



Port Phillip Pioneers Group Inc.

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

A.C.N.: A0022862G

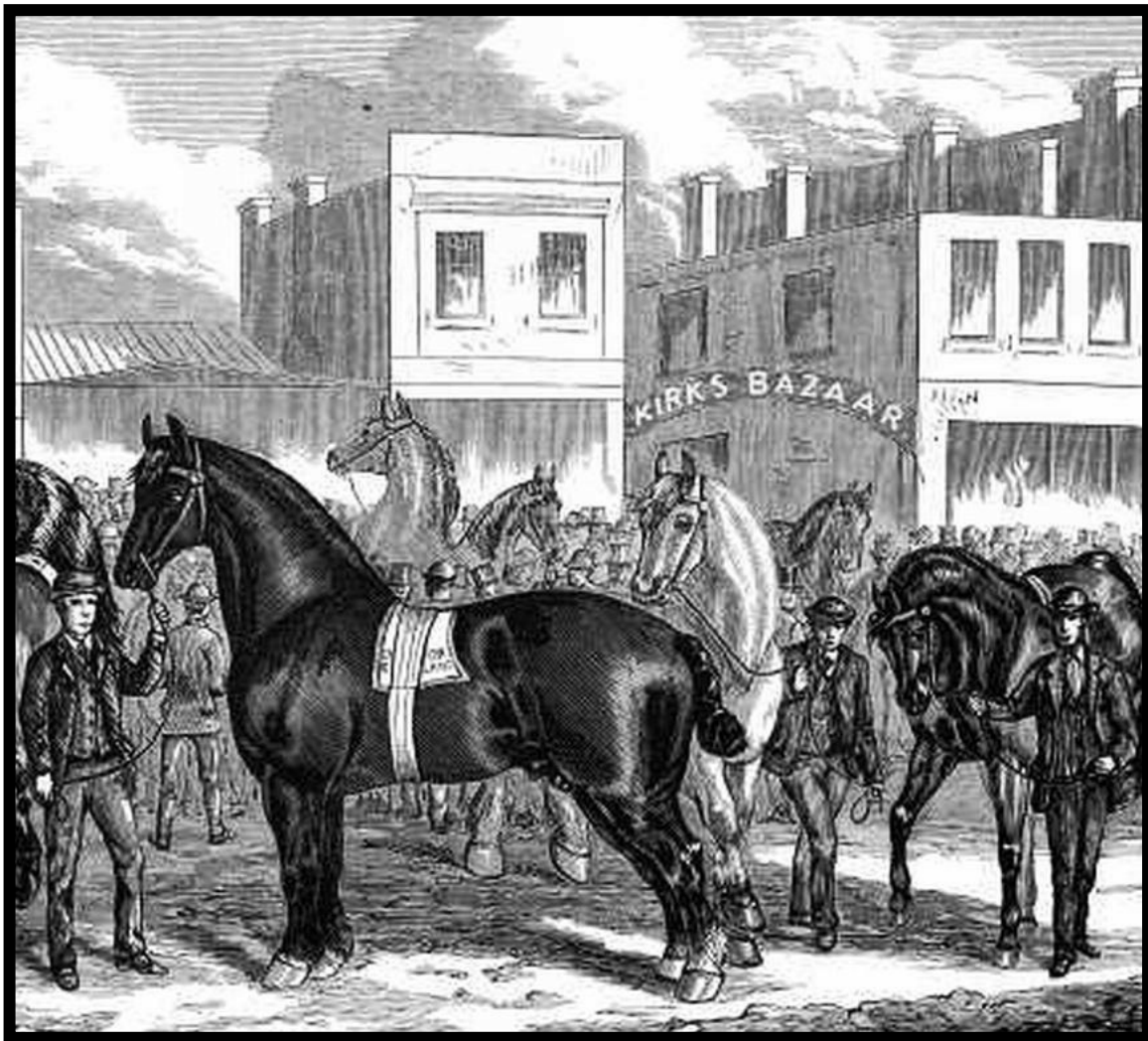
We look forward to your past



Newsletter No: 211

Vol. 42 No. 5

October - November 2019



James Bowie Kirk and His Horse Bazaar

Read all about it on page 6.

PORT PHILLIP PIONEERS GROUP

Contact Details:

Address: C/- 55 Kerferd Street, Malvern East 3145

VISIT OUR WEBSITE

www.portphillippioneersgroup.org.au

Group Report.

