



Port Phillip Pioneers Group Inc.

A Member Society of the G.S.V. Inc.

A.C.N.: A0022862G

We look forward to your past



Volume 44 No. 4

NEWSLETTER

Aug-Sept 2021

No: 220



John Wood Fleming



Mary Watson Weir Fleming

Cr. John Wood Fleming.

Our Melbourne correspondent telegraphed on Sunday that Cr. John Wood Fleming, who died at his residence, West Brunswick, on Saturday morning, after a long illness, claimed to be the oldest Australian native in Victoria. He was born on June 1, 1837, on the bank of the Yarra. His parents came to Tasmania from Great Britain in 1833, when his father took up land on the Plenty River. Young Fleming had an experience with the Jeffrey's gang of bushrangers.

Observer (Adelaide, SA : 1905 - 1931) Sat 12 Apr 1919, p.14

Read more about 'The Grand Old Man of Brunswick Municipal Council', John Wood Fleming

- Article on page 4

PORT PHILLIP PIONEERS GROUP

Contact Details:

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VISIT OUR WEBSITE: www.portphillippioneersgroup.org.au

Group Report:

Hello members and friends,

The July hybrid meeting was a great success with lots of Zoomers and a few hall participants including the committee and helpers.

Bev and I attended the GSV Member Society Day on Zoom and it was most interesting. The Writers Group gave a presentation about writing your family history and why you should do so, called *Save your research from the tip!* So, on that note, Pioneer Profiles Volume 8 is now open for submissions so start writing. They also gave a talk on starting a Writers Group which sounded very interesting.

The GSV gave us the opportunity to make an online presentation, which Stuart did on 8 July. This will be in video format, and on both GSV and PPPG Websites.

As I am writing this, we are in lockdown again with covid surging. As a result of this, the September meeting is likely to be the same as July with restricted numbers in the hall. Please note the details on the back page for changes of the speaker and topic and watch the website or email for future developments.

Hoping to see you at a meeting soon.

Barb Hawkins
President

Welcome to the following Members

No	Member	Descended From	Details	Date	Ship or other means
1525	Lydia GONZALEZ	a) James John SPENDELOW b) Mary SPENDELOW nee PEDDER c) Frances EDWARDS nee SPENDELOW d) Colin EDWARDS	Arr. P.P.D. " " Married Geelong	09 August 1849 " " 25 December 1850	<i>Medway</i> " "
1526	Belinda Louise O'CONNELL - MILNER	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1527	Wendie Anne O'CONNELL	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1528	Shelby O'CONNELL - MILNER	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1529	Penelope O'CONNELL - MILNER	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1530	Jamie Peta O'CONNELL - SMALE	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1531	Callaghan O'CONNELL - MILNER	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1532	Madison O'CONNELL - SMALE	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1533	Ruby O'CONNELL - SULLIVAN	a) Mary STOKES	Arr. P.P.D.	10 July 1840	<i>Coromandel</i>
1534	Richard EVANS	a) James EVANS b) Mary CALLAGHAN c) James Henry EVANS	Arr. P.P.D. " born P.P.D.	13 December 1840 13 December 1840 13 September 1849	<i>Orient</i> "

Address at General meeting on 10 July 2021

Susie Zada – Convicts of Port Phillip

It is generally believed that there were no convicts transported to the Port Phillip District of New South Wales, now the State of Victoria. However, that is not the case, and historian, Susie Zada described the different groups of convicts who did arrive over time in the Port Phillip District and the various sites where convict settlements were initiated.

The British were aware of French vessels around the coast of Australia and several convict settlements were established to deter the French from claiming or occupying any land. The first convict settlement in the Port Phillip District was at Sullivan Bay, just inside the Heads of Port Phillip Bay. In October 1803 Lieutenant-Colonel David Collins arrived from England on HMS *Calcutta* with the transport ship *Ocean*. There were over 450 people on board, including 307 convicts, some with wives and children, and some marines. The convicts had skills which should have been of use in forging a new settlement, but this was a settlement doomed to fail, as there was no fresh water. In May 1804, Collins abandoned this site and moved to Van Diemen's Land where he established Hobart.

