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



From the Original

From *The Western Port Times*, Friday 7 November 1902

Local And General News

For Chronic Chest Complaints, Woods Great Peppermint Cure, 1s 6d.

The Shire of Phillip Island and Woolamai Council will be held on Sunday 22nd inst.

A Regulation Match and Sweepstake will take place on the Grantville Rifle Range on Monday next.

The Presbyterians of Cowes will hold an entertainment on next Wednesday night in aid of the church. The programme will consist of vocal and instrumental music, recitations, etc. The admission is 1s and 6d.

Mr Wilson, Government Spaying Expert, is visiting this district from 3rd to 8th November, and will operate on cattle on farmers and stockowners premises, by giving notice to the Secretary of the Grantville and Jethro A., P. and H. Society.

Having received a sheaf of oats grown by Mr Jones, of Mona Grange, Glen Forbes, the sheaf stands 6ft and is very full of corn. The grower states that it is the second crop he has had off the ground this year, the previous crop being potatoes, and neither had manure.

On Friday next, 14 inst, a Progressive Euchre Tournament will take place in the Bridge Creek Hall. There will be Ladies and Gents prizes; the play will cease at 10.30, when a dance will start. Proceeds in aid of the R.C. Bazaar. Admission to tournament, Ladies free, gents 1s, to Ball gents 1s 6d.

Grantville, May 1890

From the *Mornington Standard*, Saturday 17 May 1890, page 2: Wayside Notes.

Miss Gilbert has been holding evangelistic services in the Mechanics' Institute here, which have been largely attended. The residents of Grantville have expressed unqualified pleasure whilst listening to this talented young lady, and a great number from the surrounding districts have attended the services. This district has not been favored with a visit from a lady evangelist before, and we hold it as a good omen for the future of Grantville. Miss Gilbert must feel pleased with the reception accorded to her, and she will leave behind a most favorable impression, for her lectures will long be remembered.

A Mutual Improvement Association has been started here, and is already doing good work. A number of young men have enrolled their names as members, and are trying to induce others to join. A library has also been started in connection with the Association, and considerable interest is taken in the subjects that are debated from time to time.

A great bazaar is on foot to liquidate the debt on the hall. The ladies are forming themselves into a sewing, or work circle, in order to make and collect articles for the bazaar. This is a step in the right direction, for the hall is a great boon to the residents, it being the only public building in the place, and is used as a church on Sundays.

The Argus, Monday 24 February 1890

Ministerial Coastal Trip

San Remo, Saturday.

The Lady Loch arrived at Westernport this morning. Mr. Patterson, the Minister of Customs, Mr. Dow, the Minister of Lands, and party will proceed by conveyance to-day to Anderson's Inlet.

San Remo, Sunday.

Yesterday Mr. J. L. Dow and the ministerial party visited Anderson's Inlet and inspected Point Smyth, which the local residents suggest should be cut up and submitted to public auction for marine residence sites.

Messrs. Patterson and Wilson visited the River Tarwin, and transacted considerable departmental business. On the journey to the Inlet Mr. Dow was shown over the Kilcunda Coal Reserve, which has an area of 3,000 acres.

[Editor's note: Point Smyth, across Anderson Inlet from Inverloch, is today part of the Cape Liptrap Coastal Park].

GRANTVILLE CHURCH OF
ENGLAND.

CONCERT

—AND—

COFFEE SUPPER,

WILL BE HELD IN THE

GRANTVILLE HALL,

Wednesday next, Nov. 12th

Melbourne and Local Talent

TICKETS:—Adults 1s 6d; Children 9d.

Commencing at 8 o'clock,

D. N. PARKS, Hon. Sec.

From the *South Bourke and Mornington Journal*, Wednesday 17 August 1887, page 2

(Re-paragraphed for the sake of clarity.)

Corinella Riding Election.

To the Editor of the *S.B. and M. Journal*.

Sir—Perhaps a short account of the recent election for the vacant seat in the Corinella Riding, of the Shire of Phillip island, may prove interesting, and I have much pleasure in forwarding it.

The rival candidates, Messrs. Kennedy and Tulloch, were in good form, and their supporters sanguine of victory, which gave increased interest to the struggle. At the time appointed on Tuesday, the poll opened and the fight commenced.

At each polling place, as the day wore on, groups of eager partisans might be seen canvassing voters who had not polled, or discussing the chances of the day.

Most interest centred on Grantville, and Mr. Kennedy and his brother Councillor gave their entire attention to securing victory there, which was their only hope. Liquor flowed plentifully, but though the people became lively, no disorder ensued.

Early in the day, Mr Kennedy while caracoling about on his steed displaying his manly figure, came a headlong cropper in the mud, which his opponents accepted as an omen of success. When the total was made up Mr. Kennedy was declared twenty-seven ahead. How about Fernhill and Bass was the eager thought which followed. Soon a policeman was descried hurrying up the Bass road, and this report was Tulloch leads by fourteen there.

“Geewhilikins,” exclaimed the Kennedy party, its all over when the Bass says it will have none of Kennedy. What will Tulloch’s stronghold Fernhill declare.

Down to the township we went to await the arrival of the news, and bye and bye Constable Dixon cantered up with the information. Tulloch leads by a majority of two to one at Fernhill. Soon the returning officer put in an appearance, and Mr Tulloch was duly proclaimed the elected Councillor for Corinella, and so ended, with the heaviest polling ever done here, the fight for this time.

For this time, as it is said Mr. Kennedy already thirsted for another contest, and rumor has it that one of the Corinella Councillors, a dutiful follower of D. B.’s., will retire to make room for his master.

It is to be hoped this rumor is incorrect, as the ratepayers are not inclined to enter on the

loss of time and expense of another election merely to suit Mr. Kennedy’s egotistical desire to pose as boss of the Shire.

If they are put to this trouble and inconvenience, they will no doubt show Mr. Kennedy more decidedly than ever, that they’d not want any more of his mischief making interference in public matters at present.

Yours, &c.,

Grantville 13/8/87

A Premier Port?

(From a Correspondent.)

From the *South Bourke and Mornington Journal*, Wednesday 6 July 1881, Page 2: Queensferry, Bass and Kilcunda

Queensferry bids fair to become the premier shipping port of Western Port bay. A good tramway leads from here for eight or ten miles inland, on both sides of which is a tract of country containing many thousands of acres of the richest land in Victoria, only withheld from settlement by the very stupid blackwood reserve regulations, no blackwood worth reserving being on it. There is little doubt but we shall soon have wiser counsel prevailing; then this splendid land will be opened to the energy and enterprise of the settler. Timber will not last for ever.

A few (very few) years ago we had three saw mills at work; two have succumbed for want of timber, but the first is now last. Mr. Alexander Stewart was the first to start a sawmill, which is the only one left, and he has, by his energy and skill, still succeeded in being to the fore. He alone has made Queensferry what it is to-day, and laid the foundation of its future greatness, which, in the natural course of events, is sure to come.

The port only wants a few hundred feet of channel dredged to a requisite depth through the soft clay mudbank from the jetty to the deep channel in the bay, and a good jetty constructed. These two things ought to be done by the Government at once; the rest is easy; a good level country for miles round, plenty of stone in the adjacent hills for road metal, and for a few miles about the port roads can be very cheaply metalled, by utilising the ballast brought by vessels and thrown away. Our Shire Council should show a little wisdom, and agree to pay just a nominal price – as much as would cover expenses.



BASS VALLEY
UNIVERSITY OF THE THIRD AGE

The Queensferry Railway

The Rail Line That Never Was.

After having been given the go-ahead, the Queensferry to Jeetho line was almost immediately dumped in favour of the Great Southern Railway from Dandenong to Port Albert. A good call. (Sorry Queensferry).

