, Thursday 5 May 1949, page 6

## Railman Retires After 46 Year's Service

Mr Samuel John Spink, who drove the first passenger train from Nyora to Wonthaggi, when it was known as "Canvas Town," has retired from the Victorian Railways after 46 years' service.

Mr Spink, who joined the railways in May, 1903, was cleaner, fireman, engine driver, depot foreman, and finally relieving rolling stock superintendent.

When he was driver of the Albury-Melbourne train he met the late Dame Nellie Melba one day when the train was delayed by a mechanical defect near Euroa. She was worried, as she did not want to disappoint the large crowd waiting for her at Spencer St. A relief engine took the train in almost on time.

Melba was a frequent traveller on the Sydney line, and was a great favorite with crews.

Mr Spink, who knows trains in every State, thinks Victoria's railways are the safest and most efficient in Australia.

"Engine driving was more difficult in the past than now," he said. "In the old days a kerosene lamp on the front of the engine used to light the way. Now an electric headlight gives clear visibility for almost a mile."

From the Wonthaggi Sentinel and State Town Miner, Friday, September 16, 1910: Local and General News

## Meanwhile at Wonthaggi...

The first sale of live stock in Wonthaggi was held on Thursday last. Very poor lots were offered, but the auctioneers, Messrs. Guilfoyle and McRae, report a good demand for *[unclear words]* and milking cows.

A number of farmers and graziers in the district are looking forward to the establishment of the Government trucking yards at Wonthaggi. If the yards were situated at Dalyston many contend that to reach there during the winter months they would be compelled to make long detours. The erection of yards at Wonthaggi would benefit a large number who have dealings in the Ryanston district, and it is proposed to have a direct road from that place to Wonthaggi re-opened. The road has been closed for a number of years.

A miner named John Berg was engaged shifting timber with a pick in No.8 shaft at State mine on Friday last. The pick slipped and inflicted a nasty wound in the right foot. An almost similar accident happened to a miner named Rose on the same day. The pick he was holding entered his foot and caused painful injuries.

Dr. Sleeman reports that there is an epidemic of measles in the town and district. A large number of children are affected.

The first annual plain and fancy dress ball under the auspices of the M.U.I.O.O.F. will be held at Smith's hall on Oct. 19th. Particulars are advertised in another column.

At the committee meeting of the Progress Association on Monday evening a letter was read from Mr Downward M.L.A., stating that he had placed the question of an electoral registrar for Wonthaggi before the Premier, and had also asked that Wonthaggi be made a separate district.

The opening of the Wonthaggi branch of the U.A.O. Druids will take place in the Baptist Hall to-morrow evening, and promises to be a great success. The names of 60 intending members have been enrolled and although it is improbable that all will attend on Saturday evening, arrangements have been made for another meeting on Monday evening. Members initiated at either meeting will have their names placed on the charter of foundation members. It will no doubt be a revelation to the Grand Lodge officers from Melbourne to witness such a large initiation. It is to be hoped it will convey to their minds in no small degree the possibilities of Wonthaggi.