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Brief notes from President Angela Syme.

At the February Committee meeting various sub committees were organised and an Assistant Curator, Tony Hutchinson, and Assistant Curator, Margaret Collins were appointed. Graeme Kershaw was confirmed as Editor.

Lynda Tieman is making a major contribution to a virtual exhibition on Victoria Collections on the ss *Casino* – this should appear in the next few months. In the meantime there are thousands of historical photos from our collection and all over Victoria on the Victoria Collections' website.

Visitor numbers have increase over the same period from last year and have included many from overseas, especially from Europe.

Many of our members have opted to take up 3 yearly membership and the ability to pay by direct deposit has also been popular.

The Society is combining with the P.F. Branch of the National Trust to host a talk by Marten Syme on whaling in Port Fairy at the Court House on Saturday 21 May at 2 o'clock, followed by a walk to the site of the whaling station on Griffith Island. Cost \$2. This will be an event as part of the National Trust state wide Heritage Festival.

MEETING DATES

Tuesday 10 May 2016

Committee Meeting at 7 PM

General Meeting at 7.30 PM

No June Meeting

Tuesday 14 July

Luncheon Function

No August Meeting



At Our 54th Annual Pioneer Dinner - 23/04/2016



PORT FAIRY FOLK FESTIVAL 1977 TO 2016

March 11-14, 2016 saw a celebration of the 40th Port Fairy Folk Music Festival. It was a fitting tribute to Jamie McKew who retired as Festival Director after being a founding member at the first festival in 1977, a leading organiser of most of the early festivals, and Festival Director from 1992 when the Port Fairy committee took over responsibility for the festival. This historic material comes from "30 festivals on" published in 2006.



Jamie McKew in the 1970s

Young doctor Jamie McKew's childhood memories of happy seaside holidays with his music-loving grandparents, played an instrumental role in the choice of Port Fairy as the venue for the Geelong Folk Club's first folk festival.

"The story really begins with my role in getting the defunct Geelong Folk Club going again in 1977. - - - We had been somewhat inspired by a very enjoyable National Folk Festival held in Adelaide the previous Easter. - - - Why not run a festival? Looked easy and looked like lots of fun. - - -

Around August 1977 I looked up John Brophy at the Port Fairy Hospital where he was manager. The hospital committee ran the annual Moyneyana summer festival. We took a quick trip in John's 'ute' around possible sites and quickly selected the Community Centre, Band Rotunda area at the Gardens, and the Drill Hall. - - - John would organise the venues and the small hospital committee would help."

Port Fairy Folk Festival

— Irish and Australian Tradition —

December 2, 3 & 4, 1977

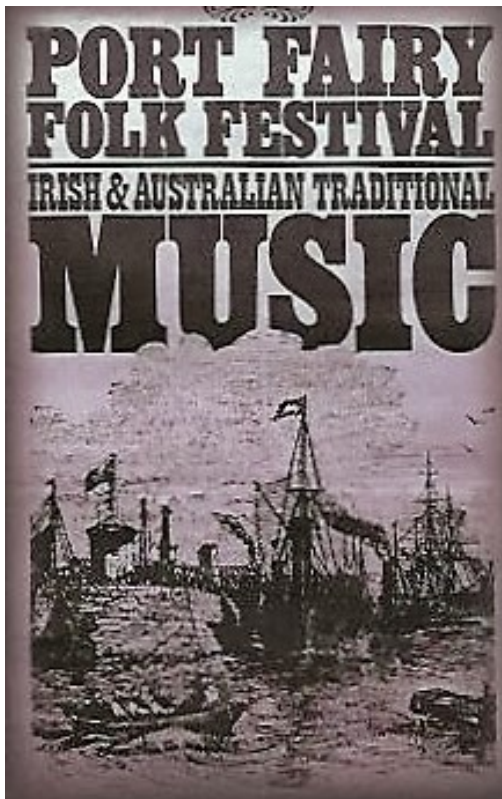
THIS WEEKEND TICKET ENTITLES ENTRY TO :

Concert/Workshop: Community Centre Theatre
3.00 p.m. Saturday 3rd.

Ceilidhe: The Drill Hall 8.00 p.m. Saturday 3rd

TO ENSURE ENTRY, YOU MUST PRESENT THIS TICKET BEFORE 8.30 p.m.
WHEN SPARE DANCE TICKETS WILL GO ON SALE.

Weekend Ticket \$4.00



The poster designed for the first festival and used until 2005.

PORT FAIRY FOLK FESTIVAL PROGRAM 1977

Friday – A local ball is being held at the Drill Hall and there will be a reception area close by. Music commences when it will!

Saturday – 9-12 Irish breakfast, street stalls, Irish dancing, sightseeing etc.
12.30 p.m. Shanty and Sea Songs: At the Wharf.

3 p.m. – Irish Workshop hosted by DECLAN AFFLEY; at Community Centre.
8 p.m. Ceilidhe: at the Drill Hall with TIPLERS ALL and others.

Sunday – THE GARDENS CAMPING GROUND OVAL.

