

# *Glennelg Shire Heritage Study*

## Stage Two (a)



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Dr. Timothy Hubbard & Ms. Annabel Neylon  
September 2006

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## **Acknowledgements**

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Completing the heritage study for such a large and diverse area would not have been possible without the local information provided by many other people. The consultants particularly wish to thank the many property owners who provided us with access, time and often rare documentary or oral histories. We hope to be able to draw on these resources in further stages of the Glenelg Heritage Study.

Our thanks are also given to the members of the Steering Committee for their guidance, feedback and time.

### **The Glenelg Shire Heritage Study (Stage Two A) Steering Committee**

Mr. Garry Purton	Development Services Manager, Glenelg Shire Council
Mr. Ian Manley	Acting Planning Services Manager
Mr. Paul Roser	Heritage Victoria
Ms. Cathy Philo	Heritage Victoria
Mr. Geoff Austin	Heritage Victoria



## Report on Stage Two (a)

### Introduction

In July 2006, the Glenelg Shire Council commissioned Timothy Hubbard Pty. Ltd. and Annabel Neylon to undertake Stage Two (a) of the Glenelg Shire Heritage Study, the first stage of which had been completed by Gemray Pty. Ltd in October 2002. The Glenelg Shire Heritage Study overall aims to complement the *City of Portland Urban Conservation Study* completed in 1985.

The study area was the whole of the Glenelg Shire, excluding the former City of Portland, covering 6 212 square kilometres, with a population of over 20 000 people. Stage One of the Heritage Study identified about 500 places which may potentially have some heritage significance, to be further examined in Stage Two of the Heritage Study. As the funding and time for this study was limited, it was decided that the consultants should examine one hundred sites, with a focus on the heritage precinct areas which could be identified in the townships of the Shire. The list of one hundred was initially submitted and agreed on by the Steering Committee. This phase of the Heritage Study has been referred to as Stage Two (a). The places were chosen based on the following:

- Places considered to be under serious threat
- A sample generally representative of the whole of the Shire
- The most likely heritage precincts (thereby including a very large number of individual sites)

The primary objectives for the two thus far completed stages of the heritage study were:

- Stage One** To undertake a Thematic Environmental History and develop a Preliminary Indicative List of all places of potential cultural significance (post-contact) in the Glenelg Shire.
- Stage Two (a)** To rigorously assess and document the cultural heritage significance of one hundred places (including heritage precincts) from those places identified in Stage One; review the Thematic Environmental History; and make recommendations for the conservation of the municipality's cultural heritage.

The Glenelg Heritage Study aims to record the changes and development of the social fabric of the rural and urban communities which now makes up the Shire. A large part of the land included in the study includes the rich pastoral lands of 'Australia Felix' noted by Major Mitchell in his 1836 exploration of south west Victoria, and those taken up by the Henty Brothers, along the Portland-Casterton Road. Indigenous heritage places or archaeological sites dating from pre-contact period (i.e. prior to European contact with Indigenous populations) are numerous throughout the Glenelg Shire. Pre-contact sites have not been included, as they are outside the requirements of the brief and not protected under the *Victorian Heritage Act 1995*. Aboriginal heritage in Victoria is dealt with under a joint State and Federal Act, the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Commonwealth)*. There are however, a number of post-contact sites which relate to Aboriginal heritage, which have been included in the Indicative List of Stage One. Only one place, the Hummocks (or 'Fighting Hills' site) has been documented and assessed in this stage of the Heritage Study. Other places will be examined in subsequent stages.

The Glenelg Shire Heritage Study (Stages One and Two (a)) were funded jointly by the Department of Sustainability and Environment (through Heritage Victoria's Public Heritage Fund) and the Glenelg Shire Council.

The Brief for Stage Two (a) of the study (Appendix 5) states that the tasks to be undertaken are:

- Agreement on the scope of work
- Research, assessment, peer-testing and data-entry for places of Post-Contact cultural significance
- Review the Thematic Environmental History
- Recommendations for Statutory Protection.

The Glenelg Heritage Study aims to provide Council with a detailed and comprehensive understanding of the significance and extent of the agreed one hundred heritage places throughout the municipality. This phase of the study should become one of the tools available to the Glenelg Shire to make informed decisions in consultation with the community and other stakeholders about how heritage is to be conserved and managed for future generations.

## Timing

Stage One of the study was conducted over twelve months, finishing in October 2002. Stage Two (a) was conducted between July 2005 and September 2006. This period included an extension from the expected conclusion date in March 2006. This extension was necessary to accommodate the scope of the work and to maintain a satisfactory quality.

## The Consultants

The Southern Grampians Heritage Study was researched and compiled by the following people:

Dr. Timothy Hubbard	Heritage Architect & Planner
Ms. Annabel Neylon	Heritage Consultant & Horticulturalist
Dr. Carlotta Kellaway	Architectural Historian
Ms. Gwen Bennett	Local Historian
Ms. Rebecca Fleming	Researcher

Each member of the team contributed to the review of the Thematic Environmental History and bibliography, although the majority of this work was undertaken by Dr. Kellaway. Most field trips and site inspections were undertaken by Timothy Hubbard and Annabel Neylon, who were responsible for the recording and analysis of places, including the dismissal of some. Timothy Hubbard mainly used his skills for buildings and other structures, while Annabel Neylon mainly used her skills for trees, gardens and landscapes. There has been some cross-over in disciplines where more simple structures, trees, gardens or landscapes were assessed by either Dr. Hubbard or Ms. Neylon.

## Theoretical Background to the Heritage Study

The theoretical background to this study is twofold. Firstly, it relies on the Australia ICOMOS *Charter for the Conservation of Places of Cultural Significance*, 'The Burra Charter' and its guidelines as required by the brief. This is usually referred to as the 'Burra Charter' after the town where the charter was formally adopted by Australia ICOMOS. It provides the definitions, principles and processes, as well as the overarching philosophy, used by heritage professionals, governments and other participants in Australia. Secondly, the study follows some thirty years of

heritage planning in Victoria. The philosophy of the Burra Charter informs this body of knowledge and experience. The community has accepted and now expects the identification and management of heritage places for the benefit of the individual owner and the community in general.

Protection for non-Aboriginal heritage places in Victoria is usually undertaken at two levels, through the *Victorian Heritage Act 1995* or through the *Planning and Environment Act 1987*. Other levels of protection are very rare, but could be the inclusion of the place on the World Heritage List, through the *World Heritage Act 1975*, or inclusion on the National Heritage List, through the *Environment Protection and Biodiversity Conservation Act 1999*

The *Heritage Act 1995* essentially provides for the conservation of places and objects of State significance through their inclusion on the Victorian Heritage Register or, for known archaeological sites or relics, their inclusion on Victorian Heritage Inventory. These may include historic archaeological sites and artifacts; historic buildings, structures and precincts; gardens, trees and cemeteries; cultural landscapes; shipwrecks and relics; and significant objects.

At the conclusion of Stage Two (a) of the Glenelg Heritage Study, there were five places included on the Victorian Heritage Register, which were within the Shire, but outside the former City of Portland. This phase of the study has nominated about nine more places to be considered for addition to the Victorian Heritage Register. There are also fifteen archaeological places which have been submitted to Heritage Victoria for inclusion on the Victorian Heritage Inventory. These are predominately associated with places which will be recommended for protection at either a State or Local level.

A permit is required under the *Heritage Act 1995* to demolish, alter, subdivide or develop a place which is included in the Victorian Heritage Register. Unlike places on the Victorian Heritage Register, Heritage Inventory places do not have to be of ‘state-wide’ significance to be listed; however they are still protected under the *Victorian Heritage Act 1995*.

The majority of heritage places in Victoria are protected by local government through planning schemes implemented under the *Planning and Environment Act 1987*. In this phase of the Glenelg Shire Heritage Study, we will be recommending that ninety one places be protected under the *Planning and Environment Act 1987*. Planning scheme protection is provided through the mechanism of the Heritage Overlay although other planning tools also exist for the conservation of significant heritage places (such as the Significant Landscape Overlay).

The *Planning and Environment Act 1987* requires that local governments implement the objectives of planning in Victoria through planning schemes. One of these objectives is “to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest or otherwise of special cultural value”. Because the Heritage Overlay can be used to protect those places valued by a community it has been used extensively across the State and over 100 000 properties are currently listed in local planning schemes.

Where a Heritage Overlay applies, a planning permit is required from the local council to subdivide, demolish, externally alter or otherwise develop a listed place from the local Council. The Heritage Overlay does not interfere with the ability of a property owner to undertake repairs and routine maintenance which maintain the status quo of a building (i.e. replacing like with like) and cannot force involuntary conservation or restoration works. There are also mechanisms for permit exemptions.

Only one place is proposed to be submitted for consideration to the National Heritage List. The Native Police Barracks at Mount Eckersley is the only surviving example in Victoria, and possibly Australia, of such an establishment. It is proposed that this heritage place may be of National significance, and accordingly, protected under the *Environment Protection and Biodiversity Conservation Act 1999*

## **Constraints and Limitations to the report**

There were three main constraints on the study. The first was that the scope of the study was limited to the examination of one hundred sites, including precincts. Other places will need to be examined and assessed in subsequent phases of the study. The second constraint was financial. The consultants' fee was fixed and included all costs, expenses and insurances. Thirdly, time was a constraint because of the vast distances to be traversed, the remoteness and complexity of many places and the need to contact and negotiate with owners about access and the history of the places. The consultants' other commitments meant that the study could not be extended further.

Several limitations must be mentioned, and these have been accepted by the Steering Committee.

- The study area was limited to the Glenelg Shire municipal boundaries, excluding the area within the former City of Portland
- The interiors of buildings were not always able to be inspected, although some were.
- In a very small number of cases, access to properties was either denied or strictly limited.
- Much of the information submitted in the preliminary indicative list in Stage One had errors of fact, including dates, locations and even whether the places were within the Glenelg Shire boundaries.

## **Archaeological Sites**

Certain difficulties emerged with the refinement of the Preliminary Indicative List developed in Stage One. Information about archaeological sites such as those relating to Chinese immigration, timber getting camps and other remote places are held as part of the oral history of a community, but their exact physical location is often unknown, or difficult to locate. Further difficulties include their uncertain ownership and undetermined significance. Abandoned homestead sites, which relate to squatting, selecting and closer settlement, are numerous throughout the Shire. Some archaeological sites are just one element of a larger complex. A representative number of archaeological sites, including all those of proven significance have been included in the Local Historic Database (LHPD). A list of archaeological sites which have not been further investigated has also been compiled and will be forwarded to Heritage Victoria for inclusion on the Victorian Heritage Inventory.

## **Dry Stone Walls**

Dry stone walls present other challenges. Being on two boundaries, two owners are usually involved, one of which is often the Crown. In rural settings, the walls may run for long distances, and be in variable condition. In an urban setting, they define allotments as fences. All dry stone walls make a significant contribution to the landscape or streetscape. After discussion with the Steering Committee, and in light of other studies, it was decided that none should be individually identified. Rather, dry stone walls are identified as a type and have been recommended for automatic 'blanket' protection.

The combined constraints and limitations meant that only a limited number of places have been assessed and documented fully. Although more places should be examined in subsequent phases, it

may never be possible to pursue the most ephemeral and remote sites. Many archaeological sites may eventually be listed for inclusion in the Victorian Heritage Inventory but not fully researched.

The surviving historical municipal documents, particularly the rate books surviving from the Shires of Glenelg, Heywood and Portland are excellent sources for further research, especially within the townships across the Shire. The Portland Guardian and Casterton News have been used extensively, particularly by local historian Gwen Bennett, and with the assistance of the Casterton and Portland Historical Societies. It is clear that other major regional papers such as those published in Portland, Warrnambool and Horsham, as well as smaller local newspapers such as those from Coleraine and Casterton could provide more information.

## Methodology and Tasks

The Glenelg Heritage Study was researched, assessed and prepared in accordance with *The Australia ICOMOS Charter for the Conservation of Places of Cultural Heritage Significance* 'The Burra Charter'.

Places of cultural heritage significance were identified and assessed using the criteria set down by the Australian Heritage Council, and adapted by Heritage Victoria - *Criteria for Assessment of Cultural Heritage Significance*. Heritage Victoria notes that the thresholds applied in the application of significance may include State and Local significance, but not Regional significance. So, in accordance with Heritage Victoria's Guidelines, heritage places are no longer assigned a 'grading' but are identified as being of either Local or State significance. Places within precincts are not given any level of significance. Rather, they are contributory or non-contributory.

## Thematic History

The Thematic History (developed in Stage One) was written using the themes developed by the Australian Heritage Council (AHC). Not all the AHC themes are applicable to the study area; therefore, some have not been explored in detail if at all. Other themes are very important to the Glenelg Shire, and clearly have shaped the social, economic and cultural development of the Shire, now evident in many significant places. It is clear that the one overarching theme in the study area is pastoralism over the past 170 years and consequently, themes relating to this have been paid much more attention. It is important to note that the Thematic History is not intended as a complete social or political history of the municipality, but a summary of human use and impact upon the Glenelg Shire in the years since first contact with Aboriginal inhabitants through to the present day.

The history is organized according to themes so as to provide a context for the identification of places that illustrate the development of the municipality's rich cultural history. Additions and corrections can be made as further material comes to light.

Footnotes and careful referencing support the study. While these follow the usual academic format, extra comments and directions are included for the sake of the general reader. The strict word limit prevents a rigorous analysis of some technical points, such as geology and the *Land Selection Acts* among other issues, when other writers have covered them so well.

In depth revision of the Thematic Environmental History was undertaken in this phase of the study. Historical narratives were linked with historic sites themselves, and more detailed information was included after detailed research was undertaken into individual places. Some themes were omitted, or pared back when limited physical fabric was found to express these themes. Further references were added to the text, and a much more detailed bibliography was included to support the Thematic Environmental History, much of which was the result of research into individual places.

## Indicative List

The Preliminary Indicative List (developed in Stage One by Gemray Pty. Ltd.) documented places of potential cultural heritage significance in the Glenelg Shire. It was developed in conjunction with the Thematic Environmental through documentary research, desktop surveys and community consultation. The initial desktop resources which were examined included:

- **The Victorian Heritage Register & Victorian Heritage Inventory** (on line)  
- list of Victoria's most significant places, objects and historic shipwrecks. The Heritage Inventory lists all known historic archaeological sites and relics.  
[www.heritage.vic.gov.au](http://www.heritage.vic.gov.au)
- **Aboriginal Affairs Victoria (AAV)** Post contact site register
- **The National Trust Register** (on line)  
- classified places (including gardens and trees) which the National Trust maintains files on  
[www.nattrust.com.au](http://www.nattrust.com.au)
- **Register of the National Estate** (on line)  
- list of places maintained by the Australian Heritage Council (listed between 1976-2003)  
[www.ahc.gov.au/register](http://www.ahc.gov.au/register)
- **Glenelg Shire Planning Scheme (Heritage Overlays)**  
- List of places already protected through the local planning scheme by Heritage Overlay(s)

The Indicative List presented to the consultants at the commencement of Stage Two (a) contained about 500 places of potential cultural heritage significance. In Stage Two (a), a further 300 places were added to this list as the result of fieldwork, community consultation and documentary research. In addition, one hundred places (chosen from the original list and new places) were assessed, researched and documented. The criteria for assessment are discussed further in **Criteria for Assessing Significance**.

All places which were assessed in this phase of the heritage study were entered into the LHPD, which is discussed in some detail later. **Appendix 3** provides a summary of our recommendations for statutory protection, a proposed schedule to the Heritage Overlay and a report on the historical archaeological findings for Stage Two (a) of the study.

### **Community Participation & Consultation**

The Glenelg Heritage Study was undertaken for the people of the Shire. The consultants feel that the collective significance of a place is defined not only by the external and internal themes which have shaped it over time, but what the community feels is important and representative of its culture and heritage. The consultants have made substantial efforts to ensure that effective and thorough community consultation has taken place.

Each community has its own sense of cultural heritage. This emerged in thorough workshops held with various historical societies and at public meetings. Building on this, the consultants addressed small community groups and gave talks at historical and genealogical groups. Several press releases were submitted through Council to the *Portland Observer*, *Casterton News* and other smaller local newsletters. A pamphlet was also developed by the consultants to explain the purpose of the study and its projected outcomes.

Workshops were held in each major township throughout the Glenelg Shire in Stage Two (a). Interviews were held with key citizens and oral history was collected from a wide range of people, including owners, occupants and managers. Drafts of datasheets were sent to owners, occupants, managers and to local historical societies for comment and feedback. Broad community participation and acceptance was an important factor in the study's success.

### Local Heritage Places Database (LHPD)

The consultants agreed that in Stage Two (a), they would use Heritage Victoria's tool for municipal heritage studies, a complex and sophisticated MS ACCESS database, known as the LHPD (Local Heritage Places Database). This database was developed for the management of Heritage Victoria's records for historic places and to provide, eventually, access to much of the information through the internet. Although this proved to be a useful tool for holding and accessing information, it had numerous limitations and disadvantages.

Individual places and precincts were researched using primary and other research including:

- Detailed physical survey and site inspection(s)
- Municipal rate books for Shire of Glenelg, Shire of Heywood and Shire of Portland
- Newspaper articles from a variety of local newspapers and Melbourne based newspapers
- Maps, photographs, collections and other archival material, including many manuscripts from the State Library of Victoria.
- Land, Run Files and Property Information held with the Public Records Office
- Oral histories obtained by owners, managers, historical society members and other people
- Historical Society records
- National Trust and Heritage Victoria files
- Births, Deaths and Marriages information
- Various sources published by churches, local historical societies and town committees
- Early research undertaken by Mr. Ray Tonkin into architects' tender notices in Warrnambool newspapers in the nineteenth century.

Further information is included in the bibliography, and specific references are included at the end of each datasheet.

The final LHPD for the Glenelg Heritage Study contains detailed assessment against criteria and documentation of the one hundred places which the consultants examined in Stage Two (a) of the study. As per the brief, all places which were considered are included. Those which were found to have limited, nil or only a contributory value are included, but with little information. All other places included on the Stage One Preliminary Indicative List, as well as the new places added in Stage Two (a) are also included on the final LHPD.

Those places which are in the LHPD are all places so far identified to be of *potential* heritage significance. Those places which have not been fully documented in this phase of the study will need to be examined and assessed in subsequent stages to determine whether or not it justifies protection under the local planning scheme or at a State level. The examination of places ultimately will lead to the elimination or amalgamation of about 50 % of the places identified in Stages One and Two (a). Some entries will turn out to be duplicates. Some buildings will have been demolished or have so little surviving fabric that they failed to pass the threshold criteria for listing (as discussed later in **Criteria for Assessment**). Some places will perhaps be so ephemeral that they could not be found. Many places have been included as contributory places in heritage precincts without the compilation of individual datasheets.

The LHPD is set with certain screens, each containing a number of fields, which each place or precinct has detailed information included. Each screen appears with the Place Name, Address and Study Number at the top. The Study number is an arbitrary number between 471 and 1254. This number also appears on the front of the datasheet. Items with an \* next to them do not appear on the printed datasheet, but are included in the electronic database. They are as follows –:



### Item Screen

*Place Name(s)* – Each place has been given a name. The name is a descriptive title, or the commonly known name. Many places have had more than one name, and these are included in a separate field, titled ‘Other/Former names’. This information is printed out on each datasheet.

*\*Heritage Act Categories* – The Heritage Category, Item Group and Item Category of each place included in the LHPD is included.

*Significance Rating* – Each place has been assigned a level of significance, either of State or Local significance, as per Heritage Victoria’s guidelines.

*Statement of Significance* – Each place has had a detailed Statement of (cultural) Significance written for it. The Statement of Significance assists in understanding the significance of the place by detailing What is Significant? How is it Significant? Why is it Significant? It follows the format required by Heritage Victoria. The Statement of Significance provides the core authority for the identification and protection of places under the Planning Scheme and for the Heritage Register.

*Extent of Listing* – Each place has an extent of listing, which defines the exact boundaries and inclusion of each place’s significant parts. In the small number of cases where places were already included in the Victorian Heritage Register, the study provided an opportunity to review the existing extent of registration. This was done in close consultation with the property owners. It also provided the opportunity to consider standard and specific permit exemptions.

With such a wide range of types of places, recommendations were standardised. In urban precincts, the area was usually the whole of the site allotment, to reflect the nature of many early ‘suburban’ allotments, which functioned as more than just a residence or a shop. Often these allotments had some commercial or industrial structure, a residence, a number of outbuildings, a subsistence garden and in some cases a decorative garden, or animal shelters.

In the case of large homestead complexes, an attempt has always been made to use clearly definable areas for the extent of listing. If allotment sizes are too great, fences or natural features have been used. As a last resort, some places might use a radial measurement from any wall (such as 20m from any wall of the main homestead building). This is because, as a standard dimension, the area should include all of the buildings and archaeological sites which might comprise the homestead complex. Many of the large older homestead complexes were complicated, having various buildings, archaeological relics and sites, plantings, and objects. Sometimes, the complex may be split between two or three separate locations.

For smaller complexes, it is usually the curtilage of a house, including its outbuildings and garden (when significant) or all of the buildings in a complex, such as the church, hall, school and residence in a church complex.

In the case of precincts, the standardised extent of listing was usually “. All the contributory elements listed in the description, and .2. All of the land, both public and private, which is included within the precinct boundaries defined by precinct boundaries on the plan of the \*\*\* Precinct.”

Specific recommendations have been made wherever possible for the exclusion of elements which do not contribute to a complex and for exemptions for planning permission where places have already been compromised. Very few interiors of residences for example are recommended for

planning controls. On the other hand, the interiors of public or semi-public buildings often contribute directly to their significance and therefore merit planning controls.

### Location Screen

*Address details* –Including Street number (if relevant), Street/Road name, Suburb/Locality, Postcode, State and Local Government Area.

*Property Information* – Each place has detailed information relating to the place, including the County, Parish, Township (if applicable), Section and Allotment details, and a detailed access description, giving the Country Fire Authority (CFA) Map Reference, Vic Roads Map Reference and a physical description of the location of the place. The relationship between a place and its context can contribute to its significance.

*\*Map Information* – Details of Longitude and Latitude, the Map name and Map number are included here.

### Description Screen

*\*Architect/Designers* – This field allows the input of an architect or designer (if known). One limitation of this field is that the architect or designer had to be included in the drop-down list built into the database. This included the best-known architects and designers from Melbourne, rather than regional places. A further limitation is that only one name, perhaps of several, can be entered. As a result, we have referred to architects or designers in text, rather than use this field extensively.

*\*Architectural Style* – The architectural style has similar limitations to the architect/designer field, with a drop down list of standardised styles. This was used in most cases, but mainly for buildings.

*\*Builders/Makers* – This field allows the input of a builder or maker (if known). Again, the limitation of this field is that the builder or maker had to be included in the drop-down list built into the database. As a result, we have referred to builders or makers in text, rather than use this field extensively.

*\*Construction Details* – This field contains date of construction information. Sometimes a definite date of construction is given, if known. Otherwise, an estimated date is given, based on research and assessment.

*Physical Description* – Each place has a detailed physical description of its elements, regardless of the type of place.

*Physical Condition* – Each place has an assessment of the place's physical condition.

*\*Associated People* – Some places are important because of the people who have been associated with that place. This field includes those people.

### History Screen

*Historical notes or provenance* – All known information relating to the history of a place, its ownership and development is recorded in this field. The historical notes assist in the assessment of the significance of a place.

*Historic Themes* – Each place illustrates one or more of the historic themes or sub-themes set out by the Australian Heritage Council, and used in the Thematic History. These are included as a link

which allows individual places and the Thematic History of the municipality to be viewed in closer context.

*\*Usage* – Details the current use of the place

### Assessment Screen

*\*Assessment against Criteria* – This field automatically brings up the criteria associated with assessment of a place for addition to the Register of the National Estate. It has eight criteria, each with sub-criteria. Although these have been used to assess each place (to some extent), the criteria set down by Heritage Victoria in *Criteria for Assessment of Cultural Heritage Significance* have been used to a greater extent. Rather than include information in this field, which does not print out, each Statement of Significance shows *How (How is it Significant?)* a place is significant by clearly stating that “X is of historical/social/scientific/educational/cultural etc. significance to the Glenelg Shire”. In the assessment of *Why (Why is it Significant?)* it is clearly explained that “X is of historical/social/scientific/educational/cultural etc. significance as a rare example/ representative example/ illustrates a particular element in the history of/ for its association with xx/ for its exhibition of a particular richness/diversity etc.”

The statements of significance provide a rounded and considered assessment of each place, combining the Heritage Victoria, Australian Heritage Council’s and Register of the National Estate criteria. All of the fields which are on the Assessment Screen are included in the text of the Statements of Significance.

*Date Assessed & Assessed by:* Details the consultant the place was assessed by and the date of assessment. TFH is Timothy Hubbard, AEN is Annabel Neylon.

*Comparisons:* Comparative examples within the Glenelg Shire for locally significant places, and comparative examples within Victoria have been included for places of State Significance. Rigorous comparative analysis against other places is an essential part of understanding the level of significance of a place.

*Rarity:* The rarity or uniqueness of a place is important in understanding its significance. This field is explained and explored in more detail in the Statement of Significance which provides an overview of the place’s significance.

*Integrity/Intactness:* The degree of a place’s integrity or intactness can enhance its significance. Each place has been given a level of integrity or intactness in this field, but this is also included in the Statement of Significance.

*\*Recommended Management:* Each place has specific recommendations for its future management.

*Heritage Study Recommendations:* Each place has recommendations for what action should be taken by Council. Should the place be nominated for the Victorian Heritage Register? Should the Place be included on the Register of the National Estate? Should the place be included in the local planning scheme? All places of local significance have been recommended to be included on the Register of the National Estate and in the local planning scheme. All places of State Significance have been recommended to be included on the Register of the National Estate, the local planning scheme and the Victorian Heritage Register.

### References Screen

*General References:* Each place has a list of references which were used in the compilation of the datasheet. These references may be written text, maps, photographs, oral history or other media. These are included at the end of the datasheet for others who wish to research the place. New references can be added as further information/sources come to light.

### Images Screen

This screen holds a photograph of each place. The photograph has a caption, date and author. This prints on the front of the datasheet. About 2500 photographs were taken for Stage Two (a) of the heritage study. The photographs are made available to Council with this report on CD-Rom. Only one photograph or map is included in each datasheet.

### \*Custom Screen

This screen was available for consultants to use if they needed extra fields for data, not already included in the database. Although we did not use this screen, it would be an excellent data storage facility for the Council to use as further information comes to light. The data could be updated on a regular basis after being thoroughly checked and referenced.

### \*Admin Screen

For use by local government only.

### \*Owners Screen

Each place has details of the owner and/or manager or trustees. A name, address, telephone number and email if available are included here. The consultants have also sometimes included notes in this screen detailing dealings, additional information, and owner attitude to the Heritage Study or other important information. This is considered to be private and does not appear on the datasheets.

### \*Local Govt Screen

Although this screen is intended to be used by local government, the consultants have filled in many of the fields. This information aims to assist both Council and the consultants to make informed decisions about paint colours, external and internal controls, tree controls and other relevant recommendations, such as whether a Conservation Management Plan should be undertaken.

### **Datasheets**

The datasheets have been printed and re-arranged into alphabetical order, by locality, then street address. This means that the 'study numbers' are not in numerical order.

### **Mapping**

Supporting the LHPD and Datasheets is a set of the Glenelg Shire Base Maps, provided by the Department of Sustainability and Environment. Each place identified in the LHPD has been plotted on these base maps.

### **Criteria for Identification**

The consultants used twelve or so factors to guide them in their initial identification of places. These were loosely based on the formal Heritage Victoria criteria outlined in **Criteria for Assessment**. The factors were, in no particular order:

Rarity	Age
Representativeness	Association with significant person/activity/event etc.

Cultural value	Influenced by significant person/activity/event etc
Social value	Contextual value
Landmark value	Technical or Creative value
Aesthetic value	Architectural value
Scientific value	

## Criteria for Assessment

Each of the one hundred places has been assessed using the Australia ICOMOS *Charter for the Conservation of Places of Cultural Significance* 'The Burra Charter' and Heritage Victoria's (AHC derived) *Criteria for Assessment of Cultural Heritage Significance*. Both these define cultural heritage significance as meaning aesthetic, historic, scientific or social value or other special value for future generations of Australians as well as for the present community. The assessment of each place aims to define exactly why a place or area is important and how parts or elements contribute to its significance.

Because different people have different perspectives on the significance of places, and the relative importance of places to people will change over time, the consultants have attempted to be as inclusive as possible and to consider the many different reasons why a place is valued.

The LHPD proved to be an excellent tool for methodically working through *Why* each place was significant. As detailed above, the database takes the consultant through a number of different screens and fields, which act as stimuli for assessment and thought about each place.

The consultants broke down the criteria specified in the guidelines set out by *The Burra Charter* and Heritage Victoria's *Criteria for Assessment of Cultural Heritage Significance*. The eight Criteria which are set down by Heritage Victoria include the standard five values - aesthetic, historic, scientific, social or other values as well as three supporting values of rarity, educational value or representative value. We assessed each place against these criteria as follows:

### CRITERION A          Historic values

#### **... is of historical significance ...**

The historic value a place has for the community encompasses the history of aesthetics, science and society, and therefore is used to encompass a range of values. History can describe the 'story' of a place or its people and can apply to any period. Places were assigned the value of 'historical significance' if they were assessed as having historic value. Historic value was attributed to those places which had influenced, or has been influenced by, an historic figure, event, phase or activity. Alternatively, the place may be the site of an important event, in the local or state context.

Some places which were assessed as being of historical significance were important as their physical fabric (either above or below ground) illustrated the development of the history of the country, state or municipality. Other values included:

- Association with a particular person or group important in the history of the state or municipality or locality/township.
- Demonstration of the works of a particular architect or designer, or of a particular design style

- Exhibition of characteristics of a particular type of (post-contact) human activity in the landscape, including a way of life, custom, process, land use, function, design or technique.
- Shows a variety of changes over a long time

#### CRITERION B                      Rarity or uniqueness

##### **... a rare (surviving) example ...**

A place may be considered rare or unique if it demonstrates a past way of life, custom, process, land use or design no longer practised and in danger of being lost, or of exceptional interest. A place's rarity or uniqueness, by its very nature, is usually included as a qualifier along with other criteria, such as historical significance. An important part of assessing a place as being 'rare' or 'unique' is comparative analysis with other examples of the same type of place (as well as the consultant's expertise in other similar places). Rarity is also relative to the particular context: some places may be rare globally, nationally, in a State or Territory, regionally or locally. It might be rare for a particular period but common in subsequent periods. The consideration of these different contexts has been explored in the assessment of the relative heritage value of the place. For example, places which are rare at the local level but relatively common elsewhere tend to be of local significance, and those that are relatively rare throughout the State would be ranked as having a higher rarity value would be assessed as being of State Significance. Examples of places which exhibit rarity or uniqueness would be places that:

- Are a surviving example of a type that was few in number originally, such as the Native Police Barracks at Mount Eckersley
- Are an example of a type of place that is few in number due to subsequent destruction, such as the first huts of squatting stations.
- Are an example of a type of place that is susceptible to rapid depletion due to changed practices, such as the once common selector's hay and split timber shed illustrated by Uptons Shed at Wando Bridge.
- An outstanding example of an uncommon practice or activity, such as the Black family Crypt at Cape Bridgewater.

#### CRITERION C                      Research, Teaching, Understanding Value

##### **... an excellent source of information ...**

A place may be considered to have a research, teaching or understanding value in correlation with one or more of the other values, such as historical, aesthetic, scientific, social or other. The research or education value of a place lies in the place's ability to provide new information. One example is the collection of municipal records held across the Glenelg Shire, relating to the former Shires of Portland, Casterton and Heywood.

#### CRITERION D                      Representative Value

##### **... a representative example of ...**

A place may be considered to have a representative value if it is a good surviving example of a particular type, style, group, collection, design or other. A place's representative value, by its very nature, is usually included as a qualifier along with other criteria, such as historical and/or aesthetic

significance. An important part of assessing a place as being representative is to compare its intactness or integrity with others of the same type. Those places with representative value are good examples of a type, with a high degree of intactness or integrity. Examples might include some of the avenues of honour, such as the Memorial Avenues of Honour at Merino and Digby, or the intact shops and residences evident in towns such as Casterton, Merino and Heywood.

#### CRITERION E                      Aesthetic Value

##### **... is of aesthetic significance ...**

Aesthetic value includes aspects of sensory perception (sight, touch, sound, taste, smell) for which criteria can be stated. These criteria may include consideration of form, scale, colour, texture and material of the fabric or landscape, and the smell and sounds associated with the place and its use. The assessment of such a value includes examination of the cultural features, and whether they are inspirational, or evoke strong feelings or special meanings, for instance, the siting of Talisker Homestead, which sits at the top of a hill overlooking the deep valley where Merino is located, is dramatic and sublime, evoking many emotions.

- Some places may be of aesthetic significance for their prominence as a visual landmark, such as the Hummocks, an unusual rock formation which the Wando River has cut through, and has been used as a landmark by European settlers from Major Mitchell's expedition in the 1830s and subsequently as a boundary marker for squatting runs.
- A place may evoke a sense of grandeur, or particularly fine architecture, such as Talisker homestead.
- A place may evoke a strong sense of age, history or time depth, such as the Casterton Old Cemetery, which has burials dating from the early 1840s.
- A place may be symbolic for its aesthetic qualities.

#### CRITERION F                      Scientific Value

##### **... is of scientific significance ...**

Places of Scientific value to the community are usually identified as those which illustrate the value of a particular field of science, or technological innovation. Much of the relative value depends on the importance of the data involved, on its rarity, quality or representativeness, and on the degree to which the place may contribute further substantial information. The place may be important as a collection of rare flora or fauna, geological features, type of construction method or use of material.

#### CRITERION G                      Social value

##### **... is of social significance ...**

A place is considered to be of social significance if the community embraces the qualities for which the place is a focus of spiritual, traditional, economic, political, national or other cultural sentiment to the majority or minority group. The place may be an important landmark, or important in providing a sense of community identity, particularly one which has developed over a long use. Churches and church complexes are a strongly represented group in terms of social significance, as are mechanics institutes, public halls and public gardens/recreation grounds. Other factors to take into account are:

- Which community values the place?
- What is the relative importance of the place to the group or community?
- Is the place associated with a particular person or group important in the community's history?
- Is the place valued by a community for reasons of religious, spiritual, cultural, educational or social associations?

#### CRITERION H Any other relevant matters

This criterion includes all other values which can make a place significant. The variety of places identified in the Glenelg Heritage Study means that there are many other values, some specific to the municipality, that have been considered in the assessment of the significance of a place. For instance, continuity of use or showing a sequence of development.

#### **Grading of Places**

Heritage Victoria's guidelines stipulate that places in Victoria are considered to be of State (or National) Significance or of Local Significance. This replaces the previous model of grading places generally as A (State or National Significance), B (Regional Significance), C (Local Significance), or D (Contributory Significance).

#### Local places

The grading of places leads to specific recommendations for management under heritage legislation. Locally significant places should be identified and protected under the Glenelg Planning Scheme implemented under the *Planning and Environment Act 1987*. Local Planning scheme protection will be provided through the mechanism of the Heritage Overlay, to protect either individual sites or as part of a heritage precinct.

#### State places

Those graded as being of State Significance will be recommended for addition to the Victorian Heritage Register under the *Heritage Act 1995*.

#### National places

One place, the Mounted Police Barracks at Mount Eckersley, will be recommended for addition to the National Heritage List under the *EPBC Act (1999)*.

As at September 2006, the breakdown of places was as follows:

<b>Significance</b>	<b>Number of Places</b>	<b>Percentage of total Places Identified</b>
Local Significance	90	90%
State Significance	9	9%
National Significance	1	1%
<b>TOTAL</b>	<b>100</b>	<b>100%</b>

#### Heritage Inventory Sites

Some places which were assessed are known to possess further subsurface archaeological remains. Often the above ground portion met thresholds for local or state significance, but the archaeological portion did not. A list of these places has been collated for submission to the Victorian Heritage Inventory. This list is included in **Appendix 3** as the Historical archaeology report.



The Heritage Inventory lists all known places and objects in Victoria that possess archaeological value or archaeological potential. Unlike places on the Victorian Heritage Register, Heritage Inventory places do not have to be of ‘State-wide’ significance to be listed; however they are still protected under the *Victorian Heritage Act 1995*. Any activities that will result in the excavation or disturbance to an archaeological site or its objects must have first obtained the consent of the Executive Director.

In time, a permit application will be necessary to alter, extend or otherwise modify places included in the Heritage Overlay of the Glenelg Planning Scheme, the Heritage Inventory or the Victorian Heritage Register. Such applications will be tested against what is considered to be significant about the place.

## **Development of Precincts**

The Glenelg Heritage Study identified nine precincts which reflect the overall heritage assets of each of the major towns within the municipality. The methodology started with the historic definition of the townships, according to surveyed township plans, but with modifications where appropriate. Certain towns, such as Sandford, Nelson and Cape Bridgewater were considered as Heritage Precincts but were dismissed. The precincts should be seen as places in their own right. The nine precincts identified are Casterton Commercial Precinct, Casterton Church and Residential Precinct, Condah Village, Dartmoor Village, Digby Village, Heywood Commercial Precinct, Merino Precinct, Wando Vale Village Precinct and Drik Drik Precinct.

Within each precinct, note has been made of its situation and context, its layout and of features and structures that contribute to the area's significance. A list of all contributory elements within the precinct is also included in the description. These places may be of local, state or contributory significance, they may be built fabric, trees, gardens, heritage inventory sites or other elements. Not every building or landscape element will be significant, and the removal or alteration of non-contributory elements or the development of the precinct is acceptable through the usual channels. The objective is to ensure that where development does occur, it occurs in a manner which is appropriate to the significance, character and appearance of the precinct. The implication for property owners within a precinct is the need for planning permission for development, such as subdivision, demolition and new construction. An application would be tested against the significance of the precinct and of any individually significant place which might be affected.

The precincts demonstrate four important qualities – their proximity to water, the grid pattern of most of the towns (with some interesting exceptions), the scattering of places within them and the clustering of places towards their centres. In some cases, rear property boundaries have been used to incorporate significant sites adjacent to towns which share a common historical period.

## **Recommendations**

### **Planning Recommendations**

It is recommended that the Glenelg Planning Scheme be amended to:

#### **Place Heritage Overlays on all places assessed as being of State or Local Significance.**

The *Victorian Planning Practice Notes* on Applying the Heritage Overlay state that all places on the Victorian Heritage Register and the Commonwealth Heritage List be included in the Heritage Overlay. All places identified in a local heritage study, and those on the Register of the National

Estate and the National Trust Register should also be included on the Heritage Overlay, as long as they are “documented in a manner that clearly substantiates their scientific, aesthetic, architectural or historical interest or other special cultural or natural values.”<sup>1</sup>

Those places which are identified in Stage Two (a) of the Glenelg Heritage Study as being of local or state significance have been fully researched and documented in a manner that clearly identifies and substantiates their scientific, aesthetic, architectural, historical interest or other special cultural values. The documentation for the places includes a Statement of Significance that clearly establishes the importance of places.

The Heritage Overlay is the relevant tool set out by the *Victorian Planning Practice Notes* for the identification and protection of heritage places (including areas). Each Heritage Overlay should apply to the heritage item and its surrounding land, where appropriate. In the case of suburban allotments, it will cover the whole of the allotment/s the item is situated on. In the case of larger pastoral properties, it will cover all the relevant items, and a parcel of land around these. In the case of significant trees, it includes the tree/s, the land beneath and an area of five metres from the drip-line of the tree. This information is clearly set out in each citation sheet under ***Extent of Listing***.

### **Other Recommendations**

It is further recommended that the Glenelg Shire:

- Nominate those places assessed as being of State Significance to be added to (the Victorian Heritage Register
- Continues its existing Heritage Advisory Service
- Continues and develops the Revolving Heritage Fund to assist with providing loans and grants for approved works on and research into places
- Continues and extends its support for local historical societies and genealogical societies
- Continues to undertake subsequent phases of the Glenelg Heritage Study to document and assess other heritage places identified in Stage One and Stage Two (a), currently included in the LHPD.
- Reviews all phases of this Heritage Study ten years after its final implementation

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<sup>1</sup> Department of Infrastructure, ‘Applying the Heritage Overlay’ *Victorian Planning Provisions Practice Notes*, Department of Environment & Sustainability, February 1999.

# 1. GLENELG'S NATURAL ENVIRONMENT

## 1.1. The Environment at the time of European settlement

When Europeans first arrived in the present Glenelg Shire they found a diverse environment which ranged from coastal dunelands and volcanic plains to areas of thickly-treed forests and woodlands, and grassy undulating plains with rich black soil. The Shire lands were well watered by many rivers – the Glenelg River and its tributaries: the Wannon River, and the smaller Wando, Stokes, Crawford and Chetwynd Rivers, as well as a number of creeks. There were also areas, such as south of Lake Mundi, where there were swamps, lagoons, marshes and heathlands. South of the Glenelg and Wannon Rivers junction might be found 'open stands of redgum' which gave way to 'more densely-wooded stringybark and abundant kangaroo grass'.<sup>2</sup> Glenelg Shire was also blessed with excellent rainfall in most areas.<sup>3</sup>

The biophysical characteristics of Glenelg Shire 'strongly influenced Aboriginal life and land use, the levels and patterns of pastoral use and selection, resource harvesting uses, and areas remaining as public land'.<sup>4</sup>

The story of the changes made to the natural environment of Glenelg Shire by European occupation and settlement will be discussed in a later section. It has been pointed out by many historians that early assessments of the Shire's vegetation, water supply, soil and climate were 'nearly always evaluated in terms of potential land for sheep or dairying'.<sup>5</sup>

Major Sir Thomas Mitchell, NSW Surveyor-General and pioneer explorer in the 1830s, attracted many early settlers by his description of 'Australia Felix' (which included parts of Glenelg Shire). The purpose of Mitchell's famous journey was not only to expand the Colony of NSW, of which Victoria then formed a part as the Port Phillip District, but to discover potential grazing and farming land as well as sites for new development.<sup>6</sup>

As Mitchell travelled through the Merino Tablelands near present-day Casterton, he described the area as a place where 'the hills swelled, the water foamed and glittered, the balmy air was sweetly perfumed, the grass was green as an emerald and 'covered with a thick matted turf'. He commented that it resembled a 'nobleman's park on a gigantic scale'.<sup>7</sup> It is not surprising that these were the very lands chosen by pastoral pioneers to establish some of the Shire's largest and most prosperous grazing runs.

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<sup>2</sup> K. Hedditch, *Land and Power*. A Settlement History of Glenelg Shire to 1890, pp.26-28.

<sup>3</sup> *Ibid*, pp.26, 30.

<sup>4</sup> *Historic Places. South-Western Victoria*. Descriptive Report. Land Conservation Council (L.C.C.) Jan. 1996, p.14.

<sup>5</sup> *Victorian Year Book 1973*, p.74.

<sup>6</sup> *Major Mitchell Trail – Exploring Australia Felix*, Department of Conservation and Environment, Melb., 1990, p.1.

<sup>7</sup> Hedditch, *op. cit.*, p.23.



Plate I Thomas Clark **Muntham Station** circa 1860  
City of Hamilton Art Gallery

*Edward Henty established Muntham Station near Casterton in south-western Victoria soon after Major Mitchell's visit in 1836. Clark's depiction corresponds with early descriptions of grass-covered hills with occasional clumps of trees.*

Figure 1: "Muntham Station" by Thomas Clarke

Source: *Greening a Brown Land*, 1994, by Neil Barr & John Carr, published Macmillan Education Australia, Melbourne p. 168



Figure 2: "Glenelg River. Circa 1895"

Source: State Library of Victoria Accession No H84.281

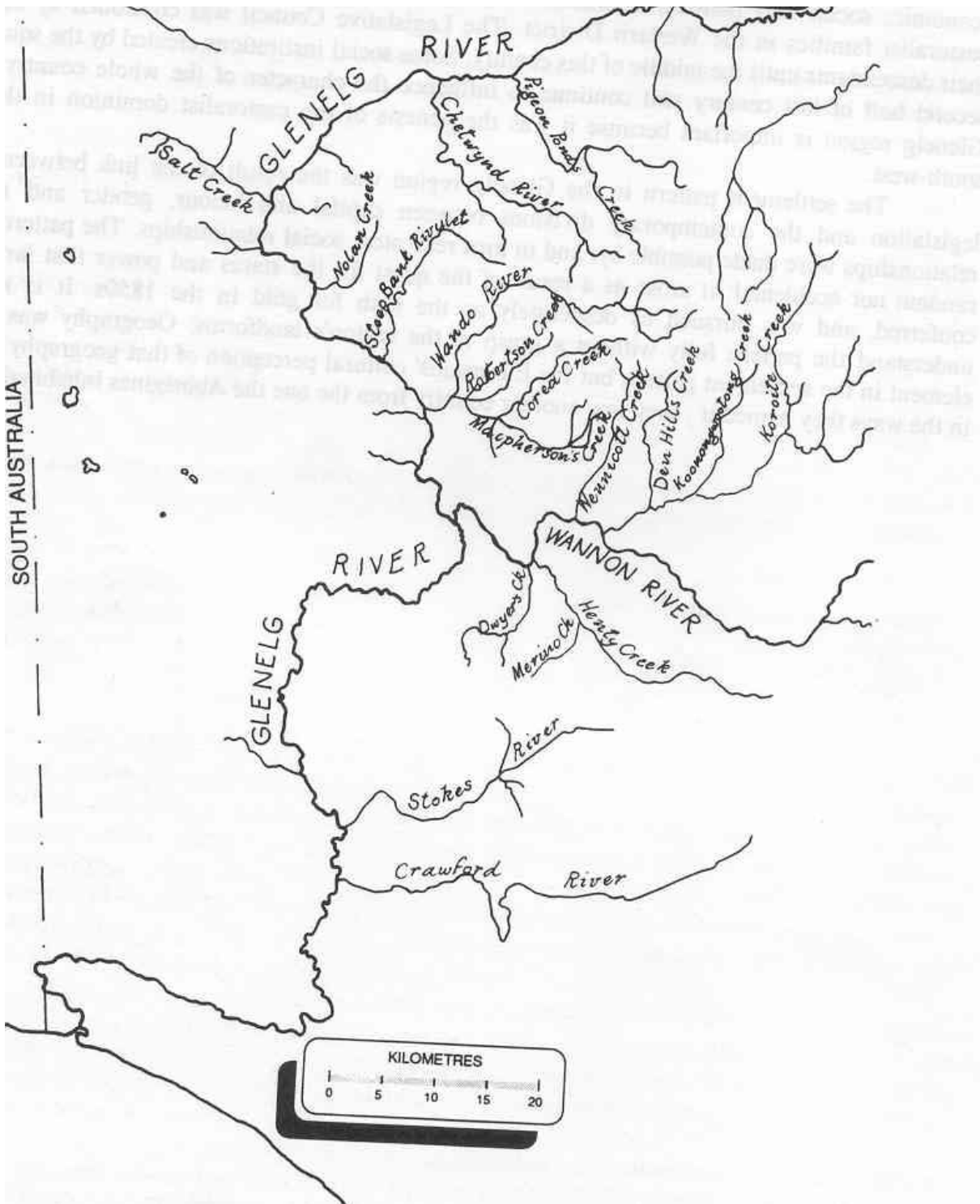


Figure 3 “The Glenelg River Basin with its tributaries and subdivisions of tablelands, valleys and coastal plains was the first Victorian frontier and main target of the 1860s Selection Acts”

Source: *Land and Power* by Katrina Hedditch, 1996, p. 17

## 1.2 Assessments of the Natural Environment

In recent years there have been a number of studies which have examined the diverse Glenelg Shire natural environment. These studies have also examined the effects of European settlement on that environment. They have attributed serious problems of erosion, destruction of native grasses, the denuding of forests and woodlands, and increasing salinity in the Shire's river systems to inappropriate land use policies of the 1830s, 1840s and later.

Katrina Hedditch's excellent settlement history of Glenelg Shire considers some of these studies, particularly the observations made in *The Rural Land Mapping Project*, published in 1983 by the Victorian Department of Planning. This project examined the physical characteristics of various parts of Glenelg Shire and addressed the question (both from a social and economic perspective) of how the Shire lands might be used more suitably in future. Hedditch includes a number of useful maps in her history derived from the 1983 project.

These maps illustrate different aspects of the Shire's environment. They include a map showing the rivers and creeks in the Glenelg River Basin. There is also a map of the 'Physiographic Regions' in the Shire identified as: Dundas Tablelands, Merino Tablelands, Dergholm Platform (north-west of the Glenelg River), and the Follett Plains (south-west of the Glenelg River). 'The Soils of the Region' are shown on another map, the 'Vegetation of the Glenelg Region' on yet another. The vegetation map indicates grasslands extending across the Merino Tablelands, woodland areas covering much of the south of the Shire, and stretches of heathland along coastal areas. Hedditch also includes a map showing 'Erosion Risk' associated with the banks of the Glenelg and Wannon Rivers, tributaries and creeks. A particularly erosion-prone area was indicated around rivers and creeks in the Merino Tablelands.<sup>8</sup>

Other important land system surveys relating to Glenelg Shire were noted in the Land Conservation Council's (L.C.C.) publication *Historic Places in South-Western Victoria*. These include the pioneering 1964 Gibbons and Downes Study<sup>9</sup> and a 1987 work by Jenkin and Rowan.<sup>10</sup> The LCC Report identifies the physical characteristics of the Dundas Tablelands and Casterton-Merino Hills; and also refers to Volcanic Plains along the coastal areas around Portland; South West Sands and Coastal Dunefields along the coastal strips from Discovery and Portland Bays to the Warrnambool, Cape Otway and Eastern View coasts.<sup>11</sup>

This Report also contains brief accounts of the geological history of each area, annual rainfall, soil type and vegetation. The vegetation descriptions were drawn from a classification of Victoria's flora prepared by the Department of Conservation and Natural Resources.<sup>12</sup>

<sup>8</sup> Hedditch, op. cit., Figures 4, 6, 7, 8, 9.

<sup>9</sup> F.R. Gibbons and R.G. Downes, (1964), *A Study of the Land in South-Western Victoria*, Soil Conservation Authority, Victoria.

<sup>10</sup> J.J. Jenkin and J.N. Rowan (1987). 'Physical resources' in Connor and Smith (eds.), *Agriculture in Victoria*, Melbourne.

<sup>11</sup> *LCC Report*, pp.15-24. Map showing regions within South-Western Victoria and explanatory table on p.15.

<sup>12</sup> *Ibid*, p.14.

### ***Volcanic Plains***

The volcanic plains around the Portland, Port Fairy and Warrnambool areas are of particular heritage interest, and were noted in the 1996 LCC Report. They form a unique part of Glenelg Shire's natural environment. This collection of plains, craters and lava ridges in Western Victoria, according to the LCC Report, 'comprises one of the world's great basalt plateaus'. It is argued that 'only a small number of basalt plain lakes, stones and recreation reserves now remain'.<sup>13</sup>

The volcanic eruptions on the western plains also produced the volcanic cones in the Stony Rises section of the West Victorian Volcanic Plains. Mt. Eccles National Park in Glenelg Shire is based around volcanic cones and contains diverse volcanic features.<sup>14</sup>

The historical importance of volcanic plains and their potential for tourist interpretation has been recognised by the establishment of the Shire's 'Volcanic Trail', which includes Mt. Eccles National Park. There are also many well-preserved original features on the plains around Tyrendarra. In addition, the coastal area stretching from Cape Bridgewater to Cape Nelson forms 'part of the distinctive volcanic complex which has no counterpart on the Australian coast'. Mt. Richmond, however, is almost entirely buried by limestone and sand apart from occasional outcrops of basaltic tuff near the summit.<sup>15</sup> There will be a discussion of how aspects of the natural environment have been used for tourism purposes in a later section of the Environmental History.



Figure 4: "Glenelg River, Casterton" (circa 1940) prior to the construction of the Konongwootong dam.  
Source: State Library of Victoria Accession no H90.160/527

<sup>13</sup> Ibid, pp. 22, 23.

<sup>14</sup> Ibid, p. 23.

<sup>15</sup> *Visitors' Handbook, Portland*, Tourist Association, n.d., pp.6-7.

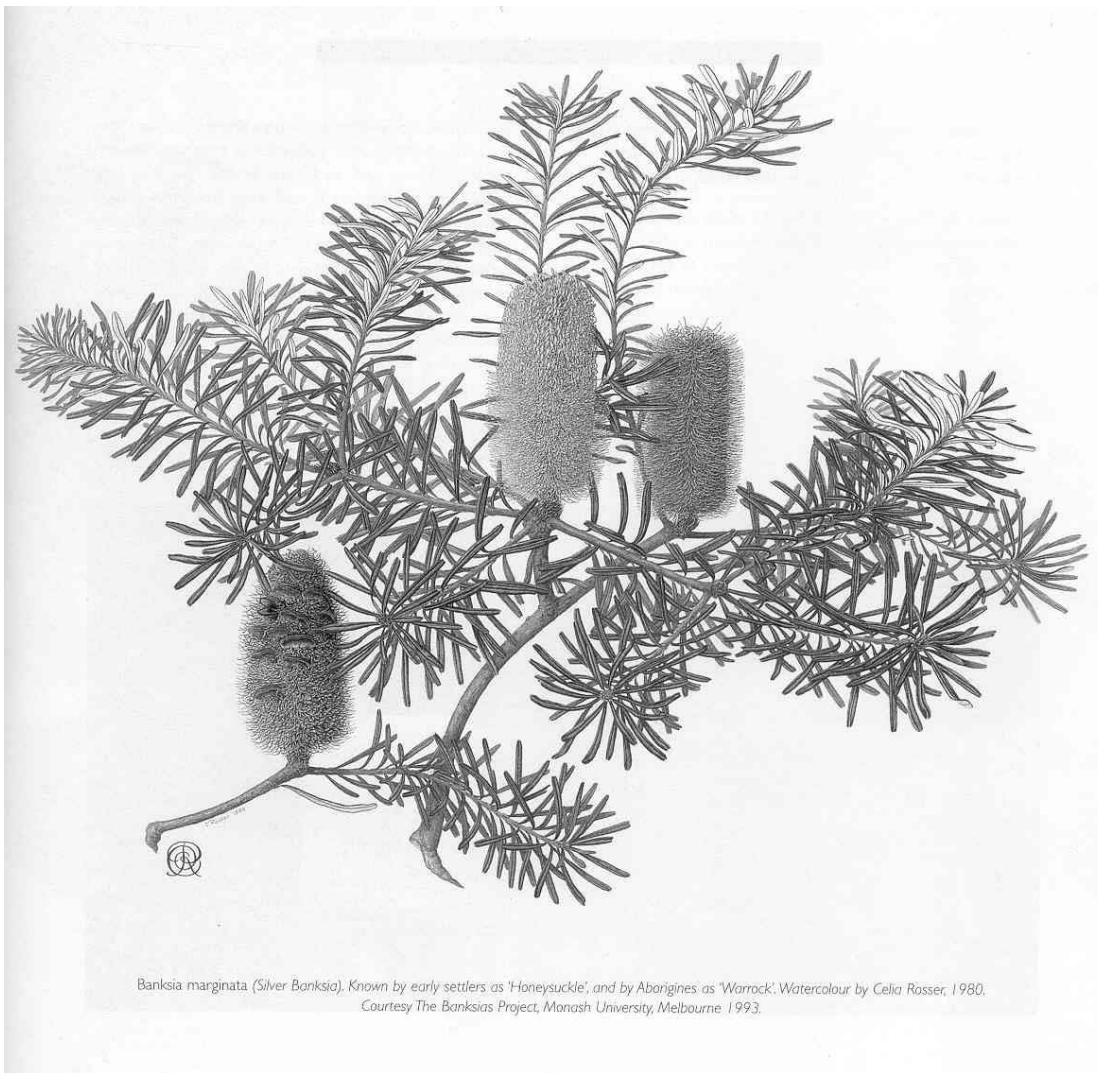


Figure 5: “*Banksia marginata*” (Silver Banksia) known by early settlers as ‘Honeysuckle and by the Aborigines as ‘Warrock’”

Source: *Warrock* by Michelle Summerton, Heritage Council Victoria 1997.

### 1.3 Altering the Environment

Much of the cultural landscape of Glenelg Shire today is the result of changes made to the natural environment by European settlement. In their desire to create a pastoral and agricultural landscape in colonial Victoria in place of the natural environment, early pastoralists and farmers cleared or replaced the native vegetation, introduced exotic plants and animals, modified natural watercourses and often mismanaged the soil.

As early as 1800 professional sealers operating along the Victorian coast were responsible for depletion of seal herds.<sup>16</sup>

Later, by 1850, squatters were grazing six million sheep on huge runs in western and central Victoria ‘altering much of the open forest and grassland ecology and reducing the food and shelter available to many birds and ground feeding marsupials’.<sup>17</sup> The ‘introduction of hard hoofed grazing animals and the stripping of native vegetation on the soils of the south-west produced soil and stream erosion’.<sup>18</sup>

<sup>16</sup> *Victorian Year Book 1973*, p. 79.

<sup>17</sup> *Ibid.*

<sup>18</sup> *LCC Report*, p. 53.



As early as 1853, John Robertson, a successful squatter who settled in Glenelg Shire and owned the pastoral stations Struan near Merino and Wando Vale near Casterton,<sup>19</sup> wrote to Lieut. Governor La Trobe about the already degraded Glenelg landscape:

‘the long deep-rooted grass that held our strong clay hill together have died out; the ground is now exposed to the sun, and it has cracked in all directions; also the sides of precipitous creeks – long slips taking trees and all with them. A rather strange thing is going on now. One day all the creeks and little watercourses were covered with a large tussocky grass, with other grasses and plants, to the middle of every watercourse but the Glenelg and Wannon, and in many places of these rivers, now that the only soil is getting trodden hard with stock, springs of salt water are bursting out in every hollow or watercourse, and as it trickles down the watercourses in summer, the strong tussocky grasses die before it with all others. The clay is left perfectly bare in summer.’<sup>20</sup>



Figure 6: “Struan Homestead” (now demolished) at Paschendale  
Source; State Library of Victoria, Accession No H98.252/2177, JT Collins.

There is evidence that, in the early 1980s, the results of past erosion and some continuing soil degradation was observable at the Satimer Road Bridge which crosses the creek on the edge of Robertson’s original pre-emptive right. The problems described by Robertson were widespread in the Casterton and Coleraine areas. When the Soil Conservation Board was set up in the 1940s, operations in this district (the Casterton-Merino Tablelands) were an early priority.<sup>21</sup>

The replacement or modification of native grasses (such as kangaroo grass), succulents and herbs and other natural vegetation by introduced species from an early date has led to the situation in which the only fragments of original vegetation that remain are in areas too unproductive or inaccessible for agriculture, grazing or intensive forestry. That is, such places may be located in national parks, wildlife or water catchment reserves or on undeveloped Crown Land. Original vegetation may also be found along road and railway reserves or in country cemeteries.<sup>22</sup>

The introduction of Marram grass along the Shire’s coastal areas halted the progress of sand drifts that threatened to cover miles of grazing lands. The pastoralist William Learmonth (1815-1889) first used Marram grass in the Western District at Narrawong. Learmonth, who arrived in Portland in September 1842, was associated with the pastoral

<sup>19</sup> R.V. Billis and A.S. Kenyon, *Pastoral Pioneers of Port Phillip*, 1932/1974, Melb., pp. 131, 282, 296.

<sup>20</sup> Correspondence dated 26 September 1853 quoted in *LCC Report*, p.83.

<sup>21</sup> *Ibid*, p. 53.

<sup>22</sup> *Victorian Year Book 1973*, pp. 73-74.

properties Ettrick, Ellangowan and Fitzroy L'Estrange.<sup>23</sup> Surveyor C.J. Tyers wrote in 1840, 'the whole coast is bounded by bare sand hills encroaching on the land'. Later, in 1856, James Bonwick described how, 'towards the Glenelg the sand is rapidly gaining upon the good land. The forest struggles in vain against the intruder'. However, it was reported in 1970 by a Learmonth descendant that the sand had 'moved very little from the 1840-56 position. Except for a few bad drifts, vegetation has won the battle, and that wonder-grass, marram, will eventually hold those'.<sup>24</sup>

Forest resources have been depleted over the years. Those forests, which were such a distinctive feature of the Glenelg Shire landscape, were used prodigally in the early days of European settlement.<sup>25</sup> During the 1850s gold rush years large areas of forest were cut for fuel, building and mining works. From the 1860s, Selection and Closer Settlement policies led to the 'ringbarking of trees, land clearing, drainage of swampland and burning'. In addition, lack of knowledge of appropriate agricultural techniques 'changed the country side and often damaged the soils'.<sup>26</sup> In more recent times areas of designated forest have been set aside and a statutory authority created for the protection and management of State forests.<sup>27</sup>

The establishment of plantations of exotic softwood species throughout the Shire, notably the pine plantings of the inter-war years,<sup>28</sup> is the most striking recent change made to the Glenelg Shire environment. Long stretches of pine plantations along major Shire highways are of great significance within the Shire landscape. The forest history of Glenelg Shire will be discussed in greater detail in Section 3.1.3.



**PRIVATELY-OWNED PINE PLANTATION, CASTERTON**

Figure 7: "Privately owned Pine plantation, Casterton"

<sup>23</sup> Billis & Kenyon, p. 96.

<sup>24</sup> Ibid, N.F. Learmonth, *Four Towns and a Survey*, 1970, pp. 86, 106.

<sup>25</sup> Ibid, p. 66.

<sup>26</sup> Ibid, p. 79.

<sup>27</sup> Ibid, p. 68.

<sup>28</sup> *LCC Report*, pp. 62, 63.

Source: *Shire Glenelg Centenary, 1963*.

The drainage of the Condah Swamp in the 1880s and 1890s is another example of the changes made to the natural environment by European settlers. This area, which once abounded with eels, fish, and wild fowl, and kangaroos, emus and koalas in the heavily-timbered area around the swamp; was a place where aborigines 'built their mia-mias and constructed their ovens – hollowed out ground into which they put their fires'.

There was talk of draining the swamp in 1878 but the actual work of making the drains did not start until 1886. The Government brought in drainers from Millicent and Koo-wee-rup, where successful drainage work had been carried out and, in 1892, proposed using the Melbourne unemployed to complete the scheme. On 9 May 1895, the Government allotted a number of Condah Swamp Village Settlement blocks to unemployed Melbourne men and their families. However, the blocks were so small (under 10 acres) that it was impossible for families to make a living. After the drainage works were completed, and the settlers could find no other paid work, many chose to leave their blocks. Of the many who settled there in the 1890s, only 130 were left by 1950.

When the land was first drained, the soil was so rich with decayed vegetation that it grew marvellous crops of potatoes, which were carted by horse and dray to the nearest railway station.<sup>29</sup>

### Acclimatisation

The pastoralists of South-west Victoria, including those in Glenelg Shire, were among the colony's most prominent 'acclimatisers'. Members of the Acclimatisation Society formed in 1861 were responsible for the introduction of many exotic animals and plants. They tried to recreate the environment of English country homes and, according to one writer,

'Peacocks were encouraged to wander over manicured lawns, and swans were established in ornamental lakes, which also contained carp, perch and even salmon. More ominously, 'game' such as foxes, hares, deer, pheasants and rabbits were let loose for sport.'<sup>30</sup>

The introduction of rabbits in 1859 by Thomas Austin of Barwon Park near Whittlesea, a member of the Acclimatisation Society, was particularly disastrous. Rabbits soon reached plague proportions and caused considerable damage to Western District pastoral properties. The earliest reaction was the construction of rabbit-proof stone walls, examples of which can be found in the Mt. Eccles and Lake Condah areas.<sup>31</sup>

The degradation of the Glenelg River, a major component of the Shire's river system, foreshadowed by the squatter Robertson in the 1850s, has become apparent in recent times. With its headwaters in Gariwerd (the Grampians), the Glenelg River drains half the entire region including numerous tributaries: the Wannon, Wando, Chetwynd, Stokes and Crawford Rivers and several creeks. In the 1960s, the Shire of Glenelg requested the State government to set up a Glenelg River Improvement Trust. It is said that the river and its tributaries will never return to pre-settlement conditions. There is a risk that the continual destruction of vegetative cover will lead to increasing salting of the river.<sup>32</sup>

Finally, it must be concluded that all these changes made to the Shire's natural environment following European settlement had a great impact on Aboriginal life and land use, depriving the original owners of their land, homes and food sources within the region.<sup>33</sup>

## 1.4 Appreciating the Natural Wonders

It must not be forgotten that it was not the economic factors alone that drew and have continued to draw Europeans to Glenelg Shire. Just as the beauties of the place were important to the indigenous inhabitants, so many European settlers

<sup>29</sup> *A Short History of Wallacedale*, compiled by H.B. Wheeler, 1955. Condah Swamp was later known as Wallacedale.

<sup>30</sup> *Ibid*, p. 54.

<sup>31</sup> *Ibid*, p. 37.

<sup>32</sup> Hedditch, *op. cit.*, pp. 32, 33.

<sup>33</sup> *Ibid*, p. 1.

were attracted by the visual beauties of the Shire environment. These Europeans wanted to explore, to live in aesthetically-pleasing places, and increasingly, to conserve and protect the Shire's natural environment.

Major Thomas Mitchell, draughtsman, surveyor and landscape artist, in his explorations of the Glenelg River in 1836, claimed that, 'of this Eden I was the first European to explore the mountains and streams – to behold the scenery – to investigate its geological character – and by my survey, to develop those natural advantages, certain to become, at no distant date of vast importance to a new people'.<sup>34</sup> Early colonial artists like Eugene von Guerard (1811-1901), Austrian painter who emigrated to Australia in the early 1850s, depicted picturesque vistas of native vegetation and rocky terrain. 'He sought to depict plants and rocks with detailed precision. Indigenous animals were often added to further identify a scene.'<sup>35</sup>



Figure 8: Bird Sanctuary, mouth of the Glenelg River, Nelson.  
Source: State Library of Victoria Accession no H32.492/7065

### National parks, forest and wildlife reserves

It was the appreciation of the Shire's natural beauties that led to the creation of national parks, nature and timber reserves, and the opening of bird sanctuaries and wildlife reserves.

A number of timber reserves were set aside under the 1847 Orders in Council on 6 April 1853. These nine timber reserves were all within the Portland Bay District. They were set aside 'to ensure that a supply of timber was available for settlers; and while few in number and relatively small in extent (640 acres each) these sites created an important precedent for they were the first timber reserves set aside in Port Phillip'.<sup>36</sup>

'The idea of protecting habitat for animals to live in was slow to evolve.' It is said that the *Land Act 1869* provided for the establishment of national parks in Victoria. However, although some early parks were opened as, for example,

<sup>34</sup> Quoted in Hedditch, op. cit. p. 20.

