

GLENELG SHIRE HERITAGE STUDY



AN ENVIRONMENTAL HISTORY PART ONE

Prepared for Heritage Victoria and the Glenelg Shire October 2002

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PART ONE

December 2002

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Photos:

St. Peters Church Tahara photo by J.T. Collins State Library of Victoria
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GLENELG SHIRE HERITAGE STUDY¹

ENVIRONMENTAL HISTORY

Draft Only

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¹ All references to the 'Shire of Glenelg' refer to the former local government area, roughly equivalent to the northern area of the present Glenelg Shire boundary, which predates 1994 when the state government recommended widespread local government amalgamation in Victoria.

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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'.² Glenelg Shire was also blessed with excellent rainfall in most areas.³

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.'⁴

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'.⁵

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.⁶

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'.⁷ 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.

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

³ *Ibid*, pp.26, 30.

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

⁵ *Victorian Year Book 1973*, p.74.

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

⁷ 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.

Fig 1 Taken from *Greening a Brown Land* by Neil Barr & John Carr published Macmillian Education Australia, Melbourne 1994 p. 168



Figure 2 Glenelg River. circa 1895 State Library of Victoria Accession No H84.281

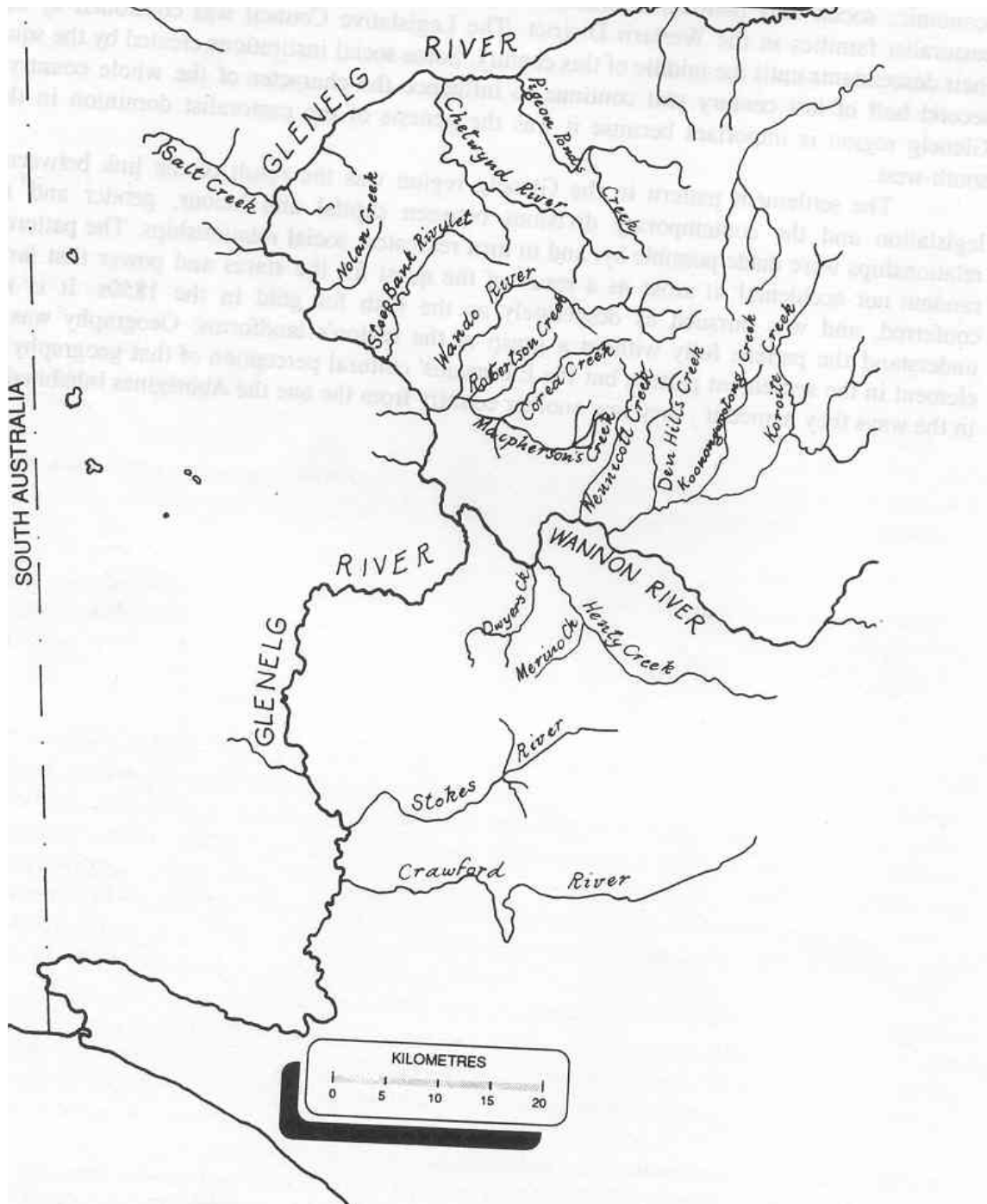


Fig 3 'The Glenelg River Basin with its tributaries and subdivisions of tablelands, valleys and coastal plains was the first Victorian frontier and main target of the 1860s Selection Acts' Land and Power by Katrina Hedditch 1996, p. 17

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.⁸

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 Study⁹ and a 1987 work by Jenkin and Rowan.¹⁰ 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.¹¹

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.¹²

⁸ Hedditch, op.cit., Figures 4, 6, 7, 8, 9.

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

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

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

¹² *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'.¹³

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.¹⁴

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.¹⁵ 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 near Casterton circa 1940 prior to the construction of the Konongwootong dam. State Library of Victoria Accession no H90.160/527

¹³ Ibid, pp. 22, 23.

¹⁴ Ibid, p.23.

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

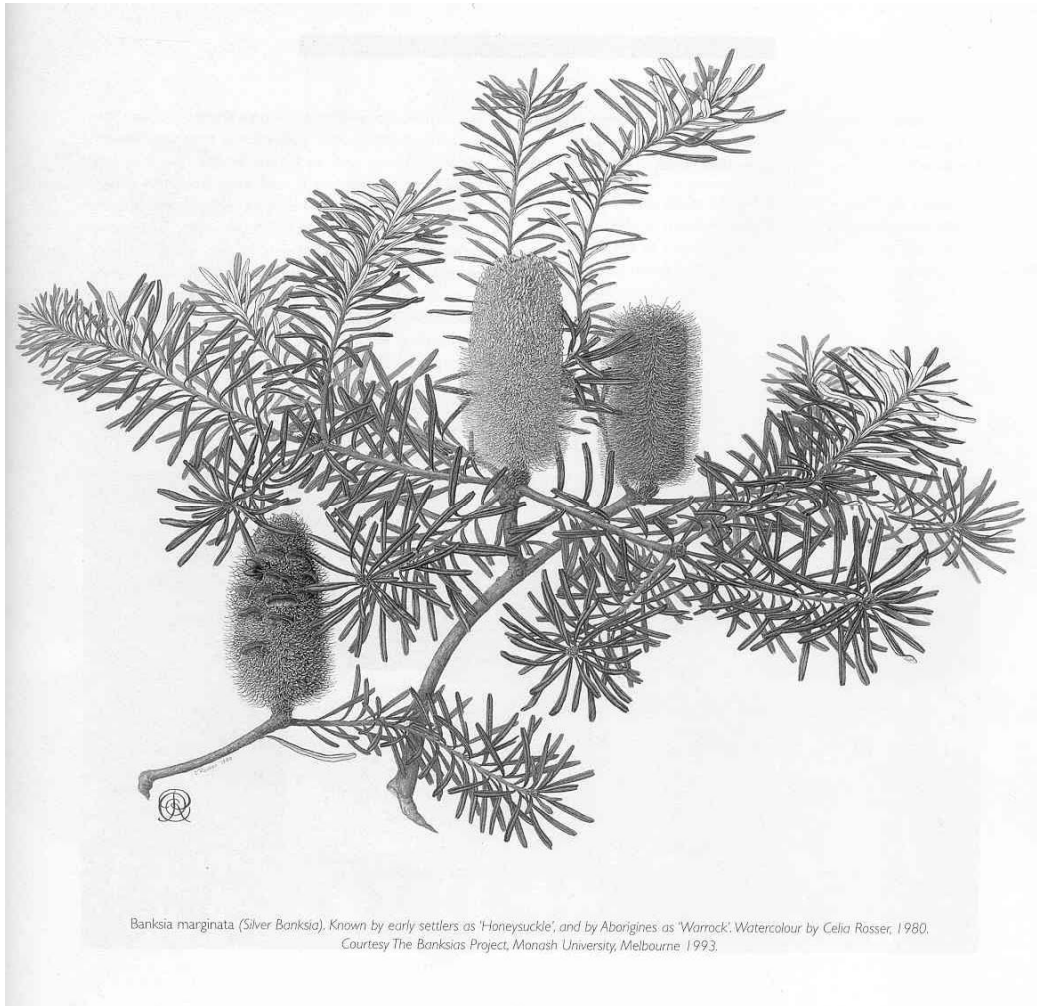


Fig 5 'Banksia marginata (Silver Banksia) known by early settlers as 'Honeysuckle' and by the Aborigines as 'Warrock'' from *Warrock* by Michelle Summerton, Heritage Council Victoria 1997.

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.¹⁶

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

¹⁶ *Victorian Year Book* 1973, p.79.

the food and shelter available to many birds and ground feeding marsupials'.¹⁷ The 'introduction of hard hooved grazing animals, and the stripping of native vegetation on the soils of the south-west produced soil and stream erosion'.¹⁸

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,¹⁹ 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.'²⁰



Figure 6 Struan old house 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.²¹

The replacement or modification of native grasses (such as kangaroo grass), succulents and herbs and other natural vegetation by introduced species from an early

¹⁷ Ibid.

¹⁸ *LCC Report*, p.53.

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

²⁰ Correspondence dated 26 September 1853 quoted in *LCC Report*, p.83.

²¹ Ibid, p.53.

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.²²

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.²³ 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'.²⁴ 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.²⁵

The establishment of plantations of exotic softwood species throughout the Shire, notably the pine plantings of the inter-war years,²⁶ 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.

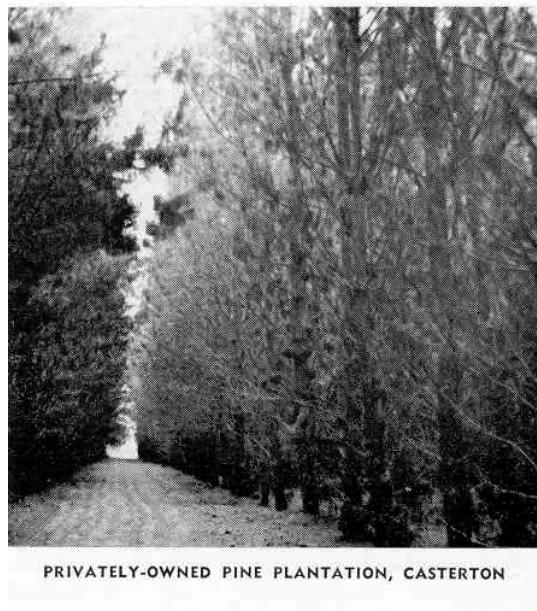


Figure 7 Private Pine Plantation near Casterton from Shire Glenelg Centenary 1963

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

²² *Victorian Year Book 1973*, pp.73-74.

²³ *Ibid*, p.66.

²⁴ *Ibid*, p.79.

²⁵ *Ibid*, p.68.

²⁶ *LCC Report*, pp.62, 63.

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.²⁷

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.’²⁸

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.²⁹

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.³⁰

²⁷ *A Short History of Wallacedale*, compiled by H.B. Wheeler, 1955. Condah Swamp was later known as Wallacedale.

²⁸ *Ibid*, p.54.

²⁹ *Ibid*, p.37.

³⁰ Hedditch, *op.cit.*, pp.32, 33.

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.³¹

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 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.



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

National parks, forest and wildlife reserves

³¹ Ibid, p.1.

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'.³²

'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, Tower Hill in Moyne Shire (1892), an authority to administer the system was not set up until 1956.³³ 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),³⁴ 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.³⁵

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.³⁶

'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 19th 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.³⁷ The major themes of tourism and holiday-making in the history of Glenelg Shire's development will be discussed in Section 8.

³² R. Wright, *The Bureaucrat's Domain*, OUP, 1989, p.74.

³³ *Victorian Year Book 1973*, p.80.

³⁴ *LCC Report*, p.57.

³⁵ *Victorian Year Book 1973*, pp.80, 81.

³⁶ See Section 1.3.

³⁷ S. Priestley. *The Victorians. Making Their Mark*, 1984, p.224.



Figure 9 Dutton Beach circa 1945 Portland 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.³⁸

³⁸ *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. Angas, South Australian Museum)

Fig 10 Watercolour by G. F. Angas of Aborigines camping outside Portland

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 year³⁹. Eels were caught and trapped during their annual migration along Darlots Creek in spring and fish may have been trapped on a year round basis⁴⁰. 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 outcrops⁴¹. Excavation of hut sites has indicated that they were being constructed about 1950-1700 years ago⁴² and were still being used after contact with Europeans⁴³.



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

Fig 11 Fish Traps, from *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 watercourses⁴⁴.

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

³⁹ 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

⁴⁰ Coutts, op. cit. 25

⁴¹ Clark, Anne 1991 ‘Lake Condah Project, Aboriginal Archaeology, Resource Inventory’ *Victoria Archaeological Survey, Occasional Report No. 36.* p. 48

⁴² Wesson, Jane 1981 *Excavations of Stone Structures in the Condah Area, Western Victoria.* Unpublished MA (Prelim) Thesis, La Trobe University. p. 49

⁴³ Coutts, op. cit. pp. 38-39

⁴⁴ Hedditch, Katrina 1996 *Land and Power: A Settlement History of the Glenelg Shire to 1890.* p. 46

Djargurd language⁴⁵. While the Djargurd language was common to much of western Victoria, Dhauwurd wurrung was a dialect spoken in the Portland-Lake Condah area.

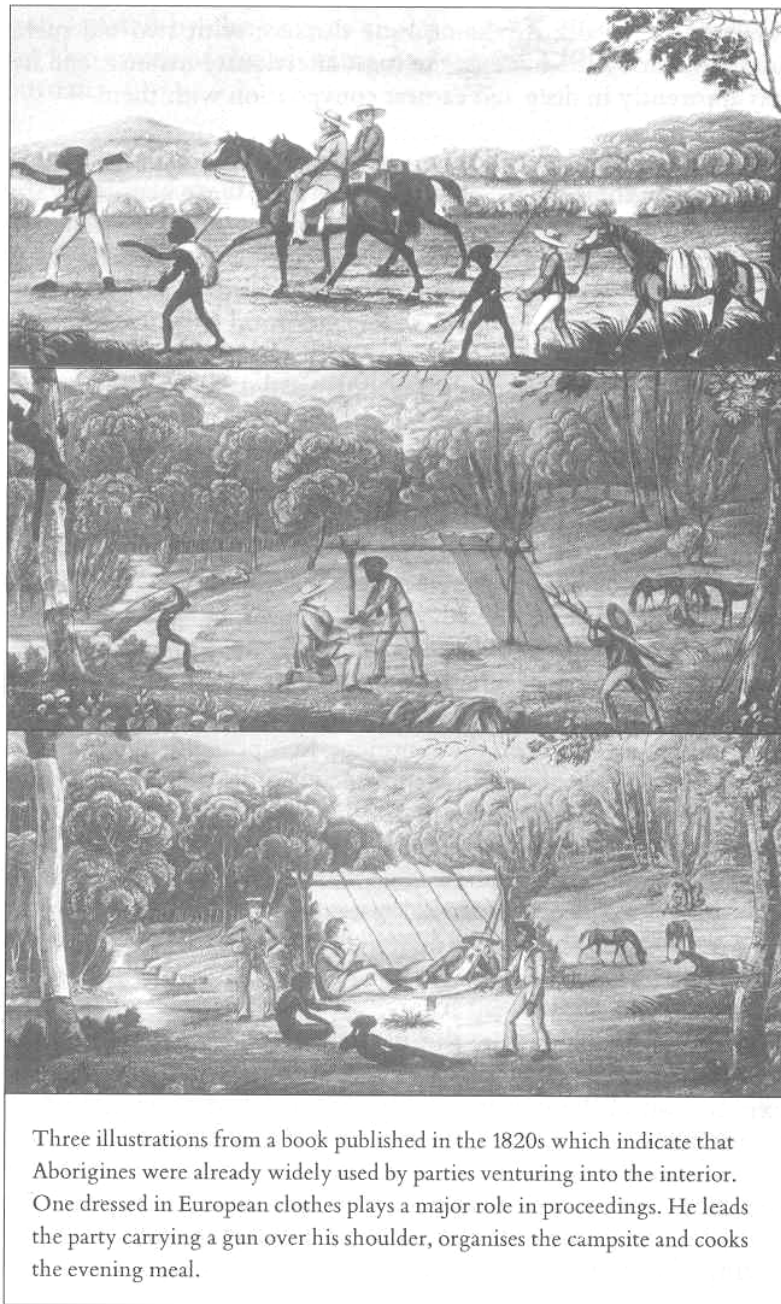


Figure 12 taken from *With the White People*, Henry Reynolds, Penguin Books, 1990 p 18

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

⁴⁵ Clark, Ian 1990 'Aboriginal Languages and Clans' *Monash Publications in Geography No. 37*. pp. 22-23, 27

names of clans at Lake Condah⁴⁶. ‘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.