Parliament.

[By Electric Telegraph.]

(From Our Own Correspondent.)

From *Gippsland Times*, Friday 21 July 1882, Page 3

Melbourne, Thursday Evening.

...The House then went into Committee on the Railway Construction Bill, when the following lines were passed: Brighton to Picnic Point; Camperdown to Terang; Creswick to Springhill; Dandenong to Cranbourne; Dimboola to Tarranginnie, within 30 miles of the South Australian border. On Clause 10, Drouin to Poowong, Mr Gibbs moved an amendment that the lines from Moe to Narracan, Traralgon towards Yarram, Queensferry to Jeetho, and Waterloo to Allambecoo East, be struck out, with the view of inserting a line from Pakenham to Alberton, to be called the Great Southern Railway.

The Railway Construction Bill

From *The Kyneton Observer*, 5 Aug. 1882, Page 3: Parliament

The first line taken was the first of the so-called "cockspur lines" of Gipps Land, that from Drouin to Poowong. Mr Gibb moved that this line be omitted with a view of striking out other "cockspur lines" and of substituting a main south-eastern line from Cranbourne to Port Albert. Mr Mason, on behalf of the selectors of Gipps Land, opposed the proposition, and Mr Bent, while admitting that the south-eastern line would be a good one to construct, maintained that it would not supply the wants of the selectors who have already gone to work in the Gipps Land valleys. After much discussion a compromise was agreed to. The line from Queensferry to Jeetho is to be omitted, and the money to be applied to the commencement of the south-eastern line. The bill for the drainage of the Koo-wee-rup swamp is to be introduced. It is calculated that the swamp will give 50,000 acres, which will sell at £3 per acre, so that there will be £150,000 for the proposed trunk railway. On this understanding Mr Gibb withdrew his amendment. The line from Drouin to Poowong was adopted, and progress was then reported. The House rose at 11 o'clock.

The Telegraph Comes

[From a Correspondent.]

From the *Leader*, Saturday 31 January 1885, page 12: Grantville and Jeetho Districts.

...As a farther instance of progress we are to have telegraphic communication directly with the metropolis, Mr. J. T. Paul having erected premises at Grantville. The same gentleman has also in a very spirited manner undertaken to pay the operator, as the department did not consider the business likely to be transacted would be sufficient for the Government to bear the expense. The office is well situated, as Grantville is the central outlet for a large and thickly settled district. (John Tullock, 14th January).

No-No and Oh, No! Ads

Even 70 years on, this 1927 advertisement wouldn't have drawn any attention. However, from the increasingly health-conscious late 1990s onwards, certain groups would have become increasingly uneasy about it. Today, of course, they'd be screaming if this was published. The reason?

Delicious. Healthful. Economical. Made from FRESH FRUIT and SUGAR.

Sugar! They, of course, would see not 'sugar' but POISON. Sugar is now the new tobacco and food manufacturers the new corporate bogeyman, the primary and wilful cause of the growing obesity problem. Hence talk of a sugar tax to raise revenue for the government...ahem, sorry, I mean hence talk of a sugar tax to discourage sugar consumption and protect the health of the community.

These days Kia-oro would advertise it as 95% Fresh Fruit with no mention of the remaining 5% being sugar and preservatives.

HEAT WAVE BE PREPARED
ORDER-

ORANGE CUP
ORANGE KISS
KIA-ORA LEMON

Delicious Healthful Economical
Made from FRESH FRUIT and SUGAR
30 Medium Glasses in a Bottle.
Just add Water. Sold world-wide:



O T. LTD. Melbourne, Sydney, London and U.S.A.

From *KooWeeRup Sun and Lang Lang Guardian*, 15 Dec. 1927

The Proposed Removal of Council Chambers.

Defeated By Six To Three

From the *Great Southern Advocate*, Thursday 7 May 1896, page 3

At the last meeting of the Council of the Shire of Phillip Island a petition, signed by about 140 ratepayers and presented by Cr. Grout, was read asking that a more central place be found to hold the meetings in, as San Remo was at one end of the Shire and this fact prevented a large number of rate payers from personally making known their wants to the Council. The Bass township was suggested as being more central.

Cr. Harbison moved, that the request of the petitioners be granted when the Council is in funds. The roads were fairly good to the Bass, and it would come a bit more even. He did not wish to see anything going from San Remo, but it was only the duty of the Council to the Corinella Riding, and he had much pleasure in moving the motion.

The President said he had much pleasure in seconding the motion. It was a really difficult thing to get to San Remo in the winter. The Bass was a more central place, and there was no prospect of having a better place for years. Having the meetings at San Remo had a tendency to break off a part of the Shire. San Remo is not central. Cr. Grout and himself had about 24 miles to come. He had much pleasure in seconding the motion.

Cr. Grout said there was not much to be added to what had been said by Crs. Harbison and the President. There must be something radically wrong when people have to come 25 or 30 miles over such roads as we have. Some people certainly favor the severance question on that ground, and if nothing was done to give them justice they would lose a big portion of the Shire.

Cr. McFee rose to oppose the motion. Many years ago when the question of the site was considered, it was decided that San Remo was the most suitable place for Councillors. It was far more inconvenient and difficult for the Phillip Island Councillors to come across the water than it was for the Corinella Councillors to ride 20 miles.

What about the Island Councillors travelling to the Bass? We have to come across the channel anyway, and would then have to get a buggy, and when we got back perhaps have to stay 4 or 5 hours at San Remo if it was too rough to cross. He therefore thought San Remo the most convenient place to hold

the meetings. If it was such an inconvenience he would not take the trouble to represent the ratepayers. He was surprised at Cr. Harbison supporting the idea of shifting the hall as not many years ago he was opposed to it.

Cr. Anderson said he did not intend to vote for the removal of the hall to the Bass. If there was a hall there they might have their meetings there by arrangement, but he objected to spending a large sum of money in that way.

Cr. Button said they (the Corinella Riding Councillors) wanted to put the Island Councillors in the same position as themselves at present.

The President: It would be more central.

Cr. Button: No. We have to drive 9 or 10 miles and then cross the water. If the hall was shifted to the Bass they (Phillip Islanders) would then have some grounds for separation.

The President : You're not game.

Cr. Button: We don't want it.

Cr. Richardson said he would oppose any shifting. Even now they had to sometimes wait two or three hours, and got home at 1 or 2 o'clock in the morning.

Cr. McFee: And then perfectly sober.

(Laughter.)

Cr. Richardson: And then perfectly sober.

Cr. Harbison said he had been referred to but he did not take much notice of whom it came from. The Corinella Councillors had bad roads to travel over, while the road to the Bass was good.

Cr. McFee: What about the Bass Lane?

Cr. Harbison said he never interrupted Councillors when they were speaking. He was glad to see some of the local papers taking notice. If it was done oftener – and it was the duty of the papers to do it, what had been done in other districts – it would get disorderly people brought to their senses.

Cr. McFee: That refers to me, Mr. President, although no names are mentioned.

The President : Sit down. You started it.

Cr. Harbison : The Bass would be equally convenient. He had a knowledge of the country now, and before he never had that knowledge. He had seen Councillors come here and find there was no place to put their saddles. They had to sit at the table all day in their wet clothes and then go home. He (the speaker) at any rate showed sympathy

(continues on Page 7)

The Proposed Removal... (continued from Page 6)

with them. It was better to travel 20 miles on the island than 10 on the mainland.

Cr. Button : Are you telling a yarn or what?

Cr. Harbison, after pausing, said he supposed the interruptions would end sometime. The roads on the island were no comparison with the mainland. He could see the feeling of the meeting was against the motion, but it would come.

