

# PORT FAIRY POST

## THE NEWSLETTER OF THE PORT FAIRY HISTORICAL SOCIETY

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### Letter from the President

Dear Members,

Welcome to the winter edition of the Port Fairy Historical Society Newsletter. We are continuing to cautiously move forward to “business as usual” and therefore our committee met recently and discussed the feasibility of opening our Museum. We are aware that the museum, when open, welcomes travellers from far and wide and our first concern is for the health and well-being of our volunteers and, therefore, decision-making is made accordingly. After due consideration we decided that at this stage we would remain closed until the Spring. We will, of course, review this decision over the next few months as the Covid-19 situation continues to develop and change.

While we wait out this time our volunteers are kept busy with donations of items which require cataloguing, processing and storing; continuing to respond to research enquires; digitising our collections and preparing for the opening of our doors again. Our new archive facility is filling and the much needed extra storage area with the courthouse has resulted in an opportunity to relocate items within the museum. We are pleased to report that the museum has had a much needed “spring clean” and is preparing for an opening exhibition when we do open...news on this to come at a later date.

We also look forward to the time we gather again for general meetings with our members as we have a number of interesting guest speakers lined up. Fortunately, in the meantime, Richard Patterson, our editor remains our source of contact and keeps us engaged, entertained and informed with news from today and yesteryear.

This newsletter continues to update us on the “The Fairy” project by Mike Seward and reaches out to members and beyond for support. Richard also provides information on the latest ongoing project by the Port Fairy Branch of the National Trust. “The

Walls of Belfast” project showcases and records the stone walls in our town precinct and, while there are members working on this project, our community is also invited to walk a block of Port Fairy and take photos of walls to ensure that the historic walls of Port Fairy are comprehensively recorded.

In this edition we will also meet some dubious characters from the past and for “scandal-mongers” there is a “rare treat”... [or perhaps not so rare but rather symptomatic of the times?]. We read about the hard-working Gas Manager, Gordon and the challenges he encountered for over thirty years before finally resigning in 1938. Check him out smoking his pipe in the group photo with the whale ...perhaps you will recognise someone in the group photo.

And finally from me a “thank you” again to our hard working volunteers and our loyal members who continue to support us during the challenging times of Covid-19.

Best Wishes  
Andrea Coney

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## History in the Making

### The Fairy

Mike Seward has now completed his initial design for the replica of the cutter *The Fairy*, mentioned in our last issue, and here (*right*) is what it would look like. In approximate terms *The Fairy* would have an overall hull length of about 12 metres and a breadth of 4.5 metres. A crew of two would be adequate for daytime sailing, although four crew members would be required for overnight voyages. By the same token, the maximum number of passengers for daytime sailings would be 24, but this would reduce to 6 for overnight cruises.

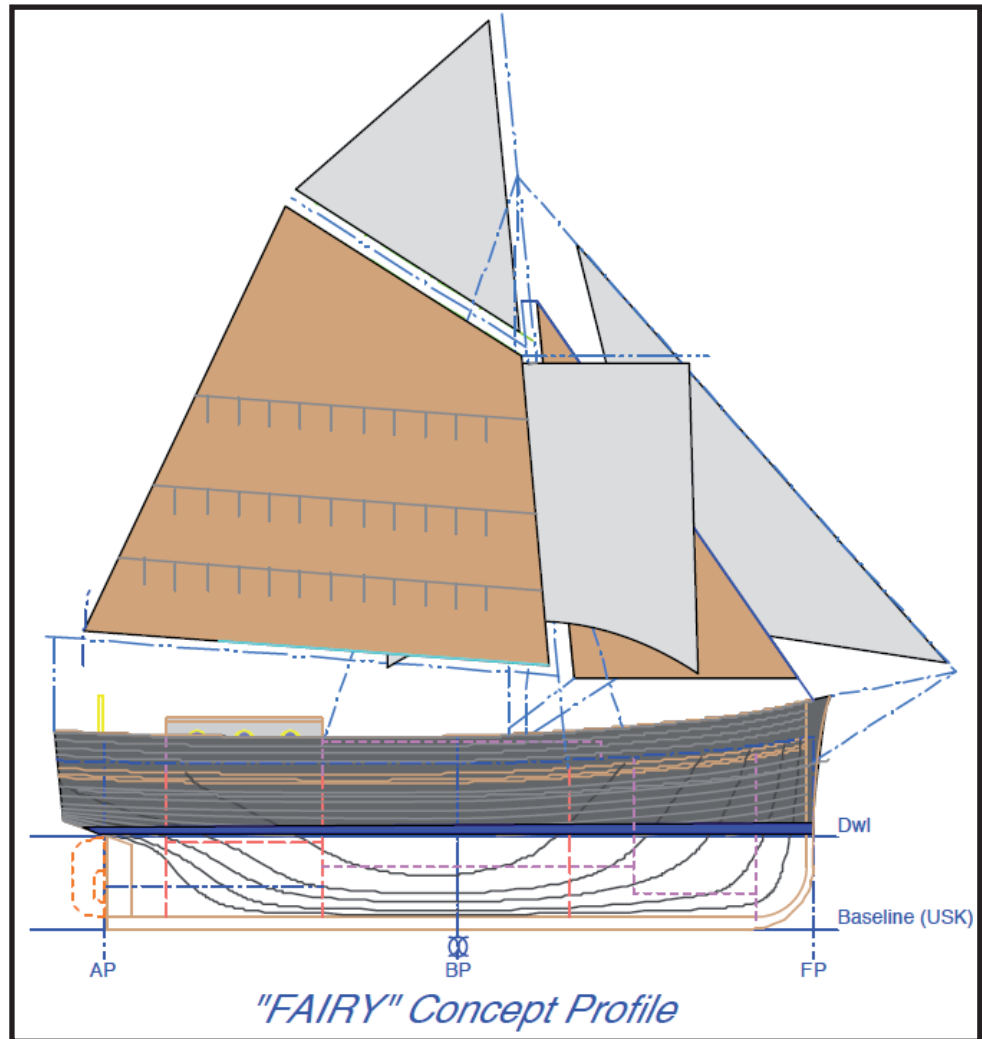
Besides its array of sails, *The Fairy* would be fitted with a single screw diesel engine.

In addition to the concept design arrangement, Mike has produced a 13-page concept proposal which addresses design, construction and operational issues, and a preliminary evaluation. The latter suggests that:

- The proposal is well-suited to tourist and other operations already based in Port Fairy.
- It should naturally link with the large tourist influx during the warmer months, from the cycle ride in spring through to Easter.
- The historical significance of Port Fairy in the settlement of Western Victoria is a major selling point which should reflect well on the proposal.
- The vessel should also provide a vehicle to explain more broadly the historical drivers and dimensions of European settlement, including some generally more positive aspects regarding the Aboriginal population and their land management practices in particular.
- There is a good range of opportunities for sail training, introduction to sail, youth programs and other education oriented (primary, secondary and tertiary/TAFE) activities.
- The Fairy would also present opportunities for longer voyages to other Victorian locations, as well as to Tasmania and South Australia.