<sup>35</sup> Bernard Smith, *Australian Painting 1788-1990*, Oxford University Press, 1992 edn., pp. 58, 59.

<sup>36</sup> R. Wright, *The Bureaucrat's Domain*, OUP, 1989, p. 74.

Tower Hill in Moyne Shire (1892), an authority to administer the system was not set up until 1956.<sup>37</sup> A *National Parks Act* was passed in that year and a *National Parks Authority* was established. New parks created in South-western Victoria included Mount Richmond and Mount Eccles (1960) and Lower Glenelg (1969),<sup>38</sup> all three in the present Glenelg Shire.

In 1959 the *State Wildlife Reserves System* was introduced to cater primarily for the reservation and management of wildlife habitat. State forest reserves were managed primarily for timber production but provided important habitats for a diverse fauna, particularly in eastern Victoria. The *Land Conservation Act 1970* was designed to control the further alienation and use of the State's remaining Crown land.<sup>39</sup>

As we have seen, remaining natural vegetation is mainly found in national parks, wildlife and water catchment reserves, along road and railway reserves, on undeveloped Crown Land and in country cemeteries.<sup>40</sup>

### ‘Beauty Spots’

Tourism and holiday-making have always been associated with visiting places of natural beauty, known in earlier times as ‘beauty spots’. Such places were marked on tourist maps and their charms extolled in tourist journals. With the expansion of the Victorian railway network many previously inaccessible ‘beauty spots’ could be reached and visited by bush walking and naturalists’ walking clubs, formed in the second half of the 19<sup>th</sup> century. These activities received Government approval with the establishment in 1906 of a Victorian Tourist Bureau, dedicated to the promotion of Victoria’s tourist attractions. Many of these places, such as the spectacular coastal strip and riverside areas in Glenelg Shire, are places of great natural beauty.<sup>41</sup> The major themes of tourism and holiday-making in the history of Glenelg Shire’s development will be discussed in Section 8.



Figure 9: “Dutton Beach, Portland” (circa 1945)

<sup>37</sup> *Victorian Year Book 1973*, p. 80.

<sup>38</sup> *LCC Report*, p. 57.

<sup>39</sup> *Victorian Year Book 1973*, pp. 80, 81.

<sup>40</sup> See Section 1.3.

<sup>41</sup> S. Priestley. *The Victorians. Making Their Mark*, 1984, p.224.

Source: State Library of Victoria Accession no H2000.222/80

### **Local government planning schemes**

The increasing concern with the protection and preservation of the natural environment has resulted in measures for such protection being incorporated into local planning schemes. The Glenelg Planning Scheme acknowledges 'Areas of Environmental and Biological Significances' in its 'Environmental Significance Overlays'. These include areas of tree cover and significant flora and fauna localities. These areas were shown on maps prepared for the recent *Wind Farming Study*, the designated areas being identified as of local, regional, state, national and international significance.<sup>42</sup>

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<sup>42</sup> *Wind Farming Study*, Glenelg Shire Wind Farming Strategy, 2001.

## 2. PEOPLING THE LAND

### 2.1 The Indigenous People of Glenelg

The earliest evidence for indigenous occupation of the Shire of Glenelg to date, comes from Bridgewater Cave South, which was first occupied around 11,000 years ago (Freslov, 1992: Table 4). Indigenous people have occupied the coast and used coastal resources for at least the past 10,000 years, as indicated by shell middens at Discovery Bay, which have been dated to between 7960 – 1050 years ago (Godfrey et al 1996:39) and archaeological sites at Cape Duquesne, which have been dated to between 9000 and 1400 years ago (Richards and Jordan 1996:8). It is possible, however, that these dates do not represent the total length of time that the coast has been used. The present sea level did not stabilise until approximately 6500 years ago, therefore earlier sites may be underwater, or have been destroyed by subsequent erosion (Freslov 1992: 28).

Freslov (1992:32) has suggested that the archaeological record demonstrates a change in the use of resources and land management by indigenous people over the past 10,000 years. In the early Holocene (8-10,000 years ago) Aboriginal people appear to have moved around their country more, using a range of plant and animal resources inland and on the coast. With the formation of coastal dune barriers and greater stability of environmental conditions on the coast after 4000 years ago, there appears to be longer-term occupation of land in coastal areas by Aboriginal people, but with on-going use of resources from inland areas. During the last 1000 years, the archaeological evidence suggests that larger and more permanent settlements were established in coastal and inland regions, with an increasingly specialised use of coastal marine and terrestrial resources.



'Cold morning', an Aborigine of southern Victoria, with his family camped near Portland, Victoria, in 1845. The presence of dogs and the diversity of artefacts contrasts with the limited possessions of the Tasmanians. (Watercolour by G.F. Angus, South Australian Museum)

Figure 10: "Cold Morning" Watercolour by G. F. Angus of Aborigines camping outside Portland  
Source: David Rowe, 2002

Inland waterways were intensively utilised by indigenous people, as evidenced by the stone fishtraps at Lake Condah, designed for continuous operation as the lake level rose and fell throughout the year<sup>43</sup>. Eels were caught and trapped

<sup>43</sup> Coutts, P.J.F, R.K. Frank & P. Hughes 1978 'Aboriginal Engineers of the Western District, Victoria' *Records of the Victoria Archaeological Survey, No. 7*: p. 12

during their annual migration along Darlots Creek in spring and fish may have been trapped on a year round basis<sup>44</sup>. Stone circles on the stony rises east of Darlots Creek, appear to be, in some cases, the bases of circular ‘beehive’ huts which were a local adaptation to settlement on the rocky lava outcrops<sup>45</sup>. Excavation of hut sites has indicated that they were being constructed about 1950-1700 years ago<sup>46</sup> and were still being used after contact with Europeans<sup>47</sup>.



Lake Condah, c. 1930  
Part of the fish traps.

Figure 11: Fish Traps at Lake Condah

Source: *Lady of the Lake* by Aunty Iris Lovett-Gardiner, Koorie Heritage Trust 1997, p. 73

The association of past human settlement with waterways is also emphasised in inland areas of the Shire, by distribution of inland archaeological sites such as scarred trees and mounds, along natural watercourses<sup>48</sup>.

When the first Europeans arrived in the Shire of Glenelg, most of the land in the Shire of Glenelg was occupied by clans speaking the Dhauwurd wurrung dialect of the Djargurd language<sup>49</sup>. While the Djargurd language was common to much of western Victoria, Dhauwurd wurrung was a dialect spoken in the Portland-Lake Condah area.

<sup>44</sup> Coutts, op. cit., p. 25

<sup>45</sup> Clark, Anne 1991 ‘Lake Condah Project, Aboriginal Archaeology, Resource Inventory’ *Victoria Archaeological Survey, Occasional Report No. 36*. p. 48

<sup>46</sup> Wesson, Jane 1981 *Excavations of Stone Structures in the Condah Area, Western Victoria*. Unpublished MA (Prelim) Thesis, La Trobe University. p. 49

<sup>47</sup> Coutts, op. cit. pp. 38-39

<sup>48</sup> Hedditch, Katrina 1996 *Land and Power: A Settlement History of the Glenelg Shire to 1890*. p. 46

<sup>49</sup> Clark, Ian 1990 ‘Aboriginal Languages and Clans’ *Monash Publications in Geography No. 37*. pp. 22-23, 27



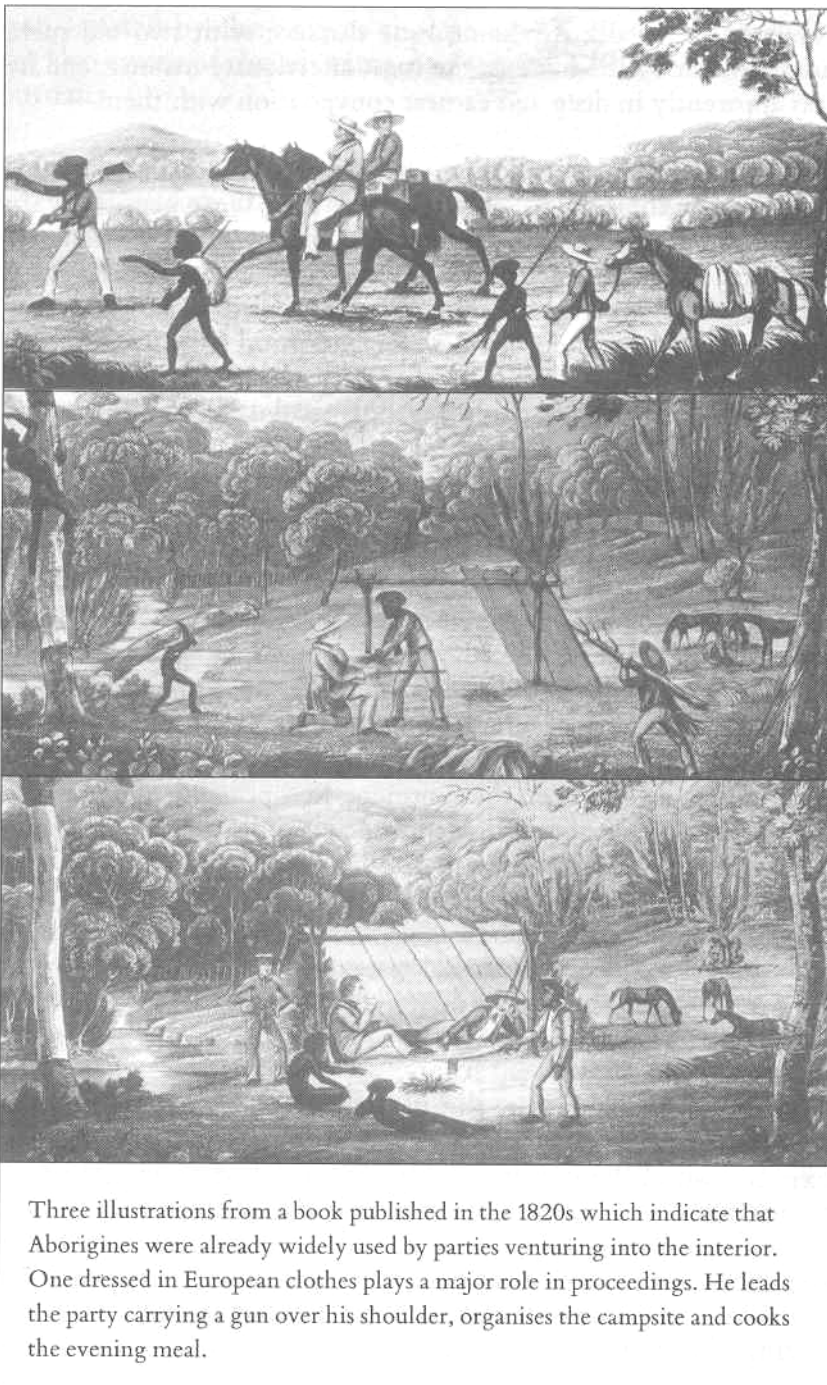


Figure 12:

Source: *With the White People*, Henry Reynolds, Penguin Books, 1990 p 18

Clans speaking the Dhauwurd wurrung dialect erroneously identified by white ethnographers as ‘Gunditj-mara’. Clark claims that this results from an error in transcription by Stahle, the missionary at Lake Condah, when attempting to record the names of clans at Lake Condah<sup>50</sup>. ‘Gunditj-mar’ in Dhauwurd wurrung dialect means “Aborigines belonging to” and Clark suggests that Stahle must have heard only this suffix and not the place name attached as a prefix.

However, the indigenous people in the Portland area have also long identified themselves as Gunditj-mara and during the course of consultation conducted for the Heritage Study; many have indicated a preference for the on-going use of that name to describe their community.

<sup>50</sup> *ibid.* p. 25

Clans speaking the Dhauwurd wurrung dialect occupied land between the east bank of the Glenelg River, the south bank of the Wannon River and east to the Hopkins River<sup>51</sup>. There were approximately twenty-one Dhauwurd wurrung clans in the Shire of Glenelg. See attached table. Many of the clan locations correspond to European townships<sup>52</sup>. This is partly due to the resources available to them at these locations. A list Dhauwurd wurrung clans and their locations is shown in Table 1.

The pre-contact population of Dhauwurd wurrung people could have been c. 7080<sup>53</sup>. Critchett estimates a population of c.3500 in 1841<sup>54</sup>. Clark suggests that Robinson's estimates place the population at around 4000 in 1841<sup>55</sup>.

Clans of Dhauwurd wurrung were associated with specific locales (see Table 1), for which they had a specific responsibility. The responsibility for and attachment to these specific areas of land was grounded in their religion and spiritual beliefs. However, access to other areas was made possible by marriage and economic ties and clans moved about the land to specific areas on a seasonal basis. Hedditch<sup>56</sup> has pointed to an association between clan locales, indigenous archaeological sites and the sites of later European towns and stations, as an indication that the clan locales were associated with specific resources that made settlement in these areas desirable.

West of the Glenelg River and extending across the SA border, were the clans of the Buandig language group<sup>57</sup>. Clan estates of the Buandig extended west from Glenelg River along the coast to Cape Jaffa, then inland to Mt Gambier and north to western Gariwerd (Grampians) and Mt Zero<sup>58</sup>.

Buandig divided into two halves – moieties – Kumite and Kroke<sup>59</sup>. The affiliation of an individual to a particular moiety was determined at birth; children belonged to their mother's moiety<sup>60</sup>. Women married outside their immediate family and probably outside their clan, and to a man of the opposite moiety<sup>61</sup>. Girls were betrothed while still children, into a clan which had a daughter to give in exchange<sup>62</sup>, this system of exchanging women, probably also involved economic transactions, such as exchanging of goods and reciprocal access to the country of each clan. This is hinted at by Smith's description of exchanging 'presents' between the families of the betrothed couple.

The Buandig clans in the Shire of Glenelg are not known at present; there was at least one unidentified Buandig clan was based at Lake Mundi, in the north-west of the Shire<sup>63</sup>.

The upper north-east corner of the Shire between the east bank of the Glenelg and the north bank of the Wannon River was in the Jardwadjali language area<sup>64</sup>. Clark does not list any Jardwadjali clans in the immediate NE corner of the Shire.

It is likely that the land around Casterton was an important meeting ground for people from all three language groups, since it is at this point that the clan estates of the three language groups join.

Table 1: Dhauwurd wurrung clans in the Shire of Glenelg (source, Clark, 1990: 54)

Clan	Location
Tarrerwung gundidj	Mouth of Glenelg River
Narcurrer gundidj	Glenelg River, c. Winnap-Nelson Road
Yallo gundidj	Junction of Crawford & Glenelg Rivers
Bate gundidj	Stokes, Crawford & Glenelg Rivers
Ponungdeet gundidj	Junction of Glenelg & Stokes Rivers

<sup>51</sup> *ibid.* p.54

<sup>52</sup> Hedditch, *op. cit.* pp. 42-43

<sup>53</sup> Clark, *op. cit.* 1990 p. 52

<sup>54</sup> Critchett, *op. cit.* p. 76

<sup>55</sup> Clark, *op. cit.* 1990 p. 52

<sup>56</sup> Hedditch, *op. cit.* p. 41

<sup>57</sup> Tindale, Norman 1974 *Aboriginal Tribes of Australia.* p. 210.

<sup>58</sup> *ibid.* p. 210

<sup>59</sup> Smith, J 1880 *The Boadnik Tribe of South Australian Aborigines.* p. ix

<sup>60</sup> *ibid.* p. 4

<sup>61</sup> *ibid.* p. 3

<sup>62</sup> *ibid.* p. 3

<sup>63</sup> Tindale, *op. cit.* p. 210, Hedditch, *op. cit.* p. 42

<sup>64</sup> Clark, *op. cit.* p. 54

Cupponenet gundidj	Mt Chaucer
Ure gundidj	Portland Township
Tarngonene wurrer gundidj	Surrey River
Kilcarer gundidj	'Convincing Ground'
Cart gundidj	Mount Clay
Dandeyallum	Portland Bay c. Fitzroy River
Gilgar gundidj	Darlots Creek
Yiyar gundidj	Mt Eckersley
Kerup gundidj	Lake Condah
Direk gundidj	Condah Swamp
Net net yune gundidj	SE of Crawford River
Pallupne gundidj	Stokes River
Carnbul gundidj	between headwaters of the Stokes River & Crawford River
Worcarre gundidj	NE of the head of the Stokes River (around Digby)
Wanedeet gundidj	around Tahara
Bonedol gundidj	Ponedol Hills

FIG. 11 CLAN SITES: THE GLENELG BASIN

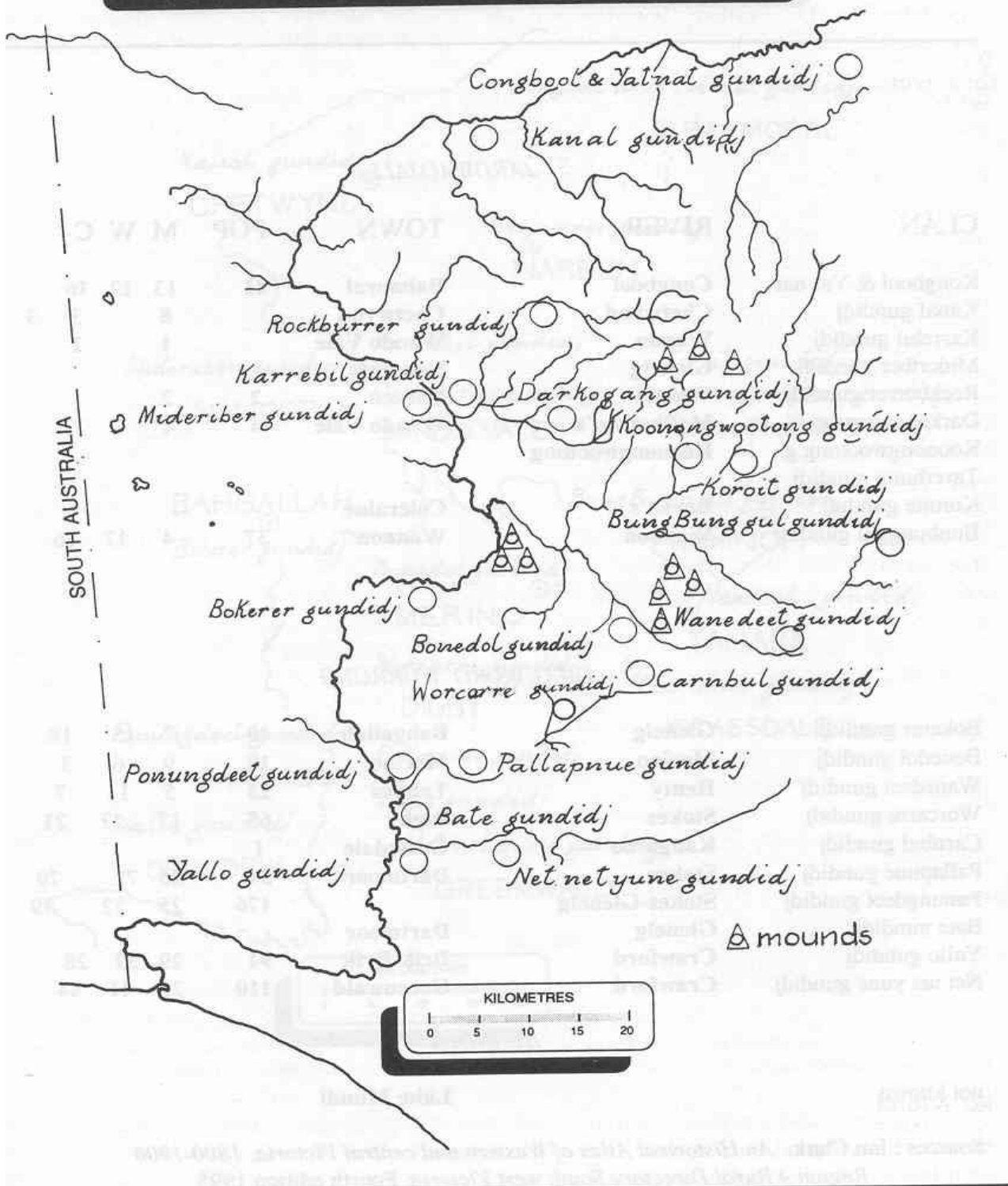


Figure 13: "Clan Sites: The Glenelg Basin"  
 Source: *Land and Power*, Katrina Hedditch 1996 p. 41

## 2.2 European invasion

Early incursions by Europeans were focussed on the coastal regions, beginning with sealers and whalers from possibly as early as 1810<sup>65</sup>. It was not until two years after permanent European settlement on the coast, however, that some inland clans encountered their first Europeans in the form of Mitchell's exploration party in 1836. By this time, however, they certainly would have been aware of the presence of white people in their country, even if they had not sighted one in person<sup>66</sup>.

The exact nature of contacts between Europeans and the Dhawurd wurrung and Buandig people on the coast is difficult to gauge, because of the lack of recorded history of this period. However, it appears likely that whalers raided coastal clans and kidnapped women, probably killing other people indiscriminately in the process. Smith was told the story of a Buandig woman kidnapped, probably by whalers, at Rivoli Bay in South Australia in about 1822-1823<sup>67</sup>. The woman escaped when the ship put in about three months later and "...did not give a very favourable account of the treatment she had received from the crew. Even as late as 1846, the black women, in speaking of this event, made all sorts of grimaces signifying disgust". It seems obvious from Smith's description, that the woman was sexually exploited by the sealers. This story is likely to have been common to many women of the coastal clans.

Whalers also attacked and massacred whole clans of coastal people. One such instance occurred near Portland, at a site which came to be known as the 'Convincing Ground' in about 1832-1833. In this instance, almost the entire Kilcarer gundidj clan were massacred by whalers in a dispute over the cutting up of a beached whale carcass.<sup>68</sup> Descriptions of the massacre were subsequently given to Robinson by two Aboriginal men at Mt Clay in 1841 and also corroborated by Edward Henty and an employee of Henty's named MacDonald.<sup>69</sup>

Clark<sup>70</sup> says that knowledge of the operations of whalers along the coast would have been well-understood by inland clans, having received word by messengers and also at the large intertribal gatherings. Some trading evidently also occurred, since European commodities had been obtained and traded inland, well before permanent European settlement. It is possible that in addition to being kidnapped, indigenous women may sometimes have been exchanged for material goods, a transaction not uncommon amongst the indigenous people themselves.

Although the visits of European whalers were seasonal, they are likely to have decimated the coastal populations, either through direct massacre or the introduction of diseases which were previously unknown amongst the indigenous people of Glenelg. Clark<sup>71</sup> suggests that the fact that the coastal areas appeared to have been heavily depopulated when the Henty's settled in 1834, indicating that there had already been considerable violent conflict by sea. At this time, the Mt Clay clan had prohibited any indigenous people from approaching Portland,<sup>72</sup> indicating a tactical withdrawal of the Dhawurd wurrung people from the coastal areas where their people had been attacked by Europeans.

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<sup>65</sup> Clark, Ian 1998 'Understanding the Enemy: Ngammadjidj or Foreign Invader' *Monash University, Faculty of Business and Economics, Working Paper 73/98*. p. 2

<sup>66</sup> *ibid.* p. 5

<sup>67</sup> Smith, op. cit. 25-26

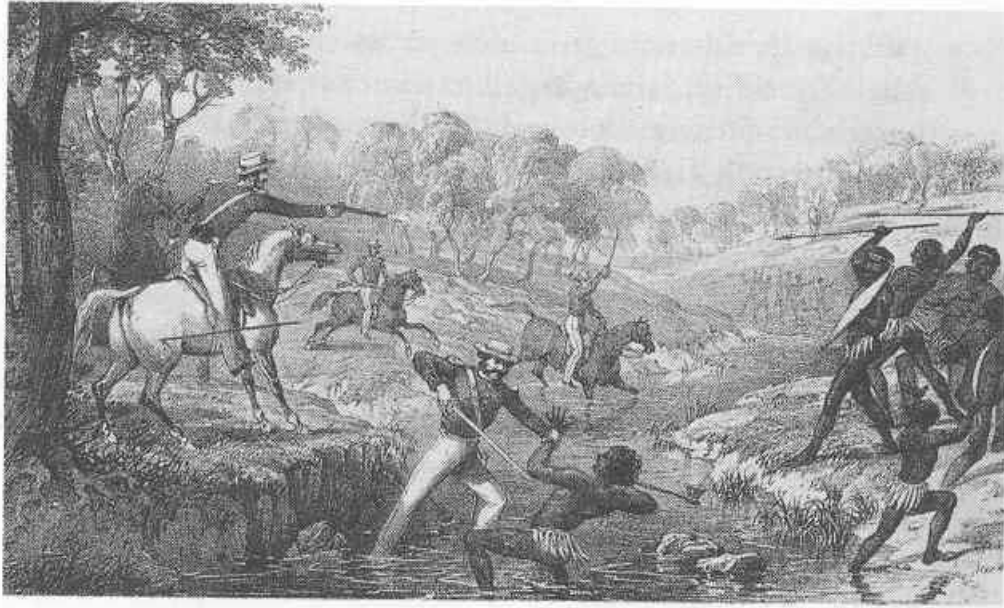
<sup>68</sup> Clark, Ian 1995 *Scars in the Landscape: A register of massacre sites in Victoria, 1803-1859*. *Australian Institute of Aboriginal and Torres Strait Islander Studies*. p. 18

<sup>69</sup> *ibid.* p. 18, Critchett, op. cit. pp. 121-122

<sup>70</sup> Clark, op. cit. 1998 p. 5

<sup>71</sup> *ibid.* p. 3

<sup>72</sup> Clark, op. cit. 1990 p. 33



This portrayal of a violent encounter reveals a time when weapons technology on the frontier was more evenly matched. C. MUNDY, *OUR ANTIPODES*, 1852

Figure 14:

Source: *Contested Ground*, edited A. McGrath, Allen & Unwin, 1995, p. 128

It is evident that there was a struggle to incorporate the advent of Europeans and their material possessions, into their own cosmological and cultural frames of reference. Their perceptions of Europeans formed a guide to their behaviour and response to European people and continued to influence them in the conflict which followed European invasion of their lands.

Dawson 1881 referred to in Clark<sup>73</sup> says that "...the first ship seen by western Victorian Aboriginal people was believed to be a huge bird or a tree growing in the sea". The Buandig people told Smith<sup>74</sup> that the first ship sighted by them was believed to be a "drifting island"; they described the wreck of a whaling vessel, the 'Maria' as "oorincarto" meaning literally 'big house'.<sup>75</sup>

A widespread initial belief in the western district was that Europeans were 'ngammadjidj' a term used to describe the spirits of the deceased<sup>76</sup>. This belief was a logical attempt by indigenous communities to accommodate the arrival of Europeans into their cosmology. There are many documented cases where Europeans were recognised by indigenous people as the spirits of departed relatives, who had an attachment to particular areas of land in a past existence<sup>77</sup>. For example, George Augustus Robinson, the Chief Protector of Aborigines, was identified by a wife of Koort Kirrup, head of the Dhauwurd wurrung Palapnue gunididj clan, as the reincarnation of a dead relative in June of 1841<sup>78</sup>. The logic of this identification also lies partly in the fact that for the Western District Aboriginal people, white was the colour most associated with death.<sup>79</sup>

<sup>73</sup> Clark, op. cit. 1998 p. 2

<sup>74</sup> Smith, op. cit. 1880 p. 25

<sup>75</sup> Smith, op. cit. 1880 p. 24

<sup>76</sup> Clark, op cit. 1998 p. 7

<sup>77</sup> ibid. p7

<sup>78</sup> ibid. p.9

<sup>79</sup> ibid. p. 7



Figure 15: George A. Robinson, chief Protector of Aborigines during the Port Phillip district of New south Wales period.

Source: *'My Heart Is Breaking'* Public Records Office of Victoria, Commonwealth Government 1993 p. 50

This interpretation of Europeans could have been important in determining the response of Aboriginal people to their arrival; specifically, as ngammadjidj, the Europeans could be absorbed into kinship networks, thereby defining appropriate behaviour towards – and from – them.<sup>80</sup> This belief also created an expectation that Europeans would behave according to traditional law and custom and share their economic resources.<sup>81</sup> It could explain why some early European settlements and exploration parties were not immediately attacked by the indigenous occupants of the land, as the latter attempted to establish whether they were the spirits of deceased relatives. In other cases, as Robinson pointed out, there was also a danger of the European being recognised as a dead person from a hostile clan and attacked as a result.<sup>82</sup>

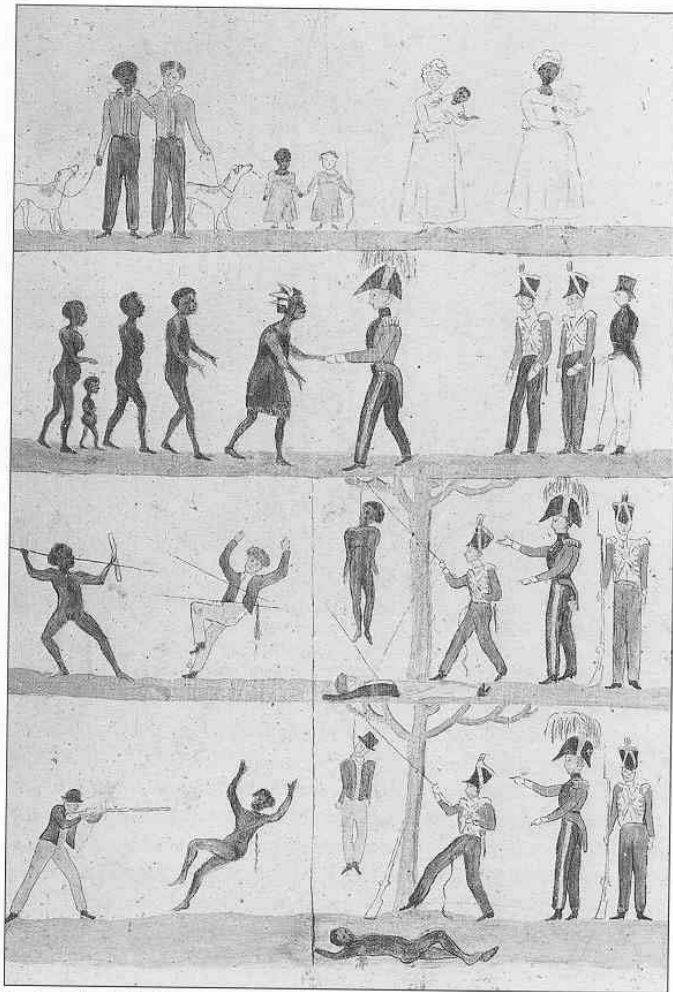
That the European squatters did not behave according to traditional law and custom, would undoubtedly have contributed to the abandonment of the ngammadjidj belief, although it persisted amongst some Dhauwurd wurrung clans until the early 1840's.<sup>83</sup>

<sup>80</sup> *ibid.* p. 11

<sup>81</sup> Clark *op. cit.* 1998 p. 11

<sup>82</sup> *ibid.* p. 9

<sup>83</sup> *ibid.* p. 11



'Proclamation to the Aborigines', artist unknown. One of the painted signs used by Governor Arthur to illustrate the intention, if not the reality, of government policy (Mitchell Library, State Library of NSW)

Figure 16: "Proclamation to the Aborigines" One of the painted signs used by Governor Arthur to illustrate the intentions, if not the reality, of government policy ( Mitchell Library of NSW)  
 Source: *Fate of a Free People*, Henry Reynolds, Penguin Books 1995 p 145



## 2.3 Sealers and Whalers

### Sealers

The first Europeans to come to Glenelg Shire were sealers and whalers operating in the Portland Bay area from the late 18<sup>th</sup> century. Sealers sought skins from Australian fur and New Zealand seals ‘which they traded with skin merchants in Sydney and Launceston’. Sealing activities were reported in Bass Strait as early as 1891 and 1892 when ships from England, France and the United States worked fishing grounds there. Portland Bay provided shelter for some of the sailing vessels, which were often quite tiny craft.<sup>84</sup>

In 1802-3 Governor King wrote of American sealers and whalers in Bass Strait and there were probably other small vessels which frequented Portland Bay. In 1803, when England and France were at war, it was said that many English ships travelling from China sailed home via Sydney and Bass Strait to avoid French warships in the Indian Ocean.<sup>85</sup>

After only a few years, during which seal numbers rapidly declined, ‘the overseas sealers abandoned Bass Strait to colonial gangs (or ‘pirates’), which often comprised former or escaped convicts from Van Diemen’s Land’<sup>86</sup> (Tasmania). Sealing was in evidence in Portland as early as 1822. There is a sealer’s grave on Lady Julia Percy Island dated 1822.<sup>87</sup> Little other physical evidence remains in Glenelg Shire or elsewhere of the early sealers.

### Whalers and whaling stations

By 1828 there were many reports of sealers and whalers operating in Portland Bay.<sup>88</sup> It was found that, although sperm whales had been hunted in the southern seas during the 1820s, ‘shore-based whaling was the most profitable means of exploiting the great marine mammals, especially the Southern Right whales, which wintered each year in the bays of South-Western Victoria’. The whales were chased by teams of men based on shore in small timber boats, some built of huon pine from Tasmania. ‘Whale blubber was boiled down to oil on the beach, and whale bone extracted for use in women’s corsets and skirt hoops’. The trading vessels visiting the whaling stations each season took away the bone and oil.<sup>89</sup>

William Dutton (1811-1878), whaler and master mariner, who sealed at Portland during each of the seasons from 1828 to 1832, was the first to establish a shore-based whaling station on the Victorian coastline at Double Corner, Portland, in 1833. Before Dutton established his Portland whaling station, whale blubber was taken south to Launceston or Hobart for processing. Other stations soon followed Dutton’s at Double Corner, including those of Kelly and Hewitt.<sup>90</sup>

<sup>84</sup> N. Learmonth, *The Portland Bay Settlement*, 1934 (reprinted 1983), pp.26, 27.

<sup>85</sup> Ibid.

<sup>86</sup> *LCC Report*, p.30.

<sup>87</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>88</sup> Learmonth, op.cit., pp.30, 31.

<sup>89</sup> *LCC Report*, p.31.

<sup>90</sup> Ibid.

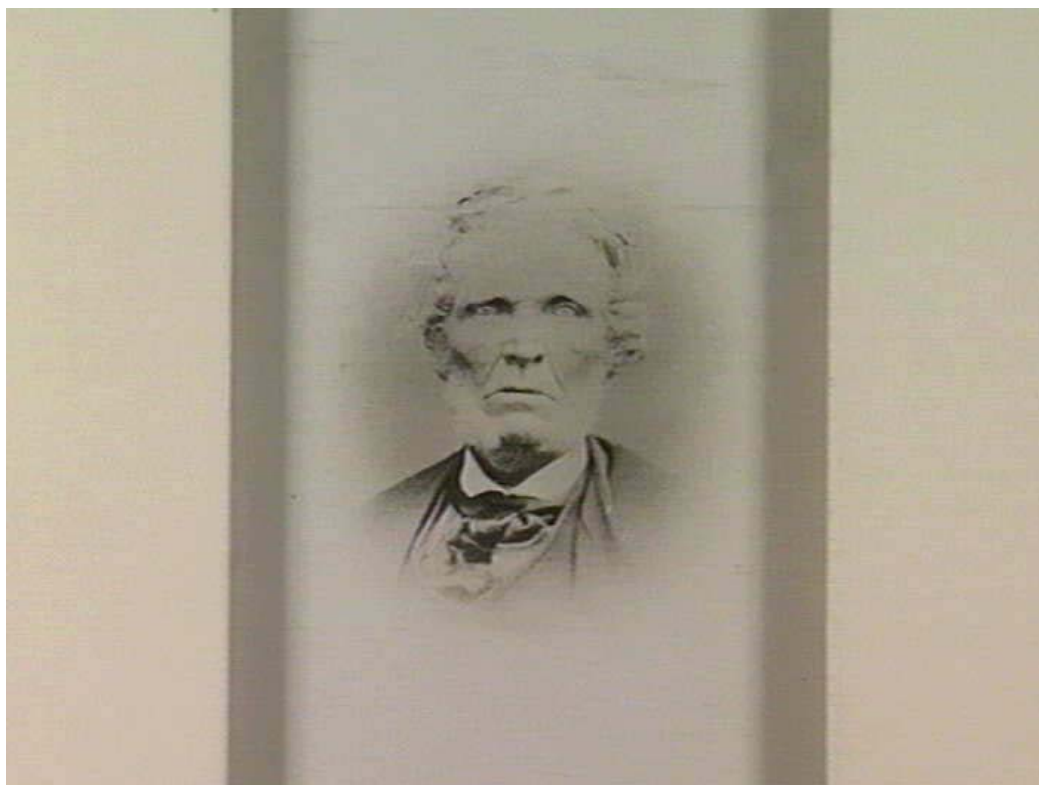


Figure 17: Captain Dutton (1811-1878) (photo circa 1860-78)  
Source: State Library of Victoria Accession No H12362

The whaling industry was of major importance in the early economy of South-Western Victoria. By 1836, there were approximately 100 whalers operating out of Portland Bay and Port Fairy. In 1838, the peak year of production, there were at least seven whaling establishments in Portland.<sup>91</sup>

Although whaling activity was seasonal, a station was busy all year round, employing blacksmiths, coopers, shipwrights and general hands. There was accommodation for the employees, foodstuffs and supplies. As well as huts there was a blacksmith's shop, cooperage, a blubber stage and storage, and loading facilities for tons of oil and whale produce. Boat building was a related operation.<sup>92</sup>

The Hentys, who became well-known Glenelg Shire pastoralists, were also involved in early whaling operations. The Hentys' whaling establishment was on a stretch of beach known as the Convincing Ground (the scene of a notorious massacre of Aboriginal people) at Allestree, near Portland. This is on the north side of Portland Bay, behind the Minerva Reef. 'It was an excellent site for a whaling station in the 1830s, near the mouth of a freshwater creek, with some protection and calm water afforded by the offshore reef, and a natural lookout located on Mount Clay to the north east.' A whaler boiler, or 'trypot' for rendering down whale oil, (now located on the Portland foreshore) was originally from the Convincing Ground.<sup>93</sup>

There are many vivid accounts of the Hentys' whaling activities in their journals now available in a 1996 publication.<sup>94</sup> When Major Mitchell visited this location in August 1836 he was surprised to find a small but thriving community there.<sup>95</sup> An 1854 map indicated the Convincing Ground with structures on the shore marked as 'Messrs. Hentys' Whaling Establishment' and 'Old Whaling Buildings'.<sup>96</sup> According to Mitchell, many whaling vessels used the bay, more than 700 tons of oil being shipped in the 1836 season. Only a few days earlier, five vessels had been at anchor and there was regular communication with Van Diemen's Land (Tasmania) by vessels from Launceston.<sup>97</sup> Early

<sup>91</sup> J.G. Wiltshire, *A People's History of Portland*, 1976, p.22.

<sup>92</sup> *LCC Report*, p.31.

<sup>93</sup> *Ibid*, p.33.

<sup>94</sup> *The Henty Journals* ed. Lynnette Peel, The Miegunyah Press with SLV, MUP, 1996.

<sup>95</sup> *The Major Mitchell Trail*, p.76.

<sup>96</sup> *LCC Report*, p.33.

<sup>97</sup> *The Major Mitchell Trail*, pp.76, 77.

sketches by J.H. Wedge, government surveyor, show the Henty whaling station in 1835.<sup>98</sup> Among the Henty family records, there are notes on the equipment and materials needed for a season at the Henty whaling establishment.<sup>99</sup>

The Convincing Ground site is one of the most significant historic locations in South-Western Victoria and a major heritage site in Glenelg Shire. It is significant as the site of the whaling station, where the Hentys operated an important early Shire industry; as the site of an early and tragic clash between Aboriginal people and the first Europeans in Victoria; and 'in the retention of a name long after its meaning has been forgotten'.<sup>100</sup>

The earliest reference to a whalers' lookout at the Convincing Ground was the 'lookout tree' near the site.<sup>101</sup> According to Mr A. (Tony) Boyer, a Narrawong resident, the whalers' lookout was on a high point from which whales could be observed entering Portland and Henty Bay during the whaling seasons to 1868. It is situated on the south-east boundary of today's Narrawong Forest and may be accessed by walking track from the Saw Pit Picnic Area.<sup>102</sup>

By 1838, Edward Henty had dropped out of the whaling business, leaving his brother, Stephen, to carry on. By 1840, with the economic depression looming, the 'cream' had been taken off the whaling trade 'which thereafter gradually declined and was finally abandoned about 1860'. Information received from Portland historian, Gwen Bennett confirmed that the whaling industry continued in Portland Bay until the last recorded whale was caught by whaling captain, William Dutton on Saturday, 21 August 1868. The oil from that carcass was expected to realise 400-600 English pounds. Following that date there were reports of whale chases in the bay but no recorded capture.<sup>103</sup>

Despite all the activity and infrastructure associated with Portland's whaling industry, little physical evidence remains. No whaling stations have survived. Archaeological remains at the Convincing Ground may have associations with whaling, or boat-building carried out by the Hentys. William Dutton's house has gone but the graves of several whalers, including Dutton, are located at the Narrawong Cemetery, east of Portland.<sup>104</sup>

William Dutton retired in 1868 to his farm near the mouth of the Surry River at Narrawong (Lots 1-4, Parish of Bolwarra). According to Henry Wade's Original Plan of the Coast Line from the Town of Portland, dated August 1851, Dutton's house was situated on Lot 2, south south-east of the lookout. Wade's Plan of the Roads from Portland to Fitzroy River, dated March 1851, also records Dutton's house in this location. William Dutton died there in July 1878.<sup>105</sup>

Dutton is known to have employed an aboriginal servant, who was known as 'Billy Dutton'. This lends credibility to the tale that aborigines were the 'whale spotters' at the Convincing Ground site. When a whale was sighted, a smoke signal would be sent up to alert whalers at the Convincing Ground and in Portland.<sup>106</sup>

As the whaling industry declined and the township developed many former whalers settled in Portland. The most famous Portland inhabitant associated with whaling was undoubtedly Edward Henty, whose early house overlooked the Bay in Block 4, on Bentinck Street between Henty and Julia Street. Henty's house, shown on a 1840s map of the Portland Township,<sup>107</sup> was removed to make way for the development of Bentinck Street. Henty owned a whaling company and employed whalers.

## 2.4 Early European Exploration

### 2.4.1 The early navigators

Exploration of the coastal and inland areas is a major theme in the history of Glenelg Shire. At the beginning of the 19<sup>th</sup> century, the South-Western region of Victoria was officially within the colony of New South Wales. It was the most westerly part of the Port Phillip District (as Victoria was then known) and, as such, was remote from the administrative

<sup>98</sup> Reproduced in N. Learmonth op.cit., facing p.110.

<sup>99</sup> Ibid, pp.50-53.

<sup>100</sup> *LCC Report*, p.33.

<sup>101</sup> The Henty Journals. 21 Oct. 1835.

<sup>102</sup> Mr A. (Tony) Boyer, pers. comm.

<sup>103</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>104</sup> *LCC Report*, p.31.

<sup>105</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>106</sup> Ibid.

<sup>107</sup> *Portland Township*, 1840s, Henty MSS Box 119/9K, SLV.

centre of Sydney. Although visited by sealers and whalers,<sup>108</sup> it was unexplored by Europeans, and its coastline was uncharted.

The first Europeans to chart the Portland Bay coastline were English navigators, followed closely by French seamen. In 1800 the brig, 'Lady Nelson', under the command of Lieutenant James Grant was dispatched from England to sail through the Strait between Van Diemen's Land (Tasmania) and Victoria, to survey and explore the southerly coastline.<sup>109</sup> Grant's expedition followed two less successful earlier attempts by George Bass in 1797 and Matthew Flinders in 1798.<sup>110</sup>

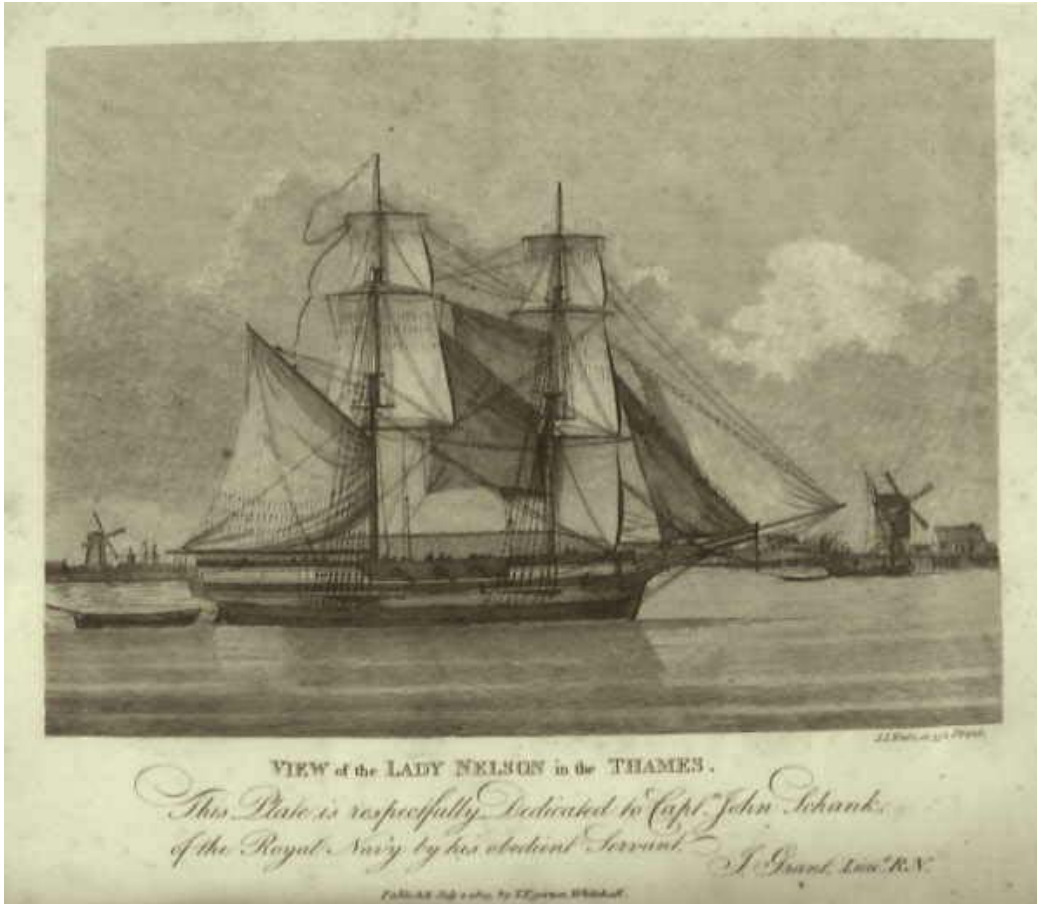


Figure 18: "View of the Lady Nelson in the Thames " (circa 1803)  
Source: State Library of Victoria Accession no 30328103/31553/2

Grant and his crew named features and bays as they sailed along the coast after sighting land near Mount Gambier in the last days of 1800.<sup>111</sup> Capes Bridgewater, Otway and Patton, and Portland Bay were named in December 1800.<sup>112</sup> Portland Bay was named after the Duke of Portland.<sup>113</sup>

*The Chart of the West part of Bass's Straits by James Grant, 1800*, is reproduced in Learmonth's history of the Portland Bay Settlement. It indicates the various capes. There were notes of 'many fires seen' around Cape Nelson and 'woody land' along the coast near Portland Bay.<sup>114</sup> Learmonth criticized this map as 'very crude' and with the 'soundings unmarked'.<sup>115</sup>

<sup>108</sup> See Section 2.1.

<sup>109</sup> Learmonth, op.cit., 1934/1983, p.1.

<sup>110</sup> *LCC Report*, pp. 27, 28.

<sup>111</sup> *Ibid*, p.28.

<sup>112</sup> *Ibid*.

<sup>113</sup> Learmonth, op.cit., p.5.

<sup>114</sup> *Ibid*, p.6.

<sup>115</sup> *Ibid*, p.11.

There was further charting of the Portland Bay coastline by a French scientific expedition in 1802. Nicholas Baudin explored the coastline between Cape Otway and Cape Grant in March and April 1802 on board 'Le Geographe'. Many of the names Baudin gave to features have not been retained. 'Reconnaissance Peak' became Tower Hill but Cape Duquesne and Descartes Bay and Cape Montesouieu have kept the names allocated to them during this expedition.<sup>116</sup> *Captain Baudin's Chart of the West Victorian Coast, 1802* is also reproduced in Learmonth's book, and judged to be 'nearer the correct outline'.<sup>117</sup>

Baudin and the English explorer, Matthew Flinders (1774-1814) met in Encounter Bay on 7 and 8 April 1802. Flinders' subsequent journey noted many of the features identified by Grant. Though impeded by bad weather, Flinders, an excellent cartographer, sketched the Victorian coastline in a manner later described as 'surprisingly correct'.<sup>118</sup>

On another voyage in September 1803 by way of Timor, Flinders called at Mauritius (then owned by the French). He had not heard of the renewal of war between England and France, and as a result was held prisoner there for 7 years, contracting a mortal illness. He returned to England in 1810, published *Voyage to Terra Australis* in 1812, and died soon afterwards. Historian Manning Clark commented on the 'tragic grandeur' of Flinders' story.<sup>119</sup>

Flinders was angered by the use of French names on Baudin's chart and declared it 'an injustice to our nation in general and to Lieutenant Grant and me in particular, for the greater part of the coast was discovered by us'.<sup>120</sup> Many regard Flinders *Chart of Terra Australis, 1802*, which shows the 'Coast Discoveries of Captain. James Grant, 1801' as far superior to either the Grant or Baudin charts. It contains careful soundings and notes the weather conditions, the word 'squally' (squally) occurs frequently.<sup>121</sup> Learmonth declared Flinders' map 'a masterpiece'.<sup>122</sup>

Some years later, in 1839-42, the British Admiralty sent Captain Lort Stokes in the 'Beagle' (made famous by Charles Darwin) to survey Bass Strait and the Victorian coast. The 'Beagle' called in at Portland Bay in 1842 where Stokes met the Hentys and surveyor, C.J. Tyers, who had surveyed the Portland township in January 1840..<sup>123</sup>

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<sup>116</sup> Learmonth, op.cit., p.8.

<sup>117</sup> Ibid, pp.14, 15.

<sup>118</sup> Ibid, p.17.

<sup>119</sup> C.M.H. Clark, *A History of Australia*, Vol. 1, MUP, 1962, pp.174-182.

<sup>120</sup> Learmonth, op.cit., p.18.

<sup>121</sup> Ibid, p.22.

<sup>122</sup> Ibid, p.15.

<sup>123</sup> *LCC Report*, p.28; Gwen Bennett, pers. comm..

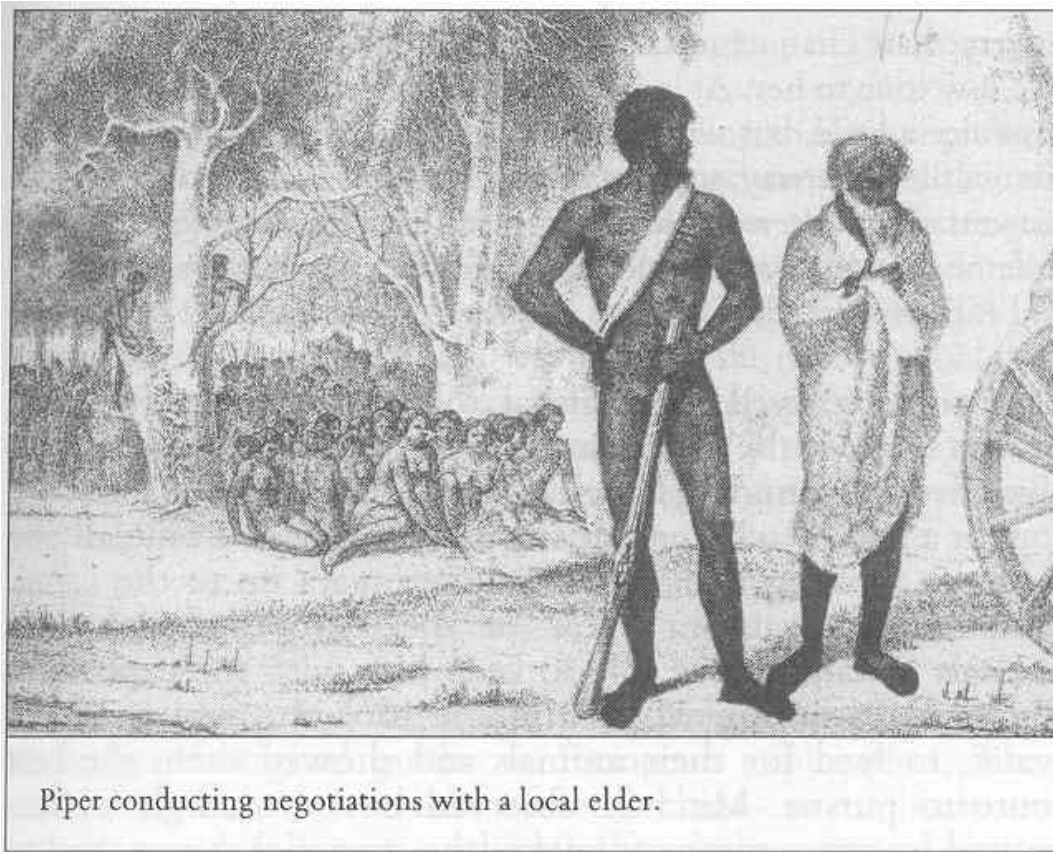


Figure 19:

Writing of his journey through the Western District, Mitchell outlined the role of his guides, Piper being one of them. He was appreciative of the importance of Piper's knowledge of traditional protocol.'

Source: *With the White People*, Henry Reynolds, 1990, p 27

#### 2.4.2 Inland exploration

The earliest European exploration of the inland areas of Glenelg Shire was Major Mitchell's famous overland journey in 1836. As we have seen, Mitchell passed through the Portland Bay District, and saw the whaling and farming establishment run by the Hentys.<sup>124</sup> Mitchell named many prominent features along the route, including the important Glenelg River, the smaller Surry (now Surrey) and Fitzroy Rivers and Discovery Bay. He described the Glenelg River as 'the finest body of fresh water I had seen in Australia' and thought 'Portland Bay appears to be a good anchorage... It is much better sheltered from the prevailing winds by the lofty promontory of Capes Bridgewater and Nelson than any part of Port Phillip is, and the position of two reefs seems favourable for the formation of a small harbour'.<sup>125</sup>

The Major found excellent pastoral country in his travels and his enthusiasm for 'Australia Felix' in the Western District encouraged many early settlers to try their luck in the new colony. Another important consequence of Mitchell's journey was the visible 'Major's Line', a track of deep ruts formed by the wheels of his heavy ox carts and whaleboat carriage. This track stretched across the plains providing direction to settlers who pioneered the opening up of South-Western Victoria. It was particularly useful for overlanders who came from north of the Murray River in New South Wales.<sup>126</sup>

The Mitchell legend is of great historical value to Glenelg Shire. Many memorials now mark the historic route followed by Mitchell along what is now celebrated as the 'Major Mitchell Trail', a popular tourist destination.

<sup>124</sup> See Section 2.1.

<sup>125</sup> Learmonth, op.cit., pp. 18, 19, 20.

<sup>126</sup> *LCC Report*, p.28.

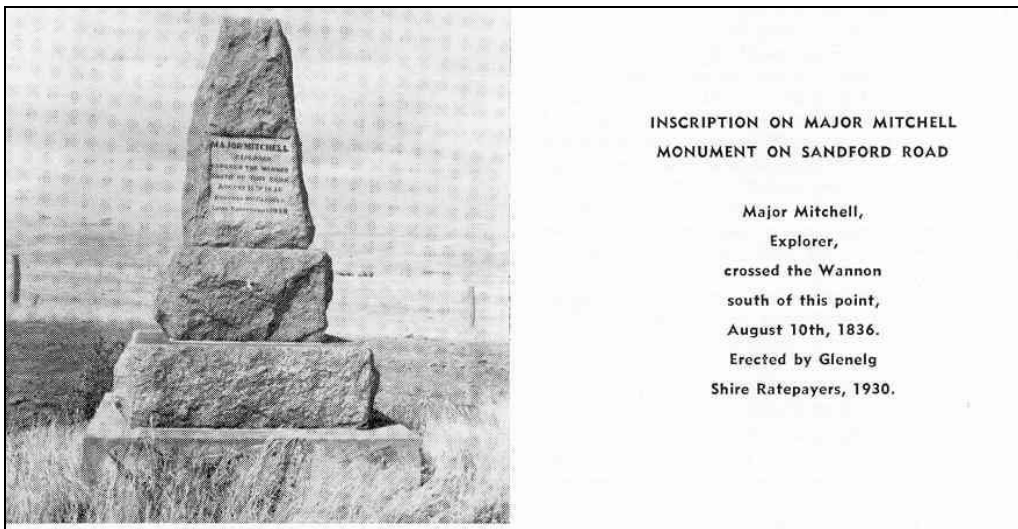


Figure 20: Mitchell's Cairn, Casterton

Source: *Shire of Glenelg Centenary 1863-1963*, published Shire of Glenelg, 1963 p. 5

Another inland explorer of the South-West was Henry Darlot, who overlanded from the Murray River to Portland in 1838. Darlot was superintendent for the overlander, Hector Norman Simson. Darlot's journey is remembered in the naming of Darlot's Creek, where he had his Darlot's Creek Cattle Station, located near Heywood. This run was later known as Ettrick and owned in 1844 by William Learmonth, first mayor of Portland.<sup>127</sup>

The Henty's also carried out a number of journeys of exploration into inland areas of Glenelg Shire. Edward Henty, now recognized as Victoria's first permanent settler,<sup>128</sup> has been called 'the chief explorer'. He was 'much pleased' with Portland Bay with its 'extraordinary vegetation and good climate'. He 'struck inland... and found abundance of grass, including Darlot's Creek and to the east Lake Condah, as also Bridgewater'.<sup>129</sup> By 1836, the Henty brothers had explored much of their district and had covered distances up to 40 miles from Portland Bay.<sup>130</sup> This exploration inland led to the establishment of a number of important pastoral stations, some of which will be discussed later in the Environmental History. Like Mitchell, Edward Henty has become a legendary figure in the history of Glenelg Shire.

<sup>127</sup> Billis & Kenyon, op.cit., pp.55, 96, 139, 198, 205.

<sup>128</sup> *Visitors' Guide – South West Victoria*, 1999/2000.

<sup>129</sup> Margaret Kiddle, *Men of Yesterday*, MUP, 1962, p.31.

<sup>130</sup> Learmonth, op.cit., pp.73-5.

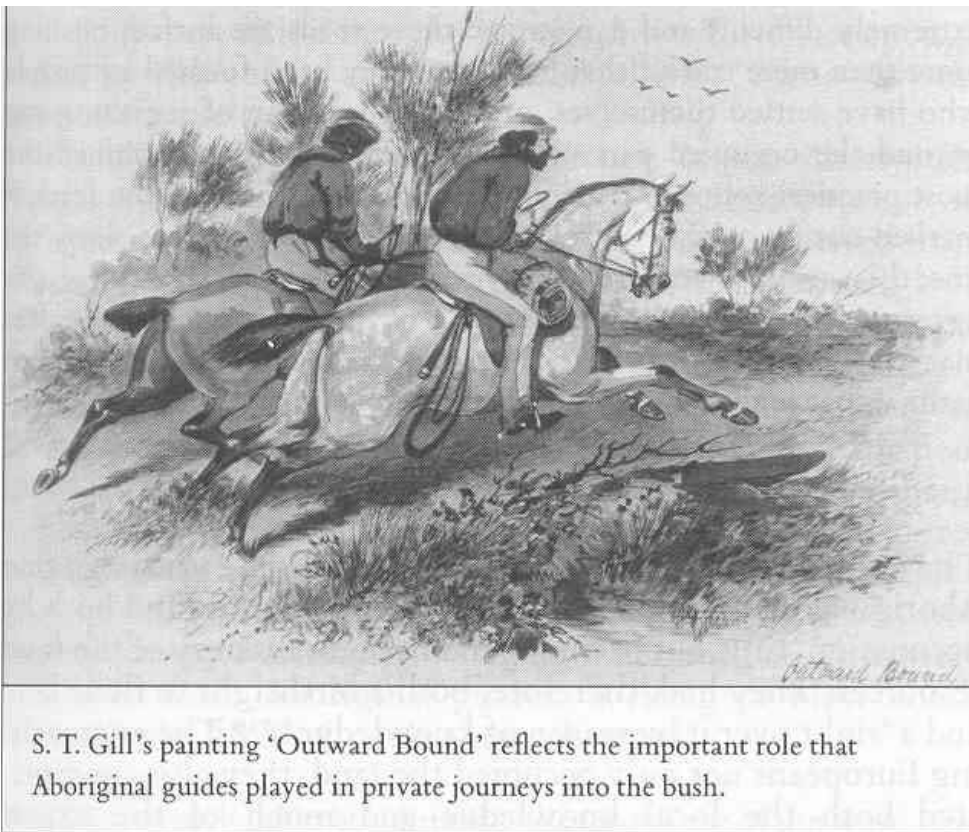


Figure 21: “Outward Bound” This painting reflects the importance that aboriginal guides played in private journeys through the bush.

Source: *With the White People*, Henry Reynolds, 1990 p 35

## 2.5 Overstraiters and Overlanders

### 2.5.1 The overstraiters

The Henty's were typical of the many European settlers who came to Portland from Tasmania, or Van Diemen's Land (VDL) as it was known then, in the 1830s. They were known as 'overstraiters' and came at first for the whaling and later for pastoral activities, farming and dairying. Margaret Kiddle in her social history of the Western District tells how some of Henty's friends in Van Diemen's Land, known as 'Vandiemonians', followed the Hentys over to settle in the Portland District. The Winter brothers, who became major pastoralists associated with the Spring Valley run on the Wannon River, east of Merino (1837), and the Tahara run, north-east of Merino (1838), crossed over from VDL in 1837 to take up these runs. Their brother-in-law, Cecil Pybus Cooke, used VDL as his base, and married Arabella Winter in Launceston, before taking up land on the Wannon River in 1840 and the Lake Condah run in 1850.<sup>131</sup>

According to Kiddle,

‘The Vandiemonians were responsible for nearly all the more than 300,000 sheep grazing in Port Phillip in 1837. By 1839 intending settlers from the island formed more than 50 per cent of the total arrivals.’<sup>132</sup>

Many of these settlers maintained close links with Tasmania, ships travelling between the two colonies carrying crops and other goods. Ships from Portland Bay often used local blue stone as ballast, and some of this stone was later used for building purposes. An example of this transfer of building materials between the colonies was the use of Portland Bay stone in the construction of buildings in the Highfield homestead complex in the historic village of Stanley in

<sup>131</sup> M. Kiddle, p.36; Billis and Kenyon, pp. 50, 162, 232, 280, 284.

<sup>132</sup> Kiddle, p.41, from Brian Fitzpatrick, *The British Empire in Australia*, Melb. 1949, pp.48, 49.



Tasmania. Highfield was built between 1832 and 1838 for Edward Curr, Colonial Chief Agent of the VDL Company and his family. Recent research has confirmed that some blue stone from Portland Bay was used for buildings such as the chapel, workers' cottages, stables and barns at Highfield. The property, which is on the Register of the National Estate, was purchased by the Tasmanian Government in 1982.<sup>133</sup>

### 2.5.2 The overlanders

Overlanders from New South Wales began to arrive in the Portland district after news of Major Mitchell's discoveries in the Western District reached Sydney in the late 1830s. Joseph Hawdon, the Sydney overlander, and his party met some of Mitchell's expedition 'returning as they made their way south. They were able to follow the deep ruts which had been left by his boat-carriage and this "line" guided them south'.<sup>134</sup> The famous 'Major Mitchell Line' forms an important part of the transport history of Glenelg Shire.<sup>135</sup>

By June and July 1837, 'there were numerous overlanders following this same route', and by 1840, 'it was said that there were 20,000 cattle between Yass and Melbourne, moving slowly southwards'.<sup>136</sup> Several of these parties went through to South Australia, the hospitable Henty family providing bed and board in Portland.<sup>137</sup>

Learmonth, in his 1970 study of four towns (three in Glenelg Shire) tells of an early overland party travelling from Melbourne to Portland in 1839, crossing the country around Heywood. Pastoral settlement began in that area in the 1840s.<sup>138</sup>

A typical overlanding party was comprised of 30 men, an overseer and two natives, and carried 5,000 sheep, 600 cattle, 20 horses, two pigs, 40 working bullocks, and a variety of dogs and cats. Provisions and baggage were carried by four bullock drays and two horse carts. The provisions were flour, beef, tea, sugar and tobacco.<sup>139</sup>

Governor Gipps described the overlanders as, 'Young men of good families and connexions in England, officers of the Army and Navy, graduates of Oxford and Cambridge are... in no small number amongst them'.<sup>140</sup> They expected to 'make fabulous fortunes' in the new colony.<sup>141</sup>

After the first few years, by the 1840s, the overlanders and men from overseas outnumbered the Vandiemonians but there was still a steady immigration from Tasmania. John Robertson, the pastoralist owner of the large Wando Vale run at Casterton, crossed to Portland Bay at the end of 1840 with equipment costing him £2,481<sup>142</sup> a huge sum in those days. According to Kiddle, the Vandiemonians or 'overstraiters' maintained a strong influence on colonial Victorian society, and were strongly entrenched in their ownership of large areas of pastoral country.<sup>143</sup>

## 2.6 Immigrating to the Shire

After the gold discoveries of the early 1850s, there was a great influx of gold rush immigrants to colonial Victoria. Many came to the Western District which, by 1851, had a population of 24,380. Later, by 1861, it had increased to 138,280. According to Kiddle, 'The gold immigrants in this district came chiefly from England, Scotland and Ireland. The non-British migrants were made up chiefly of Americans, Germans and Italians'.<sup>144</sup>

South-Western Victoria, like many other parts of the colony, suffered from severe labour shortages during the gold rush years. Skilled rural workers and general farm hands were particularly hard to find. Many new arrivals congregated in the towns, preferring that to the harsh conditions of pastoral station life. Some squatters tried to solve these problems

<sup>133</sup> *Highfield & Van Diemen's Land Company*, Highfield Historic Site Board of Management, 2001; Lesa Scott, Site Coordinator, pers. comm., 2 May 2006.

<sup>134</sup> *Ibid*, p.42.

<sup>135</sup> This will be discussed in Section 5.3.2.