Hello members and friends.

This is the last newsletter for the year, it is amazing how time flies.

Good luck and joy for the festive season.

I hope you have some time to do the things you did not get time to do during the year, or just rest up.

Maybe consider writing that Profile.

Thank you, to those who answered my plea for articles, I received four, three of which appear in this edition.

The variety of the articles show how interesting it makes the newsletter. So please, may I have some more.

The date of the February meeting has now been booked and it is the 29th (the last Saturday in the month).

Do you have a question, a discovery or disappointment to share, anything you think would be interesting?

Maybe you would be happy to "show and tell" some historical item.

One suggestion already put forward is, family history programs for dummies, especially charting the tree.

St James Annual Pioneer Service

200th Birthday of Michael Henry Becher

Sunday November 3, 10am.

Refreshments are provided after the service and you are invited.

Looking forward to seeing you at a meeting soon.

Barb Hawkins, Newsletter Editor and President.

λ Welcome to the following Members λ

No	Member	Desc. From	Details	Date	Ship or other means
1483 a,b,& c.	Sally JOHNSON	a) Martin ROCHE/ROACH b) Mary ROCHE/ROACH nee CARTON c) Mary ROCHE/ROACH daughter	All arrived in P.P.D.	September 30 1840	"Himalaya"
1484	Paul CRONIN	a) Thomas HALFPENNY b) Ann O'SULLIVAN	Arrived in PP.D. Married P.P.D. 1844	1835	"Enterprise"

2019 -2020

Meeting Dates

November 9
February 29, 2020
May 9

Newsletter Deadlines

February 3, February - March
April 6, April - May
June 9, June - July

All correspondence for newsletter items must be sent to Barb Hawkins,
email barbh27@bigpond.com

Address at General Meeting on 14 September 2019
Susie Zada - Point Henry - an amazing place.

Point Henry has always been an important site. For the local aborigines it was a special place for hunting, with its wetlands which attract migratory birds, and for its coastal fishing. It has also been the site for salt works and for 50 years the site of the Alcoa smelter which closed in 2014.

Following the arrival of John Batman in the Port Phillip District, the first settlers from Van Diemen's Land landed their sheep at Indented Head and Williamstown. However as early as 1836, Point Henry became more popular. It had a high plateau area which was accessible from the shoreline in only one place and by blocking this off, the low areas became ideal for holding stock.

For the earliest overseas immigrants to Port Phillip, Point Henry was often where their journey ended. Its isolation would have been bewildering and with their luggage to carry, immigrants would have to pay to be conveyed into Geelong, a distance of 8 km. This payment was usually higher than the amount paid to travel to Australia.

Today what is called North Geelong is on the Princes Highway heading towards Melbourne, but in earlier days North Geelong was where Geelong City now sits - on Corio Bay.

Geelong's original position was 2 km south on the fresh water Barwon River. Here the first gaol was erected and troop horses were rested on the police paddock.

Early immigrants said to have disembarked at Geelong more than likely landed at Point Henry as Corio Bay was divided into an inner and outer harbour which allowed Point Henry to be loosely called Geelong.

A sandbar across Corio Bay from Point Lillias to Point Henry prevented ships from entering the inner harbour until a channel was cut through it and at times when the tide was at its lowest it was possible to walk across the bay on this sandbar.

Eventually the North Channel was created close to Point Lillias but it was only deep enough for small vessels. After the South Channel was constructed bigger vessels could enter the inner harbour. Frequent deepening of the channel has been necessary to accommodate bigger ships. Today a channel close to Point Henry is used.

Because of the sandbars around Point Henry, ships anchored off shore. Upon arrival, Bounty passengers stayed on board for a day or so, in which time prospective employers were rowed out to the ship where

they could select passengers they considered appropriate. Immigrants not employed were then taken from the ship to the immigration depot in North Geelong.

By the time immigrants ships started arriving in Port Phillip from 1839, North Geelong had quite a few buildings including Mack's Hotel (originally the Wool Pack Inn) a small house in Corio St. erected in 1838. The first police magistrate arrived in 1837 and Geelong was surveyed in 1838.

In 1841 Point Henry was given free warehousing port status but prior to that, ships had to go from the Heads to Hobsons Bay in Melbourne, be ticked off, and then go back to Point Henry. This took 3 days in each direction.