During the time at Sullivan Bay, fifteen convicts died, and several tried to escape. One of these was William Buckley, who worked his way around Port Phillip Bay, ending up near Queenscliff where he lived with the local aborigines for 32 years. Today, all that remains of the settlement at Sullivan Bay are a few graves.

The second convict settlement in the Port Phillip District was in Western Port Bay, a site chosen because the explorers Hume and Hovell had, following their overland trip in 1824 -1825, described the land surrounding the Bay as being grassy, with plenty of fresh water - perfect for a settlement. When the Brig *Dragon* and HMS *Fly* arrived in November 1826 from Sydney with convicts, troops and civilians, they found a timbered area with no water. A camp was set up at Settlement Point and across from it Fort Dumaesq was established on Phillip Island, but the settlement was abandoned in February 1828. To the embarrassment of William Hovell, who had joined this party, it was apparent that he and Hume had not reached Western Port Bay but had gone instead to Corio Bay.

Port Phillip Bay was the site of the third settlement. A shortage of grazing areas in Van Diemen's Land had led to the formation of the Port Phillip Association, and in 1835 sheep and goods were unloaded at Point Henry by members of this group. The Association knew about the fresh water river where Melbourne now sits, but it was a long trip up the Bay. They also knew there was fresh water at Geelong, but sandbanks prevented ships from getting into Corio Bay. Point Henry seemed the most convenient place. Meanwhile the New South Wales Government, upset by the events unfolding in the Port Phillip district, and realizing there was no stopping the situation, sent convict labourers to the area in what was called a Survey party. It was all to no avail however, because the lack of fresh water at Port Henry made it impossible. The best site of all, Melbourne, was finally settled.

In the Port Phillip District, the majority of labourers were convicts and about one thousand arrived between 1835 and 1849. Some arrived overland from Sydney with their masters. Others were convicts who had completed their sentences and had their Certificates of Freedom or various types of pardons and were allowed to move around.

A group of 1,727 young men and boys called 'Exiles' arrived between 1844 and 1849. They were prisoners who had already served some time in an English prison or hulk. They had not been sentenced to transportation, but in exchange for being transported to Port Phillip they were promised a pardon on their arrival, the only stipulation being that they had to remain in the district for the unexpired term of their sentence. They generally had been in Pentonville, Parkhurst and Millbank prisons, and the Port Phillip newspapers referred to them as 'Pentonvillains'. Most could read and write, with only a few committing further offences after their arrival. They were much sought after as shepherds and William Roadknight, for example, employed about 65 men on his Western District properties

Convicts who continued committing criminal acts after arriving in Australia could be sentenced to 'transportation' to another Colony. For example, they might be transported from Sydney to Van Diemen's Land, and some were transported to Port Phillip.

Susie has been privileged to access a digital history of Tasmania database, compiled by Hamish Maxwell-Stewart, a specialist in the history of crime. It appears to be very comprehensive, but there is a substantial amount of convict information on the internet. The Public Records Office in Victoria (prov.vic.gov.au) has much material as does the National Archives in England (nationalarchives.gov.uk). Ancestry and Findmypast also have material.

Susie suggested several books: 'Convicts Unbound: The Story of the Calcutta Convicts and their Settlement in Australia' (1988) by Marjorie Tipping; 'Convicts of the Port Phillip District' by Keith M Clarke; 'The Pentonvillains' by Ian Wynd and 'Great Britain's Exiles Sent to Port Phillip, Australia, 1844-1849: Lord Stanley's experiment' a PhD thesis by Colleen Wood.

A very interesting part of our history.

Contributed by Jan Hanslow PPPG member 1057.

‘The Grand Old Man of Brunswick Municipal Council’
JOHN WOOD FLEMING 1837-1919.

John Wood Fleming is my great grandfather. He is truly a Port Phillip Pioneer. He was one of the first eight white children born in the new Port Phillip Colony, on the banks of the Yarra River, 150 meters east of where Princes Bridge was to be built. Records show his birth date was the 6th June 1837, but he always celebrated it on 1st June, the day of the first land sale in Melbourne. His life reflects the growth of the colony and he was forever proud to have a hand in helping the settlement, especially Brunswick, develop from bushland to the busy metropolis it had become by his death in April 1919 at aged 82.