<sup>136</sup> Kiddle p.42.

<sup>137</sup> Bassett *The Hentys* OUP 1954, p.427.

<sup>138</sup> N. Learmonth, *Four Towns and a Survey*, Melb. 1970, pp.5, 7.

<sup>139</sup> Kiddle, p.42.

<sup>140</sup> Quoted in Kiddle, p.43.

<sup>141</sup> *Ibid*.

<sup>142</sup> T.F. Bride (ed) *Letters from Victorian Pioneers*, Melb. 1898/1969, p.22.

<sup>143</sup> Kiddle, p.45.

<sup>144</sup> Kiddle, p.203.

by sponsoring immigration programs. Assisted migrants were brought out from England and also from the Scottish Highlands.<sup>145</sup>

There were also ex-prisoners from Britain's model Pentonville prison (Pentonvillains) and ex-convicts from Van Diemen's Land. Between 1844 and 1849, 1,727 Pentonvillains were sent to Melbourne, Geelong and Portland, and, during the same five years, 2069 convicts and ex-convicts came by way of Van Diemen's Land.<sup>146</sup>

The Geelong and Portland Bay Immigration Society operated in this period, bringing people from Tasmania to help relieve the labour shortage. A first immigration depot was built in 1841 and was on the foreshore.<sup>147</sup> A second Immigration Depot was built in Portland in 1852-53, located in Section 29 beside the Bay. According to Portland historian, Gwen Bennett, 'Between 1851 and 1857, 11,395 assisted immigrants arrived in Portland direct from Britain in 37 ships. For many this site was their first home in Australia'. The present Almond Tree Reserve is all that remains of this historic site. In 1886, the land was subdivided to provide for two building lots. The existing buildings were removed on lots one and two, leaving only the old Orderly Room on this site. This building was eventually removed. Today, the two building lots are occupied by houses 'leaving only this grassed area to remind us of the significance of the area'. The reserve is named for the almond tree, a descendant of the parent tree which grew in the Immigration Depot garden. There are plaques in the reserve commemorating the site of the old Immigration Depot, the origin of the almond tree, and an expedition to north-western Australia with sheep by a group of Portlanders in 1865.<sup>148</sup>

A Quarantine Station (presumably for the immigrants), shown on early maps of Portland and located near Blacknose Point, was never built, although land was set aside for it.<sup>149</sup> Ships did tie up at the Quarantine Buoy, (also marked on early maps) in the Quarantine Ground located in Portland Bay.<sup>150</sup>

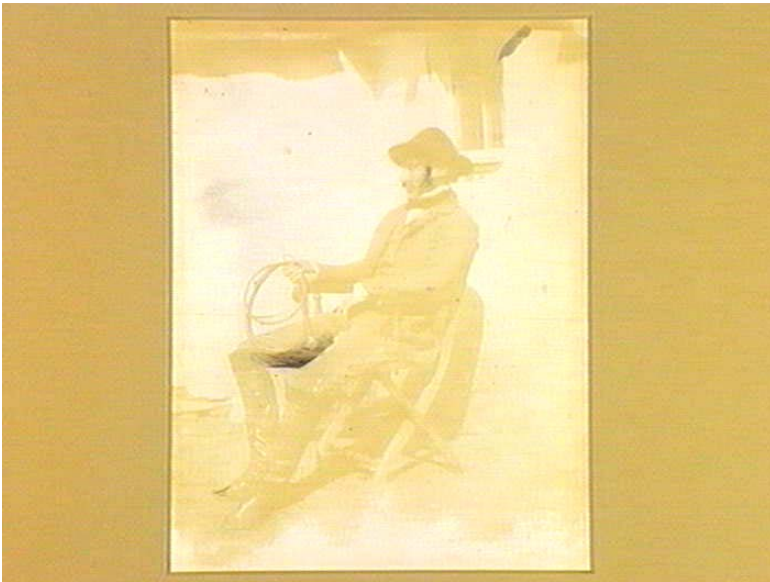


Figure 22: "A Port Phillip Squatter" c 1850 by John Hunter 1821-1874  
Source: State Library of Victoria Accession no H17036.

## 2.7 Squatters and Selectors

### 2.7.1 The Squatters

<sup>145</sup> Ibid, pp.152, 153.

<sup>146</sup> Ibid, p.153.

<sup>147</sup> La Trobe's inward correspondence, VPRS19(P), P.R.O.V.

<sup>148</sup> Gwen Bennett, *Portland; Now and Then*, 1993, p.5.

<sup>149</sup> Information supplied by Ann Grant, History House, Portland.

<sup>150</sup> *Coastal Survey Portland*, J. Barrow, Assist. Engineer, Portland, 1854 CPOV.

Glenelg Shire has great heritage significance for the unusually large number of pastoral run properties established there in the 1830s and 1840s. Land in the present Shire was most attractive to Victoria's pastoral pioneers due to the district's natural advantages of good grasslands, an excellent river system, good soil in the Glenelg River basin, high rainfall, a network of tracks and roads that provided links with important centres such as Portland, Hamilton and Melbourne; and the port facilities at Portland, which provided access to supplies and markets in VDL, Melbourne and beyond.

The most successful early pastoral properties were located in the Glenelg River basin on the rich Merino Tablelands but there were pastoral runs throughout all areas of the Shire. The most successful runs were established beside rivers and creeks and near district roads. Lands Department survey maps, pastoral run files and pre-emptive right plans confirm the extent and locations of these pastoral properties.<sup>151</sup>

The first pastoralists to settle in Glenelg Shire came to be known as 'squatters', that is, they were people who 'sat down' on large tracts of valuable land without official government sanction. Squatting runs were not regulated until the 1840s when, in 1843, the first pastoral leases were issued and a nominal rent charged, said to be to cover administrative costs. At this time, the Port Phillip region was divided into four districts: Gipps Land, Murray, Western Port and Portland Bay.<sup>152</sup> The Glenelg Shire properties were within the Portland Bay District.

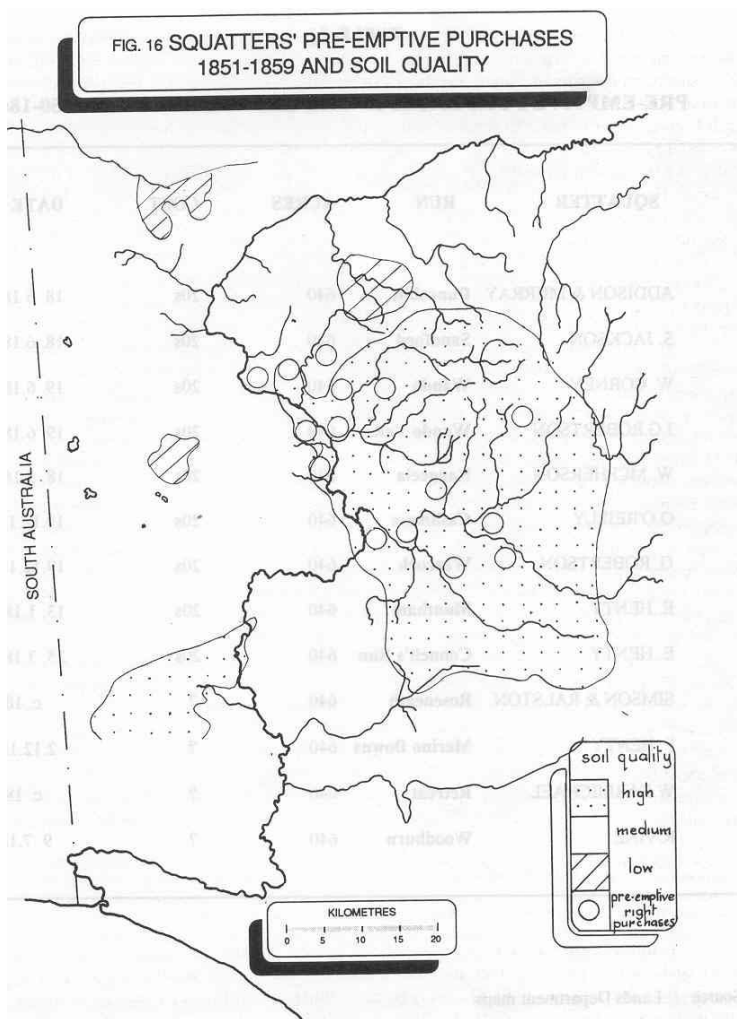


Figure 23: "Squatter's pre-emptive purchases 1851-1859"

Source: *Land and Power*, K. Hedditch, p 77.

After the publication of Mitchell's enthusiastic report on 'Australia Felix' in the Western District, two early squatting families, the Hentys from Sussex in England and the Winter brothers from Ireland, moved quickly to claim land in the

<sup>151</sup> A collection of Lands Department maps and files are held at the Public Record Office of Victoria (PROV) and in the Central Plan Office (CPOV).

<sup>152</sup> *The Lands Manual*. 1836-1983. Peter Cabana, Heather McRae, Elizabeth Bladin, p.2.

Glenelg Shire district. The Hentys claimed 113,000 acres of the Merino Tablelands and Glenelg River valleys in 1837. These included the Muntham run near Casterton and Merino Downs near Merino. The Winter brothers followed closely, claiming a further 44,000 acres along the Wannon River Valley. Those runs were Murdal (later Spring Valley), five miles east of Merino, in 1837, and Tahara, north-east of Merino, in 1838.<sup>153</sup> This totalled 157,000 acres claimed by squatters in less than two years.

In the 1840s, squatters rushed to secure land in the rest of the Glenelg River region.<sup>154</sup> Pastoral runs acquired during these years included three near Casterton: Dunrobin (153,000 acres leased to James E. Addison and William Murray of Hobart Town); Nangeela (16,000 acres leased by Captain H.P. Dana, commandant of the Native Police, and Robert Savage); and Warrock (11,696 acres leased to J.H. Butcher on behalf of William Wilmore and occupied in 1844 by George Robertson).<sup>155</sup>

The Glenelg region squatters almost immediately began quarrelling about boundaries, water holes and river frontages. The stories of many of these quarrels may be found in surviving pastoral run papers. One of the most bitter was an argument about boundaries between John G. Robertson of Wando Vale run (north-east of Casterton) and John Henty of Merino Downs.<sup>156</sup>

By the middle of 1840, the total land occupied under licence in the Glenelg region was 525,000 acres. Later, by 1844, a further eleven runs had been claimed, making a total of 32 runs covering 839,904 acres of the Dundas and Merino Tablelands. After 1845, a dozen squatters filled in country west of the Glenelg River, 'bringing the total close to the entire extent of the Glenelg Shire – 900,000 acres – by 1850'.<sup>157</sup>

*It is claimed that this was one of the very first regions outside Port Phillip Bay to be so completely occupied. This makes Glenelg Shire of great heritage significance in the history of land settlement in Victoria. It is thought to have been because of the extensive open grasslands in the region, 'possibly created by the Aborigines' selective burning, but also to the extensive river system'.<sup>158</sup>*

The pioneer squatters, many young single men from Scotland, other families from England and Ireland, as well as land-hungry Tasmanians from across Bass Strait, and overlanders from north of the Murray River, became a dominant force within Glenelg Shire. They maintained their positions of power by inter-marriages and friendships. It is said that they displayed their dominance in social relations by 'using Aboriginal women as prostitutes and domestic servants, Aboriginal men as indentured and bonded labourers'.<sup>159</sup>

Family connections between district squatting families were major factors in maintaining ownership and control of many pastoral properties in Glenelg Shire. Family links between the Henty and McLeod families, for example, were important in the histories of Merino Downs Station at Henty, Talisker Homestead at Merino, and Castlemaddie Station at Tyrendarra.

Francis Henty, owner of Merino Downs, died in 1889. Following his death, Merino Downs was divided between his three daughters. Caroline Henty inherited the Talisker Estate. In 1890, she married Alexander M. McLeod, the manager of Merino Downs. The couple built the historic Talisker Homestead and their nephew, Hugh Vernon McLeod, became the overseer at Merino Downs. Alexander and Caroline McLeod had no children. After A.M. McLeod's death in 1910, Hugh Vernon took over the management of Talisker for his aunt. Later, in 1920, Hugh Vernon bought back Castlemaddie at Tyrendarra, which had been owned by his grandfather, John Norman McLeod in the 1850s.<sup>160</sup>

<sup>153</sup> Hedditch, p.60; Billis & Kenyon, pp.242, 256, 280, 284.

<sup>154</sup> Hedditch, p.61, Fig. 14 *Squatters Runs in 1840*.

<sup>155</sup> Hedditch, p.60; Billis & Kenyon, pp.202, 258, 298.

<sup>156</sup> Hedditch, p.60.

<sup>157</sup> *Ibid*; p.62. Fig. 15. *Squatters Runs. 1841-1850*.

<sup>158</sup> Hedditch, p.61.

<sup>159</sup> *Ibid*.

<sup>160</sup> See Data Sheets. Merino Downs, Talisker, Castlemaddie, Glenelg Shire Heritage Study, Stage 2.



Figure 24: Merino Downs Woolshed, Henty  
Source: Heritage Matters Pty. Ltd.

## The Hentys

The earliest and most successful squatting family in Glenelg Shire was undoubtedly the Henty family, who owned a number of district pastoral runs, became important regional sheep breeders, were prominent Shire residents, and played major political roles as representatives of Portland in Victoria's House of Representatives and Legislative Council.<sup>161</sup>

Even before Major Mitchell's news in 1836 of the pastoral opportunities of the Glenelg district, the pioneering Henty family had explored some of the richest land in the district, where they later established their pastoral runs.<sup>162</sup> Thomas Henty (1775-1839) the father of James, Charles, William, Edward, Stephen, John and Francis had been a long-established farmer in Sussex in England. Thomas was a well-known breeder of fine horses and Merino sheep. During the 1820s, some Australian settlers imported sheep from the Henty flock. Thomas gradually began to consider transferring his farming activities to Australia. The Hentys made several unsuccessful attempts at settling, firstly in the new colony of Western Australia and then in Tasmania, at a time when no more 'free' pastoral land was available.

Finally, in 1834, a group of Hentys and their servants sailed across Bass Strait, and settled at Portland Bay. Thus, according to Bassett, 'on 19 November 1834 the pastoral settlement of the Port Phillip District was begun'. Francis Henty (1815-1889) followed a month later, bringing the first Merinos to Victoria.<sup>163</sup> The Hentys pushed ahead with settlement, although their requests for land grants at Portland Bay remained unresolved with the Colonial Office in London.<sup>164</sup>

The Hentys were notable not only as the first family to settle permanently in Victoria, but, according to Bassett, 'for their number and quality: a father and seven educated sons experienced in farming and trading, occupations of prime importance to a new colony, and importers of unusually substantial capital in money, skilled workers and thoroughbred stock'.<sup>165</sup>

<sup>161</sup> *Australian Dictionary of Biography (ADB)*, Vol. 1, pp.531-534.

<sup>162</sup> M. Bassett, *Men of Yesterday*, p.31.

<sup>163</sup> *ADB*, Vol. 1, p.531.

<sup>164</sup> *LCC Report*, p.34.

<sup>165</sup> *ADB*. Vol. 1, p.534.

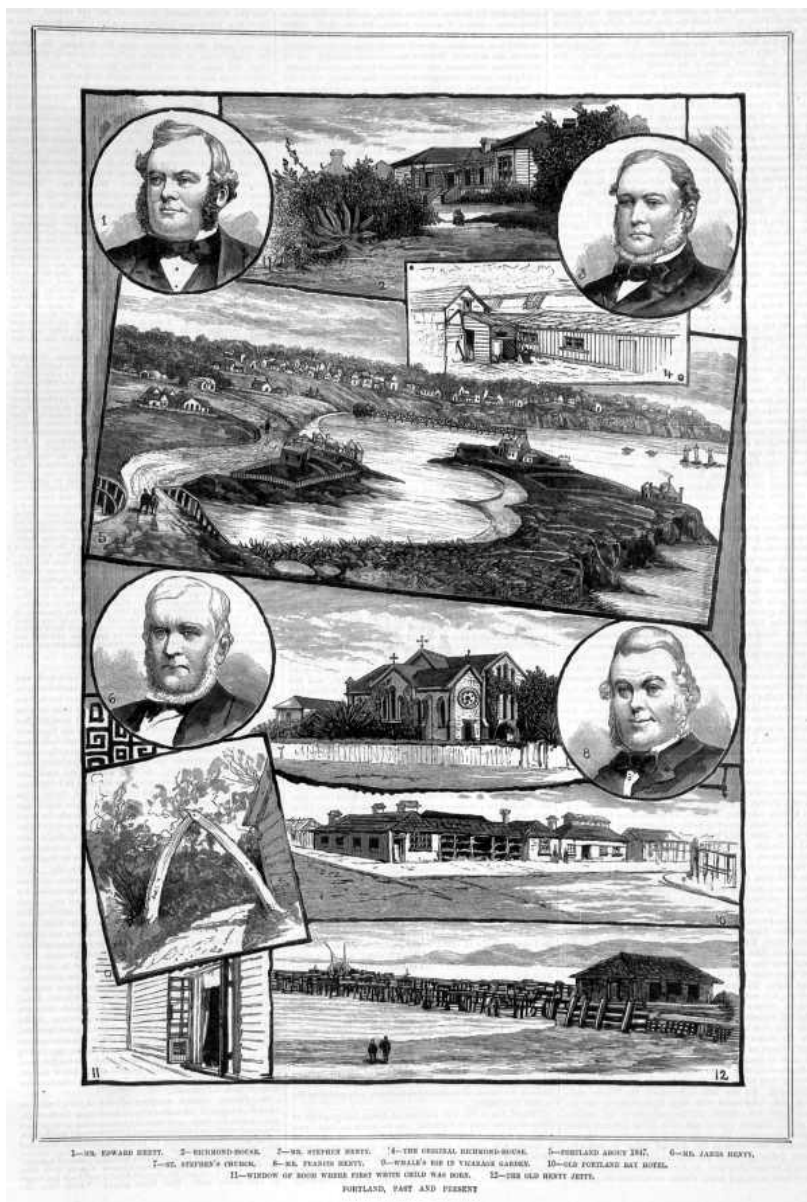


Figure 25: Henty Family circa 1884

Source: State Library Of Victoria Accession No H A/517/12/84/197

Stephen Henty (1811-1872), explorer, merchant and trader, shipowner, whaler and magistrate, was MLA from 1856 to 1870. During his Parliamentary years, Stephen and his wife Jane, lived at Findon, their Melbourne mansion. Stephen died near Hamilton. Bassett claims that 'the backbone of the growing town and the first to set up stations inland was undoubtedly Stephen George Henty'.<sup>166</sup>

Edward Henty (1810-1878), recognized as Portland, and Victoria's first permanent European settler,<sup>167</sup> was a member of the Victorian Legislative Assembly from 1856-1861. Edward lived in Portland and in his Melbourne mansion, Offington, where he died in 1878.<sup>168</sup>

James Henty (1800-1882), the oldest Henty son, established the business James Henty and Co., shippers to England of wool, wheat, whale oil and other merchandise. 'He was elected in 1853 to represent Portland in the old Legislative Council and from 1856 held a place in the Upper House until his death.' He was a commissioner and later, chairman, of

<sup>166</sup> Ibid, p.533.

<sup>167</sup> *Visitors' Guide South-West Victoria*, 1999-2000, p.4.

<sup>168</sup> *ADB*, Vol. 1, p.533.

the State Savings Bank and director (later Chairman) of Victoria's first railway. When he died in Melbourne in 1882, he had outlived all of his brothers but the youngest, Francis Henty (1815-1889).<sup>169</sup>

The six Henty pastoral stations in the Glenelg region 'supported more than 50 people between them (and) were served by Henty-built roads and bridges'.<sup>170</sup>



Figure 26: Henty Memorial

Source: State Library Of Victoria Accession No H 91/160/1290

<sup>169</sup> Ibid, pp.531, 533.

<sup>170</sup> *LCC Report*, p.35; Learmonth 1934/83, pp.73-5.



Figure 27: A gathering of pioneer women at Annesley House, Portland to sign the Book of Remembrance of Pioneer women c 1933.

Source: State Library of Victoria Accession no H21280

### Pioneer Women

Glenelg Shire has historical significance for the number of pioneer women who played important roles during the squatting era. Many wives, sisters and daughters of pastoral station owners and workers were often left behind in Britain or Tasmania, to make the journey at a later date. While Aboriginal women ‘suffered greatly during the pioneering period, as they were often mistreated by squatters and station hands alike!’<sup>171</sup>

But there were those who are remembered as ‘splendid pioneer women’ within the history of Glenelg Shire. During Victoria’s Centenary year, the *Portland Pioneer Women’s Book of Remembrance, 1834-1934*, was brought out and dedicated to Jane Henty, (wife of Stephen Henty), described as ‘our First Woman Pioneer’. The records of nearly 2,000 women were collected for this publication.<sup>172</sup> Jane Henty, who was then only 19, recalled her arrival with her husband in 1836. ‘It was on a Sunday night we landed by moonlight. I was carried on shore through the surf by a sailor and landed safely on terra firma. On reaching the homestead, a comfortable dwelling composed of four rooms with kitchen and dairy, a bright log fire was burning, table spread with a large “pot” loaf, butter, piles of eggs and tea.’<sup>173</sup> Jane, who had 10 children before she was 40,<sup>174</sup> was the mother of Richard Henty, born 3 August 1837, ‘the first white child born in the settlement’.<sup>175</sup>

<sup>171</sup> LCC Report, p.35.

<sup>172</sup> *Portland Pioneer Women’s Book of Remembrance. 1834-1934*, unpaginated.

<sup>173</sup> Ibid.

<sup>174</sup> ADB. Vol. 1, p.533.

<sup>175</sup> *Portland Pioneer Women’s Book*.



Other Henty women who came to the Shire during the squatting era included Eliza, wife of John Henty. They settled at Merino Downs. Arabella Clarke, a sister of the Irish squatters, Trevor and Samuel Winter, was the wife of Cecil Pybus Cooke (1813-1895), who came to live at Portland Bay. Cooke took up the Lake Condah run west of Macarthur.<sup>176</sup>

By the 1840s, European women began to appear more frequently in historical accounts of the Western District life. They led busy lives, helping to tend stock, cultivating crops, cooking and keeping house for their men and children, and helping neighbours. They were often lonely and isolated for extensive periods of time.<sup>177</sup>

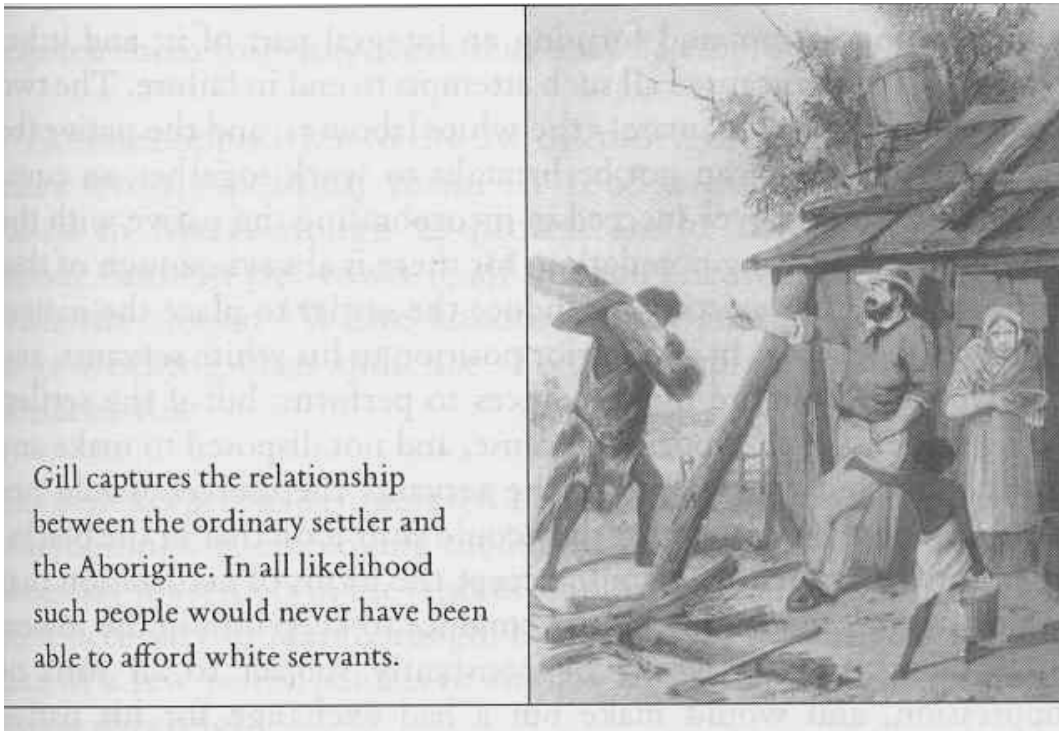


Figure 28:

Source:: *With the White People*, Henry Reynolds,1990 p 105

<sup>176</sup> *LCC Report*, p.35; Billis & Kenyon, p.232.

<sup>177</sup> *LCC Report*, p.35.

### ***The 1847 Orders In Council***

Glenelg's squatters had no security of tenure until the passage of legislation in 1847. The Orders in Council of that year granted squatters in 'unsettled' areas (which covered most of the Glenelg land) pastoral leases of 14 years. During that time they could retain Pre-Emptive (i.e. preferential) rights to the purchase of one square mile (640 acres) of the homestead station, providing certain improvements were made. Applicants had to provide a clear description of their property and, before a lease was issued, the land had to be surveyed. During this survey, the estimated capacity of grazing (the number of sheep or cattle the property could hold) was assessed. The cost of the 640 acres was £1 per acre.<sup>178</sup> The remainder of the run was still licensed to the Crown.

Following the passage of this legislation, squatters began making many improvements, clearing and fencing their properties, cultivating crops and gardens, and often constructing more substantial homestead buildings.

### **Pre-Emptive Right Properties**

Glenelg Shire is not only significant in the land settlement history of Victoria for its large number of pastoral runs but also for the number of Pre-Emptive Right (PR) properties in the Shire. This confirms the fact that a considerable number of squatters had become permanent district settlers, carrying out substantial improvements, and seeking freehold ownership of their land. PR files and plans, which survive, show the boundaries of the PR homestead section, buildings, fencing, cultivation paddocks; nearby rivers, creeks and waterholes; tracks and early roads, as well as vegetation and soils. These PR records are of great heritage value.

A *Plan of Merino Downs*, the famous Henty pastoral run, when it was occupied by Francis Henty, for example, shows the location of the property near the Wannon River. The homestead and grazing paddock are fenced. There is a road from Emu Creek passing beside the homestead. Several huts (probably shepherd's huts) are indicated. There are several springs and the vegetation in the area is listed as 'Stringy Bark' and 'Open Forest', with a large patch of 'Barren Heath' near the southern boundary. It is noted that the property contains 24,000 acres, 2,500 acres being 'Stringy Bark etc.'<sup>179</sup>

There were about 20 PR purchases approved in the Glenelg region, 13 within the Merino Tablelands, where there was the best soil, finest grasslands and most extensive river system. Hedditch includes an interesting map which shows the relation of squatters' pre-emptive purchases during the 1850s to soil quality. It is noticeable that the largest cluster of PR purchases is near rivers and creeks within the areas of high quality soil.<sup>180</sup> Each of these properties covered 640 acres, although some purchasers originally requested more land. The 13 PR purchases within the Merino Tablelands were:

- Dunrobin Addison & Murray 1852 (Glenelg River, N. of Casterton).
- Sandford S. Jackson 1852 (Glenelg & Wannon Rivers).
- Wando Vale J.G. Robertson 1852 (N.E. of Casterton).
- Wando W. Corney 1852 (N. of Casterton).
- Nangeela W. McPherson 1853 (Glenelg River, 10 mls N. of Casterton).
- Cashmere O. O'Reilly 1853 (N. of Casterton).
- Warrock G. Robertson 1853 (Glenelg River, 12 mls. N. of Casterton).
- Muntham E. Henty 1854 (5 mls. NE of Casterton).
- Connell's Run E. Henty 1855 (Glenelg & Wannon Rivers opp. Casterton).
- Roseneath Simson & Ralston 1856 (Glenelg River, 12 mls N. of Casterton).
- Merino Downs F. Henty 1856 (Wannon River near Henty).
- Retreat W. Carmichael c1856 (Glenelg River, 8 mls. N. of Casterton).
- Woodburn R. Vine 1860 (16 mls N. of Casterton).<sup>181</sup>

Other PR purchases in not such good locations included:

- Oakbank Donald Cameron 1852 (Mt. Eckersley).

<sup>178</sup> *The Lands Manual*, p.2. The three squatting districts in the Port Phillip region were: settled (1 year lease; intermediate (8 years lease); unsettled (14 years lease).

<sup>179</sup> *Plan of Merino Downs*, Pastoral Run Papers No. 546, n.d., PROV.

<sup>180</sup> Hedditch, Fig. 16. *Squatters' Pre-Emptive Purchases 1851-1859 and Soil Quality*, p.77.

<sup>181</sup> Hedditch, Table 3, *Pre-Emptive Purchases in the Glenelg Region 1850-1860*, p.78; Marjorie Morgan, *Crown Lands Pre-Emptive Right Applications 1850-1854*, Vic. 1987; Billis & Kenyon.

- Rifle Downs      Richard Lewis      1853      (4 mls. SW of Digby).
- Ettrick            William Learmonth 1854      (Fitzroy River near Heywood).  
(formerly Darlots Creek Cattle Run)
- Glenorchy        Alexander Rose      1855      (Parker Creek S. of Merino).
- Snizort            Hector McDonald    1855      (Crawford River W. of Hotspur).<sup>182</sup>

### Improvements to pastoral properties

There are many accounts of the improvements made to pastoral properties after the passage of the 1847 legislation. Changes made to the homesteads on the pastoral runs were among the most noticeable improvements. The first buildings on many Glenelg Shire pastoral properties were often makeshift huts. Because tenure was not secure, and many ventures were purely speculative, even squatters with substantial capital tended to build very basic dwellings. Bark huts were common, with bark walls and roof, and an earthen floor. Huts were also built of split stringybark slabs. In some places, there were wattle and daub huts covered with thatched roofs. Around the huts of the early head stations, there were often primitive stables, men's huts, a blacksmith's shop, barn, woolshed and dairy.

More substantial homesteads were built in Glenelg Shire and elsewhere with the acquisition of freehold. The new buildings were often constructed of brick or local stone, and featured wide, sheltered verandahs. The first recorded use of the 'sombre grey bluestone' for residential work in the Western District was in Geelong in December 1849.<sup>183</sup> As with the earlier pastoral run complexes, the new homesteads were surrounded by outbuildings and other structures. Galvanised iron was first used in this period.<sup>184</sup>

The children of squatters, who inherited their parents' wealth, built in even grander style. They built the larger homesteads of the 1870s, which looked more like English country houses. These pastoral residences had libraries, billiard rooms, fine drawing rooms and spacious gardens. They were nearly all built on stations which were freehold.

### ***Pastoral homestead gardens***

During the 1850s and 1860s, many prominent Victorian pastoralists, including those in Glenelg Shire, planned extensive garden areas as settings for their fine, often architect-designed, homesteads. The creation of such gardens 'required land and wealth – both in large doses'. The gardens of the period were 'generally large pleasure gardens as opposed to solely utilitarian ones'. Rural homesteads were 'often sited on slopes and hills to take advantage of views into the countryside'. The associated garden areas often contained special features like summerhouses and grottoes. Exotic trees, such as oaks, elms and pines, were planted beside long curving drives from the front gates of the property, or from specially built gate houses, to the homestead's grand entrance. As the years passed, there was more planting of native trees and shrubs, often with an elegant display of tree ferns around front verandahs. Sometimes, there were picturesque latticed ferneries.

Kitchen gardens and small orchards formed an important and more utilitarian part of a homestead's grounds, and provided the pastoralist's family with a supply of fresh fruit and vegetables.

Wealthy pastoralists often employed professional gardeners, who had received some horticultural training, to plan and develop their extensive homestead gardens. Such pastoralists with a keen interest in and enjoyment of their gardens became involved in the establishment of public botanical gardens in district townships.

Important pastoral homestead gardens in Glenelg Shire included those of Ettrick at Homerton, Castlemaddie at Tyrendarra and Oakbank at Heywood. Perhaps the most important was John Robertson's Wando Vale Station near Casterton. These homestead gardens have considerable heritage significance for their ability to tell the stories of their early occupants.

Ettrick, the home of William and Mary Learmonth, pioneer Scottish pastoralists, was notable for its fine 'pleasure gardens', remnants of which remain. A number of surviving illustrations of the old homestead (now demolished) show its extensive garden areas. One such early but undated illustration provides a view of the homestead in its garden setting from across Darlot's Creek. The banks of the creek in the foreground are covered with rough grass and large rocky outcrops. But beyond, the homestead's grounds are planted with trees and there is a small orchard. A curved pathway leads up to the homestead.

<sup>182</sup> Morgan, op.cit.; Billis & Kenyon.

<sup>183</sup> A. Willingham, 'Early European Settlement of the plains: architectural traditions in Western Victoria,' in David Conley and Claire Dennis (eds.). *The Western Plains – a Natural and Social History*, Papers from the Symposium, Oct. 8 and 9, 1983, Colac; Parkville, 1984.

<sup>184</sup> LCC Report, p.37.

Although the Learmonths sold this property to Sir William Clarke in 1880, William and Mary continued to live in the old homestead and to care for its gardens. William Learmonth's Probate Papers, prepared after his death in 1889, contained a small note; 'NB. Garden utensils etc. belonged to Sir W.J. Clarke who allowed this testator to remain rent free in the homestead after it had been transferred to him, about 8 years ago.'

The McLeod family, also Scottish pastoralists, of Castlemaddie, employed a professional gardener, William Allett, to maintain and develop their homestead garden. Between 1861 and 1866, before he came to Castlemaddie, Allett was the first Curator of the Portland Botanical Gardens. Allett made a thorough botanical survey of the Portland district flora. His collection is now in the Melbourne Herbarium. Elements of Castlemaddie's 19<sup>th</sup> century garden remain. The present owner, Neil Mitchell, takes a special interest in developing the homestead's historic garden areas.

Oakbank at Heywood, once the home of a third Scottish pastoralist, Donald Cameron and his wife, Eleanor, was also notable for fine garden areas surrounding the historic homestead. The property took its name from oak trees planted near the homestead during its early days. An aerial photograph taken during Oakbank's heyday shows the old homestead in a charming garden setting with rose bushes and tall tree ferns displayed beside the front verandah. The property's long one and three-quarter mile drive from the front gate to the residence was bordered by 'over 400 pines lining each side with a few elms scattered throughout'. The pines along the drive, some of which remain, are said to have been planted in c1900. (See Data Sheets. Glenelg Shire Heritage Study, Stage 2.)

### Fences and walls

During the early years of pastoral settlement when shepherds tended flocks, there was not a great need for fencing. The earliest fences were often made of brushwood or logs. Some early settlers simply marked their boundaries with 'plough furrows'. An 1848 pastoral run plan prepared for John Pearson's Retreat Station on the Glenelg River, 8 miles north of Casterton, for example, indicated boundaries marked in this way between Retreat and neighbouring properties. Pearson's neighbours, Edward Henty of Muntham, John G Robertson of Wando Vale, and Isaac Corney of Cashmere, disputed those boundaries.<sup>185</sup>

'Ditch and bank fences' were also used to mark boundaries on some early Glenelg Shire properties. Remaining ditch and bank fences have considerable heritage value. They are interesting examples of the way in which early settlers brought old techniques with them, using traditional farming skills from Scotland, Ireland or England to deal with the sandy soils of their new country. Some good remaining examples of ditch and bank fences were identified during a recent archaeological survey of Cape Bridgewater. Two of the best remaining examples are on land which once formed part of the Cape Bridgewater Pastoral Run taken out in c1835 by the Henty Brothers. Pastoralists John Kennedy and Richard Charlton Hedditch, who took over Cape Bridgewater in 1842, were most probably responsible for the construction of the remaining ditch and bank fences, which marked the north and south boundaries of their run.<sup>186</sup>

However, as the extent of freehold ownership spread during the late 1840s, more durable boundary fences were constructed.

During the second half of the 19<sup>th</sup> century, wire fences became more common, as did hedges of hawthorn and other exotic species. Cypress pines were built as borders, along driveways to homesteads, and as shelter belts, providing protection to pastures and grazing stock. They have become a distinctive landscape feature in the Western District, including parts of Glenelg Shire.

The volcanic stones which lay on the surface of many Glenelg Shire properties were often used for dry stone boundary walls. It is said that immigrants from Great Britain adopted this practice 'after the fashion of walls built by expert wallers... in the Old Country over preceding centuries'.<sup>187</sup>

These dry stone walls were not only used to mark boundaries but also as rabbit-proof structures, made necessary by the rabbit plagues resulting from the activities of the Acclimatisation Society.<sup>188</sup> Numerous dry stone walls can be found in the Mt. Eccles area and around Lake Condah.<sup>189</sup>

<sup>185</sup> Retreat Pastoral Run Papers & Retreat Pastoral Run Plan.

<sup>186</sup> Billis & Kenyon, op.cit., p.179; Gordon Stokes, pers. comm., 3 May 2006.

<sup>187</sup> J. Black and A. Miller. *If These Walls Could Talk* – Report of the Corangamite Dry Stone Wall Conservation Project, Corangamite Arts Council, Terang, 1995.

<sup>188</sup> See Section 1.3.

<sup>189</sup> The 'serpentine wall' built for the Dashper family at Lake Condah is described in Selection File 2224/59.61, VPRS440P Unit 1345, VPRS.

According to the 1996 LCC Report ‘They are believed to date from 19<sup>th</sup> century grazing leases. Their proximity to the stone structures built by Aboriginal people in the Lake Condah district reminds us of the very early use of this construction material on the western volcanic plains’.<sup>190</sup>

### Pastoral heritage

The surviving buildings and sites associated with early pastoral runs or PR properties are of particular heritage value and are important for an understanding of the development of the Glenelg Shire. The old homesteads, outbuildings, shepherds huts, stables, woolsheds, fences and walls are not only significant for their early dates of construction and rarity. They often demonstrate early building techniques and layout of a typical pastoral property. Careful survey work is needed to identify old pastoral buildings that may be used now as haysheds or barns, and to locate early buildings on later land subdivisions. Such survey work has been carried out during Stage 2 of the Heritage Study.

A number of buildings associated with the pastoral era in Glenelg Shire have been identified and are on the Registers of the National Trust, National Estate and Heritage Victoria. The amount of information about these properties varies considerably.

The National Trust holds information about the Warrock, Dunrobin, Nangeela and Winninburn (previously Tahara) homesteads. There are also files on the Crawford Homestead and Woolshed, the Roseneath Homestead, and stables at Merino Downs. Heritage Victoria holds information on the Warrock, Narrawong and Ettrick Homesteads.<sup>191</sup>



Figure 29 Warrock Homestead

Source: State Library of Victoria Accession no H94.200/310 photo J.T. Collins

*The Warrock Homestead Complex* near Casterton is one of the Shire’s most significant heritage properties and dates from the 1840s with additions in the 1860s, 1870s and later. Established by the squatter George Robertson, a Scottish cabinet-maker, it is said to contain ‘Victoria’s – perhaps Australia’s – most important collection of colonial farm buildings’. These buildings, of which there are 57, are mostly built of sawn timber. They illustrate life on an isolated sheep station.<sup>192</sup>

<sup>190</sup> LCC Report 1996, p.37.

<sup>191</sup> Lists of properties in these Registers available on the Internet.

<sup>192</sup> *Warrock*, Heritage Council Victoria, 1997, p.3.

*Oakbank homestead* at Heywood was built in stages from the 1840s to the 1880s for Donald Cameron, Scottish pastoralist, wealthy landowner and prominent district settler. The homestead in its beautiful garden setting is notable for its intactness and as a fine example of an early farm complex with shearers' quarters, shearing shed, slaughter house, butcher's shop, smoke house, stables and a tiny 'Travellers' House'.<sup>193</sup>



Figure 30: Runnymede Homestead, Sandford.  
Source: Heritage Matters Pty. Ltd.

*Runnymede homestead* at Sandford dates from c1850 and was constructed for the Hutcheson brothers, district sheep farmers. Remaining farm buildings include stables and sheep yards.<sup>194</sup>

*Rifle Downs homestead* at Digby is another example of a pre-1853 Glenelg Shire pastoral homestead. This brick residence with out offices, wool shed and stables was built for Richard Lewis, publican and owner of the early 1840s Woolpack Inn at Emu Creek from 1842 to 1855.<sup>195</sup>

John Coldham, pioneer sheep farmer and well-known Victorian horse breeder, was responsible in 1853 for the construction of *Grassdale homestead*, eight miles NE of Digby. A number of notable race horses were bred in the Grassdale stables and raced by Coldham in the district and beyond during his ownership from 1853 until his death in 1882. A complex of early buildings remains at Grassdale.<sup>196</sup>

Another remaining early 1850s property is *Castlemaddie homestead* at Tyrendarra built in c1855 for John Norman McLeod, Scottish pastoralist and parliamentarian. McLeod also owned the historic Portland residence Maretime. He lived at Castlemaddie until his death in 1886. William Allitt, a professional gardener, who was the first curator of the Portland Botanical Gardens, was employed by McLeod to care for the Castlemaddie garden. McLeod was remarkable for his friendly relations with district aborigines. After passing out of McLeod family ownership, Castlemaddie was bought back in 1920 by Hugh Vernon McLeod, John Norman's grandson. He was a Portland Shire councillor, and president three times, a parliamentarian and noted breeder of stud Jersey cattle.<sup>197</sup>

<sup>193</sup> Oakbank. Data Sheet. Glenelg Shire Heritage Study. Stage 2.

<sup>194</sup> Runnymede. Data Sheet. Glenelg Shire Heritage Study. Stage 2.

<sup>195</sup> Rifle Downs. Data Sheet. Glenelg Shire Heritage Study. Stage 2.

<sup>196</sup> Grassdale. Data Sheet. Glenelg Shire Heritage Study. Stage 2.

<sup>197</sup> Castlemaddie. Data Sheet. Glenelg Shire Heritage Study. Stage 2.

*Dunrobin homestead* on the Glenelg River, north of Casterton, was constructed c1856 for William Murray, sheep farmer. Built of local stone, and with associated stables, this building replaced an earlier three-roomed hut with a bark roof and tin fireplace.<sup>198</sup>

*Nangeela homestead*, also dating from the 1860s, is a double-storey brick building constructed from bricks made on the property. It replaced a wattle and daub house located about a half a mile from the present house. The homestead is relatively intact but no longer has its verandah or balcony, and the original slate roof is now iron. Located on a run once occupied by Captain Dana and Robert Savage, the squatter William McPherson was the lessee when the homestead was built.<sup>199</sup>

Francis Henty was once the occupier of *Merino Downs* pastoral station, but allowed managers to run it after 1850. The *Merino Downs Stables*, built of bricks fired on the property, is thought to-date from 1866. The Hentys were notable horse breeders and the property has remained in Henty hands. In 1889, when the Henty property was divided up, Miss Louisa Henty held Merino Downs. By the 1980s it was owned by the Henty-Anderson family.<sup>200</sup>



Figure 31 Merino Downs Stables  
Source: Heritage Matters Pty. Ltd.

The *Roseneath Woolshed*, thought to date from 1863, is a massive building (200 feet x 60 feet) constructed of hand-made bricks. When it was built, Robert Ralston, who was in charge of the property from 1853 to 1871, was the manager. The Roseneath Property is located on the Glenelg River near Casterton. In 1878, 29,000 sheep were shorn in this woolshed, which may be the largest in the district. There were originally 20 stands for blade shearing but in about 1913 they were replaced by electric power stands. Since the Second World War, the interior of the shed has been modernised.<sup>201</sup>

The towns and streets in Glenelg Shire still carry the names of early squatters and their runs. There is a Henty Street in Casterton and Henty Highway runs through Portland. Other streets named after squatters are Murray, Addison, Carmichael, Jackson and Robertson Streets. The towns of Sandford, Dunrobin, Dergholm and Chetwynd were named after the runs around them. Muntham hill beside Muntham homestead is a landmark on the road into Casterton.<sup>202</sup>

### 2.7.2 The Selectors

<sup>198</sup> Graeme Lawrence and Charlotte Davis, *Graphic Glenelg Shire*, 1987, pp.76, 77.

<sup>199</sup> *Ibid*, pp.78, 79.

<sup>200</sup> *Ibid*, pp.16, 17.

<sup>201</sup> *Ibid*, pp. 80, 81.

<sup>202</sup> Hedditch, p.13.

During the 1860s a series of Selection Acts were passed by the Victorian government, which produced certain changes in the Glenelg Shire's land settlement pattern. Selectors established farms in areas to the north and west of the rich Glenelg River basin, as well as on small allotments in the areas most favoured by the squatters. However, the squatters retained their hold over most of the best Shire lands, either from a pastoral or agricultural viewpoint. These were areas with better soil, greater rainfall and an excellent river system. By 1890, it has been claimed that the greatest number of rural inhabitants (i.e. the selectors) were on the smallest allotments on the poorest land, and the smallest number (i.e. the squatters) were on vast estates on the best land, whether classified agricultural or pastoral.<sup>203</sup> The 1860s subdivisional patterns can still be observed as a distinctive part of the Shire's cultural landscape.

The government's land reform policies during the 1860s encouraged agricultural settlement in South-west Victoria rather than exclusively pastoral settlement. The government wanted to 'unlock' the public lands for selection by small-scale settlers. These policies were developed as a consequence of the arrival of radical elements in colonial Victoria during the 1850s gold rush years. Some of these new settlers became prominent Victorian politicians, a number having had previous involvements with Chartist and land reform movements in England and Ireland. They were outspoken in their call to 'unlock the lands' from the squatters, especially those in the Western District.<sup>204</sup> After the creation of the Victorian Legislative Assembly in 1855, land reform became the central plank in the new platform of democratic reform.<sup>205</sup>

At the same time that Victorian land reformists were gathering in Melbourne, there was a movement within South-west Victoria to secede. One-third of the members of the movement's first official committee were squatters and Edward Henty was its president. The movement for 'Princeland', as it was to be named, soon collapsed. Hedditch suggests that this was because of intra-regional rivalry for a port (Warrnambool vs. Portland) and a capital (Hamilton vs. Mt. Gambier vs. Portland). There were also 'voters suspicious of squatter ambitions for a local aristocracy... rule by Shepherd Kings'. As One Irishman remarked, 'Tiddy Henty will be King'.<sup>206</sup> Hedditch comments that there has been much debate among historians about whether this was 'a spontaneous movement for decentralisation' or a 'squatter-dominated movement to protect their holdings against urban radicals'.<sup>207</sup>

The land reform legislation promoted the ideal of the creation of a 'new rural society' in which the squatters would give way to an 'industrious yeomanry' of freeholders. These small family units would 'diligently cultivate a small block and dutifully (bequeath) it, like a cherished heirloom'.<sup>208</sup>

The 1860s Selection Acts targeted the lands within Glenelg Shire. Under the *1860 Nicholson Act* 'agricultural areas' of 3 million acres were declared open for selection in Victoria. At least 300,000 acres of this land was in the Lower Dundas and Merino Tablelands, chosen as one of the few areas in Victoria not yet freehold and suitable for selection as first-class pastoral land. The land was well-watered and fertile but Surveyor Derbyshire warned that it had steeply sloping banks. This could make it unsuitable for agriculture.<sup>209</sup>

This 1860 legislation, in fact, 'delivered the best of the Glenelg to a handful of wealthy squatters'. It has been estimated that of the 170,000 acres proclaimed open for selection, 135,000 acres were bought by squatters, including 11,146 acres of the 13,388 acres proclaimed for Muntham.<sup>210</sup> Most of the land went to auction and was bought with almost no competition from 'genuine selectors', who did not have 'the resources to compete with the squatters'.<sup>211</sup>

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<sup>203</sup> Ibid.

<sup>204</sup> Ibid, p.83.

<sup>205</sup> Ibid, p.81.

<sup>206</sup> Ibid.

<sup>207</sup> Ibid.

<sup>208</sup> J.M. Powell, 'Historical Geography' in 1996 LCC Report, p.85.

<sup>209</sup> Hedditch, p.88.

<sup>210</sup> J.M. Powell, *The Public Lands of Australia Felix*, p.84.

<sup>211</sup> Hedditch, p.88.



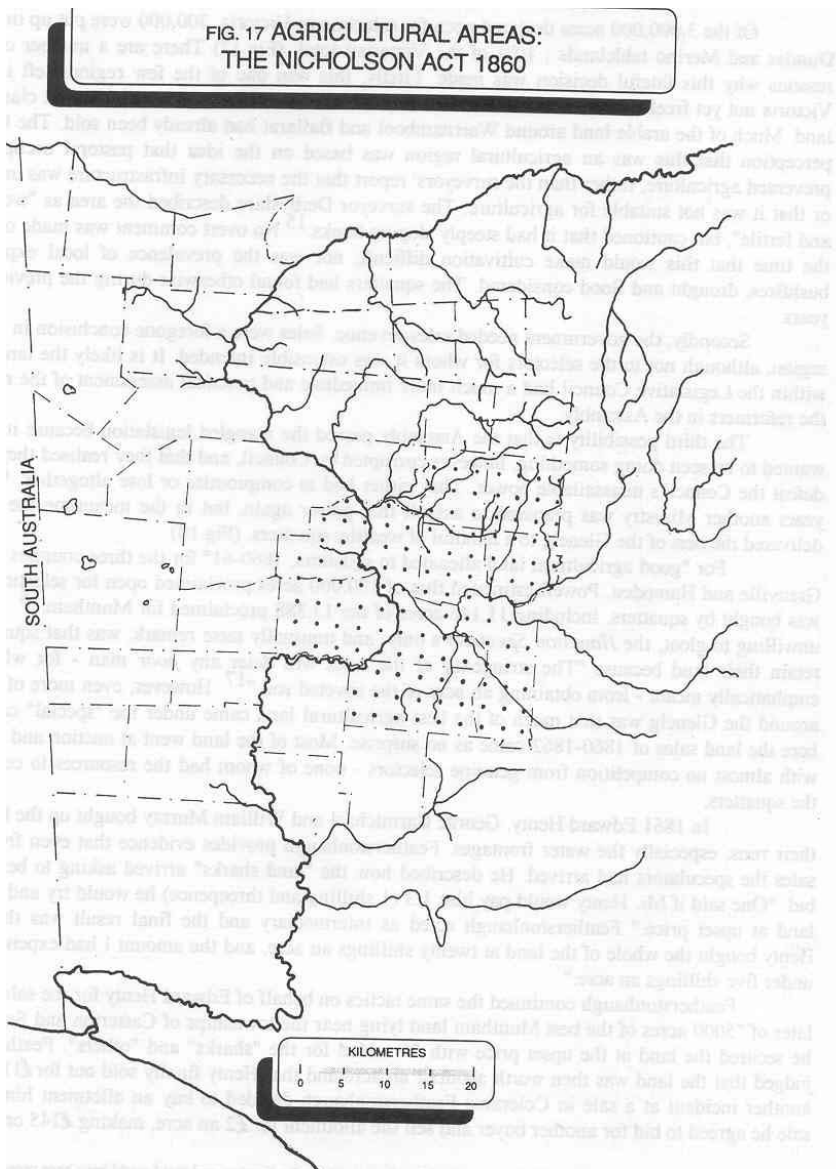


Figure 32: “Agricultural Areas: The Nicholson Act 1860”  
Source: *Land and Power* K. Hedditch, 1990, p 87

In 1861, Edward Henty, George Carmichael (of the Retreat run on the Glenelg), and William Murray (of Dunrobin on the Glenelg River)<sup>212</sup> bought up the best parts of their runs, especially those parts with water frontages.<sup>213</sup>

The *1862 Duffy Act* was also favourable to the squatters, who worked out how to circumvent its restrictions, by the extensive use of ‘dummying’. The total acreage sold to selectors under this Act was 13,851 acres, while the squatters bought 107,322 acres. It has been pointed out that the Glenelg squatters ‘had acquired their property at bargain basement prices, unlike some of the squatters further east’.<sup>214</sup>

Up to 320 acres could be selected under this Act with freehold conditional on residency, cultivation and fencing provisions,<sup>215</sup> which were particularly difficult for poor, struggling selectors.

The failure of this second Act led to more legislation, the *1865 Grant Act*. This Act again targeted the far South-west of Victoria for selection, with almost half the total area opened in Victoria located around the Portland and Hamilton survey districts. Improvements such as the construction of a dwelling, residency, cultivation and fencing, were required still to

<sup>212</sup> Billis & Kenyon, pp.202, 270, 271.

<sup>213</sup> Hedditch, p.88.

<sup>214</sup> *Ibid*, p.93.

<sup>215</sup> *Ibid*, p.123.

secure freehold.<sup>216</sup> An article in the *Hamilton Spectator* in June 1865 commented on the problems facing the small selector:

‘It is good agricultural land no doubt, but it is not land to be compared with the rich districts surrounding Belfast, Warrnambool and Ballarat... A good deal of the celebrated Muntham land, although of the richest black soil, would be of little profit to the farmer, as it is so hilly that working the plough is almost impossible.’<sup>217</sup>

The *Second Grant Act* (with its 42<sup>nd</sup> clause), passed in 1869, gave selectors a better chance of securing and retaining a farm. As with all the legislation, freehold was dependent still on residency and cultivation regulations, major causes of difficulty for small farmers. The blocks selected under this Act were quite small. Each selector could apply for four twenty-acre annual licenses, totalling 80 acres at most. Squatters, however, could have an extra 640 acres on any remaining run.<sup>218</sup> Under this Act, purchases could be deferred and made in annual payments over 10 years; selectors could peg out their own blocks before survey; and, for the first time, married women could select land.<sup>219</sup>

The land settlement pattern within Glenelg Shire began to change now that small farmers could and did keep their allotments. But there were still complaints about the cultivation clauses and the quality of the land. An article in the *Coleraine Albion* in June 1869, declared that ‘to compel a man to grow cereals on land fit only for pasture is as absurd in theory as it is injurious to the individual’.<sup>220</sup>

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<sup>216</sup> Ibid.

<sup>217</sup> *Hamilton Spectator*, 2 June 1863.

<sup>218</sup> Hedditch, p.123.

<sup>219</sup> Ibid.

<sup>220</sup> *Coleraine Albion*, 11 June 1869.

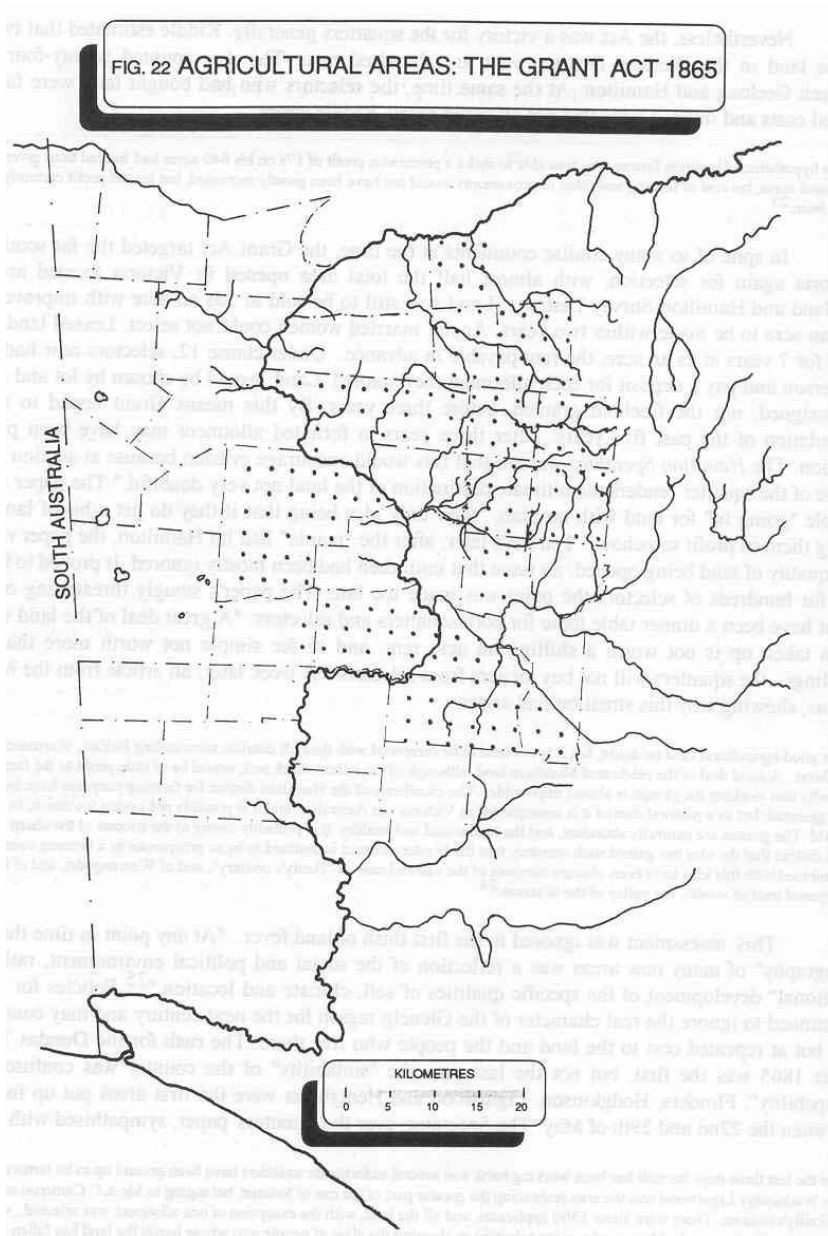


Figure 33: “Agricultural areas: The Grant Act 1865”  
 Source: *Land and Power*, K. Hedditch, 1990, p.98

Hedditch sums up the effect of the 1860s selection legislation in these words:

‘In the 1860s Selection Acts challenged, but did not break, the squatters’ power and landholdings. The first three Selection Acts failed to provide arable land to small landholders, although under the 1869 Act the population, numbers of holdings and acreages increased. To this extent selection can be said to have succeeded here. However, the 1890 settlement pattern demonstrates that the original squatters and their beneficiaries retained most of the good land in the Shire.’<sup>221</sup>

The struggles and hardships endured by selectors and their families are well documented. A large collection of Selection Files held at the Public Record Office of Victoria (PROV) provides evidence of the kinds of obstacles faced by individual selectors. Firstly, there were problems related to requirements for residency, clearing and cultivating blocks and, from 1862, the need to fence boundaries. Secondly, some of the blocks were ‘ridiculously small’, especially as compared with

<sup>221</sup> Hedditch, p.109.

the squatters' vast estates.<sup>222</sup> Thirdly, much of the land was unsuitable for agriculture. Fourthly, selectors as well as squatters had to deal with the ever-increasing rabbit plague.

Many selectors gave up their farms in despair, which had a disastrous effect on local communities. Small townships, established when selector families took up land in the area, and which might include schools, churches and post offices, died when selectors abandoned their farms.<sup>223</sup> The small farming township of Drik Drik is an example of such a decline. There are signs still that Drik Drik was once a thriving community with a thriving township. Selectors were driven out by the rabbit plague. There are houses still remaining in the area, which were the homes of members of the Emerson family who took up selection blocks there in the 1860s.<sup>224</sup> The most successful selection areas in Glenelg Shire are those where selectors formed social relationships, similar to the relationships formed by the Shire's squatters. These included family, ethnic and religious relationships. Intermarriages were important for fostering these relationships and inheritance was usually by way of the eldest sons. As a rule, family farming was crucial to the long-term success of Glenelg's settlers, whether they were squatters or selectors.<sup>225</sup>

### ***Environmental effects of selection***

The detrimental environmental effects of selection and, later, closer settlement, which included the ring barking of trees, land clearing, drainage of swamp lands and burning, were discussed in an earlier section.<sup>226</sup> In addition, lack of knowledge of appropriate agricultural techniques 'changed the countryside and often damaged soils'.<sup>227</sup>

### ***Selection era heritage***

An examination of material in Selection Files held at the Public Record Office of Victoria (PROV) shows that the first homes built by selectors, who settled in Glenelg Shire in the 1860s, were often just a rough hut with walls of split saplings or slabs, with a bark or shingle roof and a dirt floor. Some of these huts were sealed with mud to make them weatherproof. There were also associated stables and dairies on selectors' farms, made from the same materials. These buildings are recorded in some detail among improvements listed in Selection File documents.

Remnant fruit trees on a property suggest that a selector had planted a small orchard on his farm. Cultivation paddocks and tree plantings were often recorded in Selection Files.

Later, 'after the initial hardships were overcome, many selectors built more comfortable homes for their families, often of pit-sawn weatherboards, with a shingle or iron roof, and a brick chimney'.<sup>228</sup>

Surviving selectors' cottages, or remains of them, in places such as Drik Drik, Sandford, Tyrendarra, Merino, Narrawong and Dergholm, where selectors settled in the 1860s are of great historical value as examples of the Shire's rich farming heritage.

### ***Fitzroy River Farm***

John Stanford, farmer, applied for lease of the site of Fitzroy River Farm at Tyrendarra on 1 May 1871. The Stanfords, who became prominent district farmers and publicans, were among a number of families who came to the Tyrendarra district in the early 1870s, when land was thrown open for selection. Tyrendarra became 'a thriving farming district'. Selection Files confirmed that by November 1874, John Stanford had constructed a 2-roomed dwelling house of 'stone and wood'; had begun fencing his property, and had a cultivation area planted with wheat and oats. The house was extended in the early 1890s.

Fitzroy River Farm was associated with the Stanford family for more than 120 years. This was an unusually long time for such a property. Selector families remained on their farms for as long as the Stanfords became increasingly rare. Although many families took up selections throughout Glenelg Shire during the 1870s, a large proportion left their farms owing to lack of farming experience and economic hardship.

During the 1980s, when Fitzroy River Farm was owned by the Barrett family, it was extended further, using stone quarried from the property.<sup>229</sup>

<sup>222</sup> Ibid, p.19.

<sup>223</sup> LCC Report, p.40.

<sup>224</sup> John Emerson, pers. comm..

<sup>225</sup> Hedditch, pp.104, 107.

<sup>226</sup> See Section 1.3.

<sup>227</sup> Victorian Year Book, 1973, p.70.

<sup>228</sup> Hedditch, p.109.

<sup>229</sup> John Stanford, Land Selection File 2028/19.20 Allotment 3B, Parish of Homerton; Parish of Homerton Parish Plan; Tyrendarra, 1988, p.8.

Other evidence of the selection era are the subdivisional patterns, which can still be observed in areas like Drik Drik, where some of the old 20-80 acre paddocks can still be seen. These paddocks are known still by the names of their original selector owners.<sup>230</sup>



Figure 34: Fitzroy River Farm; Tyrendarra  
Source: Heritage Matters Pty. Ltd.

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<sup>230</sup> John Emerson, pers. comm..



Figure 35: Tulleigh (C.J Koch's residence), near Sandford.  
Source: Heritage Matters Pty. Ltd.

## 2.8 Closer Settlement and Soldier Settlement

### 2.8.1 Closer Settlement

Despite the problems associated with the 1860s land reform legislation, the Victorian government was unwilling to give up its dream of 'unlocking the land' and settling it with a yeoman class, who would establish more closely settled agricultural communities. The majority of selectors received poor land on subsistence blocks, while the squatters' land monopoly was challenged but maintained. From the 1890s, however, the squatters' complete control of land and power in Glenelg Shire began to decline as a result of a series of Closer Settlement Acts, which cut up most of the large estates.<sup>231</sup>

Closer Settlement Acts were passed by the Victorian Parliament from the late 1890s. By the time of the *Closer Settlement Act 1904* the concept of compulsory repurchase of Crown Land had been introduced, the administration of the scheme being placed in the hands of the newly-created Closer Settlement Board.<sup>232</sup>

#### ***Closer Settlement in Glenelg Shire***<sup>233</sup>

Glenelg Shire played a pioneering role in the introduction of closer settlement schemes in Victoria. The first example of such schemes was the purchase of the Wando Vale Estate, which was enabled by the Parliament passing special legislation known as the Wando Vale Purchase Act. 1900 in the former Shire of Glenelg. This was the first of its kind in Victoria.<sup>234</sup>

#### ***Wando Vale***

Wando Vale was bought in 1900 from Messrs John James and James Lionel Johnson, executors and trustees of the late Ann Nicolas.<sup>235</sup> The Wando Vale run (16,000 acres) north-east of Casterton, was taken up in 1840 by the squatter

<sup>231</sup> Hedditch, p.112.

<sup>232</sup> *Victorian Year Book 1973*, pp.99-101.

<sup>233</sup> Closer Settlement initially occurred predominately in the former Shire of Glenelg and Heywood.

<sup>234</sup> *Shire of Glenelg Centenary 1863-1963*, Shire of Glenelg, p.32.

<sup>235</sup> *Ibid.*

John G Robertson, member, of the Port Phillip Association, a partnership of wealthy squatters.<sup>236</sup> A report to the Government about the Wando Vale Estate on 30 December 1899 described the property in these words:

‘This is a very fine property; the bulk of the soil is of black loam, heavily grassed, and well adapted for the growth of English grasses. Many of the paddocks are sown with rye-grasses, giving evidence of the suitability of the soil for such culture. Rabbits are troublesome and require attention.’<sup>237</sup>

Robertson had reported soil degradation on his run as early as 1853 due to damage caused by grazing.<sup>238</sup> By 1900, the estate of 10,446 acres held 15,000 cross-bred sheep, 300 cattle and 23 horses.<sup>239</sup>



Figure 36 Wando Vale homestead ruins (store-room). Photo: Heritage Matters Pty. Ltd.

The Wando Vale Estate was subdivided into 66 blocks. Settlers had to reside on the property for at least eight months of each year for the first six years. Terms of payment were over 31½ years. The settlement was successful and, according to the Shire of Glenelg Centenary publication, it encouraged the Government to proceed with further settlements throughout the State. It was reported 60 years later, in 1963, that ‘numerous descendants of the original settlers are still living in the area, many on the original blocks’.<sup>240</sup>

### Dunrobin Estate

A second closer settlement property in the former Shire of Glenelg was the Dunrobin Estate on the Glenelg River near Casterton. The original 1840s run was taken up by J.E. Anderson and William Murray, both of Hobart Town.<sup>241</sup> This property, consisting of about 1,100 acres (the original run was 153,600 acres), and in some places adjoining the town boundary, was bought by the Government in 1912. It was subdivided into 99 blocks: 15 of 200 acres, 30 of 100-200 acres, 18 of 20-80 acres, and 16 of 5-12 acres, which were mainly non-residential.<sup>242</sup>

<sup>236</sup> Hedditch, p.58; See Section 2.5; Billis and Kenyon, p.296.