The motion was then put and lost, Crs. Ward, Grout and Harbison voting in favor, and Crs. Anderson, Daly, Gunn, McFee, Richardson and Button voting against.

The Bass Council, 1903

(By Our Own Reporter.)

From the *Great Southern Advocate*, Thursday 18 June 1903, page 3: San Remo.

Some time ago the question of removing the municipal centre to Bass was broached, and various contradictory reports were circulated round the shire. However, at last meeting Cr. Bowman, of Corinella riding, who had been in the council for some considerable time, succeeded in getting his notice of motion, given during the interval between the last meeting and this one, passed. This provides for two meetings in each year as Bass, one in June and one in August. No doubt the arrangement will be found very acceptable to the Corinella riding ratepayers.

Church Matters 1901

From the *South Bourke and Mornington Journal*, Wednesday 24 July 1901, page 2: Poowong.

The quarterly meeting of the Wesleyan Church Circuit was held at Mr. Kent's Bridge Creek, on the 2nd inst. There was a good attendance, and a satisfactory report and balance sheet was presented. Reports from the various Sunday schools were promising, and the outlook is bright. Regret was expressed at the departure for Western Australia of R. P. Peters, and he was wished Godspeed. Mr. Dean, Home Missionary was accorded a hearty welcome to the meeting. The Rev. E. S. Bickford will visit the district in September, and will preside at the next quarterly meeting. Since the quarterly meeting Mr. Peters has been the recipient of two valuable presents, one from the Sunday school and the other from the quarterly meeting and friends. A meeting was held in the "Home" to bid him farewell the evening previous to his departure.

From the *Great Southern Advocate*, Thursday 28 October 1897

A Lang Lang Insolvency

In the Insolvency Court on Tuesday, before Judge Molesworth, an examination was held in the estate of Frank Wildes, of Lang Lang, farmer. Mr. Braham for the assignee, and Mr. Hotchin for one of the witnesses, Bernard Lyones, farmer and grazier. Evidence was given by Richard Greaves, retired grazier, that in March, 1894, he lent insolvent L320 on some land at Lang Lang. Insolvent told him at the time that he wanted money to pay his creditors, and later on he said that he believed one of his creditors wanted to make him insolvent.

At the first interview Wildes said he would transfer the land to him, and that witness was to give it up at any time insolvent desired upon payment of the principal secured by the mortgage and interest thereon. No reason suggested itself to his mind as to why insolvent desired to transfer the property to him.

The land was in due course transferred to witness, and he gave insolvent L320. At that time the land was worth about L700 or L800. About December, 1894, insolvent wrote, asking him to turn over the property to Bernard Lyones, a farmer residing at Lysterfield. He did so on receiving from him L350, the amount of principal and interest due.

Shortly afterwards insolvent's estate was sequestrated. The land was still worth L700 or L800. He never bothered himself about insolvent's creditors and never communicated with the assignee of the estate.

Bernard Lyones, farmer and grazier, residing at Lysterfield, gave evidence that he bought the land right out from Greaves for L350, and that it was his absolute property. He denied that he ever made any arrangement with the insolvent that he should simply hold the land as security for the money he paid to Greaves. He was not willing to transfer the land to the assignee on payment of what was due to him. He did not know what insolvent meant by informing him in one of his letters that he had got his certificate and dispensation.

The court then adjourned.

"Our minister is so good that he won't even perform a marriage ceremony."

"What's that got to do with his being good?"

"He says his conscience won't let him participate in any games of chance."

KooWeeRup Sun and Lang Lang Guardian, 8 Feb. 1934

From the *South Bourke and Mornington Journal*, Wednesday 28 February 1877

Phillip Island And Woolamai Shire Council

Saturday, 17th February 1877

Present: The President (M. Turnbull Esq.) and Councillors Kidd, West, Fowler, Sunderland, Crump, Smith and Kennedy.

The newly elected member for Corinella Riding, have made the usual declaration, took his seat at the table.

From J. Monk, calling attention to works required at Hurdy Gurdy Creek.—On motion of Councillor Crump, seconded by Councillor Fowler, the writer to be informed that there were no funds available at present.

From L. H. Williams, calling attention to works required on road, near junction, at Corinella.—Received.

It was decided, on the motion of Councillor Fowler, seconded by Councillor Crump that the letter read from John Dickins drawing attention to Little Deep Creek bridge, be not entertained.

From Government Statist, forwarding books and returns for collection of agricultural statistics.—Received, and on motion of Councillors West and Crump, tenders to be called for collection of same, returnable that day week, the President with Councillors Smith, Fowler and Kidd to open and accept tenders.

From Evans Brothers, stating that they could not supply all the copies ordered of the Local Government Manual, with part II.—Received, the writers to be requested to supply as many as possible.

From Messrs. Hickey and others, alluding to necessity for repairs to Walsh's Creek bridge, and for fencing of same.—On motion of Councillor Smith, seconded by Councillor Kidd, the letter was received and consideration deferred.

On the motion of Councillor Crump, seconded by Councillor Kennedy the petition from ratepayers of Corinella, calling attention to necessity for clearing road near Guy Bothwell's, was held over for consideration.

From H. F. Norton, calling attention to want of shelves and alterations in the office of the Clerk of Petty Sessions.—On motion of Councillor Kennedy, seconded by Councillor Crump, the application not entertained.

Councillor Crump presented the report of the Finance Committee, showing the state of the finances. It was moved by Councillor Fowler, and carried, that the bank pass-book be produced next meeting, and a statement showing the financial condition of each riding.

The Clerk of Works was authorised, on motion of Councillor Smith, to get the necessary fencing done at Walsh's Creek bridge.—Councillor Kidd moved; seconded by Councillor Kennedy, that the petition from ratepayers of Woolamai, calling attention to the necessity of forming approaches to the jetty at Griffith's Point be postponed for further consideration. Councillor Smith moved an amendment, seconded by Councillor West, that tenders be called for two pipe culverts and draining from Bergin's corner to State School, Griffith's Point, which was carried.

Tenders

Were opened and the following accepted:—For culvert and drains, Big Heath, E. Misson, £10 17s. 6d.; cutting edges on Rhyll road, James Jewry, £2 7s. 11d.; cutting edges on McHaffie road, James Jewry, £2 5s. 10d.

Accounts amounting to £104 [*unclear amount; could also be £404*] were passed for payment.

The Secretary was instructed to at once summon all persons who refused to pay their rates on the ground of legality of same, on the motion of Councillors West and Sunderland.

On motion of Councillor West it was resolved that tenders be called for approaches to jetty at Newhaven.

Tenders were ordered to be called for clearing about thirty chains of Main Settlement Point road, and for culvert and drains near William's road.

On the motion of Councillor Crump, seconded by Councillor Kennedy, it was resolved to call for separate tenders for culverts and formation at Flat Bottom and Little Deep Creek.

* * *

From *The Argus*, Wednesday 21 February 1912, page 4

Fall From Train

On Sunday Norman Kittelty, aged 19 years, a resident of Poowong, was discovered lying unconscious alongside the railway line near the Kilcunda station. He was attended at Dalyston by Dr. Braid, who discovered that he had sustained a fractured skull, and yesterday was brought to the Melbourne Hospital, where he was admitted for treatment. It was supposed that he fell out of a train late on Saturday evening.

From The Herald, Tuesday 27 February 1912, page 4

Wicked Wonthaggi

(Re-paragraphed for the sake of clarity.)

“As wicked as Wonthaggi” may become a proverb. Wonthaggi — where the coal comes from — is, according to the Rev. C. Thomas, a centre of sabbath-breaking. Many housewives “observe” Sunday as washing day.