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 River⁴⁷. There were approximately twenty-one Dhauwurd wurrung clans in the Shire of Glenelg. See attached table. Many of the clan locations correspond to European townships⁴⁸. 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. 7080⁴⁹. Critchett estimates a population of c.3500 in 1841⁵⁰. Clark suggests that Robinson’s estimates place the population at around 4000 in 1841⁵¹.

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. Hedditch⁵² 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 group⁵³. 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 Zero⁵⁴.

Buandig divided into two halves – moieties – Kumite and Kroke⁵⁵. The affiliation of an individual to a particular moiety was determined at birth; children belonged to their mother’s moiety⁵⁶. Women married outside their immediate family and probably outside their clan, and to a man of the opposite moiety⁵⁷. Girls were betrothed while still children, into a clan which had a daughter to give in exchange⁵⁸, this system of

⁴⁶ *ibid.* p.25

⁴⁷ *ibid.* p.54

⁴⁸ Hedditch, *op. cit.* pp. 42-43

⁴⁹ Clark, *op. cit.* 1990 p. 52

⁵⁰ Critchett, *op. cit.* p. 76

⁵¹ Clark, *op. cit.* 1990 p. 52

⁵² Hedditch, *op. cit.* p. 41

⁵³ Tindale, Norman 1974 *Aboriginal Tribes of Australia.* p. 210.

⁵⁴ *ibid.* p. 210

⁵⁵ Smith, J 1880 *The Boadnik Tribe of South Australian Aborigines.* p. ix

⁵⁶ *ibid.* p. 4

⁵⁷ *ibid.* p. 3

⁵⁸ *ibid.* p. 3

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 Shire⁵⁹.

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 area⁶⁰. 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
Narcurre 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
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

⁵⁹ Tindale, op. cit. p. 210, Heditch, op. cit. p. 42

⁶⁰ Clark, op. cit. p. 54

FIG. 11 CLAN SITES: THE GLENELG BASIN

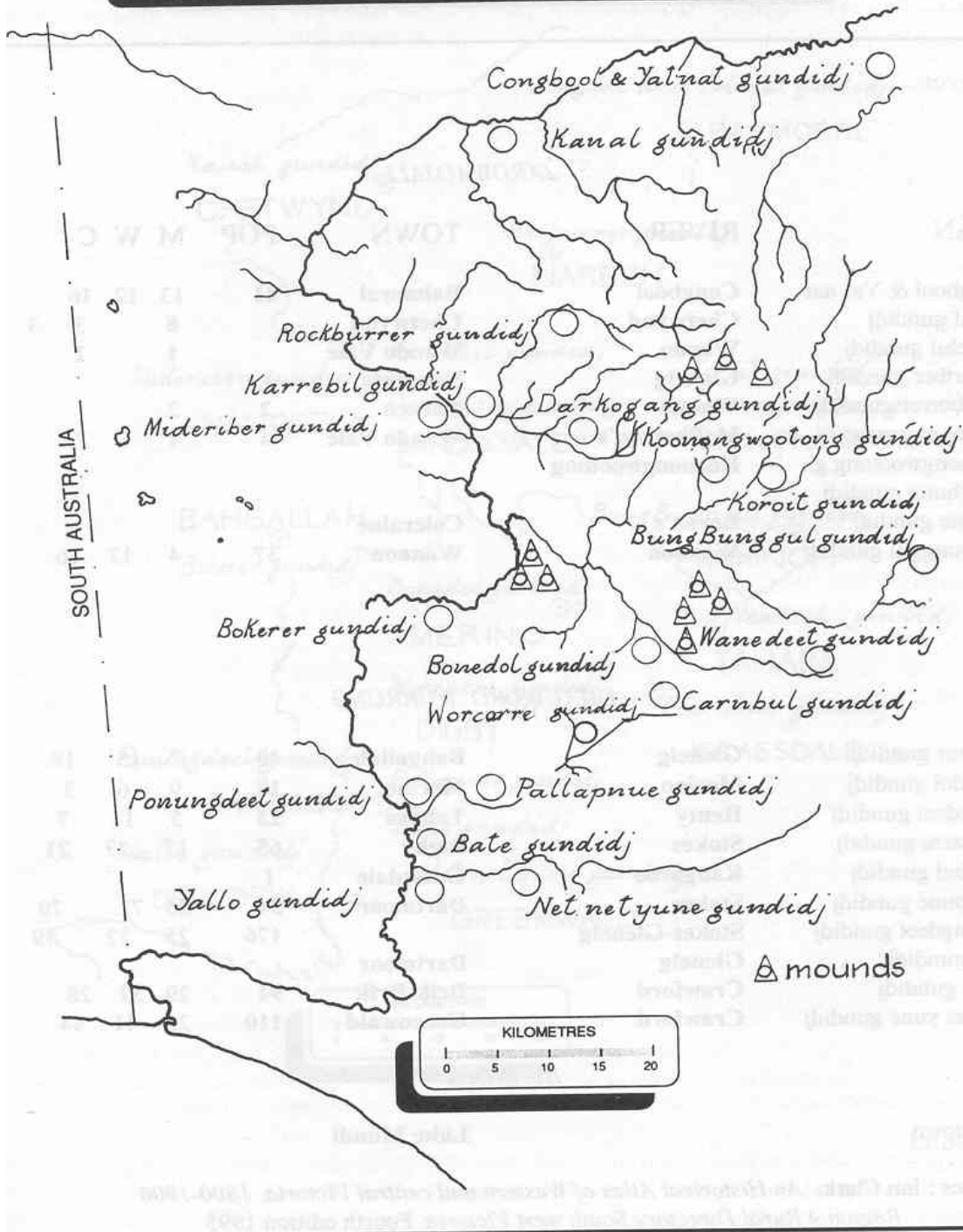


Figure 13 Clan Sites : The Glenelg Basin from *Land and Power*, Katrina Hedditch 1996 p. 41

2.2 EUROPEAN INVASION

Early incursions by Europeans were focussed on the coastal regions, beginning with sealers and whalers from possibly as early as 1810⁶¹. 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 person⁶².

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 1822-1823⁶³. 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.⁶⁴ 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.⁶⁵

Clark⁶⁶ 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. Clark⁶⁷ suggests that the fact that the coastal areas appeared to have been heavily

⁶¹ Clark, Ian 1998 'Understanding the Enemy: Ngammadjidj or Foreign Invader' *Monash University, Faculty of Business and Economics, Working Paper 73/98*. p. 2

⁶² *ibid.* p. 5

⁶³ Smith, *op. cit.* 25-26

⁶⁴ 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

⁶⁵ *ibid.* p. 18, Critchett, *op. cit.* pp. 121-122

⁶⁶ Clark, *op. cit.* 1998 p. 5

⁶⁷ *ibid.* p. 3

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,⁶⁸ indicating a tactical withdrawal of the Dhauwurd wurrung people from the coastal areas where their people had been attacked by Europeans.



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 Taken from *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 Clark⁶⁹ 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 Smith⁷⁰ 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’.⁷¹

A widespread initial belief in the western district, was that Europeans were ‘ngammadjidj’ a term used to describe the spirits of the deceased⁷². 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 existence⁷³. For example, George

⁶⁸ Clark, op. cit. 1990 p. 33

⁶⁹ Clark, op. cit. 1998 p. 2

⁷⁰ Smith, op. cit. 1880 p. 25

⁷¹ Smith, op. cit. 1880 p. 24

⁷² Clark, op. cit. 1998 p. 7

⁷³ *ibid.* p7

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 1841⁷⁴. 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.⁷⁵



Fig 15 George A. Robinson, chief Protector of Aborigines during the Port Phillip district of New south Wales period. Taken from '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.⁷⁶ This belief also created an expectation that Europeans would behave according to traditional law and custom and share their economic resources.⁷⁷ 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

⁷⁴ *ibid.* p.9

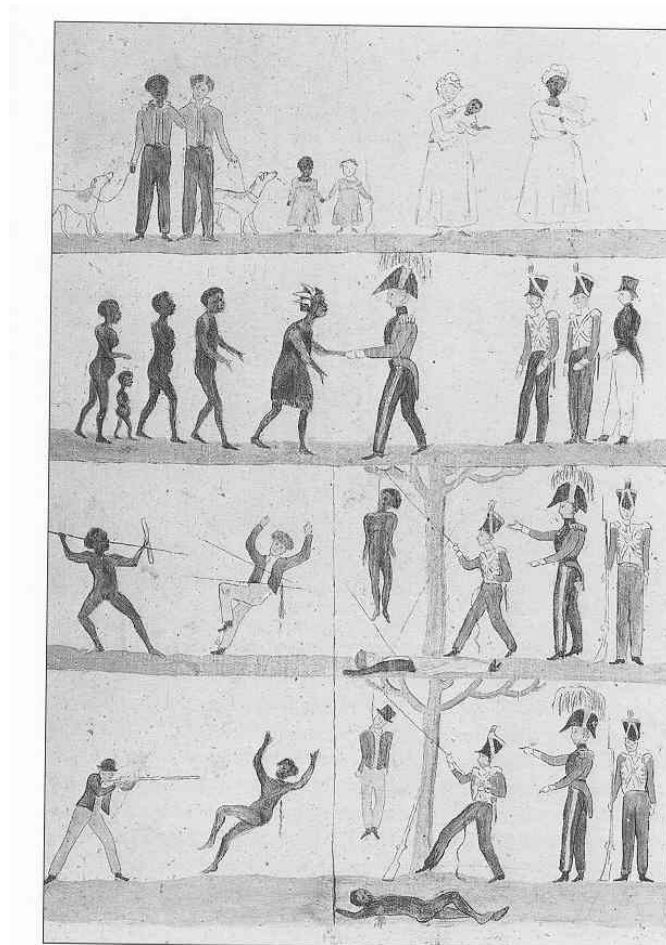
⁷⁵ *ibid.* p. 7

⁷⁶ *ibid.* p. 11

⁷⁷ Clark *op. cit.* 1998 p. 11

European being recognised as a dead person from a hostile clan and attacked as a result.⁷⁸

That 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.⁷⁹



'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)

Fig 16 Proclamation to the Aborigines' artists unknown. One of the painted signs used by Governor Arthur to illustrate the intentions, if not the reality, of government policy (Mitchell Library of NSW) Taken from *Fate of a Free People* Henry Reynolds Penguin books 1995 p 145

⁷⁸ ibid. p. 9

⁷⁹ ibid. p. 11

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 18th 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.⁸⁰

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.⁸¹

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'⁸² (Tasmania). Sealing was in evidence in Portland as early as 1822. There is a sealer's grave on Lady Julia Percy Island dated 1822.⁸³ 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.⁸⁴ 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.⁸⁵

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

⁸⁰ N. Learmonth, *The Portland Bay Settlement*, 1934 (reprinted 1983), pp.26, 27.

⁸¹ *Ibid.*

⁸² *LCC Report*, p.30.

⁸³ Information supplied by Gwen Bennett, History House, Portland.

⁸⁴ Learmonth, *op.cit.*, pp.30, 31.

⁸⁵ *LCC Report*, p.31.

Launceston or Hobart for processing. Other stations soon followed Dutton's at Double Corner, including those of Kelly and Hewitt.⁸⁶

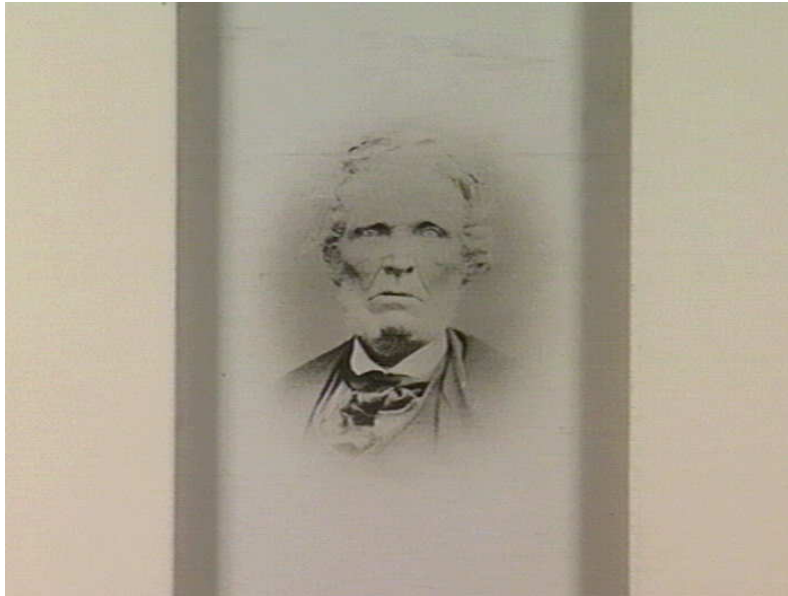


Figure 17 Captain Dutton,(1811-1878) photo circa 1860-78, State Library of Victoria Accession No H12362

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.⁸⁷

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.⁸⁸

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.⁸⁹

⁸⁶ Ibid.

⁸⁷ J.G. Wiltshire, *A People's History of Portland*, 1976, p.22.

⁸⁸ *LCC Report*, p.31.

⁸⁹ Ibid, p.33.

There are many vivid accounts of the Hentys' whaling activities in their journals now available in a 1996 publication.⁹⁰ When Major Mitchell visited this location in August 1836 he was surprised to find a small but thriving community there.⁹¹ An 1854 map indicated the Convincing Ground with structures on the shore marked as 'Messrs. Hentys' Whaling Establishment' and 'Old Whaling Buildings'.⁹² 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.⁹³ Early sketches by J.H. Wedge, government surveyor, show the Henty whaling station in 1835.⁹⁴ Among the Henty family records, there are notes on the equipment and materials needed for a season at the Henty whaling establishment.⁹⁵

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'.⁹⁶

The earliest reference to a whalers' lookout at the Convincing Ground was the 'lookout tree' near the site.⁹⁷ 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.⁹⁸

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.⁹⁹

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.¹⁰⁰

⁹⁰ *The Henty Journals* ed. Lynnette Peel, The Miegunyah Press with SLV, MUP, 1996.

⁹¹ *The Major Mitchell Trail*, p.76.

⁹² LCC Report, p.33.

⁹³ *The Major Mitchell Trail*, pp.76, 77.

⁹⁴ Reproduced in N.Learmonth op.cit., facing p.110.

⁹⁵ *Ibid*, pp.50-53.

⁹⁶ LCC Report, p.33.

⁹⁷ *The Henty Journals*. 21 Oct. 1835.

⁹⁸ Mr A. (Tony) Boyer, pers. comm.

⁹⁹ Information supplied by Gwen Bennett, History House, Portland.

¹⁰⁰ LCC Report, p.31.

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 1878.¹⁰¹

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.¹⁰²

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 an 1840s map of the Portland Township,¹⁰³ 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 19th 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 centre of Sydney. Although visited by sealers and whalers,¹⁰⁴ 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.¹⁰⁵ Grant's expedition followed two less successful earlier attempts by George Bass in 1797 and Matthew Flinders in 1798.¹⁰⁶

¹⁰¹ Information supplied by Gwen Bennett, History House, Portland.

¹⁰² Ibid.

¹⁰³ *Portland Township*, 1840s, Henty MSS Box 119/9K, SLV.

¹⁰⁴ See Section 2.1.

¹⁰⁵ Learmonth, op.cit., 1934/1983, p.1.

¹⁰⁶ *LCC Report*, pp. 27, 28.

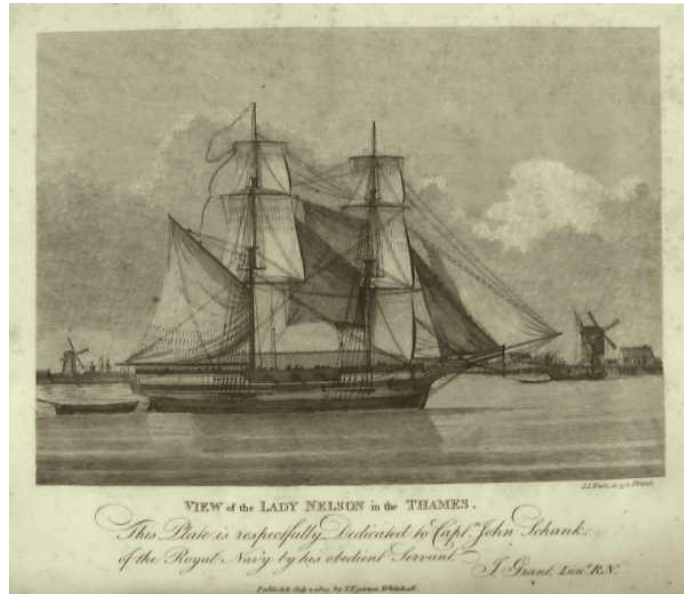


Fig 18 Lady Nelson in the Thames c 1803 State Library of Victoria Accession no 30328103/31553/2

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 1800.¹⁰⁷ Capes Bridgewater, Otway and Patton, and Portland Bay were named in December 1800.¹⁰⁸ Portland Bay was named after the Duke of Portland.¹⁰⁹

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.¹¹⁰ Learmonth criticized this map as 'very crude' and with the 'soundings unmarked'.¹¹¹

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.¹¹² *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'.¹¹³

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

¹⁰⁷ Ibid, p.28.