The likely cost of realising these plans is the next question to be answered, from which will flow a realistic assessment of raising the necessary funds from grant-giving bodies, charitable foundations and the public. Anyone who believes that they have a positive contribution to make to this project is encouraged to contact Mike Seward on [design@sewardmaritime.com](mailto:design@sewardmaritime.com)

Mike would particularly welcome contact with someone with fund-raising experience. 🌊



### The Walls of Belfast

The Walls of Belfast is a project aimed at displaying the mason's skill and stone variety in Port Fairy structures dating from the 1840's to the current time. It started with the National Trust's intention to repair the stone wall in front of Mills Cottage, which is slowly falling forward. It is hoped that, when the stone mason undertakes this work, there may be an opportunity for a 'clinic' demonstrating the methods of construction etc.

This led to the idea of having a walk around the immediate area of Mills Cottage to look at the different walls. This would primarily be aimed at tourists in the holiday season, with Marten Syme and Brendan O'Toole, of the National Trust, conducting the walks. At the same time, a photographic display would be mounted at Mills Cottage showing the wide variety of walls around Port Fairy, both those on the walk and further afield. These photographs are being taken by Peter Grenfell and he has already built up a formidable portfolio of pictures.

At the same time, it has been suggested that a few volunteers might walk different blocks of Port Fairy, taking photographs of walls as they go, and that Peter could then follow up on anything that he might have missed.

Heather Wood, who is the Secretary of the Port Fairy National Trust, is keen to hear from anyone wishing to assist with this project on [comanton3@bigpond.com](mailto:comanton3@bigpond.com) 🌊

## Municipal Malfeasance

Port Fairy has not been consistently lucky with its public servants. In our last edition we told the story of William Milner Barratt, an out-and-out confidence trickster who was put in charge of the Gas Works. He seems to have been just one of a number of dubious characters who were paid from the public purse.

Take, for instance, Frank Channon, a Port Fairy Council Revenue Officer, who, in March 1896, was charged with three counts of embezzlement of sums totalling £5 6s., although he had, in fact, misappropriated at least £170 over three years. The Council engaged auditors to identify the extent of the theft and these worthy men took 29 days to complete the job, at a cost to the ratepayer of a further £108 11s. They discovered that arrears of rates had been collected and that the relevant amounts had been erased and moved to the 'paid' column, but never declared. These alterations were marked with a forgery of the auditor's initials in an attempt to deflect further investigation.



*Frank Channon*

*Photograph: Courtesy of the Public Record Office Victoria*

This was all too clever by half and, when he realised the game was up, Channon disappeared. However, he was soon found and sentenced by Judge Gaunt to nine months' imprisonment.

Then there is the case of George H. Richardson, Belfast's Collector of Customs, who, in January 1879, was arrested on embezzlement charges. It was said that he had been employed in the position for four years, but had been in the public service for fifteen, and was paid an 'ample' salary of £320 per annum. Richardson was the son of a former MP and had the reputation of being a parsimonious introvert who never displayed any signs of extravagant living. He claimed that he first dipped his fingers into the till to assist a friend who was in trouble. Finding it was simple to take cash, without detection, he repeated the exercise multiple times to his own advantage until, it was calculated, he had taken in excess of £2250.

He did this by receiving payments for customs duties outside his office - at the bonded stores or wharves - and then, rather than making entries in his books, pocketed the money and concealed the relevant paperwork in sealed envelopes at the back of a drawer. Hence he did not destroy the evidence but merely failed to make proper records of the business transacted.

He was tried before Judge Hackett and attempted to justify his actions on various grounds, including the fact that he had a sick wife, had been funding a Sunday School at Rosebrook from his own pocket, and had been induced by

a company to hold over cheques, but had been caught out when that company had failed. He also argued that the fact he had retained all the paperwork was evidence of his intention to repay the money.

Hackett observed that, like many before him, Richardson had been of good character until he was found out. He sentenced him to two years' imprisonment, although the maximum penalty was ten. This slight, fair haired, 32-year-old man was released in September 1880 and disappeared from view.

Another case of embezzlement occurred in September 1909. At the Port Fairy General Sessions, Francis Hally, the Belfast Shire Rate Collector and Valuer, was found guilty of misappropriating £239 19s. 3d, the property of the Shire. He had returned the stolen money but, we are told, 'the local justices declined to alter the charge from embezzlement to simple larceny'.

Having reinstated the money, Hally pleaded 'not guilty'. We then read that,

'The shire secretary and treasurer were called, and gave evidence proving the deficiency. Both stated that accused's conduct had always been good, and his books were in proper order. No evidence was called for the defence. The judge summed up strongly against the prisoner. The jury brought in a verdict of guilty, with a strong recommendation to mercy, as they thought the moneys were taken in a fit of impulse, and his conduct, after discovery, was all it ought to have been'.

Judge Chomly passed a sentence of twelve months' imprisonment with hard labour but this was suspended upon Mr. Hally entering into a bond of £50 to be of good behaviour for twelve months.

Finally, there is the curious case from 1877 of James Alexander Lynar, the Belfast Postmaster, who was charged with larceny. Despite his twenty years in the postal service, there had been suspicion about Lynar's management of the Post Office. But, when an inspector was sent to look into the matter, Lynar was able to show that the correct cash sums had been deposited by him to the Post Office's account. Nevertheless, it was noted that many of these had been deposited that day, rather than when they had been received!

Lynar was suspended pending further enquiries and immediately left Belfast; it was believed that he was on his way to Melbourne to offer a personal explanation. At this point, Ernest Wade, a chemist and vendor of stamps, advised the police that he had placed two £10 notes in an envelope addressed to the Melbourne Post Office for the purpose of obtaining more stamps, and had given it to Lynar. The latter had not sent off the envelope but had retained it and used the money.

Lynar was arrested in Ballarat and brought back to Belfast. At his trial, in July 1877, Lynar's counsel claimed that he had not spent Wade's money to his own benefit but had used it 'to pay a post-office order'. The jury returned a verdict of 'not guilty' and Lynar walked free. And not having been present to hear the evidence, how can we possibly comment? ❀❀

## The Lighthouse Keepers 3

### David Lindsay

If you looked in the *Hamilton Spectator* Almanac for 1907, you would see that it lists the name of Port Fairy's Lighthouse Keeper as Violet Lindsay. Is this a mistake, or are there grounds for believing that Port Fairy once had a female Lighthouse Keeper?

The official record, if there were such a thing, would show that David Lindsay was the Lighthouse Keeper between 1906 and 1908. He was born at Cellardyke, Fifeshire on 27 February 1843 and, in David's obituary, his father was said to be Professor James Lindsay of Edinburgh University. This was an error: David's father, James Lindsay, was an 'experimental assistant' to Sir John Leslie, Professor of Natural Philosophy at Edinburgh. During the vacations, James Lindsay sailed with the local herring fleet. Robert Louis Stevenson mentions him in *Memories and Portraits* as a link with the eighteenth century.

David Lindsay came to Australia when he was 20 years old. His first wife was named Mary Ann but she died in Bairnsdale District Hospital in July 1896 at the age of 48. On 30 May 1898 David married Sarah Russell; he was 55 and she was 30. David's sole child from his marriage to Mary Ann was a daughter who, at the time of his marriage to Sarah, would have been around 16 years old. His obituary states that, from 1868 onwards, he was engaged in trading between Melbourne and Port Fairy in, first, a schooner, *The Gem*, and, subsequently, the brig *Mary Stewart*. Then, in 1882, he became a lighthouse keeper serving in various parts of Victoria.