This is a double desecration, firstly of the Sabbath, and secondly of Saint Monday, the patron saint of the washtub in the British Dominions throughout the world. Rain or shine, the housewife who respects tradition will wash on Monday and on no other day.

Why? Probably because Sunday is a day of rest, and Monday is fitting for hard work. It is hard to say what has made the women of Wonthaggi adopt such a revolutionary proceeding as a Sunday wash. And if women do the washing on Sunday, what do they do with their time on Monday?

Then again, the picture show, according to Mr Thomas is in full blast on Sunday, and Druids hold their picnics on that day.

Some of these proceedings may be legal and some may not. But, apart from legal quibbles, it is plain that Wonthaggi may be in a bad way. In West Australia, on several mining fields, Sunday is a regular thing; and so is gold in Victoria.

The difference between a golfer and a Druid appears to be that a golfer is a private person playing on his own ground, while a Druid is alleged to be a private body who is a member of a “public body.” When two or more private Druids meet in public they presumably become a public body; whatever a public body may exactly be.

Perhaps all this sociality, sport and picnicking is the resultant effect of the dullness of Wonthaggi. It is the coal capital of Victoria, where the State lessee and the mild land-boomer have held sway. Like other artificial capitals, it has not quite come up to the high mark of its projectors. And it is full of energetic people who want to be amused even to the lengths of being amused on Sunday.

The only remedy appears to be to give the people so much recreation during the week that they will seek no more on the Sabbath, except lying in bed late and strolling out in the afternoon through the forest *primaeval*. As for the Sunday washing, that may be exaggerated.

That operation is performed on Sunday in Australia only by men in remote mining

camp, where picture shows are yet unknown. But the clergyman and the social reformer should welcome Wonthaggi as a promising field for missionary work.

There lies virgin ground wherein to sow the seeds of culture and refinement. A beginning should be made before the coal measures are opened out to such an enormous extent that the proposition will be too hard to deal with in a big population. Meanwhile, as a sort of compromise, the Sunday washtub should be used only for works of necessity.

and

From *The Age*, Friday 1 March 1912, page 10

Druids' Sunday Picnic At Wonthaggi

To The Editor Of The Age

Sir,—As secretary of the local Druids' lodge, allow me to explain, that our picnic was held on Sunday because many of our members cannot afford to lose a day's work and bear the expense of a day's outing. The was not run as a concern to make money, but simply to provide an outing for members and their wives and families. I cannot see the moral difference between having a day at the Inlet as a lodge and spending it there as private individuals, as so many who would not hear of a Sunday picnic do. With regard to Mr. Thomas's assertion that Wonthaggi women make Sunday their washing day, I say most emphatically, that the worthy clergyman has left the simple truth very much out in the cold. As for the strong drink, Wonthaggi is no worse now than in the old days, except that more drinking can be seen now, because in the old days the 2-gallon jars were taken right to the men's homes, and I contend that that state of things was far worse than the present. As to moving pictures on Sunday nights, I cannot see what harm they do. It seems a very harmless amusement to me. Far better than having the young people walking about the streets.—Yours &c.,

J. T. Jefferyes.

Wonthaggi, 28th February.

In spite of the assurance that marriages are made in heaven, the average man hasn't sufficient wisdom to wait until he gets there.

Koo Wee Rup Sun and Lang Lang Guardian 30 May 1935

History of Allotment 215B... (continued from Page 10)

there was already a designated road called the Main Melbourne Road connecting the Bass River and Melbourne, land access to Grantville and the surrounding properties was limited by the high water table and swamp preventing construction of robust roads through most of East Gippsland so that this road was only negotiable by walkers and horse riders during the summer and a reliable coach service to Dandenong and Melbourne was not established until 1876. By 1945 this road was upgraded to become the Bass Highway but it still stopped at the Corinella Cemetery intersection.^{viii}

There was another north-south road called the Queensferry Beach Road which ran between the Esplanade in Queensferry and the emerging town that became Grantville. This road was also used to transport sawn timber from Brazier's Grantville Timber Mill to the Queensferry jetty built by Alexander Stewart (1831-1888) in 1874 until George Brazier (1828-1877) built the first Grantville jetty in 1877.^{ix}

There is still a walking track from Grantville to the old Queensferry jetty along the Queensferry Beach Road route through the ti-tree parallel to the beach but it is difficult to access the northern part of this track.

Three east-west tracks also connected Queensferry Beach Road to the Main Melbourne Road: there was a then un-named and un-formed Government Road, there was a track on the southern boundaries of Allotment 191A & 215B marked as a dotted line on the maps, and there was the old Queensferry Road which connected the town of Queensferry and the jetty to the Main Melbourne Road. In 1885, the Phillip Island & Woolamai Shire Council formalised the status of and its responsibility for the old Queensferry Road^x which was re-aligned when the Bass State Highway was created in 1956 and re-named as Queensferry Jetty Road.

In 1869 when he was Commissioner of Crown Lands & Surveys and President of the Board of Lands & Works, James Macpherson Grant (1822-1885) M.L.A.,^{xi} made three decisions which defined the boundaries of Government interests in Samuel Cohen's Westaway pastoral lease; he contracted John Stewart (1832-1905) to build a bridge across the Deep Creek, he directed the then district surveyor 3rd class, Michael Callanan (1830-1920), to survey Samuel Cohen's Westaway run as Crown Allotments, and he appointed Edmund Colbert (1811-1885) to survey the

Town of Grantville and the fraught first formal Corinella Cemetery near Queensferry.^{xii}

Michael Callanan's 1869 survey of this area was one of his last field tasks before he was appointed to a desk role in Melbourne and eventually became the Surveyor-General for Victoria. He designated Crown Allotments 191A & 215B as 190 acres bounded by the Main Melbourne Road on the east, Westernport Bay on the west, the un-formed Government Road on the north and the track marked as a dotted line on the boundary with Crown Allotment 191 abutting the northern boundary of the land that became the ungazetted town of Queensferry.^{xiii}

However, Allotments 191A & 215B and Allotment 191 were boggy wetland, subject to flooding and mostly thinly covered in ti-tree^{xiv} so that, despite relatively easy land access from Grantville and Queensferry and rapid development of the Queensferry township in the early 1870s, they remained unoccupied until 1881.

Culmer Thomas White (1857-1938) was the first European settler on Allotments 191A & 215B. He was one of eight crew members of the "City of Calcutta" who remained in Victoria after refusing to return to sea on 30 April 1875 because their ship was unseaworthy and their accommodation was insufficient.^{xv} In 1876 he moved to Queensferry and worked as a boat builder.^{xvi}

On 14 July 1881, Culmer White married Alice Elizabeth Hunt (1857-1940) in a Wesleyan Methodist ceremony at Fernhill^{xvii} and he took up the Crown lease of 20 acres of Allotment 191A on 22 December 1881. Despite arrears in rent in 1885, he took up the Crown lease for the adjacent 170-acres comprising Allotment 215B on the same day as James Arthur

(continues on Page 12)



Culmer and Alice White

History of Allotment 215B... (continued from Page 11)

Read (1853-1941) took up the other southern half of Allotment 215.^{xviii} Culmer and Alice White called their home “Seaview”, their eight children were all born in Grantville,^{xix} and they bought their property from the State Government in 1906.^{xx}

Culmer White built a house but otherwise Allotments 215B & 191A remained largely undeveloped during his tenure because he preferred to work in the Great Victoria Colliery and later as a contractor. For example, in 1891 he worked as a day labourer for the Phillip Island Shire Council at 7s per day;^{xxi} in 1893 he was captain of the steam yacht “Pinafore” belonging to his near neighbour, George Alexander McGowan (1835-1917), when it sank under tow near the heads,^{xxii} and in 1909 he built one of two jetties on French Island.^{xxiii} He was also appointed Grantville Magistrate, Justice of the Peace, Captain of the Grantville Cricket Club, member of the M.U.I.O.O.F Loyal Corinella Lodge, trustee of the Grantville Cemetery from 1893 and Chairman from 1905 until he died.^{xxiv} Culmer and Alice Elizabeth White were still living in Grantville when they died and they are buried in the Grantville Cemetery.^{xxv}