¹⁰⁸ Ibid.

¹⁰⁹ Learmonth, op.cit., p.5.

¹¹⁰ Ibid, p.6.

¹¹¹ Ibid, p.11.

¹¹² Learmonth, op.cit., p.8.

¹¹³ Ibid, pp.14, 15.

cartographer, sketched the Victorian coastline in a manner later described as 'surprisingly correct'.¹¹⁴

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.¹¹⁵

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'.¹¹⁶ Many regard Flinders *Chart of Terra Australis, 1802*, which shows the 'Coast Discoveries of Capt. 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.¹¹⁷ Learmonth declared Flinders' map 'a masterpiece'.¹¹⁸

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..¹¹⁹

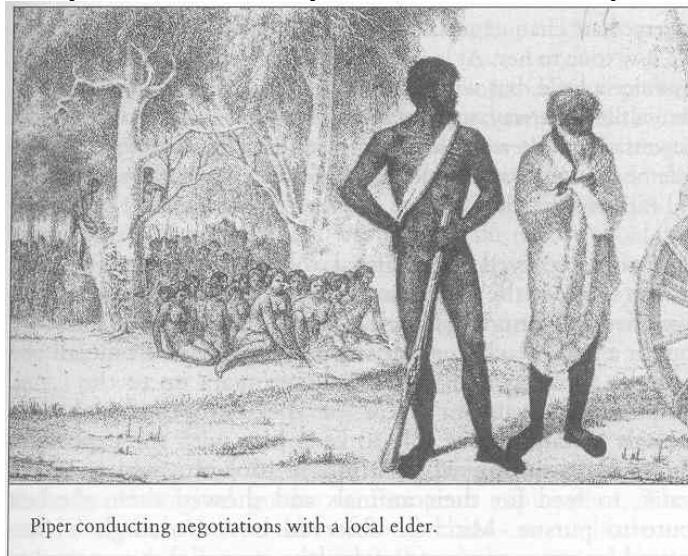


Fig 19 Writing of his journey through the Western District, Mitchell outlined the role of his guides, Piper being one of them. He was appreciative of the importance of Piper's knowledge of traditional protocol.' Taken from *With the White People*, Henry Reynolds, 1990 p 27

2.4.2 Inland exploration

¹¹⁴ Ibid, p.17.

¹¹⁵ C.M.H. Clark, *A History of Australia*, Vol. 1, MUP, 1962, pp.174-182.

¹¹⁶ Learmonth, op.cit., p.18.

¹¹⁷ Ibid, p.22.

¹¹⁸ Ibid, p.15.

¹¹⁹ *LCC Report*, p.28; Gwen Bennett, pers. comm..

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.¹²⁰ 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'.¹²¹

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.¹²²

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.

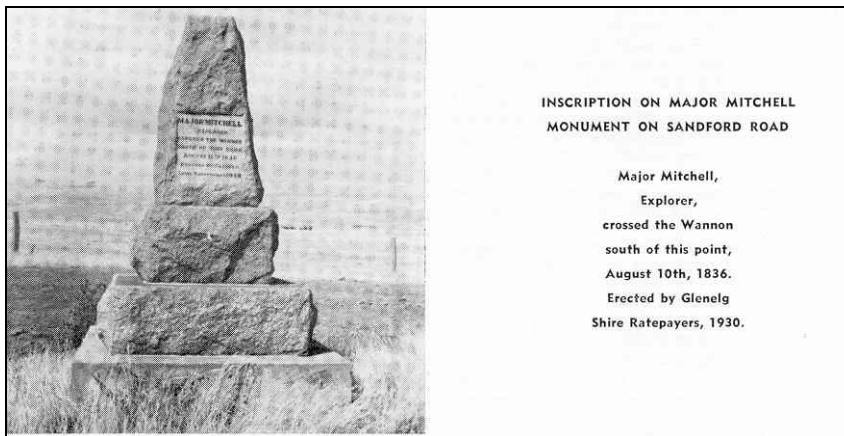


Fig 20 Mitchell's Cairn, Taken from *Shire of Glenelg Centenary 1863-1963*, published Shire of Glenelg, 1963 p. 5

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.¹²³

¹²⁰ See Section 2.1.

¹²¹ Learmonth, op.cit., pp. 18, 19, 20.

¹²² *LCC Report*, p.28.

¹²³ Billis & Kenyon, op.cit., pp.55, 96, 139, 198, 205.

The Hentys 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,¹²⁴ 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'.¹²⁵ By 1835, the Henty brothers had explored much of their district and had covered distances up to 40 miles from Portland Bay.¹²⁶ 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.

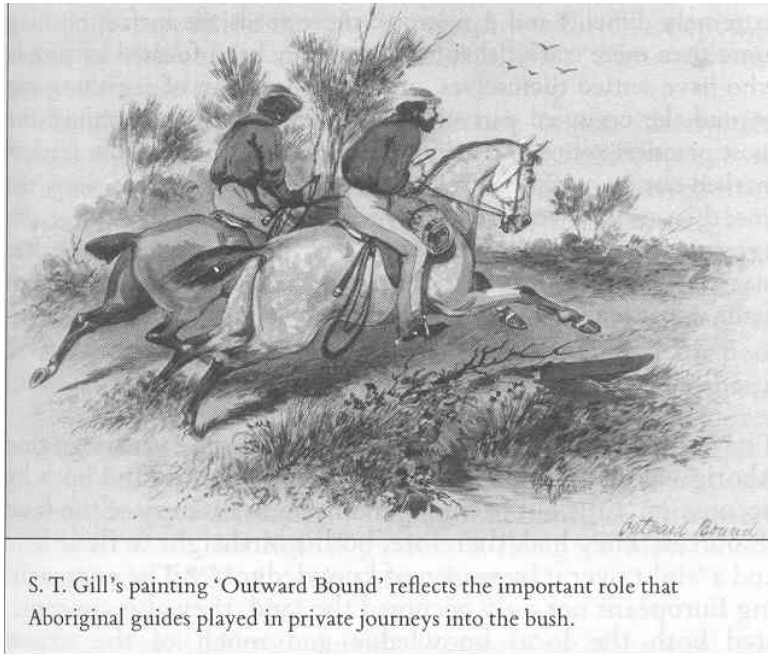


Fig 21 The painting by G. S. Gill 'Outward Bound' reflects the importance that aboriginal guides played in private journeys through the bush. Taken from *With the White People*, Henry Reynolds, 1990 p 35

2.5 OVERSTRAITERS AND OVERLANDERS

2.5.1 The overstraiters

The Hentys 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

¹²⁴ *Visitors' Guide – South West Victoria*, 1999/2000.

¹²⁵ Margaret Kiddle, *Men of Yesterday*, MUP, 1962, p.31.

¹²⁶ Learmonth, op.cit., pp.73-5.

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 1850.¹²⁷

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.’¹²⁸

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’.¹²⁹ The famous ‘Major Mitchell Line’ forms an important part of the transport history of Glenelg Shire.¹³⁰

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.’¹³¹ Several of these parties went through to South Australia, the hospitable Henty family providing bed and board in Portland.¹³²

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.¹³³

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.¹³⁴

Governor Gipps described the overlanders as, ‘Young men of good families and connexions in England, offices of the Army and Navy, graduates of Oxford and

¹²⁷ M. Kiddle, p.36; Billis and Kenyon, pp. 50, 162, 232, 280, 284.

¹²⁸ Kiddle, p.41, from Brian Fitzpatrick, *The British Empire in Australia*, Melb. 1949, pp.48, 49.

¹²⁹ Ibid, p.42.

¹³⁰ This will be discussed in Section 5.3.2.

¹³¹ Kiddle p.42.

¹³² Bassett *The Hentys* OUP 1954, p.427.

¹³³ N.Learmonth, *Four Towns and a Survey*, Melb. 1970, pp.5, 7.

¹³⁴ Kiddle, p.42.

Cambridge are... in no small number amongst them'.¹³⁵ They expected to 'make fabulous fortunes' in the new colony.¹³⁶

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 £2,481¹³⁷ 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.¹³⁸

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'.¹³⁹

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 by sponsoring immigration programs. Assisted migrants were brought out from England and also from the Scottish Highlands.¹⁴⁰

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, 2,069 convicts and ex-convicts came by way of Van Diemen's Land.¹⁴¹

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.¹⁴² 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

¹³⁵ Quoted in Kiddle, p.43.

¹³⁶ Ibid.

¹³⁷ T.F. Bride (ed) *Letters from Victorian Pioneers*, Melb. 1898/1969, p.22.

¹³⁸ Kiddle, p.45.

¹³⁹ Kiddle, p.203.

¹⁴⁰ Ibid, pp.152, 153.

¹⁴¹ Ibid, p.153.

¹⁴² La Trobe's inward correspondence, VPRS19(P), P.R.O.V.

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 1865.¹⁴³

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.¹⁴⁴ Ships did tie up at the Quarantine Buoy, (also marked on early maps) in the Quarantine Ground located in Portland Bay.¹⁴⁵

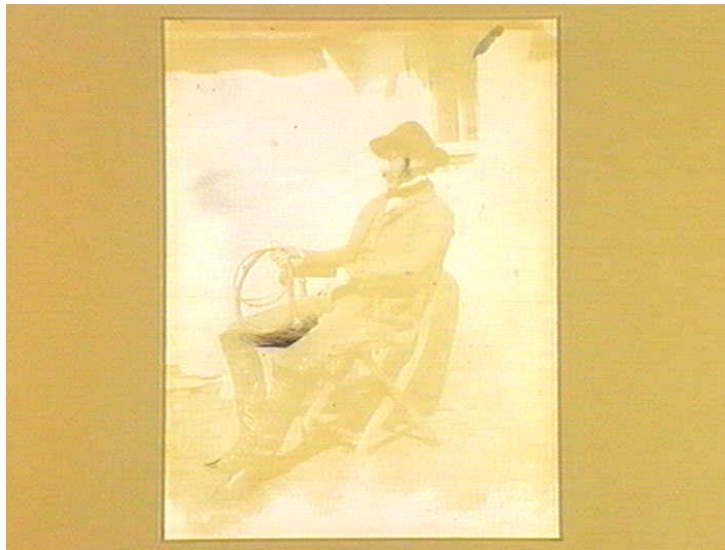


Figure 22 A Port Phillip Squatter c 1850 by John Hunter 1821-1874 State Library of Victoria Accession no H17036.

2.7 SQUATTERS & SELECTORS

2.7.1 The Squatters

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.

¹⁴³ Gwen Bennett, *Portland; Now and Then*, 1993, p.5.

¹⁴⁴ Information supplied by Ann Grant, History House, Portland.

¹⁴⁵ *Coastal Survey Portland*, J. Barrow, Assist. Engineer, Portland, 1854 CPOV.

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.¹⁴⁶

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.¹⁴⁷ The Glenelg Shire properties were within the Portland Bay District.

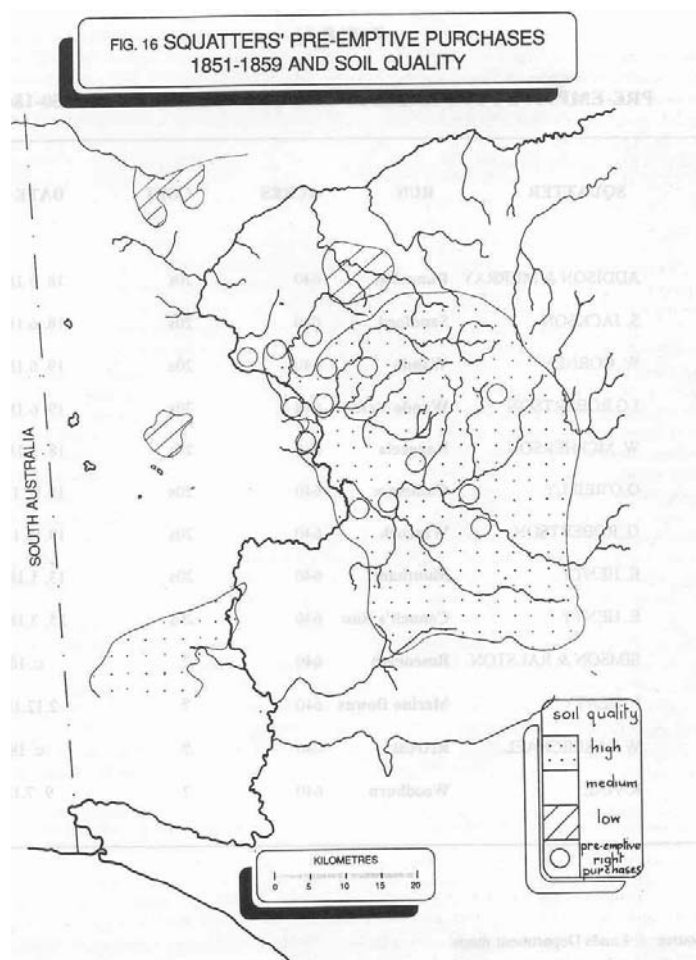


Figure 23 Squatter's pre-emptive purchases 1851-1859 from Land and Power K. Hedditch p 77.

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 Glenelg Shire

¹⁴⁶ 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).

¹⁴⁷ *The Lands Manual*. 1836-1983. Peter Cabana, Heather McRae, Elizabeth Bladin, p.2.

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 Murndal (later Spring Valley), five miles east of Merino, in 1837, and Tahara, north-east of Merino, in 1838.¹⁴⁸ 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.¹⁴⁹ 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).¹⁵⁰

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.¹⁵¹

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'.¹⁵²

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'.¹⁵³

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'.¹⁵⁴

¹⁴⁸ Hedditch, p.60; Billis & Kenyon, pp.242, 256, 280, 284.

¹⁴⁹ Hedditch, p.61, Fig. 14 *Squatters Runs in 1840*.

¹⁵⁰ Hedditch, p.60; Billis & Kenyon, pp.202, 258, 298.

¹⁵¹ Hedditch, p.60.

¹⁵² *Ibid*; p.62. Fig. 15. *Squatters Runs. 1841-1850*.

¹⁵³ Hedditch, p.61.

¹⁵⁴ *Ibid*.



Figure 24 circa 1933 State Library of Victoria Accession no H99.128/53

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.¹⁵⁵

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.¹⁵⁶ 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.¹⁵⁷ The Hentys pushed ahead with settlement, although their requests for land grants at Portland Bay remained unresolved with the Colonial Office in London.¹⁵⁸

¹⁵⁵ *Australian Dictionary of Biography (ADB)*, Vol. 1, pp.531-534.

¹⁵⁶ M. Bassett, *Men of Yesterday*, p.31.

¹⁵⁷ *ADB*, Vol. 1, p.531.

¹⁵⁸ *LCC Report*, p.34.

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’.¹⁵⁹

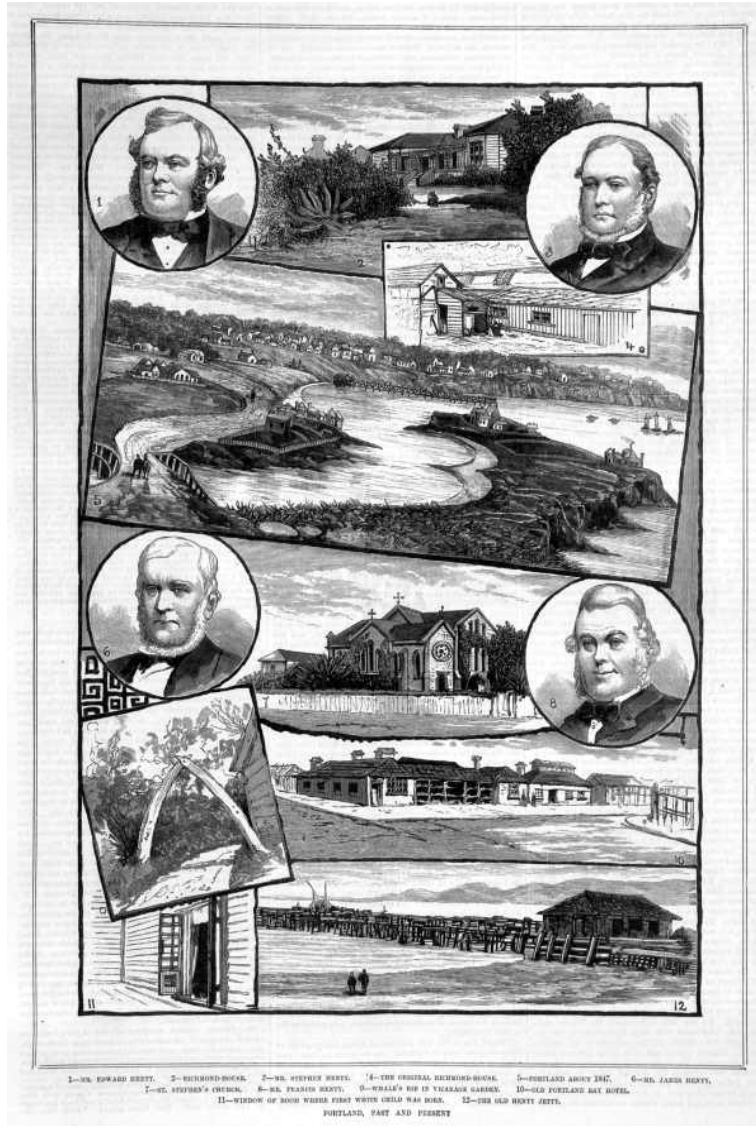


Figure 25 Henty Family circa 1884 State Library Of Victoria Accession No H A/517/12/84/197

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’.¹⁶⁰

¹⁵⁹ *ADB*. Vol. 1, p.534.