10 a.m. (For the energetic) Gaelic Football, spud throwing, sheaf tossing etc.
1 p.m. OPEN AIR CONCERT – All welcome.

Accommodation:

- Large, comfortable camping area.- Hotels, motels, caravan sites and youth hostel. But book early. For further information contact John Brophy.

Tucker: Barbecues will operate at festival site on Saturday night and Sunday. In addition counter lunches and teas are available from the five local pubs and there is a take-away shop and a restaurant.

What'll it cost:

Weekend tickets: \$4.00 which admits you to the ceilidhe and the Irish workshop. If any weekend tickets are unsold, separate admission is \$3.00 (ceilidhe) and \$2.00 (Irish workshop). There are only 400 tickets to avoid crowding at the dance so get yours early! All other functions are FREE for all.

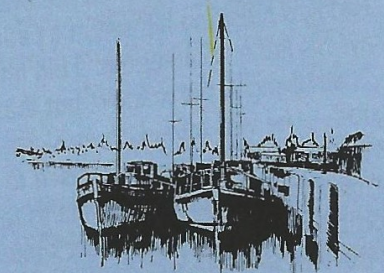
Camping:

Small tents (2-3 man) \$1.50.

Larger tents \$3.00

Caravans

(with power) \$6.00





Open air concert at Port Fairy Gardens at the first festival in December 1977. The trailer stage was supplied by Haylock's Transport.

(Photograph copied from the 2016 Program Book)



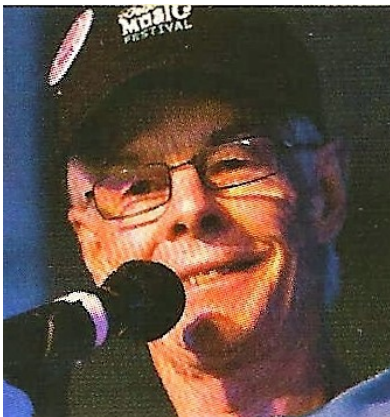
Jamie McKew in the 1990s

After the 15th Festival in 1991

Quoting former festival committee member John Ploenges: "The festival had grown slowly for the previous 10 years but had now stagnated. Geelong announced that the festival had "run its race" and was no longer financially viable. Jamie had not been part of the Geelong club for some years and this looked like the end of the festival. From March to June 1991 a core group of the Port Fairy sub-committee recruited other personnel to form a new committee of 15. Jamie McKew was also recruited as musical director and we set up as a sub-committee of the council."

[When councils were amalgamated in 1994 the committee became a separate incorporated association, removing the formal connection to the council.]

THROUGH TO 2016—SOME IMAGES FROM THE PROGRAM BOOK



Jamie McKew, 2016



Eight large concert venues in the Festival Arena



The audience in Stage 3



Outside at night

PIONEER SERIES

JOHN JOSEPH THOMAS COOPER

A young man visited Port Fairy recently and was looking for information on his great grandfather, John Joseph Thomas Cooper. This is, in part, what I found. If you have more information on this family we would love to hear about it.

Lyn Brown - Archivist

Frederick Cooper, a weaver from Somerset, his wife Mary Ann (Dixon), and three children, Elizabeth, age 6, Emily, age 3, and John, age 1, arrived in Victoria in December 1852 aboard the "Bombay". They had five more children in Belfast / Port Fairy, although one died in infancy. Mary Ann died in 1869 possibly after the birth of the last child and Frederick died in 1880, aged 63. Both Mary Ann and Frederick are buried in the Port Fairy Cemetery.

In 1882, John Joseph Thomas Cooper, son of Frederick and Mary Ann, married Susan Ann McDaniel, the daughter of Patrick McDaniel and Lavinia Ann Craig, at St John's Church of England. They had three sons, Cecil, Leslie, and Ernest, all born in Port Fairy whilst Andrew, their fourth son was born in Queenscliff. However, Susan Ann Cooper died in Geelong Hospital in 1899, age 48.

In 1902, John married Annie Louise Webb, daughter of William Webb and Elizabeth Jane (Francis), again at St John's Church of England. They had five children, the first being born in Queenscliff, the next three in Port Fairy and Geoffrey, the youngest, was born in Williamstown.

In the early birth registrations, John Joseph Thomas Cooper was listed as a storeman, harbour official, and assistant lighthouse keeper. In 1892/1893 he became the Superintendent of life-boats at Queenscliff for twelve years before returning to Port Fairy, probably in late 1905, early 1906, as a lighthouse keeper. A paragraph in the Port Fairy Gazette of August 1912 states that "Mr J.T. Cooper, lighthouse keeper at Griffiths Island for the past six years, will leave next month (on the 19th) for Warrnambool to take charge of the lighthouse there."

This account was written by a close relative of Joyce Louise Matthews, nee Cooper. Joyce was the third child of John Joseph Thomas Cooper and Annie Louise Webb. She died in 2008.

"Joyce was the granddaughter of William Webb, founder of Webb Windmills, and Mayor of Port Fairy for many years. His daughter, Annie Louise married John Joseph Thomas Cooper, who became the lighthouse keeper on Griffiths Island at Port Fairy. John Cooper had been previously married and had four sons by that marriage. Annie gave birth to Floris, Jack, then her daughter Joyce Louise was born, followed by Gladys and later Geoffrey.