In 1884 he and James Rivett were appointed as Junior Assistants on Clifty Island, a granite outcrop in Bass Strait. In 1899 David was at the Arthur's Seat Lighthouse, Dromana and, later that year, was appointed to the Cape Nelson lighthouse.

In the last days of 1899, the *Portland Guardian* reported, Lindsay, his wife and daughter had been searching the scrub at the rear of the lighthouse quarters for traces of a cow that had wandered away. His daughter saw something dark on the ground and, moving forward, David Lindsay realised that it was a snake. He put out his foot to trample on the reptile when it 'made a sudden spring at Mr Lindsay's face'. He dodged out of the way and the snake 'just missed and passed over his shoulder'. This was said to have been a 'whip snake' but, unfortunately, expert opinion is that snakes are incapable of jumping several feet from the ground in this way.

By early 1901, David Lindsay was based on the Gellibrand light ship. On 13 February, the *Geelong Advertiser* described his involvement in a daring rescue:

'What might have proved a very serious mishap had timely assistance not been at hand happened to a party of six amateur fishermen in Hobson's Bay on Monday afternoon. They were afloat in a boat named the *Hope*, about 13ft long, and when near the Gellibrand lightship the small craft jibed and capsized, leaving

her occupants in the water. There was no sea running at the time, and the men managed to swim about until they were picked up by a boat, which was taken from the Gellibrand lightship to their assistance. The accident was witnessed by David Lindsay, the lighthouse keeper, and his assistant, Alexander Dick. Both men acted with great promptitude in launching the lighthouse boat and rowing her to the spot. The *Hope* sank, but Lindsay and Dick soon had the unfortunate fishermen on board their boat, and conveyed them safely to the shore. The crew of the *Hope* were little the worse for their misadventure!'

By 1905, David was the Senior Lighthouse Keeper at Warrnambool. On 10 November of that year, seven lives were lost when the barquentine *La Bella* (406 tons) went ashore, just up the coast, with a cargo of timber. An enquiry was held at which David Lindsay gave evidence. According to the *Observer* (Adelaide) of 2 December 1905, he said:

'I was in charge of the lighthouse at Warrnambool on November 10. The wind was south-west and the weather was misty. The sea was moderate, with a very heavy ground swell. About 10 minutes to 9 I saw a flare light, and thinking it was a signal for a pilot I answered it back. It was from about the reef. I saw the port light. I called for a pilot. The water was smooth enough for him to go out. My lights were burning brightly. The high light could be seen eight or nine miles, and the lower light - the red light - would be visible about four miles out. They could not be seen at their full range that night, as there was a heavy haze on the water.'

Captain Mylius of *La Bella* was subsequently found not guilty of manslaughter but guilty of gross misconduct, for which his licence was suspended for 12 months. But in the aftermath of the tragedy, on 23 February 1906, Lindsay saw rockets being fired, in the direction of the mouth of the Merri River, and, thinking a second wreck was occurring, set in motion the whole mechanism of emergency response.

The *Warrnambool Standard* took up the story:

'The report was circulated with wonderful rapidity and hundreds of people made their way to the breakwater in cabs, drags, buggies, motors and on horses and bicycles. Wild excitement prevailed. The Pilot, as soon as he arrived, had the lifeboat launched and manned with the men who were immediately available. These were Captain Brown, of the barque *Kassa*, which is alongside the wharf, and his crew, and several members of the regular lifeboat crew. They proceeded right around the outside of the reef where the ill-fated *La Bella* was wrecked, rowing against a very rough sea. The night was very dark, and consequently the boat proceeded some considerable

## Who Can It Be?

distance towards Shelly Beach before its occupants began to doubt that a wreck had occurred'.

Their doubts were well-founded because, as the *Warrnambool Standard* continued,

'At the time the lighthouse keeper sent the alarm to the Pilot, Mr. Joseph Rogers, of South Warrnambool, was at the residence of his son, Mr. Arthur Rogers. He was amusing himself, or as he afterwards explained to Inspector Whitney, "experimenting" with rockets. He fired off about ten of these fireworks, and these were what the lighthouse keeper mistook for signals of distress'.

Later that evening, Rogers walked round to the breakwater and, noticing all the activity, asked what was afoot. He was told that distress rockets had been seen and it slowly dawned on him that he was the source of the tumult!

Later in 1906, David Lindsay was transferred to Port Fairy although it must have been realised that he had only eighteen months or so to serve before he would reach the retirement age of 65.

The last we hear of David is in a report in *The Age* of 2 August 1907 when it was recorded that 'Pilot Lindsay' of Griffiths Island had reported a comet at 1.10am. This was probably Comet 1907 (d) - sometimes referred to as Comet Daniel - which was particularly conspicuous during August.

David Lindsay retired on a pension in February 1908 but died on 20 October of the same year. *The Gazette* said that he had been 'in broken health for over 2 months' and that he had died as the result of 'intestinal trouble, accompanied by exhaustion'. He was buried in Port Fairy Cemetery and Sarah went to live in Skene Street, Warrnambool. She died in Warrnambool on 30 May 1921, by when her home was in Timor Street. While David Lindsay left £122 in his will, being the contents of his savings account, Sarah left assets worth £1079, including two properties.

So was 'Violet' David's daughter and did she stand in as lighthouse keeper when he was ailing during his last few months? The truth is probably more prosaic.

In the first instance, David had a very competent assistant keeper in John Joseph Thomas Cooper who would have deputised for him or, if necessary, called upon other assistance.

Secondly, *The Gazette* tells us that David's daughter, whose first name is not known for certain but may have been Catherine, was by that time living in Warrnambool, having married a Mr. Jackson.

Now, although it is pure surmise, it is possible that someone from the *Hamilton Spectator* rang, say, the *Port Fairy Gazette* in late 1906, and asked for the name of the Lighthouse Keeper. The reply was 'Pilot Lindsay' and a bad telephone line and / or the seldom-encountered use of the word 'Pilot' as a title persuaded the junior member of staff that the response had actually been 'Violet Lindsay'.

Can you think of a better explanation? ❀❀

In June 1875, under the above headline, *The Banner of Belfast* told the story of a wealthy father whose daughter was seduced by a dancing teacher and brought to Belfast, where she was installed in a local hotel. Indeed, the newspaper averred that, 'If there are any scandal-mongers in Belfast (which we very much doubt) they must have had a rare treat this week'.

We are told that she was 'a blonde beauty hailing from a neighbouring seaport' and that the 'gay Lothario' already had a wife and children elsewhere. The man's teaching commitments required him to be away during the week but he returned to the hotel on Saturday nights and remained there until the Monday morning. This went on for several months until the pair cleared out, failing to pay the hotel bill.

The dancing teacher found lodgings for his paramour elsewhere in town, but had now acquired a second enemy (the hotel licensee) besides the girl's father who was using his considerable resources to track down his daughter and her seducer. Then, one day, the father appeared in Belfast and tried to persuade his daughter to return to her home with him. The girl refused and the father resorted to force 'although her condition was extremely interesting in many ways'.

Later in the same month A. H. Henderson appeared in the Belfast Court and was ordered to pay for his hotel expenses. A few years before, he had been a visiting Dancing Master at Warrnambool Grammar School. It was considered that paying his debts was merely the start of Henderson's problems!