<sup>237</sup> *Shire of Glenelg Centenary*, p.32.

<sup>238</sup> See Section 1.3.

<sup>239</sup> *Shire of Glenelg Centenary*, p.32.

<sup>240</sup> *Ibid.*

<sup>241</sup> Billis & Kenyon, p.202; See Section 2.5.

<sup>242</sup> *Shire of Glenelg Centenary*, p.32.

In February 1912, the Land Board in Casterton received 464 applications, for the Dunrobin Estate which included up to 27 for some blocks. Successful applicants were in occupation by March 1912. The main farming industry on this estate was growing cereals, chiefly oats. The land was gradually sown to improve pastures and dairying became the main industry.

The Dunrobin settlement was quite successful and very few original settlers left the property, according to the 1963 Glenelg centenary publication. By that time it was reported that ‘well over half are still owned by the original settlers or their descendants’. Settlers living on their original holdings were listed as Messrs W. Munro, G. Ferguson, J. McIntyre and A. Hurtle,<sup>243</sup> suggesting a concentration of Scottish families on the estate.

These two estates have great heritage value as early examples of Closer Settlement Estates in Victoria. The former Shire of Glenelg played a pioneering role in the establishment of such estates. It is hoped that during field work in Stage 2 of the present Study, it may be possible to discover what (if anything) remains in the form of recognisable Closer Settlement subdivisions, buildings, or district families that are descendants of the original settlers.



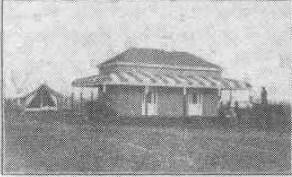
Figure 37: Dunrobin Homestead, Dunrobin.  
Source: Heritage Matters Pty. Ltd.

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<sup>243</sup> Ibid.



**Irrigation in Victoria**



SUTTER'S HOME 1912

Progress  
in an  
Irrigation  
District  
through  
an  
Orchard



SAME HOME 1922



IRRIGATING THE ORCHARD

Irrigable  
Holdings  
Available  
for  
Settlement

Consult  
Local  
Officers  
at each  
Irrigation  
Centre

Full Particulars may be obtained from the State Rivers and Water Supply Commission, Melbourne, Australia

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**Dry Farming Areas**

**FREEHOLD FARMS**—Any person 18 years of age may take up Crown Lands or Closer Settlement Lands.



PREPARING THE LAND

**DRY FARMING AREAS** on resumed lands are made available from time to time to meet the demand.

**CROWN LANDS** may be taken up as under:—

1st Class Land: Maximum Area, 200 acres; Minimum Price, £1 per acre

2nd Class Land: Maximum Area, 120 acres; Minimum Price, 15/- per acre

3rd Class Land: Maximum Area, 60 acres; Minimum Price, 10/- per acre

4th Class Land: Maximum Area, 1200 acres; Minimum Price, 5/- per acre

Class "A" Land: Maximum Area, 2000 acres; Minimum Price, 4/- per acre

**Closer Settlement of Resumed Areas**

Dry Farming Areas up to a capital value of £2,500 may be taken up under Conditional Purchase Lease, repayments, extending over a period of 36½ years, with interest at 5% per annum on the unpaid balance of the purchase price.

For Plans, etc., and General Information apply to The Secretary for Lands, Melbourne, Victoria, Australia

Advertising 'closer settlement' blocks

Figure 38: Advertising Closer Settlement Blocks  
Source: *Greening a Brown Land*, N. Barr & J. Carr, 1992 p 218

### 2.8.2 Soldier Settlement

The Soldier Settlement schemes introduced into Victoria after the First and Second World Wars can be seen as the final phase in the Closer Settlement movement, which was part of the government's land reform policies, aimed at settling a yeoman class of family farmers on the land. This rural development policy began with free selection, continued with closer settlement and, from 1918, focussed on soldier settlement. The policy has had many critics. According to Powell,

'Urged on by its patriotic associations, each municipality seemed anxious to create distinctly local rewards for its returning sons... no matter that at least two generations of hard experience had amply demonstrated the inadvisability of small-scale farming in those areas.'<sup>244</sup>

The areas Powell is referring to are in South-Western Victoria, which includes extensive areas of the present Glenelg Shire. Another critic, Marilyn Lake, commented that the 'yeoman model' was 'economically inappropriate' to agricultural production in Australia, which, by the late 19<sup>th</sup> century, was 'heavily capitalized and market oriented'. The result of 'putting moneyless men' on the land was 'widespread indebtedness'.<sup>245</sup>

<sup>244</sup> J.M. Powell in LCC Report, p.92.

<sup>245</sup> Marilyn Lake, *The Limits of Hope*. Soldier Settlement in Victoria, 1915-1938, 1987, p.xviii.

At the end of the First World War, an Act known as the *Discharged Soldiers' Settlement Act* was passed. Under this Act, which was administered by the Closer Settlement Board, land was bought and subdivided into farm blocks. Ex-servicemen were allocated blocks, providing they had some previous farming experience. But in 1919 and 1920 qualifications were not looked at too closely. The soldier settlers had to reside on their blocks until they secured freehold after a period of 12 years. A maximum sum of £625 could be advanced to buy stock, plant, and erect buildings and fencing.<sup>246</sup>

Statistical records show that of the 11,000 returned men assisted in the main Victorian scheme, 17 per cent had left their allotments by 1929, and 'many of those remaining were battling hard'.<sup>247</sup> Many of the blocks had proved to be too small and as they were vacated by the soldier settlers, they were cut up even further and divided among the remaining settlers.<sup>248</sup>

### ***Soldier settlement in Glenelg Shire***<sup>249</sup>

In Glenelg Shire, as with the Closer Settlement Schemes of the pre-war years, the chosen soldier settlement estates had once been part of district pastoral runs. And, like the earlier estates, they were also extensively located in the Merino Tablelands area, which had proved so popular with the former Shire of Glenelg's squatters and, before that, with the aborigines, the area's original inhabitants.

### ***Nangeela Estate***

This Estate, nine miles from Casterton, was on land which, in the 1840s, formed part of a 16,000 acre run occupied by Captain H.P. Dana and Robert Savage. By 1844, it was in the hands of squatter William McPherson.<sup>250</sup> After the First World War, the Nangeela Estate of 3,657 acres was bought from the McPherson family and subdivided into 15 allotments, ranging from 125 to 423 acres, and said to be suitable for mixed farming, dairying and grazing. Soldier settlers moved into the estate in October 1920. By the 1960s, only five of the original settlers were still on their blocks: Messrs G. Black, Mill, F. Nowacki, F. McNicol and J. Davidson.<sup>251</sup>



Figure 39: Nangeela Homestead, Casterton.

Source: Heritage Matters Pty. Ltd.

### ***Struan Estate (later Paschendale Estate)***

This estate, north-east of Merino, was later known as the Paschendale Estate after a town in France where Australian soldiers served. The estate was purchased in 1919 from

<sup>246</sup> *Shire of Glenelg Centenary*, p.32; Tony Dingle, *Settling*, 1984, p.187.

<sup>247</sup> *LCC Report*, p.92.

<sup>248</sup> *Shire of Glenelg Centenary*, p.33.

<sup>249</sup> Soldier Settlement occurred predominately in the former shires of Glenelg and Heywood but examples can also be found in the western parts of the present Glenelg Shire.

<sup>250</sup> Billis & Kenyon, p.258; See Section 2.5.1.

<sup>251</sup> *Shire of Glenelg Centenary*, p.33.

Mr Huxley and covered 4,800 acres. It was subdivided into 39 allotments, ranging in size from 80 to 239 acres.<sup>252</sup> This estate was not much smaller than the original Struan run, which covered 4,889 acres, and was occupied in the 1840s by squatter William J. Robertson, a member of the Port Phillip Association. Robertson was associated with the Wando Vale run in the 1850s, part of which was chosen for the first Closer Settlement Scheme in the former Shire of Glenelg, and, it is said, Victoria.<sup>253</sup>

The small township of Paschendale grew up around this settlement. Soldier settlers built a community hall, tennis court, and church there in 1923. State School No. 4107 and a teacher's residence were located near the hall. The school was closed in 1949, the children then travelling by bus to the Merino Consolidated School.

By the 1960s, only two of the original soldier settlers were living on their blocks. They were Messrs. H.M. Garton and H.V. MacGibbon. It was said that, by 1976, descendants of the soldier settlers were still there.<sup>254</sup>

#### ***Merino Downs Estate***

After the 1914-1918 War, according to a 1976 history of Merino and Digby, about 360 acres of the Merino Downs Estate were bought for soldier settlement.<sup>255</sup> Francis Henty had occupied the Merino Downs run on the Wannan River in 1837.<sup>256</sup>

#### ***Glenorchy Estate***

This Estate, situated south and west of Merino, was bought in 1921 and subdivided into 31 blocks. It covered 11,000 acres 'consisting of some first-class land suitable for dairying, and light-timbered country suitable for sheep.'<sup>257</sup> The Glenorchy pastoral run (15,000 acres) was occupied in 1844 by Alexander Rose and, in 1855, by John Pearson. Rose came to Victoria via Tasmania, while John Pearson, a Scot, arrived from Tasmania in 1840 and died at Portland in 1885. He was associated with a number of other pastoral runs in area covered by the present Glenelg Shire including Retreat and Rifle Ranges.<sup>258</sup>

The Glenorchy Estate was originally divided into 15 blocks of under 200 acres, 5 of between 200 and 400 acres, and 12 of between 400 and 1,564 which was the largest block of the subdivision.

The soldier settlers at Glenorchy experienced the same problems that affected those on the other former Shire of Glenelg Estates: low prices for their produce and too small blocks. Many were unable to carry on and so blocks were cut up and portions allocated to the remaining settlers. There was a school on the Estate during its hey day but it was later removed to form part of the Merino Consolidated School. By the 1960s, a change in fortune came to this Estate as a result of the introduction of clover and superphosphate, which greatly improved the lighter land.<sup>259</sup>

The difficult conditions of the soldier settlers who took up land after the First World War are well documented. Their housing was often miserable and sometimes described as mere hovels or 'bush humpies'. These houses were often built of corrugated iron with brush verandahs and had no bathrooms. The lifestyle of the soldier settlers was particularly difficult for women and children. The children in soldier settler families suffered and died during the epidemics of whooping cough, diphtheria and pneumonia, which swept through Victoria during the inter-war years. In some places, too, it was difficult to get children to school, although there were a number of schools on soldier settlement estates. Soldier settlers were often in debt and most of their families lived in a context of material poverty and stress.<sup>260</sup>

### **Soldier Settlement after World War II**

In 1945, after the Second World War, the Victorian government decided to introduce a land settlement scheme in conjunction with the Commonwealth government. This was part of a plan for the rehabilitation of returned servicemen who wanted to settle on the land. A *Soldier Settlement Act* was passed and a Commission appointed. Recognizing the mistakes and difficulties of the earlier soldier settlement scheme, the conditions of the new Act were more favourable to the returned soldiers. Land was bought by the Commission and subdivided into blocks 'considered to be a living area for a settler to rear a family'.<sup>261</sup>

<sup>252</sup> Ibid.

<sup>253</sup> Billis & Kenyon, p.131; See Section 2.6.1.

<sup>254</sup> *Heritage: Merino, Digby, Back-to-Committee*, 1976, p.122; *Shire of Glenelg Centenary*, p.33.

<sup>255</sup> *Heritage: Merino, Digby*, p.122.

<sup>256</sup> Billis & Kenyon, p.242; See Section 2.5.1.

<sup>257</sup> *Shire of Glenelg Centenary*, p.33.

<sup>258</sup> Billis & Kenyon pp.124, 133, 214; See Section 2.5.1.

<sup>259</sup> *Shire of Glenelg Centenary*, p.33.

<sup>260</sup> Lake, op.cit., pp.145, 151, 154-8, 162.

<sup>261</sup> *Shire of Glenelg Centenary*, p.33.

The Commission acquired over one million acres of freehold land, and set apart 50,000 acres of Crown land for the purpose. Before allocation, the Commission 'advanced holdings to a stage of development by providing houses, out-buildings, and basic farm improvements'.<sup>262</sup> On many of these settlements, dairying and mixed farming were recommended. As a result, a 'small but noticeable expansion of mixed farming and dairying' was reported, particularly in 'older-settled' and 'better-favoured country'.<sup>263</sup>

### Glenelg Shire's Soldier Settler Estates

A number of Soldier Settler Estates (about 11) were established in the former Shire of Glenelg (now within the present Glenelg Shire boundaries) after the end of the Second World War. In 1947, portions of the *Wurt Wurt Koort Estate* (later known as Hindson's Estate) at Henty were purchased and subdivided into 25 blocks of about 150 to 180 acres each, suitable for dairying. The estate was occupied by 1948.<sup>264</sup> In the same year, ten blocks of about 150 to 160 acres each on the *Talisker Estate* at Merino, and six blocks on the *Sandford House Estate* were made available.<sup>265</sup> The Sandford pastoral run (15,700 acres) on the Glenelg and Wannon Rivers, had been taken up in 1843 by John Henty.<sup>266</sup>

By 1951, there were eleven blocks set aside on the *Retreat Estate*, north of Casterton, which were said to be suitable for dairying and mixed farming. These blocks ranged from 170 to 240 acres.<sup>267</sup> The Retreat pastoral run of 10,750 acres, was occupied in 1840 by the squatter, Thomas W. McCulloch, and in 1846, by John Pearson, a Scot who arrived in the Shire via Tasmania. Pearson also leased the Glenorchy and Rifle Ranges runs.<sup>268</sup>

Other Soldier Settlement Estates in former Shire of Glenelg included portion of the *Warrock Estate*, north of Casterton. Soldier settlers moved in by 1958 taking up six blocks of 400 to 600 acres, suitable for grazing and mixed farming.<sup>269</sup> The squatter George Robertson was associated with the Warrock run of 11,696 acres in the 1840s.<sup>270</sup>

The last soldier settlement established in former Shire of Glenelg was on land bought from various owners north of Wando Vale, on the Satimer Road. Known as the *Bruk Bruk Estate*, it consisted of nine blocks ranging from 400 to 600 acres, suitable for dairying and mixed farming. Only four of these blocks were in Shire.

A history of the former Glenelg Shire concluded that soldier settlements covered a total of 22,400 acres subdivided into 83 holdings, and that this had increased the Shire's population to 400. Dairying blocks in these settlements had a carrying capacity of 50 cows and grazing blocks produced an average of 35 to 45 bales of wool annually.<sup>271</sup>

### Soldier Settlement heritage

Surviving soldier settlement houses have great heritage value as physical evidence of an important phase in land settlement in Victoria. It seems most unlikely that any of the First World War houses would remain, particularly those 'humpies' built of corrugated iron. However, there are probably remaining examples of the more solid homes provided for ex-servicemen after World War II. The Shire's farming heritage (a major theme in its historical development) certainly includes the subdivisional patterns of soldier settlement estates still visible in Shire townships, particularly those which grew up around the estates. The township buildings in places like Paschendale (built to serve the local community), such as halls, schools and churches, are of great historical significance. Other important heritage items related to this theme are the stories told by descendants of the original settlers, and the collection of soldier settlement correspondence files and maps held in the Public Record Office of Victoria (PROV).

## **2.9 Fighting for the Lane**

<sup>262</sup> *Year Book of Victoria 1973*, p.102.

<sup>263</sup> *LCC Report*, p.93.

<sup>264</sup> *Shire of Glenelg Centenary*, p.33.

<sup>265</sup> *Ibid.*

<sup>266</sup> Billis & Kenyon, p.275; see Section 2.5.1.

<sup>267</sup> *Shire of Glenelg Centenary*, p.33.

<sup>268</sup> Billis & Kenyon, pp.124, 270, 271; see Section 2.5.1.

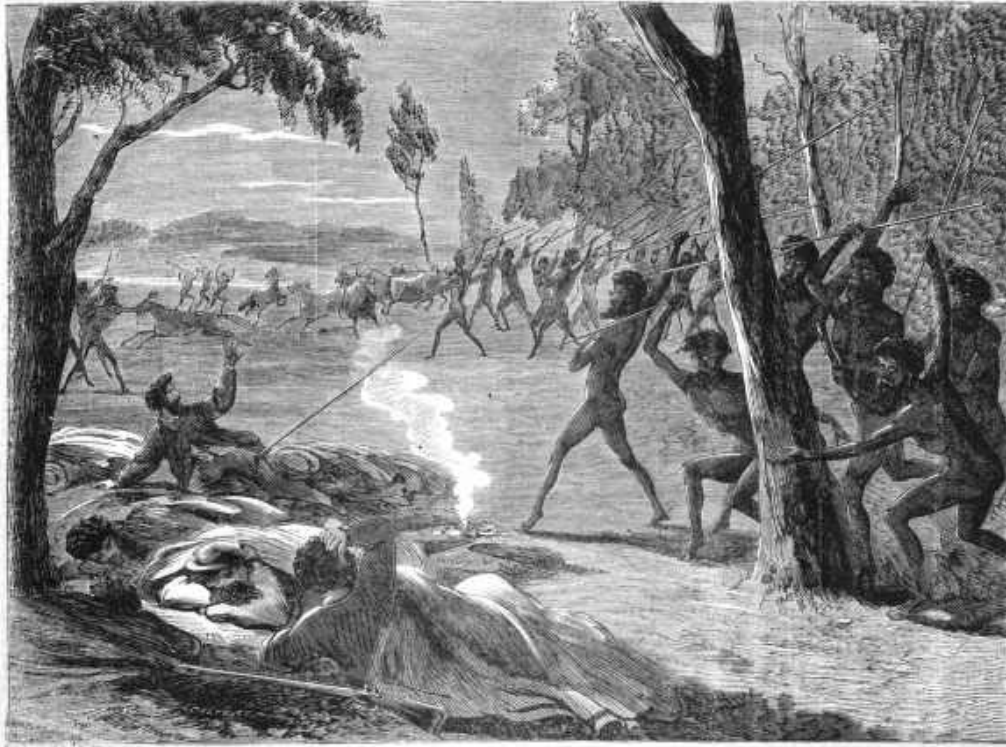
<sup>269</sup> *Shire of Glenelg Centenary*, p.33.

<sup>270</sup> Billis & Kenyon, p.298; see Section 2.5.1

<sup>271</sup> *Shire of Glenelg Centenary*, p.33.

“...Mary Ann asked be what I thought of her “m’rado” (land), and said with a smile of pleasure, “There is the swamp; yonder is the lake. Here is the country where I followed my husband when I was a ‘burrich burrich’ (a girl). There are my good swans, ‘lapps lapps’ (small fish), gnarps (apples), ‘nroite’ (honey), ‘carlie paron marton’ (plenty plenty good).”<sup>272</sup>

The determination of the indigenous people of Glenelg to maintain their spiritual and emotional connection to land, has underscored the battles they have fought for nearly two centuries against the Europeans who invaded and usurped their ownership. Initially it took the form of direct conflict against the squatters who were invading and occupying indigenous land and destroying economic resources. Later it took the form of battles against missionaries, government bureaucrats and welfare officials, who attempted to confiscate what little land had been left to them and destroy their cultural identity. In many ways, it is a battle that is still unresolved at the time of writing and continues through the process of Native Title.



NIGHT ATTACK OF THE NATIVES NEAR LAKE HOPE—THE MURDER.

Figure 40: “Night Attack at Lake Hope S. Australia” by S. Calvert  
Source: State Library of Victoria, Accession No IAN24103/66/13

The Henty’s arrived to establish the first permanent European settlement in Portland in 1834, but, apart from an incident where Edward Henty and their party set their dogs onto a family of Dhauwurrd wurrung near the Fitzroy River in 1834, there appears to have been little initial contact or conflict with indigenous Dhauwurrd wurrung clans until the late 1830’s. After this initial period of calm, however, a bloody conflict ensued between squatters, Native Police and the indigenous Dhauwurrd wurrung and Jardwadjali people and probably also involving the Buandig people. This occurred between 1838 and 1849 and left the indigenous people of the region decimated, but still defiant. The conflict was more widespread than simply within the Shire of Glenelg, but occurred across all of the Dhauwurrd wurrung lands from Port Fairy to Portland.

Lured inland by Mitchell’s descriptions of grazing country, squatters began occupying the traditional lands of the indigenous people of the region and often the locales which were of greatest economic and spiritual importance. This was, in effect, an invasion of their traditional lands, albeit a piecemeal one. Over a ten year period, squatters frequently came into conflict with the traditional indigenous owners, as they attempted to carve out grazing runs across the Shire. But the history of the conflict is more complex than simple invasion and resistance, attack and retaliation. The way in which conflict occurred was shaped by cultural perceptions on both sides and this is worth discussing further.

<sup>272</sup> Buandik woman quoted in Smith op. cit. 1883 p. 3

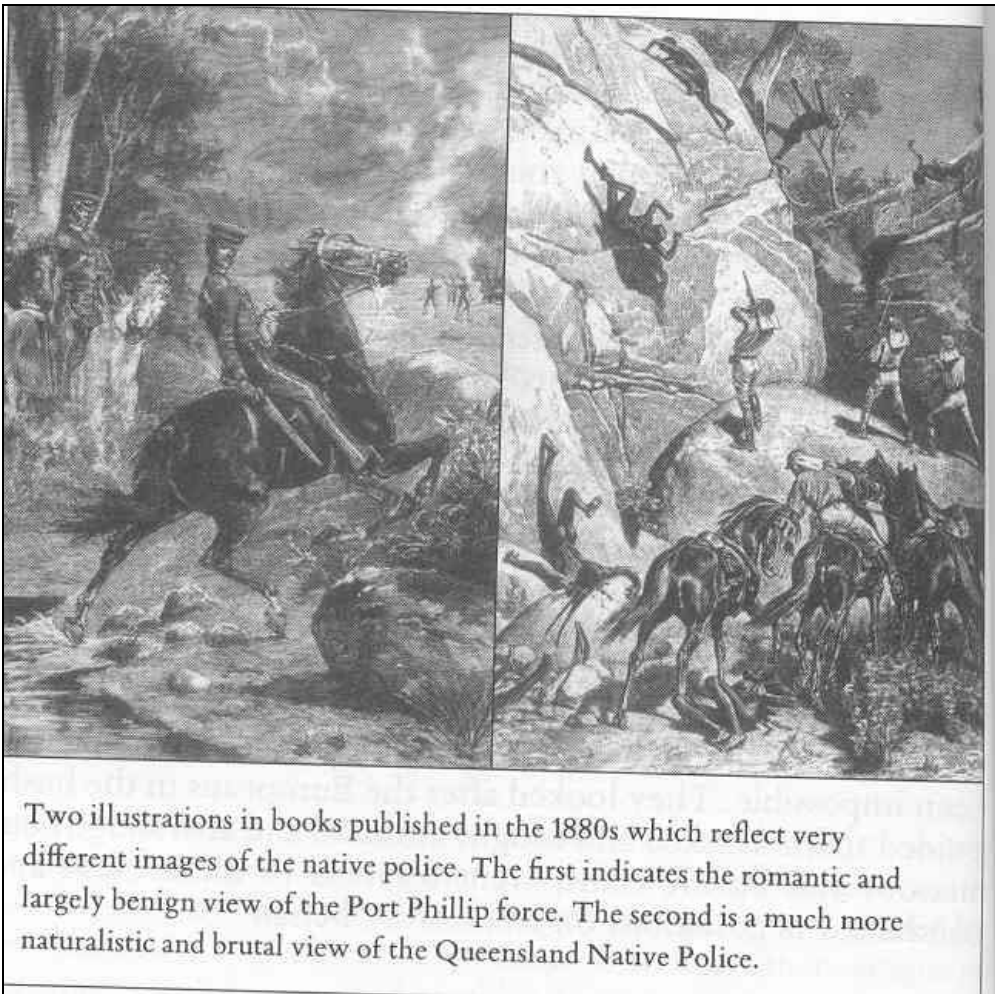


Figure 41: Black Troopers circa 1880s

Source: *With the White People*, H. Reynolds, 1990 p. 47

Table 2: Summary of known violent conflicts in which Dhauwurd wurrung, Buandig, Jardwadjali and European people were attacked and/or killed in the Shire of Glenelg.<sup>273</sup>

1832-1833	Almost the entire Kilcarer condeet clan massacred at the Convincing Ground by European whalers.
2/12/1834	Edward Henty and party set dogs onto a Dhauwurd wurrung family, camped on the Fitzroy River, north-east of Tyrendarra.
June 1838	Joseph Bonsor, hutkeeper at John Henty's 'Merino Downs' station shot an Aborigine after being waddied.
October 1838	William Heath, shepherd at Merino Downs, was killed by seven Aborigines; according to James Smead, overseer, Heath was killed for his role in the abduction of Aboriginal women.
October 1838	About 40 Dhauwurd wurrung and possibly Jardwadjali people massacred in a reprisal raid for William Heath's death. The massacre was carried out by station hands at Henty's Merino Downs Station and occurred near the junction of Bryan Creek and the Wannon River, at a place which later became known as 'Murderer's Flat'.
October 1838	William Jefry, an employee at Samuel Winter's 'Murndal' station, was speared by Aboriginal people stealing sheep.
20/11/1838	At Murndal Station, Captain Hart and men shot and wounded an Aboriginal boy.
1840	At Casterton, an unknown number of indigenous people were murdered by one of Henty's hutkeepers, using poisoned flour.
February and April 1840	An unknown number of indigenous people were killed by station hands on Henty's Merino Downs station, in two separate attacks.
March-April 1840	A servant of John Henty's named 'Blood' killed an Aboriginal man named Wool-ang-wang on the Wannon River.
1841	Five Aboriginal men were shot at Murndal station, while attempting to carry off sheep.
1/6/1841	Surveyor Tyers and party attacked by a group of about 40-50 Aborigines.
1841	At the junction of the Wannon and Glenelg Rivers, at Casterton, between 15-17 women and children were killed by an employee of Augustus Barton, who gave them flour laced with arsenic.
15/5/1842	Donald McKenzie, a settler on the Stokes River and Frederick Edinge, hutkeeper, were killed by a party of Aborigines led by two Dhauwurd wurrung men, Koort kirrup and Peter.
August 1843	The child of innkeeper, Abraham Ward, was kidnapped and subsequently killed by Dhauwurd wurrung people.

<sup>273</sup> Sources: Clark, op. cit. 1990, 1995, 1998, Critchett, op. cit. 1992, Marie Fels 1998 *Good Men and True*

- August-September 1843 Christopher Bassett, a settler near the mouth of the Crawford River, was murdered by a party of Aborigines, who also carried off 200 sheep. Nine of the Aborigines involved were subsequently shot and killed by Dana and the Native Police.
- October 1843 George Lockhart from Kanwalla Station on the Wannon River, was attacked and robbed by Aboriginal people on the road between Portland Bay and his station.
- November 1843 Thomas Ricketts, a settler on the Glenelg River, attacked a party of Aborigines who had stolen sheep from his station and killed three of them.
- April 1844 A shepherd was killed during an attack by Dhauwurd wurrung people on the station of Addison and Murray on the Glenelg River.
- 1844 Two Aboriginal men were killed near Nangeela, by Savage and Dance.
- May 1845 An Aboriginal man from Sydney named 'Bradberry' was killed by Dhauwurd wurrung people on Learmonth's 'Ettrick' station.
- February 1846 Learmonth's 'Ettrick' station was repeatedly attacked. Learmonth and Jamieson were involved in an armed skirmish with several Aborigines, during the course of which, Jamieson was wounded.
- 1849 James Lloyd, a stock keeper on Roseneath Station, was attacked by two Aboriginal men (?possibly Buadnik or Jarwadjali people) and hit with a tomahawk. Lloyd shot and killed an Aboriginal woman in retaliation.

#### Undated Attacks – 1840's

Dhauwurd wurrung oral history passed down from Hannah McDonald, who recalled witnessing a massacre of around 20 people on Darlots Creek near Lake Condah, while hiding in the reeds. This occurred around 1847 or 1853 – the people were given flour laced with arsenic.

- 1843 – 1849 William Jamieson speared near Ettrick by an Aboriginal man who was cutting up a bullock. Learmonth shot and killed the man who speared Jamieson.
- Early 1840's Gibson and Bell, the overseers on Roseneath Station, massacred a large number of people on the station. These were probably Buadnik or Jarwadjali people.

During the 1840's, the Dhauwurd wurrung people retreated to bases at the Glenelg River, the swampy ground around Darlots Creek and Lake Condah and the stony rises country, stretching between Lake Condah and Port Fairy<sup>274</sup>. These were used as bases from which to launch raids on European stations<sup>275</sup>. Attempts to induce them to settle at the Protectorate Station at Mount Rouse, led the Dhauwurd wurrung to also use the station as a base for raids<sup>276</sup>. At the height of the conflict in 1843-1844, it was described by one observer as the 'Eumeralla War'<sup>277</sup>. The attacks slowed the pace of European pastoral expansion in the region and forced the abandonment of a number of stations<sup>278</sup>. Many of

<sup>274</sup> Clark op. cit. 1990 p. 33, Critchett, op. cit. 1992 p. 87

<sup>275</sup> Clark, op. cit. 1990 p. 33

<sup>276</sup> ibid p. 33

<sup>277</sup> ibid p. 33

<sup>278</sup> ibid p. 33



these attacks were led by prominent Dhauwurd wurrung men, such as Gar rare re (Jupiter) and Ty koo he (Cocknose), both Nillam condeet men, Koort Kirrup, a Palapnue gundidj man from near the Glenelg and Stokes Rivers and Cold Morning, a Cart gundidj man from the Mt Clay area<sup>279</sup>.

Critchett<sup>280</sup> points to the indigenous people's sense of outrage at attempts by white squatters to drive them from their country. However, not all squatters attempted to drive the Dhauwurd wurrung from their land. Squatters such as Cecil Cooke at Lake Condah, allowed Dhauwurd wurrung people to continue camping on traditional lands at his Lake Condah station and employed some of the men as station hands at the height of the conflict in 1843<sup>281</sup>. There is no record of Cooke's station being attacked or his sheep being stolen. From the Dhauwurd wurrung's point of view, Cooke was probably engaging in a form of economic behaviour which accorded with their law and custom, providing a material exchange with the indigenous people in return for use of their land.

But Cooke's example was, unfortunately, rare. Most squatters attempted to drive the indigenous owners off their land – Critchett<sup>282</sup> reproduces a quote from the Dhauwurd wurrung, when they told Robinson that there was “...too much “be off” all about” when complaining about being evicted from their land. In table 2, there is a list of recorded attacks upon Europeans and indigenous people within the Shire of Glenelg, in which people were killed. The killing of Europeans by indigenous people was selective; most of the Europeans who were killed were guilty of prior violence against indigenous people or attacks on indigenous women<sup>283</sup>. Attacks on Europeans did not always result in death and sometimes involved the administration of specific punishments – such as beating – which were used to punish specific crimes in Aboriginal law.

Europeans were less selective, and led mass reprisal raids, notably on Henty's Merino Downs Station, at Casterton and Roseneath in the north-west. Often, the reprisals were carried out against people who were innocent of any attacks on the squatters or their stock. Critchett<sup>284</sup> estimates that up to 317-350 people would have been killed in massacres or died trying to escape capture in the Western District during this time. This number is in addition to the unknown number killed at the Convincing Ground.

The raids which were carried out on European stations, were both well-organised and highly efficient in many cases. Most of the raids were carried out following a type of strategy which would have traditionally been used on tribal enemies.<sup>285</sup> These were effectively hit and run raids, by small armed parties of around 5-10 men. Dhauwurd wurrung people seem to have grasped the economic damage which destroying large numbers of sheep caused the settlers very early in the conflict. In early 1842, about 4000 sheep were driven off or destroyed,<sup>286</sup> a strategy which, had it been able to continue at that rate, would have brought most squatters to the brink of economic ruin in a short period of time. The Dhauwurd wurrung also attempted strategies such as firing of vegetation to destroy potential pasture on the stations.<sup>287</sup>

Following petitions to Governor LaTrobe in Melbourne from Portland and Port Fairy squatters, the Native Police, led by Henry Dana, were deployed in the region every winter from 1842 to 1849.<sup>288</sup> Although some of the police were based at the Police Station at Mt Eckersley, most of the force was deployed on stations where repeated conflicts were occurring. Dana himself had a station at Nangeela<sup>289</sup> in the Portland Bay District. The native police troopers were all Woi wurrung and Bun wurrung men from the Melbourne-Westernport area and under traditional law, strangers who

<sup>279</sup> Critchett, op. cit. 1992 pp. 100-101, 106

<sup>280</sup> ibid. pp. 98-99

<sup>281</sup> Kiddle, Margaret 1964 *Men of Yesterday*. Carlton, Melbourne University Press p. 123

<sup>282</sup> Critchett op. cit. p. 98

<sup>283</sup> Critchett op. cit. 1992 p. 90

<sup>284</sup> ibid. pp. 130-131

<sup>285</sup> ibid. p. 92

<sup>286</sup> Clark op. cit. 1990 p. 33

<sup>287</sup> ibid. p. 33, Critchett, op. cit. 1992 p.98

<sup>288</sup> Fels, op. cit. 1988 p. 123

<sup>289</sup> ibid. p. 132

were not permitted to enter Dhauwurd wurrung county. Fels suggests that the use of native troopers, assisting Europeans and ignoring traditional law about entry to country, would have come as a shock to the indigenous clans in the Portland district.<sup>290</sup>



H. E. P. Dana,  
Commandant of Native Police  
1842-52

Figure 42: Captain Dana  
Source: David Rowe, 2002

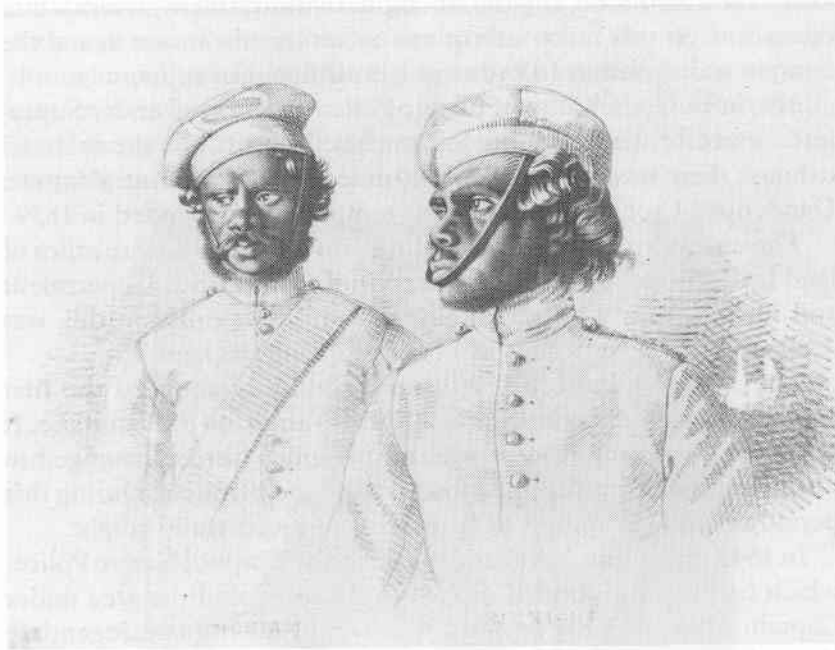
Deployment of the Native Police was extremely effective in the long run, in slowing the rate of attacks on stations, to the point that they only ever occurred when the police were not in the district.<sup>291</sup> Ultimately more than 22 local men were also recruited from the Portland district for the Native Police, after their first three years of operation.<sup>292</sup> Although the violence did not end in 1850, the Dhauwurd wurrung had been driven from most of their traditional land by that time. Apart from a small reserve at Casterton, there were no places for the people to go, save those stations where the squatters allowed them to remain. They paid a terrible price for the European invasion and their resistance. After a decade of disease and armed conflict, their population had been reduced from about 4000 in 1841, to 422 by 1850.<sup>293</sup> Possibly more than 3500 Dhauwurd wurrung people were killed or had died of disease in a short ten year period.

<sup>290</sup> *ibid.* p. 132

<sup>291</sup> *ibid.* p. 151

<sup>292</sup> *ibid.* p. 120

<sup>293</sup> Clark *op. cit.* 1990 p. 53



Native Police 1851. Lithograph by Thomas Ham, after a drawing by William Strutt (La Trobe Collection, State Library of Victoria).

4

Figure 43: “Native Police”  
Source: David Rowe, 2002

But the Dhauwurd wurrung people did not cease their fight for land in 1850. Although the Aboriginal Protectorate proved completely ineffective and was abolished in 1849, many Dhauwurd wurrung people remained living and working on stations in the local area during the 1850’s. Many of these people were still living and working on Cecil Cooke’s Lake Condah station in 1867, when the Victorian Government, supported by Cooke, excised 2043 acres of land for an Aboriginal reserve from Cooke’s Lake Condah run.<sup>294</sup>

Importantly, the Dhauwurd wurrung people chose the site for mission on the property themselves, although whether this was because the site was of traditional economic and spiritual significance is unclear. The Church of England Mission to the Aborigines, which had founded Framlingham Station near Warrnambool in 1865, transferred its operations to Lake Condah and established a mission there<sup>295</sup>. In 1885, 1,740 acres of the stony rises was added and in 1886, an additional 37 acres of Lake Condah frontage was also added<sup>296</sup>.

<sup>294</sup> Cole Edmund Keith 1984 *The Lake Condah Aboriginal Mission*. Keith Cole Publications, Bendigo. p. 18

<sup>295</sup> Critchett, Janet 1980 *A History of Framlingham and Lake Condah Aboriginal Stations 1860-1918*. Unpublished MA Thesis, University of Melbourne. pp. 60-61.

<sup>296</sup> Gould, Meredith and Anne Bickford 1984 *Lake Condah Mission Station: a report on the existing condition and history for the Gournditch-Mara tribe and National Parks Service*. pp. 13-18.

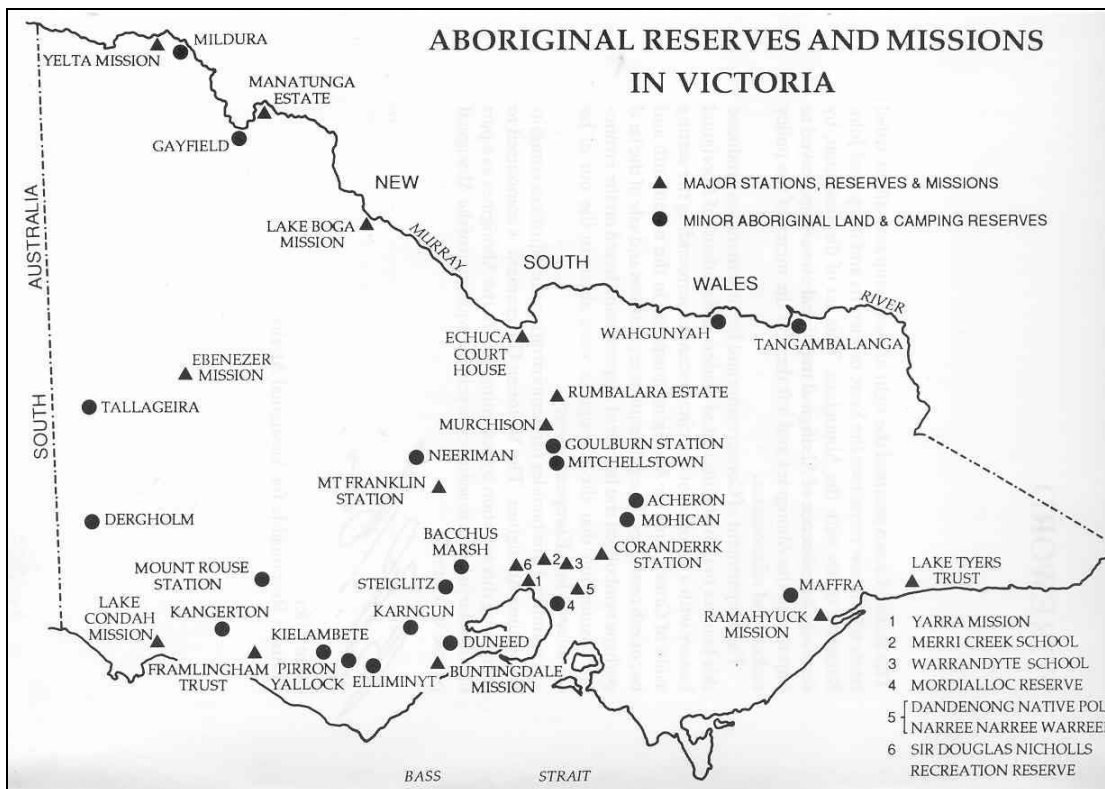


Figure 44: “Aboriginal Reserves and Missions in Victoria.”

Source: David Rowe

Although the reserve was gradually revoked, the Lake Condah Mission became the focus of a battle for land until it was eventually returned to descendants of the Dhauwurd wurrung people in 1987.

Attempts to obtain control of station land, manifested itself in two armed rebellions against the missionary Stahle, in 1880.<sup>297</sup> When an Act was passed in 1886, forcing all indigenous people who were defined as ‘half caste’ by the government to leave the stations, many of the community moved to Little Dunmore, about 2km east of the mission.<sup>298</sup> However, the indigenous community as a whole maintained their social and economic connections and there was still considerable interaction between the community at Little Dunmore and those remaining on the mission.<sup>299</sup>

Dhauwurd wurrung descendants made several claims for land at the reserve. A younger generation of people, educated on the mission and more aware of the workings of Colonial Government, continued the fight of their parents. During 1891 and 1893, they attempted to make formal claims for land at the reserve, as selectors, which were rejected by the Board for Protection of Aborigines (BPA), who administered the reserve<sup>300</sup>. During 1896, the 1,740 acres of the reserve on the stony rises was revoked, leaving the 2043 acre reserve<sup>301</sup>.

The BPA closed the station in 1918 and attempted to move the remaining families there to Lake Tyers<sup>302</sup>. Most refused to go and moved to join the community at Little Dunmore. Returned soldiers attempted to claim land for soldier settlement in 1919, but these were denied by the BPA. In the same year, the BPA leased 2000 acres of the reserve to local farmers, but refused to allow any of the indigenous people to lease the land.

Between the 1920’s to the 1940’s, many of the families who had lived on the station returned and re-occupied station buildings. By 1939, there were over 70 people living at the mission and in 1941 there were 24 adults and children.<sup>303</sup> In 1945, however, the BPA decided to attempt to force the remaining people off the station. Several children were

<sup>297</sup> Critchett op. cit. 1980

<sup>298</sup> Gould & Bickford, op. cit. 1984 p. 21

<sup>299</sup> Rhodes, David 1986 *The Lake Condah Aboriginal Mission Dormitory: an historical and archaeological investigation*. MA Prelim. Thesis, LaTrobe University. p.43.

<sup>300</sup> Critchett, op. cit. 1980 p. 134

<sup>301</sup> Gould & Bickford op. cit. 1984 p. 18

<sup>302</sup> Cole op. cit. 1984 p. 37

<sup>303</sup> Rhodes op. cit. 1986 p. 45

forcibly removed from the station by the Aborigines Welfare Board<sup>304</sup> and in the same year, the BPA decided to sell all of the remaining reserve land, except the 43 acres containing the school, church and cemetery.<sup>305</sup> In 1951, the reserve was revoked and subdivided for soldier settlement<sup>306</sup>. Again, Aboriginal people applied for soldier settler grants on the former reserve land and again they were rejected by the BPA. St Mary's church on the mission was dynamited on the pretext that the building was unsound<sup>307</sup>.

Despite the continued attempts by the BPA to deny the people at the mission land, Dhauwurd wurrung descendants, such as the Lovett, Clarke, King and Saunders families, maintained pressure on the government for the return of the mission land. This was finally accomplished in 1987, when the Victorian government formally returned the land to the Gunditj mara indigenous community. Since that time, indigenous people have also had land on the stony rises, containing significant archaeological sites and significant places returned to them.

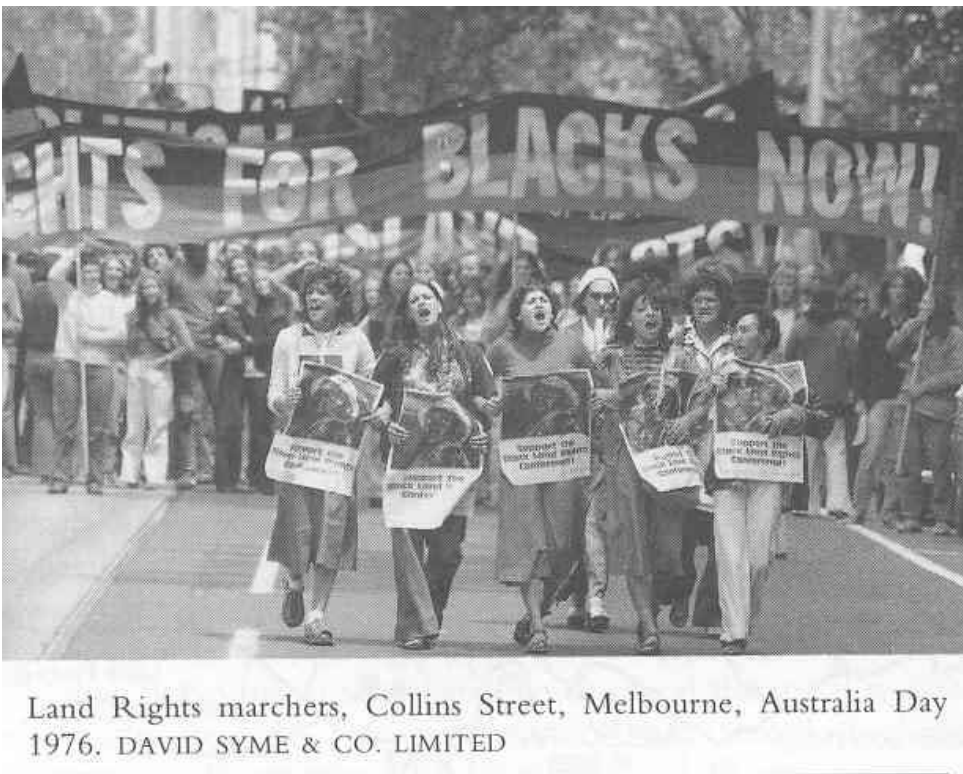


Figure 45: "Land Rights Marchers"

Source: David Rowe, 2002

But the battle for land at Lake Condah mission is not the only battle the descendants of the Dhauwurd wurrung have fought for their land. During 1980, the construction of the Portland Aluminium Smelter threatened to destroy the remains of 60 campsites and workshop sites on the land and sacred sites, including a burial ground and a path the spirits take from the burial ground to Deen maar (home of the spirits after death). The Gunditj mara community, led by Sandra Onus and Christina Frankland, established and maintained a protest camp on the site for over 6 months, despite attempts at forced eviction by the police.<sup>308</sup> Eventually the protest camp was removed by police and the development proceeded.<sup>309</sup> Aboriginal people on the site were charged by Alcoa with trespass, but the charges were subsequently defeated in court.<sup>310</sup>

Then, between November 1980 and January 1981, Spokespersons for the Gunditj-mara, Sandra Onus and Christina Frankland, attempted to prosecute Alcoa for a breach of Section 21 of the Victorian *Archaeological and Aboriginal Relics Preservation Act (1972)*. This was rejected in the Supreme Court who said that the Gunditj-mara could not

<sup>304</sup> Rhodes op. cit. 1986 p. 66

<sup>305</sup> Barwick, Dianne 1963 *A Little More than Kin*. PhD Thesis, A.N.U. p. 116

<sup>306</sup> Cole op. cit. 1984 p. 109

<sup>307</sup> Gould & Bickford op. cit. 1984

<sup>308</sup> Roberts, Jan 1981 *Massacres to Mining*. Dove Communications, Blackburn. pp. 165-166

<sup>309</sup> Roberts, op. cit. 1981 p. 166

<sup>310</sup> *ibid.* p. 166

claim special interest to land and sites under the relics act. But this was overturned in an appeal to the High Court, which subsequently ruled that the Gundidj-mara could claim special interest in the land under the Relics Act.<sup>311</sup>

Today, the descendants of the Dhauwurd wurrung continue to fight to conserve the land and their traditional interests, through interaction with the local community, heritage legislation and Native Title.

### The Lake Condah Mission

As discussed above, the Lake Condah Mission became the focus of indigenous people for a new battle for land. It was also the place where many of the surviving Dhauwurd wurrung people who had been forced from their land by European invasion, came to settle during the nineteenth century.

Between about 1849 and 1860, many of the indigenous people of the region survived by living and working on European stations. For example, C.P. Cooke of Lake Condah Station, allowed them to live on parts of his land, employed them to do woodcutting and shepherding and paid them in food, clothing and money.<sup>312</sup> Other stations on which people lived and worked in this time included Murndal and Eumeralla.<sup>313</sup> Diseases introduced by European settlers continued to form a high contribution to the mortality rates of indigenous people.

During 1858, a Parliamentary Select Committee was appointed to hold an enquiry into the state of indigenous people in Victoria. The recommendations of the Select Committee were to lead to the establishment of a system of reserves for indigenous people in Victoria, established on traditional hunting grounds and supervised by missionaries.<sup>314</sup> The reserves were administered by the Central Board for Protection of Aborigines (CBPA), established in 1860<sup>315</sup>. The CBPA provided supplies, such as clothing, blankets, food, farming equipment and building materials. Missionaries were appointed to superintend the day to day running of the reserves, providing both religious and secular instruction. However, the salaries and activities of the missionaries were funded by a number of missionary and charitable organisations and not by the government.



Figure 46: "Lake Condah Aboriginal Station circa 1874"

Source: State Library of Victoria Accession no IAN07/10/74/173

As discussed in the previous section, the Lake Condah Mission was established during 1867 on 2043 acres of land excised from C.P. Cooke's Lake Condah run.<sup>316</sup> In 1885, 1,740 acres of the stony rises was added and in 1886, an additional 37 acres of Lake Condah frontage was also added.<sup>317</sup>

Initially, attempts were made to settle Dhauwurd wurrung people from the local region and Kirrae wurrung people from the Warrnambool region at Lake Condah. However, traditional enmity between the two groups, eventually forced the government to maintain an existing station at Framlingham, for the Kirrae wurrung. The Church of England Mission to

<sup>311</sup> *ibid.* p. 166

<sup>312</sup> Clark, *op. cit.* p.54

<sup>313</sup> *ibid.* p. 55

<sup>314</sup> Christie, *op. cit.* pp. 155-156

<sup>315</sup> *ibid.* p. 163

<sup>316</sup> Cole *op. cit.* p. 18

<sup>317</sup> Gould & Anne Bickford *op. cit.* pp. 13-18.

the Aborigines, which had founded Framlingham Station near Warrnambool in 1865, transferred its operations to Lake Condah and established a mission there<sup>318</sup>. The Church of England Mission employed four missionaries at different times on the Lake Condah Station between 1867 and 1913. The longest-serving missionary was J.H. Stahle, a Moravian who managed the station between 1875 and 1913.<sup>319</sup>

About 70 people originally settled on the station in 1867, many of whom had been living on Cecil Cooke's station and their surrounding land.<sup>320</sup> The establishment of the mission marked the beginning of a new government policy of 'protection and segregation' of indigenous people on reserves<sup>321</sup>, a policy that differed little from 20<sup>th</sup> Century policies of apartheid in South Africa. During 1869, this policy was defined in legislation by the *Aborigines Act*, which appointed the Central Board for Protection of Aborigines (renamed the Board for Protection of Aborigines) as the body legally empowered to control the lives on indigenous people.<sup>322</sup> The *Aborigines Act (1869)* empowered the BPA to make any of the government reserves or stations in Victoria a 'proscribed place of residence' for indigenous people and for force to be used, if necessary, to keep indigenous people there. Residents of the stations had to obtain permits to work and reside outside the stations. Missionaries and local guardians of Aborigines appointed by the CBPA, were able to request enforced return of indigenous people to the reserves. These policies effectively gave the government and missionaries, almost absolute power over indigenous Victorians; but the political interplay between indigenous people and local authorities served to undermine this to a large extent.

The physical, cultural and social environment of the mission was designed to compel eventual adoption of a European world, and the erosion of traditional cultural identity, within the context of an institution. The mission was laid out to resemble a European village<sup>323</sup>, although the quality of the housing was consistently sub-standard. In its final form, the mission comprised a group of bluestone, weatherboard and limestone huts arranged on three sides of an open square, flanked by a schoolroom, dormitory and missionary's houses on the northern side.<sup>324</sup> A bluestone church, St Mary's, was constructed off the north-east corner of the square. Outbuildings and related farming structures were located away from the square, predominantly to the south and east. All of the buildings were constructed by the indigenous residents of the station and largely from locally available materials<sup>325</sup>

Within this environment, the missionaries attempted to regiment the lives of the inhabitants. This was done by establishing a regular routine of activities on the station. In 1871, John Green, the BPA inspector wrote:

"On the morning of the 25<sup>th</sup>, the bell was rung at seven o'clock to awake all, breakfast at eight, and prayers at half-past eight, after which the men went to work, some to fencing, some to hut building, and others to bring materials for building, &c.

In the afternoon I saw Mr Shaw distribute the stores; he gave them supplies for one week...."<sup>326</sup>

Secular instruction also included education, sewing and domestic work, with a clear sexual division of labour.<sup>327</sup> There was also considerable emphasis placed on religious instruction, with those incarcerated on the station being forced to attend prayers in the morning and evenings, divine service twice on a Sunday and Sunday-school for children.<sup>328</sup>

The missionaries were desperate to cultivate the air of European respectability at the mission, partly as a testament to the success of their endeavours and partly because they desperately needed to raise funds by subscriptions from the local white community. A European visitor in 1872, drew attention to features such as "...little fenced-in gardens, gay with English flowers...", "...pictures from the *British Workman* and other periodicals pasted on the walls..", "...white window blinds in the houses of Bessie Lancaster and Lizzie Ewart", "...little open cupboards with nice cups and saucers standing in them..", "...women dressed neatly in print or stuff dresses, with straw hats.."<sup>329</sup>. The visitors

<sup>318</sup> Critchett, Janet op. cit. 1980 pp. 60-61.

<sup>319</sup> Rhodes, David and Robyn Stocks 1985 'Excavations at Lake Condah Aboriginal Mission, 1984-1985' *Historic Environment* 4:12

<sup>320</sup> Rhodes op. cit. p.35

<sup>321</sup> Rhodes, op. cit. p. 31

<sup>322</sup> Rhodes, op. cit. p. 28

<sup>323</sup> Gould & Bickford, op. cit. p. 59

<sup>324</sup> Gould & Bickford, op. cit. pp. 59-60.

<sup>325</sup> Rhodes & Stocks, op. cit. p. 7.

<sup>326</sup> Green, 7<sup>th</sup> BPA Annual Report, 1871 in Rhodes, op. cit. 35.

<sup>327</sup> Gould & Bickford, op. cit. p. 50

<sup>328</sup> Critchett, op. cit. 1980 p. 84.

<sup>329</sup> Contemporary description from the 8<sup>th</sup> BPA Annual Report, 1872 in Rhodes, op. cit. p. 42

concluded that they were "...particularly struck with the neat and comfortable appearance of the place, and the happy contented look of the people."<sup>330</sup>

Unfortunately, the reality of life on the mission was not akin to the rosy view to which the gazes of white visitors were directed. Supplies were often of a poor quality and the BPA excelled in miserliness in its attempts to produce prudent book keeping. The BPA correspondence is riddled with what amount to begging letters from the missionaries, seeking – and all too often failing - to obtain adequate supplies from the BPA.<sup>331</sup> The buildings were usually poorly constructed, some of them, as a contemporary observer in 1885 noted, being "...little better shelter than wicker work."<sup>332</sup> The station never became self-supporting, as originally envisaged and there was often a lack of adequate food, forcing people to either attempt the collection of traditional foods on the stony rises or work away from the station in order to obtain adequate amounts of food.<sup>333</sup> Missionaries also used the withholding of the meagre rations on the station, as a threat to attempt to enforce compliance from the residents.<sup>334</sup> Poor living conditions, poor quality food and food shortages and poor sanitation, all combined to significantly increase the mortality rate, particularly of the children.<sup>335</sup>

James Dawson, a frequent critic of the mission stations and the missionaries, argued that the regimented institutionalised life at the stations was producing an effect exactly the opposite to that which was intended:

"...the weary monotony, restraint and discipline of these tutelary establishments have a very depressing effect on the minds and health of the natives and impel them to seek relief in the indulgence of intoxicating drinks."<sup>336</sup>

Men and women on the station received no or little pay for the labour of running the station and farming; as a result, men often preferred to work at shearing and labouring on outlying stations for better pay than they received on the mission.<sup>337</sup> The missionaries attempted to prevent men leaving the station by refusing to issue work certificates, prompting open conflict with the men on the station.<sup>338</sup>

The missionaries also attempted to repress indigenous culture, by practices such as forbidding the use of traditional language, attempting to prevent the practice of traditional religious ceremonies and promoting 'wrong' marriages between people from clans who would not normally be allowed to marry. The missionaries attempted to cause further social disruption, placing children in a dormitory to try and separate them from their parents as much as possible. Forced attendance at European church services also played a significant role in attempts to destroy traditional cultural and spiritual beliefs.<sup>339</sup> Corroborees that were documented by Europeans were still held in the region into the late 1850's at Strathdownie,<sup>340</sup> but the missionaries actively sought to prevent them occurring after the mission was established.

### Settlements outside the Missions, 1860-1886

Small settlements of indigenous people did occur outside the Lake Condah Mission during this time. During the 1860's and 1870's, Honorary Correspondents maintained depots at a number of locations and dispensed rations supplied by the BPA, to indigenous people who chose to remain in the local area, despite attempts to force them onto Lake Condah Mission. Honorary Correspondent depots were established at Dartmoor, Sanford, Roseneath, Mount Clay and on Cecil Cooke's Lake Condah run<sup>341</sup>, prior to the establishment of the mission.

Other settlements were also maintained in the region. Edward Willis of Koolomurt station allowed four Aboriginal people from the local area to live in a cottage on his property in 1871.<sup>342</sup> Several people continued to live on a 180 acre

<sup>330</sup> ibid

<sup>331</sup> Rhodes, op. cit. p. 43.

<sup>332</sup> Contemporary description, 1885 in Rhodes op. cit. p. 42

<sup>333</sup> Rhodes, op. cit. p. 43

<sup>334</sup> Lovett-Gardiner, Aunty Iris 1997 *Lady of the Lake*. Koorie Heritage Trust, Melbourne. p. 35

<sup>335</sup> ibid.

<sup>336</sup> Dawson, James 1881, *Australian Aborigines: the languages and customs of several tribes of Aborigines in the Western District of Victoria, Australia*. Facsimile Edition, AIAS, Canberra. p. 84.

<sup>337</sup> Critchett, op. cit. 1980 pp. 98, 125

<sup>338</sup> ibid. pp. 108-109

<sup>339</sup> Lovett-Gardiner op. cit. p.35

<sup>340</sup> AAV Aboriginal Historic Places Programme Place Documentation Form

<sup>341</sup> AAV Aboriginal Historic Places Programme Place Documentation Form

<sup>342</sup> Kiddle, op. cit. p301



reserve at Dergholme, near Casterton, until the reserve was revoked in 1902.<sup>343</sup> One of the families most strongly connected with the reserve were the Redcaps, who were the main tenants of the reserve after c.1894.<sup>344</sup> A hospital and boarding house was also maintained by the CBPA for indigenous people living in the vicinity of Casterton, during the early 1860's.<sup>345</sup> It is important to realise that oppressive Acts of Parliament and attempts to enforce residence on the missions, did not altogether prevent indigenous people from moving about the region and maintaining contact with their traditional country.

### **From 1886 – The Attempt to Destroy Identity.**

Although the mission was ultimately a failure as a European institution, it helped many indigenous families in the local area who had survived European invasion maintain some degree of social cohesiveness and connection with traditional country in the face of white attempts to destroy their culture and identity as a distinct people. The reserve system was designed to break the traditional identity of the indigenous people in the region, but by the 1880's, a new political movement had begun to sweep the stations, this time attempting to gain land through the use of Colonial Law. It is perhaps no surprise that, in 1886, the Victorian government and the BPA passed an Act which was in part designed to break up fledgling political movements and introduce a new weapon in what was effectively an on-going war against indigenous people – assimilation.

The *Aborigines Act 1886* reversed previous government policy and required all indigenous people whom the government defined as half-caste, aged 35 and under, to leave the reserves within 5 years<sup>346</sup>. The cold-blooded deliberation of this Act is apparent, when it is realised that it occurred in the middle of a severe economic depression, it forced the majority of people resident on the stations to leave and cease receiving rations from the BPA and that most of the people forced off the stations were unable to find work. Many of the people forced off the station experienced severe hardship, including starvation.<sup>347</sup> Many of the people from Lake Condah settled at Little Dunmore, about 2km east of the station and their children continued to attend school at the mission. Descendants of many of the families who left the station in the 1880's, such as the Saunders, Lovett, King, Arden, Clarke, Onus and Albert families, are still resident in the district today<sup>348</sup>. During the late nineteenth and twentieth centuries, different indigenous families in the district also lived at several other locations, including Greenvale, Heywood and Portland.

The 1886 Act was the precursor of a government policy of assimilation of indigenous people into white Australian society, although the policy was not branded by that name until the Victorian *Aborigines Act 1957* was passed. By far the most brutal aspect of this new policy was the enforced removal of indigenous children from their parents and placement with white families and white institutions, a practice which continued well into the 1960's. The process began with the 1886 Act, which forced children to leave their families at age 13 and either apprenticed, employed as farm labourers or forced to work as servants, in the case of girls.<sup>349</sup> Having left the reserves, the children were not permitted to return at all. Subsequently, the Board also gained powers to remove children of mixed descent to the Department for Neglected Children or the Department of Reformatory Schools.<sup>350</sup>

For much of the twentieth century, indigenous Australians had very few rights, making them particularly vulnerable to dispossession and abuse of power by bureaucratic agencies in Australia. Facing discrimination in the wider community, many indigenous people moved to shanty towns in various locations around Victoria.<sup>351</sup> While settlements were maintained at Little Dunmore and other areas of Glenelg, many families returned to live at the Lake Condah mission after it was closed in 1917. The Foster family lived in the dormitory during the 1920's and 1930's<sup>352</sup> and the Clarke, King and Lovett families also lived on the station in the 1930's and early 1940's.<sup>353</sup> Almost a whole generation of the children from these families living on the mission were removed by guile, coercion and force between the 1940's and

<sup>343</sup> AAV Aboriginal Historic Places Programme Place Documentation Form

<sup>344</sup> *ibid.*

<sup>345</sup> *ibid.*

<sup>346</sup> Christie *op. cit.* p. 197

<sup>347</sup> Critchett *op. cit.* 1980 Chapter 4, details many instances of the hardships suffered by the people who were forced to leave the station.

<sup>348</sup> (1988) *Memories Last Forever*. Aboriginal History Programme Victoria

<sup>349</sup> (1997) *Bringing them Home: Report of the National Enquiry into the Separation of Aboriginal and Torres Strait Islander Children from their Families*. p. 58

<sup>350</sup> *ibid.* p. 59

<sup>351</sup> *ibid.*

<sup>352</sup> Rhodes *op. cit.* p. 65.

<sup>353</sup> Rhodes *op. cit.* pp. 65-66

1950's. Many of the stories of these children are told in the Aboriginal History Programme Publication 'Now and Then'.<sup>354</sup>



Lake Condah, c. 1930s

Out the front of the school at Lake Condah Mission.

Back Row: (L-R) Aunty Norah Lovett, Aunty Norah Connelly (nee King), two visitors, Granny Foster holding Reggie Clark.

Front Row: (L-R) Murray Lovett, June Lovett, Irene King, Joyce Taylor and Ruth King.

Figure 47: "Lake Condah c. 1930s"

Source: *Lady of the Lake, Aunty Iris's Story*, Koorie Heritage Trust Inc. 1997

A variety of legal and quasi-legal means were used to remove children from their families before the 1950's. Prior to the passing of the *Child Welfare Act 1954*, the welfare system in Victoria was governed by the *Children's Maintenance Act 1915* and the *Children's Welfare Act 1928*<sup>355</sup> which allowed for children to be made wards of the state and removed from their homes, if welfare authorities considered them neglected<sup>356</sup>. Forced removals were almost always done by police, with the aid of child welfare authorities, in raids on indigenous communities. Lloyd Clarke was taken in one such raid at Lake Condah in 1945 and did not see any of his family again until the 1950's.<sup>357</sup> The process of removing indigenous children from their families was also continued under the auspices of the *Child Welfare Act 1954*. The Victorian *Adoption Act (1928)* was also used to coerce, often under false pretences, Aboriginal women into giving up their children for adoption.<sup>358</sup>

During 1957, the then Victorian Premier, Henry Bolte, commissioned Charles McLean to conduct a review of Victoria's Aboriginal affairs policies and recommend changes.<sup>359</sup> The review and its recommended changes, resulted in the passing of a new *Aborigines Act 1957*, which disbanded the BPA and established the Aborigines Welfare Board. While the Board did not have the power to forcibly remove children, it could nevertheless recommend the forcible removal of Aboriginal children from their families.<sup>360</sup> Earlier, between 1954-1957, large numbers of children had been forcibly removed from their families in the western district, in a series of raids by police, under the auspices of the *Child Welfare Act 1954*<sup>361</sup>. Most of these children were taken to Ballarat Orphanage.<sup>362</sup> By 1961, so many indigenous

<sup>354</sup> (1986) *Now and Then*. Aboriginal History Programme.

<sup>355</sup> *Bringing them Home* p. 613-614

<sup>356</sup> *ibid.* p. 64.

<sup>357</sup> *Now and Then* p. 12-13

<sup>358</sup> *Bringing them Home* p. 64

<sup>359</sup> *ibid* p.61

<sup>360</sup> *ibid* p. 62

<sup>361</sup> *ibid* p. 62

<sup>362</sup> *ibid* p. 62

children had been removed from their families in Victoria that it had become necessary to open six new government institutions to cater for them.<sup>363</sup> This process of removing children continued until 1969, when the Victorian *Aboriginal Affairs Act* was amended to provide for stronger provisions for child protection and legal representation of children who had been removed from their families.<sup>364</sup>

The people who were forcibly removed from their families during this time, have recently identified themselves as the ‘Stolen Generation’. The trauma and suffering of indigenous children removed from their homes and families during this time has been captured in Archie Roache’s famous song “Took the Children Away”<sup>365</sup>, all the more poignant because it refers to the removal of children from Framlingham station near Warrnambool.