Culmer White’s family remembered him as a “lovely man” who would pick up his grandchildren in a horse and cart and drive them to his place to stay^{xxvi} and their connection to Grantville continues because at least three of his children also married local residents: Ethel Maud White (1887-1975) married a Woolamai farmer, John Edward Thorn (1884-1959), in 1912; Myrtle Rose White (1898-1983) married Almurta farmer, Leslie Herbert Combridge (1893-1937), in 1919; Estella May White (1891-1980) married Allan George’s uncle, Herbert Hugh Delupas George (1883-1942), in 1925. She later lived with and took the name of a widowed Almurta dairy farmer, Frederick Theodore O’Meara (1897-1977).^{xxvii}

All these couples are also buried in the Grantville Cemetery.

After Culmer White died, a grazier from Longreach in Queensland, Geoffrey Eustace Higgins (1897-1976), bought Allotments 215B and 191A in 1939. He completed clearing and drainage of the southern end of the property and created a sheep farm called Queensferry Park.^{xxviii} In 1949, he advertised his property as a 200-acre property suitable for dairying or agriculture and left it vacant when he moved to become an importer living

in Frankston.^{xxix}

In 1952, George Roy Farr (1893-1961) bought Allotment 191A and the southern 64 acres of Allotment 215B. He continued to name the now 104-acre property Queensferry Park and immediately began looking for a healthy milking goat.^{xxx} George Farr on-sold his land as a bayside farm guest house opportunity to a land agent, Frederick Henry Redding (1890-1967) on 18 February 1953.^{xxxi} Frederick Redding on-sold to Harold Dumfries Ford (1893-1966) and his wife, Lily Ethel Smith (1901-1961), on 9 November 1953. On 2 November 1967, their daughter, Margaret Lorraine Ford, succeeded her parents at Queensferry Park and she continues to live on Queensferry Park with her husband, Allan Noel George.^{xxxii}

In the meantime George William Archer (1909-1955) was a carpenter who seems to have bought the northern 86 acres of Allotment 215B in about 1949 but he moved to Frankston in 1954 and sold the property to Thomas Henry Hough (1901-1958). Although he worked as a cloth finisher and textile executive, Thomas Hough lived on his property he called “Grand View” but he died in 1958 and was buried in the Grantville Cemetery.^{xxxiii}

A Grantville labourer and returned serviceman, George Andrew Kirwan (1919-1973), was also living on this property in 1954.^{xxxiv}

In about 1956 Frederick William Ehrhorn (1887-1967) bought the northern 86 acres of Allotment 215B bounded by the Bass Highway, an unformed Government road from the Bass Highway to Queensferry Beach Road, Queensferry Beach Road and Queensferry Park from Thomas Hough.^{xxxv}

And at about this time, someone, probably either George Kirwan or Fred Ehrhorn, planted a stand of pine trees between the Bass Highway and the Queensferry Beach Road on the boundary of the 86-acres property. These trees had grown tall enough to keep the local children busy playing make-believe in the “forest” by the time Frederick Drive was becoming inhabited in 1966.^{xxxvi}

Fred Ehrhorn was born in 1887 in Foxton, New Zealand. He was the 6th of 11 children born to Henry Simon Jacob Frederick Ehrhorn (1853-1951) and Annie Gunderson (1853-1932). Henry Ehrhorn was from Hamburg in Germany and Annie Gunderson was born in Norway but they had migrated to New Zealand separately and married in 1878 in Foxton.^{xxxvii} Fred Ehrhorn was a scallywag

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History of Allotment 215B... (continued from Page 12)

from the start. In 1906 he was 19 years old and dressed in a suit and cap when he obtained £10 and a bicycle on false pretences in Palmerston North. He was not arrested for these offences until 1909.^{xxxviii}

On 4 August 1909 Fred Ehrhorn married Clara Matilda Lawson (1886-1960) from Wanganui in New Zealand.^{xxxix} They had four children: Clifford Henry Ehrhorn (1910-1985), Vera Nellie Stevens née Ehrhorn (1911-1971), Mavis Merle Taylor aka Jeffery née Ehrhorn (1918-1986) and Violet Myrtle Hickey née Ehrhorn (1920-1998). However their marriage became an on-again off-again affair: New Zealand Electoral Rolls show that Fred Ehrhorn worked as a contractor near his father's property in Rongotea from 1909 to 1914 and as a share milker in the Manawatu for two years after that until he and his share milking partner fell out over pay and conditions in 1916.^{xl}

In 1919 Fred and Clara Ehrhorn were living separately in Patea but they were together again in 1928 and Fred was working as a billiard room operator in Marton before they separated again that year when Fred moved to Patea to work as a farm manager.

In 1930 and 1931, Mavis and Violet were still in Marton with their mother. They attended the Marton Methodist Sunday School and won prizes in the Sunday School Union District examinations.^{xli} In 1933, Fred Ehrhorn was working as a cook at the Patea Farmers' Freezing Works when he injured his leg while chopping wood and was awarded

PALMERSTON NORTH.—13th September, 1906, on **warrant** for false pretences on Reynolds and Co., **Frederick Ehrhorn**, age nineteen, height 5 ft. 8 in., native of New Zealand, stout build, full round features, fair complexion and hair; dressed in navy-blue suit and grey tweed cap. Offender obtained £10 and a bicycle from complainant by falsely representing that a bicycle he gave in exchange was his property.

1907, 1909 New Zealand Police Gazette Archives New Zealand; Wellington, New Zealand; Item: IE26338077; Roll: R15423680.

HOW TO SELECT A YEARLING

By TOM GOODALL

LESSONS on how to select yearlings can be given many buyers by Mr Fred Ehrhorn, formerly of New Zealand, now an owner-trainer at Epsom. Eight days he spent examining in every detail the youngsters quartered at Mackinnon & Cox's, Newmarket, prior to last year's sales—and he was not wasting his time.

His final selection from a likely batch was Partoer, probably the fastest filly seen out this season.

compensation for six months off work.

In 1935 and in April 1938 Fred and Clara were living together and Fred was working as a farm manager.^{xlii}

By 1928 Fred Ehrhorn had also gained a reputation as a successful race horse owner-trainer in New Zealand.^{xliii} However his reputation and financial security began to wane in 1936 when he collapsed on the track after his horse Gay Chief broke his neck and died after hitting a post during the Pacific Handicap at Wellington. Fred Ehrhorn sued the jockey for negligence and lost so he was up for all the legal costs. In a triple strike, he was also convicted for using offensive language because he called the jockey "You dirty rotter". He was placed on a bond and required to pay those costs as well.^{xliv} Fred Ehrhorn continued to race a filly related to Gay Chief leased from his daughter, Vera Stevens, in Trentham^{xlv} and, in 1937, the Takapuna Jockey Club dismissed a claim that he was not properly registered as a trainer but only because there was no proof of fraud and the complaint was lodged out of time.^{xlvi}

After these events Fred Ehrhorn also continued to live in confusing domestic arrangements because Clara Ehrhorn stayed in Patea in New Zealand with their children when Fred moved to Australia with Elizabeth Ellen Ehrhorn aka Gates (1897-1961) in 1938.^{xlvii}