In the next month came news of a man who had 'formerly held a leading position in Belfast' and then moved inland. Although married, he had begun a liaison with a servant girl in his employment. The affair had not been revealed until the man's wife noticed that something was *wrong* with 'Mary'. When confronted, the poor girl told the lady of the house that 'twas master's fault'.

She confronted her husband and was told that the accusation was nonsense. The man then sought an interview with the girl and it was agreed that, 'for a consideration', she would persuade her boyfriend, who lived locally, to come to her room during the night.

This was done, whereupon the girl's piercing screams echoed through the house, bringing the master into the room, armed with a double-barrelled shotgun. 'Mary' told her sad tale through floods of tears aided, we are told, by an onion in her handkerchief. The master told the young man that, if he did not agree to marry 'Mary' forthwith, he would shoot him.

Frightened for his life, the youth agreed and the local clergyman was contacted next morning and very quickly made the affair legal. Given time to consider his lot, the young man realised that he had been tricked and had taken to telling his story to anyone prepared to listen. Improbable, the newspaper agreed, but true. ❀❀

## A Whiff of Gas

If we told you that the reports made by the Gas Manager to the Port Fairy Mayor and Councillors in the early-Twentieth Century make interesting reading, you might be inclined to say, 'Oh, come on! We are prepared to accept a lot, but not that!'

But, for several decades, gas was a significant issue in Port Fairy. This was illustrated by a report in *The Gazette* on 11 March 1920, detailing the salaries of the Borough Officers. This showed that the Town Clerk received an annual £200; the Revenue Officer £150; the Road Overseer £171 12s.; the Parks Overseer and Inspector £130; the Curator £140; and, the Rabbit Contractor £88 10s. However, the Gas Manager received £250 per annum, with the Assistant Gas Manager being paid £182. Suffice it to say that, if you were receiving 25% more than the Town Clerk, you were considered to be a person of some importance.

The reason was because the gas works were owned by the Council and anything that served to interrupt the gas supply, or affect the quality of gas itself, would impact upon the ability of ratepayers to light their homes, cook their meals, warm themselves, and move around streets that were properly lit at night. But this did not mean that Councillors were slow to air their personal grievances about the gas supply.

In April 1924 *The Gazette* reported that, at a meeting of the Port Fairy Borough Council, several Councillors complained about their gas bills. Councillor Revell declared that he was so disgusted with his that he intended installing a wood stove. His last bill had been £2 which he regarded as 'ridiculously high' for a household of three people. The Town Clerk advised him that the £2 represented two months' consumption and that £1 per month was not high. Revell admitted that the figures on his meter suggested he had used the quantity of gas for which he had been charged, but he could not understand it. Councillor Stephen said that his bill for March had been higher than that for February but he did not feel he had used more gas. Councillor Goldie wanted to know if it was true that some users had not had their meters read for two or three years, 'and that the pipes and meters were stopped up with soap'. The Town Clerk confirmed that, where usage was minimal (3s. 3d), no checking was required. Meters were far too expensive to allocate to minimal users.

The reason the Council could allow some usage to go unmetered was because only the Gas Manager or his staff installed gas equipment and a household using gas merely for lighting purposes would be incapable of consuming more than a limited amount, the gauge of pipe connected to the house being suitable for only that minimal usage. And only the Council could connect a larger pipe to the gas main.

For over thirty years, from December 1907, George Gordon was Port Fairy's Gas Manager. If you think his name is familiar, it was he who, in October 1916, agreed

to chair a meeting at Crossley R.C. Schoolroom - 'no local man being willing' - addressed by A. S. Rodgers, M.H.R., on the subject of compulsory conscription. Things turned ugly, Rodgers escaped but, according to Gordon, he was 'seized and brutally kicked' and an attempt made to place a buggy trace around his neck, preparatory to him being hanged! Fortunately the lights went out and Gordon made it to a jinker that took him back to Port Fairy.

He tried his hand at chairmanship once more in November 1919 when 'a largely attended meeting of those affected by the recent increase in the price of colonial ale and aerated waters from 3d. to 6d' unanimously agreed not to patronise any Port Fairy hotel until the increase was reversed, 'no whisky or anything else to be bought'.

Gordon was also an active sportsman, being a leading light in establishing the bowls club, and an expert in laying down tennis courts. In his opinion, the ideal method of making the latter required copious amounts of tar, a by-product of the gas manufacturing process and a source of no little income to the Council.

As Gas Manager, George Gordon kept a book into which he entered his periodic reports to the Mayor and Councillors. That book is part of the Museum's collection and reveals that the Gas Manager was no desk-bound supervisor but a hands-on employee who was required to deal with a succession of problems and emergencies, all of which were diligently recorded.

In March 1908, Gordon responded to complaints that the gas smelled bad. He said that he had been forced to use Maitland coal, which, while the best available, 'is full of sulphurated hydrogen'. He added, 'I may say that were there no leaks in customers' fittings, there would be no complaints'.

In July of the same year he complained that the Fire Brigade had applied to extend their building by 40 feet, so preventing any future expansion of the gas works. He was not afraid to tell the Council that it was a mistake to have allowed the Brigade on to the site in the first place.

Initially, Gordon had no assistant and claimed that, between May and September 1908 he never finished work until half-past midnight and, sometimes, as late as 3.00am. 'For the week ending 17 September I was in the works for 128 hours, including one shift of 41 hours and one of 39 hours without sleep. It may be a one man job but I had to leave 2 men and a boy to do it at the beginning of this month when I had 5 days' holiday'.

Gordon added that it was discouraging for a manager to realise that, the more contracts he secured, the more work he was 'piling on himself', even though he was already at maximum capacity.

Gordon was allowed an assistant but the work continued to expand. Between 1904 and 1911, there was an eightfold increase in the gas requirement for domestic and business stoves. The increase in the monthly gas supply for December rose by 77% between 1907 and 1911.

In 1912, Gordon was criticized for turning off a street lamp under which some Methodist ministers were singing. He said that it was part of his duties to see that lamps were alight on certain nights and not on others. This lamp had been lit, not by the Methodists but by 'the boy Osmond ... in a spirit of mischief'.

Gordon's reports are full of references to street lamps being damaged by storms, vandalism and the predations of the sea air. Full, too, of the difficulty of obtaining good coal, or, sometimes, any kind of coal at all.

On 14 May 1914 Gordon reported that,

'since the beginning of summer 30 new consumers have been added for lighting, stoves, gas boilers and 1 gas fire, a few services are left to do and I expect to be up with arrears of work in a fortnight's time. A lot of time is taken up by consumers requiring adjustments of lights, stoves etc. and cleaning gas appliances. 46 of these small jobs have come in since May 1st.'

As far as street lighting was concerned, Gordon commented that, 'All lights are now in good order excepting lamps in Port Fairy East; this job will take some time as there is no gas there and the main is only ½", badly laid, corroded and full of water'. He added,

'It is proposed to put in a 20 B.H.P. gas engine to the Butter Factory in Gipps Street. The main in Bank Street is 1¼", capable of delivering about 250 cubic feet of gas per hour. This is not enough for the engine and would leave nothing for Commercial Hotel, Rail Station, Bowling Green and several stoves. Should this service be gone on with, it would necessitate a 2" main from Sackville Street, costing for piping and labour £33 and delivering 800 C. F. per hour.'

In January 1916, Gordon lost his assistant, Henry George McSween, when the latter signed up for military service. Henry survived the War but died in 1921.