¹⁶⁰ *Ibid*, p.533.

Edward Henty (1810-1878), recognized as Portland, and Victoria's first permanent European settler,¹⁶¹ 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 1878.¹⁶²

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 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).¹⁶³

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'.¹⁶⁴



Figure 26 Henty Memorial State Library Of Victoria Accession No H 91/160/1290

¹⁶¹ *Visitors' Guide South-West Victoria*, 1999-2000, p.4.

¹⁶² *ADB*, Vol. 1, p.533.

¹⁶³ *Ibid*, pp.531, 533.

¹⁶⁴ *LCC Report*, p.35; Learmonth 1934/83, pp.73-5.



Figure 27 A gathering of pioneer women at Annesley Portland to sign the Book of Remembrance of Pioneer women c 1933. 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!’¹⁶⁵

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.¹⁶⁶ 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.’¹⁶⁷ Jane, who had 10 children before she

¹⁶⁵ *LCC Report*, p.35.

¹⁶⁶ *Portland Pioneer Women’s Book of Remembrance. 1834-1934*, unpaginated.

¹⁶⁷ *Ibid.*

was 40,¹⁶⁸ was the mother of Richard Henty, born 3 August 1837, ‘the first white child born in the settlement’.¹⁶⁹

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.¹⁷⁰

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.¹⁷¹

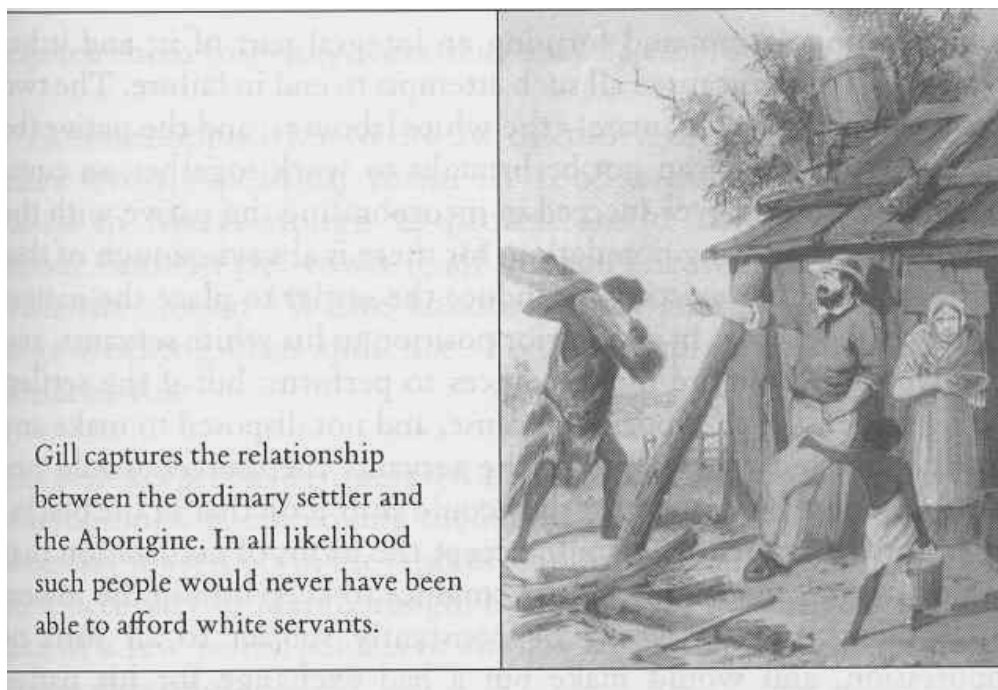


Fig 28 Taken from *With the White People*, Henry Reynolds, 1990 p 105

¹⁶⁸ *ADB*. Vol. 1, p.533.

¹⁶⁹ *Portland Pioneer Women's Book*.

¹⁷⁰ *LCC Report*, p.35; Billis & Kenyon, p.232.

¹⁷¹ *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.¹⁷² 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.'¹⁷³

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.¹⁷⁴ 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 and Murray. 1852 (Glenelg River, N. of Casterton).

¹⁷² *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).

¹⁷³ *Plan of Merino Downs*, Pastoral Run Papers No. 546, n.d., PROV.

¹⁷⁴ Hedditch, Fig. 16. *Squatters' Pre-Emptive Purchases 1851-1859 and Soil Quality*, p.77.

- 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 Simon & 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).¹⁷⁵

Other PR purchases in not such good locations included:

- Oakbank Donald Cameron 1852 (Mt. Eckersley).
- 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).¹⁷⁶

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 1849.¹⁷⁷ 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.¹⁷⁸

¹⁷⁵ 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.

¹⁷⁶ Morgan, op.cit.; Billis & Kenyon.

¹⁷⁷ 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.

¹⁷⁸ LCC Report, p.37.

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.

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. However, as the extent of freehold spread in the late 1840s, boundary fences became more important.

During the second half of the 19th 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'.¹⁷⁹

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.¹⁸⁰ Numerous dry stone walls can be found in the Mt. Eccles area and around Lake Condah.¹⁸¹

According to the 1996 LCC Report 'They are believed to date from 19th 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'.¹⁸²

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 will be carried out during Stage 2 of the present Heritage Study.

¹⁷⁹ J. Black and A. Miller. *If These Walls Could Talk* – Report of the Conrangamite Dry Stone Wall Conservation Project, Conrangamite Arts Council, Terany, 1995.

¹⁸⁰ See Section 1.3.

¹⁸¹ The 'serpentine wall' built for the Dashper family at Lake Condah is described in Selection File 2224/59.61, VPRS440P Unit 1345, VPRS.

¹⁸² *LCC Report 1996*, p.37.

A number of buildings associated with the pastoral era in Glenelg Shire have been identified already 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.¹⁸³

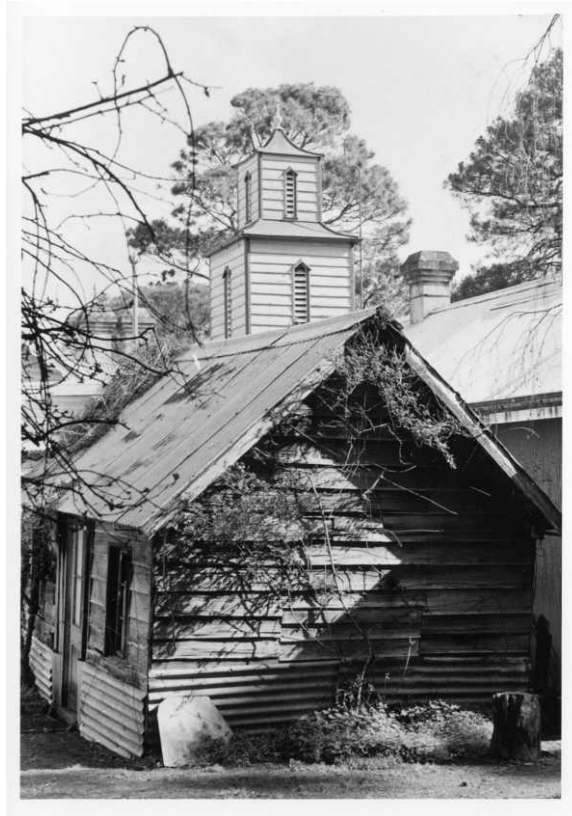


Fig 29 Warrock Homestead State Library of Victoria Accession no H94.200/310 photo J.T. Collins

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.¹⁸⁴

¹⁸³ Lists of properties in these Registers available on the Internet.

¹⁸⁴ *Warrock*, Heritage Council Victoria, 1997, p.3.



Figures 30 Dunrobin State Library of Victoria photo J.T. Collins

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.¹⁸⁵

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.¹⁸⁶

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.¹⁸⁷

¹⁸⁵ Graeme Lawrence and Charlotte Davis, *Graphic Glenelg Shire*, 1987, pp.76, 77.

¹⁸⁶ *Ibid*, pp.78, 79.

¹⁸⁷ *Ibid*, pp.16, 17.



Figure 31 Merino Downs Stables State Library of Victoria Accession no H97.250/887 photo J.T. Collins

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.¹⁸⁸

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.¹⁸⁹

2.7.2 The Selectors

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 favored 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.¹⁹⁰ The 1860s subdivisional patterns can still be observed as a distinctive part of the Shire's cultural landscape.

¹⁸⁸ Ibid, pp. 80, 81.

¹⁸⁹ Hedditch, p.13.

¹⁹⁰ Ibid.

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.¹⁹¹ After the creation of the Victorian Legislative Assembly in 1855, land reform became the central plank in the new platform of democratic reform.¹⁹²

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'.¹⁹³ 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'.¹⁹⁴

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'.¹⁹⁵

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.¹⁹⁶

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.¹⁹⁷ 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'.¹⁹⁸

¹⁹¹ Ibid, p.83.

¹⁹² Ibid, p.81.

¹⁹³ Ibid.

¹⁹⁴ Ibid.

¹⁹⁵ J.M. Powell, 'Historical Geography' in 1996 LCC Report, p.85.

¹⁹⁶ Hedditch, p.88.

¹⁹⁷ J.M. Powell, *The Public Lands of Australia Felix*, p.84.

¹⁹⁸ Hedditch, p.88.

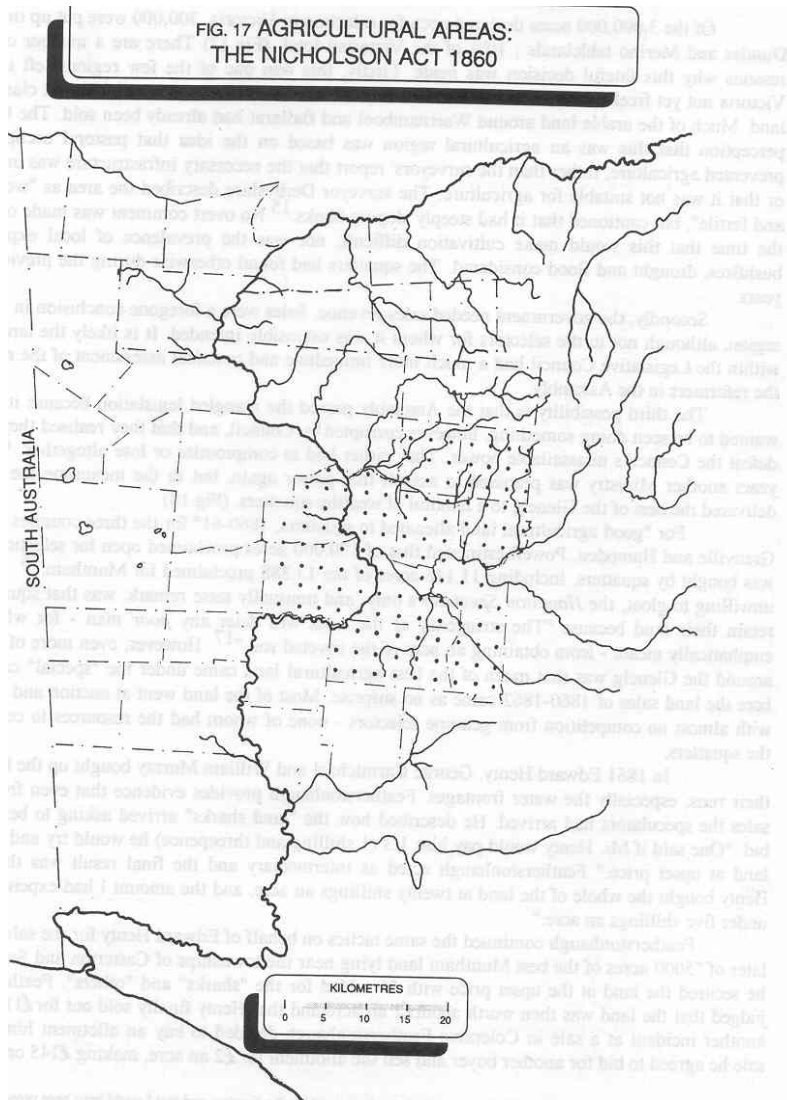


Figure 32 Nickolson Act 1860 Land and Power K. Hedditch 1990 p 87

In 1861, Edward Henty, George Carmichael (of the Retreat run on the Glenelg), and William Murray (of Dunrobin on the Glenelg River)¹⁹⁹ bought up the best parts of their runs, especially those parts with water frontages.²⁰⁰

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’.²⁰¹

Up to 320 acres could be selected under this Act with freehold conditional on residency, cultivation and fencing provisions,²⁰² which were particularly difficult for poor, struggling selectors.

¹⁹⁹ Billis & Kenyon, pp.202, 270, 271.

²⁰⁰ Hedditch, p.88.

²⁰¹ Ibid, p.93.

²⁰² Ibid, p.123.

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 secure freehold.²⁰³ 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.’²⁰⁴

The *Second Grant Act* (with its 42nd 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.²⁰⁵ 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.²⁰⁶

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’.²⁰⁷

²⁰³ Ibid.

²⁰⁴ *Hamilton Spectator*, 2 June 1863.

²⁰⁵ Hedditch, p.123.

²⁰⁶ Ibid.

²⁰⁷ *Coleraine Albion*, 11 June 1869.

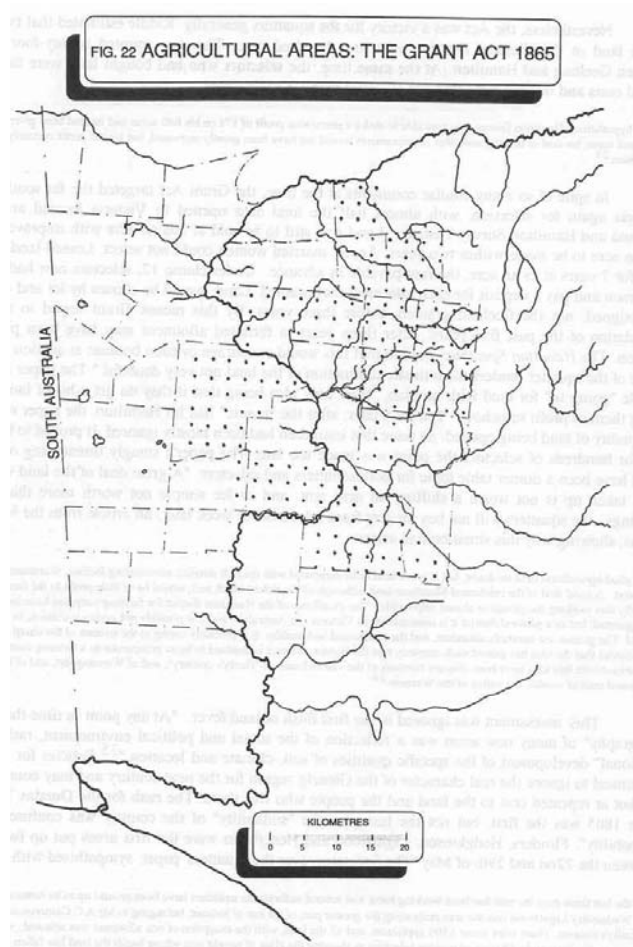


Figure 33 Taken from Land and Power K.Hedditch p.98

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.’²⁰⁸

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 the squatters’ vast estates.²⁰⁹ Thirdly, much of the land was unsuitable for agriculture. Fourthly, selectors as well as squatters had to deal with the ever-increasing rabbit plague.

²⁰⁸ Hedditch, p.109.

²⁰⁹ Ibid, p.19.

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.²¹⁰ 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.²¹¹ 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.²¹²

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.²¹³ In addition, lack of knowledge of appropriate agricultural techniques 'changed the countryside and often damaged soils'.²¹⁴

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.

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'.²¹⁵

Surviving selectors' cottages, or remains of them, in places such as Drik Drik, Sandford, Merino, Narrawong and Dergholm, where selectors settled in the 1860s are of great historical value as examples of the Shire's rich farming heritage. It is hoped that a number of these buildings will be identified in Stage 2 of the present Study.

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.²¹⁶

²¹⁰ *LCC Report*, p.40.

²¹¹ John Emerson, pers. comm..

²¹² Hedditch, pp.104, 107.

²¹³ See Section 1.3.

²¹⁴ *Victorian Year Book*, 1973, p.70.

²¹⁵ Hedditch, p.109.

²¹⁶ John Emerson, pers. comm..