Elizabeth Gates was born in Rangiora in the South Island of New Zealand.^{xlviii} In 1919 she was in Inaha in Egmont and in 1928 she was living in Patea when Fred and Clara Ehrhorn were in Marton. Elizabeth Gates and Fred Ehrhorn were both living in the Royal Hotel in Hawera in 1938 before they moved to Victoria and, by September 1938 Fred Ehrhorn was living in Mordialloc in Melbourne when he was granted a Victoria Racing Club owner-trainer permit.^{xlix} He and Elizabeth had moved to 2 John Street in Mentone in 1942 and Lower Dandenong Road in Melbourne in 1949.^l

In Melbourne, Fred Ehrhorn became particularly well-known for owning and training the gallopers Partoer and Glenfino. He had brought Glenfino with him from New Zealand and sold her soon after he arrived in Victoria.^{li} He bought Partoer as a yearling at the Newmarket Yearling Sales in 1939.^{lii}

However he seems to have perpetuated his reputation as a mischief maker because both these horses were notorious for running unexpectedly fast races and upsetting the

(continues on Page 14)

History of Allotment 215B... (continued from Page 13)

book makers.^{lxiii} It may not be coincidental that Fred Ehrhorn withdrew from training horses for racing club events in 1942.

By 1945 Fred Ehrhorn had reverted to owning, training and driving harness race horses.^{lxiv} And he slipped past the harness racing stewards again when they questioned him about the variable performance of his trotter Dixie Again in 1950.^{lxv}

On this occasion he managed to keep his owner-trainer permit but the Trotting Control Board cancelled his licence on 6 January 1951 because he used offensive and insulting language to the stewards after Dixie Again ran second last against odds of 5/1 in her race.^{lxvi}

Fred Ehrhorn continued to procrastinate while his appeal was pending by reporting that he and the owner of Dixie Again had refused an invitation to withdraw their horse from an earlier race to give another horse a chance of winning.^{lxvii} In these circumstances the allegations against Fred Ehrhorn were upheld but his life disqualification as an owner-trainer was varied on appeal to indefinite suspension at the discretion of the stewards.^{lxviii}

Over the next two years Fred Ehrhorn drove Dixie Again in trotting club events until his last race on 29 November 1952 and the Trotting Control Board banned her from further racing on 1 July 1953 because of her increasingly lack lustre performances without him.^{lix} By 1954, Fred and Elizabeth Ehrhorn were living in Malvern where Fred was working as a labourer.

In about 1956, Fred and Elizabeth Ehrhorn bought the northern half of Allotment 215B in the Parish of Corinella, moved to Grantville and built a house.^{lx} Elizabeth Ellen Ehrhorn aka Gates died in Grantville on 15 June 1961 and was buried in the Grantville Cemetery.^{lxi} Fred registered her name at death as Elizabeth Ellen Ehrhorn and her marital status as married but there is no evidence that this is correct.^{lxii}

After Elizabeth died, Fred Ehrhorn continued to live in his house on Allotment 215B and Clara Ehrhorn visited from time to time with two of their daughters, Mavis Jeffery née Ehrhorn and Vera Stevens née Ehrhorn.^{lxiii}

Mavis Ehrhorn was living in Wanganui with a divorcee, Colin Sidney Jeffery (1915-1963), in 1949. She recorded her name as Mavis Merle Jeffery but Colin had moved to Christchurch by 1954 and there is no

record that he and Mavis divorced before he re-married in 1959.^{lxiv} Mavis lived alone and worked as a corsetiere in Wanganui until at least 1957^{lxv} when she and her 'son', Murray Whitlock (~1955-), moved to live with Fred Ehrhorn in Grantville.^{lxvi} There are no children recorded on her death certificate.^{lxvii}

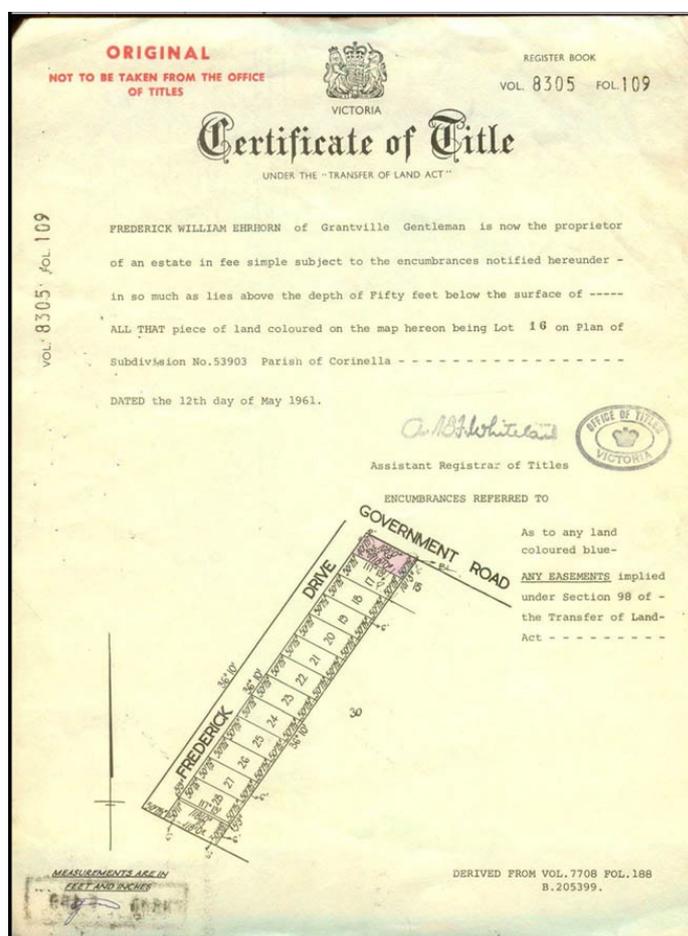
In 1960 Clara Matilda Ehrhorn née Lawson died from acute myocardial infarction in Wanganui, New Zealand. Although Frederick William Ehrhorn was still in Australia, her tomb-stone indicates that he was still married to and loved her.

Despite the shallow nature of the Queensferry beach so that it is mudflats for at least 300 metres at low tide and great fun for the local children to play in,^{lxviii} Fred Ehrhorn was already planning his beach sub-division when Elizabeth died.

On 12 May 1961 he commissioned a survey and sub-divided the northern part of his land to create two beach sub-divisions and on 21 June 1961 he surveyed the carriageway easement that created Frederick Drive on the western side of his land. He named the road after himself.^{lxix}

Frederick Drive is still a 400-metre unsealed road that runs more or less parallel to the

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Frederick W. Ehrhorn's Certificate of Title, 12 May 1961

History of Allotment 215B... (continued from Page 14)

Queensferry beach between what is now Queensferry Road and the north west boundary of Allan and Margaret George's Queensferry Park property on the western side of part of Allotment 215B.^{lxxx}

Fred Ehrhorn waited until 1 March 1963 to apply to the Shire of Bass for permits to develop his two beach sub-divisions on the land on the northern boundary of his property fronting on to the Government Road between the Bass Highway and Frederick Drive (Lots 1-16 & 30 Survey Plan Reference No. 1095) and the northern part of the western boundary of his property now facing Frederick Drive (Lots 16-31 Survey Plan Reference No. 1095).