Point Henry had gained importance because of its warehouses for wool and wheat and ships coming in no longer had to return home empty. They could arrive in Point Henry, unload, take on their new load, and be back out through the Heads on their return voyage in the same time it would have taken them to get from the Heads to Hobsons Bay.

The discovery of gold caused an enormous escalation in the number of immigrants arriving, and there was rivalry between the port at Hobsons Bay and Point Henry. In Melbourne a map was produced which showed the gold fields right on its door step but migrants coming into Point Henry could walk to the goldfields in three days, and not waste time going to Melbourne.

From 1854 perishable goods could be stored at the warehouses and then transported across the world thanks to James Harrison, the owner of the Geelong Advertiser. He developed an ice making machine which led to the development of a refrigeration system.

The warehouses employed many people who made their home on Point Henry. There was a thriving community with hotels, schools, houses and churches.

Beautiful tea gardens were developed from the 1840s but landing at Point Henry by steamer was very dangerous until decent piers were constructed. In 1890, during a 6-7 week period over summer, 70,000 people from Melbourne and Geelong visited the gardens with its 'camera obscura' and beautiful trees.

Continued on page 6

GERMAN MIGRATION TO THE PORT PHILLIP DISTRICT

The flow of German immigrants to Australia was advantageous both to them and to Australia, but only a small number came – 5,600 from 1847 to 1850. Many of the men were trained vinedressers and agriculturists.

There was a depression in the Port Phillip District during the early 1840's, and the recovery period resulted in a high demand for labour in towns and in rural areas. German immigrants had arrived in South Australia and were looked upon favourably and advertisements were posted in Germany enticing people to migrate to Australia.

An editorial in the Port Phillip Gazette of December 1846 states: *'A healthy, useful and moral emigration has been taking place during the last five years between Germany and South Australia. Our Adelaide contemporaries speak in the highest terms of their German Colonists – they are most industrious, temperate and peaceable in their habits, exceptional in their morals, and of sound religious principles. They have been accused of being narrow in their expenditure, but this is more than counterbalanced by the fact they buy everything for ready money; in a word the thrifty German forms the beau ideal of a useful Colonist, and his industry is calculated to be of no ordinary advantage to the Colony he has selected for his future abode. We do not envy our neighbours their good fortune in possessing such a useful class of Colonists, but we think that, if possible, this District ought to take some steps to obtain a supply from the German Ports. We believe those persons who emigrate from that country pay their own passage, and commonly bring capital to some extent with them. They generally settle in communities and cultivate the soil, and are adverse to parting company and spreading over the face of the country. Port Phillip possesses many agricultural districts, which would be eminently fitted to receive these hard-working emigrants, and we are inclined to think that if they could be anyway acquainted with the resources, and the capabilities of this District, we might expect a fair portion of those inclined to emigrate.'*

These people came primarily because of religious or economic reasons; however some came to escape the stifling autocracy and bureaucracy of Germany. Many Germans were brought here by an employer. The prospective employer had to apply to the government, supplying a list of people he wanted to bring out which include their names, ages and occupations. Married couples had to be less than 50 years old and single people more than 21 years old.

Between 1848 and 1850 five ships sailed from Hamburg to Hobson's Bay and about 1,500 emigrants from them settled in the Port Phillip District.

The first ship was the *Godeffroy*, built in 1839-40. It had a rapid voyage of four months despite losing its rudder in the Bay of Biscay and being forced into Plymouth for repairs.

Next was the *Wappaus*. It had to call into Bahia in Brazil to take on fresh water.

The third ship was the *Dockenhuden*, a new ship built near Hamburg. It ran short of provisions and water and had to call into Rio de Janeiro.

The fourth ship was the *Emmy*. It was built in Stockholm in 1847. It made the voyage in 99 days, sailing directly from Hamburg to Hobson's Bay without stopping on the way, but there had been a high mortality rate of 28 persons – 16 of them children; and there were two births. The ship arrived on 19 December 1849 and 224 of the passengers disembarked in Port Phillip to be accommodated in the Government Immigrant Barracks where they could be engaged for employment. This had been built the previous year on the corner of Spencer and Collins Streets and the austerity of the buildings reflected government determination to discourage dependence on charity.

Authorities insisted the segregated accommodation in dormitories was temporary. The Melbourne Morning Herald reported 29th December that, *'the number of Emmy passengers remaining in Port Phillip was 200, of whom 100 had been engaged and that upwards of 69 had been taken to Geelong'*.