Figure 34 Narragwong Inverness State Library of Victoria Accession no H98.250/1057 photo J.T. Collins



Figure 35 Muntham State Library of Victoria Accession no H94.200/279 photo J.T. Collins



Figure 36 Crawford staff quarters State Library of Victoria Accession no photo J.T. Collins

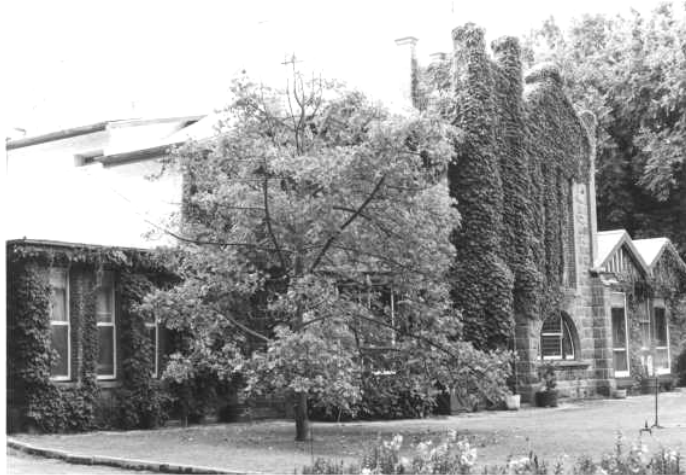


Figure 37 Ettrick State Library of Victoria Accession no H95.200/149 photo J.T. Collins

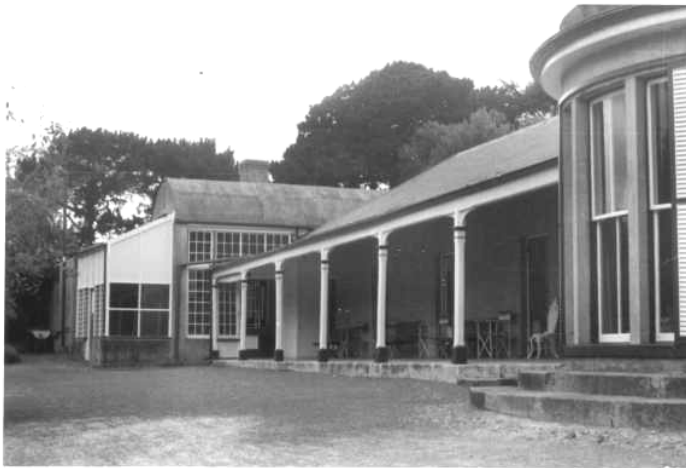


Figure 38 Grassdale State Library of Victoria Accession no H90.100/2739 photo J.T. Collins



Figure 39 Runnymede State Library of Victoria Accession no H94.200/291 photo J.T. Collins



Figure 40 Talisker State Library of Victoria Accession no H98.250/292 photo J.T. Collins



Figure 41 Merino Winniburn State Library of Victoria Accession no H98.250/304 photo J.T. Collins



Figure 42 Wando Dale house State Library of Victoria, Accession no H94.200/302 J.T. Collins.

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.²¹⁷

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.²¹⁸

*Closer Settlement in Glenelg Shire*²¹⁹

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.²²⁰

Wando Vale Estate

Wando Vale Estate was bought in 1900 from Messrs John James and James Lionel Johnson, executors and trustees of the late Ann Nicolas.²²¹ The Wando Vale run (16,000 acres) north-east of Casterton, was taken up in 1840 by the squatter John G Robertson, member, of the Port Phillip Association, a partnership of wealthy squatters.²²² 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.’²²³

²¹⁷ Hedditch, p.112.

²¹⁸ *Victorian Year Book 1973*, pp.99-101.

²¹⁹ Closer Settlement initially occurred predominately in the former Shire of Glenelg and Heywood.

²²⁰ *Shire of Glenelg Centenary 1863-1963*, Shire of Glenelg, p.32.

²²¹ *Ibid.*

²²² Hedditch, p.58; See Section 2.5; Billis and Kenyon, p.296.

²²³ *Shire of Glenelg Centenary*, p.32.

Robertson had reported soil degradation on his run as early as 1853 due to damage caused by grazing.²²⁴ By 1900, the estate of 10,446 acres held 15,000 cross-bred sheep, 300 cattle and 23 horses.²²⁵

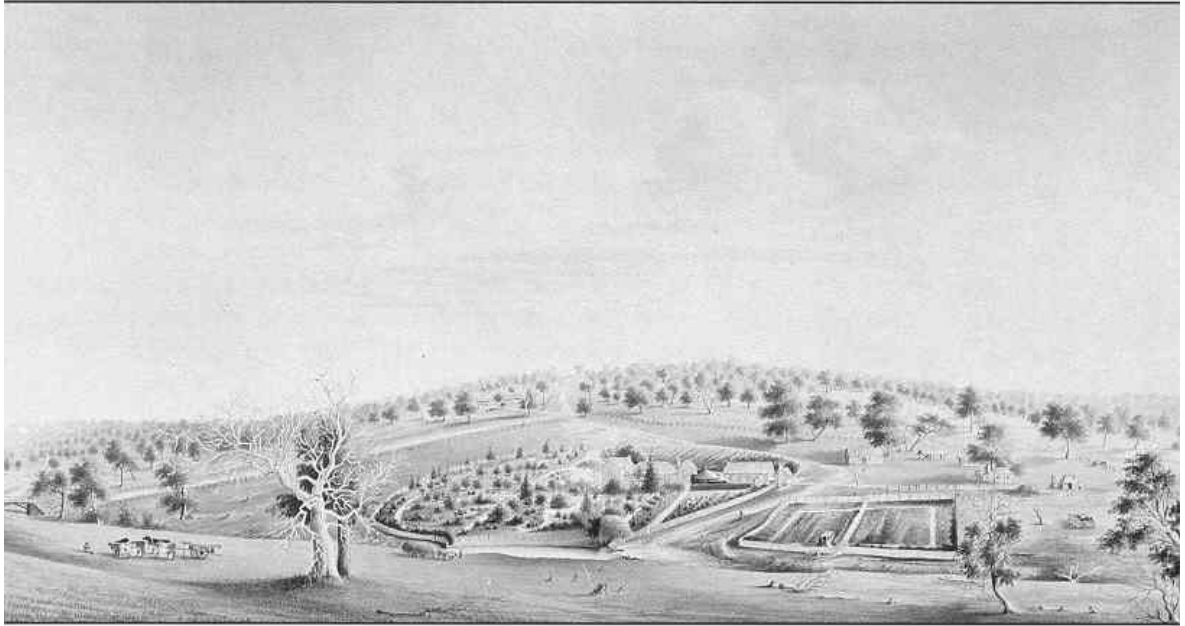


Plate VII William Tibbits **Wando Dale** 1876
City of Hamilton Art Gallery.

*The Wando Dale homestead, situated between Hamilton and Casterton,
near present-day Wando Vale Potter Farmland Plan farms*

Figure 43 Wando Dale homestead

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’.²²⁶

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.²²⁷ 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

²²⁴ See Section 1.3.

²²⁵ *Shire of Glenelg Centenary*, p.32.

²²⁶ *Ibid.*

²²⁷ Billis & Kenyon, p.202; See Section 2.5.

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.²²⁸

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,²²⁹ 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 44 Dunrobin State Library of Victoria Accession No H94.200/267 J T Collins

²²⁸ *Shire of Glenelg Centenary*, p.32.

²²⁹ *Ibid.*



Advertising 'closer settlement' blocks

Figure 45 Advertising Closer Settlement Blocks, *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.'²³⁰

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 19th century, was 'heavily capitalized and market oriented'. The result of 'putting moneyless men' on the land was 'widespread indebtedness'.²³¹

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,

²³⁰ J.M. Powell in LCC Report, p.92.

²³¹ Marilyn Lake, *The Limits of Hope*. Soldier Settlement in Victoria, 1915-1938, 1987, p.xviii.

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.²³²

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’.²³³ 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.²³⁴

Soldier settlement in Glenelg Shire²³⁵

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.



Figure 46 Nangeela State Library of Victoria Accession no H94.200/285 photo J.T. Collins

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.²³⁶ 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, A. Mill, F. Nowacki, F. McNicol and J. Davidson.²³⁷

²³² *Shire of Glenelg Centenary*, p.32; Tony Dingle, *Settling*, 1984, p.187.

²³³ *LCC Report*, p.92.

²³⁴ *Shire of Glenelg Centenary*, p.33.

²³⁵ 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.

²³⁶ Billis & Kenyon, p.258; See Section 2.5.1.

²³⁷ *Shire of Glenelg Centenary*, p.33.

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 Mr Huxley and covered 4,800 acres. It was subdivided into 39 allotments, ranging in size from 80 to 239 acres.²³⁸ 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.²³⁹

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.²⁴⁰

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.²⁴¹ Francis Henty had occupied the Merino Downs run on the Wannon River in 1837.²⁴²

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.'²⁴³ 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.²⁴⁴

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.

²³⁸ Ibid.

²³⁹ Billis & Kenyon, p.131; See Section 2.6.1.

²⁴⁰ *Heritage: Merino, Digby*, Back-to-Committee, 1976, p.122; *Shire of Glenelg Centenary*, p.33.

²⁴¹ *Heritage: Merino, Digby*, p.122.

²⁴² Billis & Kenyon, p.242; See Section 2.5.1.

²⁴³ *Shire of Glenelg Centenary*, p.33.

²⁴⁴ Billis & Kenyon pp.124, 133, 214; See Section 2.5.1.

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.²⁴⁵

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.²⁴⁶

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’.²⁴⁷

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’.²⁴⁸ 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’.²⁴⁹

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 1948.²⁵⁰ In the same year, ten blocks of about 150 to 160 acres each on the *Talisker Estate* at Merino, and six blocks on

²⁴⁵ *Shire of Glenelg Centenary*, p.33.

²⁴⁶ Lake, op.cit., pp.145, 151, 154-8, 162.

²⁴⁷ *Shire of Glenelg Centenary*, p.33.

²⁴⁸ *Year Book of Victoria 1973*, p.102.

²⁴⁹ *LCC Report*, p.93.

²⁵⁰ *Shire of Glenelg Centenary*, p.33.

the *Sandford House Estate* were made available.²⁵¹ The Sandford pastoral run (15,700 acres) on the Glenelg and Wannon Rivers, had been taken up in 1843 by John Henty.²⁵²

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.²⁵³ 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.²⁵⁴

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.²⁵⁵ The squatter George Robertson was associated with the Warrock run of 11,696 acres in the 1840s.²⁵⁶

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.²⁵⁷

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).

²⁵¹ Ibid.

²⁵² Billis & Kenyon, p.275; see Section 2.5.1.

²⁵³ *Shire of Glenelg Centenary*, p.33.

²⁵⁴ Billis & Kenyon, pp.124, 270, 271; see Section 2.5.1.

²⁵⁵ *Shire of Glenelg Centenary*, p.33.

²⁵⁶ Billis & Kenyon, p.298; see Section 2.5.1

²⁵⁷ *Shire of Glenelg Centenary*, p.33.

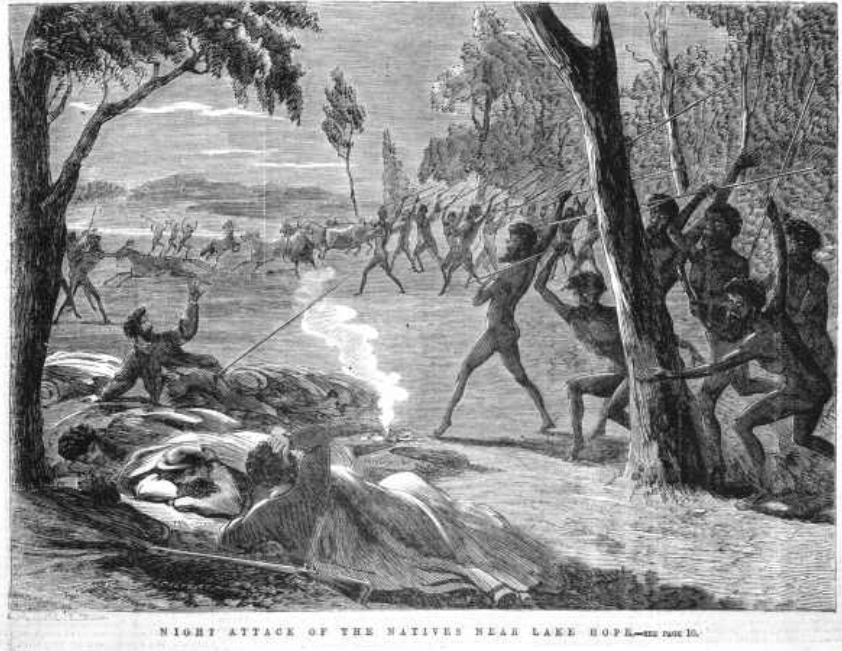


Figure 47 Night Attack at Lake Hope S. Australia, S. Calvert, painter, State Library of Victoria, Accession No IAN24103/66/13

2.9 FIGHTING FOR THE LAND

“...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).”²⁵⁸

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.

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

²⁵⁸ Buandik woman quoted in Smith op. cit. 1883 p. 3

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 Dhauwurd 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.

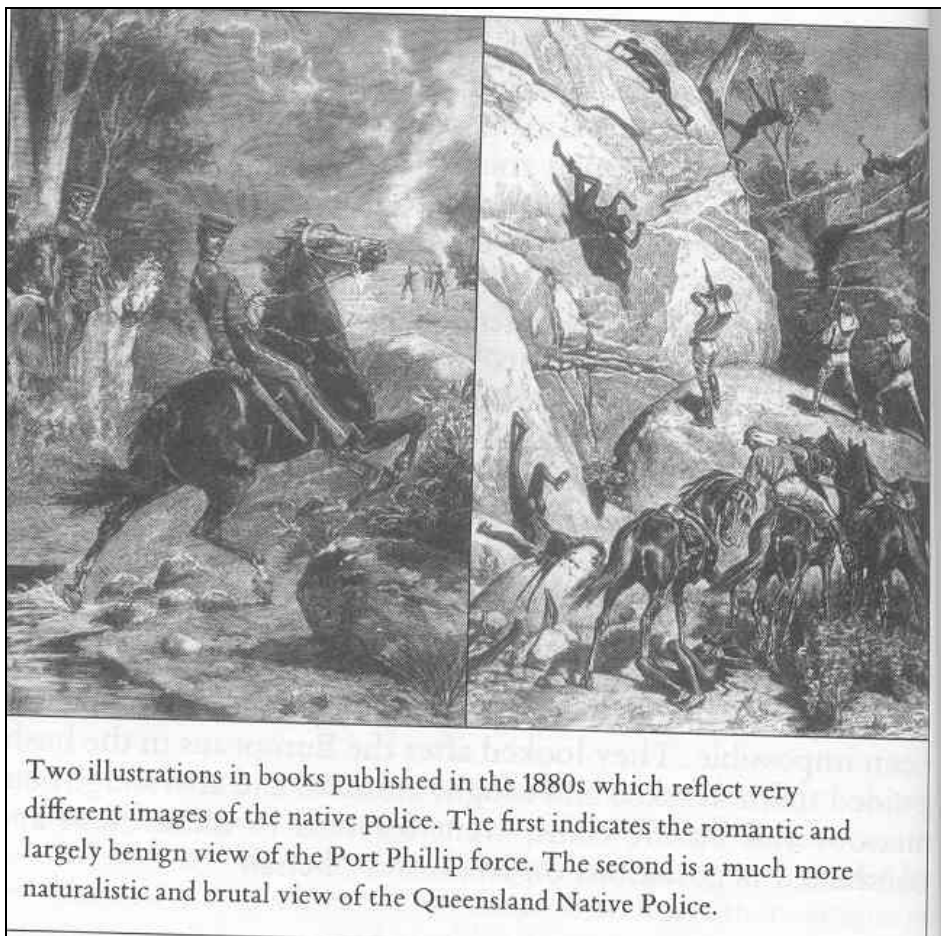


Figure 48 Black Troopers circa 1880s H. Reynolds, *With the White People* 1990 p. 47

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.²⁵⁹

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.

²⁵⁹ Sources: Clark, op. cit. 1990, 1995, 1998, Critchett, op. cit. 1992, Marie Fels 1998 *Good Men and True*

- 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.
- 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 'Etrick' station.
- February 1846 Learmonth's 'Etrick' 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 Rosneath 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 Etrick 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 Rosneath 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 Fairy²⁶⁰. These were used as bases from which to launch raids on European stations²⁶¹. 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 raids²⁶². At the height of the conflict in 1843-1844, it was described by one observer as the ‘Eumeralla War’²⁶³. The attacks slowed the pace of European pastoral expansion in the region and forced the abandonment of a number of stations²⁶⁴. Many of 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 area²⁶⁵.

Critchett²⁶⁶ 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 1843²⁶⁷. 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 – Critchett²⁶⁸ 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 women²⁶⁹. 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 Rosneath in the north-west. Often, the reprisals were carried out against people who were innocent of any attacks on the squatters or their stock. Critchett²⁷⁰ 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.