#### **‘Keeping the Culture Alive’<sup>366</sup>**

‘Keeping the Culture Alive’ was the title for an exhibition of fibrecraft, held in Hamilton and featuring the work of the late Connie Hart, during 1986. Connie was a respected Gunditj mara elder, who had been born and grew up at Little Dunmore. She revived the art of basket making, as learned from her mother, during the 1980’s and subsequently taught it to a large number of younger people in the community.

Partly due to the efforts of Connie and other elders such as Iris Lovett, during the 1980’s, many of the traditional skills and culture of the Dhauwurd wurrung people have been revived. Younger indigenous people from the community are being taught the traditional skills of their ancestors, yet also reinterpret them in contemporary expressions of craft, art, dance, music and many other manifestations of a dynamic, living culture. This is the legacy of the people who fought so hard against European attempts to disenfranchise them of their culture and identity as indigenous Australians.

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<sup>363</sup> *ibid* p. 62

<sup>364</sup> *ibid* p. 63

<sup>365</sup> copyright Archie Roach/Aurora 1990.

<sup>366</sup> Merryl Robson, 1986 ‘Keeping the Culture Alive’



Figure 48: Wool Shearing Store

Source: Victorian Rail photographer, State Library of Victoria Accession No H91.50/1967

### 3. DEVELOPING LOCAL & REGIONAL ECONOMIES

#### 3.1. Exploiting Natural Resources

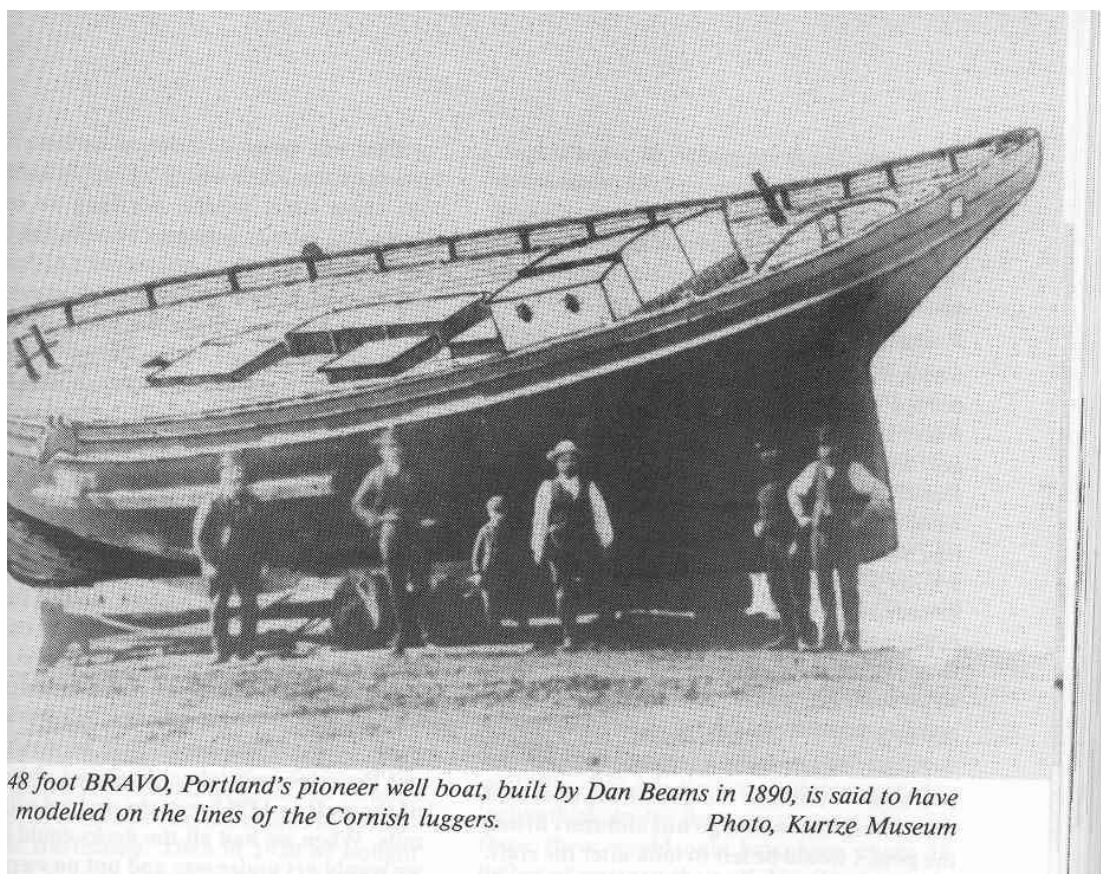
The rapid development of parts of Glenelg Shire during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries was made possible by the exploitation of its valuable natural resources. The economic development of particular areas was influenced by the kind and quality of resources found there. These included the resources of the Shire's coastal areas and its volcanic plains, the extensive grasslands and fine river system of the Glenelg River basin, and areas where the best soils favoured agricultural production.

##### 3.1.1. Sealing and whaling

Australian Fur Seals and Southern Right Whales were hunted in Portland Bay from an early date and, for a while, sealing and whaling were major Shire industries. The history of these industries and their gradual decline in the 1860s was discussed in Section 2.1. Little evidence remains of that industry, particularly of the buildings and other structures associated with it, although 'Whaler's Lookout' is marked still on tourist maps. Sites of whaling stations, such as the Henty whaling operation at the Convincing Ground near Allestree, however, are regarded as significant heritage places.

Over the years, attitudes towards the seals and whales that come to Portland Bay, have changed. Today, the Southern Right Whales that migrate to Portland Bay between June and September, and the colony of up to 650 Australian Fur Seals at Cape Bridgewater, are protected and form an important Shire tourist attraction. Reports of whale sightings are greeted by raising a yellow flag at the Visitors' Information Centre and the sounding of a foghorn. There are organized boat trips from Portland and Cape Bridgewater to view the seal colony.<sup>367</sup>

<sup>367</sup> *Visitor's Handbook. Portland*, 2001, p.12.



48 foot BRAVO, Portland's pioneer well boat, built by Dan Beams in 1890, is said to have modelled on the lines of the Cornish luggers.

Photo, Kurtze Museum

Figure 49: Bravo

Source: Kurtze Museum from *Craft and Craftsmen of Australian Fishing* G. Kerr, Mains'Books, 1985

### 3.1.2. Commercial fishing

There has been a commercial fishing fleet operating from Portland Bay from the 1870s or earlier, according to a recent history of the industry by Portland fisherman, Garry Kerr. A photograph of this fleet in the 1870s shows 'couta' boats on the beach. Couta boats were 'flat bottomed boats and they carried stones on bags of sand for ballast over and then the fish would ballast them on the way home'.<sup>368</sup>

Until the boat harbour was constructed at Portland in 1890, offering harbour protection, the fishing fleet consisted of big boats, like the Cornish luggers, or 'small open boats which could be hoisted onto the old original jetty by means of a wooden crane'.<sup>369</sup> After 1890, when centreboards were introduced, the boats in Portland's fishing fleet could be hauled up the beach by means of a few wooden rollers.<sup>370</sup>

#### 'Couta fishing

For many years Port Fairy and Portland were the major centres for the winter Barracoutta (Couta) season, with boats coming from as far afield as Queenscliff and Western Port Bay. During the 1884 season, there were 40 boats, mainly locally owned.<sup>371</sup> An 1892 photograph of Portland's fishing fleet showed the evolution of the 'couta boat up to this time. There were boats of barely 18 feet, some of 20 feet, and one or two carved boats of 26 feet.<sup>372</sup>

<sup>368</sup> Garry Kerr, *Craft and Craftsmen of Australian Fishing, 1870-1970*, 1985 (1993 edn.), pp.54, 55.

<sup>369</sup> *Ibid*, p.54.

<sup>370</sup> *Ibid*.

<sup>371</sup> *Ibid*, p.74.

<sup>372</sup> *Ibid*, p.57.



*Portland fishing fleet c1892. The evolution of the 'couta boat up till this time can be traced in this one photo. There are boats of barely 18 feet in length, there are a number of about 20 feet, and there are one or two carvel boats which could be up to 26 feet long. Freeboard on most of the boats is low, which made them easier to row, and all boats are rigged with a standing lugsail. Larger vessels in the background are sailing lighters and fishing boats.*

*Photo, J. Adamson collection*

Figure 50: Portland Fishing Fleet c. 1892

Source: J Adamson collection, from *Craft and Craftsmen of Australian Fishing* G. Kerr, Mains'1 Books, 1985

The 'Couta boat as a fast and efficient commercial sailing craft reached the peak of its evolution between c1914 and the 1920s. They had great popularity prior to the 1930s. Hundreds were built for Victorian fishermen and 'the breadwinners of whole families spent all their lives on a 'couta boat'.<sup>373</sup> Annual 'couta boat races were very popular. Ray Patterson, a Portland fisherman, described one of these regattas,

'They had a regatta here one day, we had the *Mavis*, she was a 30-footer, the brother had the *Scout* that my uncle owned. The boat we had was a bit bigger, she was 30-foot nine. The uncle had the *Seaflower*, she was another 26 footer, and "Fatty" Fredericks had the *Sunbeam*'.<sup>374</sup>

An 1893 photograph shows the 26 foot *Stanley*, owned by the Pill brothers, which won the 'couta boat race in that year for the third year in succession.<sup>375</sup> A later, 1920s photograph, shows 'couta boats at Portland with Dan Beams *Seaflower* in the foreground.<sup>376</sup>

Kerr tells how, as the years passed, Queenscliff and Port Fairy became the main 'couta ports, as they had better transport to Melbourne. Port Fairy had a train which reached Melbourne the next morning, while the train from Portland went via Ballarat. This was bad for transporting crayfish but even worse for 'couta. He also tells of local fishermen's belief that if the moon shone on a catch of 'couta, 'they'd go soft every time'.<sup>377</sup>

After the Second World War, the building of traditional 'couta boats was a thing of the past. The new boats had fuller lines and were diesel powered. More recently, however, there has been a resurgence of interest in the traditional 'couta boat which has become a recreational vessel. Many have been restored and re-rigged and raced on Port Phillip Bay. The first boat restored was the 26-foot *Ariel* built by J.R. Jones in Melbourne in 1927 for the Keiller brothers of Portland. This boat

<sup>373</sup> Ibid, p.66.

<sup>374</sup> Ibid.

<sup>375</sup> Ibid, p.77.

<sup>376</sup> Ibid, p.59.

<sup>377</sup> Ibid, p.68.

was restored by Garry Kerr in 1973. A sketch of the design of the *Ariel*, a lug rigged 'couta boat, notes that 'although fitted with a motor she was among the last 'couta boats designed principally for sailing'.<sup>378</sup>

### Cray fishing

Portland fishermen fished for crays in Bridgewater Bay, and also around Cape Grant and Point Danger. Local fisherman, Ray Patterson (born in 1905), claimed that his largest catch was 50 dozen crays out of 20 pots.<sup>379</sup>

### Haddock fishing

Big catches of haddock were caught by Portland's fisherman in April each year at Bridgewater Bay. Once again, Roy Patterson told the story:

'They had dozens of nets there, and they caught haddock by the ton. They paid the farmers to bring the fish in to the train on horse drawn wagons.'<sup>380</sup> Patterson told how,

'There was a dozen huts there one time and there was a road around the bottom of the cliff. When the fishermen came home they'd walk along the beach towards the back of Cape Nelson, and then cut across the sand hills to south Portland... Yes, they caught a power of haddock out there. Old Billy Dusting told me that when the haddock schooled up off Bridgewater, there could be anything up to two million boxes of 'em.'<sup>381</sup>

Garry Kerr has supplied photographs showing the haddock fishermen's road around the bottom of the cliff at Cape Bridgewater.<sup>382</sup>

### Shark fishing

In 1927, Portland's fishermen began to market edible shark. This became increasingly popular during the 1930s depression as a cheap form of fish for the new fish-and-chip trade. At first, 'couta boats were used but, with the increased demand, larger boats were used in the 1930s. 'They were, in fact, a multi-purpose boat, 'coutering in the spring of the year, crayfishing during the summer months, and sharking in the autumn and winter.'<sup>383</sup>

### Boatbuilders

A number of boatbuilders were associated with the construction of the vessels for Portland's fishing fleet. Many introduced innovative features into their designs. Dan Beams and Malcolm Nicholson built the 48-foot *Bravo* in 1890, described as 'Portland's pioneer well boat'. This 'well' could 'keep alive 36 bags of crayfish' and was said to be modelled on the lines of Cornish luggers.<sup>384</sup>

Henry Murray of Melbourne, a builder of yachts and fishing craft, built Portland's first centreboard fishing built in 1891. The 26-foot *Wanderer*, 'the first of her type and most seaworthy of the fishing fleet of Portland', was built for W.T. Dustings and Sons. Murray learned shipbuilding at Liverpool in England and arrived in Geelong in the early 1850s.<sup>385</sup>

Beams and Nicholson also built the 28 footer *Gallipoli* for the Pill brothers just after the First World War.<sup>386</sup>

### **3.1.3. Forests**

<sup>378</sup> Ibid, pp.53, 74, 75.

<sup>379</sup> Ibid, p.68.

<sup>380</sup> Ibid, p.68.

<sup>381</sup> Ibid, p.69.

<sup>382</sup> *Cape Bridgewater, Portland*, Magnus Photo, B.6., *Cape Bridgewater*, supplied by Garry Kerr.

<sup>383</sup> Ibid, p.84.

<sup>384</sup> Ibid, pp.74-77.

<sup>385</sup> Ibid, pp.54 & cover (watercolour painting of the *Wanderer*).

<sup>386</sup> Ibid, pp.66, 67.

The forested areas in Glenelg Shire were once ‘dominated by messmate, stringybark and brown stringybark... with peppermint and gum eucalypts occupying wetter sites. To the north-west, in the area of Digby and beyond, red gums (became) the major millable species’. To the east and north-east the country opened into grazing areas.<sup>387</sup>

The use of those forest resources was linked after European settlement with pastoral and agricultural expansion and the development of towns and industry. Forest lands in many parts of the Shire were cleared to create pasture and cultivation land, and trees were felled for fencing, building materials and fuel for domestic and industrial use. There was an increased demand for timber during the 1850s gold rush years when it was used for the props and shafts of gold mines and to burn in mine boilers. Somewhat later, timber was needed for sleepers for the railway network as it spread through the colony.

Selectors in the 1860s and farmers in Closer Settlement and Soldier Settlement schemes engaged in ring barking and burning to clear the forest to meet the requirements of government legislation. There was a gradual improvement in the management of this valuable Shire resource after the setting up of a Forests Department in 1907 and the passage of the *1918 Forests Act*.



Hann, with his eight horse team, hauling logs to a mill, through the Gorae forest, about 1937. Horse working in the forest were driven by command only. Whips were used. This meant that leaders had to be trained and intelligent animals.

Photo, R. Hann.

Figure 51: David Hann with his eight horse team hauling logs to his own mill about 1937

Source: *Of Sawyers and Sawmills*, R. Hann, G. Kerr, 1995

By the 1970s and 1980s, there were a number of government authorities responsible for the management of Victoria's forests: the Forests Commission, Lands Department, National Parks and Fisheries and Wildlife. These were amalgamated into the Department of Conservation, Forests and Lands which, in 1991, became the Department of Conservation and Natural Resources.<sup>388</sup> Over recent years a policy of conservation of forest resources has been developed.

<sup>387</sup> Garry Kerr, *Of Sawyers and Sawmills*. A History of the Timber Industry in Victoria's far west, 1995, p.1.

<sup>388</sup> *LCC Report 1996*, pp.61, 62; *Victorian Year Book 1973*, p.68; Kerr, op.cit., p.20.



### Sawmilling in Glenelg Shire

Sawmilling was an important early industry in the forested areas of Glenelg Shire, most notably around Portland, Heywood, Gorae and Gorae West, Hotspur and Digby, and at Dartmoor and Drik Drik. Townships were established in these areas as a result of sawmilling activities but declined when forest areas were worked out. A recent book by Garry Kerr, titled *Of Sawyers and Sawmills*, contains maps showing major sawmilling sites in the Shire, as well as accounts of leading Shire sawmillers, and historic photos of sawmills and those who worked in them.

Henry Reid, an early whaling company owner, is said to have constructed the first sawpit in Portland Bay in 1833 to produce timber for his whaling operations.<sup>389</sup> The first recorded sawpits in the Portland area were the Henty 'home pit', at the family's original establishment near the Portland foreshore, and another sawpit dug in the forest (probably in the north shore area) by two Henty employees. Both pits dated from February 1838.<sup>390</sup> Another early pit was that of Matthew Atkinson at an unknown Portland site in 1843.<sup>391</sup>

Licences to cut timber were issued by the Portland Magistrates Court as early as 1844.<sup>392</sup> Before the introduction of steam-powered sawmills in the 1860s, logs were felled and manually cut, very often by pitsaws operated by two men working over a pit.<sup>393</sup> Log hauling, or 'snigging' was done with horses and bullocks and, from c1900, with steam winches. Tractors were used later. Wooden chutes and slide bridges were constructed where 'snig lines' crossed gullies and creeks.<sup>394</sup>

Another method of transport through the forest were the timber tramways, horse-drawn at first and later locomotive-powered. These tramways carried logs out of the forest to the mills, and sawn timber products from the mills to the ports or railways.<sup>395</sup>

After the disastrous 1939 fires, the Forestry Commission of Victoria encouraged the sawmilling industry to relocate from forest areas to local town centres. During those fires, many forest settlements were wiped out, dozens of Victorian sawmills were destroyed and 'countless numbers of native and domestic animals were killed'. Nearly one and a half million hectares of State forest were destroyed or damaged. The changes made after 1939 resulted in many smaller mills being closed or amalgamated. Much larger sawmilling operations emerged, mostly on freehold land.<sup>396</sup>

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<sup>389</sup> Ibid, p.1.

<sup>390</sup> *The Henty Journals*, 28 Feb. 1838, 27 Feb. 1838.

<sup>391</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>392</sup> Ibid.

<sup>393</sup> *LCC Report*, p.63.

<sup>394</sup> Ibid.

<sup>395</sup> Ibid.

<sup>396</sup> Ibid.



Righetti's mill at Heywood 1905. Back row from the left Jimmy Malcolm, Bill Donehue, Ned Benbow manager, Matthew Lovell, George Lovell, Jim Gorrie standing. Front row from left Jack Lovell, Joe Newton, Henry or Ike Lovell, Tom Beavis, unknown, Tom Aldridge, Joe Lovell ? Tod Gorrie and Jack Benbow.

Figure 52: Righetti's Mill at Heywood 1905

Source: *Of Sawyers and Sawmills*, G. Kerr, 1995

### ***Glenelg Shire Mills***

An early Portland sawmiller was Thomas Donehue, who ran the Portland Sawmill in 1854 on the Dutton Way, beside a small creek and near the back gate to the Maritimo Estate. Donehue, a Portland timber merchant, bought the property from McKellar, who purchased it from Pearson.<sup>397</sup>

Timber was cut for commercial purposes from the Narrawong Forest from an early date. This timber was used for shipbuilding, jetty construction (at Portland and Port Fairy) and general building works. A notable survivor is the site of an old sawpit on Mount Clay, north of Narrawong. This pit was operated by William Patterson and James Hogan, most probably in the 1860s. It is located on the present Sawpit Picnic Ground, where a replica of the original sawpit has been constructed.<sup>398</sup> It is a current tourist attraction.

Heywood became another important sawmilling area, James McGregor operating a sawmill there in 1857, 'powered by a water wheel, drawing water from the Fitzroy River'.<sup>399</sup> In 1883, McGregor moved his mill, then known as the Timbuctoo Mill, to Coffey's Lane, south-west of Heywood, and, in 1890, moved it back to Heywood. This mill ceased operations in 1915.<sup>400</sup> There are McGregors still at Heywood.

<sup>397</sup> Kerr, op.cit., p.99.

<sup>398</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>399</sup> Kerr, op.cit., p.100.

<sup>400</sup> Ibid.



This photo taken about 1900 shows the remains of McGregors water wheel sawmill which was erected in Heywood in 1857. In 1870 a steam engine replaced the water wheel to drive the saws.

Figure 53: McGregor's Water Wheel Sawmill

Source: *Of Sawyers and Sawmills*, G. Kerr, 1995

Another Heywood district sawmilling firm was that of Richard Price and Co., who established a mill at Milltown, eight miles north of Heywood, in 1863. It was, one of the first district mills to use steam power.<sup>401</sup>

During the 1860s Selection era, rich grazing land around Merino and Digby became closer settled and there was an increased demand for timber for houses, sheds and sheepyards. During that decade, steam sawmills were set up west of Digby and around Hotspur.<sup>402</sup>

<sup>401</sup> Ibid, p.102.

<sup>402</sup> Ibid, p.103.



Burgess's unroofed sawmill, Digby, 1900. From L. to R. Tom Burgess, George Guthridge, Martin Gull, Bill Clarke, Tom Burgess, Pat Murphy, Fred Burgess, George Burgess, Art Burgess. Photo, V. McCallum.

Figure 54: Burgess's Mill at Digby 1900  
Source: *Of Sawyers and Sawmills*, G. Kerr, 1995

The Gorae forest was another major sawmilling area. Robert Hollis began sawmilling there in c1881.<sup>403</sup> Joseph Tasman Pedrazzi, a Shire Councillor and Gorae orchardist, also established a sawmill there in the early 1920s, at first using it to cut fruit cases. Pedrazzi later supplied timber to Warnambool. The timber from Gorae was used to cut sleepers for the Heywood-Dartmoor railway. Pedrazzi's mill closed down in the early 1950s.<sup>404</sup>

David Hann, another Shire sawmiller, established a mill at his farm at Gorae West in the 1920s, using a horse team to haul logs from the neighbouring forest. According to Kerr, his mill was moved to its present site in 1952 and in 1995 was operated by Portland Traders Pty Ltd.<sup>405</sup>

Evidence of historically important pre-1939 sawmilling operations would include remaining sawdust heaps, tree stumps, log landings, as well as tramway, building and machinery remnants. One such example is said to be the pit saws from the mill at Mount Clay, which survived and were acquired by the Department of Conservation, Forests and Lands.<sup>406</sup>

### Pine Plantations

During the late 1920s the Forests Commission experimented with the establishment of plantations of exotic softwood species. In the 1930s, the FCV used thousands of unemployed men to expand this plantation activity. Radiata pine plantations were established, the unemployed men being housed in temporary camps, many deep in the bush.<sup>407</sup>

Just after the Second World War, the FCV planted radiata pines at Rennick on the South Australian border, and in the far west of Glenelg Shire. There was more planting at Kentbruck, west of Heywood, in the 1950s.<sup>408</sup>

These pine plantations now form a distinctive part of the Shire's landscape, particularly in those areas west of the Glenelg River. Dartmoor, for example, was listed in the Victorian municipal directories of the 1950s, 1960s and 1970s as the location of 'pine forests and large pine mills'.<sup>409</sup> State Aerial Survey maps of the early 1950s showed extensive pine plantations along the Princes Highway to Mt. Gambier and along the Dartmoor-Nelson Road. The Werrikoo Pine

<sup>403</sup> *Children Dears It's a Good Country. The Gorae Story*, p.10.

<sup>404</sup> *Ibid*, p.4; Kerr, op. cit., p.109.

<sup>405</sup> *Ibid*.

<sup>406</sup> Information supplied by Gwen Bennett, History House, Portland.

<sup>407</sup> *LCC Report*, p.62.

<sup>408</sup> p.63.

<sup>409</sup> *Victorian Municipal Directory, 1955, 1964, 1976*.

Plantation west of Digby extended around the Strathdownie-Digby Road, while the Myaring Pine Plantation near Red Hill extended along Strathdownie Road and the Casterton-Dartmoor Road.<sup>410</sup>

Kerr tells of the Carter Brothers establishing a small mill at Honeysuckle Flat, Kentbruck, ‘cutting hardwood before the forest was bulldozed for the planting of pines. They were only there a few months before moving to Dartmoor cutting pine,’ George Thomas also operated a small mill at Kentbruck in the 1960s, ‘salvaging the last of the hardwood before the pines were planted’.<sup>411</sup>

There was a Forestry Commission Pine Plantation and a privately-owned pine plantation at Casterton,<sup>412</sup> and Portland Pine Products established a softwood mill north of Heywood in 1974, which was operating still in 1995.<sup>413</sup>



Figure 55: Dartmoor Pine Mill trucks carrying Boliden impregnation Pressure Vessel  
Source: Lyle Fowler (1891-1969) State Library of Victoria Accession No IAN01/07/89/22

The FCV also experimented with the planting of blue gums in Glenelg Shire’s forest areas. A trial plot near Merino has just been harvested, according to Gregor McGregor of Heywood.

### Other forest industries

One of the first forest industries in Glenelg Shire was wattle bark stripping. The ‘Victoria’ or ‘late black wattle’ is a small tree which grew prolifically in Portland and some other places, such as Ararat and Stawell. During the 19<sup>th</sup> century, the bark of the black wattle was acknowledged as one of the world’s most powerful tanning agents. ‘The tannin liquid was produced by chopping or grinding the bark in a mill, soaking or leaching the pulp in water, and using the liquid to impregnate hides.’<sup>414</sup>

The sealers of Portland Bay were among the first to harvest black wattle. Later, in the 1830s and 1840s, the bark was shipped out of Portland and Port Fairy, and was one of the first export products of those areas. By the 1870s, when Victoria had about 90 tanneries, Portland was known as ‘Barkopolis’.<sup>415</sup> Local merchants controlled most of the shipping and marketing of the bark. Portland’s last bark mill ceased operations in 1935.<sup>416</sup>

There were bark stripping operations in other parts of Glenelg Shire, west of the Glenelg River. During the 1870s, a government-financed plantation was planted in the Kentbruck area (later associated with pine mills) but it was burnt out

<sup>410</sup> *State Aerial Surveys, Dartmoor A, Dartmoor B, Dartmoor D*, 1954.

<sup>411</sup> Kerr, op.cit., p.110.

<sup>412</sup> *Shire of Glenelg Centenary*, pp.65, 66.

<sup>413</sup> Kerr, op.cit., p.113.

<sup>414</sup> *LCC Report*, p.65.

<sup>415</sup> Kerr, op.cit., p.26.

<sup>416</sup> *Ibid*, p.28.

before it was harvested. Another was planted at Lower Cape Bridgewater but it also failed to survive. A bark mill was also attached to the Wimmera Saw Mill at Heywood, where it was re-established after being moved from the Gorae forest in 1891. The Heywood mill operated until 1904.<sup>417</sup>

Bark stripping caused great damage to both young and mature trees. Whole stands of black wattle were wiped out in some areas. It was estimated in 1878 that no trees had been left unstripped in the Hotspur, Crawford and Kangaroo districts. A Board of Inquiry recommended the conservation of wattle trees on Crown land and a restricted stripping season elsewhere.<sup>418</sup>

Although wattle bark stripping was a major Glenelg Shire industry over a long period, little if any physical evidence remains. The stripped trees have disappeared, the camps used by workers in the industry have gone, and none of the bark mills or tanneries have survived.

### Charcoal burning

The Forests Commission became involved in charcoal production in the Second World War when petrol was rationed and charcoal was used to make 'producer gas' for internal combustion engines. There were charcoal kilns at Heywood in Glenelg Shire and at Borough Huts and Woohpooer in the Grampians. Three well-preserved kilns remain at Borough Huts,<sup>419</sup> but it is not known if anything remains of the Heywood kiln.

#### **3.1.4. Stone**

The volcanic stones covering the surface of many Glenelg Shire properties were often used for dry stone boundary walls. These walls were said to hold stock in and keep rabbits out, and were among the improvements required under government legislation associated with pastoral, selection, closer settlement and soldier settlement schemes.

Local stone was also used to build pastoral homesteads and outbuildings, Shire farmhouses, and many fine township residences, churches and schools.<sup>420</sup> It has been confirmed that a number of excellent stonemasons migrated and settled in the Portland area. Their fine quality work using good quality local stone produced structures which, in the use of dressed decorative stone, are as good as any in the State. Many of these buildings, often architect designed, have been identified and form an important part of Glenelg Shire's architectural and building heritage.<sup>421</sup>

Information about the stonemasons and stonecutters who settled in Portland is held at Portland's History House, and a number are listed in Portland historian, Gwen Bennett's 1993 publication.<sup>422</sup>

### Quarry sites

Quarry sites (or remains of sites) throughout the Shire provide further evidence of the importance of stone as a valuable natural resource. Local stone was used for road and bridge-making purposes. The former Shire of Glenelg Council bought its first crushing plant and a steam tractor in 1924 for producing road metal from various quarries in the Shire. Later, with the development of bituminous roads the Shire produced bluestone screenings from surface stone at the Hummocks in the Wando Vale district. A contractor, Jeffrey Gordon, opened quarries on both sides of the Wando River at the Hummocks. In 1950, a fixed crushing plant began operations at this site, but was closed in 1960 because of the deteriorating quality of the stone from the quarry. Until 1924, cartage of all road materials was by horse-drawn wagons or carts but, in that year, the Council bought a steam wagon which could cart 10 cubic yards of material at each load. In the late 1930s side loaders on truck chassis were introduced.<sup>423</sup>

Remaining early Shire quarry sites have heritage value for their association with the use of stone as a valuable natural resource.

#### **3.1.5. Alternative Energy**

<sup>417</sup> Ibid, pp.26, 27.

<sup>418</sup> *LCC Report*, p.65.

<sup>419</sup> Ibid.

<sup>420</sup> See Sections 2.5.1, 2.5.2, 6, 8.

<sup>421</sup> See Section 8.6.

<sup>422</sup> Gwen Bennett, *Portland: Now & Then*, 1993, p.50.

<sup>423</sup> *Shire of Glenelg Centenary 1863-1963*, p.20.

Glenelg Shire has significance for its pioneering role in the development of alternative energy technologies using wind power and geothermal energy. Portland is proud of its claim to be ‘the only city in Australia to make use of geothermal energy in any significant fashion’. Over the last 10 years, geothermal energy has provided power for its indoor leisure and aquatic centre and has supplied energy to most municipal buildings, the Police Station, Portland Hospital, Richmond Henty Hotel/Motel and the Maritime Discovery Centre. All the heating by geothermal energy comes from the 1200 metre deep bores at 58+C. This bore has been decommissioned recently by the Shire.<sup>424</sup>

Another important alternate energy source being developed by Glenelg Shire relates to the proposed construction of wind farming infrastructure within the municipality. This technology is supported by the Shire for its environmental and economic benefits. The first Australian commercially operated windfarm was constructed in 1980 at Salmon Beach near Esperance in Western Australia. Since then, 14 windfarms have been constructed in Australia, the largest of which is located at Crookswell, south of Canberra, in New South Wales. In Victoria, a 60kw pilot wind generator was established at Breamlea, near Geelong. This produces enough electricity for 20 houses.<sup>425</sup>

Decisions about the siting and designs for domestic and commercial windfarms in Glenelg Shire will be made after consultation with all interested parties. A special concern will be the possible impact of windfarms on the Shire’s cultural and heritage resources. This aspect of the project will involve consultation with Heritage Victoria, Aboriginal Affairs Victoria, National Trust of Australia (Victoria), and the Australian Heritage Commission.<sup>426</sup>

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<sup>424</sup> *Visitors’ Guide South West Victoria, 1999/2000*, p.5: *Portland Visitor’s Handbook, 2001*, p.22.

<sup>425</sup> *Glenelg Shire Strategic Wind Farm Study*, Background Report, Jan. 2001, p.3.

<sup>426</sup> *Ibid*, *Siting and Design Guidelines for Wind Farms in Glenelg Shire*, pp.2, 8-20.

## 3.2. Primary Production

Primary production in Glenelg Shire has ranged from the important wool and beef industries; to dairy farming and mixed farming in the Shire's Closer Settlement areas; orcharding in the areas around Gorae, Heathmore, Portland and Heywood; and nurseries where thousands of pine trees were grown for the plantations that changed the landscape of many parts of the Shire.<sup>427</sup>

### 3.2.1. Wool

The early settlement of Victoria by the Hentys at Portland was prompted by pastoral aims, that is, the search for land where pastoralists could graze their flocks of sheep and cattle. By 1836, there were 41,000 sheep in Victoria. Most of the wool produced from the rapidly growing flocks was exported to England. By 1840, Australia supplied nearly half of Britain's wool imports, and 'fine Western District wools were prominent in the trade'.<sup>428</sup>



Figure 56: "Australian Wool, an Australian liner discharging at SW India docks, England"  
Source: State Library of Victoria Accession no A/511/07/74/61

These renowned fine fleeces were the result of the importation by the Hentys of Merino stock from England. According to one writer, 'There is no doubt that the Hentys brought to Launceston and the settlement of Victoria the very best blood-lines of Merino and Southdown sheep and the most advanced knowledge of sheep husbandry that England could provide at the beginning of the 1830s'.<sup>429</sup>

Before boundary walls and fences were built, wool-farmers suffered high stock losses. Many sheep were killed or stolen by Aboriginal groups, or they suffered from scab (a contagious parasite) or footrot (a problem of wet, low-lying country). Scab was eventually controlled with a wash made up of sulphur and tobacco.<sup>430</sup>

<sup>427</sup> *Victorian Year Book*. 1973, p.309.

<sup>428</sup> *LCC Report*, p.36.

<sup>429</sup> *The Henty Journals*, ed. L. Peel, Introduction, pp.18, 19.

<sup>430</sup> *LCC Report*, p.36.





Figure 57: Early Merino Downs Woolshed (possibly pre 1850), Henty.  
Source: Heritage Matters Pty. Ltd.

During the shearing season, sheep were herded into woolsheds, for the shearing. The fleece was then pressed and packed into bales and taken to warehouses at Portland.<sup>431</sup> A number of early woolstores remain as a significant part of the Shire's pastoral heritage. In the Julia Street historic precinct at Portland, there is a pre-1853 stone store (with its façade added later) and an early 1850 stone bond store, (at No. 3 and 6). At No. 8, there is a wool store built for the Henty Bros. in 1852, with a capacity to hold 2-3,000 bales of wool. A pre-1856 stone and brick store owned by the merchant, Thomas Must, is located at the rear of 57 Bentinck Street.<sup>432</sup>

By 1860, there were 5,780,000 sheep in Victoria.<sup>433</sup> With the introduction of closer settlement schemes during that decade and the subdivision of some of the large pastoral estates, flocks of sheep were concentrated on the remaining larger grazing properties where the Australian Merino sheep was developed. Wool became an increasingly valuable commodity.<sup>434</sup> Improvements to the pastoral properties on the east side of the Glenelg River often included the construction of substantial woolsheds. An 1863 woolshed on the Roseneath property, north of Casterton is a fine example of these structures, and survives as an important part of the Shire's pastoral heritage. This building was discussed in some detail in an earlier Section.<sup>435</sup>

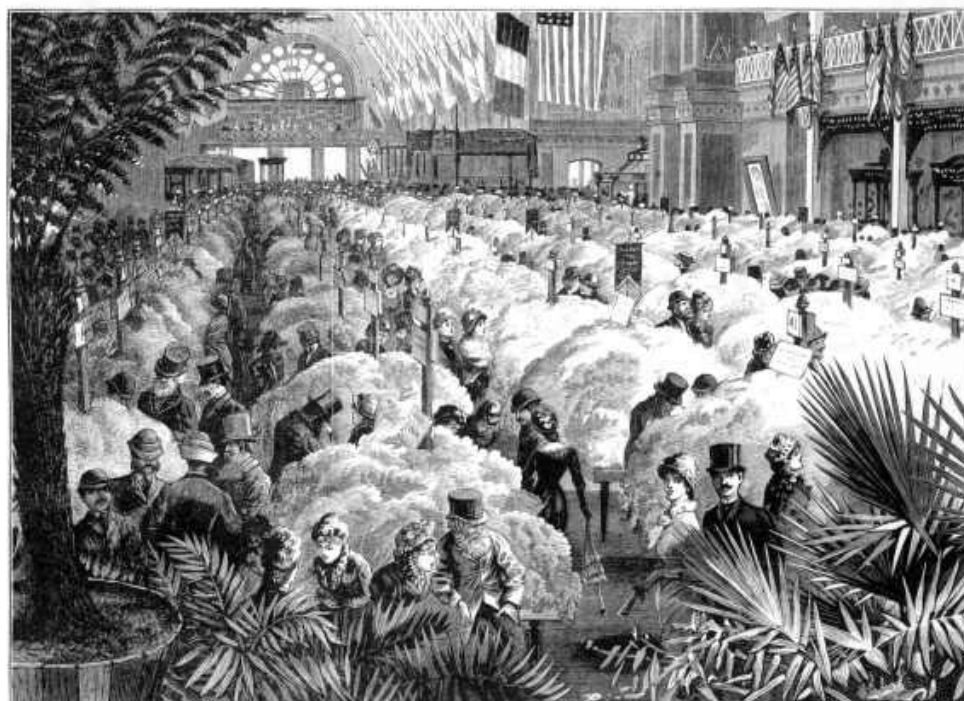
<sup>431</sup> Ibid.

<sup>432</sup> Gwen Bennett, *Portland; Now & Then*, pp.41, 42.

<sup>433</sup> *Victoria Year Book 1973*, p.126.

<sup>434</sup> Ibid, p.125.

<sup>435</sup> *Graphic Glenelg Shire*, pp.80, 81; See Section 2.5.1.



MELBOURNE INTERNATIONAL EXHIBITION.—THE WOOL SHOW.

Figure 58: “Melbourne International Exhibition the Wool Show”

Source: S. Bennet, State Library of Victoria Accession IAN 12/02/81/37.

During the 1920s, the use of superphosphate led to an improvement in Victoria’s pastures, particularly in the higher rainfall and dairying areas of the State. This resulted in increased numbers of sheep and cattle on treated pastures. Between 1920 and 1970, sheep numbers increased from 14 million to 33 million.<sup>436</sup> Subdivision of large holdings for Closer Settlement after the First and Second World Wars provided further impetus for pasture improvement, and the introduction of myxomatosis to control rabbits in the 1950s made higher stock rates possible.<sup>437</sup>



THE VICTORIAN RAILWAY SHEDS DURING THE WOOL SEASON

Figure 59: “Victorian Railway sheds during Wool season 1874”

Source: State Library of Victoria Accession IAN 30/12/74/213.

<sup>436</sup> *Victorian Year Book 1973*, pp.127, 107.

<sup>437</sup> *Ibid.*

### The meat trade

During the early years of sheep farming, meat was a more important trade than wool, although that changed with the increase in wool prices in the 1830s and 1840s.<sup>438</sup> During the 1860s, small farmers sold milk and home-made butter and cheese to townsfolk, as well as beef and veal to local butchers. During the 1880s, shipments of beef and mutton were sent to London, as a result of improvements in methods of refrigeration. But this was followed by a period of stagnation and hardship in the 1890s.

From the 1920s, exports of butter and fat lamb meat began to rise. By the 1930s and 1940s, beef was the cheapest meat but after c1951, it became the most expensive for local consumers. By 1974, Victoria's pastures supported nearly three times as many sheep and cattle as in 1924.<sup>439</sup>

### The live sheep trade

The Feed Lots now on either side of the Cape Nelson Road were opened in 1982 to service the live sheep trade out of the Port of Portland. This has become an important Shire industry. The property is 300 acres in total; with a holding capacity of up to 125,000 sheep (the largest sheep boats hold this amount). The sheep are held for up to 10 days to allow the animals to adjust to the diet of pellets they will be fed on during their ocean journey. The live sheep boats are in Port at various times in the year.<sup>440</sup>

Following Land Selection in Casterton in the 1870s and Closer Settlement in c1900, a number of private livestock sale yards were opened by district stock and station agents. A first plan for opening Council sale yards at Casterton was in 1913 on a site in Bahgallah Road. The Council did not proceed owing to lack of fund and the outbreak of the First World War. The Bahgallah site was sold in September 1925, with the permission of the Closer Settlement Board, to the Education Department for use as a school pine plantation.

Fresh plans were made for constructing Council stock yards in 1918 but it was not until 1924 that tenders were called. A new site off Saleyards Road was opened in January 1925. The Casterton Stock Selling Ring Building, built by Spurrell Bros, was constructed within the sale yards.

Over the years, the sale yards were maintained and extended and, in about 1953, were 'virtually reconstructed' by Shire Engineer, Claude Alexander Mickie. The builders were local contractors, John and Ernest Spurrell. In 1961, a new pig pavilion was planned. The pavilion was constructed in 1963. It was roofed and had a steel frame, concrete floor, mesh pens, underground drainage and a septic tank for the disposal of drainage. The building cost more than 6,000 pounds. During 1963, 28,049 cattle, 95,812 sheep and 5,323 pigs were sold at the Casterton sale yards.

The Casterton Stock Selling Ring Building is significant as one of the few remaining examples of such a structure in Victoria. The building, which is in good condition, has architectural significance as an excellent representative example of a building type, which was once common in the State. The building is no longer used for selling stock in the pavilion. It has historical significance as an illustration of the importance of Casterton as a source of quality breeding stock.<sup>441</sup>

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<sup>438</sup> Ibid, p.123.

<sup>439</sup> Ibid, pp.127, 128.

<sup>440</sup> *Portland. Visitor's Handbook*, 2001, pp.10, 11.

<sup>441</sup> *Shire of Glenelg Centenary*, p.22; Anthony F Neylon, pers. comm., 15 October 2005; see Data Sheet, Glenelg Shire Heritage Study, Stage 2.



Figure 60: Casterton Stock Selling Ring, Casterton  
Source: Heritage Matters Pty. Ltd.

### 3.2.3. Dairying

The dairying industry became important in some parts of Glenelg Shire from a relatively early date and, during the Closer Settlement era was often combined with grazing and mixed farming on the smaller farm properties. It was an industry which was stimulated during the 1880s by the introduction of refrigeration and the use of cream separators. In 1888, the Gillies Government allocated money for bonuses for the establishment of butter and cheese factories in Victoria. As a result, exports of dairy produce rose substantially and, between 1891 and 1901, the number of cows in the State increased from 395,000 to 522,000.<sup>442</sup>

#### *Creameries and butter factories*

There was once a number of creameries and butter factories in the Shire. A creamery was established at Sandford in 1890-1895, and another was built near the township site of Wando Vale in 1901.<sup>443</sup> There were creameries also at Bridgewater and Portland.<sup>444</sup>

Butter factories were established at Sandford and Merino. The Sandford factory was later transferred to Merino, where the British and United Dairies butter factory was opened in 1914. The Merino factory was located on the outskirts of the town and handled the cream produced in the surrounding dairying area and throughout the Shire.<sup>445</sup> The Merino butter factory remains, although rebuilt, as part of Glenelg's dairying heritage.

<sup>442</sup> *Victorian Year Book, 1973*, pp.107, 123-125.

<sup>443</sup> *Shire of Glenelg Centenary*, p.48.

<sup>444</sup> Gwen Bennett, pers. comm..

<sup>445</sup> *Ibid*, p.40.



Figure 61: Merino Butter Factory, Coleraine –Merino Road, Merino  
Source: Heritage Matters Pty. Ltd.

A butter factory was also opened at Casterton in 1914. By 1950, this factory was making 400 to 500 tons of butter. Extensive alterations to the buildings allowed for the manufacture of powdered milk, with the butter being made at the Merino factory. The Casterton factory closed in 1954.<sup>446</sup>

The Closer Settlement schemes of the post-First World War years gave further stimulus to dairying by creating numbers of small-scale settlement farms. However, the low returns for dairy produce during the 1930s economic depression reduced many small dairy farmers to a subsistence level. The situation improved during and after the Second World War so that, by the 1970s, Victoria was producing more than half of Australia's dairy products. This improved output was the result of pasture improvement (which also benefited the wool and beef industries);<sup>447</sup> mechanisation in the milking shed and on the farm; herd improvement by artificial breeding and herd testing programmes; and the use of bulk transport between the farm and the factory.<sup>448</sup>

Apart from the Merino Butter Factory, it is not known how many other Shire Butter Factories remain. The National Trust has files on Butter Factories at Casterton, Heywood and Condah.<sup>449</sup>

### 3.2.4. Orchardring

There were once acres of apple and pear orchards in the Gorae, Heathmore, Portland and Heywood districts.<sup>450</sup> Settlers in the Gorae Forest area not only engaged in the sawmilling trade but were also orchardists and nurserymen. During the boom time for orcharding and apple export, according to one writer, 'most of the orchardists had their own mill plant for cutting fruit boxes'.<sup>451</sup>

Most Gorae settlers planted their gardens with apple trees, some of which survived for many years. The first commercial orchard of 14 acres dated from 1885 when W.J. Williamson planted his orchard opposite the Gorae church and school. His apples were still being harvested a century later. In 1886, Fred Stuchbery, a working gardener, planted an acre of trees for the Pedrazzi family.

<sup>446</sup> Ibid, p.49. See National Trust File B 6201.

<sup>447</sup> See Sections 3.2.1, 3.2.2.

<sup>448</sup> *Victorian Year Book 1973*, p.107.

<sup>449</sup> National Trust Files B6201, B6240, B6202.

<sup>450</sup> *The Gorae Story*, p.50.

<sup>451</sup> Ibid, p.4.

During the years 1908 to 1910, many more Gorae settlers planted apple trees. These settler families included Henry and Frank Williamson and the Hedditch, Clay, Beaglehole and Pedrazzi families. The fruit was sent to Melbourne, Sydney and Brisbane markets and was exported to England and Germany. According to a history of Gorae, 'Everything was loaded into railway trucks at the Gorae Station – whether they were going to Hamburg or to Hamilton, or filling a Weekly Times order'. It is said that six or more trucks would stand at the station and horse-drawn wagons and drays would pull alongside to load the fruit. The cases that held the apples were made from timber 'usually cut at the orchardists' own sawmill before the season started'.<sup>452</sup>

When the Second World War started, a Government Apple and Pear Board was formed to purchase and market all the fruit. By this time, there were about 1,200 acres of orchard in the Gorae, Heathmore, Portland and Heyward areas. The fruit produced was handled in the Gorae cool stores.<sup>453</sup>

After the war, the Apple and Pear Board disbanded and growers had to find their own markets. To keep the industry viable the bigger overhead built their own cool stores but many of the smaller orchards went out of production. Over subsequent years, so many orchards disappeared, (some to be replaced by pine plantations) that by the 1960s, 'the whole Portland district (could) only account for 160 acres, and only three or four families (were) engaged in full-time orchard and wholesale activities'.<sup>454</sup>

The Gorae Cool Store remains but is used for other purposes. It is not known whether anything remains of the Gorae siding near the railway station once associated with an important Shire industry.

### 3.2.5. Nurserymen

The Williamson family of Gorae were among the Shire settlers who established nurseries during the 19<sup>th</sup> century. In the 1880s the Williamsons raised hundreds of apple trees for their orchards.<sup>455</sup> Ern Pedrazzi, son of Andrew Pedrazzi from Zurich in Switzerland, was another Gorae settler who went into the nursery business. Pedrazzi 'using his good black soil... specialised in growing pines'. When the post-war soldier settlement blocks were opened 'there was a tremendous demand for pines in the timberless Western district country. Thousands and thousands of Gorae pines,' according to one historian, 'have changed the landscape of Western Victoria'.<sup>456</sup>

### 3.2.6. Flour Mills

At least two early flourmills remain in Glenelg Shire as fine examples of its farming heritage. Fulton's Mill at Merino was built in c1856 for James Fulton, Senr. and later run by his son, James. It was built by a Mr Watkins. The mill was in operation until the 1920s, grinding local wheat and wheat from the Strathkellar and Horsham districts. It is said that the local wheat was unsuitable for flour. In c1896 the mill was bought by the Holmes Bros. who sold it to the Masonic Lodge. It was then converted into a Masonic Temple<sup>457</sup> but is used now as a local historical museum. (The Lodge Museum.)

The Casterton Mill, which dates from the 1870s, remains but with an extra floor.<sup>458</sup> Originally managed by Arthur Wilson and Mr Gyles, the Casterton Mill was taken over by the Holmes Bros., who were said to be not only millers but 'very fine musicians'. At one time 'there were no less than twelve of them in the (district) band'.<sup>459</sup>

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<sup>452</sup> Ibid, p.49.

<sup>453</sup> Ibid, p.50. See photograph 'The Cool Store when it was new. W.J.'s car is standing in front,' p.52. W.J. Williamson was a lawyer and Member of Parliament, p.19.

<sup>454</sup> Ibid.

<sup>455</sup> Ibid, p.49.

<sup>456</sup> Ibid, p.22. See Section 3.1.3.

<sup>457</sup> *Historic Souvenirs of the Back to Merino and Henty Centenary Celebrations*, 1937, pp.33, 34.

<sup>458</sup> Midge Gough, pers. comm.

<sup>459</sup> *Shire of Glenelg Centenary*, p.34.



Figure 62: Former Flour Mill, Sheils Terrace, Casterton  
Source: Heritage Matters Pty. Ltd.

### 3.3. Manufacturing and Industry

Glenelg Shire developed a significant manufacturing and export capacity over many years centred on its deep-water port at Portland, strategically located between the capital city ports of Adelaide and Melbourne. Glenelg's port is a bulk port moving a range of commodities. Its established export trade includes grain, aluminium ingots (from the Alcoa smelter), logs, woodchips, wood products and livestock.

The wool trade, which has been of major significance since the Shire's earliest days,<sup>460</sup> still operates from modern Portland woolstores. Once the centre of storage, sales and export activities, these stores continue as wool storage facilities although sales and export operations have been centralised to Melbourne and Geelong.<sup>461</sup>

#### Portland Smelter Services

Portland's Aluminium Smelter, officially opened in February 1987, has played a significant role in the economic development of the Shire, both as a major employer and a tourist attraction. The first excavation on the giant Alcoa smelter site was in 1981 when it was described as 'the size of VFL Park'.<sup>462</sup> Alcoa (WA) Ltd. was established in 1964, processing aluminium from bauxite mined in the Darling Ranges. Aluminium was shipped from Western Australia to the USA and Japan, and to the parent company's Victorian aluminium smelting plant at Portland.<sup>463</sup>

By November 1982, it was reported that 'the basic structure of the aluminium smelter was taking shape like a spidery metal giant at Point Danger, South Portland'. This was just at a time when there was a fall in world metal prices.<sup>464</sup> However, just eight years after the project had been first announced, the Portland Smelter Services were officially opened in February

<sup>460</sup> See Section 3.2.1.

<sup>461</sup> *Portland. Visitor's Handbook, 2001*, p.22; See Section 4.6.

<sup>462</sup> *Age*, 2 Nov. 1981.

<sup>463</sup> Fred Alexander, *Australia since Federation, 1967* (1980 edn.), pp.229-230.

<sup>464</sup> *Herald*, 16 Nov. 1982.

1987 by John Cain, Victoria's Labour Premier. The State government had a 35% share in the project.<sup>465</sup> The second stage of the project was completed by May 1988. The total cost was estimated to be \$1.15 billion.<sup>466</sup> The completion of the project involved negotiations with regional Koori groups, including a native title settlement.

The 'Smelter in the Park' programme, which aimed at integrating the aluminium plant with the surrounding coastal environment, included the reclamation of wetland areas. Visitors to Portland can enjoy free tours of the plant and the park, which have become popular tourist attractions. In 1997, the Portland Smelter commissioned a pilot plan for recycling spent potlining, which is said to be a world first.<sup>467</sup>

Other important Glenelg Shire industries located at Portland include the Phosphate Co-operative (Pivot) and HiFert operators, who supply a wide range of products to farmers throughout Victoria and South Australia.<sup>468</sup>

## 4. BUILDING TOWNS

The history of 19<sup>th</sup> century communities and townships in Glenelg Shire is one of diverse origins and periods of growth. However, they shared some common factors such as their early physical isolation and the need to develop an adequate transport system to form linkages with each other and with the outside world.

Several small communities were formed when land owners established stores or hotels on private land. Some centres, which never became towns as such, were the focal point for selectors or later soldier settlement families. Stores, churches, community halls and schools were located in these settlements. The small township of Paschendale is an example of this kind of development. A township grew up around the Paschendale Estate (formed in 1919), which contained a community hall, church and school.<sup>469</sup>

Many Glenelg Shire townships remained extremely small over a long period. An examination of population figures in *Victorian Municipal Directories* showed that settlements at Nelson, Cape Bridgewater and Henty were so small that no population figures were recorded. Nelson and Cape Bridgewater were listed as 'fishing areas', while Henty was a 'grazing area'.<sup>470</sup> Other very small Shire townships, included Dartmoor, a grazing area with a population of only 125 between 1905 and 1915. Hotspur, an agricultural and pastoral area, where there was some sawmilling during the timber boom, had a population of only 150 over the same period.<sup>471</sup> These small populations increased little over subsequent decades.

Sometimes there were population increases within some Shire townships triggered by favourable local conditions. During the sawmilling boom, for example, Heywood's population rose from only 153 in 1905 to 300 in 1915, doubled again to 600 in 1925 and, by the post-war 1950s, had risen to 1200.<sup>472</sup> It became the third largest town in the Shire, and was a timber town over a long period.

Casterton, which was the location of a district flour mill and a butter factory, had a population which increased from 1239 in 1905 to 1500 in 1925, 1900 in 1935 and, by the mid-1950s, was 2500.<sup>473</sup> Casterton became the second largest Shire town after Portland.

A number of towns had common origins as 'timber' towns, 'fishing' towns, 'closer settlement' towns or 'resort' towns.

Some towns, like Merino, developed around successful pastoral runs which attracted more settlers to the area. According to a history of Merino, 'soon after the Hentys had settled, others arrived and took up land in the district, so that before long a small village took shape in this sheltered valley on the track to Portland'.<sup>474</sup> Such towns often adopted the names of the pastoral runs. Merino took its name from Merino Downs, the Henty station. Other examples are the township of Sandford, named after another Henty run, and the small village of Wando Vale, named after John Robertson's run. The village of Henty was named after the famous pioneering family.

<sup>465</sup> *Age*, 10 Feb. 1987.

<sup>466</sup> *Ibid*, 5 May 1988.

<sup>467</sup> *Portland. Visitor's Handbook 2001*, p.22.

<sup>468</sup> *Ibid: Age* 16 Nov. 1982.

<sup>469</sup> *Shire of Glenelg Centenary*, p.33.

<sup>470</sup> *Victorian Municipal Directories, 1905-1925*.

<sup>471</sup> *Ibid*, 1905-1925.

<sup>472</sup> *Ibid*, 1905, 1915, 1925, 1955.

<sup>473</sup> *Ibid*, 1905, 1925, 1935, 1955.

<sup>474</sup> *Historic Souvenir of Back to Merino and Henty Centenary Celebrations, 1937*, p.22





Figure 62: Former Butcher's Shop and Residence (shop now demolished)  
Source: State Library of Victoria Accession No H98.251/283 JT Collins

There are some early villages and townships like Paschendale (once the centre of a prosperous soldier settlement estate) and Drik Drik (a farming township settled by 1860s selectors), that have become ghost towns. Others, like Gorae (a sawmilling and orcharding town) have steadily declined over recent years. Merino is also in a state of decline. Back in 1905, Merino was a pastoral township with two hotels, a steam flour mill, four churches, a State school, mechanics' institute and courthouse. Its railway station was on the Casterton to Branxholme Line, and it had a population of 370.<sup>475</sup>

## 4.1. Town Surveys

Surveyors have played an important role in marking out boundaries and suburban sections and planning rural townships. In the 1830s, three surveyors were sent from Sydney to the colony of Port Phillip to mark out boundaries and suburban sections and to carry out surveys along streams to 'obtain the location of settlers' huts, tracks, and natural features'.<sup>476</sup>

Mapping began in Victoria with a trigonometrical survey which was made in 1839 to determine the longitude of the mouth of the Glenelg River near the 141<sup>st</sup> meridian, which had been proclaimed as the eastern boundary of South Australia. Between 1868 and 1914 there were disputes about the exact location of this boundary (now the western boundary of Glenelg Shire). Finally, the Privy Council rejected a South Australian appeal against a High Court decision in favour of Victoria.<sup>477</sup>

In the 1850s, the government ordered a trigonometric survey in which a small party from the Corps of the Royal Sappers in England cleared hilltops and erected beacons for trigonometric stations. This formed the framework for future topographic and cadastral surveys.<sup>478</sup> Trig stations were marked on early 1940s Army Ordnance maps, for example, at the Lookout Tower on Mt. Eckersley, north-east of Heywood.<sup>479</sup>

From the 1850s, official township plans were prepared for parts of Glenelg Shire, which was already covered with pastoral run properties. These early township plans are important historical documents which help us understand the role of

<sup>475</sup> *Victorian Municipal Directors*, 1905.

<sup>476</sup> *Victorian Year Book 1973*, p.89.

<sup>477</sup> *Ibid.*

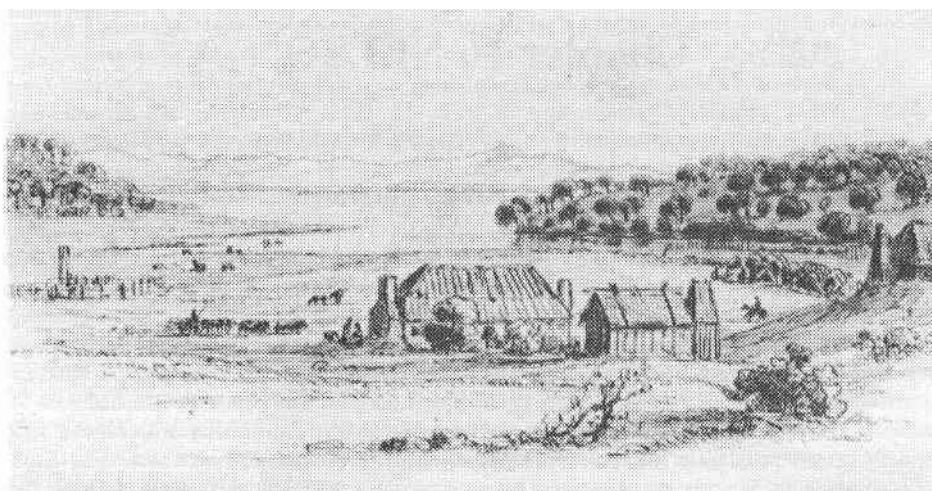
<sup>478</sup> *Ibid.*, pp.89-90.

<sup>479</sup> *Heywood*, Army Ordnance Map, 1942.

colonial governments in encouraging rural development. Surveyors' plans for these townships reflected contemporary town planning concepts and local conditions. Roads were laid out and township blocks, public land areas and reserves were set aside for churches, schools and cemeteries.

A number of township reserves were set aside under the 1847 Orders in Council on 6 April 1853. There were also a number of extensions of proclaimed towns and villages. Many of these township reserves and proclaimed towns were within the Portland Bay District. Sixteen of the 43 extensions to proclaimed towns were in that district and Portland Bay had four of the reserves at unproclaimed population centres. Portland Bay had 47 of the 185 water reserves, three of the six aboriginal reserves and the nine timber reserves were all in that district.<sup>480</sup>

There were some Glenelg Shire towns, notably Portland, which developed in an unplanned fashion before government town surveys were carried out. This was most probably due to 'the hasty and sporadic nature of pastoral settlement'.<sup>481</sup> Of course changes had to be made when surveyors drew up plans at a later date. An early plan of Portland Township, held in Henty family records, showed the Henty establishment with a number of buildings on what was planned as the township's Block 4.<sup>482</sup> These early Henty structures had to make way for the planned development of Bentinck Street.



*Nelson, 12th December, 1857. Artist Eugene von Guerard. Reproduced with permission from the Dixson Galleries, State Library of N.S.W.*

Figure 63: Township of Nelson, artist, Eugene von Guerard  
Source: State Library NSW

A number of surveys of Glenelg Shire towns were made in the early 1850s by Lindsay Clarke, Assistant Surveyor. Some of these historic plans have survived. In 1851, for example, Clarke carried out a survey of the Township of Nelson on the Glenelg River, located close to the South Australian border. This plan was made prior to settlement in the area. Only four township blocks were shown, each divided into ten  $\frac{1}{4}$  acre allotments. There were six named streets (Leake, Meredith, Wade, Sturt, Kellett and Niel Black Streets) and a large Township Reserve of 718 acres north of the township. A 'Burial Ground of Aborigines' was indicated to the north of the reserve. An historic place, the Isle of Bags, was shown near a band in the river. The land in the township was described as limestone soil, timbered with *Eucalypts*, *Casuarina* and *Banksia*.<sup>483</sup>

Another surviving township plan is Clarke's survey and sale plans of the Township of Digby in June 1851. This plan showed that two pastoral runs (with a number of associated structures, cultivation paddocks, yards and gardens) already covered much of the proposed township. These were the Rifle Downs run of Richard Lewis and Duncan McRae's Glenaulin run.<sup>484</sup> Richard Lewis was a builder and publican, owner of the historic Woolpack Inn (now gone) at Digby.<sup>485</sup>

<sup>480</sup> *Victorian Government Gazette*, 6 April 1853, pp.455-467.

<sup>481</sup> *LCC Report*, p.43.

<sup>482</sup> *Portland Township*, Henty MSS, Box 119/9K, SLV Map Collection.

<sup>483</sup> *Township of Nelson at the Mouth of the River Glenelg*, Lindsay Clarke, 28 Oct., 1851.

<sup>484</sup> Billis & Kenyon, pp.271, 211.

<sup>485</sup> *Ibid*, p.96.

The boundary between these runs was marked and also a track from Lewis' station to Coldham's Station (Grassdale, north-east of Digby).<sup>486</sup> There was a large township reserve set aside for the Church of England.<sup>487</sup>

Nelson remained a very small town, but became important as a fishing and resort area. Digby was an agricultural township and, for a time, a sawmilling town.

By mid-1851, the coastal towns of Melbourne, Portland, Belfast (Port Fairy), Williamstown and Brighton accounted for 50% of the colony's population. This was reduced to 31% by 1857, as miners rushed to the inland central gold-fields' counties, to Beechworth in the north-east and Bendigo in the north.<sup>488</sup>

## 4.2 Timber Towns

Townships were established near the forest areas of Glenelg Shire as a result of sawmilling activities. However, some tended to decline when forest areas were worked out, unless other local industries could be developed. Sawmilling was a major Shire industry from the 1860s, most notably around Portland, Heywood, Gorae, Hotspur and Digby. .

The arrival of the railway in the 1870s gave a great impetus to the Shire's timber trade and led to the establishment of a number of small settlements along the line. The Gorae township illustrates this development. Permanent sawmills which opened near the Gorae Forest included the Gorae Sawmills located at the railway crossing.<sup>489</sup> In 1914, sleepers were cut in the Gorae Forest for the Heywood-Dartmoor railway. Sleeper workers made their homes at the Gorae siding, living in slab huts, bark huts and tents.<sup>490</sup>

Gorae was always a small town, which had some success as an orcharding area until the post-Second World War years, when orcharding ceased to be an important Shire industry.<sup>491</sup> An early 1940s Army Ordnance map showed the sawmill and coolstore at the Gorae railway station.<sup>492</sup>

Hotspur and Digby were timber towns that became ghost towns when sawmilling ceased.<sup>493</sup> Earlier, in 1905, Hotspur was described as having 'a plentiful supply of timber in the vicinity of the Crawford River'. At that time, Hotspur had access to rail and coach services, a State School, hotel and church, and a small population of 150. As late as 1964 it still had a school, three churches and a Mechanics' Institute.<sup>494</sup>

Digby, which had a population of 211 in 1905 and access to rail, was listed as having a State school, three churches, a Mechanics Institute, a hotel and a savings bank.<sup>495</sup>

Heywood, a successful sawmilling town over a long period, developed other industries, and was the third largest Shire town.

Some sawmilling areas, like Gorae, became places where, from the 1950s, pine plantations took over. Kentbruck, once a small farming and sawmilling town, no longer exists.<sup>496</sup>

## 4.3 Orcharding Towns

The townships of Gorae, Heathmere, Portland and Heywood were once areas where apple and pear orchards flourished. Fruit was sent to Melbourne, Sydney and Brisbane markets and was exported to England and Germany. During the Second World War, a Government Apple and Pear Board was formed, the Shire's produce being handled at the cool stores near the

<sup>486</sup> Ibid, p.216.

<sup>487</sup> *Township of Digby at the River Stokes*, Lindsay Clarke, 30 Jan. 1851.

<sup>488</sup> R. Wright, *The Bureaucrats Domain*, p.&4.

<sup>489</sup> *The Gorae Story*, p.4.

<sup>490</sup> Ibid, p.5.

<sup>491</sup> See Section 3.2.4.

<sup>492</sup> *Portland*, Army Ordnance Map, 1942.

<sup>493</sup> Gwen Bennett, pers. comm..

<sup>494</sup> *Victorian Municipal Directory*, 1905, 1964.

<sup>495</sup> Ibid, 1905.

<sup>496</sup> See Section 3.1.3.

Gorae railway station. By the 1960s, however, orcharding ceased to be an important industry in Glenelg Shire,<sup>497</sup> Portland and Heywood survived, but not as orcharding towns, and Gorae was taken over by pine plantations. Heathmere's school and railway siding, along with its apple orchards, have now long gone.<sup>498</sup>

#### 4.4. Closer Settlement Towns

Closer Settlement and Soldier Settlement schemes brought numbers of new farming families into parts of the Shire and led to the formation of new communities. A small township grew up around the Paschendale Estate, north-east of Merino, after the First World War. Soldier settlers built a community hall there, tennis courts, a school and a church. By the 1960s, however, only two of the original settlers were left.<sup>499</sup>



Figure 64: Paschendale Soldier's Memorial Hall, Paschendale.  
Source: Heritage Matters Pty. Ltd.

Another small farming township, which was associated with Closer Settlement schemes, was Drik Drik. This was a thriving community during the 1860s selection era when selector families took up land and a township was established. It is said that the farming families at Drik Drik were driven away by the rabbit plague. Drik Drik remains today as a ghost town with two churches, a post office (moved to the church allotment), a school and a cemetery.<sup>500</sup>

<sup>497</sup> See Section 3.2.4.

<sup>498</sup> Gwen Bennett, *Watering Holes of the West*, 1997, p.26.

<sup>499</sup> See Section 2.6.2.

<sup>500</sup> Gwen Bennett, pers. comm..



Figure 65: Drik Drik Uniting Church (former Presbyterian), Winnap-Nelson Rd, Drik Drik  
Source: Heritage Matters Pty. Ltd.