On 11 April 1917, George Gordon was forced to report that,

'The crown of the gas holder has gone through in two places. I cannot patch in the usual manner - there is not sufficient metal left to stand patches being bolted on. At present these leaks are stopped with white lead but I think it would be as well to give "Smooth-on" elastic cement a trial; if successful the holder will last perhaps ten years yet. It has had 33 years' service and this is well over the usual time. A trial pound of the cement mentioned will cost 2s. 9d. There are no other places on the holder likely to rot through for a time.'

Who would have supposed that 'elastic cement' was available in 1917? And who would relish drilling and bolting a gas holder? This report also places into context Gordon's request in 1911 for a fence around the works to keep out children, several of whom had got on top of the holder!

In June 1923 Gordon told the Council he could not deal with customer complaints because he and his assistant were having to spend 90 hours a week in the stokehouse!

On 21 July 1926 Gordon reported that,

'the lamp post at the corner of Bank and James Streets was destroyed on Saturday last by a car driven by Mr. F. Freckleton. The damage will amount to about £12. I do not think that, with increasing motor traffic, this lamp should be replaced and suggest that it be erected on edge of footpath as formerly.'

A few months later, on 10 November 1926, Gordon had to advise the Council that,

'Street lamps were not lighted on Monday night. The assistant informed me at midday that he did not think he should have to light them that night as he had had a lot of running about in connection with a family bereavement. I considered that as he is not docked for time lost he should make arrangements to get this part of his work done. I do not mind doing his stoking under the circumstances but not lamp lighting. It was not possible for me to get any body else on such a night as Monday'.

On 30 January 1929 came the first straws in the wind that foretold the death of the gas works. Gordon wrote,

'Since electricity supply commenced, notice has been given us to take out 41 lighting and 1 stove meters. There will be a few to come. Nine of the above were very good consumers, most of the others belonged to the minimum charge brigade and were certainly not profitable to supply with lighting. There is not much to worry about the gas works; even if they temporarily lose 20% of their business it will still pay well. I would worry very much more how the guarantee to the Electricity Commission was going to be met'.

This last was a reference to the fact that, in connecting rural communities to the grid, the Commission sought a guarantee of revenue, from householders, businesses and the local Council. Thus, in agreeing to connect Koroit and Port Fairy, the Commission undertook to buy the electricity generating equipment that Koroit Council had hitherto run, but still projected an annual loss of £1000 on the venture. The two councils had therefore guaranteed almost the whole of this sum. This resulted in some curious behaviour for, as Gordon noted in the same report,

'I think it hardly fair for the Council to write to Government Departments like the Railways asking them to change from gas to electric light, not that this particular business is worth much but still the Council owns the gas works'.

As always, Councillors had to be humoured. In May 1933 Gordon was asked to investigate a tree in Rosebrook Road, opposite Cllr. Baulch's house, claimed to be dying because of a gas leak; after extensive excavations, Gordon disdainfully concluded that it had long been diseased.

In 1938 George Gordon resigned and the Council decided to manage the, by now, heavily-endebted gas works through an external contract. Only his book is evidence of Gordon's hard work over thirty years. ❀❀❀

## Flying Machines, Perfume and Lunacy

John James Chidley enjoyed a varied career, having been a wholesale bookseller and publisher in London, and, in Australia, the proprietor of a toyshop and an itinerant photographer with a horse-drawn studio. It was he who, in 1874, took the often-reproduced photograph of Ned Kelly in his boxing outfit. In latter years Chidley always gave his occupation as 'photographer'.

Chidley and his first wife, Maria, adopted two boys, Stanley Hotham and William James Chidley, and three girls. Two of the latter, originally named Ellen and Jane Sherry, were at the centre of a court case in 1855 when a clergyman attempted to wrest them back from the Chidleys. The girls' parents had both died but, even before their death, the Chidleys had clothed and occasionally fed them and their siblings, so bad had been their circumstances. Eighteen months after John and Maria Chidley had taken them in, Rev. Gerald Archbold Ward<sup>1</sup>, a Catholic priest, applied to be appointed Guardian to the children and argued that the Chidleys should give them up because they were not of the same religion as the dead Mr. and Mrs. Sherry, nor, indeed, himself.

In a novel, the girls would have been wrenched from the arms of a disconsolate Mrs. Chidley. In reality, and with enormous good sense, the Supreme Court decided in favour of the Chidleys, the Rev. Ward, in the Judge's words, being able to 'offer no better security for their maintenance than the precarious and somewhat humiliating shelter of a charity-supported asylum'.

The Chidleys returned to England for a period and, in 1863, John, then living in Hackney, registered a patent for 'an improved bottle and stopper'. They returned to Melbourne in 1865 but eventually settled in Port Fairy.

John and Maria were followers of the teachings of Emanuel Swedenborg, the Swedish philosopher. It is noteworthy that, in 1714, Swedenborg sketched an idea for a flying machine, although this did not become widely known until the 1860s when the drawing was found among his papers. Swedenborg's craft consisted of a single wing made up of a light frame covered with canvas. In the centre of the wing, the pilot would stand in a basket. The pilot had two oars which he could move up and down and so, it was hoped, keep the craft in the air. Swedenborg realised that the human body did not contain sufficient strength to make the machine fly, but hoped that his design might be useful to succeeding generations with access to 'a greater force'.

At some point in the 1860s John Chidley decided to build a flying machine of his own although he continued to come up with other inventions: in 1887 he registered a patent for 'an improved terminal attachment for braces and for other purposes'.

Maria Chidley died in 1878 at the age of 59 and John Chidley lost no time in marrying Matilda Elizabeth Lancelott in the same year.

We have no idea about the design of Chidley's flying machine, although there is an account of a theft from a workshop near the river where he was constructing it. Someone broke in, took some bamboo poles and threw them into the Moyne, which suggests, at least, that Chidley was aiming for strength and lightness in his construction.

On 28 March 1888, his flying machine was trialled 'on John O'Brien's farm in the suburbs of Port Fairy' in the presence of the Mayor, other leading citizens and members of the press. However, a strong wind was blowing and the machine, which weighed 200 lbs, was upset, violently throwing out Chidley's son, Stanley Hotham Chidley.

Chidley's aeronautical endeavours attracted the attention of Melbourne's *Punch* magazine which, on 5 April 1888, commented that,

'From Port Fairy comes the intelligence that an unknown genius, named Chidley, let off, or tried to let off, a flying machine weighing 200 lbs. Unfortunately, through a slight misunderstanding between Mr. Chidley, jun., Mr. Stanley Chidley, and a stiff southerly buster, the machine was capsized, and the adventurous Stanley was dragged ingloriously through the mud. So far so good, or bad. But then the account goes on to state that Mr. Chidley, not the muddy Stanley this time, but Chidley *père*, has lent the Salvation Army £2000, as he greatly approves of same. Now, what we want to know is, what has the Army to do with the flying machine? We give it up, although, at the same time, of course, we are perfectly aware that the Army is pretty "fly."

A further trial of the flying machine was planned for a calmer day but the machine never flew. Chidley died on 14 February 1891, at the age of 74, and was described by the *Hamilton Spectator* as 'a very intelligent man, of somewhat peculiar ideas; an artist of some ability, and possessed of sufficient medical knowledge to have secured a diploma had he desired it'. In his will - witnessed by Julia Kilbride and George Malcolm, both of Albert Road - John left Stanley his flying machine and his house in Albert Road to share with his mother for the remainder of her life. But Matilda, died less than fourteen weeks after her husband, at which point, under the will, Stanley had the option of buying the freehold for £400. John's other son, William James Chidley, was given the dubious privilege of purchasing 'my travelling portrait rooms with all the apparatus and contents therein' for £120.