Then on 5th January 1850 the same paper stated *'all the Emmy passengers in the barracks had been engaged, their services being in great demand.'*

Amongst those on board were my forebears, Johann August Schwerkolt (known as August) and his bride Paulina. They settled on land in Northcote, which he farmed and eventually purchased. He then increased his acreage in 1861 by paying cash for 63 acres in Mitcham at one pound per acre. He used to walk between the two properties until he had moved his family to Mitcham in 1865 where his youngest son was born.

In order to farm this land he first had to clear it, initially providing wood and charcoal to the growing populace of Melbourne before he could build a house and establish an orchard and vines from which he made wine that won him an award for the best Colonial wine at an Exhibition in Amsterdam in 1882.

It was a subsistence farm with dairy cows, bee hives and vegetable growing along with a quarry from which he extracted stone to build a home where he raised the remaining five of nine children born to them. In Northcote one child had drowned and two had died very young from diarrhoea. In Mitcham another son aged 4

was killed under a tree being felled by his 9-year-old brother who was engaged in making fence posts.

In 1880, stone screenings from his quarry were used in the construction of Whitehorse Road. He maintained ownership of his Northcote property as well as farming in Mitcham.

In 1884, his wife Paulina died at the age of 61 and a year later he married a German widow, Wilhelmina, who had three daughters of her own. He was 62 and she was 40. He built a new stone cottage to begin life anew in what we now know as Schwerkolt Cottage.

Twins were born, but only the son survived. August himself died in 1887 of pneumonia and enteritis, leaving Wilhelmina five months pregnant with their daughter Mary who eventually inherited the Cottage and Northcote properties, both of which were rented to tenants.

In 1964, the Nunawading Council purchased the Cottage and five and a half acres of surrounding land to restore as an example of a heritage pioneer cottage which is now open to the public.

Written by Rosalie Whalen PPP Member No. 1245 with material from "From Hamburg to Hobsons Bay" by Thomas A. Darragh and Robert N. Wuchatsch.

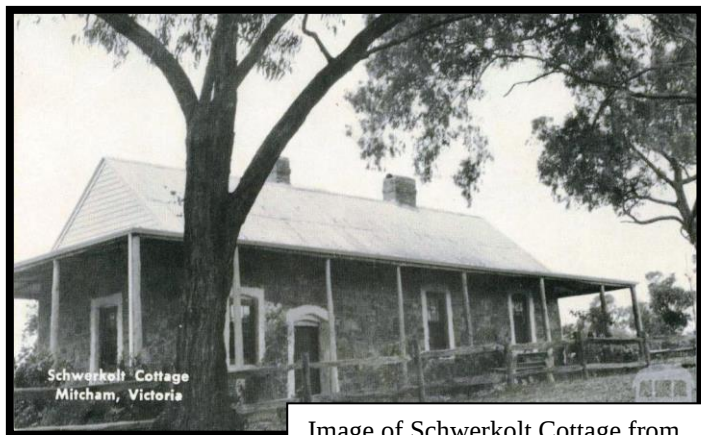


Image of Schwerkolt Cottage from <https://www.victorianplaces.com.au>

Michael Hogan Farmers Journal 29 July 1864

"I LOVE THE PPPG and I LOVE TROVE"

I located the following article written about my great, great grandfather, Michael Hogan. It appeared in "Farmer's Journal and Gardener's Chronicle (Melbourne, Vic.: 1862-1864), Friday 29 July 1864, page 4 under "Accidents & Offences"

(Slight variations of the same Article, appeared in the following papers:

Leader (Melb 1862-1918) Saturday 30 July 1864, page 3 "Accidents & Offences".

The Herald (Melb. Vic 1861-1954) Wednesday 27th July 1864, page 2 - "Theatre Royal"

The Age (Melbourne, Vic.:1854-1954), Wednesday 27 July 1864, page 5 under "The News of the Day")

My "Michael Hogan - At His Majesty's Pleasure"- (pages 10-15) is just one of many profiles published in "Port Phillip Pioneer Profiles, Volume Four, - Compiled by Maree A. Posthuma - Published 2002". We knew then he "had sore eyes" in a letter written in June 1856 back to his brother Mathew in Ireland but we didn't know until this article - he was blind!