John married Mary Watson Weir (1843-1920) in 1859. Mary arrived from Glasgow, Scotland in 1855 and was to live in Brunswick for the rest of her life. They had a family of 11 children, all brought up in Fleming House to become worthy citizens of Brunswick.

At 30 years old, John was elected to the Brunswick Borough Council in 1867, and remained a councillor until his death in 1919, with only six years break on and off. He was Mayor four times. In 1911 he celebrated his jubilee, the date taken from 1861 when he was elected to the Greensborough Roads Board. John took a great interest in planning, health and safety, represented the Council on the MMBW for years, planning water and drainage, gas and electrification, public transport, public parks, and instigated many celebrations and festivals, including designing a medal to commemorate Federation in 1901.

He was very patriotic to Australia, to the Queen and the British Empire. A staunch member of the Presbyterian Church of Brunswick, he was a trustee at 18 years old. At 34 years old, he was proud to be asked, to be the first president of the newly formed ANA-Australian Natives Association – an organization of native-born Australians formed as a health insurance club for all Australian natives (only white born- not aborigines). By then he had a high profile and was seen as a patriotic figurehead, well suited to advocate for Federation of the colonies, another aim of the organization.

Nineteen days after John was born Queen Victoria came to the throne. He often reminded people of this fact and celebrated his birthday every year while the Queen was celebrating her reign on the throne. He even wrote to the Queen to apprise her of this fact. He also proposed that the ANA write a congratulatory letter to the Queen, expressing the citizens’ loyalty, on the occasion of the 60th Diamond Celebrations of her reign in 1897.

John’s occupation was a farmer, who specialized in breeding an alderney milking stud, keeping extensive poultry flocks of every breed, as well as trotting horses, and stud greyhounds. He farmed at *Mia Mia*, the 15 acres at the western end of Union Street, and then on his own farm between Brunswick Road and Park Street west to the Moonee Ponds Creek. For all of his life he had belonged to the Royal Agricultural Society, since its inception, sometimes on the committee. He gradually handed the farm work over to his son and employees, becoming a gentleman farmer, freeing his time up for council and J.P. work.

John became a Justice of the Peace in 1868 and a magistrate on the Brunswick and Coburg Court in 1870, something he relished doing and spent more and more time engaged in. But his most public episodes were his arguments and accusations with council members which caused disturbances at council meetings. This, he said, was to keep councillors honest, the books balanced, and council actions moving along. There are many stories of his actions, mostly positive, some detrimental and one melee resulting in the loss of his eye, later in life. However his repeated re-elections to council showed his popularity. His memory of past events was often recorded in the local newspapers. He prided himself on being one of the first white children born in Port Phillip, still alive in 1919.

Truly a Port Phillip Pioneer.

Later in the year his biography will be published, as the ‘Grand Old Man of Brunswick’.

1871 British Census

As I write this, the 2021 Australian census is yet to happen. It's official date will be Tuesday 10 August 2021 but if it is definitely known who is going to be in a household on that date, it can be completed early. Previously, census forms had to be filled out on a particular night.

For those who use the British census records in their research, the 1871 British census, dated the 2nd of April 1871, is of interest.

A deceased relative, Harriet Wright, married Andrew Mitchell, in London on the 28th of March 1871 – 5 days before the census. Andrew was from Scotland, and I knew that all their children, including their first child, born 4 months after the marriage, were born in Glasgow.

Curious as to whether they had moved immediately to Glasgow after the marriage, I searched for them in the 1871 census. To my surprise, they were both listed as unmarried. Harriet was recorded under her maiden name, in London, working as a 'haberdasher' with her Aunts in their business in Oxford Street. Andrew, a travelling salesman, selling materials, was boarding in Glasgow.

I thought I must have had the wrong date for their marriage, but no, it was correct, so why were they said to be unmarried?