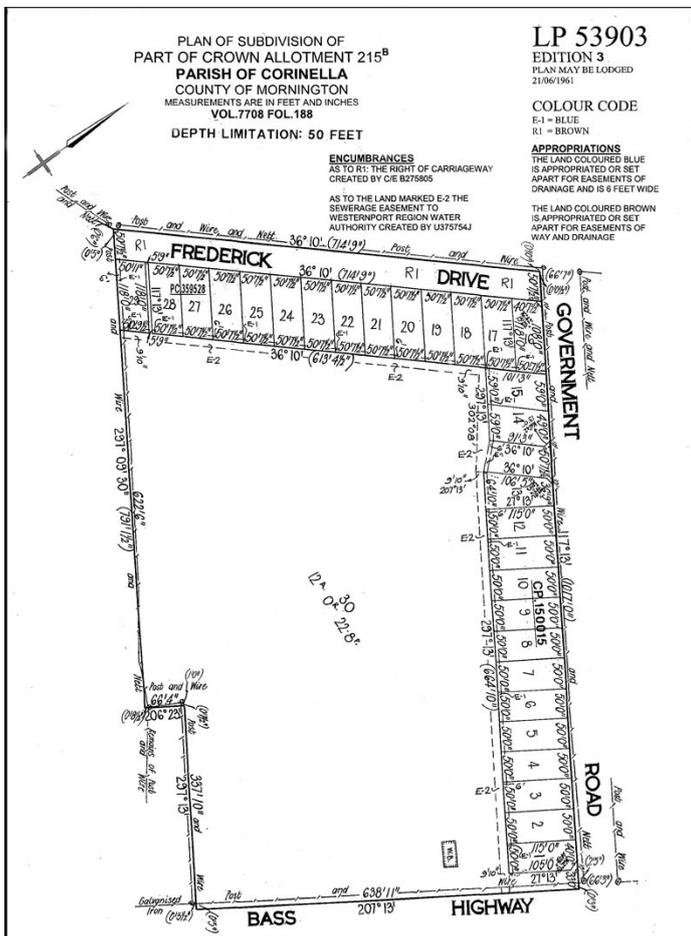
However, he must have taken deposits in 1961 and 1962 for some of these blocks because several purchasers lodged caveats over the properties they subsequently bought.^{lxxxi} For example, on 2 June 1961 Alexander James and Muriel May Dalgleish from Oakleigh lodged a caveat over Lot 5 on the Government Road and settled their purchase on 24 January 1964.^{lxxxii}

And on 13 June 1961, John Joseph and Gloria Margaret Conway from South Australia lodged a caveat over Lots 2, 3 & 4 on the Government Road and settled their purchases

on 30 April 1968.^{lxxxiii} By 2003, the Government Road had been renamed Queensferry Road.^{lxxxiv}

Similarly on 22 May 1961 Arthur Alfred George and Reginald James George lodged a caveat over what is now 2 Frederick Drive (Lot 16 Survey Plan Reference No. 1095) and the transfer was completed on 16 January 1964 even though the caveat did not lapse until 14 January 1965. And Doris Louisa Sullivan née Price (1903-1997)^{lxxxv} and her son, Albert Edward (Dig) Sullivan (1924-2003), lodged a caveat on what is now 20 and 22 Frederick Drive (Lots 25 & 26) on 28 March 1962.^{lxxxvi}

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Plan of subdivision of Part of Crown Allotment 215B (1961)

CAVEAT No. B 391122 LODGED 28 MAR 1962
CAVEAT LAPSED 24 JUN 1966

OFFICE OF TITLES
 P.J.W.
 VICTORIA

ALBERT EDWARD SULLIVAN Gentleman
 BETTY DORA SULLIVAN Married Woman both
 of 6 Molong Avenue Highett and DORIS
 SULLIVAN of 307 Canning Street North
 Carlton Married Woman are now
 JOINT PROPRIETORS
 Registered 16th June 1966
 No. C515363

OFFICE OF TITLES
 T.E.J.
 VICTORIA

SURVIVING PROPRIETORS
 ALBERT EDWARD SULLIVAN &
 BETTY DORA SULLIVAN
 8 ROSELLA RD. MORDIALLOC 3195
 U627100A 07/02/97

OFFICE OF TITLES
 B.J.
 VICTORIA

Date Lodged for Registration	Date Recorded on Register	Dealing	Imaged
10/10/2003	13/10/2003	AC395678N	Y
SURVIVORSHIP APPLICATION			
FROM: ALBERT EDWARD SULLIVAN BETTY DORA SULLIVAN			
TO: BETTY DORA SULLIVAN			
RESULTING PROPRIETORSHIP: Estate Fee Simple Sole Proprietor BETTY DORA SULLIVAN of UNIT 6 122 BEACH ROAD SANDRINGHAM VIC 3191 AC395678N 10/10/2003			
02/10/2006	02/10/2006	AE637129M	Y
TRANSFER OF LAND BY ENDORSEMENT			
FROM: BETTY DORA SULLIVAN			
TO: ROGER BAILEY			
RESULTING PROPRIETORSHIP: Estate Fee Simple Sole Proprietor ROGER BAILEY of 1048 BASS HIGHWAY THE GURDIERS VIC 3984 AE637129M 02/10/2006			
02/10/2006	02/10/2006	AE637130D	Y
MORTGAGE OF LAND			
MORTGAGE AE637130D 02/10/2006 COMMONWEALTH BANK OF AUSTRALIA			
STATEMENT END			

History of Allotment 215B... (continued from Page 15)

Their sale settled in 1966 and they trucked in a re-cycled house from Melbourne. By then there were only two or three other houses on the street.^{lxxvii}

In 1963, the Shire of Bass approved Fred Ehrhorn's application to develop the Government Road development (Lots 1-15 & 30 Survey Plan Reference No. 1095) but they refused his application to develop his Frederick Drive properties (Lots 16-29 LP53903) including a



October 2019 Google maps showing Allotments 215B and 191A, Frederick Drive and Queensferry Road.



Allotments 91A & 215B showing current residential zoning.

right of way between what is now 26 and 28 Frederick Drive to allow easy access from the Bass Highway to the walking track between Frederick Drive and Queensferry beach.

Therefore Fred Ehrhorn proceeded with his applications for re-zoning of and planning permits for the first stage of his Government Road development (PS708754A & LP438785R on Survey Plan Reference No. 1095). Plan LP438785R became 11 residential rural/rural lifestyle blocks on what is now known as 2-30 Queensferry Road.^{lxxx}

Plan PS708754A included Fred Ehrhorn's retained 12 acres of agricultural property facing the Bass Highway and the land between Lots 13 and 14 for access. Within PS708754A, Fred Ehrhorn allocated Lot 1 to his own house on the corner of Bass Highway and the Government Road and Lot 30 to the remaining 11.5 acres of his agricultural property.^{lxxxii} He followed Culmer White's precedent by calling his house block "Seaview."^{lxxxii}

Fred Ehrhorn had proceeded to sell his first and second stages of his planned developments without or before getting Council authority and current Bass Coast Shire planning overlays show that Allotment 191A, much of Allotment 215B and the Frederick Drive properties were and remain at risk of tidal inundation. These two issues are probably enough to explain why the Shire refused to grant him permission to develop Frederick Drive (Lots 16-29 LP53903). However he was successful in his appeal to the Secretary for Local Government relating to the refused second stage of his planned development and, although the Shire of Bass dug in and refused this planning permit, the Minister for Local Government also upheld this second appeal.

In December 1964 Fred Ehrhorn began to settle his sales in the Frederick Drive development^{lxxxiii} and on 2 July 1965 the Shire issued a second planning permit for land that is now 2-28 Frederick Drive (Lots 16-29 Survey Plan Reference No. 1095).

Accordingly, many of his Frederick Drive sales were finalised in 1965 and 1966. By then Fred Ehrhorn was declining in health and he did not proceed further with his plan to also develop the rest of his land behind Frederick Drive (Lots 1 & 30 Plan Reference No. 1095).^{lxxxiv}

On 11 September 1967 Frederick William Ehrhorn died at "Seaview" on Bass Highway in Grantville. His daughter, Mavis Taylor aka Jeffrey, reported his death and he was buried with Elizabeth in the Grantville

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History of Allotment 215B... (continued from Page 16)

Cemetery.^{lxxxv} Fred Ehrhorn left all his assets to his four children as tenants in common in equal share.^{lxxxvi} This meant that Vera Stevens' share reverted to her siblings when she died in 1971.