"Accidents and Offences"

In the district court, on Tuesday, an aged blind man named Michael Hogan, residing at Gardiner's Creek road, was fined £5, 20s damages, and 23s costs, for having in his possession improperly and unlawfully certain trees, to wit, two gum trees, belonging to the Mayor, aldermen, and corporation of Melbourne. The evidence was taken the previous day and the court postponed its decision to enable the defendant to bring evidence as to the way in which the trees got into his yard. The information was lodged by Inspector Dobbs, who stated that he had ascertained that two trees had been removed from Fawkner Park, South Yarra, the stumps of which were left. He went to the spot, and observed the traces of dray wheels, which he followed to the defendant's yard. There he saw the trees in question. On comparing the butt of one, about six feet in circumference, with one of the standing stumps, he found that the two ends corresponded in form, in the fitting of a long splinter, and in the rotten core. The wheel ruts also corresponded with certain ruts in the yard. This statement was confirmed by Constable Armstrong. The defendant said he had simply bargained with a man to bring him certain loads of green wood, at 2s per load, and the man had delivered these trees under the agreement. As he could say no more yesterday, the penalty above mentioned was inflicted. In connection with this case Mr Hackett remarked that the injury done to public property by the destruction of ornamental trees could not be compensated for by any penalties in the power of the bench to inflict. In consideration probably of the infirmities of the defendant, the fine in this instance was mitigated."

Submitted by: Anne Mavric, Member No. 1171
Great, great granddaughter of Margaret & Michael Hogan.

JAMES BOWIE KIRK AND HIS HORSE BAZAAR

The section of Bourke Street between Elizabeth and Queen Streets in Melbourne was the location of numerous horse related businesses in the 1800s. The 'Horse Bazaar' of Messrs. Kirk and Harlin, which started about July 1840 was possibly the first of these. The proprietors were James Bowie Kirk and John Harlin who had been farming at 'Glenvale' on the River Plenty.

James Bowie Kirk was born on 15 February 1808 and baptised on 4 March 1808 in Kirkcaldy, Fife, Scotland. He was the son of Robert Kirk and Margaret Bowie who were married on 28 November 1803 in Kirkcaldy, Fife. James is thought to have gained experience in farming at Spittal, near Lochgelly, in the Parish of Auchterderran, Fife before coming to Australia in 1839. He probably travelled as a steerage passenger on the "*Midlothian*" which arrived at Melbourne on 15 June 1839 from Leith, Scotland. Also travelling on this ship was Dr. Farquhar McCrae with his wife and family. On arrival, James acted as station manager for Dr. McCrae prior to going into partnership with John Harlin.

John Harlin was born c1808, a native of Rosevale in the north of Ireland. On 30 July 1838 he married Margaret, eldest daughter of Hugh Seeds of Lisburn, County Antrim, Ireland and they emigrated to Australia soon afterwards and began farming at 'Glenvale.' He continued on there even after the opening of the 'Horse Bazaar' in Melbourne, though his partnership with Kirk in this business was formally dissolved on 20 May 1842. He had a continuing partnership with Kirk as land and stock owners which was formally dissolved on 15 December 1847. Harlin was in partnership with Noel Craven at 'Glenvale' for a time, and though Craven took over part of the property, Harlin still farmed at 'Glenvale' until his death there on 9 July 1853.

Kirk continued to run the 'Horse Bazaar' for some years. He entered into partnership with William Smyth on 6 July 1847 as Livery Stable Keepers, Auctioneers, and Commission Agents, trading as 'J. B. Kirk & Co.' but this partnership was dissolved on 5 September 1848. Kirk later sold the business to W. C. Yuille in 1852 who in turn leased it to George Watson for five years. The business continued to be known as 'Kirk's Horse Bazaar' through numerous changes of ownership until it was eventually demolished in the 1920s. An interesting event took place there in January 1862 following the successful running of the first Melbourne Cup, when a meeting of the Turf Club passed a resolution that it should become an annual race.

In January 1853 James Bowie Kirk sailed for London, England in the "*Admiral*" in company with Thomas Miller who had accompanied him on his voyage to Australia in 1839. Miller had been a settler at 'Ringwood' on the Saltwater River and was making a

return visit to his native Scotland. He came back to Australia and was living at Woodside, Tylden at the time of his death on 10 July 1863.