Joyce was born on Griffiths Island on 22 January 1910. She spent her childhood on the island, living there for a number of years. She recalls they lived a very private life. There were two quite large houses for the keepers, but the children were not allowed to mix with the family of the other house. Joyce thinks her mother may have regarded herself as a cut above the common as her father, "The Mayor" was very wealthy and had a large house called "The Moyne", overlooking the river, but there may well have been other reasons. Her mother does not figure greatly in her early memories, and seems to have been a hard woman whereas she was close to her father.



Lighthouse Keepers' cottages

Her father rowed the children to the mainland to school but it was still a decent walk and she recalls always being late, and having to stand up in school because of it. She remembers her father with great affection, helping him to unfurl the flags at the lighthouse, and when she developed polio at age 5 or 6, it was her father who massaged her legs and learned her exercises. He made a long pram to wheel her around.

The boat which took supplies out to the island was skippered by her half brother, Ernie Cooper. Two of her half brothers joined the British Navy. Her father was English and all the children spoke with an English accent. *(Her father left England at the age of 1 and her mother was born in Belfast / Port Fairy.)*



They kept a cow and a cat, both of which frequently swam to the mainland and had to be towed or carried back. She was told there was quicksand on the island and recalls places they were not allowed to go. There were muttonbirds everywhere, but doesn't recall ever eating them. The brown sugar was delivered in large blocks from which you cut bits off. She never saw white sugar and can't remember what they did about meat as they didn't keep sheep.

A few years ago, we visited the site of the two houses and she could quite easily identify the foundations, recalling that the washhouse had blue and white tiles on the floor. Her mother had a large garden and she remembered the red geraniums that were still growing on Griffiths Island. She was able to point out the little nook cut into the rocks where her father moored his boat.”

OBITUARY

Port Fairy Gazette 25.03.1918

Mr J.J.T. Cooper, formerly lighthouse-keeper at Griffiths Island, Port Fairy, died on Saturday afternoon last. Deceased had been a sufferer for a long time past, but passed peacefully away as stated above. He was twice married, his widow being a daughter of Mr William Webb, Port Fairy. The deceased gentleman was born at Yeovil, Somerset, England and came to Victoria with his parents whilst an infant.

He entered the public service in 1883 as assistant pilot with the late Pilot Clarke. He was appointed Superintendent of life-boats at Queenscliff in 1892, and held that position for 13 years, being afterwards transferred to the lighthouse service doing duty at Queenscliff, Port Fairy, Cape Nelson, Warrnambool, Williamstown, and Port Albert. His health began to fail about twelve months ago.

He returned to Port Fairy with his family in February last and was confined to his bed the whole of that time. The late Mr Cooper was held in high esteem by all those who had dealings with him. There are nine children, and of the five adult sons, one is on active service. The remains were interred in the local cemetery yesterday afternoon, Rev W. Jessop reading the burial service. Messrs Guyett and Sons were the undertakers.



John J.T. Cooper was listed as age 1 on the shipping records in late 1852. He would have to be born in Victoria for him to be born in 1855 and there is no record of that. On his marriage certificates he is listed as being born in England. On his death registration he is listed as age 62 but in reality would have been 67. Birth records and age did not have the significance they have today and people did not always remember when they were born.

FROM OUR FILES

ORIGIN OF PORT FAIRY by Noel Learmonth.

1. From Earle's History of Port Fairy

On the morn of April 25th 1810, the white wings of the "FAIRY" cutter were observed by the natives to glide into and rest inside the "patches" of the Port Fairy Bay. From the date mentioned the history of Port Fairy commences, for until that auspicious morning this portion of Australia had been TERRA INCONITO to the white man. The locality as seen then by James Wishart and his crew of two A B's gave the sturdy old seaman a favourable impression etc.

2. From Miss Mills in her book—"Why should their honour fade".

In 1810, Captain Wishart sailed into Portland Bay seeking shelter from a storm. Crossing a bar he sailed up the Moyne River. The place so delighted him that he named it Port Fairy after his graceful little cutter "Fairy".

3. Origin of Port Fairy

Contributed to "Warrnambool Standard" and copied into Portland Guardian September 11, 1893.

Between Grant 1802 and Wishart 1827, a hiatus occurs, but whalers and sealers were sculling about all the nooks and corners of the Victorian seaboard and Van Diemens Land. However in 1827, Jimmy Wishart, an Aberdonian engaged in sealing anchored in Port Fairy which he named after his cutter the "FAIRY".

The above can I believe be accepted as correct, at all events from Wishart in 1827, and I have not seen any verified records that can fill the gap between 1802 and 1827.

4. Old Port Fairy

Portland Guardian 25/2/1898 from Warrnambool Standard. From a letter written to Earle from Hugh Donnelly of Laang, (Donnelly one of Port Fairy's oldest settlers born 1821).