²⁶⁰ Clark op. cit. 1990 p. 33, Critchett, op. cit. 1992 p. 87

²⁶¹ Clark, op. cit. 1990 p. 33

²⁶² ibid p. 33

²⁶³ ibid p. 33

²⁶⁴ ibid p. 33

²⁶⁵ Critchett, op. cit. 1992 pp. 100-101, 106

²⁶⁶ ibid. pp. 98-99

²⁶⁷ Kiddle, Margaret 1964 *Men of Yesterday*. Carlton, Melbourne University Press p. 123

²⁶⁸ Critchett op. cit. p. 98

²⁶⁹ Critchett op. cit. 1992 p. 90

²⁷⁰ ibid. pp. 130-131

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.²⁷¹ 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,²⁷² 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.²⁷³

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 1849.²⁷⁴ 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 Nangeela²⁷⁵ 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 were not permitted to enter Dhauwurd wurrung country. 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.²⁷⁶



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

Figure 49

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.²⁷⁷ Ultimately more than 22 local men were also recruited from

²⁷¹ *ibid.* p. 92

²⁷² Clark *op. cit.* 1990 p. 33

²⁷³ *ibid.* p. 33, Critchett, *op. cit.* 1992 p.98

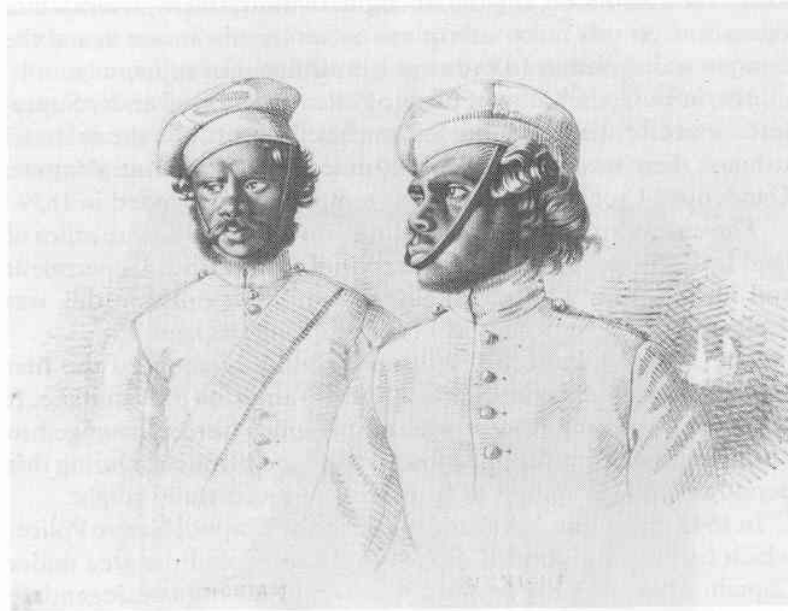
²⁷⁴ Fels, *op. cit.* 1988 p. 123

²⁷⁵ *ibid.* p. 132

²⁷⁶ *ibid.* p. 132

²⁷⁷ *ibid.* p. 151

the Portland district for the Native Police, after their first three years of operation.²⁷⁸ 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 1850.²⁷⁹ Possibly more than 3500 Dhauwurd wurrung people were killed or had died of disease in a short ten year period.



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

4

Figure 50

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.²⁸⁰

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

²⁷⁸ *ibid.* p. 120

²⁷⁹ Clark *op. cit.* 1990 p. 53

²⁸⁰ Cole Edmund Keith 1984 *The Lake Condah Aboriginal Mission*. Keith Cole Publications, Bendigo. p. 18

operations to Lake Condah and established a mission there²⁸¹. In 1885, 1,740 acres of the stony rises was added and in 1886, an additional 37 acres of Lake Condah frontage was also added²⁸².

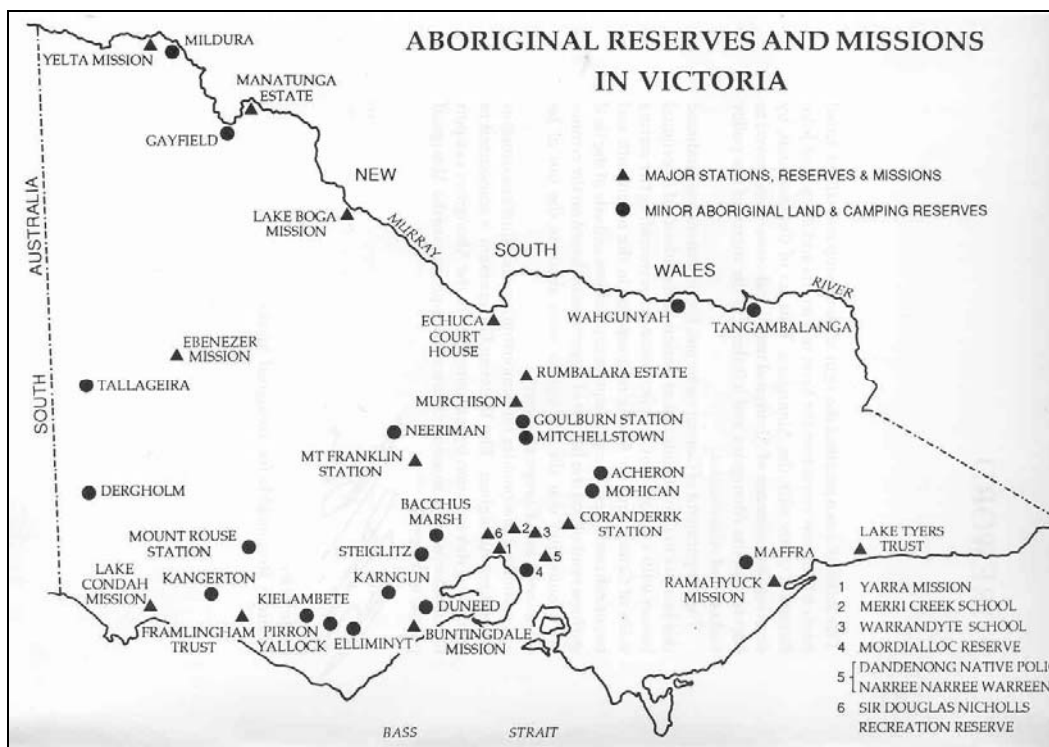


Figure 51

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 1880.²⁸³ 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.²⁸⁴ 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.²⁸⁵

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,

²⁸¹ Critchett, Janet 1980 *A History of Framlingham and Lake Condah Aboriginal Stations 1860-1918*. Unpublished MA Thesis, University of Melbourne. pp. 60-61.

²⁸² 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.

²⁸³ Critchett op. cit. 1980

²⁸⁴ Gould & Bickford, op. cit. 1984 p. 21

²⁸⁵ Rhodes, David 1986 *The Lake Condah Aboriginal Mission Dormitory: an historical and archaeological investigation*. MA Prelim. Thesis, LaTrobe University. p.43.

which were rejected by the Board for Protection of Aborigines (BPA), who administered the reserve²⁸⁶. During 1896, the 1,740 acres of the reserve on the stony rises was revoked, leaving the 2043 acre reserve²⁸⁷.

The BPA closed the station in 1918 and attempted to move the remaining families there to Lake Tyers²⁸⁸. 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.²⁸⁹ In 1945, however, the BPA decided to attempt to force the remaining people off the station. Several children were forcibly removed from the station by the Aborigines Welfare Board²⁹⁰ 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.²⁹¹ In 1951, the reserve was revoked and subdivided for soldier settlement²⁹². 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 unsound²⁹³.

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.

²⁸⁶ Critchett, op. cit. 1980 p. 134

²⁸⁷ Gould & Bickford op. cit. 1984 p. 18

²⁸⁸ Cole op. cit. 1984 p. 37

²⁸⁹ Rhodes op. cit. 1986 p. 45

²⁹⁰ Rhodes op. cit. 1986 p. 66

²⁹¹ Barwick, Dianne 1963 *A Little More than Kin*. PhD Thesis, A.N.U. p. 116

²⁹² Cole op. cit. 1984 p. 109

²⁹³ Gould & Bickford op. cit. 1984



Land Rights marchers, Collins Street, Melbourne, Australia Day 1976. DAVID SYME & CO. LIMITED

Figure 52

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 Gundidj 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.²⁹⁴ Eventually the protest camp was removed by police and the development proceeded.²⁹⁵ Aboriginal people on the site were charged by Alcoa with trespass, but the charges were subsequently defeated in court.²⁹⁶

Then, between November 1980 and January 1981, Spokespersons for the Gundidj-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 Gundidj-mara could not 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.²⁹⁷

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

²⁹⁴ Roberts, Jan 1981 *Massacres to Mining*. Dove Communications, Blackburn. pp. 165-166

²⁹⁵ Roberts, op. cit. 1981 p. 166

²⁹⁶ *ibid.* p. 166

²⁹⁷ *ibid.* p. 166

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 Dhauwurrd 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.²⁹⁸ Other stations on which people lived and worked in this time included Murndal and Eumeralla.²⁹⁹ 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.³⁰⁰ The reserves were administered by the Central Board for Protection of Aborigines (CBPA), established in 1860³⁰¹. 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 53 Lake Condah Aboriginal Station circa 1874 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.³⁰² In 1885,

²⁹⁸ Clark, op. cit. p.54

²⁹⁹ *ibid.* p. 55

³⁰⁰ Christie, op. cit. pp. 155-156

³⁰¹ *ibid.* p. 163

³⁰² Cole op. cit. p. 18

1,740 acres of the stony rises was added and in 1886, an additional 37 acres of Lake Condah frontage was also added.³⁰³

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 the Aborigines, which had founded Framlingham Station near Warrnambool in 1865, transferred its operations to Lake Condah and established a mission there³⁰⁴. 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 1913.³⁰⁵

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.³⁰⁶ The establishment of the mission marked the beginning of a new government policy of 'protection and segregation' of indigenous people on reserves³⁰⁷, a policy that differed little from 20th 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.³⁰⁸ 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 village³⁰⁹, 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.³¹⁰ 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

³⁰³ Gould & Anne Bickford op. cit. pp. 13-18.

³⁰⁴ Critchett, Janet op. cit. 1980 pp. 60-61.

³⁰⁵ Rhodes, David and Robyn Stocks 1985 'Excavations at Lake Condah Aboriginal Mission, 1984-1985' *Historic Environment* 4:12

³⁰⁶ Rhodes op. cit. p.35

³⁰⁷ Rhodes, op. cit. p. 31

³⁰⁸ Rhodes, op. cit. p. 28

³⁰⁹ Gould & Bickford, op. cit. p. 59

³¹⁰ Gould & Bickford, op. cit. pp. 59-60.

of the buildings were constructed by the indigenous residents of the station and largely from locally available materials³¹¹

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 25th, 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....”³¹²

Secular instruction also included education, sewing and domestic work, with a clear sexual division of labour.³¹³ 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.³¹⁴

The missionaries were desperate to cultivate the air of European respectability at the mission, partly as a testament to the success of their endeavors 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..”³¹⁵. The visitors concluded that they were “..particularly struck with the neat and comfortable appearance of the place, and the happy contented look of the people.”³¹⁶

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.³¹⁷ The buildings were usually poorly constructed, some of them, as a contemporary observer in 1885 noted, being “..little better shelter than wicker work.”³¹⁸ 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.³¹⁹ Missionaries also used the withholding of the meagre

³¹¹ Rhodes & Stocks, op. cit. p. 7.

³¹² Green, 7th BPA Annual Report, 1871 in Rhodes, op. cit. 35.

³¹³ Gould & Bickford, op. cit. p. 50

³¹⁴ Critchett, op. cit. 1980 p. 84.

³¹⁵ Contemporary description from the 8th BPA Annual Report, 1872 in Rhodes, op. cit. p. 42

³¹⁶ *ibid*

³¹⁷ Rhodes, op. cit. p. 43.

³¹⁸ Contemporary description, 1885 in Rhodes op. cit. p. 42

³¹⁹ Rhodes, op. cit. p. 43

rations on the station, as a threat to attempt to enforce compliance from the residents.³²⁰ Poor living conditions, poor quality food and food shortages and poor sanitation, all combined to significantly increase the mortality rate, particularly of the children.³²¹

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..”³²²

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.³²³ The missionaries attempted to prevent men leaving the station by refusing to issue work certificates, prompting open conflict with the men on the station.³²⁴

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.³²⁵ Corroborees that were documented by Europeans were still held in the region into the late 1850’s at Strathdownie,³²⁶ 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, Rosneath, Mount Clay and on Cecil Cooke’s Lake Condah run³²⁷, prior to the establishment of the mission.

³²⁰ Lovett-Gardiner, Aunty Iris 1997 *Lady of the Lake*. Koorie Heritage Trust, Melbourne. p. 35

³²¹ *ibid.*

³²² 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.

³²³ Critchett, op. cit. 1980 pp. 98, 125

³²⁴ *ibid.* pp. 108-109

³²⁵ Lovett-Gardiner op. cit. p.35

³²⁶ AAV Aboriginal Historic Places Programme Place Documentation Form

³²⁷ AAV Aboriginal Historic Places Programme Place Documentation Form

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 1871.³²⁸ Several people continued to live on a 180 acre reserve at Dergholme, near Casterton, until the reserve was revoked in 1902.³²⁹ One of the families most strongly connected with the reserve were the Redcaps, who were the main tenants of the reserve after c.1894.³³⁰ 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.³³¹ 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 years³³². 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.³³³ 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 today³³⁴. During the late nineteenth and twentieth centuries, different indigenous families in the district also lived at several other locations, including Greenvale, Heywood and Portland.

³²⁸ Kiddle, op. cit. p301

³²⁹ AAV Aboriginal Historic Places Programme Place Documentation Form

³³⁰ *ibid.*

³³¹ *ibid.*

³³² Christie op. cit. p. 197

³³³ Critchett op. cit. 1980 Chapter 4, details many instances of the hardships suffered by the people who were forced to leave the station.

³³⁴ (1988) *Memories Last Forever*. Aboriginal History Programme Victoria

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.³³⁵ 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.³³⁶

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.³³⁷ 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's³³⁸ and the Clarke, King and Lovett families also lived on the station in the 1930's and early 1940's.³³⁹ 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 1950's. Many of the stories of these children are told in the Aboriginal History Programme Publication 'Now and Then'.³⁴⁰

³³⁵ (1997) *Bringing them Home: Report of the National Enquiry into the Separation of Aboriginal and Torres Strait Islander Children from their Families.* p. 58

³³⁶ *ibid.* p. 59

³³⁷ *ibid.*

³³⁸ Rhodes *op. cit.* p. 65.

³³⁹ Rhodes *op. cit.* pp. 65-66

³⁴⁰ (1986) *Now and Then.* Aboriginal History Programme.



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 54 From *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 *Childrens Maintenance Act 1915* and the *Childrens Welfare Act 1928*³⁴¹ which allowed for children to be made wards of the state and removed from their homes, if welfare authorities considered them neglected³⁴². 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.³⁴³ 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.³⁴⁴

During 1957, the then Victorian Premier, Henry Bolte, commissioned Charles McLean to conduct a review of Victoria's Aboriginal affairs policies and recommend changes.³⁴⁵ 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

³⁴¹ Bringing them Home p. 613-614

³⁴² *ibid.* p. 64.

³⁴³ Now and Then p. 12-13

³⁴⁴ Bringing them Home p. 64

³⁴⁵ *ibid.* p.61

families.³⁴⁶ 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*³⁴⁷. Most of these children were taken to Ballarat Orphanage.³⁴⁸ By 1961, so many indigenous children had been removed from their families in Victoria that it had become necessary to open six new government institutions to cater for them.³⁴⁹ 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.³⁵⁰

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"³⁵¹, all the more poignant because it refers to the removal of children from Framlingham station near Warrnambool.

'Keeping the Culture Alive'³⁵²

'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.

³⁴⁶ *ibid* p. 62

³⁴⁷ *ibid* p. 62

³⁴⁸ *ibid* p. 62

³⁴⁹ *ibid* p. 62

³⁵⁰ *ibid* p. 63

³⁵¹ copyright Archie Roach/Aurora 1990.

³⁵² Merryl Robson, 1986 'Keeping the Culture Alive'



Figure 55 Wool Shearing Store, 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 19th and early 20th 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 who 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.³⁵³



Figure 56 photo Kurtze Museum from *Craft and Craftsmen of Australian Fishing* G. Kerr, Mains'IBooks, 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'.³⁵⁴

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'.³⁵⁵ 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.³⁵⁶

³⁵³ *Visitor's Handbook. Portland*, 2001, p.12.

³⁵⁴ Garry Kerr, *Craft and Craftsmen of Australian Fishing, 1870-1970*, 1985 (1993 edn.), pp.54, 55.

³⁵⁵ *Ibid*, p.54.

³⁵⁶ *Ibid*.

'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.³⁵⁷ 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.³⁵⁸



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 carved 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 57 photo J Adamson collection, from *Craft and Craftsmen of Australian Fishing* G. Kerr, Mains'IBooks, 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'.³⁵⁹ 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 *Seafflower*, she was another 26 footer, and "Fatty" Fredericks had the *Sunbeam*'.³⁶⁰

³⁵⁷ Ibid, p.74.

³⁵⁸ Ibid, p.57.

³⁵⁹ Ibid, p.66.

³⁶⁰ Ibid.

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.³⁶¹ A later, 1920s photograph, shows 'couta boats at Portland with Dan Beams *Seaflower* in the foreground.³⁶²

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'.³⁶³

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 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'.³⁶⁴

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.³⁶⁵

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.'³⁶⁶ 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.'³⁶⁷

³⁶¹ Ibid, p.77.

³⁶² Ibid, p.59.

³⁶³ Ibid, p.68.

³⁶⁴ Ibid, pp.53, 74, 75.

³⁶⁵ Ibid, p.68.

³⁶⁶ Ibid, p.68.

³⁶⁷ Ibid, p.69.

Garry Kerr has supplied photographs showing the haddock fishermen's road around the bottom of the cliff at Cape Bridgewater.³⁶⁸

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.'³⁶⁹

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.³⁷⁰

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.³⁷¹

Beams and Nicholson also built the 28 footer *Gallipoli* for the Pill brothers just after the First World War.³⁷²

3.1.3. Forests

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.³⁷³

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.

³⁶⁸ *Cape Bridgewater, Portland*, Magnus Photo, B.6., *Cape Bridgewater*, supplied by Garry Kerr.

³⁶⁹ *Ibid*, p.84.

³⁷⁰ *Ibid*, pp.74-77.

³⁷¹ *Ibid*, pp.54 & cover (watercolour painting of the *Wanderer*).