The remainder of the Queensferry Road and Frederick Drive developments continued to sell slowly and Doris Sullivan's daughter and son-in-law, Thomas Edward White (1927-2013) and Euphemie Beryl (Fay) White née Sullivan (1929-), did not build their house and move into 24-26 Frederick Drive next door to Fay's mother until 2003. They later sold 26 Frederick Drive and took over 22 Frederick Drive when Dig Sullivan's widow sold 20 Frederick Drive. Fay White lived there until 2016.^{lxxxvii}

Fred Ehrhorn's daughter, Mavis Jeffery, and his grandson, Murray Whitlock, continued to live on his property comprising Lots 1 and 30 of LP53903 behind his Frederick Drive and Government Road subdivision but his surviving children applied for a planning permit to further develop this land in 1971.^{lxxxviii}

It also seems to have failed to sell because Mavis Jeffery continued to live at "Seaview" until about 1978 when she returned to New Zealand and re-married.^{lxxxix} In 1979, Fred Ehrhorn's executors delegated authority to Clifford Ehrhorn to negotiate sale of the 12 acres of undeveloped land behind his developments (Lot 30 LP53903). Clifford and then Mavis died but Violet Hickey nee Ehrhorn was still alive when the land was transferred intact to Murray Whitlock in 1989. Murray Whitlock worked as a sail maker and general labourer and lived in Fred Ehrhorn's house in Grantville until about 2012.^{xc}

Meanwhile, on 23 July 1962 Fred Ehrhorn had also sold the southern part of his



Doris Louisa Sullivan. Undated photo.

property between Frederick Drive and the Bass Highway (PS438785R) to Victor Hollis Stott (1892-1968).^{xc} Victor Stott was a fruit merchant in Ringwood and, despite Fred Ehrhorn's difficulty with getting permission to register his sub-division, he immediately and successfully sub-divided five lots on his western boundary of his land facing Frederick Drive (LP56079). In June 1963, Victor Stott began to sell off his subdivision.^{xcii} These properties now comprise 30-40 Frederick Drive.

John Francis Maguire (1895-1979) built the first house in Frederick Drive on Victor Stott's Lot 5 of LP56079 in 1963 and lived there until 1968.^{xciii} By 8 December 1980 there had already been three previous owners when William Duncan (Billy) St Paul from Moe bought Lot 5 of LP 56079 which was known as 5 Frederick Drive. By 1996 his address had changed to 19 Frederick Drive and it is now 40 Frederick Drive. Billy St Paul still lives there.^{xciv} By 1965 and 1966, when Victor Stott sold Lot 3 of LP56079 which is now 34 Frederick Drive and Lot 1 of LP56079 which is now 30 Frederick Drive,^{xcv} By then Fred Ehrhorn's planning permits had been approved and there were also a number of houses on his sub-division.

In about 1980, Victor Stott also sold the double block at 42 and 44 Frederick Drive (Lots 6 & 7 Plan LP525117B) to a panel beater, Geoffrey Albert Griffin (1910-1987), who built the house on Lot 7 which shares a boundary with Queensferry Park.^{xcvi}

When Geoffrey Griffin died, Fred Clarence White and Elaine Margaret White bought his house and land and they still live at 44 Frederick Drive. In 2007, they sub-divided their property into Lots 1 & 2 of LP525117B and sold the vacant Lot 2 or 42 Frederick Drive to Robert McDonald Grant in 2012 for \$125,000. On 24 August 2013 Josef Bobinac bought 42 Frederick Drive for \$110,000^{xcvii} and established a re-cycled house there in 2018 by bringing it in through Queensferry Park at the southern end of the street.^{xcviii}

This house is the first building in Frederick Drive required to comply with new Bass Coast Shire design and development regulations intended to protect coastal buildings from expected rises in the water table and tidal insurgency.^{xcix}

In about 1982, George Alfred Heffer (1924-1997), bought the remainder of Victor Stott's land facing on to Bass Highway, and in 1996, his

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History of Allotment 215B... (continued from Page 17)

son, Stephen Colin Heffer, bought 6 (then 4A) Queensferry Road. He sold this property to Ian James Heffer in 2008. In 2014, Stephen Heffer also took possession of Lot 5 PS540494M accessed through 38A Frederick Drive.^c

George Heffer and his wife, Ruth Isabel Heffer née Le Roy, cut down the pine “forest” and cleared his land to build a house on Lot 1 LP540492M. Ruth established a haberdashery shop on the Bass Highway called Maru Craft.^{ci} The Minutes of the Bass Valley Historical Society show that she also organised the suppers for their monthly meetings from 1988 to 1990.

George Heffer died in 1997 and is buried in the Grantville Cemetery. Ruth Heffer inherited their assets and continued to live at 1648 Bass Highway (Lot 1 PS540492M) until about 1990. She still owns Lots 1, 3 and 4 PS540492M behind Fred Ehrhorn and Victor Stotts’ Frederick Drive developments but Ian Heffer moved into her house on Lot 1 and she handed over management of her rural property to her two surviving sons. Ian Heffer runs and holds a caveat over Lot 3 which is the site of Maru Koala Park. Stephen Heffer runs a farm and bed and breakfast business on Lots 4 & 5 PS540492M.

In 2012, Ian Heffer also bought Fred Ehrhorn’s house site and his 12-acre agricultural land (Lots 1 & 2 PS708754A) probably from Murray Whitlock.^{cii} On 20 July 2018, Heffer Investments sold Lot 1 PS708754A to Peter Allan George.^{ciii}

Despite better drainage and greater accumulation of sand assisted by mangrove plantations on the foreshore, properties in Allotment 215B and 191A including the beach sub-divisions established by Fred Ehrhorn and Victor Stott are still subject to flooding associated with the low lying wetlands and shallow tidal depths described in early

surveys of and commentary about the Queensferry and Grantville area.^{civ}

Many of the buildings have already been voluntarily built on raised stumps or on higher ground close to the Bass Highway but, despite electricity, telephone, drinkable tap water, additional drainage and a pumped sewerage system installed in 1996,^{cv} those without this key protection will continue to risk water inundation for the foreseeable future. Accordingly, the beach sub-divisions have not evolved into attractive and economic assets because of their geographical, environmental and consequent regulatory circumstances.

However, the houses on Queensferry Road and Frederick Drive are sheltered from the wind, there is good access to the beach and the ground water continues to attract wet-land fauna including at least five species of frogs, a wide variety of water birds and the usual inhabitants of ti-tree bushland between Frederick Drive and the shoreline. Therefore the name Frederick Drive has become a memorial to Frederick William Ehrhorn and its mix of farmers, small business operators, owner-occupiers, tenants and part-time holiday house residents has fulfilled his dream of a beach sub-division. Potential developers or buyers seeking to build Sorrento-style beach houses or Brighton-style mansions are unlikely to invest in Allotments 191A or 215B but Culmer White, Fred Ehrhorn and Victor Stott and their successors have created a quiet rural neighbourhood for farming and for those of us who seek inexpensive simple pleasures like watching the birds and walking alone on the beach at sunset.

Acknowledgments:

I have been greatly assisted by Allan Noel George, Euphemie Beryl (Fay) White, Noel Roulston, Phil Hickey and Marianne Harding from the Bass Coast Shire.



Ruth Heffer



Track from Frederick Drive to beach, 1 March 2019

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