You move my memory back to 1836 when a boy of 15 with my dearest friends and protectors on the Island, the Mills. I know of no living persons of the present day who can give as much personal knowledge of the Port as Myself. The first whaling in Port Fairy was 1836 by Mills Bros and Tom Clark, a three-boat party with John Mills in charge. Campbell was whaling in Portland—Dutton, Tomlin and Campbell. In 1837 Campbell took charge of the Island (probably Griffiths Island), Mills Bros being in Portland. Henty started whaling in 1837, J. Mills being in charge. In the later part of 1843 I piloted the first sailing vessel that ever entered the Moyne River, this being a pleasure boat the "Victoria" belonging to Henry Griffiths. The baptism of the bay none of us can describe between Armstrong and Wishart; both took credit for the baptism.

In 1836 a cutter was seen at anchor in the bay. Pulling off to her, I met J. Mills and Captain Armstrong, the later's own words being "He had not been in the bay since 1810". As for there being a settlement in Port Fairy before 1836, that is not correct. In 1835 a Hobart Town party came with the intention of whaling but only remained three days. The first white man born in Port Fairy is still in the flesh—John Nelson McCann, one time member for Geelong.

5. From the Portland Mercury Nov. 30, 1842.

A party of Portland fishermen returned from Julia Percy Island and reported that there were two graves on top of the cliffs. One was marked with a ship's cask and bore the lettering "W. Hardman, 25th December 1828".

The same paper on 22nd February 1843 gave an account of Hardman's death as follows:- Having lately heard several surmises respecting the origin of the name Port Fairy, we beg to call to the recollection of our readers a paragraph which appeared in this journal 30th November, headed the Lady Julia Percy Island stating that two graves had been recently discovered there, one of them bearing the short epitaph "Wm Hardman 25 December 1828" written on the head of the cask. This paragraph was copied into Port Phillip Patriot and attracted the attention of a gentleman resident in Melbourne who was present at the internment, and who has related the following on the correctness of which, the utmost reliance may be placed. "About 14 years since a small vessel the "Fairy", Captain Wishart, left Hobart on a sealing voyage to the south-coast of New Holland. At King Island they picked up a sealer who wanted to be landed on the shore. Thus Wm Hardman came aboard. They called at several places on the coast none of which suited Hardman, but at one, seven escaped convicts were captured and taken on the vessel with the intention of delivering them to the authorities on returning to Van Diemen's Land. Nearing Portland Bay. Hardman became ill and was landed on Julia Percy Island while the Fairy's crew hunted seals. During the week the invalid became worse and he died on Christmas Day, and was buried on the island, and the inscription written on the end of a ship's cask. In the meantime some of the convicts seized one of the ship's boats and escaped towards the mainland. Immediately their flight was discovered another boat manned by portion of the crew was dispatched in pursuit, and after pulling along the shore for a considerable distance, the later sighted a small cove into which they entered and remained a day. Despairing of capturing the object of their pursuit they returned to their vessel after naming the cove "Port Fairy". It was learned that the other grave was that of a sealer who died in 1822".

So here we have five different accounts of the origin of Port Fairy.

Earle and Miss Mills both stated that Wishart sailed into and named Port Fairy in 1810, but neither of them gave any reference where their information came from, probably Miss Mills took hers from Earle's much earlier work. In 1928 I tried to find definite documentary evidence concerning this supposed date, 25 April 1810, but I ran into a dead end.

The late Mr S. T. Avery informed me that the information came from the late Mr Earle in old Tasmanian newspapers. Again no dates and no Paper names, anyway there were no Tasmanian newspapers at that date, the first being the Hobart Town Gazette 1816. The editor of the Port Fairy Gazette informed me in 1928, "The story of Wishart's arrival here in 1810 was set out in a notebook kept by a man named Schultz, one of the two men who accompanied Captain Wishart from Tasmania when he sailed into the bay in his vessel named the "Fairy". The three men who conducted whaling pursuits built their hut on the hummocks where Battery Hill is situated. Aborigines raided the huts and carried away all the men's belongings including Schultz's notebook, but this afterwards came into the possession of Captain Mills. The later's belongings, including a chart and a piece of a mahogany ship, were in recent years shown to us by the late Mr T. C. Yockin, formerly of Yambuk and Pomerneit." Then on receipt of the above, I set out on the trail of the Yockins family but lost it in Western Australia.

One significant point in the editor's account is that in the relics shown by Yockins, no mention is made of the important notebook. Had this been produced it would have settled the whole question.

The writers to the Warrnambool Standard, September 1893 and February 1898, add to the doubt about Wishart in April 1810. In 1893 the writer to the "Standard" (I have not his name) says:- "Between Grant 1802 (he should have said 1800) and Wishart 1827, a hiatus occurs, I have not seen any verified record that can fill the gap between 1802 and 1827". He is supported by the late Hugh Donnelly, an authority on early Port Fairy who writes, -"As for there being a settlement in Port Fairy before 1836, that is not correct".

To Sum Up:-

We have an authentic documentary account by an eyewitness, the man who was at the burial of Wm Hardman in 1828, - "They returned to the vessel after naming the cove Port Fairy". If Wishart had already named the spot Port Fairy in 1810 a second christening in 1828 would be quite unnecessary.