What became of the flying-machine is unknown but Stanley Hotham Chidley decided upon a quieter life than that of pioneer aviator. In the year of his aerial misadventure he married Mary Saunders, daughter of Daniel Saunders of Cox Street, and the couple had a number of children, all of whom were born in Port Fairy: Ethel Mary; Stanley Jonathan Lancelott; William Daniel Lancelott; Effie Lancelott; and William Lancelott, the

<sup>1</sup> Founder of the Australian St. Vincent de Paul Society.



latter surviving for just one year.

Stanley also turned to growing plants in Port Fairy North, for their scents and their medicinal properties. By 1896 he had an acre-and-a-half devoted to peppermint plants, from which he extracted the oil. He also grew lavender, and had plans to branch out into 'geraniums of Africa, also the roses of Grasse'. He used a 40-gallon copper still that was made in Port Fairy by Alfred Sloley. At this time his neighbour, Walter Searle, was also experimenting with scented herbs and, among other species, had 1500 lavender plants on his property.

Stanley was obviously also involved in photography - a feature in the *Weekly Times* on Port Fairy, which appeared in March 1896, contains a number of pictures of the town, at least one of which was taken by 'S. Chidley and Co.'. Stanley died in Northcote in 1931 at the age of 69. John Chidley's other son, William James Chidley, lived as extraordinary a life as his father. He was a foundling, born around 1860. Academically he was a failure and was unable to make a success of apprenticeships in either the law or architecture. He assisted his father with his photographic business and developed some ability as an artist. In 1880 he moved to Adelaide where he made a living out of portraiture in crayons, as well as medical drawings for students of physiology. *The Southern Argus* declared that, 'We have seen a few specimens of Mr. Chidley's work, and can speak very highly of his artistic skill'.

Two years later he and a friend, Arthur Saddler, were arrested for manslaughter after a brawl which ended with one Thomas Maloney lying dead in the street. At their Supreme Court trial it emerged that the men had gone to the aid of a woman who was having an altercation with Maloney. Moreover, the skull wound that had killed Maloney was said to have been caused by his head hitting a rail or the ground and not by a fist or boot. The men were declared not guilty.

In 1885 William Chidley met an up-and-coming actress named Ada Grantleigh. William was to have an intermittent relationship with her for the next twenty-three years. Unfortunately, Ada was already married and an alcoholic. William, too, went through spells of acute alcoholism. The couple lived in Adelaide until 1890 when they decamped to Sydney, then New Zealand and, finally, Melbourne. Ada died at the age of 48, at the Melbourne Hospital, on 1 December 1908, still bearing her married name of Mrs. Thoms.

For the rest of his life William blamed himself for Ada's death. During the next few years he also wrote a pamphlet which was his response to the mountain of misery that he saw in the world. Entitled *The Answer - A Philosophical Essay*, it contained a number of reasonable ideas, such as vegetarianism and the need for people to have more sunlight and fresh air, to wear less restrictive clothing and to reject class distinction and materialism. However, the book also postulated the idea that there was something

profoundly wrong about the way in which modern humans had sex. He suggested a new way and the idea that this could only take place in Spring and between 'true lovers'. He sold *The Answer* on the streets of Melbourne and caused a sensation by dressing in a version of classical Greek dress - a short, white tunic with bare arms, legs, head and feet. The authorities wanted him off the streets and argued that *The Answer* contained material 'which would tend to deprave and corrupt the morals of any person reading it'. This was enough to deter bookshops from selling it so William continued to distribute it on the streets.

Eventually, however, he succumbed to pressure and, in 1912, moved to Sydney. There he became a common sight in the city but, in August 1912, was deemed to be insane by the Lunacy Court and was confined in a mental hospital. Questions were raised in parliament about his treatment and he was released, but with conditions about his future behaviour. Once out, he broke all those conditions in short order. He was once more deemed to be insane, on Boxing Day 1913, but was released five days later.

In February 1914 he wrote to the *Sydney Morning Herald*, saying,

'The whole attack on me for the last two years has been an attack on liberty of thought and freedom of speech in Australia. Australians look to it. Remember that our British forefathers laid down their lives for this same liberty of thought and speech they are trying to deny me. ... No, Sir, the whole attack is a conspiracy of police, Government, medical, and lunacy officials against one man who is trying to do good'.

Nevertheless, he continued to be pursued by the law for such minor offences as begging alms and offensive behaviour, a group of his friends normally paying his fines. So common were his appearances in court that he became quite well-known, newspaper reports of his latest infraction often being headed 'Chidley Again'. And while the authorities wanted his activities to cease, public opinion seemed to be on his side, deeming him to be, at worst, a harmless crank.

Then, on 16 February 1916 Chidley was again found to be insane and committed to Kenmore Mental Hospital at Goulburn. After protests, he was released but again breached the conditions that had been set for him. As a result, he was committed once more in September 1916 and, in the following month, tried to commit suicide by pouring paraffin over himself and setting it alight. He apparently recovered from his burns but then, in December 1916, dropped dead at Callan Park mental hospital, possibly as the result of arteriosclerosis.

William Chidley's autobiography, *Confessions*, which he had sent to H. Havelock Ellis, the British psychologist, in 1899, was published in 1977, the same year in which a play about him, *Chidley*, was performed in Canberra. ❧



### Putting us in the Picture

A photograph of the same scene depicted above (but not the *same* photograph) was reproduced in *The Gazette* on 7 January 1987. It had originally appeared in the *Australasian Post* and had been accompanied by a letter from Mrs. M. Blackstock of Boggabri, NSW which said, 'This very old picture always arouses great interest when we pass photographs around. The fashions - especially the hats - are the source of much discussion. The photograph was taken on the beach at Port Fairy in either 1906 or 1907 - long before I was born. I presume the creature is a type of whale. The small boy who is circled (*i.e. the boy who is at eight o'clock to the clergyman in the centre of the picture*) is John Blackstock. John later became my husband. He passed away some time ago but I remember him telling me people rushed from their houses to the beach to see the creature. I was fascinated to learn that most of them put their hats on before they raced off. There was a wide variety of hats and some were most elaborate.'

In the PFHS's file on local whales is a letter which suggests that the dead 'creature' is a Beaked Whale, of which there are around 20 different species. The letter implies that it may be a 'Layard's Beaked Whale, *Mesoplodon layardii*, a species restricted to the Southern Hemisphere'. And also, it must be added, a species that can grow up to 6.2 metres in length!

Incidentally, it is not the only animal in the photograph because there are two dogs, one immediately below the clergyman's hand, and another being held up by the boy in the cap in front of the girl in the light-coloured dress. Of course, apart from John Blackstock, we did not

initially know the identity of any of the other fifty-odd people in the photograph. However, on the Museum's file someone has been kind enough to identify five of the men to the left of the photograph. First, the man in the back row smoking a pipe is George Gordon, the Gas Works Manager whose travails are detailed elsewhere in this newsletter. In front of him, the man in the bowler hat holding up a bottle and glass is said to be Mr. Slater the Customs Officer, but this is a misidentification. (For more details of the real Mr. Slater, see page 11.)