## 4.5. Fishing Towns

A number of Glenelg Shire's coastal towns have been important as commercial and recreational fishing areas. A commercial fishing fleet operated from Portland Bay from an early date, often fishing for cray and haddock in Bridgewater Bay.<sup>501</sup>

Portland is still promoted as a town where commercial fishing is an important local industry. Offshore or deepwater trawling was launched from Portland in the 1970s and 'the introduction of cold storage and freezing facilities at wharves, fish processing works and fishermen's co-operatives (have) helped sustain the local fishing industry'.<sup>502</sup>

Recreational fishing is also promoted in Portland where the Bay is said to be 'protected from westerly winds allowing fishing in nearly all weather conditions', and there is a great variety of fish to be caught. Modern facilities include two double concrete boat ramps with three jetties, and a cleaning table, which has been provided for the fishermen.<sup>503</sup>

Nelson, the coastal border township on the Glenelg River, has been known over many years as a fine place for recreational fishing. *The Victorian Municipal Directory* of 1905 told how the river 'abounds with fish – is 300 feet wide and nearly 80 feet deep' and can be crossed by 'horse punt'.<sup>504</sup>

At least three early punts operated across the Glenelg River near Nelson. The first was built by Henry Kellett, owner of an inn and punt at Saltwater River, in 1846. A second punt was built in the 1850s by Robert and Edward Leake, owners from 1851 to 1867 of the Kenbush run, north of Cape Bridgewater. Andrew Brown, Nelson's first settler, 'later built his own punt, the one that served traffic till the bridge was built'.

Tenders for the construction of a bridge over the Glenelg at Nelson were called on 20 March 1889. Funding was not secured, however, for the project until 10 January 1892 when approval was obtained and tenders were called. L Grant's tender for 1,866 pounds was accepted. The official opening of the long wooden bridge was held on 8 March 1893. The new bridge was located on the south side of the old punt.

<sup>501</sup> See Section 3.1.2.

<sup>502</sup> *LCC Report*, p.42.

<sup>503</sup> *Portland. Visitor's Handbook*, 2001, pp.18. 19.

<sup>504</sup> *Victorian Municipal Directory*, 1905.

A new Glenelg River Bridge at Nelson was opened on 16 March 1963. The bridge was constructed between 1958 and 1963 at a total cost of 146,000 pounds. This included work by the Country Roads Board. The new structure had a total length of 450 feet and a height of 40 feet above high water. In 1970, it was said to be ‘the largest bridge in South West Victoria’.<sup>505</sup>

More recently, the present concrete bridge was opened at Nelson in September 1997.<sup>506</sup>

Today, Nelson is promoted still for its recreational river and ocean fishing. It is regarded as a major Shire tourist resort with a hotel/motel, a guest house, holiday houses to rent, camping and caravan sites, boathouses for hire and the Lower Glenelg National Park nearby.<sup>507</sup> Glenelg Shire’s resort areas will be discussed in greater detail in a later section.<sup>508</sup>



Figure 66: “Nelson Township and bridge”

Source: State Library Of Victoria Accession No H 32.492/7065 Rose Stereograph

## 4.6. Frontier Port Town

Portland and Port Fairy were developed from an early date as frontier ports. Portland has special significance as the only deep sea port between Melbourne and Adelaide and is located ‘less than one hour steaming time from the main interstate and overseas shipping lines’.<sup>509</sup>

The port’s early trade was whale produce, skins and wattle bark, followed by wool. The first direct shipment to London was in December 1841, and in 1842 2,050 bales of wool left Portland. Other early shipments from the port were beef, dairy produce and potatoes.<sup>510</sup>

The first substantial jetty was constructed at Portland in 1846. A longer pier was built in 1857 and used by immigrant ships and the new coastal steamers. The Fisherman’s Wharf and Breakwater was constructed in the late 1880s, to a design by Sir John Coode, involving ‘an early use of mass concrete in wharf construction’. The original timber viaduct at the base of the

<sup>505</sup> Billis & Kenyon, pp.91, 95, 226; N.F. Learmonth, op.cit., pp.109-114, 117.

<sup>506</sup> *Nelson-River Country*, Nelson Tourist Association, n.d.

<sup>507</sup> Ibid.

<sup>508</sup> See Section 8.

<sup>509</sup> *Victorian Municipal Directory*, 1976, p.511.

<sup>510</sup> *LCC Report*, p.42.

wharf has been lost but ‘remnants of the spray wall remain, as do some original handrails and decking, and two early timber cranes’.<sup>511</sup> These remaining features have great heritage value.

Other heritage items associated with Portland’s maritime history include a collection of original stone and brick warehouses in Bentinck and Julia Streets. These were repositories of early bales of Western District wool waiting shipment.<sup>512</sup> More modern wool stores service the industry today.



Figure 68: “Portland Pier at Battery Point”

Source: State Library of Victoria Accession No H32492/1633

The port has been substantially upgraded in recent years. A Portland Harbour Trust was created in 1950 with three Commissioners handling the control and management of the port. Between 1950 and 1960 nearly \$12million was spent on harbour development. The upgraded harbour was officially opened on 19 November 1960 and included a 6 million bushel capacity bulk grain terminal. By the early 1970s, more than \$20 million had been spent on what was described as ‘one of the most modern and compact ports on the Australian coast’.<sup>513</sup> Designed primarily to handle the maritime trade of a predominantly rural area, the new Port was planned to also meet the requirements of secondary industries, ‘particularly those associated with wool, petroleum, grain, timber and the manufacture of fertilisers’.<sup>514</sup> The Port is now privately owned.

A sketch plan prepared in 1975 by the Portland Harbour Trust Commissioners showed the complex of industrial and commercial buildings associated with the port. These included the harbour and cold store provided for the fishing industry, the wheat store and grain terminal, and the offices of the Phosphate Co-op Co. Fertilizers. The modern wool stores and wool exchange were indicated near the railway to Melbourne and Adelaide.<sup>515</sup> The group of modern woolstores has significance for its associations with the continuing history of the Shire’s wool trade.

<sup>511</sup> Ibid.

<sup>512</sup> Ibid. See Section 3.2.1.

<sup>513</sup> *Victorian Year Book, 1973*, p.237; *Basic Facts About Portland*, Lions Club of Portland, 1 April 1971, p.6.

<sup>514</sup> *Victorian Year Book, 1973*, p.511.

<sup>515</sup> *Port of Portland 1950-1975*, Portland Harbour Trust Commissioners, 1975 unpaginated.



Figure 69: “Aerial View of Casterton Circa 1927”

Source: State Library of Victoria Accession No H 91/160/1290 Photo C. Daniel

## 4.7. Towns as District Service Centres

Most of the Shire towns remained very small, with the exception of the major towns of Portland, Casterton and Heywood, while many early villages or townships declined or disappeared in the post-Second World War years. But however small these villages or townships were, they acted as important district service centres for the local, mainly farming, agricultural and pastoral communities. An examination of *Victorian Municipal Directories*, which contain population figures and lists of township services, together with an examination of a series of maps prepared by the Army in 1942, and State Aerial Survey maps prepared for the Department of Lands and Survey in 1954, gives some idea of just how small many Shire townships remained, even in periods of prosperity. By the 1950s many former timber towns had already disappeared or become ghost towns.

### 4.7.1. Service Centres

Postal services came early to the townships, together with hotels, schools, churches and stores. By 1905, even a small township like Digby (a timber town) with a population of only 211, had a post office, savings bank, State school, three churches, a mechanics' institute, a hotel and insurance company, and access to rail and coach services. Even much smaller places like Dergholm, described in the same year as a postal township with a population of only 39, had a State school, church, hotel, store and access to rail.<sup>516</sup>

<sup>516</sup> *Victorian Municipal Directories*, 1905.





Figure 70 Digby School Site.

Source: Heritage Matters Pty. Ltd.

At this time, Portland and Casterton were already the largest Shire towns with populations of 2150 and 1239 respectively. Merino the next largest, had a population of only 370. Merino, in an agricultural and pastoral district, had a range of township buildings including a church and school, and a court house, mechanics' institute, and a steam flour mill and rail services.<sup>517</sup>

Heywood, later to be the Shire's third largest township and centre of an important sawmilling district, had a small population of only 153 in 1905. But it had a range of the usual township buildings, including a mechanics' institute. Its two steam sawmills and two blacksmiths and wheelwright's shops<sup>518</sup> gave a hint of what was to come.

By the First World War years, when Closer and Soldier Settlement schemes were beginning to boost dairying, mixed farming and orcharding, and sawmilling was an increasingly important industry, some increases in township populations were evident. The road and rail network was also much improved at this time. By 1915, a number of Shire townships had taken advantage of the dairying boom by establishing creameries, butter and cheese factories. The *Victorian Municipal Directory* confirmed that there were butter factories at Casterton, Merino and at Wallacedale (later known as Condah Swamp). There were creameries at Wallacedale and Condah, and a cheese factory at Sandford. Portland (2,300) and Casterton (1500) still had the largest populations with Merino (420) third. Heywood, then with a population of 300, was the fourth largest Shire township.<sup>519</sup>

During the inter-war years, township population number went up in some areas, but remained stationary in others. In the larger townships there was a considerable increase in the range of services provided to the local communities. The population of Heywood, which had been chosen as the location for the Shire Hall of the former Portland Shire, had doubled to 600 by 1935. Portland had a population of 2518, and Casterton's population had climbed to 1900.<sup>520</sup>

There was no population recording for tiny villages in the Soldier settlement areas of Henty and Paschendale, although Henty had a church and school. Narrawong, also with no population recorded, had a State school, mechanics' institute and a shooting club.<sup>521</sup> Three other villages without recorded populations nevertheless provided some basic services. Tahara (south-east of Merino) had two churches, a hotel and rail access. Myamyn (near Lake Condah), listed in 1925 as a farming

<sup>517</sup> Ibid.

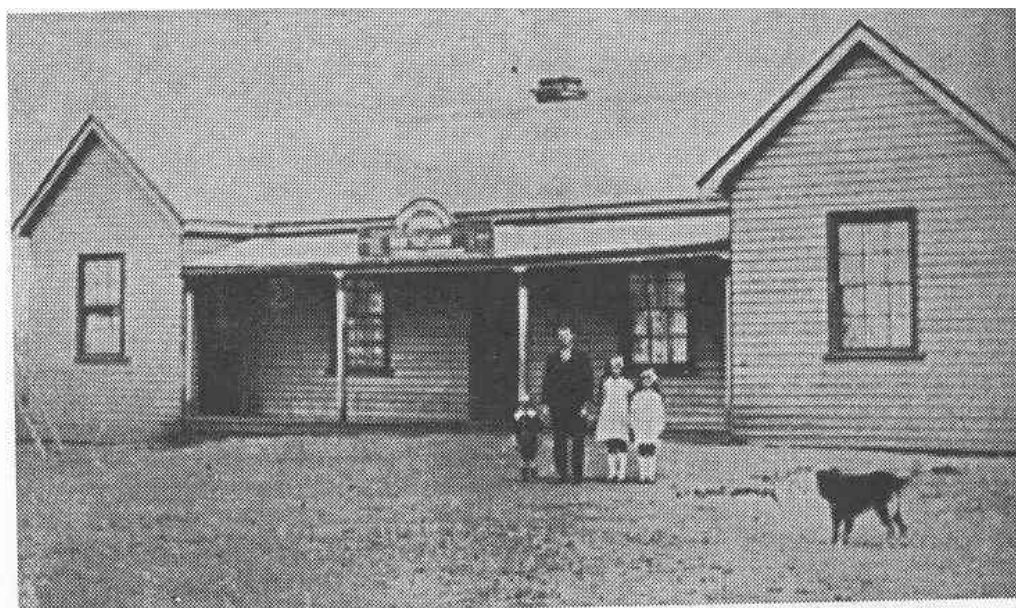
<sup>518</sup> Ibid.

<sup>519</sup> Ibid, 1915.

<sup>520</sup> Ibid, 1935.

<sup>521</sup> Ibid.

township, had a State school, church, mechanics' institute, hotel and rail access. Milltown (south-west of Myamyn) had a school, church, sawmill and rail access.<sup>522</sup>



*Foresters' Arms*

time of Bertha and Harry Scott that the hotel was destroyed by fire (c.1930). According to Reg, their son, Harry had gone to the races at Mt. Gambier and left the hotel in the charge of Reg and a friend.

Figure 71: Myamyn, Forester's Arms hotel  
Source: *Watering Holes of the West*, G. Bennet, 1997

Social changes of the time were reflected in new kinds of town buildings and services in the largest towns of Portland and Casterton during the inter-war years. By 1935 both had picture theatres, motor garages and a variety of sporting clubs.<sup>523</sup>

### The 1942 Army Maps

The importance of improvements in road and rail transport in stimulating the development of the Shire's towns is illustrated by the survey maps produced by the Army in 1942, during the Second World War. Thriving Shire towns either had direct access to a local railway station or were linked to rail services by the Shire's road network. Many of these roads were metalled by this time, the best sealed metal road being the highway (now known as the Henty Highway) between Portland and Heywood. Unmetalled, dirt roads were associated with the forest areas in the south-west of the Shire, and around the outskirts of the towns. These roads were sometimes mere dirt tracks.<sup>524</sup>

These 1940s Army maps are most useful for showing street layouts and clusters of township buildings, as well as special features like Portland's jetty, pier and water tower. The development of the Shire's transport systems and the decline of the rail system in the 1960s and 1970s will be discussed in more detail in a later Section.<sup>525</sup>

A feature of the post-Second World War period was a further expansion of services offered to township residents. Domestic water supply was improved, as well as electricity supply, and the sewerage schemes begun in Portland and Casterton in the late 1930s continued after delays during the war years. Transport between the Shire's towns and to Hamilton and Mt. Gambier was improved by the introduction of regular motor services. By the 1960s, the main Shire services were listed as wool, sheep, cattle, agricultural production, dairying, steel fabrication (at Casterton), tyre and battery

<sup>522</sup> Ibid, 1925.

<sup>523</sup> Ibid, 1935.

<sup>524</sup> *Portland, Bridgewater*, Army Ordnance maps prepared by Australian Section, Imperial General Staff, 1942.

<sup>525</sup> See Section 5.

repair, cordial manufacture and butter manufacture.<sup>526</sup> During these years as Heywood's population rose to 1200, it became the third-largest Shire town.<sup>527</sup>

### ***1954 State Aerial Survey***

State Aerial Survey maps prepared for the Department of Lands and Survey in 1954 showed the street layouts and clusters of township buildings against the rail and road network. Once again, maps of the Shire areas demonstrated how very small most of the townships still were, and how some earlier townships (particularly former timber towns) could scarcely now be called townships or even villages.

The fate of three former timber towns was revealed in the 1950s maps. In one map the town of Digby was shown on the Stokes River with the Henty Highway running through the township. A scattering of buildings, two small orchards and a public reserve made up Digby township. Although the main road was a 'second class' sealed road, most of Digby's streets were unsealed dirt roads.<sup>528</sup>

Dartmoor, another timber town, was shown as a small, scattered township surrounded by pine plantations. It was still well served by the Shire's transport system, including the Mt. Gambier-Heywood railway and two major roads, the Princes Highway and the Dartmoor-Strathdownie Road.<sup>529</sup> There was no longer any township at Greenwald, the third former timber town. The only sign of industrial activity was a sawmill marked to the east near East Greenwald Road, at the junction of the Princes Highway and the Mt. Gambier-Heywood railway.<sup>530</sup> This was presumably all that was left of a once-thriving local timber industry.

### **Water, and Sewerage Services**

The provision of a reticulated water supply and an adequate sewerage system were relatively recent amenities in Glenelg Shire, although there were earlier attempts to introduce these services in the major towns of Casterton and Portland.

In 1916, two government bores were put down at Casterton in an attempt to provide an artesian supply of water but this water proved unfit for human consumption. Later, in 1924, after a joint effort by the former Glenelg and Wannon Shires, a Waterworks Trust was formed to obtain a water supply from the Konongwootong Reservoir. However, even by the 1960s, some townships, such as Merino and Sandford, still had no reticulated water supply and had to rely on tanks for domestic purposes.<sup>531</sup>

The Tulloch Bores and a Water Tower at Casterton<sup>532</sup> have heritage value for their associations with early water supply systems in the Shire.

During the 1920s, there were attempts to sewer Casterton but it was not until 1951 that a Casterton Sewerage Authority was constituted. This body was inactive until 1957 when a Government grant of £5,000 was made available for a detailed survey. Major works were started on 3 August 1960, and the laying of sewers, outfall works and pumping stations was completed by August 1963. By that time some 270 of the 675 premises to be sewered had been connected.<sup>533</sup>

Reticulated water and sewerage systems were secured some years earlier in Portland. A Portland Sewerage Authority was proclaimed under the *Sewerage Districts Act* on 21 June 1938 and gazetted on 29 June 1938. It was reported that in that year 'house connections were in progress' but this was discontinued on the outbreak of the Second World War. Following the War, in 1945, the Portland Water Works Trust was able to report that water reticulation had been carried out in the centre of the township.<sup>534</sup>

A c1950 plan of the Portland Sewerage District shows the detailed survey work needed to provide an adequate township sewerage system. The layout of the town's streets; the outline of houses and the nature of their construction (brick, timber or stone); the grouping of public buildings in the 'Government Block' in Cliff Street; the old stone and brick wool stores on the corner of Julia and Bentinck Street; and Portland's extensive Botanical Gardens with their croquet lawns and plantings

<sup>526</sup> *Victorian Municipal Directories*, 1955, 1964.

<sup>527</sup> *Ibid*, 1955.

<sup>528</sup> *Branxholme*, State Aerial Survey prepared for the Department of Lands and Survey, 1954.

<sup>529</sup> Dartmoor, D. State Aerial Survey, 1954.

<sup>530</sup> *Ibid*.

<sup>531</sup> *Shire of Glenelg Centenary*, pp.59-60.

<sup>532</sup> Site No. 35, LCC/CA 0038; Site No. 49, LCC/CA0018.

<sup>533</sup> *Shire of Glenelg Centenary*, p.60.

<sup>534</sup> *Victorian Municipal Directory*, 1945. The Portland Waterworks Trust was gazetted 30 May 1928.

of pines and gums are all shown on this plan. This valuable document gives an excellent picture of how the Shire's major town had developed by this time, and of the many heritage structures which still remained.<sup>535</sup> Many remain today.

By the early 1960s, it was reported that there was 'reticulation of the Town of Portland. Pumping stations, rising main and outfall to sea'. And, also, that house sewerage connections had been made within Portland and 'the extension of the system to sewer the whole district (was) in progress'. At the same time it was explained that the local water system operated from 'artesian bores with water towers, with a capacity of 200,000 and 15,000 respectively'.<sup>536</sup> It is not known whether there are any remains of the bores and water towers, or any other physical evidence of Portland's early water supply system.

By 1976, it was reported by the Portland Sewerage Authority that 'House connections, works and extension of the system to serve the whole district (was) practically completed'. The Casterton Sewerage Authority reported that a detailed survey of the proposed sewerage area was now completed and that there had already been 738 house connections.<sup>537</sup>

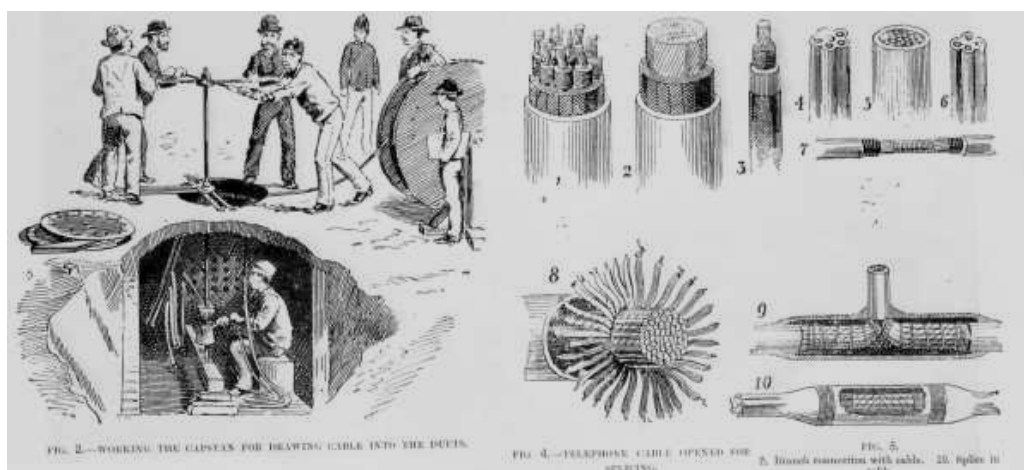


Figure 72: "Materials Used And Activities Of The Victorian Telegraph And Electricity Power Workers Circa 1889"  
Source: State Library Of Victoria Accession No IANO1/07/89/22

## Electricity Supply

The provision of domestic and street electric lighting did not occur in some Shire townships until relatively recent times. During the late 19<sup>th</sup> century only oil street lamps were provided for Casterton, Sandford and Merino. It was not until 1909 that an electricity supply for Casterton's street lighting was supplied by the Casterton Freezing Works which, in 1917, became the Casterton Electric Supply Company. This company supplied electricity to Casterton until the SEC took over in 1962. An extension of the electric supply service from Coleraine to the Merino township and surrounding areas was made in 1955. However, in 1963, Sandford was still without electricity and was said to be 'one of the few remaining places in Victoria having oil lamps for street lighting'.<sup>538</sup>

In 1976, electricity, along with water, petrol, gas, post offices and customs were listed as the 'basic services' provided for Portland's residents. In that year, Portland's supremacy as the major town, within what is now Glenelg Shire, was proclaimed. The *Victorian Municipal Directory* claimed that Portland had grown from 'a popular seaside resort on the south-west coast to become a pulsating focal point of the whole of Western Victoria and the south-east portion of South Australia'.<sup>539</sup>

This was confirmation that, at least from this time, Portland had developed into a regional service centre, providing services far beyond its township boundaries. This was typical of a trend occurring in country towns throughout Victoria whose councils were now supplying a wide range of services similar to those provided in metropolitan towns and cities. In November 1985 Portland was, in fact, proclaimed a city.

<sup>535</sup> *Portland Sewerage District, Feature. Plan 679, c1950, S.L.V.*

<sup>536</sup> *Ibid*, 1964.

<sup>537</sup> *Ibid*, 1976.

<sup>538</sup> *Shire of Glenelg Centenary*, p.60.

<sup>539</sup> *Victorian Municipal Directory*, 1976.

## 4.8. Town Centres

The town centres in places like Portland were becoming increasingly urbanized during the post-Second World War years. A recent publication compared the town's centres in a number of country towns, including Portland, which had populations of more than 12,000 people by the 1970s. These regional town centres provided a range of shops, banks and branch business and generated 'links over surprisingly large hinterlands'. Main streets were 'fully bituminised, kerbed, channelled, and marked with car parking spaces and traffic signs'. By 1974, it was said that 'twenty-six major centres have sprouted traffic lights at their busiest intersections'. The regional town centres compared with Portland were Mildura, Horsham, Hamilton, Ararat, Colac, Warrnambool, Wangaratta, Benalla, Sale and Bairnsdale.<sup>540</sup>

Another trend was a result of the improved transport system and the increased use of the car which allowed the more prosperous Shire residents to do their shopping in major town centres outside the Shire such as Hamilton, Geelong or even Melbourne. Both this trend and the increasing urbanization of Portland's town centre hastened the demise of shopping centres in the smaller townships.

### Town precincts

Physical evidence of the evolution of Glenelg Shire's township centres and of commercial and other individual buildings in township precincts are important considerations in the present study. Historic precincts like the 'Government block' and the stone and brick wool stores in Julia and Bentinck Streets, Portland, have already been identified as important to the heritage of the Shire, for their associations with Portland's history as an early administrative centre and a port town handling the Western District's wool industry. During the study, township centres throughout the Shire, and remains of historic town centres, will be investigated.

The Merino township, which still retains many important heritage buildings, and the tiny Drik Drik village, a ghost town but with a number of old township structures, are precincts that illustrate the significance of such community centres in the Shire's development.

## 4.9. Disappearing Towns.

Among the many small townships that disappeared or became ghost towns during the post-Second World War years, a great number were associated with the decline of the timber and orcharding industries or with unsuccessful closer settlement schemes. There is, however, much physical evidence left associated with the heyday of these towns. This evidence includes old churches and schools, mechanics' institutes, farmhouses and mills, and shops, banks and hotels in former town centres.

The present study will look for such evidence in former timber townships like Digby, Drik Drik, Hotspur and Greenwald; in Gorae (once a prosperous timber and orcharding town); in Paschendale (a town area formed around soldier settlement activities); and Sandford. The township of Merino, in an agricultural, pastoral and soldier settlement district, which was once the third largest town in Shire, is now in a state of gradual decline. Merino possesses considerable heritage items which needs to be assessed.

The impact of regional urbanization will most probably lead to the demise of more of the Shire's small townships, whose town centres cannot possibly compete with those in larger towns or cities. It has been pointed out, however, that the trend for the more affluent to shop elsewhere, rather than patronising nearby local shopping centres, is not a new one. As early as the 1850s, when it was hoped that towns like the prosperous market towns of England, would spring up in Victoria, there was only disappointment. According to one writer,

'By 1851 the only sizeable places apart from Melbourne were Geelong (8,000), Portland (1,000) and Port Fairy (900). There were too few people in the bush to demand urban services squatters went direct to Melbourne and Geelong to sell their woolclip, pay licence fees or hire labour. While there they purchased most of the flour, tea, sugar, saddles, tools and equipment they needed. Lines of communication and trade radiated out from Melbourne to each station like the spokes of a wheel'.<sup>541</sup>

Today, similar reasons are given for the decline in many township centres, which find themselves unable to compete with larger regional centres with their supermarkets, convenience stores and branches of major banks and food outlets. Other

<sup>540</sup> Susan Priestley, op. cit., pp.300-301.

<sup>541</sup> Tony Dingle, *The Victorian Settling*, 1984, p.36.

factors leading to the decline of small rural townships in Glenelg Shire include the closure of banks and of branch railway lines, sometimes completely, and sometimes by retaining freight services only. It is only said that many families have to leave small country towns as their children grow older and move to larger towns, where there are more chances of youth employment and where families can enjoy a more urban lifestyle. A consequence of young people leaving country areas is the increasing difficulty of obtaining farm workers, which discourages many small farmers from settling in rural areas, and leads to the disintegration of local communities and their town centres.

## 5. TRANSPORT AND COMMUNICATIONS

Transport and communications have been major themes in the history of Glenelg Shire. The early establishments of a communications network, linking the Shire with the outside world and settlement areas within the Shire with each other, was a major factor in the economic development of the region. The Shire's transport history is marked by changed modes of travel ranging from the establishment of coastal steamer and shipping routes from Portland, to the gradual development of a network of roads, bridges and railways. These developments helped end the Shire's isolation and provided links between Portland and other coastal towns, as well as with metropolitan and overseas markets. Transport routes were established between the Shire's pastoral, farming, forest, orcharding and resort communities and major market centres at Hamilton, Geelong, Melbourne and Adelaide.

### 5.1. The mail and telegraph service

Postal and telegraph services were an important and early means of communication between the Shire townships and with the outside world. The earliest district mail was carried by horseback. Melbourne and overseas mail arrived at Portland by steamer and ship.<sup>542</sup>



Figure 73: “Cobb & Co carriage display circa 1934 at Lower McAllan Gallery”  
Source: State Library of Victoria Accession No H 24724

#### 5.1.1. Cobb and Co. Coaches

From the late 1850s, Cobb and Co. Coaches held district mail contracts and ran special mail coaches, which also carried passengers. At first, there was a weekly service between Portland and Casterton but later, as the surrounding districts became more settled, the coach routes were extended from Casterton to Harrow, Hamilton, Penola and Mount Gambier.<sup>543</sup> Early coach routes and remaining coaching stations are of great heritage value.

<sup>542</sup> M. Kiddle, op. cit., pp.326, 327.

<sup>543</sup> *Shire of Glenelg Centenary*, p.56.

The telegraph system was established in December 1857 when Melbourne and Adelaide were linked by electric telegraph through Ballarat, Beaufort, Hexham, Warrnambool and Portland.<sup>544</sup>

### 5.1.2. Old Telegraph Road

The section of electric telegraph road between Portland and Adelaide was marked on a number of early maps showing the Glenelg Shire area. An 1869 coastal survey map of Portland Bay, for example, showed the Telegraph Road following much the same route as the later Portland-Nelson Road.<sup>545</sup> In response to the introduction of the telegraph service, Cobb and Co. initiated the Western Telegraph Line Royal Mail coach services between Geelong, Portland and Hamilton in 1858-59.<sup>546</sup> Hamilton became the coaching centre of the Western District and the halfway station on the overland mail route between Melbourne and Adelaide.<sup>547</sup>

By the late 1860s, mail services went by coach to and from Casterton by way of Sandford, Merino, Digby, Hotspur and Heywood.<sup>548</sup>

With the extension of rail services to Glenelg Shire in the 1870s and 1880s, the railway replaced the coach as the carrier of district mail.

### 5.1.3. Post and Telegraph Offices

Most Shire townships, however small, had post offices. *Victorian Municipal Directories* listed some townships as 'postal townships,' which, in some cases, also had a telegraph office. Some small townships such as Drik Drik were listed as 'postal districts,' while the even smaller township of Drumborg was described as a 'postal village'.<sup>549</sup>

There was an early single storey 1862 post office at Casterton, which had telegraph services in 1864. Inland mail services came to Casterton by coach via Sandford, Merino, Digby, Hotspur and Heywood. There was a mail service also between Hamilton and Penola by way of Wannon, Coleraine and Casterton. There were additions to the 1860s Casterton Post Office, and a fire in the building in 1905. A new Casterton Post Office, a substantial two-storey building, was opened in 1909 on the site of the earlier structure.<sup>550</sup> It stands next to the old court house, which is used now as a community centre.<sup>551</sup> The 1909 post office was probably designed by the architect, J.H. Brabin, who worked with John H. Marsden, the Public Works Department (PWD) architect in charge of the Western Division.<sup>552</sup> This building in Casterton's main street is still in use and is an important part of the Shire's postal heritage.

The old two-storey post office on the corner of Bentinck and Cliff Streets, Portland, was built in 1881 to replace an earlier post office. The 1880s structure was designed by John Marsden's office in the Italian Palazzo style, and 'was a very ornate structure for a country town at that time'. W.H. Smith was the builder for the post office, which is constructed of brick and rests on bluestone foundations and basement courses. It was opened in 1883. After a new post office was built in Percy Street, the 1880s building was used as Municipal Offices between 1969 and 1983. The large room on the upper floor, once part of the Postmaster's residence, served as a spacious Council Chamber. Since 1984 part of the old post office has been used by Portland's Community Radio Station,<sup>553</sup> and is now privately owned.

<sup>544</sup> Kiddle, op. cit., pp.326, 327.

<sup>545</sup> *Portland Bay*, Stanley, Coastal Survey, 1869.

<sup>546</sup> *Portland*. Rail map 110A, CPOV.

<sup>547</sup> *LCC Report*, p.52.

<sup>548</sup> *Glenelg Shire Centenary*, p.57.

<sup>549</sup> *Victorian Municipal Directory*, 1905.

<sup>550</sup> *Shire of Glenelg Centenary*, p.57.

<sup>551</sup> Jim Kelly, pers. comm.

<sup>552</sup> Bruce Trethowan, *The PWD in Victoria, 1851-1900*, Vol. 1, p.104; Vol. 2, pp.88, 89.

<sup>553</sup> Gwen Bennett, *Portland; Now & Then*, pp.1, 2.





Figure 74: “Merino Post Office circa 1917-1930” (now substantially altered)  
Source: State Library of Victoria Accession No H 89.105/151

There were Shire post offices at Merino (1889) and Heywood (1891). Both were designed by Marsden’s office.<sup>554</sup> The Merino Post Office was built in 1889 by Heinrich Kohn, a local contractor, and is still in use, but without its clock tower.<sup>555</sup> A sketch of the building was included in a recent publication. Erected in High Street, adjacent to the Mechanics’ Institute, it was occupied by Merino’s first official postmaster in 1891.<sup>556</sup>

There were also post offices at Sandford (1862), Dergholm (1876), Chetwynd (1873), and Strathdownie East, later known as Strathdownie (1877).<sup>557</sup> Dergholm is not in the present Glenelg Shire.

## 5.2. Shipping and Coastal Traffic

The importance of Portland as a sea port, the only deep sea port between Melbourne and Adelaide, and close to the main interstate and overseas shipping lanes, was discussed in an earlier section.<sup>558</sup> Shipping and coastal traffic from this port has formed a major part of Glenelg Shire’s transport system from the earliest days of European settlement on Victoria’s south-west coast.

During the first half of the 19<sup>th</sup> century, before the construction of lighthouses, navigation was very perilous along this coast. There were many shipwrecks, of which 120 have been identified.<sup>559</sup>

It has been pointed out that,

‘As the first Europeans settled the region from the sea, the first towns were heavily dependent on sea trade and communication, the provision of safe harbour, navigation aids and port facilities, was an early and urgent requirement in the region.’<sup>560</sup>

### 5.2.1. Lighthouses

<sup>554</sup> B. Trethowan, op. cit., Vol.1, p.104.

<sup>555</sup> *Heritage: Merino, Digby*, 1976, p.67: Midge Gough, pers. comm.

<sup>556</sup> *Graphic Glenelg Shire*, pp.8, 9.

<sup>557</sup> *Shire of Glenelg Centenary*, p.57.

<sup>558</sup> See Section 4.6.

<sup>559</sup> *LCC Report*, p.46.

<sup>560</sup> *LCC Report*, p.46.

The first light house in the region was constructed at Cape Otway in 1849. Ocean lights and keepers quarters were later installed at Cape Wickham on King Island, and at Cape Nelson in the present Glenelg Shire. In 1858-1859, bay and harbour lights and keeper's quarters were erected at Portland and Warrnambool, and on Griffiths' Island, Port Fairy.<sup>561</sup>

The lighthouse complex at Cape Otway retains the lighthouse tower, keepers' quarters and associated buildings, and a cemetery.<sup>562</sup>

There are two remaining lighthouse complexes also within Glenelg Shire, one at Portland and the other at Cape Nelson.

### ***Portland Lighthouse Station***

The Portland Lighthouse and Keeper's Quarters was originally constructed on Observatory Hill (now Battery Point) in 1859. When Portland's historic battery was installed on the site in 1889, the lighthouse and keeper's quarters were removed, stone by stone, to the present site in 1890 at a cost of £2,436. The stone structure is 7.62m high, the lantern house 3.05m tall; and overall height of 10.67m. The lamp is 40.5m above sea level and can be seen for a distance of 24km.

The bluestone keeper's quarters once housed two families in semi-detached accommodation. Now privately owned, the building has been converted into one large home.<sup>563</sup>

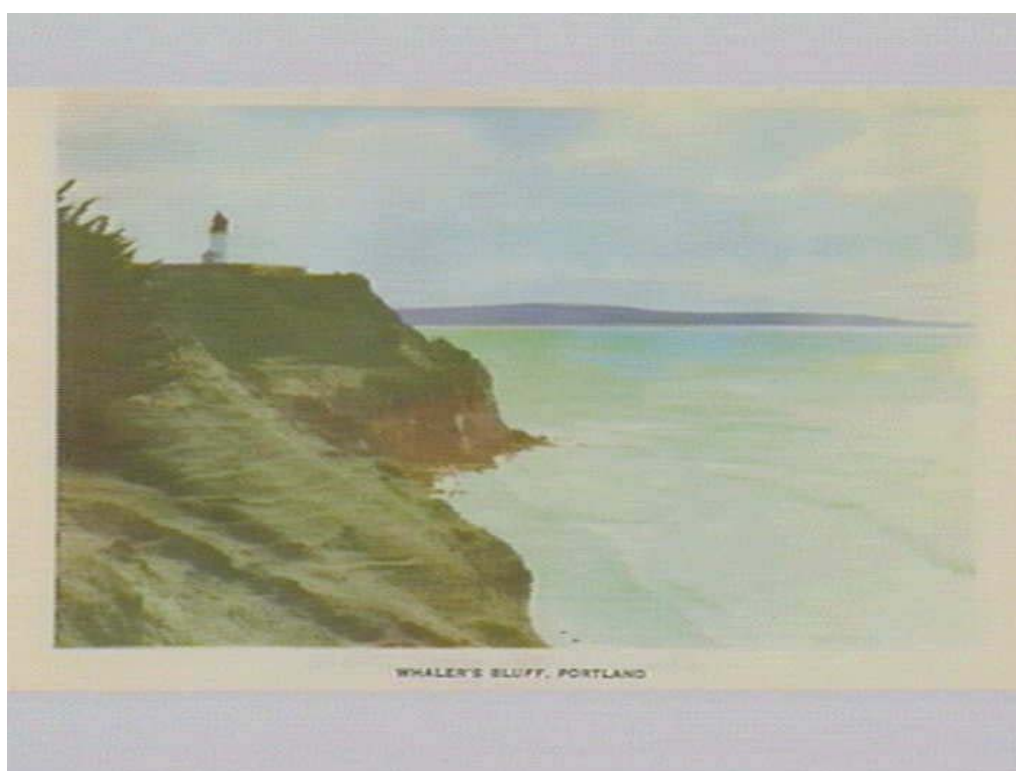


Figure 75: "Whalers Buff and Portland Light house"

Source: State Library of Victoria Accession no H84.440/341 A souvenir of Portland circa 1940.

### **Cape Nelson Lighthouse Station**

Cape Nelson Lighthouse and Keeper's Quarters were constructed in 1882 using local stone. The Memorial Stone was laid on 19 April 1883 by Major James Trangmar, Mayor of the Borough of Portland. The light was officially lit on 7 July 1884 by the Mayor, Cr. P.W. Shevill. Communication was established between Cape Nelson and Portland by telephone in 1884.

The lighthouse tower is 24 metres high and the light has a range of 22 nautical miles. The Keeper's quarters are of bluestone, and are classified by the National Trust. There is a detached stone cottage for the head-keeper and two semi-

<sup>561</sup> Ibid.

<sup>562</sup> Ibid.

<sup>563</sup> Gwen Bennett, *Portland, Now & Then*, p.48; National Trust Files Nos. B2323, B2337.

detached cottages for his assistants. ‘These and other buildings on the site are enclosed by means of a rubble wall 1.75m high and 45.7m thick; the wall is 441.96m long.’ Tours of the Cape Nelson lighthouse complex are popular with tourists but the former residences are now privately owned.<sup>564</sup>

The Cape Nelson complex is recognized as being of State historical significance and is on the Victorian Heritage Register.<sup>565</sup>

### 5.2.2. Coastal steamers

Stephen Henty pioneered the coastal steamer route between Portland and Melbourne in the 1850s, a decade after passenger steamers first travelled between Melbourne and Sydney.<sup>566</sup> By the end of the 1840s, there were already three daily steamers travelling between Melbourne and Geelong but Tasmania was closer to south-western Victoria than Melbourne.<sup>567</sup> In 1859, the steamer journey from Queen’s Wharf to Warrnambool took 18 hours, and 24 hours to reach Portland. At this time sailing vessels could take a week or more to cover the distance. At first, passenger tickets on steamers were very expensive but ‘dropped dramatically by the 1880s, when the railways provided stiff competition’.<sup>568</sup>

The ‘S.S. Wannan’ of the Belfast and Koroit Steam Navigation Company was the last steamer to operate on the route, before being withdrawn in 1939. A memorial at Port Fairy commemorates the steamship ‘Casino’, which travelled between the South-western ports from 1882 to 1932. ‘It was wrecked, with lives lost, at Apollo Bay in July 1932.’<sup>569</sup>

## 5.3. Roads

### 5.3.1. Early Aboriginal Tracks

Aboriginal trails provided the best paths over grassy plains and across rivers and creeks in the early years of European settlement. Many of the early tracks and roads used by European settlers, which sometimes established the line for the great highways of today, ‘followed identical or nearly identical courses to previously established Aboriginal paths’.<sup>570</sup>

According to one account,

‘Aboriginal groups regularly crossed South-western Victoria, to trade with other groups or travel to meeting places or annual gatherings. They also moved across their territories, adjusting to seasonal changes and following food sources. We may never know how many of these original routes and tracks were later followed by explorers and early settlers.’<sup>571</sup>

### 5.3.2. Major Mitchell’s Trail

Another historic early track was the ‘Major’s Line’, a track that dates from 1836 when Major Mitchell made his famous overland journey. This track, used by overlanders from NSW and other pioneer European settlers, was a track of deep ruts formed by the wheels of Mitchell’s ox carts and whaleboat carriages. It stretched across the plains and provided direction for overlanders from north of the Murray River and others anxious to open up South-western Victoria for grazing and sheep-farming. This historic track is known now as the ‘Major Mitchell Trail’ and is a popular tourist route.<sup>572</sup> It has been discussed in an earlier Section.<sup>573</sup>

### 5.3.3. Squatters’ and timber workers’ tracks

<sup>564</sup> G. Bennett, op. cit., pp. 46, 47.

<sup>565</sup> Victorian Heritage Register, H1773; National Trust File No. B1964.

<sup>566</sup> *LCC Report*, p. 46.

<sup>567</sup> Kiddle, op. cit., p. 83.

<sup>568</sup> *LCC Report*, p. 46.

<sup>569</sup> *Ibid*, pp. 46, 47.

<sup>570</sup> W.K. Anderson, *Roads for the People*, p.1.

<sup>571</sup> *LCC Report*, p.50.

<sup>572</sup> *The Major Mitchell Trail: exploring Australia Felix, Melbourne*: Community Education and Information Branch and National Parks and Wildlife Division, Dept. of Conservation and Environment, 1990.

<sup>573</sup> See Section 2.2.2.

There is documentary evidence that the chief tracks used by settlers within Glenelg Shire in the 1840s and 1850s were either rough tracks cut by squatters as stock routes to their pastoral stations, or tracks cut by timber workers through forested areas. Thomas Henty, in a memorial written on behalf of all the Henty brothers in 1839, told how,

‘From Portland Bay to the interior, they have with much labour and expense laid out and made an excellent Road though the Country is very heavy... This Road crosses three Rivers by the means of Bridges of their own erecting, which has made the road open and easily accessible to future settlers.’<sup>574</sup>

Some of the squatters’ tracks are shown on early survey maps, or pastoral and pre-emptive right plans, for example in run plans of Hentys Merino Downs and Muntham properties near the present townships of Henty and Casterton.<sup>575</sup>

An account of a journey in 1848, to the market town of Portland, gives some idea of the tracks used by pioneer settlers in Glenelg Shire. The writer, following the shearing of 1,000 sheep, set out with a load of wool and eight bullocks from Bringalbert Lake Station, 14 miles NE of Apsley. He explained that, ‘there were no roads in those days, only tracks leading from station to station’. He told how, ‘we got to Wallace’s station, Elderslie, that day, and the next day took us to the Dergholm boundary. This was part of the Roseneath run owned by Simpson and Ralston, Tasmanian people. We journeyed on through Nangeela, Mr William McPherson’s station. He was a fine, kind-hearted man and an old pioneer, having taken up his country about the time the Hentys took up Muntham and Merino Downs. We came on Dunrobin, then owned by Murray and Addison, and camped that night at the Deep Creek, three miles from Casterton’.

At one stage the Wannon River had to be crossed ‘at a place called the Major’s Ford, as Major Mitchell had crossed there on his journey through Australia... Next day we got to the Emu Creek, where Digby is situated... We had to ford the creek there, too... The hotel was kept by Richard Lewis, who prospered so much he bought the Rifle Downs Station’.<sup>576</sup>

#### 5.3.4. The Telegraph Road

The route of the 1850s electric telegraph route, known as the Telegraph Road, became an important Glenelg Shire coach route. It is marked on many maps, linked Melbourne and Adelaide via Portland, and is discussed in an earlier Section.<sup>577</sup> It was another important early transport route across Glenelg Shire.

It is said that ‘the relatively flat and lightly timbered plains in Victoria’s south-west were criss-crossed by tracks by 1845’. These tracks were ‘pounded out by men on horseback using packhorses for their luggage, and by labouring bullock drays taking up stores and hired station workers, and bringing down wool to the coast for loading onto ships bound for the English market’.<sup>578</sup>

Along these roads were ‘inns, blacksmiths’, stables and general stores, located at convenient travelling distances... and, generally sited at river-fords, lakesides and good camping grounds, which ‘provided popular and logical foci for town and village development’.<sup>579</sup>

<sup>574</sup> Quoted in Marnie Bassett, op.cit., p.454.

<sup>575</sup> Pastoral Run Plan. Merino Downs. No. 546; Pastoral Run Plan, Muntham, No. 995, PROV.

<sup>576</sup> J.C. Hamilton, *Pioneering Days in Western Victoria. A Narrative of Early Station Life*, Warrnambool Institute Press, 1914, 1981 edn., pp.40, 41.

<sup>577</sup> See Section 5.1.2.

<sup>578</sup> Priestley, op.cit., pp.48, 49.

<sup>579</sup> R. Wright, *The Bureaucrats’ Domain*, 1989, p.52.

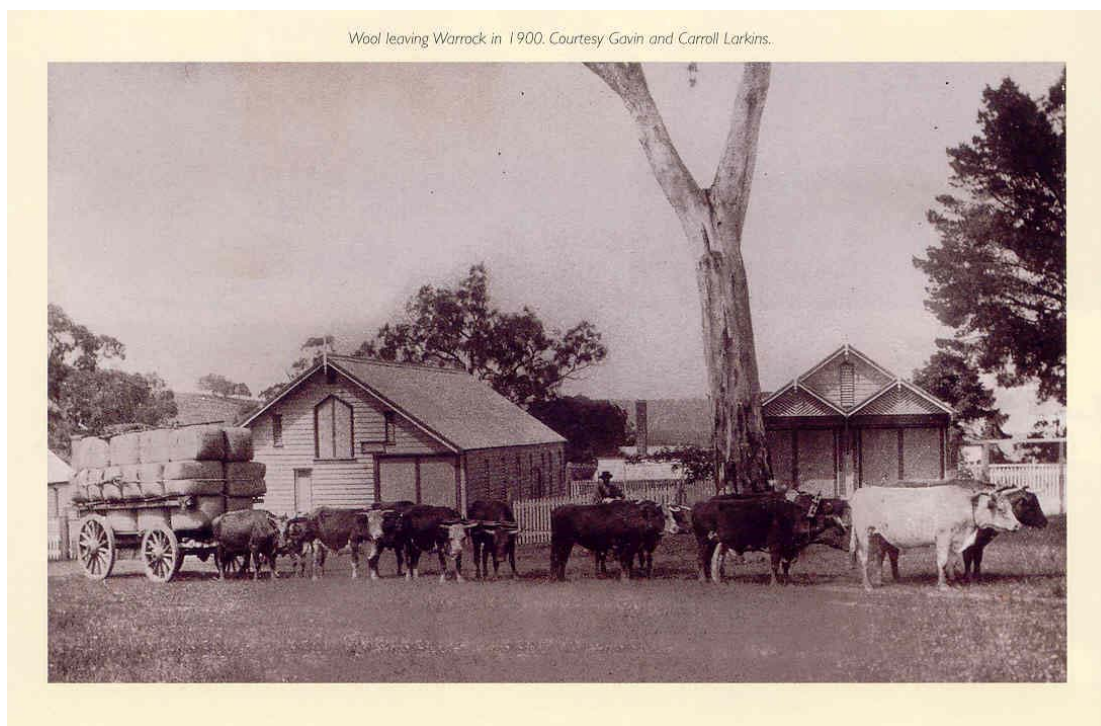


Figure 76: “Travelling by Bullock wagon”  
Source: State Library of Victoria, H92.150/937 John Henry

### 5.3.5. District Road Boards

The district road boards established from the early 1850s, as the earliest form of local government in colonial Victoria, hoped to improve local and regional roads and to ‘develop a perfect network of roads through the Colony’.<sup>580</sup> In February 1853 an Act was passed for ‘Making and Improving Roads,’ which set up a Central Road Board and made provision for local boards.<sup>581</sup> By 1862, 75 road districts had been proclaimed.<sup>582</sup>

The Portland Road District was one of the earliest to be formed in country areas and was established when the first Portland Council was elected on 31 January 1856. Stephen Henty declared at the time that good roads into towns would ‘draw a great deal more wool, and consequently more business into the town’.<sup>583</sup>

A Glenelg Road District was formed on 2 September 1862. This district included the areas around Digby, Merino, Casterton, Chetwynd, Dergholm, and stretched west to Coleraine and east to the South Australian border.<sup>584</sup> As with the Portland Road District, it covered many areas within the present Glenelg Shire. Another Henty, Francis Henty, was a member of the Board of the Glenelg Road District.<sup>585</sup>

However, despite the activities of early road boards, and the opening of many new routes, Victorian roads continued to deteriorate and the road system failed to expand into the more isolated, forested and mountainous areas. It is said, however, that the rich farming areas of the Western District had the best roads in the colony.<sup>586</sup>

When shires were formed within the present Glenelg Shire in the early 1860s, they took over the responsibility for the care of local roads. Portland became a Shire on 8 December 1863<sup>587</sup> and the Shire of Glenelg was proclaimed on 29 June 1864.<sup>588</sup> In the former Shire of Glenelg road works were concentrated on the main routes from Casterton to Hamilton, Portland and Penola, the Penola road being the main route from Adelaide. In 1867, a grant of £1,000 was used for the construction of a new high-level bridge over the Glenelg at Casterton. Like other shires, it purchased steamrollers, stone

<sup>580</sup> W.K. Anderson, *op.cit.*, p.14.

<sup>581</sup> B. Barrett, *The Civic Frontier*, 1979, p.87.

<sup>582</sup> *Shire of Glenelg Centenary*, p.6.

<sup>583</sup> Barrett, *op.cit.*, pp. 173, 174.

<sup>584</sup> *Shire of Glenelg Centenary*, p.7.

<sup>585</sup> *Ibid*, p.6.

<sup>586</sup> W.K. Anderson, *op.cit.*, p.21.

<sup>587</sup> *Victorian Municipal Directory*, 1905.

<sup>588</sup> *Shire of Glenelg Centenary*, p.8.

crushers and graders to ‘macadamize’ road surfaces.<sup>589</sup> Nevertheless, even by the Federation period, Victoria’s roads were still in a deplorable quilt made up of sections of varying quality and design’.<sup>590</sup>

### 5.3.6. Country Roads Board

During the ten years after the formation of the Country Roads Board (CRB) by the State government in 1912, Victoria’s roads were considerably improved. Under the *Country Roads Act 1912*, the new body constructed and assisted in the maintenance of a network of major roads, and in the building of ‘development’ roads, which provided access to railway stations or main roads leading to them.<sup>591</sup> The political pressure to improve the quality and, to some extent, the reach of roads was due to the increasing traffic of the newly invented automobile and motorised truck.

The Coleraine-Casterton and Mt. Gambier Roads were gazetted as declared main roads on 9 October 1914, the former becoming part of the Glenelg Highway in 1949. The Casterton-Edenhope Road was declared as the Wando Vale Road up to Wando Bridge in 1914 and, in 1939, the declaration was extended over the full length to Burkes Bridge. The Portland-Casterton Road was declared in 1923.<sup>592</sup>

The passage of the *Highway & Vehicles Act 1924* led to the declaration of State highways under the construction and management of the CRB. This provided most important interstate links, as well as those between major provincial centres. The Henty Highway, for example, linked Portland to the Mallee through Hamilton and Horsham.<sup>593</sup> The roads which linked Geelong, Warrnambool, Portland and Heywood had been declared already in 1921 as the western section of the Princes Highway.<sup>594</sup>

Somewhat later, under the *1936 Country Roads (Tourists’ Roads) Act*, the CRB was able to construct and maintain proclaimed tourist roads.<sup>595</sup>

### 5.3.7. The recent road system

The development of the present Glenelg Shire’s road network in more recent times can be understood by examining a series of maps, which show the changes made from the early 1940s, the post-war 1950s and 1960s, and comparing them with maps made in 2000/2001. It is a development which shows the gradual sealing of major roads and highways, but with unsealed roads still remaining in forest and National Parks areas. As at the beginning of the century, from the late 1940s there was political pressure to improve roads because of the greatly increased volume of traffic after the end of petrol rationing and the beginning of the mass production of cars in Australia. It was also clear that roads had a strategic importance.

#### Army ordnance maps

A 1942 Army map titled *Portland* indicated that the best concreted and sealed roads were between Portland and Heywood and within the Portland Township. At this time, the road from Portland to Cape Nelson was still only a dirt track.<sup>596</sup> Another 1942 map titled *Bridgewater* indicated the historic ‘Old Telegraph Road’ as an earthen road with a mere track off to the ‘Blowholes’ (a tourist destination) at Cape Duquesne. There was an earthen road, the Portland-Lower Bridgewater Road which, however, was metalled or gravelled when it became the Bridgewater Bay Road leading to the Lakes.<sup>597</sup> The 1942 *Heywood* map indicated a number of metalled or gravelled roads in the timber areas of Heywood, Gorae and Homerton.

The best road was Tyrendarra Road going to Tyrendarra East and Narrawong East.<sup>598</sup> Perhaps this was because the area was a prosperous dairying and cheese-making district. Tyrendarra was settled by the pastoralists William Learmonth and

<sup>589</sup> *LCC Report*, p.59. This method of road building was based on the principles of Telford and McAdam.

<sup>590</sup> W.K. Anderson, op.cit., p.22.

<sup>591</sup> Priestley, op.cit., p.170.

<sup>592</sup> *Shire of Glenelg Centenary*, p.21.

<sup>593</sup> *Victorian Year Book 1973*, p.242.

<sup>594</sup> Priestley, op.cit., p.171.

<sup>595</sup> *Victorian Year Book 1973*, p.242.

<sup>596</sup> *Portland*, Army Ordnance Map, 1942.

<sup>597</sup> *Bridgewater*, Army Ordnance Map, 1942.

<sup>598</sup> *Heywood*, Army Ordnance Map, 1942.

William Jamieson in the 1840s, and Donald Norman McLeod in the 1850s. The McLeods ‘were considered leaders in dairy and land management’ and set up a cheese factory in the 1880s, exporting their produce to London.<sup>599</sup>

There was also a 1942 Army map, which included the furthest western part of Glenelg Shire, titled *Nelson*. The road between Portland and Gorae West was shown as metalled or gravelled. Sections of the Old Telegraph Road were now metalled. It was a dirt track until it joined the metalled road from Drik Drik at Bullies Swamp and then was metalled until it reached the Nelson township.<sup>600</sup>

### Aerial Surveys of the 1950s and 1960s

Although Victoria’s roads improved after the formation of the Country Roads Board before the First World War, the outbreak of World War II ‘brought road construction to a stand still and it was not until the early 1950s that the construction programme was again in full swing’. From that time, the length of sealed roads increased rapidly within Glenelg Shire, ‘bringing the benefits of all-weather, dust-proof surfaces to many residents’. The acceleration of road construction was due to greater allocations of funds from the CRB and the mechanisation of local government’s road-making plant.<sup>601</sup>

Nevertheless, in 1954, some Glenelg Shire roads were still unsurfaced. State Aerial Survey maps showed the Strathdownie Road, for example, which ran from Digby to the Casterton-Dartmoor Road, as unsurfaced. The latter road was unsurfaced around the new pine plantations established in the vicinity of Dartmoor. However, the road between Dartmoor and Hamilton had been improved and was listed as a ‘second class gravelled road’.<sup>602</sup>

A 1960 State Aerial Survey map confirmed that there were still earth roads through forest areas around Digby and Hotspur.<sup>603</sup>

#### **2000 tourist map**

A 2000 tourist map shows the Glenelg Shire’s road system as it is today. There are two major highways, the Princes Highway and the Henty Highway, which run in north-south and east-west directions. They connect Portland, the Shire’s major town, with the towns of Port Fairy to the east, Mt. Gambier to the west, and Hamilton to the north. The Princes Highway is shown on this map stretching from Port Fairy to Portland and then up to Heywood, where it diverges to Mt. Gambier via a number of Shire townships, including Dartmoor and Nelson. The Henty Highway links up with the Princes Highway at Heywood and then stretches north-easterly to Hamilton via Myamin and Branxholme.<sup>604</sup>

The historic Old Telegraph Road is no longer marked on this map and has become a major sealed road between Portland and Nelson, and continues on to Mt. Gambier in South Australia. A secondary sealed road branches off the Princes Highway at Drumborg and extends north-westerly via Hotspur and Digby to Merino and Casterton, and is known as the Portland-Casterton Road. There are unsealed roads still through State Forest public land and National State Parks, including the Lower Glenelg National Park and the Crawford River Regional Park west of Hotspur. Walking tracks include those associated with the Great South West Walk which extends across Discovery Bay Coast Park. This extensive park stretches around the Bay from Bridgewater Lakes to Nelson.<sup>605</sup>

The Great South West Walk is a 250 km loop commencing at Portland, which traverses Cobboboonee State Forest, Lower Glenelg National Park, Discovery Bay Coastal Park and Cape Nelson State Park. It is not associated with other walks as such, however small day walks have evolved as a result of the Great South West Walk.<sup>606</sup>

## **5.4. Bridges**

<sup>599</sup> Gwen Bennett, *Watering Holes of the West*, 1997, pp.46, 47, 81, 82.

<sup>600</sup> *Nelson*, Army Ordnance Map, 1942.

<sup>601</sup> *Shire of Glenelg Centenary*, p.20.

<sup>602</sup> *Dartmoor A and B*, State Aerial Survey, 1954.

<sup>603</sup> *Branxholme A*, State Aerial Survey, 1960.

<sup>604</sup> *Visitors’ Guide South West Victoria*, 1999/2000 pp.2, 3.

<sup>605</sup> *Ibid.*

<sup>606</sup> Gwen Bennett, pers. comm.; see Section 8.2.

Timber bridges were constructed across the Shire's waterways, roads and railway lines from an early date and have been replaced many times over the years. Glenelg Shire has significance for its large number of historic (mainly timber) bridges. The Victorian Timber Bridges Database at the National Trust has identified 48 historic timber bridges in the municipality, and found three Glenelg Shire bridges to be of State significance. These are the 1870 Hotspur Bridge, the 1884 Wannon River rail bridge at Casterton, and the 1884 Dwyers Creek rail bridge at Henty.<sup>607</sup>



Figure 77: Casterton Rail Bridge over the Wannon, Casterton.

Source: Heritage Matters Pty. Ltd.

#### 5.4.1. The Hotspur Bridge

This 1870 wrought-iron plate-girder rural Victorian road bridge is claimed to be the oldest surviving example of its type in the state. It combines iron girders with stone-masonry abutments and a timber deck. The bridge has historical significance as 'a surviving relic of a once-important overland pastoral route that connected much of western and north-western Victoria with the coastal port of Portland, in a pre-rail era'.

The bridge is located on the Crawford River crossing of the Portland-Casterton Road at Hotspur township. Currently out of use, the bridge is being renovated by a local heritage group. Its iron main frame and stone-masonry abutments are intact.<sup>608</sup>

#### 5.4.2. Wannon River Bridge

This timber railway bridge, a few kilometres east of Casterton, was built in 1884 as an important component of the Branxholme-Casterton Railway. It is claimed to be the most impressive artefact from this historic railway, once part of the regular overland link between Melbourne and Adelaide. This railway was originally intended to be the first section of 'a larger Portland-oriented rail network that would penetrate north into the Wimmera and Mallee Wheatlands, and westwards into South Australia'.

This single-track, timber-trestle and all-timber railway bridge is among the oldest surviving Victorian Railways timber bridges. It is 'the longest railway bridge in the State to retain an all-timber construction in its full integrity'. The Wannon River Bridge has been out of service for some time.<sup>609</sup>

<sup>607</sup> National Trust Files Nos. B2212, B6940, B6944.

<sup>608</sup> National Trust File No. 2212; Victorian Heritage Register H1845.

<sup>609</sup> National Trust File No. 6940.





Figure 78: “Casterton Bridge 1940”

Source: State Library of Victoria, Accession no H3249/2820

#### 5.4.3. The Dwyer’s Creek Bridge

This is an 1884 railway bridge which is a single-track, timber pier and rail-deck bridge of 19 spans. It was built on the Branxholme-Casterton Railway adjacent to the Portland-Casterton Road in Henty and is ‘by far the largest surviving Victorian example of a timber-piered railway bridge whose whole deck is of longitudinal rail-deck construction’. In good condition, the Dwyers Creek Bridge has no current use, the line having been closed for some years.<sup>610</sup>

### 5.5. Tramways

The most historic tramway in Glenelg Shire was undoubtedly the tramway built in the 1850s from Portland to Heywood. The *Select Committee on Roads and Bridges* 1852 report not only recommended the establishment of roads boards but considered other important lines of communication within the new colony of Victoria. It recommended that land should be reserved for three government railway lines: between Melbourne and Geelong, between Melbourne and the River Murray via Mount Alexander (now Castlemaine), and between Portland and the Grange (Hamilton). It also recommended that aid should be given to private companies prepared to build them.<sup>611</sup>

Following this report, land was set aside for a line between Portland and Hamilton, and a Government tramway was built from Portland to Heywood.<sup>612</sup> An early engineer’s plan showed the line of this tramway, which extended north from Portland across the Surry River to Heywood on the Fitzroy River.<sup>613</sup>

Later, in December 1867, the Portland and Northern Tramway Company began work on an extension of the Government tramway beyond Heywood to a point near Branxholme. The company’s object was to penetrate the rich agricultural areas

<sup>610</sup> National Trust File No. B6944.

<sup>611</sup> Priestley, op.cit., pp.51, 55.

<sup>612</sup> *LCC Report*, p.47.

<sup>613</sup> *Plan Showing Route of Proposed Portland & North Hamilton Tramway*, Samuel Parker, Engineer, and 18 Sept. 1867.

of western Victorian and eventually extend the line to Hamilton and north west to Wannon and Coleraine. The line was to use horse power and iron rails in place of the earlier wooden rails. But, according to one report, the scheme ‘fell foul of the Hamilton railway league, which was lobbying for a direct rail connection to Melbourne’.<sup>614</sup>

In 1873 an Act was passed, which authorised a Government rail line from Portland to Hamilton linked to the main Ararat line.<sup>615</sup> When this new line from Portland was constructed, it used elements from the old tramway. Sections of the original formation, embankments, and cuttings were incorporated into the new railway line. These remnant elements have considerable historical and engineering significance and ‘are among the oldest tramway features in Victoria’.<sup>616</sup>

## 5.6. Railways

The extension of railway services westward from Melbourne to Victoria’s south west in the 1870s was a major factor in the development of the region. Railways provided a better transport network in which improvements in road services played its part, providing important linkages between road and rail. Railway development promoted the marketing of Glenelg Shire’s wool and beef, and produce from dairy farms and orchards. It helped the expansion of the Shire’s timber industry. Moreover, rail provided a more reliable postal service, encouraged tourism, and was influential in the establishment and growth of townships around stations and railway sidings. And it encouraged urban growth in the Shire’s larger townships, such as Portland, Heywood and Casterton.



Figure 79: Heywood Railway Station, Murray Street, Heywood.  
Source: Heritage Matters Pty. Ltd.

During the post-Second World War years, however, there was a contraction of the Shire’s railway network as branch lines closed, railway stations and other infrastructure were demolished or used for other purposes, and passenger services were curtailed. These were the years when the once prosperous timber and orcharding industries were in decline, the very industries that some of the branch lines had been opened to serve. It was also a time when motor transport was proving competitive and when private ownership of cars was beginning to erode the use of public rail transport. Glenelg Shire’s railway heritage relates to the period of expansion of the rail network prior to the post-war years.

<sup>614</sup> Ibid, National Trust File B6788.

<sup>615</sup> Ibid.

<sup>616</sup> *LCC Report*, p.47.



Figure 80: Railway Gates at Henty Siding, Glenelg Highway, Henty.  
Source: Heritage Matters Pty. Ltd.

### 5.6.1. Portland Pier Station

Although the Hamilton-Portland railway was connected in 1876, and officially opened in 1878, the first Portland Station was not opened until 1883. In the 1890s, Portland's pier became known as the 'railway pier' when it was connected to the railway.<sup>617</sup> In June 1890, a contract was let for the erection of a goods shed and platform at Portland Pier Station. The contractor was John Reuben.<sup>618</sup> The goods shed (90 by 30 feet) was a standard country town railway shed of the era, although somewhat larger.<sup>619</sup>

Portland Pier Station was associated with the operations of the port, including the movement of wool and other goods such as wheat to and from the Western District and the Wimmera.<sup>620</sup> The station not only handled freight for the port and the town, but was 'at the hub of passenger transport... (and) played a prominent role in the social life of the town'. Portland was 'a focus of annual railway excursions to the region. Trains would bring holidaymakers from Casterton, Hamilton, Port Fairy and districts on the annual Easter, Boxing Day etc. picnic days'. There were also special touring trains, such as the 'Better Farming' train. Portland's railway yards and goods shed were the focus of a massive torchlight procession of townspeople to celebrate the end of the First World War.<sup>621</sup>

After the Second World War, the historic Portland Pier Station was closed. In 1968, the station on the Portland foreshore was closed and the railway infrastructure was gradually demolished. The Port of Portland Authority took over the railway complex and, in the 1970s, the 1890 goods shed was leased for an aquarium and known as 'The Fish Farm'. When the Port of Portland was sold in 1996, the management passed to Glenelg Shire.

Despite local community support for the former goods shed all that remained of the historic Portland Pier Station the Shire issued a permit for its demolition.<sup>622</sup> It is said, however, that the frame of the shed has survived and is being used in a working model of Portland's railway in the 1860s associated with a new tourist tramway, which will run from Henty Park.<sup>623</sup>

<sup>617</sup> National Trust File No. B6788.

<sup>618</sup> Learmonth, *The Story of a Port*, 1960, pp.31-37.

<sup>619</sup> National Trust File No. B6788.

<sup>620</sup> Ibid.

<sup>621</sup> Ibid.

<sup>622</sup> Ibid.

<sup>623</sup> Ben Rietman, pers. comm.

Freight trains on the Portland to Hamilton line now run from the North Portland Station. There is no longer a passenger service from Portland,<sup>624</sup> but a bus links passengers from Portland to a passenger train at Warrnambool.<sup>625</sup>

### 5.6.2. The Branxholme-Casterton Railway

A feature of Glenelg Shire's railway network was the number of branch lines that were established off the main Portland-Hamilton line to service timber, orcharding, farming and pastoral communities west of the line. The Branxholme-Casterton railway was opened between 1882 and 1884 and went from Branxholme to the pastoral and agricultural townships of Grassdale, Merino, Henty, Sandford and Casterton. The line reached Merino in 1882 and Casterton in 1884. The Henty to Casterton section of the line had to cross the Wannon and Glenelg Rivers.<sup>626</sup>

#### Casterton Railway Station

For some years prior to the construction of the intercolonial Melbourne-Adelaide rail link via Serviceton, Casterton Station was the Victorian Railways terminus for passengers travelling overland between Melbourne and Adelaide. A local mixed (goods and passengers) train service continued to function between Branxholme and Casterton until 1949, when passenger services ceased. Freight trains stopped running with the closure of the line on 12 September 1977.<sup>627</sup>

Unlike the Portland Pier Station, there is still much remaining of the former Casterton Railway Station. The former station building, constructed in 1886, replacing three wooden huts, remains and is used now as an Historical Museum by the Casterton and District Historical Society. A sketch of the fine old building was included in a recent publication.<sup>628</sup> The former station's important associations with 19<sup>th</sup> century railway development in the Shire has been recognized by its inclusion on the Victorian Heritage Register.<sup>629</sup>

Other important heritage structures associated with the line which remain are the Wannon's River Bridge (1884) and the Dwyers Creek Bridge (1884) near Henty. These timber railway bridges were discussed in an earlier section.<sup>630</sup>

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<sup>624</sup> Ibid.