James Grant Naval Lieutenant 1772—1833

From Museum Victoria Collections

James Grant was born in Morayshire, Scotland, in 1772. In 1793, at the age of 20, he entered the navy as a captain's servant, and within a year had become midshipman and then master's mate.

Within seven years he was appointed to command the *Lady Nelson* and became a lieutenant. The *Lady Nelson* was designed as a surveying ship, and it was intended that it should be sailed to Australia and handed over to Matthew Flinders. Grant himself was to be transferred to another ship, the *Supply*. By the time he reached Sydney, however, Flinders had left for England and the *Supply* had been condemned.

It therefore fell to Grant to undertake the surveying work himself. He and several colleagues, including an assistant surveyor, surveyed Bass Strait from March to May 1801. Blake (1977) dates his arrival in Portland Bay to 7 December 1800. Grant was later named as Portland's 'discoverer' in 1800 on a medal issued in 1934 to mark the centenary of the settlement of Portland.

From: **Learmonth, Noel Fulford (1880–1970)**

by Jennifer Strauss

Australian Dictionary of Biography, Volume 15, (MUP), 2000

Noel Fulford Learmonth (1880-1970), farmer, naturalist and local historian, was born on 22 February 1880 at Ettrick, the family property near Tyrendarra, Victoria. - - -

Throughout his life Learmonth developed his skills as a naturalist and local historian. - - -

Learmonth's first full-scale historical project had been *The Portland Bay Settlement* (1934), prepared to mark Portland's centenary.

Following his retirement to that city in 1952, his responses to various requests for local histories included *The Story of St Stephens* (1956), *The Story of a Port* (1960) and *Portland 1800 to 1920* (1966). His final book, *Four Towns and a Survey* (1970), included studies of several local towns, first published in the *Portland Guardian*, and an account of his time on the Mildura railway survey.

His pioneering work, meticulously detailed and lucidly written, was recognized by life membership of the Melbourne Anglican Diocesan Historical Society and a fellowship (1962) of the Royal Historical Society of Victoria. - - -

BELFAST GAZETTE 1866

4 May 1866

SIXTH ANNUAL REPORT OF THE BELFAST MECHANICS INSTITUTION

Your Committee has much pleasure in referring, in the first place, to the fact of the new building in Sackville-street, having been open to subscribers in July last. The total cost of the building, including the alterations and additions alluded to in last year's report, amounted to £351 14s 7d., leaving about £130 to be provided for by your committee. A scheme had been matured whereby this amount was to be taken up in interest bearing debentures, by persons interested in the success of the institution, but at a public meeting of subscribers, to which this scheme was submitted, three gentlemen came forward with an offer to collect the amount by donations, and the deficit was eventually made good through the exertions of Messrs. Bayly, Haynes, and Capt. Mills. A balance of about £8 now remaining due to the hon. Treasurer Mr. Bayly.

Your Committee has also to report that considerable additions have been made to the stock of books in the Library during the past year, and that in addition to the list of magazines enumerated in last report, those interesting publications *Temple Bar*, *London Society* and *Westminster Review* have been ordered from London and have been regularly received since September last.

BELFAST HOSPITAL.—The committee of the Belfast Hospital thankfully acknowledge the receipt of a quarter-chest of tea from Mr. Brown, family grocer, Bank-street.

BOTANICAL GARDENS.—We have been requested to notify that the Curator of the Botanical Gardens is about to lay poison for the destruction of native cats, whose ravages in the Gardens are becoming extensive. Parties visiting the Gardens should be careful not to allow their dogs to accompany them.

[“Native Cats” were probably Eastern Quolls, common in this district at the time, now extinct on the mainland.]

THE STEAMER “BARWON”.—Among the many fine vessels which have recently visited this port the steamer *Barwon*, is one of the most commodious and handsome. The vessel has been chartered by Messrs. Wm. Bateman and Co. and sails for Sydney and Newcastle this day. The fact that distant markets are being supplied direct from this port speaks volumes for the energy of our merchants, and wears a hopeful aspect for the district, as our farmers are ensured the highest rates for their produce.

11 May 1866

NON-PAYMENT OF GOVERNMENT SERVANTS.—We are surprised to learn that notwithstanding the resumption of payments by the Government, the police force of this district are still without pay, no salaries having been received since February Inst.

RE THE ESTATE OF W. RUTLEDGE, AND CO.—In the proceedings of the Geelong insolvency court on Monday last, we notice that His Honour Sir Gorge Stephen, commissioner, appointed Saturday next, the 12th instant, for a preliminary meeting to consider an offer of composition in the estates of Wm. Rutledge and Co., and of William Rutledge (private estate). The offer of composition referred to, we understand, is one made by the late firm of paying all creditors 17s 6d in the pound, on condition of the estate being withdrawn from the jurisdiction of the Insolvency Court. The fact of the estate being able to pay so large a dividend, after the loss of many thousands of pounds in years of litigation, and the sacrifice of an immense amount of property in forced sales, proves conclusively that had forbearance been exercised no creditor would have lost a single fraction through the firm, the compulsory stoppage of which, has retarded the progress of this district for years.