Following his return to Scotland, Kirk purchased the Over Gogar Estate in the County of Edinburgh in October 1855 for £10,150 and resided there. He died on 30 September 1859 at Transy House, near Dunfermline, Fife and was buried on 7 October 1859 at Kirkcaldy, Fife, Scotland. Two of his brothers, Mowbray Kirk and John Kirk had come to Australia and settled in Victoria where they left a number of descendants.

'Kirk's Horse Bazaar' was located at what is now Hardware Lane, off Bourke Street and is still remembered in the name of 'Kirk's Lane' leading off Little Bourke Street.

Contributed by Alexander Romanov-Hughes - PPPG Member No. 52

Susie Zada - Point Henry - An amazing place.

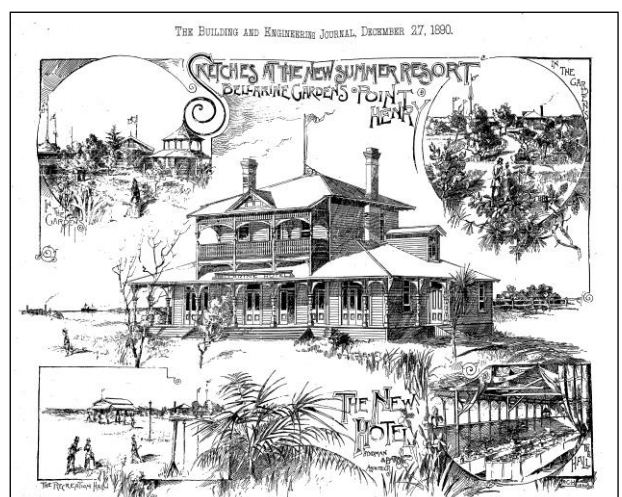
from page 3

Historian and researcher, Susie Zada has studied Point Henry in great detail. Some of her research involves studying the tonnage of early ships coming into 'Geelong'. Because of the channels and dredging she can fairly safely say which ships would not have been able to go into the Inner Harbour and therefore would have anchored at Point Henry.

She made some interesting comments about preparing government subsidised passengers for their voyage to Australia. Before boarding ship they were housed for up to 3 months in cramped conditions similar to what they would expect on board. They were assigned tasks such as cleaning, cooking, etc. As children went to school whilst on board, teachers were also chosen. Thus, passengers were 'acclimatised' for their long voyage.

A new stage in Point Henry's history will begin as soon as Alcoa finishes cleaning up their site.

Contributed by Jan Hanslow, PPPG Member No. 1057



AN INTEREST IN HISTORY?

For many years, I put aside my father's papers after his death fearing that they would just resurrect his obsession about his great grandfather Thomas Halfpenny. Until the mid 1970's dad believed Thomas was a good up-standing Melbourne Citizen but that changed when his convict status became known.

In the latter part of dad's life, Halfpenny was the subject of virtually every family dinner table. In hindsight, it is a wonder the boys in the family ever brought home their girlfriends who ultimately became their wives. But it was after my father's death in reflections with my mother that I became aware of how she had patiently fumed at this obsession in circumstances where no-one was interested in her family line. As Mum perceived it, she did not have the skills to do "research" because she had left school at aged 14 to become a florist's assistant until her marriage in 1949.

I decided I had better assuage my conscience and satisfy mum's curiosity and began to look at the pile of certificates dad had collected (and no doubt paid for) but they all contained sterile names and irrelevant dates. The names were people whose lives meant nothing to me and as far as I knew, had done nothing of significance in their communities. There were no sportsmen, millionaires or artists; they were people who had just disappeared off the landscape. All I would be doing for mum would be providing her with a list of names and dates but nonetheless, I began.

My mother's great grandmother came to Melbourne aged 19 years arriving from Ireland in 1854 with a 17 year old sister. Both women had been baptised as Catholic when born. Within a year of arriving and taking up domestic servant work, both married. It was their respective marriage certificates that struck me. Mum's great grandmother was married in the Richmond Catholic church. The sister was married down the road in the Anglican church. The latter's certificate was endorsed with a hand-written statement that the bride abandoned her previous faith as a Catholic. My research suggested that a Catholic attending the competition at that time faced excommunication. If the sisters were bridesmaids to each other, neither signed the relevant certificate as a witness. Were they even there? Did they celebrate the births of children? Were their respective marriages frowned upon by the family who at that time, were in the middle of the Great Hunger or potato famine in Ireland? Mum was unable to help as she knew nothing about the background and her father had died when she was 16. There were no photographs of either