A living relative in Glasgow, searched administration details of the 1871 British census and found that the forms were distributed about a week before the census date. They were to be completed and 'collected' on the 2nd of April 1871 – the recorded census date.

A lot can happen in a few days. Harriet and Andrew were married by the time of the official census date, but the forms were completed early.

At the time of the 1901 census, Harriet was at home in Glasgow with their six surviving children, whilst Andrew was in Liverpool selling his wares. Unfortunately, Andrew stepped off an electric tram and was hit by a tram coming from the opposite direction. He suffered severe injuries and even though he had been employed in a warehouse with the same firm for 19 years, he was dismissed. At 4.30 one afternoon he went to the warehouse to confront his boss. They had a serious argument and Andrew pulled out a revolver and shot and killed him. He then turned the gun on himself and shot himself through the head, killing himself instantly. Work colleagues said he had not been the same since the tram accident.

Contributed by Jan Hanslow PPPG member no 1057



Pioneer Profiles Vol.8

Don't forget to submit your Pioneer Profiles for Volume 8 to Beverley Jacobson at:
info@portphillippioneersgroup.org.au

Profiles should be no less than one page and no longer than four pages (including images) and will be subject to editing (see below for formatting guidelines and see web page for other details).

* * Formatting Guidelines for Pioneer Profiles * *

- * Heading : 16pt Times New Roman, bold and centred, surname in Capitals.
- * Pioneer surnames in **bold**: All persons named within the profile that were in Port Phillip prior to July 1851
- * Body of work: font: Times New Roman. 12pt
- * Dates Format: e.g. on 19 November 1957
- * Italics. e.g. *italics* for *ships, names of newspapers, articles, book titles, names of houses, establishments, etc*
- * Quotes: to be in inverted commas and Italics. e.g. “xxx”
- * Numbers: at the start of a sentence are written as e.g. Sixteen not 16, less than ten are written e.g. eight not 8, at all other times noted as numerals e.g. 23
- * Use written word 'and' not ampersand (&)
- * Do not shorten place names, states or countries. e.g. New South Wales
- * Format names with initials e.g. J.A. James
- * The last line is the name of the contributor: 16pt Times New Roman, bold and aligned left, formatted as:

Contributed by: Beverley Jacobson PPPG Member No. 1403

BARQUE WARD CHIPMAN 1840 - 1868

The *Ward Chipman* on which my ancestor, Robert Dodd, arrived at Port Phillip on 29th December 1841 had a typical merchant ship history travelling to many ports in the world carrying emigrants and various cargoes during her life. She was a three-masted barque of 740 tons, length-130 feet & depth amid-ship-21 feet. She was built by Wm. & Jas. Lawton in Saint John, New Brunswick (NB) for Hugh MacKay, a local merchant, and had been launched on 4th March 1840.



A typical barque of the time. The *Ward Chipman* would have looked similar.

The ship was named after Ward Chipman a well-known New Brunswick lawyer, judge, political figure & Empire Loyalist who was born in Marblehead, Massachusetts in 1754 and died in Fredericton in 1824. He represented the British at the negotiations to establish the boundary with the state of Maine and was instrumental in advising that the proposed city at the mouth of the Saint John River should take that name.

The *Ward Chipman* (often mistakenly called *Ward Chapman*) was registered at Saint John, NB on 20th March 1840 and her Official Number was 23515. On her registration papers, she was recorded as having "one and a poop deck and a fore topgallant fore-castle". It was also noted that she was barque rig with a standing bowsprit, a square stern and carvel built. She had no galleries and a Man Bust Head. In 1841 her hull was sheathed with a layer of copper for protection in tropical waters. She was classified as A1.