[The 18 May report of this meeting shows the offer as 10s in the pound spread over 3 years.]

THE VOLUNTEER MOVEMENT.—A volunteer company is to be again raised in this town and another in Warrnambool. The preliminary steps for forming a company in this place; a public meeting being called for this evening at eight o'clock in the Council Chambers.

1 June 1866

RESIGNATION OF THE MAYOR.—In the report of the proceedings of the Borough Council, it will be seen that R. H. Woodward Esq., the respected Mayor of the Borough of Belfast, has resigned his office.

WATER SUPPLY.—In answer to a question last week, we have to state, in reference to Mr. Christopherson's letter, that it announced he would either visit the town himself or send an organiser to make a survey for a water supply to the town.

8 June 1866 LATEST TELEGRAMS

A cabman, cab and horse were found in the Yarra yesterday. At the inquest today no evidence was forthcoming to show how they got there. The jury returned verdict of “Found drowned.”

15 June 1866

TOTAL ABSTINENCE.—A lecture - - - was delivered on Tuesday night in the Temperance Hall by Mr. J Merson, a temperance lecturer of colonial reputation. - - - Mr Merson dwelt particularly on the evils resulting from the use of intoxicating drinks, and especially instancing that an immense waste of human food took place every year in brewing and distillation. - - -

22 June 1866

SPARROWS FOR TOWER HILL.— - - It is only too well known the great difficulty experienced in this district in growing several kinds of cereals, but more especially barley, in consequence of the ravages of caterpillar. - - - A large number of sparrows is about to be sent from Vienna to the Acclimatisation Society in Melbourne for propagation in the colony, in order to destroy the caterpillars, - - -

Port Fairy Gazette 1966

Monday 30 May 1966

Removal of Sand to be Prohibited

- - - the sand drift at the intersection of James street and Ocean Drive is a problem which has caused a nuisance over the past years. It is suggested that council should prohibit the removal of sand from this area and that the gap in the sand dune at this point be allowed to close. The sand could then be stabilised and the drift of sand reduced to a minimum. - - -

Monday 6 June 1966

Port Fairy Should Press Its Claims For Industry

In a recent statement the State Country Party Leader, Mr Moss, called for greater development of the Western District and cited several towns specifically where secondary industries might be established.

No mention, however, was made of Port Fairy. While the Borough is now starting to boom as a tourist centre and it seems certain that the numbers will increase appreciably as the years go by, efforts should also be made to attract industry to the town. Whilst Glaxo-Allenburys factory at Port Fairy North has been responsible for providing a great number of residents with employment under excellent conditions, even one or two industries, and small ones at that, would give employment, especially to the young people leaving school. If the State is to progress with balanced development, more decentralized industry is urgently needed. - - -

NEW ROAD — “A MUST”

Port Fairy, and what it has to offer is too often overlooked by persons who by-pass the town when travelling via the Princes' Highway.

A high priority should be given to the building of the road from Port Fairy East to Killarney. This would provide the means of bringing many people to the town who would otherwise have passed us by.

Thursday 16 June 1966

OPENING OF TV TRANSLATOR ON SATURDAY

With the object of getting people in this part of the Western District better TV viewing the new translator station (BTV-9) will be officially opened at 8.20 p.m. on Saturday night June 18.

It had been previously advertised that the show would start at 9.10 but this has been set back to allow more local artists to perform in a 2 hour show compered by Eric Gracie. The program should be of particular interest to residents of Port Fairy as it includes items by the Port Fairy Citizens' Band.

Monday 20 June 1966

GLAXO'S WORLD WIDE ACTIVITIES OUTLINED AT SOCIAL CLUB DINNER

Glaxo Social Club's annual dinner held in the RSL Hall on Wednesday night was attended by more than 100 members and their wives.

It was a most enjoyable function and the catering was carried out by the Port Fairy C.W.S.G., who did an excellent job. - - -

In proposing the toast of “The Company” Mr Don Irwin said the Social Club was most appreciative of the wonderful assistance that the club had received from the company. In particular he wished to tender his thanks to Mr H. W. Grist, manager of the factory at Port Fairy. - - -

IMPROVED MAIL SERVICES

Mr Malcolm Fraser, Minister for the Army, and Federal M.H.R for Wannan has advised that arrangements have been made to improve the mail circulation to and from townships and householders situated between Port Fairy and Portland as from July 1, 1966.

The new service will operate from Port Fairy to Portland after arrival of the Melbourne line mails and then return to Port Fairy in time to connect with the afternoon train to Melbourne, thus persons residing between Port Fairy and Portland will have an opportunity to reply to correspondence on the day of receipt.