³⁷² *Ibid*, pp.66, 67.

³⁷³ Garry Kerr, *Of Sawyers and Sawmills. A History of the Timber Industry in Victoria's far west*, 1995, p.1.

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. Leaders were used. This meant that leaders had to be trained and intelligent animals.

Photo, R. Hann.

Figure 58 David Hann with his eight horse team hauling logs to his own mill about 1937 photo R. Hann, *Of Sawyers and Sawmills*, 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.³⁷⁴ Over recent years a policy of conservation of forest resources has been developed.

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

³⁷⁴ *LCC Report* 1996, pp.61, 62; *Victorian Year Book* 1973, p.68; Kerr, op.cit., p.20.

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.³⁷⁵ 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 1838.³⁷⁶ Another early pit was that of Matthew Atkinson at an unknown Portland site in 1843.³⁷⁷

Licences to cut timber were issued by the Portland Magistrates Court as early as 1844.³⁷⁸ 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.³⁷⁹ 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.³⁸⁰

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.³⁸¹

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.³⁸²

³⁷⁵ *Ibid*, p.1.

³⁷⁶ *The Henty Journals*, 28 Feb. 1838, 27 Feb. 1838.

³⁷⁷ Information supplied by Gwen Bennett, History House, Portland.

³⁷⁸ *Ibid*.

³⁷⁹ *LCC Report*, p.63.

³⁸⁰ *Ibid*.

³⁸¹ *Ibid*.

³⁸² *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 59 Righetti's Mill at Heywood 1905 *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.³⁸³

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.³⁸⁴ It is a current tourist attraction.

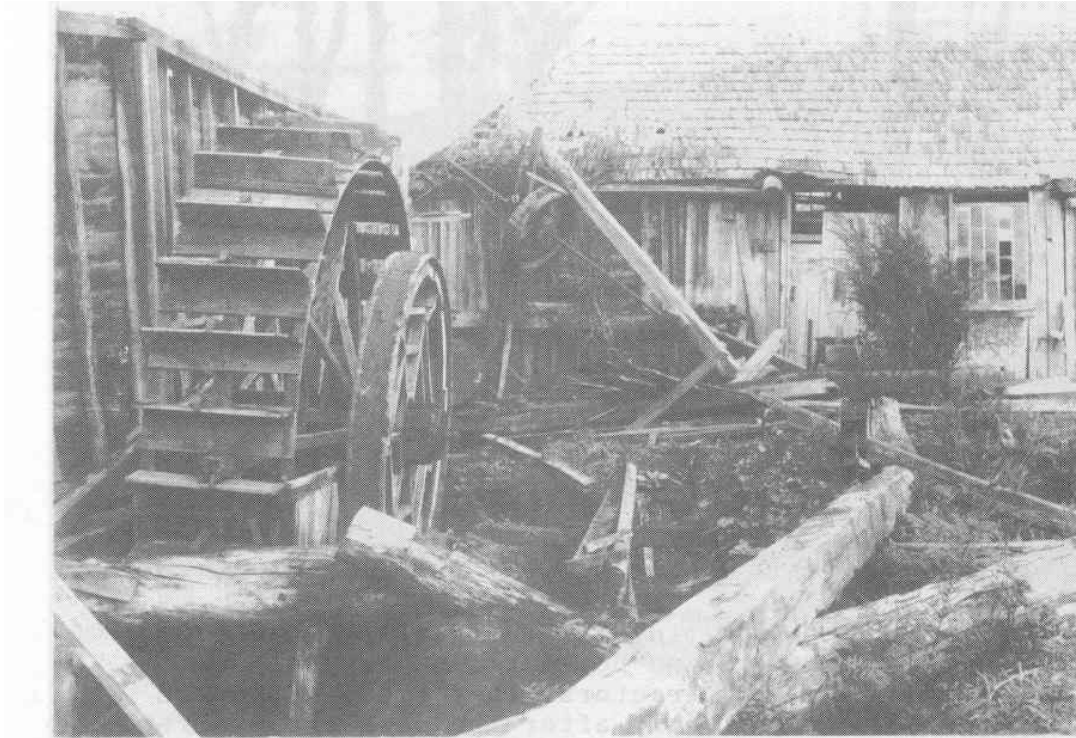
Heywood became another important sawmilling area, James McGregor operating a sawmill there in 1857, 'powered by a water wheel, drawing water from the Fitzroy River'.³⁸⁵ In 1883, McGregor moved his mill, then known as the Timbuctoo Mill, to Coffey's Lane, south-west of Heywood, and, in 1890, moved it back to Heywood. This mill ceased operations in 1915.³⁸⁶ There are McGregors still at Heywood.

³⁸³ Kerr, op.cit., p.99.

³⁸⁴ Information supplied by Gwen Bennett, History House, Portland.

³⁸⁵ Kerr, op.cit., p.100.

³⁸⁶ 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 60 *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.³⁸⁷

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 shepyards. During that decade, steam sawmills were set up west of Digby and around Hotspur.³⁸⁸

³⁸⁷ Ibid, p.102.

³⁸⁸ 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 59 Burgess's Mill at Digby 1900 *Of Sawyers and Sawmills*, G. Kerr, 1995

The Gorae forest was another major sawmilling area. Robert Hollis began sawmilling there in c1881.³⁸⁹ 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.³⁹⁰

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.³⁹¹

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.³⁹²

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.³⁹³

³⁸⁹ *Children Dears It's a Good Country. The Gorae Story*, p.10.

³⁹⁰ *Ibid*, p.4; Kerr, op.cit., p.109.

³⁹¹ *Ibid*.

³⁹² Information supplied by Gwen Bennett, History House, Portland.

³⁹³ *LCC Report*, p.62.

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.³⁹⁴

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'.³⁹⁵ 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 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.³⁹⁶

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'.³⁹⁷

There was a Forestry Commission Pine Plantation and a privately-owned pine plantation at Casterton,³⁹⁸ and Portland Pine Products established a softwood mill north of Heywood in 1974, which was operating still in 1995.³⁹⁹



Figure 60 Dartmoor pine mill trucks carrying Boliden impregnation Pressure Vessel 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.

³⁹⁴ p.63.

³⁹⁵ *Victorian Municipal Directory, 1955, 1964, 1976.*

³⁹⁶ *State Aerial Surveys, Dartmoor A, Dartmoor B, Dartmoor D, 1954.*

³⁹⁷ Kerr, op.cit., p.110.

³⁹⁸ *Shire of Glenelg Centenary, pp.65, 66.*

³⁹⁹ Kerr, op.cit., p.113.

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 19th 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.'⁴⁰⁰

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'.⁴⁰¹ Local merchants controlled most of the shipping and marketing of the bark. Portland's last bark mill ceased operations in 1935.⁴⁰²

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 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 1904.⁴⁰³

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.⁴⁰⁴

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 Woohlpooer in the Grampians. Three well-preserved kilns remain at Borough Huts,⁴⁰⁵ but it is not known if anything remains of the Heywood kiln.

3.1.4. Stone

⁴⁰⁰ *LCC Report*, p.65.

⁴⁰¹ Kerr, *op.cit.*, p.26.

⁴⁰² *Ibid*, p.28.

⁴⁰³ *Ibid*, pp.26, 27.

⁴⁰⁴ *LCC Report*, p.65.

⁴⁰⁵ *Ibid*.

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.⁴⁰⁶ 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.⁴⁰⁷

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.⁴⁰⁸

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.⁴⁰⁹

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

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

⁴⁰⁶ See Sections 2.5.1, 2.5.2, 6, 8.

⁴⁰⁷ See Section 8.6.

⁴⁰⁸ Gwen Bennett, *Portland: Now & Then*, 1993, p.50.

⁴⁰⁹ *Shire of Glenelg Centenary 1863-1963*, p.20.

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.⁴¹⁰

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.⁴¹¹

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.⁴¹²

⁴¹⁰ *Visitors' Guide South West Victoria, 1999/2000*, p.5: *Portland Visitor's Handbook, 2001*, p.22.

⁴¹¹ *Glenelg Shire Strategic Wind Farm Study*, Background Report, Jan. 2001, p.3.

⁴¹² *Ibid, Siting and Design Guidelines for Wind Farms in Glenelg Shire*, pp.2, 8-20.



Figure 61 Australian wool, an Australian liner discharging at SW India docks, England State Library of Victoria Accession no A/511/07/74/61

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.⁴¹³

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'.⁴¹⁴

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'.⁴¹⁵

⁴¹³ *Victorian Year Book*. 1973, p.309.

⁴¹⁴ *LCC Report*, p.36.

⁴¹⁵ *The Henty Journals*, ed. L. Peel, Introduction, pp.18, 19.

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.⁴¹⁶



Figure 62 Early 19th century Woolwash at Bessie Belle on the border between Glenelg and Moyne Shires, State Library of Victoria accession No H90.100/1998 JT Collins.

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.⁴¹⁷ 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.⁴¹⁸

By 1860, there were 5,780,000 sheep in Victoria.⁴¹⁹ 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.⁴²⁰ 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.⁴²¹

⁴¹⁶ *LCC Report*, p.36.

⁴¹⁷ *Ibid.*

⁴¹⁸ Gwen Bennett, *Portland; Now & Then*, pp.41, 42.

⁴¹⁹ *Victoria Year Book 1973*, p.126.

⁴²⁰ *Ibid.*, p.125.

⁴²¹ *Graphic Glenelg Shire*, pp.80, 81; See Section 2.5.1.



Figure 63 Melbourne International Exhibition the Wool Show, 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.⁴²² 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.⁴²³

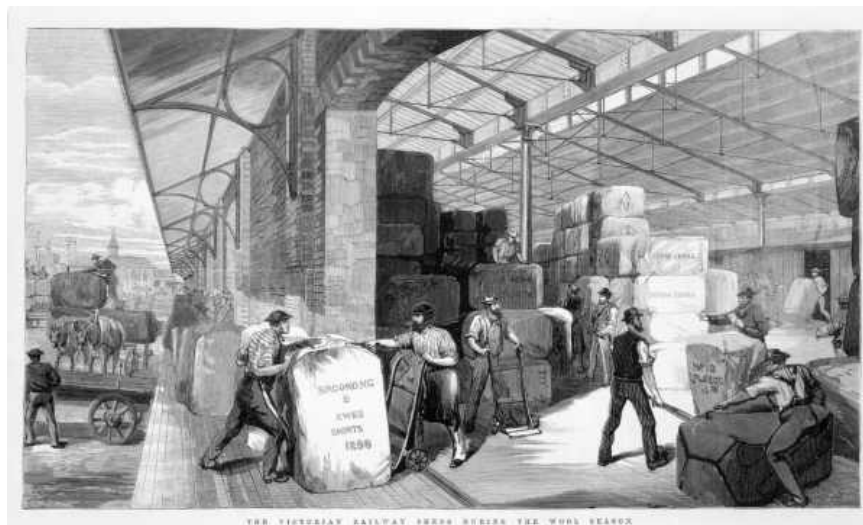


Figure 64 Victorian Railway sheds during Wool season 1874 State Library of Victoria Accession IAN 30/12/74/213.

⁴²² *Victorian Year Book 1973*, pp.127, 107.

⁴²³ *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.⁴²⁴ 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 1924.⁴²⁵

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.⁴²⁶

Casterton Stock and Saleyards

In the mid-1920s corporation saleyards were opened at Casterton. In February 1925, about 20,819 head of stock (sheep and cattle) were yarded there. The yards were designed in 1924 by Spurrell Brothers. Over the years the saleyards were maintained and extended and, about 1953, were 'virtually reconstructed'. 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. During 1963, 28,049 cattle, 95,812 sheep and 5,323 pigs were sold at the Casterton saleyards.⁴²⁷ It is not known whether any physical evidence remains of this important industrial building.

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 522,000.⁴²⁸

⁴²⁴ Ibid, p.123.

⁴²⁵ Ibid, pp.127, 128.

⁴²⁶ *Portland. Visitor's Handbook*, 2001, pp.10, 11.

⁴²⁷ *Shire of Glenelg Centenary*, p.22.

⁴²⁸ *Victorian Year Book*, 1973, pp.107, 123-125.

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 1901.⁴²⁹ There were creameries also at Bridgewater and Portland.⁴³⁰

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.⁴³¹ The Merino butter factory remains, although rebuilt, as part of Glenelg's dairying heritage.

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 1954.⁴³²

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);⁴³³ 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.⁴³⁴

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.⁴³⁵

3.2.4. Orchardring

There were once acres of apple and pear orchards in the Gorae, Heathmore, Portland and Heywood districts.⁴³⁶ 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'.⁴³⁷

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.

⁴²⁹ *Shire of Glenelg Centenary*, p.48.

⁴³⁰ Gwen Bennett, pers. comm..

⁴³¹ *Ibid*, p.40.

⁴³² *Ibid*, p.49. See National Trust File B 6201.

⁴³³ See Sections 3.2.1, 3.2.2.

⁴³⁴ *Victorian Year Book 1973*, p.107.

⁴³⁵ National Trust Files B6201, B6240, B6202.

⁴³⁶ *The Gorae Story*, p.50.

⁴³⁷ *Ibid*, p.4.

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.

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'.⁴³⁸

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.⁴³⁹

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.'⁴⁴⁰

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 19th century. In the 1880s the Williamsons raised hundreds of apple trees for their orchards.⁴⁴¹ 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'.⁴⁴²

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

⁴³⁸ Ibid, p.49.

⁴³⁹ 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.

⁴⁴⁰ Ibid.

⁴⁴¹ Ibid, p.49.

⁴⁴² Ibid, p.22. See Section 3.1.3.

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 Temple⁴⁴³ 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.⁴⁴⁴ 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'.⁴⁴⁵



Figure 65 Old Mill at Portland circa 1933 photo MC McLeod, State Library of Victoria Accession No H21223

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.

⁴⁴³ *Historic Souvenirs of the Back to Merino and Henty Centenary Celebrations*, 1937, pp.33, 34.

⁴⁴⁴ Midge Gough, pers. comm.

⁴⁴⁵ *Shire of Glenelg Centenary*, p.34.

The wool trade, which has been of major significance since the Shire's earliest days,⁴⁴⁶ 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.⁴⁴⁷

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'.⁴⁴⁸ 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.⁴⁴⁹

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.⁴⁵⁰ However, just eight years after the project had been first announced, the Portland Smelter Services were officially opened in February 1987 by John Cain, Victoria's Labour Premier. The State government had a 35% share in the project.⁴⁵¹ The second stage of the project was completed by May 1988. The total cost was estimated to be \$1.15 billion.⁴⁵² 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.⁴⁵³

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.⁴⁵⁴

4.0 BUILDING TOWNS

The history of 19th 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

⁴⁴⁶ See Section 3.2.1.

⁴⁴⁷ *Portland. Visitor's Handbook, 2001*, p.22; See Section 4.6.

⁴⁴⁸ *Age*, 2 Nov. 1981.

⁴⁴⁹ Fred Alexander, *Australia since Federation, 1967* (1980 edn.), pp.229-230.

⁴⁵⁰ *Herald*, 16 Nov. 1982.

⁴⁵¹ *Age*, 10 Feb. 1987.

⁴⁵² *Ibid*, 5 May 1988.

⁴⁵³ *Portland. Visitor's Handbook 2001*, p.22.

⁴⁵⁴ *Ibid: Age* 16 Nov. 1982.

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.⁴⁵⁵

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'.⁴⁵⁶ 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.⁴⁵⁷ 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 1200.⁴⁵⁸ 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 2500.⁴⁵⁹ 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'.⁴⁶⁰ 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.

⁴⁵⁵ *Shire of Glenelg Centenary*, p.33.

⁴⁵⁶ *Victorian Municipal Directories*, 1905-1925.

⁴⁵⁷ *Ibid*, 1905-1925.

⁴⁵⁸ *Ibid*, 1905, 1915, 1925, 1955.

⁴⁵⁹ *Ibid*, 1905, 1925, 1935, 1955.

⁴⁶⁰ *Historic Souvenir of Back to Merino and Henty Centenary Celebrations*, 1937, p.22



Figure 66 Sandford Shop 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 370.⁴⁶¹

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'.⁴⁶²

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 141st 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.⁴⁶³

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

⁴⁶¹ *Victorian Municipal Directors*, 1905.

⁴⁶² *Victorian Year Book 1973*, p.89.

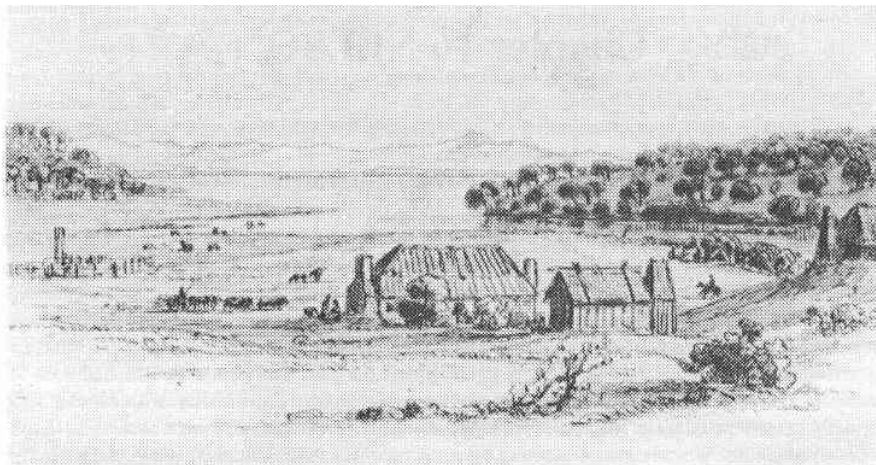
⁴⁶³ *Ibid.*

surveys.⁴⁶⁴ Trig stations were marked on early 1940s Army Ordnance maps, for example, at the Lookout Tower on Mt. Eckersley, north-east of Heywood.⁴⁶⁵

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 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.⁴⁶⁶

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'.⁴⁶⁷ 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 4.⁴⁶⁸ 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 67 Township of Nelson, artist, Eugene von Guerard, State Library NSW

⁴⁶⁴ Ibid, pp.89-90.