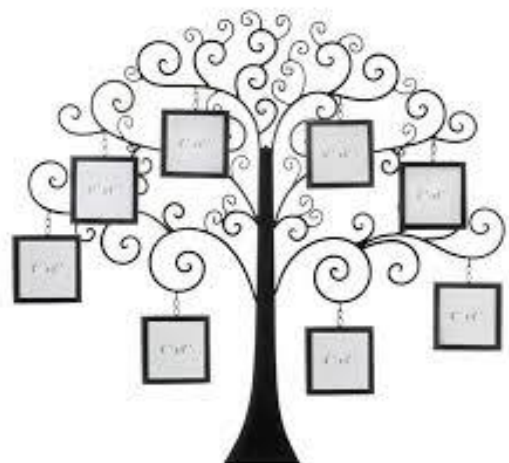
that I could find and no correspondence left lying around.

In pondering how sterile the certificates were, I turned back to dad's work. Here too was an interesting conundrum. Thomas Halfpenny had married in 1839 and his wife Hannah died shortly after the death of their only child. Thomas then married Anne and had a huge family one of whom was born "Lucy Anne". On Lucy's marriage certificate at the ripe old age of 23 to a Mr Barker, she wrote and signed her name as "Lucy Hannah Halfpenny". Why would she change her middle name to that of a woman she never knew and who was not her mother? But then it struck me that the marriage took place in the Ballarat Registry Office before a civil celebrant and not, as with the siblings, in a church?

Thomas Halfpenny had not only been baptised a Catholic but had also been prominent in getting the Sydney Diocesan Bishop to send the first Catholic priest to Melbourne. Was he present at his daughter's marriage? The certificate did not tell me whether any family were present and again, no photographs survive. Did Lucy abandon her Catholic faith and/or all faiths to be so married? What, if anything, did this marriage do to the family relationship?

I joined the PPPG not just out of some hereditary entitlement but because I might meet a whole lot of interesting historians puzzling over the same questions. Or, should I just adopt that lovely old Irish adage that you never let the truth get in the way of a good story? If the latter, I can let my imagination run riot. Sadly, mum died before I had the chance to do what I am now doing but I am sure she smiles when she sees the fun I am now having and the questions I am asking.

Contributed by Paul Cronin PPPG Member No. 1484



PORT PHILLIP PIONEERS GROUP INC – MEETINGS

Venue:	Wesley Hall. 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.
Entry:	\$2.00.
Doors Open:	1.30 pm. Sign in. Time to browse notice board, borrow library books, and chat.
Meeting Starts:	2.00 pm.
Guest Speaker:	2.30 pm.
Afternoon Tea:	3.30 pm. Refreshments provided.
Next Meeting:	Saturday: 9 November 2019
Speaker:	Speaker: Jim Poulter Topic: Batman's Treaty, The True Story

Upcoming Meetings:

Saturday, 29 February 2020

Topic: The February Forum: Brickwalls, Discoveries and Disappointments.
"Show and tell of historical items."

Saturday, 9 May

Saturday, 11 July 2019

EXECUTIVE OFFICERS & COMMITTEE MEMBERS:

President	Barbara Hawkins	5981 2978	barbh27@bigpond.com
Vice President	Jessie Handoll	9725-7896	jessie.handoll@bigpond.com
Honorary Secretary	Beverley Jacobson	9588 1592	jacobsonbeverley@gmail.com
Honorary Treasurer	Susan Grant	5989 0265	grantsv@bigpond.net.au
Examiner of Proofs	Anne Bevis	5672 2593	bevishome11@gmail.com
Committee member	Ken Smith	9850 2706	
Committee member	Clare Bayne	9578 3654	cmb40@bigpond.com
Committee member	Marilla James	9500 8118	marilla-james@bigpond.com
Committee member	Stuart Hamilton	9077 1311	stuarth138@gmail.com
Webmaster	Alexander Romanov- Hughes		andes@melbpc.org.au

Representatives from other States/Countries:

USA Mr Ken McNaughton, 3778 College Ave, Ellicott City, MD 21043 kjmcn@comcast.net



PPPG ENewsletter

If there are any members who would prefer to receive their PPPG Newsletter via email rather than by post, please contact Susan Grant at grantsv@bigpond.net.au.

Unless we hear from you, we will continue to send your newsletter via Australia Post.

**"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."**