After her launch, *Ward Chipman* was sailed to Hull, England where under her master Captain Albert Poole she left in November 1840 for Savannah arriving in March 1841 and then returning to Liverpool in April via Saint John, NB. She then proceeded to the port of Bristol prior to leaving for Port Phillip. Originally advertised to depart on 14 August 1841, her master Lewis Bilton, aged 30,

did not sign on until 21st with the ship finally departing on 24th August. She carried 347 Government-Assisted Emigrants including 36 unmarried males & 17 unmarried females. Two adult males & 19 children died on the voyage while four males & three females were born. After the ship departed it was discovered there was an insufficient supply of teaspoons, knives, forks, pots, water pails, tubs and mess tins. There were no coffee mills, no pepper or other condiments, no hand brushes, no charcoal for stoves and no cook or medicines for the emigrants. Water for six months was supposed to have been loaded but after 14 weeks it exhausted as many of the casks were empty or almost empty. After the ship arrived in Port Phillip, of the 27 crew, 19 members deserted and two were discharged including the First Mate. Nineteen new members joined the ship for the onward voyage to Bombay and of these four died of cholera there. The *Ward Chipman* then returned to Liverpool arriving in November 1842.

EMIGRATION.	
FOR PORT PHILIP, AUSTRALIA.	
THE Fine First Class, Fast Sailing, Armed Passenger Ship, "WARD CHIPMAN," 1000 Tons Burthen, Copper and Copper Fastened, will sail from Bristol positively on the 14th of August next.	
This splendid Poop Ship has first rate accommodations for Cabin, Intermediate Cabin, and Steerage Passengers, being well ventilated, and lofty between Decks; carries an experienced Surgeon, and is in all respects a most desirable opportunity for parties proceeding to Port Philip.	
Cabin Passengers are taken in the Poop at Forty Five Pounds each; Intermediate, or Second Cabin Passengers, at Thirty-Five Pounds each.	
A Free Passage will be granted in the Steerage, with Provisions and Bedding, to Young Married Agricultural Labourers, Shepherds, Carpenters, Smiths, Wheelwrights, Bricklayers, and Masons, for whom the most urgent demand exists in the Colony, provided they be of competent skill, good character, and accompanied by their Wives. Also, to Unmarried Female Domestic and Farm Servants, between the ages of 15 and 30, proceeding under the care of Married Persons. A few Unmarried Young Men, of the classes above named, between the ages of 18 and 30, will be taken on payment of £5 each. For Plans of the Cabins, apply to WM. WILLIAMS, Coopers' Hall, King Street, Bristol.	

Source: *Southern Reporter & Cork Commercial Courier*, 31 July 1841, p.1.

Ward Chipman sailed extensively throughout the 1840's, 50's and 60's to ports including Liverpool, Quebec, Cork, the Mediterranean, Lolland Island, Denmark, Mauritius, Bombay, and Port Natal Africa, just to name a few.

In 1846 *Ward Chipman* sailed to St Johns, NB again from Liverpool and made further voyages in 1846, 1848 & 1849 transporting Irish immigrants to New York, USA.

On 15th April 1850 the *Ward Chipman* departed Liverpool with a cargo of 900 tons of coal to be delivered to the United States Pacific Mail Steamship Company at Acapulco on the west coast of Mexico. The ship had attempted to round Cape Horn from the East but after failing many times against the prevailing westerly winds she wore around and the skipper decided to run to the east to Acapulco across the Indian and Pacific Oceans. Some of the crew became upset with the change of plan and the fact that the length of the voyage had increased dramatically. They had stopped work for some time and only recommenced after withdrawal of provisions. As the ship passed Port Phillip Heads on 20th August some of the crew forced her to call into port. They had refused to take orders again and the captain was obliged to agree to this demand. After the Port Phillip pilot boarded the ship the two ringleaders were seized and taken into custody. Captain Roberts refused to lay a charge of mutiny as he feared the court proceedings might delay the ship indefinitely and it would be extremely difficult to find a new crew with the Gold Rush just starting. The Geelong magistrate charged them with refusing to obey orders and sentenced the 2 men to one month's imprisonment and a fine of 30 shillings. The ship continued her round the world trip to Acapulco in early September.

In 1864 she does not appear in Lloyds Register but was recorded in the 1868 American Lloyds Register of American & Foreign Shipping as a vessel "without class have not been examined by a surveyor of the association". Her captain is also listed as Francis Harber and she was last surveyed in Quebec in 1859.