Monday 27 June 1966

Plans being prepared for sewerage Tenders could be called next February

- - - Plan compilation is in progress and as soon as this work has been completed the detailed design will proceed. Some survey work has yet to be done on the outskirts of Port Fairy, but this will not interfere with the design process. - - -

- - - the waste from all taps, except garden taps must be connected to the sewerage scheme. Whilst waste from sinks, baths etc, may not be as heavily polluted as that from toilets, they did contribute to the fouling of the land and the street drains. - - -

DAYLIGHT SAVING MOVE OPPOSED

In expressing his opposition to a move to introduce “Daylight Saving”, Cr L Shanley commented at Friday's Belfast Shire Council: “If the city workers want to start earlier, let them. But leave the clock alone.” - - -

As far as country people were concerned, he did not think the farming community would favour such a measure and country school children would be faced with earlier rising to attend schools some distance from their homes. - - - Cr Primmer said that “Daylight Saving” was of no advantage to the farming community which already had to rise early.

Port Fairy Gazette 1916

8 May 1916

To the Belfast Shire Council.

A letter from the Australian Natives' Association asked that signatures be obtained to a petition to be presented to the Federal Parliament this month urging that a Compulsory Military Services Bill be at once passed. The president said this was a matter they should deal with as it was a waste of time and money sending trains and men out recruiting. Compulsory enlistment should have been the law twelve months ago, when there would not have been half the expense and the war would be over by now. There were men at the front who should not be there and men here who should be over there. [Extended debate followed.]

For background see the National Archives Fact Sheet opposite.

Diamond Jubilee of St. John's Church

High Festival has been held during the past week by members of the Anglican Community in Port Fairy, who have been suitably commemorating the 60th anniversary of their dedication of their beautiful old church.

15 May 2016

Yabuk Butter Factory Company.—At an extraordinary meeting of Shareholders in the above, held last Saturday night at the factory, it was resolved that the company do not go into liquidation, but that the factory be retained for a couple of years. If a favourable opportunity offers, and support is forthcoming the factory will be opened later on. There were 15 shareholders present, Mr M. Carroll (chairman of directors) presiding.

TRUNK LINK TELEPHONE CHARGES.—The charges for trunk line telephone conversations have been increased and subscribers will now be called upon to pay exactly double the amount previously charged. The new charges have been calculated on a radius basis, and in the cases of exchanges not directly connected the charges are excessively high. The increased charges will seriously affect many business men, and will not help to increase the revenue as anticipated by the Federal Cabinet.

SOLDIERS' SEPARATION

MONEY.—It seems that when a soldier makes arrangements for his wife to secure a proportion of his pay the amount must not be augmented by the wife through any extra effort to make her lot and that of her children more comfortable. We have been informed of a case in Camperdown where the wife of a soldier who had been supplementing her separation allowance by needlework had been notified that the department cannot entertain the idea.

TREE PLANTING.—From "The Bulletin"—John Currie of Lara, in the Western district, is the timber authority of the Lismore plains. In 1872 there were only four trees in his neighbourhood. Now on four Currie stations there are 1200 acres planted with mostly Australian timber.

WANDERING DOGS.—The recent decision of the Hamilton Borough Council to rid the streets of wandering dogs was, on Wednesday morning given effect to by an early raid, which resulted in over a dozen dogs being captured. The majority of these were fox terriers. Those who have a penchant for sporting dogs should not allow their canine pets to wander in the streets. The captured animals were impounded, and were offered for sale. A few brought in a couple of shillings and the others were destroyed. If similar action was ordered in the Port Fairy borough and Belfast shire a great number of vagrant dogs would have to be destroyed also, as the curs would be disowned by the persons who now harbor them.

5 June 1916

TELEPHONE RATES.—The new telephone rates are as follows:—Not exceeding ten miles, first three minutes, 2d; exceeding ten mile; but under 20 miles, first three minutes, 4d, additional three minutes, 4d; 20 miles and not exceeding 30, first three minutes, 6d, additional three-minutes, 6d; 30 miles and not exceeding 50 miles, first three minutes, 8d, additional three minutes, 6d; 50 miles and not exceeding 75 miles, first three minutes, 1s; second three minutes, 9d; 75 miles and not exceeding 100, first three minutes, 1s 4d, second three min, 1s; 100 miles and not exceeding 150, first three minutes, 1s 10d; ---

The Latest War News.

REUTER'S CABLES,
London, Friday.—A naval battle occurred off Jutland on Wednesday afternoon. A German communiqué admits the loss of the light cruiser, Wiesbaden, and the battleship, Pommern, which was torpedoed. Some torpedo boats returned. The cruiser, Franenlob is missing.
London, Friday.—The British have lost the battlecruisers, Queen Mary, Indefatigable, Invincible, and the cruisers, Defence, Black Prince, and five destroyers.

MOTOR ACCIDENT NEAR MACARTHUR.—Mr Hickling, Manager of the Caramut North Estate, was motoring on Wednesday evening, in company with Mr Norman Whitehead, of Wurroit Estate, Hawkesdale, to Macarthur, when he was thrown violently on to the roadway through the car coming into contact with a large stone. His skull was fractured, and he is now lying unconscious at Ripponhurst homestead.

FISHING.—The supplying of barracouta to the Portland freezing works is affording profitable employment to our fishermen, who, being favoured with fine weather, have made some large catches. The works first made a trial of some 150 baskets, and the result evidently proved satisfactory, as fish are now being taken in unlimited quantities. The price paid for the fish is 2s 6d per basket of 16 fish, uncleaned. Just now, when 'couta are going into the Melbourne market freely from Queenscliff, it is a good thing for our fishermen to be able to dispose of their catches locally.—Observer

KILLARNEY.