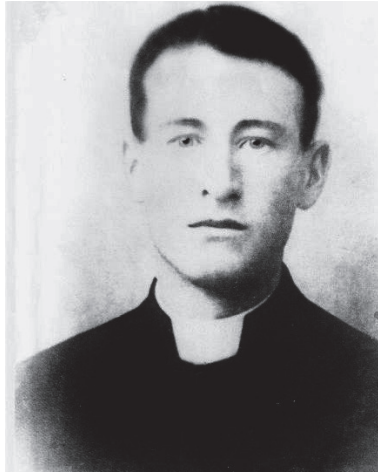
The rather sad individual in front of the bibulous man is identified as W. Arnold - Fisherman. Next to him, holding the whale's tail is Maurice Denny, Fisherman. Maurice's brother, William 'Ginger' Denny, was drowned in an accident in 1954, as detailed in the last newsletter. In November 1932, Maurice and William found a crate of desiccated coconut near Lady Julia Percy Island, believed to be wreckage from the sinking of the *Casino* at Apollo Bay and part of the cargo consigned to Routledge's of Port Fairy. In 1941 the brothers had their boat battered by a whale for an hour and were lucky to escape with their lives.

Finally, the man to the left of Denny in the striped shirt and braces is identified as 'W. Kelly - Baker'.

So that is five individuals in the photograph identified, to which we would like to add a sixth.

In December 1907, John Thomas Heneghan came to Port Fairy on a temporary basis, having arrived in Melbourne from Ireland in the previous month. Later on he was appointed curate to Father James O'Regan. He was 27 and came from Doogary, County Mayo. His photograph as a slightly younger man appears on the Casterton &

District Historical Society's web site which is reproduced below and for which we thank them. The similarity with the clergyman in the photograph is too obvious to ignore. We know a fair amount about Heneghan, including the fact that he enlisted in the army in 1915, was shot in the thigh, spent several months recovering in England, and was killed in Belgium on 22 March 1918, by when he was a member of the 14th Field Ambulance.



Although John Blackstock recalled the photograph of the whale as having been taken in 1906 or 1907, the fact that neither Father Heneghan nor George Gordon came to Port Fairy until December 1907 suggests it was taken either in that month or in 1908. ❀❀

### *Alvara Lofthouse Slater*

There are some names that, once encountered, are never forgotten. One such is Alvara Lofthouse Slater. This is the man supposed to be in the photograph of the Beaked Whale but, by the time that photograph was taken, around 1907 or 1908, was dead. Indeed, tragedy seemed to haunt his family.

His father was also Alvara Lofthouse Slater and he had been born in London in 1822, the son of a successful solicitor. He studied medicine at Edinburgh University and, upon completing his studies, 'attracted the attention of the late Marquis of Westminster, then Earl Grosvenor, and received the appointment of medical superintendent to a metropolitan Lunatic Asylum'.

In 1857 he married Sarah Rita Drake in London and, soon afterwards, the couple sailed for Victoria. Dr. Slater seems to have worked on the goldfields for a period, and then accepted the position of ship's surgeon on a vessel taking passengers to China. During his short stay there he was able to indulge his passion for entomological studies which he pursued for the remainder of his life.

On his return to Victoria he went into private practice at Ararat, Lamplough and Moonambel. On 9 March 1861, the couple's only child, Mary Helen, died at the age of 5 months. But Sarah was already pregnant again and in November of that year she gave birth to John Rose Slater. A second son, Alvara Lofthouse, was born in December 1864.

In the meantime, Dr. Slater had been appointed resident surgeon at the Ovens District Hospital in Beechworth. Unhappily, he died in January 1870, at the age of 47, of 'complicated organic disease'. His Masonic funeral attracted 1000 mourners. Then, in 1878, John Rose

Slater died at the age of 16, of Scarlatina, at the Church of England Grammar School, Melbourne.

But Alvara Lofthouse thrived and, in November 1892, married Alice Maude Rennison at Elsternwick. What he did for his bread and cheese at this stage is unclear and Alice seems to have been sufficiently well connected for it possibly not to matter.

Then, in March 1900, Alvara was appointed Registrar of the County Court, Chief Clerk of the Court of Insolvency, and Clerk of Petty Sessions at Port Fairy and Koroit. He was also made Clerk of the Licensing Courts, and, for good measure, Sheriff's Substitute at Port Fairy. Two weeks later he was made a Commissioner of the Supreme Court for taking affidavits. Three weeks after this he was additionally made Acting Collector of Customs, Keeper of the Powder Magazine, Assistant Immigration Agent, Assistant Inspector of Fisheries and was put in charge of the Harbour Department although, in fairness, these latter positions were in substitution for the ubiquitous George Thomas Ryan who had been 'relieved' of these duties

Then, in April 1904, Alvara was made Clerk of the Courts at Ballarat East. Four months later he died, his obituary stating that he suffered from 'hip disease'. He was just 39 years old. ❀❀

### *The Grampus*

In our next edition, the featured Lighthouse Keeper will be J. J. T. Cooper. *The Gazette* tells us that, in January 1907, John Cooper and his son, probably Ernest Cooper, caught 'an extraordinarily large fish in the small bay between the southern wall of the River Moyne and the lighthouse'. This was a fully-grown Grampus - also known as Risso's dolphin - which was 20 feet in length with a six foot girth. It was said that a large number of visitors inspected the 'catch'. So could our photograph be a record of that occasion?

Ignoring the presence of George Gordon and, possibly, Father Heneghan, which would make January 1907 an impossibility, the true Grampus has a squarish head, while the beaked whale in the photograph on page 10 has quite the opposite. On the other hand, 'grampus' means large fish, from the French 'grand' and 'poisson', and was applied by some fishermen to a range of creatures.

It is worth adding that, in 1986, Betty Collings reported that a true Grampus had been found on the beach at Yambuk. She said that this was the first sighted on the southern coast of Australia since 1928 and that only six had ever been seen on the continent. Today, this is contradicted by the Australian Government's Department of Agriculture's web site which states, 'No population size is known, however Risso's Dolphin are not considered rare. Approximately 175,000 individuals occur in the Eastern Tropical Pacific, with similarly high densities in all areas where surveys have been conducted. The species is therefore potentially abundant in Australian waters'. ❀

## Unconsidered Trifles

On 26 September 1927, *The Gazette* reported that a newcomer to the district, a 36-year-old man, had swum from Yambuk Lake to Lady Julia Percy Island and back, covering a distance of about 16 miles. In its next issue a correspondent, who signed himself 'Publicity', cast doubt upon this claim and suggested that the number of sharks in those waters - a local fisherman had recently caught 35 - would alone preclude anyone attempting such a swim. In the next issue the man himself, named Ted Taylor, asserted that the only sharks he had encountered were gummy sharks which posed the same level of danger as a Murray Cod. However, in order to convince the unbelievers, he was prepared to repeat the swim under controlled conditions, given a warm day and a high tide at around 9 or 10 in the morning. This was, apparently, enough for 'Publicity' who lauded Taylor's feat and suggested that he was wasting his time in a backwater like Yambuk and should move to Port Fairy!