Her last voyage was in 1868 from Limerick to Quebec and nothing out of the ordinary is recorded in the Official Log. Her return voyage to Limerick also started uneventfully until 10am Thursday October 22nd when approximately 90 miles south of Cape Race, Newfoundland with the wind blowing strong from the N.N. East, "a heavy sea struck the ship on the port quarter filled the cabin with water and started the deck load.....manned the pumps and found that the ship was making a deal more water than she usually did so much so that the crew was obliged to keep constantly the two pumps agoing to keep the ship free."

Friday, October 23rd -Similar weather with a nasty cross sea running and the ship gaining on the 2 pumps with them operating constantly. At 6am the

the weather moderated slightly but she continued to drift to the south with pumps gaining on the water but crew began to fatigue.

On Saturday October 24th her position in the morning was recorded in the log as "South West Edge of the Grand Banks" with a moderate breeze from the East moderating later in the day to light airs from North West. Water was now gaining on the pumps and it was impossible to give the ship any more canvas because the crew were exhausted having been pumping night and day. At noon the master thought it advisable to cut away the 3 top masts and all attached to them for the safety of the crew as the ship was becoming "heavy and lazy in the water". Beef and pork were boiled and bread and water readied in case the crew would be compelled to "resort to the tops before morning". At 6pm, water was 7 feet in the hold but the crew continued to pump incessantly hoping to be seen by a passing ship.

On Sunday October 25th the ship was subjected to light airs from the west with the crew still on the two pumps all night. At 10am a sail was observed to the southward of her and homeward bound. The *Ward Chipman* was hauled towards her with the crew hoping they would be seen in their disabled state which included the Union Ensign being flown upside down denoting distress. At 11am they were seen and the other barque bore down on them and came within hail at 3pm. She identified herself as the *Wolfs Cave* with captain William Anderson, bound for London from Miramichi, NB. Captain Harber recorded in the ship's log "I asked the captain if he would be so good and kind to take all on board of his ship. As we were fast waterlogging and that all our crew was completely worn out from excessive pumping and of which he gladly consented to the then being at the time of leaving the *Ward Chipman* in Latitude 44°17' North and Longitude 52°40' West after receiving us on board with but part of our effects and a little lifegiving provisions ..." At about 5:15pm with the breeze freshening from the south, Captain Anderson decided he "did not think it prudent to wait any longer" and proceeded to direct the *Wolf Cave* back on her original course to London with the shipwrecked crew.

After 28 years from her launch and then having sailed the oceans of the world the *Ward Chipman* was left abandoned to her fate approximately 700 miles from the forests of New Brunswick where she had been built 28 years ago.

PORT PHILLIP PIONEERS GROUP INC – MEETINGS

Venue:	St. Andrew's Uniting Church, cnr Burke and Malvern Rds, Gardiner. Public Transport: Right on the route of the No 72 tram and only a short walk from the Gardiner Railway Station. Melways Reference: Map 59 H7. <u>N.B.-please check the website as the meeting venue may change to Zoom due to circumstances beyond our control.</u>
Meeting Starts:	2.00 pm.
Guest Speaker:	2.30 pm.
Next Meeting:	Saturday: 11 September, 2021
Speaker:	Speaker: Bev Jacobson Topic: <i>Secrets and Lies. The search for proof.</i> <u>Please note, some 'Covid 19' conditions still apply.</u>

2021/22

Meeting dates: **13 November, 2021**

12 February, 2022

14 May, 2022

Newsletter deadline: for the November meeting is 10 October, 2021

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PPPG eNewsletter

Many members now receive their newsletter by email rather than post. If you too would like to, then contact

Dean Wheeler at:

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MEMBERSHIP SUBSCRIPTIONS ARE NOW

DUE:

So far we have had a wonderful response to outstanding fees. Please refer to the recent subscription notice you received for amount due. Any queries please email or call **Dean Wheeler** (details above)

NEWSLETTER ITEMS

All correspondence for newsletter items must be sent to

Di Wheeler.

Email:

pppgdiw@gmail.com

“All articles and information contained in this Newsletter are accepted in good faith and the Port Phillip Pioneers Group Inc. takes no responsibility for the content and accuracy contained therein.”