A much needed change from dry weather conditions occurred on Friday evening when rain set in, and continued for the greater part of the night, about 40 points being registered. Rain fell again last night, with prospects of more following. A heavy fall is required, the soil being exceptionally dry, making the work of cultivating difficult. Onion sowing is much later this year, very few being sown yet. At this period last season a good area was above ground. The reason for sowing later is because of the trouble growers had last season with the early crops running to seed, making the work of grading difficult. ---

Conscription for Overseas Service was a major issue through 1916 and 1917.

This material is from a National Archives of Australia FACT SHEET

Australian voters were asked in October 1916, and again in December 1917, to vote on the issue of conscription. Universal military training for Australian men aged 18 to 60 had been compulsory since 1911. The referendums, if carried, would have extended this requirement to service overseas.

The 1916 referendum

Australian troops fighting overseas in World War I enlisted voluntarily. As the enormity of Australian casualties on the Western Front became known in Australia and no quick end to the war seemed likely the number of men volunteering fell steadily. There was sustained British pressure on the Australian Government to ensure that its divisions were not depleted: in 1916 it was argued that Australia needed to provide reinforcements of 5500 men per month to maintain its forces overseas at operational level. With advertising campaigns not achieving recruiting targets, Prime Minister Hughes decided to ask the people in a referendum if they would agree to a proposal requiring men undergoing compulsory training to serve overseas. The referendum of 28 October 1916 asked Australians:

Are you in favour of the Government having, in this grave emergency, the same compulsory powers over citizens in regard to requiring their military service, for the term of this War, outside the Commonwealth, as it now has in regard to military service within the Commonwealth?

The referendum was defeated with 1,087,557 in favour and 1,160,033 against.

The 1917 referendum

In 1917 Britain sought a sixth Australian division for active service. Australia had to provide 7000 men per month to meet this request. Volunteer recruitment continued to lag and on 20 December 1917 Prime Minister Hughes put a second referendum to the Australian people. The referendum asked:

Are you in favour of the proposal of the Commonwealth Government for reinforcing the Commonwealth Forces overseas?'

Hughes' proposal was that voluntary enlistment should continue, but that any shortfall would be met by compulsory reinforcements of single men, widowers, and divorcees without dependents between 20 and 44 years, who would be called up by ballot. The referendum was defeated with 1,015,159 in favour and 1,181,747 against.

The conscription referenda were divisive politically, socially and within religious circles. Newspapers and magazines of the time demonstrate the concerns, arguments, and the passion of Australians in debating this issue. The decisive defeat of the second referendum closed the issue of conscription for the remainder of the war.

During the second world war the boundaries for service in Australia and its Territories were extended to the South West Pacific area in January 1943, but nearly all service outside Australian Territories was by volunteers. Conscription for overseas service was in place from 1965 for the Vietnam war.

EXTRA FROM JUNE 1966

16 June

SHORT SKIRTS ARE A REAL THREAT TO SAFETY

If by any chance you haven't noticed the scenery—and no full blooded Australian male around the cities could fail to—motorists now have another traffic hazard to cope with.

The slide 'em up a little . . . and be with the fashion girls . . . have been declared (and rightfully so) a road hazard and a danger to motorists and pedestrians alike. In England, Liverpool's Road Safety Officer - - - will raise the question of having short skirts recognised as a traffic hazard when he attends a National Road Safety Conference later this year. - - -

He said that accidents had been caused in his area by drivers taking their eyes off the road to stare at girls in skirts four inches or more above their knees.

And in Australia it's no better. And it's bound to get worse. Where we once had only Surfer's Paradise "Meter Maids" to contend with, we now find them rivalled by short skirted girls all over the country.

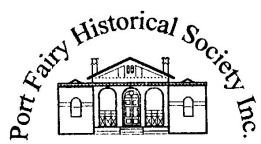
[A "tongue in cheek article" (I hope), could this sort of language be used in 2016?]

9 June

IT'S THOSE UMPIRES AGAIN

A couple of weeks ago, the "Gazette" had a few things to say about the standard of umpiring by the V.F.L. men in charge of Hampden League games.

Another Western District newspaper has now had a few things to say on the subject. From all accounts there is increasing dissatisfaction about many of the V.F.L. umpires and it appears that action must now be taken at top level to get some redress. Statements have been made that umpires have been instructed to keep the game "flowing". (Just what does that mean? The only thing that seems to be flowing in present day Australian rules games is the blood of the players, who suffer needless injury in congested play.) Umpires seem to be concerned about only a few rules, instead of imposing penalties for all breaches. May be the crowd like to enjoy the "Roman Holiday" provided by the players in the arena. Perhaps if they were on the receiving end of the short arm jolts, they might change their views. Anyway, one thing is certain. Until umpires are prepared to penalise for every infringement, we cannot expect to see Australian Rules with its beautiful long kicking and spectacular high marking, which were so much a feature of our great game in years gone by.



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PORT FAIRY POST