<sup>625</sup> Gwen Bennett, pers. comm..

<sup>626</sup> National Trust File No. B6201.

<sup>627</sup> Ibid.

<sup>628</sup> *Graphic Glenelg Shire*, p.43.

<sup>629</sup> Victorian Heritage Register H1663. It is also classified by the National Trust.

<sup>630</sup> See Sections 5.4.2., 5.4.3.

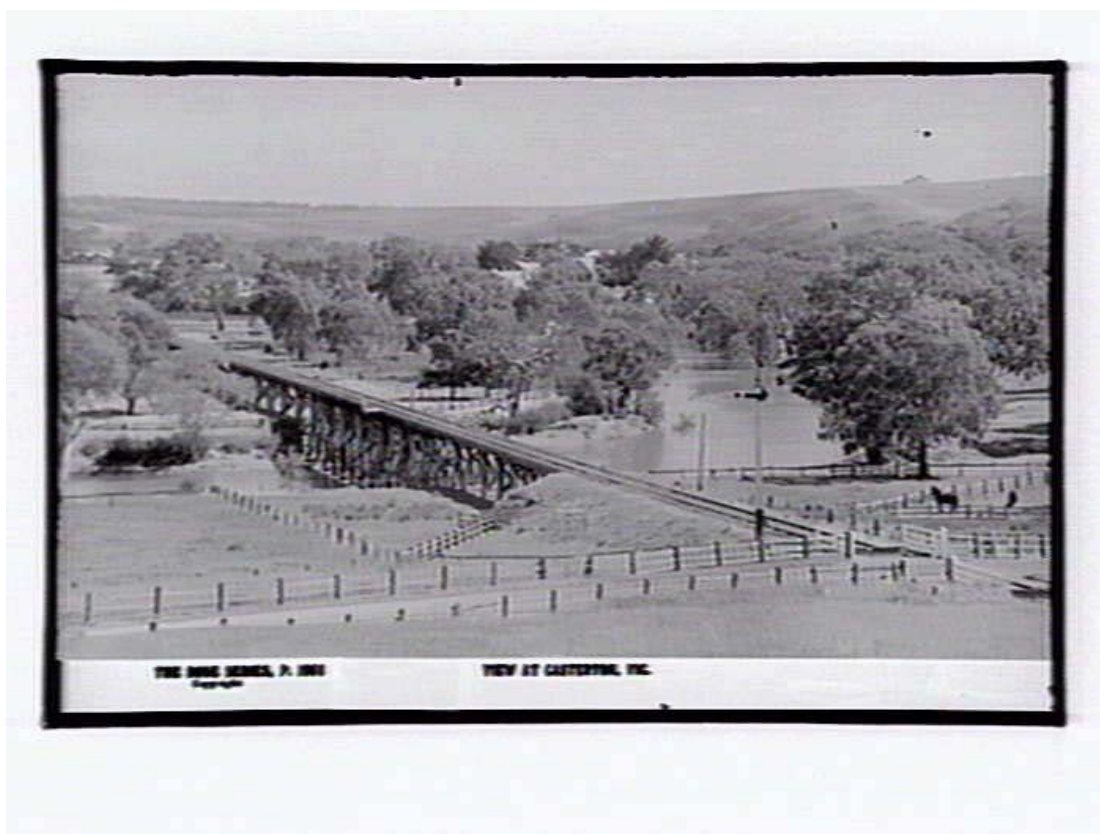


Figure 81: “Casterton viaduct 1940”

Source: State Library of Victoria, Accession no H3249/2169

### 5.6.3. The Heywood-Dartmoor branch line

Another important branch line, which operated once within the present Glenelg Shire, went from the timber town of Heywood through a number of timber townships to Dartmoor and then on to Mt. Gambier across the South Australian border. During the heyday of the Shire’s early hardwood timber industry, in the pre-Second World War years, the line gave rail access to the small townships of Dartmoor and Greenwald (now a ghost town).<sup>631</sup> The last passenger train went from Heywood Station in the 1960s and the last goods train in the mid-1970s after the branch line closed. The station remains but is not used, the freight service between Portland and Hamilton passing it by. The building has been subject to vandalism but the railway track remains. There has been talk recently of reopening the old branch line to handle the increasingly-prosperous softwood industry associated with the extensive pine plantations and pine mills now operating in the area.<sup>632</sup>

### 5.6.4. The Gorae West Siding

This historic siding was associated with the early timber and orcharding industries in the area. When the Heywood-Dartmoor railway was under construction, the sleepers were cut in the Gorae Forest. An account of the rise and fall of these important industries was given in an earlier section.<sup>633</sup> The Gorae Cool Store near the siding remains but it is not known whether anything remains of the siding.

## 5.7. Motor Transport

<sup>631</sup> *The Gorae Story*, p.5.

<sup>632</sup> Ben Rietman, pers. comm.

<sup>633</sup> See Section 3.1.3., 3.2.4.

The arrival of the motor car and motor transport in the first decades of the 20<sup>th</sup> century brought revolutionary changes to transportation and ‘led to profound changes in the way of life for Victorians’.<sup>634</sup> It also had a profound effect on the cultural landscape, notably on townscape.

From the beginning, the motor car had an effect on tourism. Bodies like the RACV publicised motor touring routes to popular holiday locations, particularly around Victoria’s coastal areas. This will be discussed in more detail in a later section.<sup>635</sup>

Motor garages became an essential part of a township’s service centre. Since the Second World War, Victorians have become increasingly car-oriented, with petrol stations, motels, drive-in bottle shops, drive-in fast food outlets and supermarkets, ‘and other commercial enterprises designed around the motor car’.<sup>636</sup> Remaining motor-garages and old petrol stations of the inter-war years are becoming increasingly rare and have historical and social significance.

A former car showroom and service station built in c1937 or 1938 remains in Henty Street, Casterton. This building has social and historical significance as a rare survivor of the many motor garages opened in Victoria’s country towns during the inter-war years. The Henty Street building is of architectural interest and is similar in design to work by the Melbourne architects Seabrook & Fildes. This firm was associated with the design of a lot of buildings in the area, including bus terminals and motor garages. Seabrook & Fildes had connexions with Reginald Ansett, who established Ansett Roadways Ltd., which provided road services between Casterton and Hamilton, ‘feeder services to rail and air terminals at Hamilton and Mount Gambier, as well as bus services between Mount Gambier and Melbourne’.



Figure 82: Former car showroom and service station (A. O. B Motors), Henty Street, Casterton.  
Source: Heritage Matters Pty. Ltd.

A recent survey of ‘Motor Garages and Service Stations in Victoria’ identified the Henty Street building as an inter-war, 2-storey building constructed for the Former A.O.B. Motors, a firm established in 1903. The Casterton building was described as of historical, social and architectural significance.<sup>637</sup>

<sup>634</sup> W.K. Anderson, p. 42.

<sup>635</sup> See Section 8.1.

<sup>636</sup> Ibid, pp. 42-47.

<sup>637</sup> *Shire of Glenelg Centenary*, p. 53; *The Motor Garage and Service Station in Victoria. A Survey*, 1997; Robin Grow, Art Deco Society, pers. comm., 9 May 2006.

The change over from the horse era to motor transport within the former Glenelg Shire was said to have taken place in the 1930s. In 1931, the Shire used its first tray-bodied motor truck on road works and, shortly after, the first tipping truck was used on a road construction contract between Casterton and Mount Gambier. Just before the outbreak of World War II, the Council bought a tandem-drive, diesel-powered grader, a motor truck and a crawler trailer.<sup>638</sup>

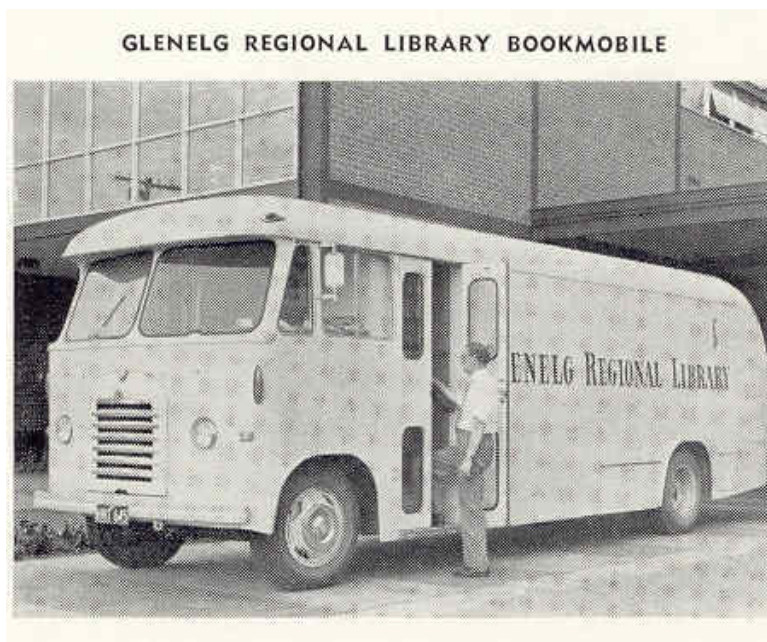


Figure 83: Glenelg Regional Library Bus  
Source: *Shire of Glenelg Centenary 1863-1963*

## 5.8. Air Transport

Air transport within Glenelg Shire is served today by daily flights between Melbourne and Portland and Mt. Gambier and Portland, operated by Kendell Airlines. From the mid-1930s, Reginald Ansett, introduced air services between Hamilton and Melbourne and, by the 1950s, Ansett Airlines served many other Victorian country towns. After 1959, many country air services were withdrawn if their aerodromes were not upgraded. In 1968, only Mildura, Warrnambool, Portland and Hamilton were included on the main airlines schedules.<sup>639</sup> It was reported in 1974, that a modern aerodrome had been constructed at Portland at a cost of \$250,000 and was located within three miles of the town's commercial centre. Regular services linked Portland with Melbourne.<sup>640</sup>

## 6. GOVERNING

### 6.1 Local Government

#### 6.1.3. Road Boards

District road boards were the earliest form of local government within the present Glenelg Shire, as in the rest of Victoria. Portland Road District was established in 1856 and Glenelg Road District in 1862. These road boards were responsible for making improvements to district roads and bridges. They had the power to levy tolls and rates to finance these works.<sup>641</sup>

#### 6.1.3. Shires

<sup>638</sup> *Shire of Glenelg Centenary*, p.20.

<sup>639</sup> Priestley, op. cit., pp.281, 281.

<sup>640</sup> *Victorian Municipal Directory*, 1974.

<sup>641</sup> See Section 5.3.5.

The Portland Road District became a Shire in 1863 and the Glenelg Road District became a Shire in 1864.<sup>642</sup> There are surviving rate and Council records for both bodies, dating from the 1850s and 1860s. These historic records are important heritage items.



Figure 84: Casterton Town Hall & former Shire of Glenelg Offices, Henty St, Casterton.  
Source: Heritage Matters Pty. Ltd.

### 6.1.3. Amalgamation

In the early 1990s, the present Glenelg Shire was formed by the restructure of Local Government boundaries, which resulted in the amalgamation of the former Shires of Portland, Glenelg and Heywood. By this time, as its population steadily increased, the major township of Portland had become a town in 1949 and a city in 1985.<sup>643</sup> The present Glenelg Shire comprises the City of Portland, and parts of the former Glenelg and Heywood (formerly Portland) Shires.

Over the years, Victoria's Shires have provided an increasing number of services for residents and visitors, extending their activities far beyond the early concern about district roads and bridges, and the collection of rates. By the 1970s, the Shire of Portland was concerned about community services, such as public health, infant welfare, and the care of the intellectually handicapped; planning and environmental matters; and a broad range of tourist and leisure services.<sup>644</sup>

<sup>642</sup> Ibid.

<sup>643</sup> *Victorian Municipal Directory*, 1994.

<sup>644</sup> Ibid, 1974.



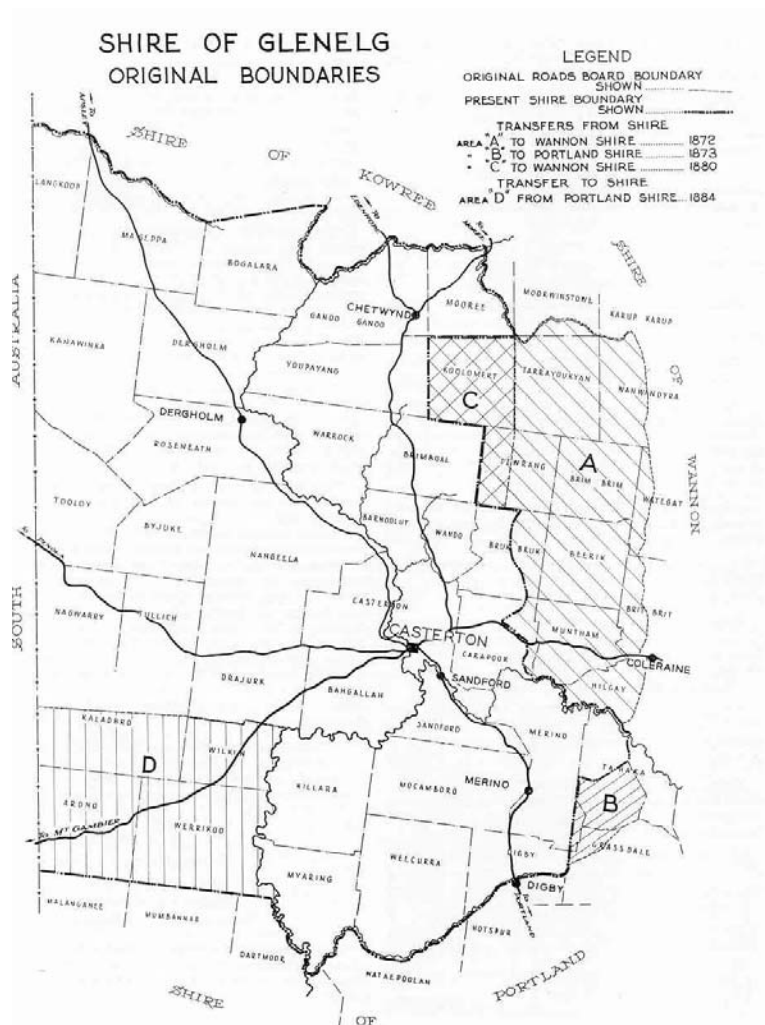


Figure 85: Shire of Glenelg Original Boundaries (prior to Glenelg Shire Council)  
Source: *Land and Power*, K. Hedditch, 1990

There are a number of places associated with the development of local government within the region. Some of these are historical buildings which no longer serve their original purposes. Portland's old Town Hall built off Cliff Street in 1863 is extant and is now known as History House. This old bluestone building was designed by Alexander Ross and used for municipal purposes until 1969. It became a Historical Museum in 1978 and forms part of the important 'Government Block' precinct.<sup>645</sup>

The former Portland Shire Hall in Cashmore Road is also said to be extant. According to one account, 'It was built of stone in the mid-19<sup>th</sup> century from materials taken from the 1850s stockade and police barracks which had formerly occupied its site'.<sup>646</sup> A Portland Shire Hall was built at Heywood in 1925, as that town was 'considered more central for administration of Shire works'.<sup>647</sup> The building is still used for Shire purposes. A third historic Portland building, the 1881 former Post Office, was used as Municipal Offices between 1969 and 1983. Part of the former Postmaster's residence was used as a Council Chamber for the Shire of Portland.<sup>648</sup>

<sup>645</sup> G. Bennett, *Portland; Now & Then*, p. 3; Victorian Heritage Register H234.

<sup>646</sup> *LCC Report*, p.72.

<sup>647</sup> 'Outline of Heywood District History' in *Hamilton Spectator*, 6 Jan. 1955.

<sup>648</sup> See Section 5.1.2.



Figure 86: “Portland Post Office and Mac’s Hotel “

Source: State Library of Victoria

The early former Shire of Glenelg offices at Sandford, used between 1864 and 1866, have been demolished.<sup>649</sup> But a Second Council Chambers and Municipal Offices for this Shire, built in Casterton, remains. By 1868, when it was constructed, Casterton had replaced Sandford as the principal town in the Shire.<sup>650</sup> The 1860s building, with 1884 additions, was used until it was replaced in 1937, and is now RSSAILA clubrooms.<sup>651</sup> New offices for the former Shire of Glenelg that were built at Casterton in 1937 remain. This two-storied brick building was constructed by M.J. Fabarius for £14,000.<sup>652</sup> It is used for current Glenelg Shire administrative purposes.

<sup>649</sup> *Shire of Glenelg Centenary*, p.9.

<sup>650</sup> *Ibid*, p. 40.

<sup>651</sup> *Ibid*, p.9; *Graphic Glenelg Shire*, pp. 34, 35 (illustration).

<sup>652</sup> *Shire of Glenelg Centenary*, pp.9, 14.



Figure 87: “Merino Police Station”

Source: State Library of Victoria Accession no H7804

## 6.2. Law and Order

The maintenance of law and order was a major concern throughout colonial Victoria from the earliest days of European settlement. A range of buildings was constructed for that purpose. These important public buildings included gaols and courthouses, customs houses and police buildings. They were not only built in major regional towns like Portland and Casterton in Glenelg Shire but also in smaller townships and village settlements. Many of the plans for those buildings, which were prepared by architects employed in Victoria’s Public Works Department (PWD), are held at the Public Record Office of Victoria (PROV). This collection includes plans for many Glenelg Shire buildings. Remaining examples of those important public buildings, particularly those constructed in the 1840s and 1850s, have considerable heritage significance. Some building types, such as early police stables and police lockups, are becoming increasingly rare and so have special heritage value.



Figure 88: Dartmoor Police Station, Residence and Stables, Dartmoor  
Source: Heritage Matters Pty. Ltd.

### 6.2.1. Early PWD buildings in Glenelg Shire

#### *Portland*

The first Court House in Victoria is extant and is located in the ‘Government Block’ at Portland. It was built as a Police Office in 1844-45 and is said to be ‘the sole surviving example of a stone building erected during architect James Rattenbury’s time as Clerk of Public Works’. Built of local bluestone it had the only stocks used in rural Victoria, which were used briefly to restrain prisoners on the slope outside the building. James Blair, the first Police Magistrate in Portland lived nearby at ‘Greenmount’. A flag flown at the Court House summoned him to the office. This historic early building is on the Victorian Heritage Register.<sup>653</sup> It operates still as a Court House.

Only a remnant wall remains of the Portland Gaol, constructed at the rear of the Court House in 1844. This building was used as a lock-up at first but ‘upgraded to a gaol with the construction of the enclosing wall in 1850’.<sup>654</sup>

The next Clerk of Works, Henry Ginn, designed the nearby Customs House, erected in 1849/50 by John Hughes and Alexander Grant for over £765. The present lessee of the building, the Australian Customs Service, claims that it is the second oldest Commonwealth building in Australia that is still being used for its original purpose. The oldest is said to be the Cape Otway Lighthouse.<sup>655</sup> The Portland Customs House is now privately owned and leased to the Australian Customs Service.

Ginn was also responsible for the design of the front portion of the former Watch House at Portland constructed in 1850 at a cost of £510. Built of local bluestone, it was later extended, and became a police residence. Later still, it became an Historic Museum and now serves as the Tourist Information Centre. Recently renovated it is heated by means of Portland’s alternative Geothermal Energy.<sup>656</sup> The building was converted to a restaurant in 2001 and is leased to a private tourism operator.<sup>657</sup> It is significant as one of the group of early Victorian Public buildings in the ‘Government Block’.

Portland also has an 1872 police cottage in Bligh Street which further illustrates the importance of law and order in the Shire’s major town. This cottage was built as new quarters for the Governor of the nearby goal, but was later transferred to the Police Department. It served as a Police residence,<sup>658</sup> but is currently leased to a private tourism operator.<sup>659</sup>

<sup>653</sup> Bennett, op.cit., pp.4, 5. VHRH 1481.

<sup>654</sup> Bennett, op.cit., p.7.

<sup>655</sup> Ibid, p.2.

<sup>656</sup> Ibid.

<sup>657</sup> Gwen Bennett, pers. comm..

<sup>658</sup> Ibid, p.5.

### ***The Hummocks***

In 1847, an early Court of Petty Sessions was opened at The Hummocks, an historic site eight miles north of Casterton. James Blair, Portland's first police magistrate, held his first court at John Pearson's Retreat pastoral property near The Hummocks. PWD records confirm that in 1849, a stone police station and magistrate's office were erected at The Hummocks. After the Casterton township was surveyed in 1852, 'the court sittings and police presence was transferred there'.<sup>660</sup> Over the years the 1849 stone police buildings at The Hummocks fell into disrepair and were no longer used. The historic property is now an archaeological site.

### ***Casterton***

There is a remaining early Court House in Casterton, the principal town in the former Glenelg Shire. A 1987 sketch of the historic Casterton Court House appeared in a recent publication.<sup>661</sup> This building once formed part of a combined Post and Telegraph Office and Court House, which was opened in January 1875. The first County Court was held in the new Court House in March 1876. A fire in January 1908 destroyed the Post Office and badly damaged the Court House. A new Post Office was built after the fire but the Court House was simply repaired. The Court House building remains as one of Casterton's oldest existing structures. The last sitting of Casterton County Court was in 1930. The Clerk of Courts at Casterton now acts as assistant registrar of the Hamilton County Court.<sup>662</sup>

### **6.2.2. Other Police Buildings**

According to a recent study of the PWD in Victoria from 1851 to 1900, police complexes comprised police quarters or residences, a police sergeant's office, a police station, stables and timber lockups. Trethowan explains that 'lockups were a very necessary part of the police buildings and there are several situated around Victoria, although a few of the original drawings survive'. Trethowan comments that, 'standard lithographic designs were used for stables and other police outbuildings. Few of these structures have survived although several drawings remain at the Public Record Office'.<sup>663</sup>

An inventory of police complexes in Victoria prepared by the Historic Places Group, Land Stewardship & Biodiversity, in February 2006, confirmed that there are 13 remaining police complexes in Victoria. Such complexes comprise police stations with three or more extant buildings and no associated courthouse. Two extant police complexes are listed in Glenelg Shire at Casterton and Dartmoor.<sup>664</sup>

The Casterton police complex contains a police office and station, police stables and a lockup, all dating from 1907-8, associated with a modern police station. The Dartmoor police complex includes an 1892 police station and residence, 1892 police stables, an undated portable timber lockup, and an undated modern police residence.<sup>665</sup> Unfortunately, the historic Dartmoor police buildings are currently under threat. A new police station is being erected and there is a plan to remove the earlier structures. These two Glenelg Shire police complexes are of great heritage significance.

Other early police buildings in Glenelg Shire include a remaining 1877 4-roomed timber police residence at Merino.<sup>666</sup> A police lockup at Digby has been relocated elsewhere, while a log lockup at Heywood was moved to the Bower Bird Museum on the outskirts of the town. Digby's police station has gone.<sup>667</sup>

### **6.2.3. Mounted Police Barracks**

Mounted Police Barracks once stood on over 200 acres of land on the north side of Fitzroy River, west of Heywood township, on a large Reserve for Police Purposes. On 18 September 1843, James Blair, Police Magistrate at Portland, reported to Governor La Trobe that he had erected these barracks, 20 feet by 13 feet with two stone fireplaces, stables 18 by 12 feet with a forage room 8 by 12 feet.<sup>668</sup>

<sup>659</sup> Gwen Bennett, pers. comm..

<sup>660</sup> See Retreat Data Sheet. Glenelg Shire Heritage Study. Stage 2.

<sup>661</sup> Graphic Glenelg Shire, p.61.

<sup>662</sup> *Graphic Glenelg Shire*, pp.60, 61.

<sup>663</sup> Bruce Trethowan, *The Public Works Department in Victoria. 1851-1900*, 1975, vol. 1, pp. 141, 142.

<sup>664</sup> *Police Complexes in Victoria*. From Police Inventory, Historic Places Group, Land Stewardship and Biodiversity, 13 February 2006.

<sup>665</sup> Ibid.

<sup>666</sup> Trethowan, op. cit., vol. 2, p. 130.

<sup>667</sup> Information supplied by History House, Portland.

<sup>668</sup> VPRS 16/P/ 52, file 2365/43, 18 Sept. 1843, PROV.

An outline of the barracks building was indicated on a Parish of Drumborg map. Those historic old buildings are now ruins.

#### 6.2.4. Native Police Barracks

As discussed earlier in the Report, an important concern of the Glenelg Shire authorities and district residents was the increasing conflict between pastoralists and the original aboriginal inhabitants during the early years of European settlement.<sup>669</sup> In 1837, there was a first unsuccessful attempt in colonial Victoria to recruit aborigines to form a Native Police Corps under the command of white officers. A Native Police Village was set up at Narre Warren near Dandenong. This Native Police Corps was disbanded in 1839. A second attempt was made in 1842 when Governor La Trobe appointed Captain H.E.P. Dana to recruit a new Native Police Corps.<sup>670</sup> This body operated within Glenelg Shire until 1849. Some of the police were based at a Police Station or Barracks at Mt. Eckersley. Dana owned a pastoral property, Nangeela, 10 miles north of Casterton.

Documentary evidence confirms that, in 1843, a Native Police Barracks was constructed at Mt. Eckersley. Recent research suggests that those barracks were constructed on land that formed part of pastoralist Don Cameron's Oakbank run. An extant stone building on a site,<sup>671</sup> once part of the Oakbank property, is thought to be the old 1840s barracks. An 1885 sketch of Oakbank Estate indicated a stone house on that same site. If further research is able to confirm the status of the present ruinous stone structure, it will have considerable heritage significance for its age and links with the Shire's earliest history.<sup>672</sup>

### 6.3. Defence

Defence has been an important theme in Glenelg Shire's history from the early 1840s when a detachment of soldiers was sent to Portland to quell the 'riotous proceedings of the crews of whalers'.<sup>673</sup> The fear of invasion by sea, by hostile French or Russian naval ships and the 'perceived need to defend Victoria,' were amongst the greatest fears of 19<sup>th</sup> century colonists, particularly in coastal areas like Warrnambool, Port Fairy and Portland. The dependence of Victoria on its maritime trade; the gold produced in the 1850s and shipped out of the colony, added to these fears. In the 1860s, 'when the British Government began to withdraw its regular troops and naval forces from Australia, the colonies were forced to meet their own defence needs, and ports were considered to be in the front line of defence'.<sup>674</sup>

#### 6.3.1. Batteries

British Royal Engineers were influential in the design and construction of coastal fortifications in Victoria in the 1870s and 1880s.<sup>675</sup> During those years, fortifications and gun batteries were installed in the principal parts of the south-west, at Portland, Port Fairy and Warrnambool.<sup>676</sup>

The *Portland Guardian* of 11 July 1888 reported that a battery was to be erected at a site set aside at an earlier date. An 1855 map of Portland showed a 'Proposed Battery'.<sup>677</sup> Tenders were called in 1889 for the erection of a gun emplacement and magazine on 'Lighthouse Hill' (now Battery Hill).<sup>678</sup> When construction began, the Portland Lighthouse, which stood on the site, and the keepers' cottages were moved to their present site on Whalers' Bluff.<sup>679</sup> The Battery served Portland from 1889 until the Portland Detachment of the Western Artillery was disbanded in 1904. It fell into disuse, but became an aircraft spotting lookout during World War 2. The battery was completely renovated in 1984 during Portland's 150<sup>th</sup> Anniversary Celebrations and is now a popular tourist destination.<sup>680</sup>

<sup>669</sup> See Section 2.9.

<sup>670</sup> *Historical Records of Victoria*. Vol. 2A, pp. 237, 238; vol. 2B, p. 490.

<sup>671</sup> Crown Allotment 2 Section 7, Parish of Drumborg.

<sup>672</sup> See Native Police Barracks. Data Sheet. Glenelg Shire Heritage Study Stage 2.

<sup>673</sup> Gwen Bennett, *Portland's Historic Battery (1889)*, 1994, p.5.

<sup>674</sup> *LCC Report*, p.69.

<sup>675</sup> P. Miller, *Thematic History of Defence in Victoria*, 1994, Vol. 1, p.16.

<sup>676</sup> *LCC Report*, p.69.

<sup>677</sup> *Portland Township*, 1855.

<sup>678</sup> Bennett, *Portland's Historic Battery*, p. 22.

<sup>679</sup> See Section 5.2.1.

<sup>680</sup> Bennett, *Portland; Now & Then*, p. 45.

### 6.3.2. Volunteer Citizen Forces

Volunteer citizen forces have been formed during periods of overseas tension in Australia's colonies from the earliest days of European settlement. In Victoria, the first citizen forces were formed in 1854 during Britain's involvement in the Crimean War against Russia. The volunteer groups met in buildings called variously orderly rooms (1854-1901), drill halls (1901-1950) and training depots (1950 to present).<sup>681</sup> A number of these buildings in South-western Victoria are still owned and managed by the Commonwealth Department of Defence. Others have been sold to local councils, or are in private ownership.<sup>682</sup>

Voluntary military corps were raised in 1859 at Portland, Warrnambool and Portland. They practised drilling and exercises in 'drill halls built through subscription or debenture, on land donated by Government or philanthropic citizens'.<sup>683</sup> William Learmonth was appointed Captain of a Victorian Rifle Corps formed in Portland in July 1859. Their activities included rifle practice, mock battles and, in 1862, 'a bombardment of the town from sea and land, as well as a night attack'.<sup>684</sup>



VOLUNTEERS WITH THE OLD WOODEN 'DUMMY' GUN c.1870

*Courtesy of Mrs D. Meyer*

Figure 89: Volunteers With The Old Wooden Dummy Gun

Source: courtesy Mrs D. Meyer, Portland Historic Battery, G. Bennet, 1991

After the disbandment of the corps in 1863, the batteries at Warrnambool and Port Fairy combined with Portland to form the Western Artillery Corps in 1866. This corps continued until March 1884 when the volunteer movement in Portland, Port Fairy and Warrnambool was disbanded.<sup>685</sup> A new body, the Portland Battery Garrison Artillery, was formed. This was a permanent part-time paid militia.<sup>686</sup>

#### **Portland's Drill Hall**

By 1887, the Orderly Room for the Portland Detachment of the Western Artillery, leased by the Defence Department, had become too small for the members of the new militia. Tenders were called in April for the construction of a new facility on the 'Government Block' on which several public buildings were already located.<sup>687</sup>

The purpose-built Drill Hall was constructed by local tradesmen and cost £1,825. The walls were clad with red deal; the doors and window frames were of pine; and the floors were of Kauri pine except in the gun room, which had three layers of

<sup>681</sup> Miller, op. cit., Vol. 1, p. 10.

<sup>682</sup> LCC Report, p. 69.

<sup>683</sup> Ibid.

<sup>684</sup> Bennett, *Portland's Historic Battery*, pp. 5, 6.

<sup>685</sup> Ibid, pp. 6-12.

<sup>686</sup> Ibid, p. 13.

<sup>687</sup> See 6.2.

asphalt on a stone foundation. Its design was similar to drill halls at Ballarat and Warrnambool.<sup>688</sup> Warrnambool's purpose-built orderly room was constructed in 1868.<sup>689</sup>

The militia used the Portland Drill Hall for drill, meetings and social events. A skating rink was set up soon after the building's completion. When the Portland Detachment of the Western Artillery was disbanded in 1904, the Drill Hall was taken over by the Naval Reserve as their Orderly Room. It was subsequently purchased by the City of Portland as a recreation reserve. The gun room is a base for the State Emergency Service.<sup>690</sup>

### 6.3.3. World Wars 1 & 2

The residents of the Glenelg Shire towns, like residents of other Victorian country towns, were involved in three major wars – the Boer War and the First and Second World Wars. Physical reminders of the effects of those wars are the many war memorials, RSL Halls and Avenues of Honour found in numbers of Shire towns. They are important heritage places and include the Avenue of Oaks and Memorial Park at Digby; the Soldiers' Monument at Merino, now moved to a location near the RSL hall; and the Avenue of Honour at Dartmoor, which has been converted into memorial statues, and is a current tourist attraction.

## 7. EDUCATING

### 7.1. Schools

Schools were among the first buildings constructed in many Shire townships and included both private and public educational structures. It is said that Portland had 'an abundance of schools since the early 1850s. Unfortunately very few of these buildings have survived'.<sup>691</sup> Only an 1860 residence survives, for example, of John Hill's School opened in 1856 in a nearby wooden building. This was replaced later by a brick building (now gone). The school closed in 1879 when Hill and his pupils were transferred to the new State School in Palmer Street. The two-storey former school residence has been renovated by the present owner and is now a private home.<sup>692</sup>

The Irish National System of education, which allowed children of all denominations to attend the National Schools, was introduced to Australia in the late 1840s. By the 1850s there were several of these schools operating in South-western Victoria, including the former National School on the corner of Julia and Palmer Streets, Portland. This old school built in 1856 comprised two schoolrooms and a two-storeyed residence for the head teacher. In 1861, there were 72 boys in the large room and 47 girls in the small room. The school closed in 1879 when the nearby State School No. 489 was completed. The former school was renovated in 1992 by Alcoa Landcare and the Portland community. The building is now a Regional Seed Bank.<sup>693</sup>

Under the *Common Schools Act 1862*, a new Board of Education was established in Victoria, which assumed control of over 600 schools, including existing National and Denominational (church) schools. State schools were established by the *Education Act 1872*.<sup>694</sup> State School No. 489 in Palmer Street, Portland, was built in 1879 to replace the nearby National School and several smaller schools. This fine example of a 19<sup>th</sup> century brick school building features red bricks made locally with lighter, once white, bricks from Ballarat.<sup>695</sup>

<sup>688</sup> Bennett, *Portland; Now & Then*, pp.7, 8.

<sup>689</sup> *LCC Report*, p.69.

<sup>690</sup> Bennett, *Portland; Now & Then*, p.8.

<sup>691</sup> *Ibid*.

<sup>692</sup> *Ibid*, p.29.

<sup>693</sup> *LCC Report*, p.70; Bennett, *Portland; Now & Then*, p.28.

<sup>694</sup> *LCC Report*, p.70.

<sup>695</sup> Bennett, *Portland; Now & Then*, p.28.





Figure 90: Drik Drik State School No. 971  
Source: Heritage Matters Pty. Ltd.

Consolidated schools were first formed in the 1940s, as a means of consolidating groups of low-enrolment schools in rural areas. In 1944, parents in Merino-Digby-Paschendale district petitioned the Education Department to establish an area school at Merino. As a result the Merino Consolidated School, with an attendance of about 200 pupils, was proclaimed in December 1972.<sup>696</sup> Small rural schools on soldier-settlement subdivisions, such as that at Paschendale, were often closed and the pupils transported to a consolidated school. Another example was the Glenorchy School, which first gathered in a vacant house on the estate. The school was closed in 1951, the building removed, and the children transferred to the Merino Consolidated School.<sup>697</sup>

## 7.2. Boarding Schools

Affluent Shire families, however, often preferred to send their children, especially boys, to boarding schools. In the early years of European settlement in the Western District, denominational boarding schools in Tasmania (such as Launceston Grammar) were favoured, because communications with that country, via Portland, were quicker and cheaper than with Melbourne or Adelaide. Later, boys from Glenelg Shire went to Geelong Grammar (1861), Wesley (1866), Ballarat College (1874), as well as Hamilton College, Scotch, Melbourne and Geelong Grammar Schools.<sup>698</sup>

There were also three boarding schools in Portland. One was Portland College at 'Claremont', Julia Street; Portland Classical and Mathematical Academy was at 'Lockerbie', 4 Percy Street; and Rev. John Browning's at 'Beulah', South Portland.<sup>699</sup>

## 7.3. Mechanics Institutes

The Mechanics' Institute movement, which began in Britain in the early 19<sup>th</sup> century, had spread to the Australian colonies by the 1820s. The first Australian institute was founded in Hobart in 1829, an event of significance for Glenelg Shire with its early historical links with Tasmania. The first three pre-gold rush Mechanics' Institutes opened in Victoria were the

<sup>696</sup> *Glenelg Shire Centenary*, p.45.

<sup>697</sup> *Ibid.*

<sup>698</sup> *Ibid.*, p.44.

<sup>699</sup> Gwen Bennett, pers. comm..

1840s Institutes at Melbourne, Geelong and Portland. These institutes offered lectures for adults, concerts, entertainment, reading rooms and free libraries. They helped to nurture community spirit and were often the first public hall in a country town. Rural institute buildings tended to be simple, rectangular structures, of brick or timber, with gabled iron roofs. They consisted of one or two small rooms, a larger hall and possibly a kitchen. Later, a supper room, stage, or toilet facilities might be added.<sup>700</sup>

After Portland, Warrnambool and Hamilton established mechanics' institutes in the 1850s, and Port Fairy in 1865.<sup>701</sup>

Other institutes in Glenelg Shire included the Merino Mechanics' Institute and Free Library which was constructed in 1870 by local builders, Diwell and Northcott. It consisted of a hall, reading room and a members' room. There were additions in the 1880s. A new building was constructed in 1930, with part of the old Mechanics' Hall being used as a supper room. There were further modifications and extensions in 1969. The building became known as the Merino Public Hall and, although the Library closed long ago, the former Mechanics' Institute still serves as the focus of activities in the Merino district.<sup>702</sup>



Figure 91: Mechanics Institute Digby.  
Source: Heritage Matters Pty. Ltd.

The Sandford Mechanics' Institute and Free Library dates from 1885 and is a brick building with a stage and proscenium, and with solid wood double doors. It is located on the Sandford Mechanics' Institute Reserve, which also contains the 1872 brick Forrester's Hall and a commemorative oak tree. This tree was planted to commemorate the jubilee of Queen Victoria. The former Mechanics' Institute has been used over the years for dances, balls, school concerts and weddings. The Forrester's Hall is used as a supper room.<sup>703</sup>

<sup>700</sup> LCC Report, p.71.

<sup>701</sup> Ibid.

<sup>702</sup> Pam Baragwanath, *If the Walls Could Speak*, 2000, pp.199, 200.

<sup>703</sup> Ibid, pp.244, 245.



Figure 92: Sandford Mechanics Institute, Burke Street, Sandford.  
Source: Heritage Matters Pty. Ltd.

The splendid 1876 Casterton Mechanics' Institute, which had a second storey added in 1891, was demolished in 1936-37 to make way for the new Casterton Town Hall. The Mechanics' Institute was an important community building with a gallery on the second storey, and became soldiers' clubrooms in the 1920s.<sup>704</sup>

## 8. CULTURAL LIFE

### 8.1. Holidaying in the Shire

Glenelg Shire's coastal and riverside areas have been popular locations for holidaying from the second half of the 19<sup>th</sup> century, and enjoyed even greater popularity with the improvements made to the area's transport system. The spread of railways westward from Melbourne and later, the widespread ownership of cars and establishment of bus routes connected with railway stations, facilitated the growth and development of tourism. In its heyday as a tourist destination, during the inter-war and post-Second World War years, the Shire came to be known as part of the 'South-West Riviera'. A 1950 map of Victoria's tourist resorts, produced for the Victorian Railways, showed this region covering the coastal areas of the present Glenelg, Moyne and Surf Coast Shires and South Australian border resorts. This map indicated the rail system connecting Portland with Hamilton, Ararat and on to Melbourne, and a branch line from Heywood over the Glenelg River to Mt. Gambier. It was pointed out that 'Resorts not served by direct Railway, have feeder bus services to and from nearest convenient railheads'.<sup>705</sup>

<sup>704</sup> Ibid, pp.100, 101.

<sup>705</sup> *Map of Victoria's Tourist Resorts*, Victorian Railways, 1950.



Figure 93: “Cape Bridgewater via Portland circa 1950”

Source: Railway Photographer. State Library of Victoria Accession No H91.330/2862

A description of this resort region in a 1950s tourist guide declared that: ‘The South-West Riviera offers the visitor a wide range of attractions. Within this area are rich pastoral districts, densely timbered mountain ranges, splendid surfing beaches, and towns that have emerged from the beginning of settlement in Victoria.’ Port Fairy and Portland were said to be ‘rich in historical interests. Portland was founded by the Henty brothers in 1834, and is the oldest settlement in the State. Both towns combine old world charm with the amenities of modern life’.<sup>706</sup>

## 8.2. Tourism

Tourists tended to seek out picturesque and remarkable scenery and were drawn to the rugged coastline of the south-west, including the spectacular coastline of the present Glenelg Shire. An 1886 description of the coast around Portland Bay to Cape Nelson told how,

‘In one direction Cape Nelson lifts its rugged outline against the western sky, while, in another, the eye takes in the graceful sweep of the bay... Nelson Bay, shaped like a sickle, has Cape Nelson for its left... (while) upon a platform of rock jutting out into the ocean, like a vast bastion reared by Titanic might, stands the lighthouse.’<sup>707</sup>

This spectacular coastal area is now part of the ‘Volcanic Trail’ advertised as ‘one of the largest volcanic plains in the world, where features arising from volcanic activity form some of the most beautiful scenery in Victoria’.<sup>708</sup>

Government promotion of Victoria’s tourist attractions was quickened by the establishment of a Tourist Bureau in 1906. Until 1940, its offices were opposite the Melbourne Town Hall.<sup>709</sup> To meet the needs of the increasing numbers of Victorian tourists, a great range of developments were required in resort areas. These included roads, trails, camping areas, lookouts, hotels, guesthouses, kiosks, caravans and boathouses. Many of these developments can be found in Glenelg

<sup>706</sup> *Victorian Country Hotel & Guest House Guide*, 1958-59.

<sup>707</sup> *Historical Sketch of Victoria*, (extract from *The Picturesque Atlas of Australasia*), 1886, p.39.

<sup>708</sup> *Portland. Visitor’s Handbook*, 2000, p.16.

<sup>709</sup> Priestley, *op.cit.*, p.224.

Shire's resort areas, while tourism was actively promoted by district Progress Associations and by such bodies as today's Portland Tourist Association, Nelson Tourist Association, and Parks Victoria.

### 8.2.1. Tours and Trails

Among the tours promoted recently there is the 'Coastal Tour (Bridgewater)', a 'Scenic Drive (Cape Nelson)', a 'Wood, Wines & Roses Forest Drive' around the Heywood area.<sup>710</sup> There is also a 'Whale Trail'.<sup>711</sup>

### The Great South West Walk

Walking clubs became popular in Victoria from the 1880s. The Field Naturalists' Club was formed in 1880, followed in 1884 by the Melbourne Amateur Walking and Touring Club.<sup>712</sup> Bush rambles and walks became popular excursions through country areas. In places like Portland both coastal and bush walks could be combined. In a late 1940s tourist advertisement for Portland, 'The Cradle of Victoria' and 'The Queen of Watering Places, History and Beauty', visitors were told not only of 'Lovely and Stirring Coastal Scenery' but of 'Interesting Walks in the Bush'.<sup>713</sup>

The current Great South West Walk is a 250m long walk with a track which winds inland from Portland to Nelson via the Cobboboonee Forest and the Glenelg River and then returns along the rugged coastline to complete the loop. Not everybody is expected to complete the whole walk. There are also small walks, many places being accessible by car. The Great South West Walk is promoted as suitable for school groups, families, naturalists and wilderness walkers. There are 16 'walkers campsites' and a special 'Wayward Bus (backpacker bus)' from Portland, Cape Bridgewater and Nelson several days a week.<sup>714</sup>

## 8.3. Seaside Resorts

As early as the 1850s, wealthy Western District families visited the coast in summer for a seaside holiday. It is said that 'They would have patronised Portland's first enclosed sea-baths, which were constructed in 1858'. Later, in the 1880s, there was bathing at Portland, Warrnambool and Sorrento, 'which had some of the newest pier baths'. Social bathing was the norm 'although the sexes were segregated by time periods, indicated by flying coloured flags from the baths'.<sup>715</sup>

Holidays at the seaside became increasingly popular, and accessible to less wealthy families, in the later decades of the 19<sup>th</sup> century with the improved rail and bus network. Bridgewater Bay and Cape Bridgewater were popular seaside resorts in the 19<sup>th</sup> century..<sup>716</sup> A guest house operated from the 1870s and a hotel was built in 1885.<sup>717</sup>

By the 1940s, Portland offered its visitors 'swimming, lovely beaches, surfing' and described Henty Beach as 'grassed to high tide, safe for the smallest child' with 'playground equipment on beach front'. There was also 'fishing from Deep Water Pier, 1000 yards long', rock fishing and 'sailing and fishing trips daily'. Other sporting facilities included a golf course, bowling greens, tennis courts and croquet lawns and there were 'excellent sheltered camping grounds'. Other holiday entertainments were a local picture theatre, dancing and a museum.<sup>718</sup> The Star Theatre remains at 40 Julia Street.

### Surfing

This sport has continued as a popular recreational activity around Portland and Bridgewater Bays. Although the Glenelg Shire surf beaches are not as famous as places like Torquay in Surf Coast Shire, Bridgewater and Shelly Beaches are said to be 'ideal for beginners' and Discovery Bay for 'experienced surfers'. A recent tourist guide included a map showing the best surfing spots with their special surfing names. The 'surfing hot spots' are said to be Shelly Beach, Crumpets, Murrells, Narrawong, Rifle Range, Yellow Rock, Blacknose Point, White's Beach, Water Tower and Bridgewater.<sup>719</sup>

<sup>710</sup> *Portland. Visitor's Handbook*, 2000, pp. 8, 9, 10, 11, 16, 17.

<sup>711</sup> *Ibid*, p.12.

<sup>712</sup> Priestley, op.cit., p.223.

<sup>713</sup> *Victorian Country Hotel & Guest House Guide*, 1949-50.

<sup>714</sup> *The Great South West Walk*, Parks Victoria, see Section 5.3.7.

<sup>715</sup> Priestley, op.cit., p.229.

<sup>716</sup> *LCC Report*, p.73.

<sup>717</sup> Gwen Bennett, pers. comm..

<sup>718</sup> *Victorian Country Hotel & Guest House Guide*, 1949-50.

<sup>719</sup> *Portland. Visitor's Handbook*, p.20.

## 8.4. River Holidays

River holidays have been popular within the Shire, particularly along the Glenelg River at Nelson, which was visited by professional and recreational fishermen from the mid-19<sup>th</sup> century. Those holiday-makers camped by the river, or boarded at the hotel or one of the guesthouses.<sup>720</sup> A mid-1920s tourist guide spoke of Nelson as both a ‘Glenelg River and Seaside Resort’. The border town could be reached by ‘hotel motor’ from the Nelson Hotel, which met all trains at Mt. Gambier Railway Station 25 miles away, or for visitors driving up from Melbourne, there was a ‘Motor Garage (with) – Petrol Stocked’. Visitors were told of ‘Rowing Boats and Bait’ in this ‘Anglers’ Haunt’ and of excellent fishing in both river and sea, as well as ‘Safe Sailing and Motor Launches’. An additional attraction was the information that J.T. Millerick, the hotel proprietor, was a ‘well-known masseur’, who had the ‘latest form of Electrical Massage, quite independent of the hotel’. And also, guests were told of ‘special arrangements for trips to Beauty Spots’.<sup>721</sup>

Nelson is promoted still as a popular holiday destination, where boating, river and ocean fishing, canoeing and water skiing may be enjoyed.<sup>722</sup> There are still a number of small boathouses along the river, which may date from the 1950s or earlier.



Figure 94: “Nelson Boat Sheds”

Source: State Library of Victoria, Accession No 32.492/7068

## 8.5. Hotels and Guest Houses

### 8.5.1. Hotels

Numbers of inns and hotels were opened in the 1840s along Glenelg Shire’s main transport routes, usually one day’s travel apart (by bullock) and mostly on top of a hill or near water. Within the Portland township Bentinck Street was a popular location and in the 1840s and 1850s was frequented by visiting seamen, whalers, itinerants and ‘Ticket of Leave’

<sup>720</sup> *LCC Report*, p.73.

<sup>721</sup> *Victorian Country Hotel & Guest House Guide*, 1924-25.

<sup>722</sup> *Nelson. River Country*, Nelson Tourist Association, n.d.

men.<sup>723</sup> Some of these historic hotels, or parts of them, remain as an important part of the Shire's heritage. Many, however, have become guesthouses, or bed and breakfast places, or have been converted into motels, or are private residences.



Figure 95: Caledonian Union Hotel (former), Sandford.

Source: Heritage Matters Pty. Ltd.

The former Steam Packet Inn (later the Star Inn) at 33 Bentinck Street, Portland, is probably Portland's second oldest surviving building. Its earlier section dates from 1841 when it was owned by Sam Hutchinson, a former convict. It was a well-known boarding house and residence for many years and in 1974 was purchased by the City of Portland. Its heritage value has been confirmed by its classification by the National Trust and its occupation by the Trust's Portland Branch. It is also on the Victorian Heritage Register.<sup>724</sup>

The former London Inn at 93 Bentinck Street dates from 1844 when it was owned by Stephen Henty. It became a guest house and tearooms after the hotel's licence was cancelled in December 1922.<sup>725</sup>

Another early Bentinck Street hotel, once known as the Commercial, was built in 1841 by George Dale, another ex-convict from Tasmania. It was rebuilt in 1885 and became known as the Gordon Hotel, after Gordon of Khartoum. It was a popular place for travellers and holidaymakers with its address 'Opposite the Pier Railway Station' or 'Opposite the Jetty'. The Gordon Hotel has been associated with Portland's history for 160 years. Portland's first Pub TAB branch was opened at the hotel in October 1992.<sup>726</sup>

Yet another Bentinck Street hotel, the Richmond Hotel, and now the Richmond Henty Hotel at 101 Bentinck Street, was originally Stephen Henty's Richmond House in 1846. By 1879 it had become the Richmond House Hotel. The site of the old building is located next to a motel constructed in 1972 and a 1986 bottleshop. As a sign of changing times in the Shire, Electric Gaming Machines (pokies) were introduced to the hotel in 1992, 'the venue being one of the first chosen in Victoria, with Licence No. 6'.<sup>727</sup> There is nothing left of the old building except a side stone fence. The renovation before last saw the removal of the last remnant of the original house.<sup>728</sup>

The former McKenzie's Private Hotel, and now Victoria House, at 5-7 Tyers Street, is another historic Portland building. Kenneth McKenzie, a former partner of Hector MacDonald on the Snizort pastoral run near Hotspur, had the large hotel

<sup>723</sup> Gwen Bennett, *Watering Holes of the West*, 1997, pp.5, 57.

<sup>724</sup> Ibid, pp.73-75; Nat. Trust File B684, VHR H239.

<sup>725</sup> Bennett, op.cit., pp.62-63.

<sup>726</sup> Ibid, pp.56-58.

<sup>727</sup> Ibid, pp.70-72.

<sup>728</sup> Gwen Bennett, pers. comm..

building constructed in 1855-1856. The small building east of the main house constructed in 1858 is thought to have been used as the hotel's bar. The former hotel, Victoria House, is now a bed and breakfast place and was renovated in 1989-1990. Like the 1840s former Steam Packet Inn, it is on the Victorian Heritage Register.<sup>729</sup>

The Nelson township, an early Shire resort town, had a popular 19<sup>th</sup> century hotel, which has also survived. The Nelson Hotel, the home of Edward Leake in 1855, remains, still with its old stable. Built in 1855 as Leake's summer house, the building became the Nelson Hotel in 1882. It was known later as the Punt Hotel. The old hotel, one of the earliest buildings in Nelson, forms part of the 'Nelson Historical Walk'.<sup>730</sup>

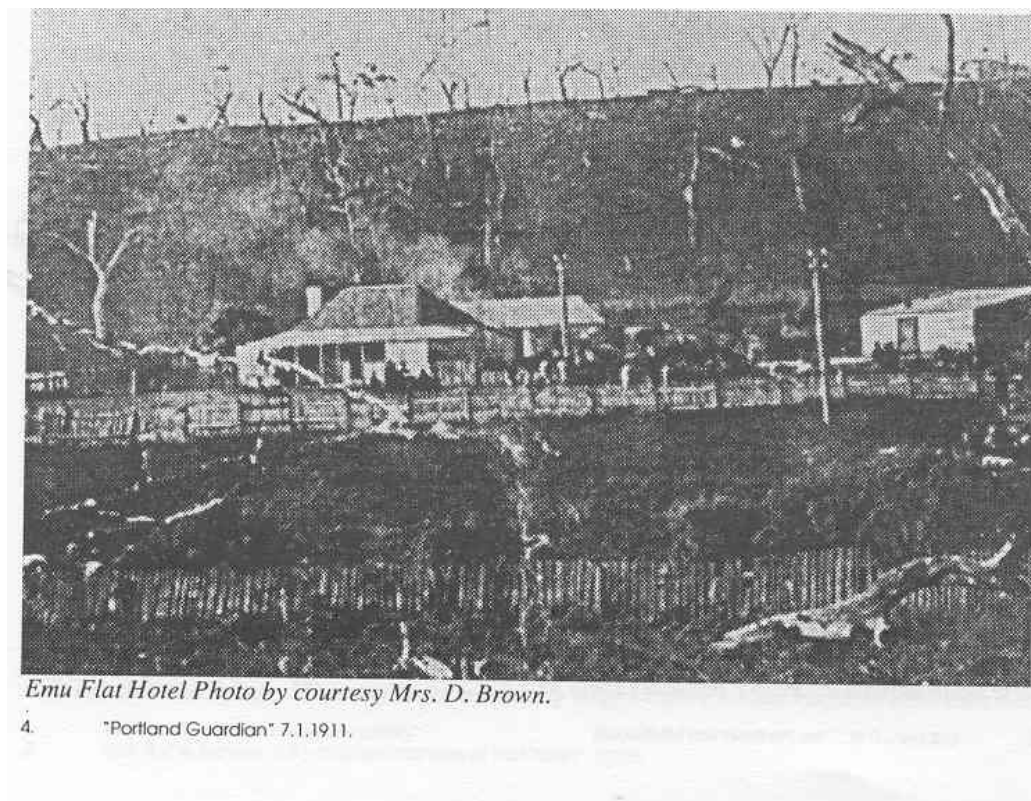


Figure 96: Emu flat Hotel near Kentbruck  
Source: *Watering Holes of the West*, G. Bennet 1997

### 8.5.2. Guest Houses

Although many visitors stayed at hotels, guest houses became a popular form of holiday accommodation for families during the inter-war years. Although large and elaborate hotels continued to be built, or old hotels were renovated and rebuilt, many families preferred to stay in guest houses, which,

‘were seen to offer respectable and elegant accommodation to individuals and families and were uncompromised by the rhetoric of temperance crusaders or alterations to the licensing laws’.<sup>731</sup>

Guest houses provided such facilities as a formal dining room, tennis courts, a croquet lawn, and usually a coach pick-up and return transport service from and to the nearest railway station. Visitors enjoyed themselves, going on walks or bus trips to ‘beauty spots’, or horse riding. During the heyday of Victoria’s guest houses, there were dozens in the most popular resort towns. Very few remain today as guest houses, many having been converted into private homes.

‘The Cottage’ guest house in the resort town of Nelson, run in the mid-1930s by Mrs A.A. Kerr, was typical of such buildings. ‘The Cottage’ offered ‘Bathing in River and Sea’ and there was tennis, golf, electric light and cold water for its

<sup>729</sup> Ibid, pp.65, 66; VHR. H236.

<sup>730</sup> Ibid, pp.49, 50; *Nelson. River Country*.

<sup>731</sup> G. Moylan & P. Watt, *Holiday Guest Houses. A Statewide Typological Survey*, Vol.1, p.18.



guests.<sup>732</sup> This old guest house remains and forms part of the ‘Nelson Historical Walk’. The building is said to have been the old Police Station until 1882 when it was extended to become ‘The Cottage’.<sup>733</sup>

Portland also had some fine guest houses, including Maretimo on the Princes Highway overlooking the Bay. This substantial structure was built in the late 1850s as the mansion home of businessman John Norman McLeod.<sup>734</sup> By the 1920s, Maretimo had become a guest house with ‘Private Bathing Boxes. Fishing. Golf. Tennis. Home Farm. Motor Garage-Electric Light. Spacious Lounge and Verandahs. Music Room.’<sup>735</sup> In 1928, it was the home of the prestigious Maretimo Golf Club and, in 1964, became a private home again when it was purchased by Mr and Mrs T. Holt.<sup>736</sup>

Portland’s visitors were also offered accommodation in the mid-1930s at the Ozone Coffee Palace in Julia Street, which had ‘Every Modern Convenience. Public Tennis and Golf’ and was ‘Close to Splendid Beach and Hot Saltwater Baths’.<sup>737</sup> The ozone building exists, upstairs of 13 Julia Street, now Portland Disposals.<sup>738</sup>



Figure 97: “Annesley (Guest) House, Portland”

Source: State Library of Victoria Accession no H98.250/2090 photo. J.T. Collins

## 8.6. The Shire’s Finest Homes

Glenelg Shire is notable for its many fine residences, some of an early date, some architect-designed, and many located within the Portland township. A number have been recognised for their great heritage value by their inclusion on the registers of the National Trust and Heritage Victoria.

One of Portland’s finest 19<sup>th</sup> century homes is the mansion Burswood, 15 Cape Nelson Road, built for Edward Henty in 1855-56 by John Hughes, stonemason, to the design of John Barrow. It cost £15,000, an enormous sum in those days. The stone was quarried locally and the costly fittings were imported from England. Described as in the Italian style, Burswood’s front door is supported by three quarter stone pillars, while the verandah is supported by three iron pillars.

<sup>732</sup> *Victorian Country Hotel & Guest House Guide*, 1935-1936.

<sup>733</sup> *Nelson. River Country*.

<sup>734</sup> G. Bennett, *Portland; Now & Then*, pp.14, 15.

<sup>735</sup> *Victorian Country Hotel & Guest House Guide*, 1926-1927.

<sup>736</sup> Bennett, op.cit., p.15.

<sup>737</sup> *Victorian Country Hotel & Guest House Guide*, 1935-36.

<sup>738</sup> Gwen Bennett, pers. comm..



Figure 98: “Burswood”

Source: State Library of Victoria Accession no

It once had a conservatory and a Gate House, but these have both been demolished. During the construction of Burswood, a local brickmaker was commissioned to make 100,000 bricks from materials found on the property. The area is thought to have once been a brickfield. The formal gardens laid out by Edward Barsby, Henty’s gardener, in the 1850s, are recognised by the Australian Heritage Commission as ‘one of the finest remaining examples of a mid-nineteenth century large town garden’. There are over 300 different trees and shrubs on the property as well as an extensive rose garden established during the 20<sup>th</sup> century. Burswood is now a bed and breakfast place.<sup>739</sup>



<sup>739</sup> G. Bennett, *op.cit.*, pp.10, 11; VHR H240; Nat. Trust File B52 & G13014.

Figure 99: “Claremont, 65 Julia Street Portland”

Source: State Library of Victoria Accession no H98.250/2093 photo J.T. Collins

Claremont at 65 Julia Street, Portland, was built in the 1850s by Stephen G. Henty for rental by Francis Henty. This 1850s stone house, originally on a large block with an entrance to stables at the rear from nearby Hard Street, was used as a post office in 1862, and as Portland College run by John Stalker Charles from 1880 until c1895. For much of the time it has been a private home.<sup>740</sup>

Another architect-designed house is Annesley, 60 Julia Street, built of brick for Henry Brewer, an early Portland doctor, in 1878. The architect was Daniel Nicholson. This large 19<sup>th</sup> century town house has been owned by only three families and for many years was run as a boarding house or guest house.<sup>741</sup>

One of the Shire’s oldest and most historic homes is Blairmona in Malings Road, South Portland. This is thought to have been built in the 1840s for Portland’s first Police Magistrate, James Blair. The old stone building, set on one of the highest hills in the area, ‘enjoys one of the finest panoramic views in the area’.<sup>742</sup> It is a fine example of an early 19<sup>th</sup> century farmhouse and is virtually unchanged, except for the replacement of roof slates with iron and some other minor alterations. Blairmona ‘is probably the oldest inhabited bluestone dwelling house in the area’. It is not known whether Blair lived at Blairmona before building the former Greenmount in Wellington Road in 1856. Only three families have owned this property; the Blairs, the Farrells and the present owners.

Outside of the township of Portland are homesteads such as Talisker, designed by Charles D’Ebro in 1901. The architecture of Talisker represents quite a different period of fine architecture and building in the Shire, associated with closer settlement.



Figure 100: Talisker Homestead and Garden, Merino

Source: Heritage Matters Pty. Ltd.

## 8.7. Sport and Public Recreation

Public recreation areas were usually set aside when townships and settlements were surveyed, which indicates the importance of sporting and leisure activities in Australian society. Most towns have had a recreation reserve, ‘although

<sup>740</sup> Bennett, op.cit., pp.11, 12; Nat. Trust File B352.

<sup>741</sup> Bennett, op.cit., p.9.

<sup>742</sup> Ibid, pp.9, 10; VHR H1897.

many have fallen into disrepair as rural populations declined'.<sup>743</sup> Organised sports and regular sports meetings have been an important part of the social life of the Shire's townships.

Island Park in Casterton, originally a picnic and recreation area, was reserved in 1908 for recreational purposes. Over the years, considerable money has been spent on the park to provide a well-grassed sports arena for football, cricket and athletics, surrounded by a banked track for cycling and sport clubrooms known as the Colin R. Gill Pavilion, and a grandstand for 300 spectators. An Olympic swimming pool added to the park in the 1960s is a memorial to those who died in the 1939-45 war.<sup>744</sup>

The Merino Park, founded in 1889, is a reserve containing some 18 acres of Crown land, and is under the care and management of the Council. This park was used over the years by the Football and Cricket Clubs, and the Pastoral and Agricultural Society held its annual show in the park. This Society, earlier known as the Merino and Sandford Pastoral and Agricultural Society, arranged exhibits of stock, (including choice dairy herds, horse, sheep and pigs), dogs and displays of farm, dairy, vegetables and horticultural exhibits, as well as a cookery and fancy work competition.<sup>745</sup>

Wando Vale, a tiny township, never turned into a full township, but tourism flourished there including the promotion of sports days with cricket and other public activities.<sup>746</sup>



Figure 101: Wando Vale Memorial Hall & Davidson Park, Wando Vale.  
Source: Heritage Matters Pty. Ltd.

### River Sports

River sports have been popular for many years along the Glenelg River at Nelson, where many small boatsheds dating from the 1950s or earlier can be found. 'Patterson's Canoe Camp was possibly the first of the boating and angling camps along the river before the establishment of the Lower Glenelg National Park'.<sup>747</sup> The Glenelg River is currently used for flat water canoeing and motor boating over the 75km from Dartmoor to the River's mouth at Nelson. The river flows through the Lower Glenelg National Park for much of this distance. There are also special zones for power boats, water skiing and

<sup>743</sup> *LCC Report*, p.75.

<sup>744</sup> *Shire of Glenelg Centenary*, p.46; Place No. 43 (LCC/CA 0014).

<sup>745</sup> *Back to Merino*, pp.29, 46; See Section 8.4.

<sup>746</sup> Wando Vale Town Plan, W61(4).

<sup>747</sup> *LCC Report*, p.75.

house boats, and canoe camp sites along the river with vehicle access to the sites at Dartmoor, Pines Landing and Moleside.<sup>748</sup>



Figure 102: “Donovans Landing Glenelg River”

Source: State Library of Victoria, Accession No H98.252/1955 JT Collins

### Horse Racing

Horse racing was popular throughout Western Victoria from the earliest years of European settlement. Early race meetings were held at Portland, Port Fairy and Colac and, somewhat later, Casterton was a popular horse racing town. Racecourse reserves were common in South-Western Victoria, even in some of the smallest towns. It is said that in the mid-19<sup>th</sup> century ‘they were often used as camps or refuge areas by fringe dwellers, particularly displaced Aborigines’.<sup>749</sup> During the mid-20<sup>th</sup> century until the 1960s, drovers often used old racecourses as camps.

<sup>748</sup> *Glenelg River Guide, Lower Glenelg National Park*, Parks Victoria, Rec. 2000.

<sup>749</sup> *LCC Report*, p.76.

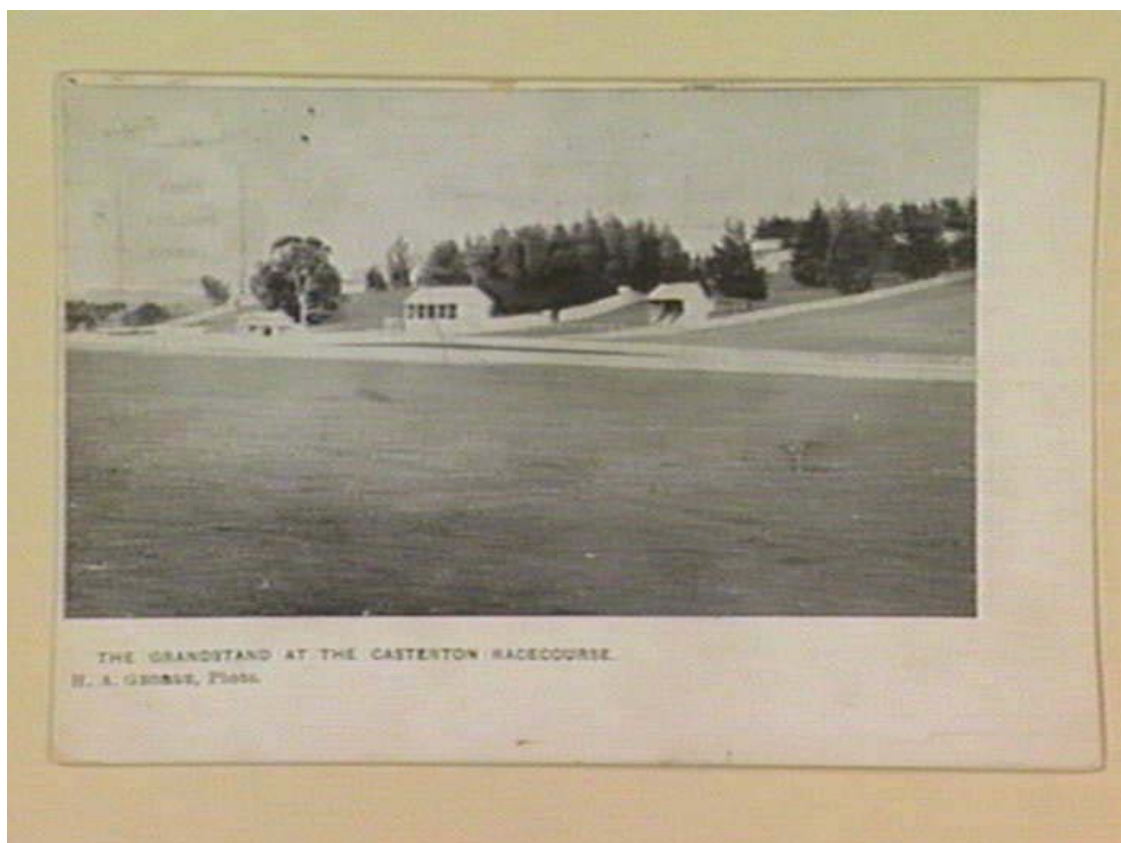


Figure 103: “Casterton Racecourse circa 1905”

Source: State Library of Victoria Accession no H90.160/516 Shirley Jones Collection

Racing is said to have been Casterton’s oldest organised sport, beginning in 1861 when a three-day meeting was held on February 26, 27 and 28. The first meetings were held at Woodside situated adjacent to the later Casterton Golf Links. In 1871, the course was changed to Racecourse Road, a natural amphitheatre ‘with the course nestling at the foot of the tree-clad Sandford House hills’. At the first Casterton meeting the successful rider of the first horse, Robinson Crusoe, was Mr Featherstonehaugh, a great horse lover and the district’s first police magistrate.