An accident occurred at 10am on 6 December 1986 at the Catalina Caravan Park when a car travelling from the Portland direction failed to negotiate the Park's driveway and collided with a petrol bowser and another vehicle. The \$10,000 petrol pump was destroyed and the vehicle was seriously damaged. The offending vehicle was written off and would have demolished the proprietor's lounge room had it not been stopped by the bowser and the other car. The proprietor, John Crabtree, put a notice on the bowser saying 'Sorry - no petrol for a couple of days. Pump has retired hurt'.



The *Gazette* announced, on 8 September 1947, that a Norfolk Island pine in Sackville Street which had developed a 'lean-to' to the east, had been removed. The tree was a danger to nearby houses and it was considered that dry-rot had affected its base. Some residents believed that the floods of the previous year had caused the problem. At the same time, the Council was advised by the 'Save Our Forests' campaign that 90 mahogany gums and 10 pink flowering gums - apparently, half the number of trees that the Council had requested - had been despatched from Melbourne.



On 17 August 1983, *The Gazette* announced that the 'Railway Station is no more'. The station had been left vacant since the railway line closed and, despite pleas for Vicrail to lease it out, had remained empty and been vandalised. The windows had been smashed and the verandah had collapsed. In the previous week, the building had been bulldozed and taken away. *The Gazette* asked, 'Should we congratulate Vicrail for living up to its "hopeless image" in this instance or should we send them a bereavement card for allowing this to happen'.



At the Port Fairy Supreme Court Sitting in November 1891, Murdoch McLeod pleaded guilty to a charge of bigamy in having married Catherine McKenzie while his wife was still alive. Catherine told the court that she knew McLeod's wife was not dead when she married him. However, she had done so in order to nurse his parents who had since died of influenza. The judge decided that the offence was a trivial one, given that Catherine understood her 'husband's' circumstances and had therefore not suffered any injury. McLeod was sentenced to one month's imprisonment with hard labour.



At a meeting of the Port Fairy Borough Council on 11 August 1976, Councillor J. W. Powling drew attention to the fact that a newly-erected sign for Barkly Street, at the corner of Bank and Barkly Streets, had once again been misspelled 'Barclay' rather than 'Barkly'. He pointed out that the street had been named in 1858 after the Governor of the Colony of Victoria, Sir Henry Barkly K.C.B. (Over forty years on it still seems impossible to have this error corrected.)



At about 7.30pm on Thursday, 28 February 1884, a 'cannonade' was heard coming from the battery. It is said that an old lady rushed into the street to discover the reason for the row and was told by a mischievous person that the Russians had arrived. In the words of *The Gazette*, she thereupon 'evoked a few anathemas on the heads of the foreigners'. The true source of the noise was some members of the Artillery Corps firing off a number of rounds for their amusement.



The Council Minutes for 6 December 1871 record an enquiry from Mr. H. Lane, asking the Council's opinion on an acceptable location for the Volunteer Band to perform on Wednesday evenings. The response was that 'either end of Sackville Street would be a suitable place'. A search of the Council Minutes going back to 1865, conducted by G. H. Green in 1967, failed to discover an earlier reference to the Band. At that time it was concluded that the Band must have been in existence for some time prior to December 1871 in order for it to have reached the point where it could perform in public.

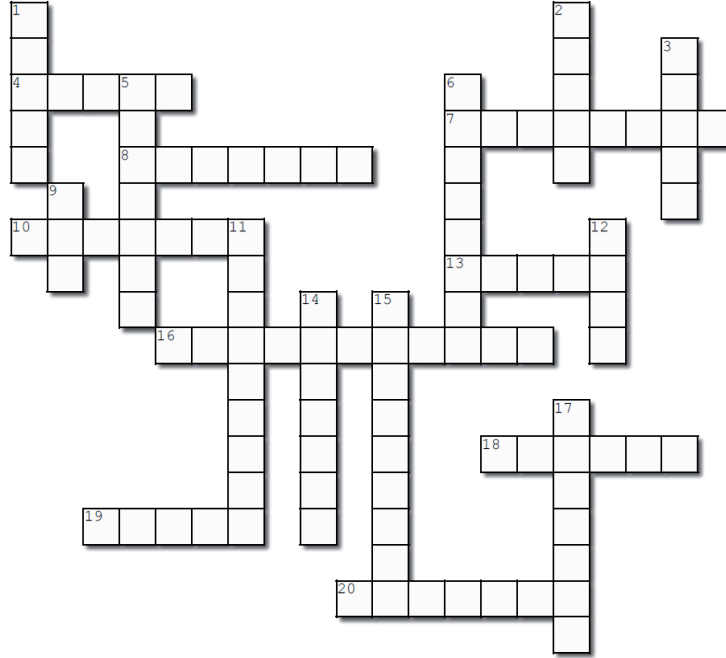


Less than a week after the *Gazette* had commented on the slowness of trains between Warrnambool and Port Fairy, on 26 November 1945 the newspaper was able to advise its readers that a new timetable was printed in that day's advertising columns and was due to come in to force on 3 December. This contained the startling news that, on Mondays, Wednesdays and Fridays, the journey from Port Fairy to Warrnambool would take 62 minutes. However, on Tuesdays, Thursdays and Saturdays, it would take no less than 95 minutes! ❀❀❀❀

## The Streets of Port Fairy

Our heritage has been shaped and influenced over time by a number of factors not least of which are our pioneering families. We remember these families and key figures in the development of Port Fairy by paying tribute to their adventurous spirit and entrepreneurial ideas in many ways including naming our streets after them.

So your quest is to identify the following street names...



Created using the Crossword Maker on TheTeachersCorner.net

### Across

- 4.** Only street in town with a Japanese name which means abalone in Japanese
- 7.** The developer who seized the brief opportunity to buy 2,042 hectares freehold from the Crown to establish a township, Belfast
- 8.** The 'second settler at Port Fairy' and patriarch of an important squatting family
- 10.** A descendant of early settlers, solicitor, councillor, church secretary and author of 'Port Fairy The First Fifty Years'
- 13.** Printer, Councillor, Mayor and leader in civic movements who published an essay on Port Fairy in 1896
- 16.** An un-named alley which runs at the rear of Sackville Street (6,5)
- 18.** Mayor of Port Fairy, Hospital Administrator and founder of the Moyneyana festival
- 19.** The Governor of NSW who granted Atkinson, in 1843, the special survey of 2,042 hectares freehold to establish a township
- 20.** Originally known as Nagle Place

### Down

- 1.** Master of the Barque Socrates, wrecked in Port Fairy in 1843, and then a lighterman in Port Fairy
- 2.** Named in memory of the Wreck on East Beach still lying in the bay opposite this street
- 3.** Brothers who were store owners
- 5.** Named for the second Governor of Victoria but now misspelled
- 6.** A sea captain and whaler, formerly the Harbour Master for Melbourne, and one of the first settlers to take up land
- 9.** A merchant and squatter who established a business in 1839 and sold out to William Rutledge and Co. in 1843
- 11.** Marked as a track in the earliest (1840s) surveys of the town and named for the whaler who established a whaling station
- 12.** A Councillor from 1955 to 1964 and Mayor of Port Fairy in 1960
- 14.** Originally Market Street then renamed in 1910 in recognition of the sealer and whaler who visited Port Fairy in 1828
- 15.** Created for James Atkinson as part of his Special Survey, possibly named after famous Street in Dublin now known as O'Connell Street
- 17.** Administrator of the business interests of the Atkinson family from 1868

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