The breeding of bloodstock for racing purposes was one of the main pursuits of many local squatters on big holdings, beginning with the arrival of King Alfred in 1853 at Rifle Downs Station,<sup>750</sup> near Digby. The Hentys at Portland were also interested in horse-breeding, but supplied them to the Indian market, rather than breeding them for station work or for racing.<sup>751</sup>

However, Francis Henty, the youngest Henty son and owner of Merino Downs Station at Henty, was a well-known breeder and owner of racehorses. Another Glenelg Shire pastoralist, William Learmonth, of Ettrick Station at Homerton was a keen sportsman and racehorse owner. And John Coldham, pioneer sheep farmer of Grassdale Station, was a ‘Patron of the Turf’. A number of notable racehorses were bred in Coldham’s Grassdale stables and raced in the Grassdale district and beyond, including in the Melbourne Cup. His horse ‘Aurora’ was first favourite for the Melbourne Cup. In his will, Coldham was particularly concerned about the future of his horse stud and requested that they were to be sold ‘in the best manner and to the greatest advantage possible’. Historic stables remain at Dunrobin on the Glenelg River north of Casterton. The historic homestead and stables were constructed in c1856 for William Murray, Tasmanian sheep farmer. Over the years a number of well-known racehorses have been housed in those stables.<sup>752</sup>

## 8.8. Churches and Cemeteries

<sup>750</sup> *Shire of Glenelg Centenary*, p.46.

<sup>751</sup> Kiddle, op.cit., p.381.

<sup>752</sup> See Data Sheets. Merino Downs, Ettrick, Grassdale and Dunrobin Stations, Glenelg Shire Heritage Study, Stage 2.

In the early years of Glenelg Shire Anglican and Presbyterian clergy held services in settlers' homes and squatters woolsheds. According to censuses held in the colony in 1841 and 1846, the two major congregations in the Portland Bay District were Anglicans and Presbyterians (known earlier as Church of Scotland). In the 1841 Census, for example, there were 696 Anglicans, 320 Church of Scotland, 203 Roman Catholics and only 7 Wesleyan Methodists. These numbers had risen by 1846 to 1,655 Anglicans, 822 Church of Scotland, 815 Roman Catholics and 26 Wesleyan Methodists.<sup>753</sup> According to Kiddle's study of the Western District, the majority of successful squatters tended to be either Anglican or Presbyterian, depending on whether they came from England or Scotland. Followers of the Roman Catholic religion, however, were more likely to be poor Irish immigrants, who became station hands or small farmers living in Warrnambool, Port Fairy or Portland.<sup>754</sup>

Churches were among the first buildings constructed in many Shire towns, and have great heritage value for their age and architectural significance.



Figure 104: St. John's Anglican Church, Tyrendarra.  
Source: Heritage Matters Pty. Ltd.

### 8.8.1. Anglican Churches

Shire squatters who supported the construction of Anglican churches included the Hentys, George Robertson of Warrock and Samuel Pratt Winter of Murrndal.<sup>755</sup> Many of these churches were architect-designed in the Gothic style, and were often built in local stone.

St. Stephen's, Cnr Percy and Julia Streets, Portland, designed in the Gothic Early English style, was a bluestone church built in 1855. The architect was G.M. Mathewson. The interior is notable for its wealth of fittings, its painted sculptural texts, and an intact Fincham organ of 1882. The Hentys had close associations with this church and supplied its bell.<sup>756</sup> An associated 1843 St. Stephen's Church/School, and now the Parish Hall, is 'one of the State's oldest surviving school buildings'.<sup>757</sup>

<sup>753</sup> Ibid, p.524.

<sup>754</sup> Ibid, pp.443-446.

<sup>755</sup> Ibid, pp.443-445.

<sup>756</sup> Miles Lewis, *Victorian Churches*, 1991, p.143; VHR H1862, Nat. Trust File B21.

<sup>757</sup> Lewis, op.cit., p.143.



Fig 105: St. Peters Church of England, Tahara

Source: State Library of Victoria Accession no H98.251/1568. Photo. J.T. Collins

St. Peter's church, Condah-Coleraine Road, Tahara, was built on the Winter's Murndal Estate in 1881. A buttressed brick church with cement dressings in the Gothic Early English style, the Tahara church was designed by the architect, Frederick Wyatt. The building contains a carved wooden altar and stained glass by Percy Bacon Bros. of London and William Montgomery of Melbourne.<sup>758</sup>

There is also an 1880s Anglican church at Cape Bridgewater, built in 1884 and designed by the architect, P. Casselli of Casselli and Figgis, Ballarat.<sup>759</sup> Lewis describes it as in the Gothic Early English style with a 'somewhat stark and dramatic exterior because of the dominant roof which ends in a polygon over the apse'.<sup>760</sup>

<sup>758</sup> Ibid, p.142; VHR H1912.

<sup>759</sup> *Portland Observer*, 9 Dec. 1994.

<sup>760</sup> Lewis, op.cit., p.141.





Figure 106: St. Peter's Anglican Church, Lower Cape Bridgewater.  
Source: Heritage Matters Pty. Ltd.

Originally one of the smallest Anglican churches in the Shire, St. John's in Lindsay Street, Heywood, was designed in stone in 1875 by Leonard Terry, the Diocesan Architect. It was one of Terry's smallest churches and was in the Gothic Early English style.<sup>761</sup>



Figure 107: St. John's Anglican Church, Heywood  
Source: Heritage Matters Pty. Ltd.

<sup>761</sup> Ibid, p.142.

### 8.8.2. Presbyterian Churches

Scots Church at 17 Tyers Street, Portland, built between 1849 and 1850 to the design of an unknown architect, has historical significance as the oldest surviving United Presbyterian Church in Victoria and the oldest church outside Melbourne and Geelong. Designed in a rudimentary Early English Gothic style, with its original 1850s pews and pulpit, and a 1916 Fincham organ, the building is said to be ‘spoiled by subsequent alterations, especially the tiled roof’.<sup>762</sup>

A Presbyterian Church of brick construction was built in 1865 at the corner of Henty and McKinlay Streets, Casterton. It served the congregation for 35 years, when it was sold to the Masonic Lodge. Although substantially changed, it is still in use.<sup>763</sup>



Figure 108: Masonic Lodge (former Presbyterian Church), Henty Street Casterton.  
Source: Heritage Matters Pty. Ltd.

A remaining Presbyterian Church, associated with the Closer Settlement area at Drik Drik, was built in 1903 from the designs of local architect C.P. Wilson. This bluestone church in the Low and Mixed Gothic and Primitive Gothic styles is ‘distinctive on account of its diminutive scale, galvanized iron roof and wooden finials’.<sup>764</sup> Drik Drik, once a thriving farming community, is a ghost town today with two churches, a post office, school and cemetery.<sup>765</sup>

### 8.8.3. Roman Catholic Churches

One of the most interesting Roman Catholic buildings in the Shire is All Saints Catholic Church at 117 Bentinck Street, Portland, commenced in 1857 and opened in 1862. The spire was added in 1857 and opened in 1862. The spire was added in 1886. The former All Saints Church was demolished. The old chapel (once converted to a school) and the present church are associated with Mary McKillop, who will be Australia’s first Roman Catholic saint. She was assistant teacher at the school from October 1863 to December 1865. The present All Saints School is a fairly modern brick building.<sup>766</sup>

Mary MacKillop established Australia’s first religious order, the Sisters of St. Joseph. Born in Fitzroy in 1842, she died in Sydney on 8 August 1909. The Mary MacKillop Tourist Drive is now in place around South-West Victoria and South Australia for visitors who wish to follow her footsteps. The route passes through Portland, Nelson, Mt. Gambier, Port MacDonnell, Penola, Casterton, Hamilton and Dunkeld. Some of the sites include the burial site of her father, Alexander MacKillop in Hamilton Cemetery, family properties in Dunkeld, and school sites and family homes in Portland.<sup>767</sup>

<sup>762</sup> Ibid, p.143; Nat. Trust File B5117.

<sup>763</sup> *Shire of Glenelg Centenary*, p.42.

<sup>764</sup> Lewis, op.cit., p.142.

<sup>765</sup> Gwen Bennett, pers. comm.

<sup>766</sup> Gwen Bennett, pers. comm.; Nat. Trust File B2577.

<sup>767</sup> *Portland. Visitor’s Handbook*, p.3.



Figure 109: “Loreto Convent Portland”

Source: State Library of Victoria Accession no H 32492/2064 Rose Stereograph

The Christian Community College at 119 Bentnick Street, Portland, has associations with the Loreto Sisters, a Roman Catholic teaching order which arrived in Portland on 27 December 1884. They began teaching in Portland in 1885, running a convent school at ‘Sea View’ cottage and the adjacent ‘Bay View’ cottage, acquired by the Loreto Order in the 1880s. ‘Bay View’ cottage, which remains within the present college building, and the next door property ‘Sea View’ were purchased at a land sale in 1850. The Rev. John Browning was the first owner of ‘Bay View’ and John Hughes, a stonemason, built ‘Sea View’ almost immediately. Browning conducted a school there for a few years before moving to ‘Beulah’, Trangmar Street, South Portland, in 1856. ‘Bay View’ was owned by Stephen G. Henty for a time after this and became a rented premises. After the purchase of this property and ‘Sea View’ by the Loreto Order, they were used as the Order’s convent school. The present brick building was constructed over ‘Bay View’ in 1903.<sup>768</sup>

Another substantial catholic complex was constructed on Toorak Hill, overlooking Casterton. The site had a large two storey convent, church, church hall and school. The convent was pulled down in the late twentieth century, but the other structures remain.

#### 8.8.4. Methodist Churches

The former Wesleyan Chapel at Kennedy’s Road, Portland was opened in 1876 and services were discontinued in 1918. It is now a ruin.<sup>769</sup>

A much grander Wesleyan Methodist Church is the 1865 finely dressed bluestone building in Percy Street, Portland. Designed by architect Daniel Nicholson in the Renaissance style, it has been described as ‘unusually sophisticated in its use of a classical temple elevation in which an arch breaks into the pediment, in the manner of the Italian Renaissance church of S. Andrea, Mantua, by L.B. Alberti, and at the same time naïve in its combination of this with an Italian Romanesque window’.<sup>770</sup>

<sup>768</sup> No. 586; Gwen Bennett, pers. comm.

<sup>769</sup> Gwen Bennett, pers. comm..

<sup>770</sup> Ibid, p.143; VHR H643; Nat. Trust File B353.

An earlier 1851 chapel was built in Percy Street with the new church adjacent to it. The chapel was converted to a residence in 1868 by the architect, Daniel Nicholson, following the opening of the grander bluestone church. Wooden additions were made in 1899 and later.<sup>771</sup>

The first portion of a Methodist Church was built at Casterton in 1877. The building was enlarged in the 1880s and a Parsonage completed in 1891. During the 1930s, a tennis court was built and, just after the Second World War, a vestry was built and a tennis pavilion, using bricks from the demolished Merino Parsonage.<sup>772</sup>

### 8.8.5. Cemeteries

Some of Victoria's oldest and most interesting cemeteries are located in the South-West of the State. The Shire has a number of historic cemeteries, which include the Narrawong Cemetery and two extant historic cemeteries at Portland.<sup>773</sup>

#### *The 'Old Cemetery'*

The first local cemetery, or 'Old Cemetery' in Fern Street, dates from the period of earliest European settlement in the district. Six acres of land were set aside for this Anglican Burial Ground in January 1845, as some burials had already taken place there. The first recorded burial was of the infant of the Church of England Minister, Rev. J.Y. Wilson, in October 1844.

In 1848, when the cemetery was abandoned, many of these remains were exhumed and transferred to a new cemetery, later known as the North Portland or Pioneer Cemetery.<sup>774</sup>

The early history of the Old Cemetery site, which now has a veterinary surgeon's building on it, is marked by a plaque.<sup>775</sup>

#### Portland North Pioneer Cemetery

This cemetery is located on top of a hill overlooking the sea to the north of Portland, and is on the Henty Highway. It is of historic significance 'because of its age, location, and composition of its burials. The burial ground is one of the oldest cemeteries in the State, and its burials include many of the pioneers of Portland, Victoria's earliest town. It is also of interest for its collection of early Victorian headstones, and the stands of Drooping She-Oak and Kangaroo Grass'.<sup>776</sup>

Like other early country cemeteries, this 1840s cemetery has social significance as a testament to the 'rigours of country living – virtually every burial ground has reminders of men, women and children who perished under harsh conditions'.<sup>777</sup> The 1850s and 1860s saw a high child mortality rate in the State, 'with diphtheria, pneumonia, typhoid and tuberculosis being the main killers'.<sup>778</sup> Portland is said to have been healthier for children than other places, perhaps because of its bracing wind and clean water.<sup>779</sup>

There were 224 burials between 1882 and 1959, when the last burial took place of Henry Robert Burns, a well-known local resident. The cemetery had already started to deteriorate by the 1880s when grazing bullock teams knocked down wooden grave enclosures, headstones and markers. There were several outbreaks of fire over the years.

In 1962 the Country Roads Board was permitted to take a small portion of the cemetery land for the better alignment of the Henty Highway provided no graves were moved. Later, in 1983, Portland Town Council assumed trusteeship of the cemetery.<sup>780</sup>

Unfortunately, although an estimated 1,700 people are buried in the cemetery, only about 90 headstones remain. The earliest headstone dates from 1841, while most are of the 1850s and 1860s. The majority are of sandstone, marble, granite, or combinations of brick and concrete. Some are massive and extravagant but others are small and humble. The graves include those of Captain James Fawthrop (1804-1878), Portland's first Harbour Master; and the Trangmar family who

<sup>771</sup> Gwen Bennett, pers. comm..

<sup>772</sup> *Shire of Glenelg Centenary*, p.42.

<sup>773</sup> Gwen Bennett, pers. comm..

<sup>774</sup> Gwen Bennett, pers. comm..

<sup>775</sup> Gwen Bennett, pers. comm..

<sup>776</sup> *Cemeteries. Our Heritage*, ed. Celestina Sagazio, 1992, p.39.

<sup>777</sup> *Ibid*, p.39.

<sup>778</sup> *Ibid*, p.36.

<sup>779</sup> Anne Grant, History House, Portland, pers. comm.

<sup>780</sup> *Ibid*, p.37.

arrived in Portland in the 1840s.<sup>781</sup> Several of the old headstones are undergoing conservation by the City of Portland and its Heritage Advisory Board.<sup>782</sup>

### Portland South Cemetery

This cemetery was opened in 1863, when a larger cemetery was needed to serve the growing town. The first recorded burial in the new cemetery was that of Ann Sophia Curtis on 2 December 1863. By 1867 both cemeteries came under the control of common Trustees.<sup>783</sup>

### Heywood Cemetery

The first burial in the Heywood Cemetery was on 9 February 1855. It was a child of Mr. Wolfenden, who worked on the Oakbank property. The cemetery was gazetted on 29 October 1866. The district sawmill, James McGregor, was one of the trustees. Many of the memorials in this cemetery were the work of the stonemason, George Parker, and his descendants. Parkers Road in Portland is named after George Parker. The family firm, Parkers Monumental Masons, still flourishes in Portland.<sup>784</sup>

### Narrawong Cemetery

This cemetery is where William Dutton, the pioneer whaler, is buried along with several other whalers.<sup>785</sup>

There are still 16 public cemeteries in Glenelg Shire. Most of them are used, apart from the Old Portland and Old Casterton Cemeteries, which are both closed. The remaining public cemeteries include those at Merino, Sandford, Drik Drik and Strathdownie East. The smallest Shire cemetery is at Nelson. Opened in the 1960s, it is said to contain only two graves.<sup>786</sup>

### *Private Cemeteries*

There are also four private cemeteries in Glenelg Shire. One is Kennedy's at Cape Bridgewater. Another is Kittson's at Bridgewater Lakes, and a third is the Learmonth's private cemetery at Ettrick, Tyrendarra. There is also Hedditch's private cemetery at Bridgewater Lakes.

### The Lake Condah Aboriginal Cemetery

This cemetery is one of five known examples of Aboriginal Mission cemeteries in Victoria, all associated with Moravian missionaries who came from Germany. There are mission cemeteries at Ebenezer, Coranderrk and Ramahyuck. The Ebenezer Cemetery is the oldest mission cemetery identified in Victoria and one of the largest. It is arguably the most significant Victorian mission cemetery. Lake Tyers and Lake Condah are other important mission cemeteries. The cemetery at Lake Condah Aboriginal Settlement still operates and burials still occur there.<sup>787</sup>

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<sup>781</sup> Ibid, p.38.

<sup>782</sup> Gwen Bennett, op.cit., p.49.

<sup>783</sup> Sagazio, op.cit., p.36.

<sup>784</sup> Gregor McGregor, Cemetery Trustee and great-grandson of James McGregor, pers. comm.)

<sup>785</sup> See Section 2.1.

<sup>786</sup> Gregor McGregor, pers. comm.

<sup>787</sup> Gwen Bennett, pers. comm.; Sagazio, op.cit., pp.105-111.

## Appendix 2. BIBLIOGRAPHY

The following bibliography identifies the major historical source material relevant to investigating heritage places in Glenelg Shire used in the present study. The bibliography lists major collections of material and individual collections, and their location.

### MANUSCRIPTS AND ARCHIVAL

#### GLENELG SHIRE COUNCIL, PORTLAND

- *Casterton Customer Service Centre  
Glenelg Road District.* Rate records 1863.  
*Shire of Glenelg* Rate records 1864-1994.  
*Shire of Glenelg* Council minutes 1864-1994.  
*Shire of Glenelg* Building permits 1947-1994.
- *Heywood Customer Service Centre*

#### Shire of Portland which became

- Shire of Heywood* Rate records 1866-1994.  
*Shire of Heywood* Council minutes 1866-1994.  
*Shire of Heywood* Building permits 1956-1994.
- *Glenelg Shire Council Offices, Portland.*  
*Town/Borough/City of Portland.* Rate records 1856-1994.  
*Town/Borough/City of Portland* Contract books back to 1881.  
*Town/Borough/City of Portland* CRB cash books 1915, 1924, 1956.  
*Glenelg Shire Council records.* Sept. 1994+

#### HISTORY HOUSE, PORTLAND

Holds microfilm copies of Shire rate records.

- Shires of Portland/Heywood.* 1866-1940.
- Town/Borough/City of Portland.* 1856-1940.

Also has a fine collection of historic photographs and maps and files relating to the results of genealogical research carried out by members of the Portland Family History Group and by individual researchers.

#### PUBLIC RECORD OFFICE (VICTORIA) (PROV)

Holds material relating to public buildings – schools, court houses, police stations, post offices (pre-Federation) and railways. Includes contract books and contract drawings. There are also extensive Lands Department records including Pastoral Run files, Selection files, Closer Settlement files, Soldier Settlement files, Parish Plans and other land use maps, and legal records such as Wills and Probate Papers.

#### AUSTRALIAN ARCHIVES (MELBOURNE)

Material relating to Commonwealth-owned buildings, land etc. may be accessed. Includes hospitals, post offices (post-Federation) and defence facilities.

**STATE LIBRARY OF VICTORIA (SLV)**

Holds various diaries, letters etc. relating to Glenelg Shire in its Manuscripts Collection.

**DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT (DNR)  
(Victoria Parade, East Melbourne and Regional Offices)**

- HISTORIC PLACES (VICTORIA PARADE) holds files prepared for forest and other surveys. Contact: Daniel Catrice. Phone 9412-4534.
- CROWN RESERVE FILES can be accessed at the Hamilton Office (Mt. Napier Road, Hamilton, 3300)

**NEWSPAPERS AND JOURNALS**

There are many articles and considerable illustrative material relating to Glenelg Shire in the State Library's large collection of newspapers and journals. A number of indexes may be consulted including: Illustrations, Local History, Picture Collection, Bibliography, Biographical Index, Business and Property Indexes. These indexes are either on microfiche or (as in the case of illustrations) on cards. Items in the Picture Collection may be accessed on the computer database. Many newspapers and journals are on microfilm in the Newspaper Room (Lonsdale Street). They are arranged alphabetically by location.

***Local newspapers covering Glenelg Shire held by SLV include:***

*Banner of Belfast (Port Fairy).* 15 Dec. 1855, 2 Jan 1857 – 6 Dec 1876.

*Belfast Gazette & Portland and Warrnambool Advertiser (Port Fairy).*  
13 Jan 1855 – 1 Dec 1855.

*Casterton Free Press.* 9 Oct. 1905 – 30 Dec 1920.

*Coleraine Albion.* 1 Jun. 1860-30 Dec. 1920.

*Hamilton Spectator.* 1 Jun. 1860-30 Dec 1920. (Subtitled *And Grange district Advertiser.* Feb. 1860 – Jan. 1870).

*Port Fairy Gazette.* 16 Aug. 1851-30 Dec. 1981. (Title to 1889. *Belfast Gazette and Portland and Belfast Advertiser.*)

*Portland Chronicle.* 4 Jan. 1856-30 Dec.1862.

*Portland Gazette and Belfast Advertiser.* 31 Aug. 1842-1 Nov. 1843, 8 July 1845.

*Portland Guardian.* 27 Aug. 1842 – 30 Dec. 1901.

*Warrnambool Standard.* 1 Oct. 1872 – 31 Jan. 1991.

*Western District Reporter and Wheelman (Warrnambool).* 20 Jan. 1896 – 4 Jun. 1898.

***Melbourne newspapers and journals covering Glenelg Shire held by SLV.***

Many major Melbourne newspapers and journals contain articles and illustrations relating to Glenelg Shire, which are listed in various indexes. Of particular interest are the *Illustrated Australian News*, the *Leader*, *Weekly Times* and *Australasian*, which often contain articles on country and resort areas, both during earlier centuries and the present century. The *Argus* has a companion Argus Index, 1849-1859,1910-1949. The *Melbourne Walker* contains us useful material on resorts and tourist routes. The *Country Hotel and Boarding House Guide* (c1911-1960s) contains advertisements, often with photographs, of hotels and guest houses.

Useful newspapers and journals held in the SLV are:

*Advocate*. (Index held by Melbourne Diocesan Historical Commission (RC), Fitzroy)

*The Age*.

*Argus*.

*Australian Builder and Contractors News (ABCN)*. 1887-1895.

*Australasian*.

*Architect*. 1939+

*Australasian Sketcher*. 1873-1889.

*Australian Engineering and Building News*. 1879-1881.

*Australian Home Beautiful*. 1926+

*Australian Home Builder*. 1922-1925.

*Building and Engineering Journal*. (Also *Building, Engineering and Mining Journal*.) Cited as *BEMJ*. 1888-1905.

*Building and Construction*. 1927-1928.

*Business Review Weekly*.

*Historic Environment*. (Council for the Historic Environment, later Australian ICOMOS) contains articles on a variety of subjects e.g. industrial history, railway heritage, housing, public buildings, monuments.

*Illustrated Australian News*. 1860s-1880s.

*Leader* (previously *Melbourne Leader*). 1856-1861; 3 April 1858-25 May 1872; 4 Jan. 1873-25 Dec. 1920.

*Real Property Annual*. 1913-1921.

*Journal of the Royal Victorian Institute of Architects (RVIAJ)*. 1903-1941.

*Trust News*. (National Trust of Australia, Vic.) Contains articles on buildings, sites, areas, landscapes, planning and conservation matters.

*Victorian Railways Magazine*.

*Weekly Times*. 11 Sept. 1869-28 Dec. 1935; 6 Oct. 1971-26 Dec. 1990.

## ***HISTORY HOUSE, PORTLAND***

Holds microfilm copies of:

*Casterton News*. 1882-1940.

*Coleraine Albion & Casterton Advertiser*. 1868-1881. (1876-1880 missing.)

*Portland Advertiser*. 1891-1979.

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*Portland Chronicle.* 4.1.1856 – 8.3.1861 (March-Dec. 1857 missing.)  
11.3.1861 – 30.12.1862.

*Portland Guardian.* 1843-1965.  
(became *Portland Observer*).

Holds hard copies of:

*Portland Mercury.* 1842-1843.

*Portland Mirror.* 1862-1886.

## MAPS AND PLANS

There is a number of large collections of maps and plans (many indexed) relating to Glenelg Shire held in a number of repositories. These collections include early survey and contour maps, historical maps, Parish Plans, subdivisional and auction plans. Some maps indicate buildings, vegetation and geological features. The major repositories for Glenelg Shire maps are:

*Land and Information Survey Centre.* (previously *Central Plan Office (CPOV)*) located at *Land Victoria*, Marland House, 570 Bourke Street, Melbourne. This collection of historical Lands Department maps is listed as:

- (i) *Historic Plans*, which include coastal survey, goldfields maps, rail, road and river maps, pastoral run plans.
- (ii) *Put-away Plans*, which are superseded county, parish and township plans.
- (iii) *Parish Plans*.
- (iv) *Pastoral Run papers*.  
Most are on microfiche and copies may be obtained.

*Land Registry (titles office)*, also at Marland House. Holds Lodged Plans of Subdivision, which relate to the registration of land ownership.

*Registrar-General's Office (RGO)* at Marland House.

There are RGO or General Law search files, which contain maps showing all land dealings from the Crown Grant to the application for Torrens Title.

*Public Record Office (Victoria) (PROV)*

Holds Parish Plans and other land use maps.

*SLV Map Room (Lonsdale Street)*

This large collection includes early maps, a range of Crown Lands and Survey maps (some not available at Land and Information Survey Centre), subdivisional and auction plans (the Vale and Haughton Collections), County and Parish Plans, tourist maps, Army Survey Corps maps (1912, 1920s, 1930s, 1940s, 1960s), fire insurance and railway maps.

*Information Victoria.* (State Government bookshop), 356 Collins Street, Melbourne.

Holds Joint Operational Graphics and Army Ordnance Maps showing features such as properties, bridges, churches, orchards, windmills, 1913-1960s+; Topographic Maps 1:25,000 (showing roads, bridges, quarries, forest areas, railways, townships etc.).

*Vic. Image.* 171 Clarendon Street, South Melbourne.  
Aerial Survey Maps and Photographs are held Here.

*History House.* Cliff Street, Portland.

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A fine collection of historical maps (including a number of early coastal surveys) are held in this historical museum and genealogical research centre.

*Select list of maps.*

Location shown as CPOV, SLV, PROV.

- 1835-1851            *Maps Showing the Pastoral Holdings of the Port Phillip District now Victoria.*  
Compiled A.S. Kenyon, Historical Society of Victoria in 1932. (SLV).
- 1840s                *Portland Township.* Henty MSSBox 119/9K. (SLV).
- 1848                 *Plan of Eleven Suburban Allotments at Cape Nelson,* E.R. White, Surveyor.  
(CPOV).
- 1851                 *Plan of 10 North Suburban Allotments and 12 Garden Allotments at Portland,*  
Lindsay Clarke, Assistant Surveyor. (CPOV). (Shows the Henty  
allotments.)
- 1851                 *Township of Nelson at the Mouth of the River Glenelg,* Lindsay Clarke.  
(CPOV).
- 1851                 *Township of Digby at the River Stokes,* Lindsay Clarke. (CPOV).
- 1852                 *Plan of Reserve at Casterton on the Glenelg River near Addism and Murray's*  
*Station, E. Henty Hurts,* Lindsay Clarke. (CPOV).
- 1854                 *Chart of the Coast from Cape Northumberland to Lady Bay, Warrnambool,*  
Survey Office, Portland. (CPOV). (Shows the Quarantine Ground in  
Portland Bay.)
- 1854                 *Coastal Survey Portland,* J. Barrow, Assistant Engineer, Portland. (CPOV).  
(Shows suburban allotments at Portland Bay.)
- 1850s                *Ellengowan Pastoral Run,* near Lake Condah and Heywood. (PROV).  
(Shows volcanic stones, timbered ridge and heath.)
- 1854                 *Tahara Pre-Emptive Right Plan,* Survey Office, Portland, (CPOV). (Shows  
Main Road from Portland an road to Coleraine.)
- 1856                 *Plan of Part of the Town of Portland.* (CPOV).
- 1858-59             *Portland.* Rail Map 110A. (CPOV).
- 1850s                *Plan of Merino Downs occupied by F. Henty Esq.* (PROV). (Shows tracks,  
roads, home and grass paddock on property, creeks, river and  
vegetation.)
- 1865                 *Runs in the County of Normanby.* (CPOV). (Shows runs in Bridgewater Bay  
& Portland areas.)
- 1867                 *Plan Showing Route of Proposed Portland and North Hamilton Tramway,*  
Samuel Parker, engineer. (CPOV). (Shows townships, ship builders  
works at Portland Bay, Portland Cemetery, coastal sandhills, vegetation,  
rivers etc.)

- 1869 *Portland Bay*, Lieut. H.J. Stanley coastal survey. (CPOV). (Shows buildings in Portland Township, layout of Botanical Gardens, buildings at Observatory Hill, road and telegraph from Portland to Hamilton and to Adelaide, vegetation, anchorages in Portland Bay etc.)
- 1942 *Portland*. Army Ordnance Map. (SLV). (Shows properties, roads, railways, orchards, sawmills, forest areas etc.)
- 1942 *Heywood*. Army Ordnance Map. (SLV).
- c1950 *Portland Sewerage District*, E.H. Braid, Licensed Surveyor. (SLV) (Shows streets, buildings with construction materials, trees, fences, hedges, trees, drains, tennis courts, croquet lawns, layout of Botanical Gardens.)
- 1950 *Map of Victoria's Tourist Resorts*, Vic. Railways. (SLV). (Shows South West Riviera District from Anglesea to South Australian border.)
- 1954 *Dartmoor*, State Aerial Survey. (SLV). (Shows extensive pine plantations and pine mills.)

## DIRECTORIES

The State Library of Victoria holds a large collection of Victorian directories (mainly on microfilm). The most useful are the *Sands & McDougall Directories*, *Bailliere's Victorian Gazetteer and Road Guide*, and *Victorian Municipal Directories*.

## PHOTOGRAPHS AND ILLUSTRATIVE MATERIAL

### *State Library of Victoria*

A large quantity of illustrative material relating to Glenelg Shire may be found by consulting the *Illustrations Index*, *Picture Collection* and *Small Picture File* (some now able to be accessed on the SLV's computerized database), as well as architectural drawings in the *Picture Collection*. The *Airspy Collection* and aerial photos, some from the 1920s, held in the *Picture Collection* is particularly useful. The SLV holds illustrations of many of Glenelg Shire's historic buildings.

### *History House, Portland*

Holds a collection of photographs of local buildings, industries and families.

### *Lodge Museum, Merino*

As well as a number of historical pamphlets, holds some early photographs of district buildings and families.

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## LOCAL RESEARCHERS & ORAL HISTORY SOURCES

The Study's researchers have received considerable assistance from many people throughout Stage One, including steering committee members, members of various historical societies and individuals interested in local history. This assistance has included written reports, copies of articles from journals, the provision of maps and photographs, the results of individual research (including publications), and much valuable oral information. Some of the many who have helped are listed below:

### Individuals:

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 Don Ward  
 Kevin Wilson

### Historical Societies and Other Organisations

Casterton Historical Society  
 Casterton Railway Museum  
 Glenelg Shire Archives, Portland (Contact. Jim O'Meara, Records Development Officer)  
 History House, Portland  
 Lodge Museum, Merino  
 Merino Historical Society  
 National Trust of Australia (Victoria)  
 Portland Family History Group

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- |  |   |
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## Appendix 3 RECOMMENDATIONS FOR PROTECTION

Table of places recommended for Statutory Protection

Name of Heritage Place and Location	Recommended for Victorian Heritage Register	Recommended for Heritage Inventory	Recommended for Planning Scheme (Identify Overlay)	Other Recommendation
<b><i>Brimboal</i></b>				
Bilston's Tree, Glenmia Rd.	No	No	Yes	RNE
<b><i>Cape Bridgewater</i></b>				
Whites (second) Homestead, 363 Amos Rd	No	No	Yes	RNE
Whites (first) Homestead, 365 Amos Rd	No	No	Yes	RNE
Devlin's Cottage and Dairy Ruins, Blowholes Rd	No	Yes	Yes	RNE
Kennedy's Cemetery, Blowholes Rd.	No	No	Yes	RNE
State School 741 (ruin), Blowholes Rd.	No	Yes	Yes	RNE
Cape House, 8 Blowholes Rd	No	No	Yes	RNE
Cape Bridgewater Homestead (former), 65 Blowholes Rd	No	Yes	Yes	RNE
Stony Hill, 353 Blowholes Rd	No	No	Yes	RNE
Presbyterian Church, 1870 (former), 1721 Blowholes Rd	No	No	Yes	RNE
National School No. 32 (former), Bridgewater Fire Station Rd	No	No	Yes	RNE
Uniting Church, 10 Bridgewater Fire Station Rd	No	No	Yes	RNE
St. Peter's Anglican Church (former), 19 Bridgewater Fire Station Rd	No	No	Yes	RNE
Hedditch Cemetery, 105 Bridgewater Lakes Rd	No	No	Yes	RNE
Lal Lal Homestead, 105 Bridgewater Lakes Rd	Yes	No	Yes	RNE

Bridgewater Cemetery, 264 Bridgewater Lakes Rd	No	No	Yes	RNE
Black Family Crypt, Kittsons Rd	No	No	Yes	RNE
Kittson Residence, Kittsons Road	No	N	Yes	RNE
Cork Hill, 138 Kittsons Rd	No	No	Yes	RNE
Nicholson Residence, 11 Nicholson Rd	No	No	Yes	RNE
<b>Casterton</b>				
Casterton Church & Residential Precinct (West Hill)	No	No	Yes	RNE
Casterton Commercial Precinct	No	No	Yes	RNE
Glenelg (Masonic) Lodge, 160 Henty St	No	No	Yes	RNE
CWA Rooms, 164 Henty St	No	No	Yes	RNE
Scot's Uniting Church, 176 Henty St	No	No	yes	RNE
Methodist Church (Former), 177-179 Henty St	No	No	Yes	RNE
Methodist Manse (former), 179 Henty St.	No	No	Yes	RNE
Christ Church Anglican Church, 184 – 188 Henty St	No	Yes (common school site only)	Yes	RNE
Anglican Rectory (former), 188 Henty St	No	No	Yes	RNE
Kadisha, 210 Henty St	No	No	Yes	RNE
Old Cemetery, Old Cemetery Rd	No	No	Yes	RNE
New Cemetery, Racecourse Rd	No	No	Yes	RNE
Sacred Heart Catholic Complex, Robertson St	No	Yes	Yes	RNE
Stock Selling Ring, Saleyards Road	Yes	No	Yes	RNE
Koch Residence (former), 74 Staffa Rd	No	No	Yes	RNE
Fleur-de-Lis Marker, Toorak Hill	No	No	Yes	RNE
<b>Condah</b>				
Condah Village Precinct	No	No	Yes	RNE
<b>Dartmoor</b>				
Dartmoor Village Precinct	No	No	Yes	RNE
Dartmoor Memorial Avenue and Carvings, Wapling St	No	No	Yes	RNE

<b><i>Digby</i></b>				
Digby Village Precinct	No	No	Yes	RNE
Uniting Church, Cnr. Clarke & Bowen St	No	No	Yes	RNE
Rifle Downs, 2029 Dartmoor- Hamilton Rd	Yes	No	Yes	RNE
St. John the Evangelist Church, 3261 Portland – Casterton Rd	Yes	No	Yes	RNE
<b><i>Drik Drik</i></b>				
Drik Drik Precinct	No	Yes	Yes	RNE
Drik Drik Cemetery, Winnap-Nelson Rd	No	No	Yes	RNE
Presbyterian Church, Winnap- Nelson Rd	No	No	Yes	RNE
Methodist Church (former), 534 Winnap – Nelson Rd	No	No	Yes	RNE
State School No. 971 (former), 538 Winnap – Nelson Rd	No	No	Yes	RNE
<b><i>Henty</i></b>				
Merino Downs Homestead Complex, 5022 Henty Highway	Yes	Yes	Yes	RNE
St. Paul’s Anglican Church, 5155 Portland- Casterton Rd	No	No	Yes	RNE
<b><i>Heywood</i></b>				
Heywood Commercial Precinct	No	No	Yes	RNE
Heywood Cemetery, Cemetery Rd	No	No	Yes	RNE
St. Gregory’s Catholic Church, 93 Edgar St	No	No	Yes	RNE
Mounted Police Barracks, off Heywood – Casterton Rd.	Yes	Yes	Yes	RNE
St. John’s Anglican Church, 29 Lindsay St	No	No	Yes	RNE
Oakbank Homestead, 157 Oakbank Lane	Yes	Yes	Yes	RNE
<b><i>Homerton</i></b>				
Ettrick Homestead site and Gardens, Woolsthorpe-Heywood Rd	No	Yes	Yes	RNE
<b><i>Hotspur</i></b>				
Hotspur Cemetery, Gough’s Rd.	No	No	Yes	RNE

Former Rising Sun Hotel, 1510 Lyons-Hotspur Rd	No	No	Yes	RNE
Hotspur Public Hall, 1787 Portland – Casterton Rd	No	No	Yes	RNE
Memorial Avenue of Honour and Cairn, Portland-Casterton Rd	No	No	Yes	RNE
<b>Merino</b>				
Merino Precinct	No	No	Yes	RNE
Merino Butter Factory (former), Coleraine – Merino Rd	No	No	Yes	RNE
St. Andrew’s Presbyterian Church, 38 Levy St.	No	No	Yes	RNE
St. Peter’s Anglican Church, 14 Levy St.	No	No	Yes	RNE
Talisker, 221 Talisker Rd	Yes	No	Yes	RNE
<b>Nangeela</b>				
Nangeela Homestead, 139 Casterton – Naracoorte Rd	No	No	Yes	RNE
<b>Narrawong</b>				
Narrawong Cemetery, 26 Narrawong Cemetery Rd	No	No	Yes	RNE
<b>Paschendale</b>				
Paschendale Soldiers Memorial Hall, Paschendale – Tahara Rd	Yes	No	Yes	RNE
<b>Portland West</b>				
Trewalla Spring Farm, Bridgewater Rd	No	No	Yes	RNE
Tarrawalla, 1027 Bridgewater Rd	No	No	Yes	RNE
<b>Red Cap Creek</b>				
St. Catherine’s Anglican Church, Casterton Naracoorte Rd	No	No	Yes	RNE
Roseneath Homestead, 27 Warrock Rd	No	No	Yes	RNE
<b>Sandford</b>				
General Store and Post Office, 2 Burke St	No	No	Yes	RNE
Mechanics Institute, 14 Burke St	No	No	Yes	RNE

Forester Hall, 16 Burke St.	No	No	Yes	RNE
<i>Quercus robur</i> , 16 Burke St	No	No	Yes	RNE
Commercial Hotel, 5878 Henty Highway	No	No	Yes	RNE
Caledonian Hotel (former), 6011 Henty Highway	No	Yes	Yes	RNE
Sandford Cemetery, Portland- Casterton Rd	No	No	Yes	RNE
St. Mary's Church of England, 5924 Portland-Casterton Rd	No	No	Yes	RNE
Runnymede Homestead, 438 Runnymede Rd	Yes	No	Yes	RNE
St. John's Catholic Church, Unknown street name	No	No	Yes	RNE
<b>Strathdownie</b>				
Strathdownie Cemetery, McEachern Grave,	No	No	Yes	RNE
Strathdownie Homestead, Durbridges Lane	No	No	Yes	RNE
Park Hill & Walnut Tree, off Myaring-Pieracle Rd	No	No	Yes	RNE
<b>Tahara</b>				
Cusack Russell's Postal Tree, Tahara Rd	No	Yes	Yes	RNE
<b>Tyrendarra</b>				
Fitzroy River Farm, 122 Fitzroy Rd	No	No	Yes	RNE
St. James Anglican Church, 7155 Princes Highway	No	No	Yes	RNE
Uniting Church, Princes Highway	No	No	Yes	RNE
Yannarie Butter Factory, Princes Highway	No	Yes	Yes	RNE
Castlemaddie Homestead, 7073 Prince Highway	No	Yes	Yes	RNE
Tyrendarra State School No.1630, 125 Tyrendarra School Rd	No	No	Yes	RNE
<b>Wando Bridge</b>				
Wando Estate Homestead, 1550 Casterton – Edenhope Rd	No	No	Yes	RNE
The Hummocks, Retreat – Hummocks Rd	No	Yes	Yes	RNE
Upton's Shed, Torah Rd	No	No	Yes	RNE

<b><i>Wando Vale</i></b>				
Wando Vale Village Precinct	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>RNE</b>
Wando Vale Homestead Site, 366 Casterton – Edenhope Rd	<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>RNE</b>
Wando Vale School (former), 634 Casterton – Edenhope Rd	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>RNE</b>
Wando Vale Memorial Hall & Davidson Reserve, 636 Casterton – Edenhope Rd	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>RNE</b>



### Draft Schedule to the Heritage Overlay

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	<b><i>Brimboal</i></b>								
	Bilston's Tree, Glenmia Rd.	No	No	Yes	No	No	No		No
	<b><i>Cape Bridgewater</i></b>								
	Whites (second) Homestead, 363 Amos Rd	Yes	No	No	No	No	No		No
	Whites (first) Homestead, 365 Amos Rd	Yes	No	No	No	No	No		No
	Devlin's Cottage and Dairy Ruins, Blowholes Rd	Yes	No	No	No	No	No		No
	Kennedy's Cemetery, Blowholes Rd.	Yes	No	No	No	No	No		No
	State School 741 (ruin), Blowholes Rd.	Yes	No	No	No	No	No		
	Cape House, 8 Blowholes Rd	Yes	No	No	No	No	No		No
	Cape Bridgewater Homestead (former), 65 Blowholes Rd	Yes	No	Yes	No	No	No		No
	Stony Hill, 353 Blowholes Rd	Yes	No	No	No	No	No		No
	Presbyterian Church (former), 1721 Blowholes Road	Yes	No	No	No	No	No		
	National School No. 32 (former), Bridgewater Fire Station Rd	Yes	Yes	No	No	No	No		No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	Uniting Church, 10 Bridgewater Fire Station Rd	Yes	No	No	No	No	No		No
	St. Peter's Anglican Church (former), 19 Bridgewater Fire Station Rd	Yes	No	No	No	No			No
	Hedditch Cemetery, 105 Bridgewater Lakes Rd	Yes	No	No	No	No			No
	Lal Lal Homestead, 105 Bridgewater Lakes Rd	Yes	No	No	No	No			No
	Bridgewater Cemetery, 264 Bridgewater Lakes Rd	Yes	No	No	No	No			No
	Black Family Crypt, Kittsons Rd	Yes	No	No	No	No			No
	Mount Pleasant, Kittson Rd,	Yes	No	No	No	No			
	Cork Hill, 138 Kittsons Rd	Yes	No	No	No	No			No
	Nicholson Residence, 11 Nicholson Rd	Yes	No	No	No	No			No
	<b>Casterton</b>								
	Casterton Church & Residential Precinct (West Hill)	Yes	No	Yes	No	No			
	Casterton Commercial Precinct	Yes	No	No	No	No			No
	Glenelg (Masonic) Lodge, 160 Henty St	Yes	Yes	No	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	CWA Rooms, 164 Henty St	Yes	No	No	No	No			No
	Scot's Uniting Church, 176 Henty St	Yes	Yes	Yes	No	No			No
	Methodist Church (Former) 177 -179 Henty St	Yes	No	No	No	No			No
	Methodist Manse (former) 179 Henty St.	Yes	No	No	No	No			No
	Christ Church Anglican Church 184 – 188 Henty St	Yes	Yes	No	No	No			No
	Anglican Rectory (former) 188 Henty St	Yes	Yes (for the front two rooms only)	No	No	No			No
	Kadisha, 210 Henty St	Yes	No	Yes	No	No			No
	Old Cemetery, Old Cemetery Rd	Yes	No	Yes	No	No			No
	New Cemetery, Racecourse Rd	Yes	Yes (for sexton's hut)	No	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	Sacred Heart Catholic Complex, Robertson St	Yes	Yes	Yes	No	No			No
	Stock Selling Ring, Saleyard Road	Yes	Yes	No	No	No			
	Koch Residence (former), 74 Staffa Rd	Yes	No	No	No	No			No
	Fleur-de-Lis Marker, Toorak Hill	Yes	No	No	No	No			No
	<b>Condah</b>								
	Condah Village Precinct	Yes	No	Yes (row of Pinus spp. at the former Railway Station)	No	No			No
	<b>Dartmoor</b>	Yes							
	Dartmoor Village Precinct	Yes	No	Yes	No	No			No
	Dartmoor Memorial Avenue and Carvings, Greenham St	Yes	No	Yes	No	No			No
	<b>Digby</b>								
	Digby Village	Yes	No	Yes	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	Uniting Church, Cnr. Clarke & Bowen St	Yes	Yes	No	No	No			No
	Rifle Downs, 2029 Dartmoor-Hamilton Rd	Yes	Yes	Yes	No	No			No
	St. John the Evangelist Church, 3261 Portland – Casterton Rd	Yes	Yes	Yes	No	No			No
	<b><i>Drik Drik</i></b>								
	Drik Drik Precinct	Yes	No	Yes	No	No			No
	Drik Drik Cemetery, Winnap-Nelson Rd	Yes	No	No	No	No			No
	Presbyterian Church, Winnap-Nelson Rd	Yes	Yes	Yes	No	No			No
	Methodist Church (former), Winnap – Nelson Rd	Yes	No	No	No	No			No
	State School No. 971 (former), Winnap – Nelson Rd	Yes	Yes	No	No	No			No
	<b><i>Henty</i></b>								
	Merino Downs Homestead Complex, 5022 Henty Highway	Yes	Yes	Yes	No	No			No
	St. Paul’s Anglican Church, Portland- Casterton Rd	Yes	Yes	Yes	No	No			No
	<b><i>Heywood</i></b>								
	Heywood Commercial Precinct	Yes	No	No	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	Heywood Cemetery, Cemetery Rd	Yes	No	No	No	No			No
	St. Gregory's Catholic Church, 93 Edgar St	Yes	Yes	No	No	No			No
	Mounted Police Barracks, off Heywood – Casterton Rd	Yes	No	No	No				
	St. John's Anglican Church, 29 Lindsay St	Yes	Yes	No	No	No			No
	Oakbank Homestead, 157 Oakbank Lane	Yes	Yes	Yes	No	No			No
	<b>Homerton</b>								
	Ettrick Homestead, Woolsthorpe-Heywood Rd	Yes	No	Yes	No	No			No
	<b>Hotspur</b>								
	Hotspur Cemetery	Yes	No	No	No	No			No
	Former Rising Sun Hotel, 1510 Lyons-Hotspur Rd	Yes	No	No	No	No			No
	Hotspur Public Hall, Portland – Casterton Rd	Yes	No	No	No	No			No
	Memorial Avenue of Honour and Cairn, Portland-Casterton Rd	Yes	No	Yes	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	<b>Merino</b>								
	Merino Precinct	Yes	No	Yes	No	No			No
	Merino Butter Factory (former), Coleraine – Merino Rd	Yes	No	Yes	No	No			No
	St. Andrew’s Presbyterian Church, Levy & Hare St.	Yes	Yes	Yes	No	No			No
	St. Peter’s Anglican Church, Levy & Maud St.	Yes	Yes	No	No	No			No
	Talisker, 221 Talisker Rd	Yes	Yes	Yes	No	No			No
	<b>Nangeela</b>								
	Nangeela Homestead, 139 Casterton – Naracoorte Rd	Yes	Yes	Yes	No	No			No
	<b>Narrawong</b>								
	Narrawong Cemetery, 26 Narrawong Cemetery Rd	Yes	No	Yes	No	No			No
	<b>Paschendale</b>								
	Paschendale Hall, Coleraine – Paschendale Rd	Yes	Yes	No	No	No			No
	<b>Portland West</b>								
	Trewalla Spring Farm, Bridgewater Rd	Yes	No	Yes (Coprosma repens x 2)	No	No			No
	Tarrawalla, 1027 Bridgewater Rd	Yes	No	No	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	<b>Red Cap Creek</b>								
	St. Catherine's Anglican Church, Casterton - Naracoorte Rd	Yes	No	Yes	No	No			No
	Roseneath Homestead, 27 Warrock Rd	Yes	No	No	No	No			No
	<b>Sandford</b>								
	General Store and Post Office, 2 Burke St	Yes	No	No	No	No			No
	Mechanics Institute, 14 Burke St	Yes	Yes	No	No	No			No
	Forester Hall, 16 Burke St.	Yes	Yes	No	No	No			No
	Quercus Robur, 16 Burke St	Yes	No	Yes	No	No			No
	Commercial Hotel, 5878 Henty Highway	Yes	No	No	No	No			No
	Caledonian Hotel (former), 6011 Henty Highway	Yes	No	No	No	No			No
	Sandford Cemetery, Portland-Casterton Rd	Yes	No	No	No	No			No
	St. Mary's Church of England, Portland- Casterton Rd	Yes	Yes	No	No	No			No
	Runnymede Homestead, 438 Runnymede Rd	Yes	No	No	No	No			No



PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	St. John's Catholic Church, Unknown Street name	Yes	No	Yes	No	No			No
	<b>Strathdownie</b>								
	Strathdownie Cemetery, McEachern Grave,	Yes	No	No	No	No			No
	Strathdownie Homestead, Durbridges Lane	Yes	No	Yes	No	No			No
	Park Hill & Walnut Tree, off Myaring-Pieracle Rd	Yes	No	Yes	No	No			No
	<b>Tahara</b>								
	Cusack Russell's Postal Tree, Tahara Rd	Yes	No	Yes	No	No			No
	<b>Tyrendarra</b>								
	Fitzroy River Farm, 122 Fitzroy Rd	Yes	No	No	No	No			No
	St. James Anglican Church, Princes Highway	Yes	Yes	No	No	No			No
	Uniting Church, Princes Highway	Yes	No	No	No	No			No
	Yannarie Cheese and Butter Factory, Princes Highway	Yes	No	Yes	No	No			No
	Castlemaddie, 7073 Princes Highway	Yes	No	Yes	No	No			No

PS Map Ref	Heritage Place	External paint controls apply?	Internal controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under clause 43.01-4	Included in the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted ?	Name of incorporated plan under Clause 43.01-2	Aboriginal Heritage Place?
	Tyrendarra State School No.1630, Tyrendarra School Rd and Dyson Rd	Yes	No	No	No	No			No
	<b>Wando Bridge</b>								
	Wando Estate Homestead, 1550 Casterton – Edenhope Rd	Yes	No	No	No	No			No
	The Hummocks, Retreat – Hummocks Rd	Yes	No	No	No	No			No
	Upton’s Shed, Torah Rd	Yes	No	No	No	No			No
	<b>Wando Vale</b>	Yes				No			No
	Wando Vale Village Precinct	Yes	No	No	No	No			No
	Wando Vale Homestead Site, 366 Casterton – Edenhope Rd	Yes	No	Yes	No	No			No
	Wando Vale School (former), 634 Casterton – Edenhope Rd	No	No	Yes	No	No			No
	Wando Vale Memorial Hall & Davidson Reserve, 636 Casterton – Edenhope Rd	Yes	Yes	Yes	No	No			No

## Draft Historical Archaeology Report

### Areas of archaeological sensitivity for which an archaeological management plan should be undertaken:

- Merino Downs Complex, 5022 Henty Highway, Henty
- Ettrick Homestead site and Gardens, Woolsthorpe-Heywood Rd, Homerton
- Yannarie Butter Factory, Princes Highway, Tyrendarra
- Mounted and Native Police Barracks

### Recommendations for inclusion of places in the Heritage Inventory, the Heritage Register and the Heritage Overlay:

Name of Heritage Place and Location	Include in Heritage Inventory?	Include in Heritage Overlay?	Include in Heritage Register?
<b><i>Cape Bridgewater</i></b>			
Devlin's Cottage and Dairy Ruins, Blowholes Rd	Yes	Yes	No
State School 741 (ruin), Blowholes Rd.	Yes	Yes?	No
Cape Bridgewater Homestead (former), 65 Blowholes Rd	Yes (area around the homestead)	Yes (ruins)	No
<b><i>Casterton</i></b>			
Christ Church Anglican Church, 184 – 188 Henty St	Yes (common school site between the rectory and the church)	Yes (	No
<b><i>Drik Drik</i></b>			
Drik Drik Precinct	Yes	Yes	No
<b><i>Henty</i></b>			
Merino Downs Complex, 5022 Henty Highway	Yes (site of original homestead)	Yes (whole site, including former HS Site)	Yes (whole site, including former HS Site)
<b><i>Heywood</i></b>			
Oakbank Homestead, 157 Oakbank Lane	Yes (site of former gate keepers lodge)	Yes	No
Mounted Police Barracks, Heywood	Yes	Yes	Yes
<b><i>Homerton</i></b>			
Ettrick Homestead site and Gardens, Woolsthorpe-Heywood Rd	Yes	Yes	No
<b><i>Sandford</i></b>			
Caledonian Hotel (former), 6011 Henty Highway	Yes (courtyard)	Yes	No

<b><i>Tahara</i></b>			
Cusack Russell's Postal Tree, Tahara Rd	<b>Yes</b> (area of 25m surrounding the tree)	<b>Yes</b>	<b>No</b>
<b><i>Tyrendarra</i></b>			
Yannarie Butter Factory, Princes Highway	<b>Yes</b> (inside & around factory)	<b>No</b>	<b>No</b>
Castlemaddie Homestead, 7073 Prince Highway	<b>Yes</b> (around ruin on creek)	<b>No</b>	<b>No</b>
<b><i>Wando Bridge</i></b>			
The Hummocks, Retreat – Hummocks Rd	<b>Yes</b>	<b>Yes</b>	<b>No</b>
<b><i>Wando Vale</i></b>			
Wando Vale Homestead Site, 366 Casterton – Edenhope Rd	<b>Yes</b>	<b>Yes</b>	<b>No</b>

## **Appendix 4: State and National Nominations**

### **Places Recommended for Nomination to the Victorian Heritage Register**

- Stock Selling Ring, Saleyards Road, Casterton
- Rifle Downs Homestead, 2029 Dartmoor Road, Digby
- St. John the Evangelist Church, 3261 Portland-Casterton Road, Digby
- Merino Downs Homestead Complex, 5022 Henty Highway, Henty
- Oakbank Homestead, 157 Oakbank Lane, Heywood
- Talisker Homestead, 221 Talisker Road, Merino
- Paschendale Hall, Coleraine-Tahara Road, Paschendale
- Runnymede Homestead Complex, 438 Runnymede Road, Sandford
- Mounted and Native Police Barracks, Homerton

### **Places Recommended for Nomination to the National Heritage List**

- Mounted and Native Police Barracks, Homerton

## **Appendix 5: Criteria for assessment of cultural heritage significance**

(Criteria adopted by the Heritage Council on 6 March 1997 pursuant to Sections 8(c) and 8(2) of the Heritage Act 1995).

### **CRITERION A:**

The historical importance, association with or relationship to Victoria's history of the place or object.

### **CRITERION B:**

The importance of a place or object in demonstrating rarity or uniqueness.

### **CRITERION C:**

The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage.

### **CRITERION D:**

The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as part of a class or type of places or objects.

### **CRITERION E:**

The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features

### **CRITERION F:**

The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

### **CRITERION G:**

The importance of the place or object in demonstrating social or cultural associations.

### **CRITERION H:**

Any other matter which the Council considers relevant to the determination of cultural heritage significance

## Appendix 6: The Burra Charter

### Preamble

### Explanatory notes

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988 and 26 November 1999.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

### Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

Using the Charter

The Charter should be read as a whole. Many articles are interdependent. Articles in the Conservation Principles section are often further developed in the Conservation Processes and Conservation Practice sections. Headings have been included for ease of reading but do not form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained in the following Australia ICOMOS documents:

Guidelines to the Burra Charter: Cultural Significance

Guidelines to the Burra Charter: Conservation Policy

Guidelines to the Burra Charter: Procedures for Undertaking Studies and Reports

Code on the Ethics of Coexistence in Conserving Significant Places

What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the Australian Natural Heritage Charter and the Draft Guidelines for the Protection, Management and Use of Aboriginal and Torres Strait Islander Cultural Heritage Places.



### Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records that are important as tangible expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about whom we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

### **Articles**

## Article 1 Definitions

For the purposes of this Charter:

- 1.1 *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
- The concept of place should be broadly interpreted. The elements described in Article 1.1 may include memorials, trees, gardens, parks, places of historical events, urban areas, towns, industrial places, archaeological sites and spiritual and religious places.
- 1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.
- Places may have a range of values for different individuals or groups.
- The term cultural significance is synonymous with heritage significance and cultural heritage value.
- Cultural significance may change as a result of the continuing history of the place.
- Understanding of cultural significance may change as a result of new information.

- 1.3 *Fabric* means all the physical material of the place including components, fixtures, contents, and objects.
- Fabric includes building interiors and sub-surface remains, as well as excavated material.
- Fabric may define spaces and these may be important elements of the significance of the place.
- 1.4 *Conservation* means all the processes of looking after a place so as to retain its cultural significance.
- 1.5 *Maintenance* means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.
- The distinctions referred to, for example in relation to roof gutters, are:
- maintenance — regular inspection and cleaning of gutters;
- repair involving restoration — returning of dislodged gutters;
- Repair involving reconstruction — replacing decayed gutters.
- 1.6 *Preservation* means maintaining the fabric of a place in its existing state and retarding deterioration.
- It is recognised that all places and their components change over time at varying rates.
- 1.7 *Restoration* means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.
- 1.9 *Adaptation* means modifying a *place* to suit the existing *use* or a proposed use.
- 1.10 *Use* means the functions of a *place*, as well as the activities and practices that may occur at the place.
- 1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the area around a *place*, which may include the visual catchment.
- 1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.
- 1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.
- 1.15 *Associations* mean the special connections that exist between people and a *place*.
- 1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Associations may include social or spiritual values and cultural responsibilities for a place.

Meanings generally relate to intangible aspects such as symbolic qualities and

memories.

1.17 *Interpretation* means all the ways of presenting the cultural significance of a place.

Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.

### **Conservation Principles**

## Article 2    Conservation and management

- 2.1    *Places of cultural significance should be conserved.*
- 2.2    The aim of *conservation* is to retain the *cultural significance* of a *place*.
- 2.3    *Conservation* is an integral part of good management of *places* of *cultural significance*.
- 2.4    *Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.*

## Article 3    Cautious approach

- 3.1    *Conservation* is based on a respect for the existing *fabric, use, associations* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.
- The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.
- 3.2    Changes to a *place* should not distort the physical or other evidence it provides, nor be based on conjecture.

## Article 4    Knowledge, skills and techniques

4.1 *Conservation* should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the *place*.

4.2 Traditional techniques and materials are preferred for the *conservation* of significant *fabric*. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.

## Article 5 Values

5.1 *Conservation* of a *place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biological diversity and geodiversity for their existence value, or for present or future generations in terms of their scientific, social, aesthetic and life-support value.

5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used

to justify actions  
which do not retain  
cultural  
significance.



## Article 6    Burra Charter Process

6.1    The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy.

The Burra Charter process, or sequence of investigations, decisions and actions, is illustrated in the accompanying flowchart.

6.2    The policy for managing a *place* must be based on an understanding of its *cultural significance*.

6.3    Policy development should also include consideration of other factors affecting the future of a *place* such as the owner's needs, resources, external constraints and its physical condition.

## Article 7    Use

7.1    Where the *use* of a *place* is of *cultural significance* it should be retained.

7.2    A *place* should have a *compatible use*.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change, to significant fabric and use; should respect associations and meanings; and where appropriate

should provide for continuation of practices which contribute to the cultural significance of the place.

## Article 8   Setting

*Conservation* requires the retention of an appropriate visual *setting* and other relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Aspects of the visual setting may include use, siting, bulk, form, scale, character, colour, texture and materials.

Other relationships, such as historical connections, may contribute to interpretation, appreciation, enjoyment or experience of the place.

## Article 9    Location

- 9.1    The physical location of a *place* is part of its *cultural significance*. A building, work or other component of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2    Some buildings, works or other components of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other components do not have significant links with their present location, removal may be appropriate.
- 9.3    If any building, work or other component is moved, it should be moved to an appropriate location and given an appropriate *use*. Such action should not be to the detriment of any *place* of *cultural significance*.

## Article 10    Contents

Contents, fixtures and objects which contribute to the *cultural significance* of a *place* should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and *preservation*; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

## Article 11    Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the

*place* should be retained.

#### Article 12    Participation

*Conservation, interpretation* and management of a *place* should provide for the participation of people for whom the place has special *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

#### Article 13    Co-existence of cultural values

Co-existence of cultural values should be recognised, respected and encouraged, especially in cases where they conflict.

For some places, conflicting cultural values may affect policy development and management decisions. In this article, the term cultural values refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.

### **Conservation Processes**

## Article 14   Conservation processes

*Conservation* may, according to circumstance, include the processes of: retention or reintroduction of a *use*; retention of *associations* and *meanings*; *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation* and *interpretation*; and will commonly include a combination of more than one of these.

There may be circumstances where no action is required to achieve conservation.

## Article 15    Change

- 15.1    Change may be necessary to retain *cultural significance*, but is undesirable where it reduces cultural significance. The amount of change to a *place* should be guided by the cultural significance of the place and its appropriate *interpretation*.
- When change is being considered, a range of options should be explored to seek the option which minimises the reduction of cultural significance.
- 15.2    Changes which reduce *cultural significance* should be reversible, and be reversed when circumstances permit.
- Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.
- 15.3    Demolition of significant *fabric* of a *place* is generally not acceptable. However, in some cases minor demolition may be appropriate as part of *conservation*. Removed significant fabric should be reinstated when circumstances permit.
- 15.4    The contributions of all aspects of *cultural significance* of a *place* should be respected. If a place includes *fabric, uses, associations* or *meanings* of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

## Article 16    Maintenance

*Maintenance* is fundamental to *conservation* and should be undertaken where *fabric* is of *cultural significance* and its maintenance is necessary to retain that cultural significance.

#### Article 17    Preservation

*Preservation* is appropriate where the existing *fabric* or its condition constitutes evidence of *cultural significance*, or where insufficient evidence is available to allow other *conservation* processes to be carried out.

Preservation protects fabric without obscuring the evidence of its construction and use. The process should always be applied:

where the evidence of the fabric is of such significance that it should not be altered;

where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

Article 18   Restoration and reconstruction

*Restoration* and *reconstruction* should reveal culturally significant aspects of the *place*.

Article 19   Restoration

*Restoration* is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.



Article 20    Reconstruction

20.1    *Reconstruction* is appropriate only where a *place* is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the *fabric*. In rare cases, reconstruction may also be appropriate as part of a *use* or practice that retains the *cultural significance* of the place.

20.2    *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

Article 21    Adaptation

21.1    *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the *place*.

Adaptation may involve the introduction of new services, or a new use, or changes to safeguard the place.

21.2    *Adaptation* should involve minimal change to significant fabric, achieved only after considering alternatives.

Article 22    New work

22.1    New work such as additions to the *place* may be acceptable where it does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

New work may be sympathetic if its siting, bulk, form, scale, character, colour, texture and material are similar to the existing fabric, but imitation should be

avoided.

22.2 New work should be readily identifiable as such.

Article 23 Conserving use

Continuing, modifying or reinstating a significant use may be appropriate and preferred forms of conservation.

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use or practice may involve substantial new work.

Article 24 Retaining associations and meanings

24.1 Significant associations between people and a place should be respected, retained and not obscured. Opportunities for the interpretation, commemoration and celebration of these associations should be investigated and implemented.

For many places associations will be linked to use.

24.2 Significant meanings, including spiritual values, of a place should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

Article 25 Interpretation

The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment, and be culturally

appropriate.

## **Conservation Practice**

Article 26    Applying the Burra Charter process

- |             |  |  |
|-------------|--|--|
| <u>26.1</u> | Work on a <i>place</i> should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.  | The results of studies should be up to date, regularly reviewed and revised as necessary.  |
| <u>26.2</u> | Written statements of <i>cultural significance</i> and policy for the <i>place</i> should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.  | Statements of significance and policy should be kept up to date by regular review and revision as necessary. The management plan may deal with other matters related to the management of the place. |
| <u>26.3</u> | Groups and individuals with <i>associations</i> with a <i>place</i> as well as those involved in its management should be provided with opportunities to contribute to and participate in understanding the <i>cultural significance</i> of the place. Where appropriate they should also have opportunities to participate in its <i>conservation</i> and management. |  |

Article 27    Managing change

- |             |  |
|-------------|--|
| <u>27.1</u> | The impact of proposed changes on the <i>cultural significance</i> of a <i>place</i> should be analysed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes following analysis to better retain cultural significance. |
| <u>27.2</u> | Existing <i>fabric, use, associations</i> and <i>meanings</i> should be adequately recorded before any changes   |

are made to the *place*.

Article 28    Disturbance of fabric

28.1    Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.

28.2    Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

Article 29    Responsibility for decisions

The organisations and individuals responsible for management decisions should be named and specific responsibility taken for each such decision.

Article 30    Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31    Documenting evidence and decisions

A log of new evidence and additional decisions should be kept.

Article 32    Records

32.1    The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

32.2    Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33    Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

Article 34    Resources

Adequate resources should be provided for *conservation*.

The best conservation often involves the least work and can be inexpensive.

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# Appendix 7: The Study Brief