⁴⁶⁵ Heywood, Army Ordnance Map, 1942.

⁴⁶⁶ Victorian Government Gazette, 6 April 1853, pp.455-467.

⁴⁶⁷ LCC Report, p.43.

⁴⁶⁸ Portland Township, Henty MSS, Box 119/9K, SLV Map Collection.

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 ¼ 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.⁴⁶⁹

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.⁴⁷⁰ Richard Lewis was a builder and publican, owner of the historic Woolpack Inn (now gone) at Digby.⁴⁷¹ The boundary between these runs was marked and also a track from Lewis' station to Coldham's Station (Grassdale, north-east of Digby).⁴⁷² There was a large township reserve set aside for the Church of England.⁴⁷³

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.⁴⁷⁴

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, Digby and Dartmoor.

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.⁴⁷⁵ 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.⁴⁷⁶

⁴⁶⁹ *Township of Nelson at the Mouth of the River Glenelg*, Lindsay Clarke, 28 Oct., 1851.

⁴⁷⁰ Billis & Kenyon, pp.271, 211.

⁴⁷¹ *Ibid*, p.96.

⁴⁷² *Ibid*, p.216.

⁴⁷³ *Township of Digby at the River Stokes*, Lindsay Clarke, 30 Jan. 1851.

⁴⁷⁴ R. Wright, *The Bureaucrats Domain*, p.&4.

⁴⁷⁵ *The Gorae Story*, p.4.

⁴⁷⁶ *Ibid*, p.5.

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.⁴⁷⁷ An early 1940s Army Ordnance map showed the sawmill and coolstore at the Gorae railway station.⁴⁷⁸

Hotspur and Digby were timber towns that became ghost towns when sawmilling ceased.⁴⁷⁹ 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.⁴⁸⁰

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.⁴⁸¹

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.⁴⁸²

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 Gorae railway station. By the 1960s, however, orcharding ceased to be an important industry in Glenelg Shire,⁴⁸³ 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.⁴⁸⁴

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

⁴⁷⁷ See Section 3.2.4.

⁴⁷⁸ *Portland*, Army Ordnance Map, 1942.

⁴⁷⁹ Gwen Bennett, pers. comm..

⁴⁸⁰ *Victorian Municipal Directory*, 1905, 1964.

⁴⁸¹ *Ibid*, 1905.

⁴⁸² See Section 3.1.3.

⁴⁸³ See Section 3.2.4.

⁴⁸⁴ Gwen Bennett, *Watering Holes of the West*, 1997, p.26.

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.⁴⁸⁵

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.⁴⁸⁶



Figure 68 Strathdownie Hall, shire of Glenelg Centenary 1963

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.⁴⁸⁷

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'.⁴⁸⁸

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.⁴⁸⁹

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

⁴⁸⁵ See Section 2.6.2.

⁴⁸⁶ Gwen Bennett, pers. comm..

⁴⁸⁷ See Section 3.1.2.

⁴⁸⁸ *LCC Report*, p.42.

⁴⁸⁹ *Portland. Visitor's Handbook*, 2001, pp.18. 19.

told how the river ‘abounds with fish – is 300 feet wide and nearly 80 feet deep’ and can be crossed by ‘horse punt’.⁴⁹⁰ Today, Nelson is promoted still for its recreational river and ocean fishing. It is regarded as a major Shire tourist resort with hotels, motels, a guest house, holiday houses to rent, camping and caravan sites, boathouses for hire and the Lower Glenelg National Park nearby.⁴⁹¹ Glenelg Shire’s resort areas will be discussed in greater detail in a later section.⁴⁹²



Figure 69 Nelson township and bridge, 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’.⁴⁹³

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.⁴⁹⁴

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 wharf has been lost but ‘remnants of the spray wall remain, as do some original handrails and decking, and two early timber cranes’.⁴⁹⁵ These remaining features have great heritage value.

⁴⁹⁰ *Victorian Municipal Directory*, 1905.

⁴⁹¹ *Nelson River Country*, Nelson Tourist Assn., n.d.

⁴⁹² See Section 8.

⁴⁹³ *Victorian Municipal Directory*, 1976, p.511.

⁴⁹⁴ *LCC Report*, p.42.

⁴⁹⁵ *Ibid.*

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.⁴⁹⁶ More modern wool stores service the industry today.



Figure 70 Portland Pier At Battery Point 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'.⁴⁹⁷ 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'.⁴⁹⁸ The Port is now privately owned.

A sketch plan prepared in 1975 by the Portland Harbor Trust Commissioners showed the complex of industrial and commercial buildings associated with the port. These included the harbor 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.⁴⁹⁹ The group of modern woolstores has significance for its associations with the continuing history of the Shire's wool trade.

⁴⁹⁶ Ibid. See Section 3.2.1.

⁴⁹⁷ *Victorian Year Book, 1973*, p.237; *Basic Facts About Portland*, Lions Club of Portland, 1 April 1971, p.6.

⁴⁹⁸ *Victorian Year Book, 1973*, p.511.

⁴⁹⁹ *Port of Portland 1950-1975*, Portland Harbor Trust Commissioners, 1975 unpaginated.



Figure 71 Aerial View Of Casterton Circa 1927 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.⁵⁰⁰



Figure 72 Digby Hotel State Library of Victoria, Accession No H95.200/236 JT Collins.

At this time, Portland and Casterton were already the largest Shire towns with populations of 2150 and 1239 respectively. Merino and Branxholme, the two next largest, had populations of only 370 and 323. Branxholme had a range of township buildings including a church, hotel, school, bank and rail services and was notable for its good quality local stone described as ‘Bluestone plentiful – used for building purposes’,⁵⁰¹ Branxholme was north of the Lake Condah district. Merino, in an agricultural and pastoral district, also 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.⁵⁰² Branxholme is not in the present Glenelg Shire.

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 shops⁵⁰³ 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.⁵⁰⁴

⁵⁰⁰ *Victorian Municipal Directories*, 1905.

⁵⁰¹ *Ibid.*

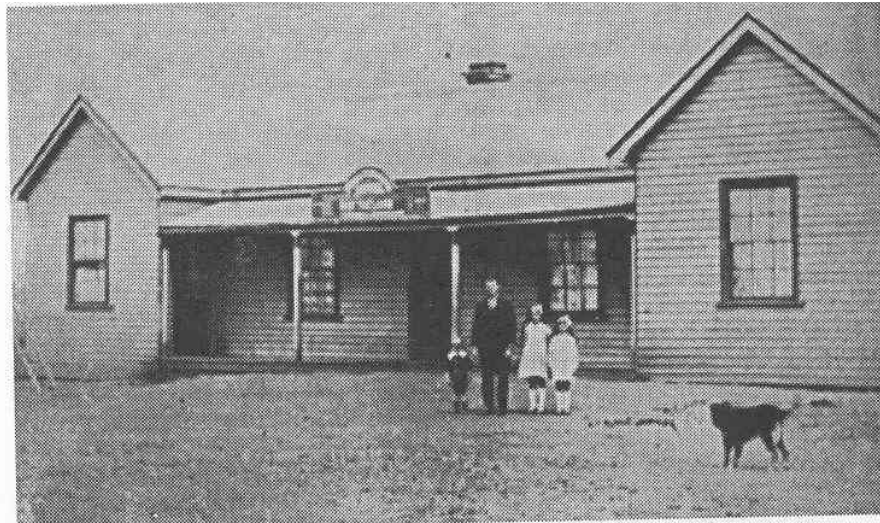
⁵⁰² *Ibid.*

⁵⁰³ *Ibid.*

⁵⁰⁴ *Ibid.*, 1915.

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 1900.⁵⁰⁵

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.⁵⁰⁶ 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 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.⁵⁰⁷



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 73 Myamyn, Forester's Arms hotel, *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.⁵⁰⁸

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

⁵⁰⁵ Ibid, 1935.

⁵⁰⁶ Ibid.

⁵⁰⁷ Ibid, 1925.

⁵⁰⁸ Ibid, 1935.

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.⁵⁰⁹

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.⁵¹⁰

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 repair, cordial manufacture and butter manufacture.⁵¹¹ During these years as Heywood's population rose to 1200, it became the third-largest Shire town.⁵¹²

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.⁵¹³

Dartmoor, another former 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-Strathownie Road.⁵¹⁴ 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.⁵¹⁵ This was presumably all that was left of a once-thriving local timber industry.

⁵⁰⁹ *Portland, Bridgewater*, Army Ordnance maps prepared by Australian Section, Imperial General Staff, 1942.

⁵¹⁰ See Section 5.

⁵¹¹ *Victorian Municipal Directories*, 1955, 1964.

⁵¹² *Ibid*, 1955.

⁵¹³ *Branxholme*, State Aerial Survey prepared for the Department of Lands and Survey, 1954.

⁵¹⁴ Dartmoor, D. State Aerial Survey, 1954.

⁵¹⁵ *Ibid*.

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.⁵¹⁶

The Tulloch Bores and a Water Tower at Casterton⁵¹⁷ 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.⁵¹⁸

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.⁵¹⁹

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 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.⁵²⁰ 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

⁵¹⁶ *Shire of Glenelg Centenary*, pp.59-60.

⁵¹⁷ Site No. 35, LCC/CA 0038; Site No. 49, LCC/CA0018.

⁵¹⁸ *Shire of Glenelg Centenary*, p.60.

⁵¹⁹ *Victorian Municipal Directory*, 1945. The Portland Waterworks Trust was gazetted 30 May 1928.

⁵²⁰ *Portland Sewerage District*, Featr. Plan 679, c1950, S.L.V.

15,000 respectively'.⁵²¹ 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.⁵²²

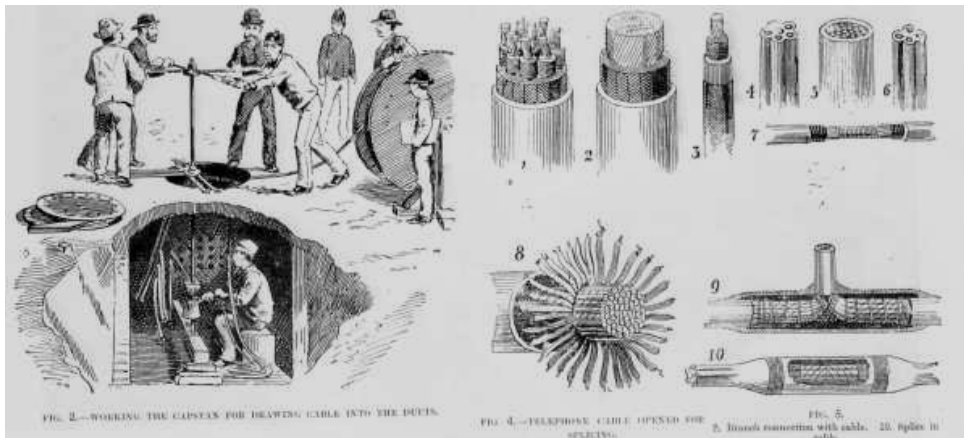


Figure 74 Materials Used And Activities Of The Victorian Telegraph And Electricity Power Workers Circa 1889 State Library Of Victoria Accession No IANO1/07/89/22

Electricity Supply

The provision of domestic and street electric lighting did not occur in some Shire townships until relatively recent times. During the late 19th 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'.⁵²³

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'.⁵²⁴

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

⁵²¹ Ibid, 1964.

⁵²² Ibid, 1976.

⁵²³ *Shire of Glenelg Centenary*, p.60.

⁵²⁴ *Victorian Municipal Directory*, 1976.

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.

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.⁵²⁵

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.

⁵²⁵ Susan Priestley, op.cit., pp.300-301.

The present study will look for such evidence in former timber townships like Digby, Dartmoor, 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’.⁵²⁶

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 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.

⁵²⁶ Tony Dingle, *The Victorian Settling*, 1984, p.36.

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.⁵²⁷



Figure 75 Cobb & Co carriage display circa 1934 at Lower McCallan Gallery State Library of Victoria Accession No H 24724

⁵²⁷ M. Kiddle, op.cit., pp.326, 327.

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.⁵²⁸ Early coach routes and remaining coaching stations are of great heritage value.

The telegraph system was established in December 1857 when Melbourne and Adelaide were linked by electric telegraph through Ballarat, Beaufort, Hexham, Warrnambool and Portland.⁵²⁹

5.1.2. 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.⁵³⁰ 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 1858-59.⁵³¹ Hamilton became the coaching centre of the Western District and the halfway station on the overland mail route between Melbourne and Adelaide.⁵³²

By the late 1860s, mail services went by coach to and from Casterton by way of Sandford, Merino, Digby, Hotspur and Heywood.⁵³³

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 Drumbong was described as a 'postal village'.⁵³⁴

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

⁵²⁸ *Shire of Glenelg Centenary*, p.56.

⁵²⁹ Kiddle, op.cit., pp.326, 327.

⁵³⁰ *Portland Bay*, Stanley, Coastal Survey, 1869.

⁵³¹ *Portland*. Rail map 110A, CPOV.

⁵³² *LCC Report*, p.52.

⁵³³ *Glenelg Shire Centenary*, p.57.

⁵³⁴ *Victorian Municipal Directory*, 1905.

substantial two-storey building, was opened in 1909 on the site of the earlier structure.⁵³⁵ It stands next to the old court house, which is used now as a community centre.⁵³⁶ 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.⁵³⁷ 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,⁵³⁸ and is now privately owned.



Figure 76 Merino Post Office circa 1917-1930 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.⁵³⁹ The Merino Post Office was built in 1889 by Heinrich Kohn, a local contractor, and is still in use, but without its clock tower.⁵⁴⁰ A sketch of the

⁵³⁵ *Shire of Glenelg Centenary*, p.57.

⁵³⁶ Jim Kelly, pers.comm.

⁵³⁷ Bruce Trethowan, *The PWD in Victoria, 1851-1900*, Vol. 1, p.104; Vol. 2, pp.88, 89.

⁵³⁸ Gwen Bennett, *Portland; Now & Then*, pp.1, 2.

⁵³⁹ B. Trethowan, op.cit., Vol.1, p.104.

⁵⁴⁰ *Heritage: Merino, Digby*, 1976, p.67; Midge Gough, pers. comm.

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 1891.⁵⁴¹

There were also post offices at Sandford (1862), Dergholm (1876), Chetwynd (1873), and Strathdownie East, later known as Strathdownie (1877).⁵⁴² 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.⁵⁴³ 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 19th century, before the construction of lighthouses, navigation was very perilous along this coast. There were many shipwrecks, of which 120 have been identified.⁵⁴⁴

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.’⁵⁴⁵

5.2.1. Lighthouses

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.⁵⁴⁶

The lighthouse complex at Cape Otway retains the lighthouse tower, keepers' quarters and associated buildings, and a cemetery.⁵⁴⁷

There are two remaining lighthouse complexes also within Glenelg Shire, one at Portland and the other at Cape Nelson.

Portland Lighthouse Station

⁵⁴¹ *Graphic Glenelg Shire*, pp.8, 9.

⁵⁴² *Shire of Glenelg Centenary*, p.57.

⁵⁴³ See Section 4.6.

⁵⁴⁴ *LCC Report*, p.46.

⁵⁴⁵ *LCC Report*, p.46.

⁵⁴⁶ *Ibid.*

⁵⁴⁷ *Ibid.*

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.⁵⁴⁸



Figure 77 Whalers Buff and Portland Light house 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-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.⁵⁴⁹

⁵⁴⁸ Gwen Bennett, *Portland, Now & Then*, p.48; National Trust Files Nos. B2323, B2337.

⁵⁴⁹ G. Bennett, *op.cit.*, pp.46, 47.

The Cape Nelson complex is recognized as being of State historical significance and is on the Victorian Heritage Register.⁵⁵⁰

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.⁵⁵¹ 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.⁵⁵² 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'.⁵⁵³

The 'S.S. Wannon' 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.'⁵⁵⁴

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'.⁵⁵⁵

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.'⁵⁵⁶

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

⁵⁵⁰ Victorian Heritage Register, H1773; National Trust File No. B1964.

⁵⁵¹ *LCC Report*, p.46.

⁵⁵² Kiddle, op.cit., p.83.

⁵⁵³ *LCC Report*, p.46.

⁵⁵⁴ *Ibid*, pp.46, 47.

⁵⁵⁵ W.K. Anderson, *Roads for the People*, p.1.

⁵⁵⁶ *LCC Report*, p.50.

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. It has been discussed in an earlier Section.⁵⁵⁷

5.3.3. Squatters' and timber workers' tracks

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.'⁵⁵⁸

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.⁵⁵⁹

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.⁵⁶⁰ 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'.⁵⁶¹

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'.⁵⁶²

⁵⁵⁷ See Section 2.2.2.

⁵⁵⁸ Quoted in Marnie Bassett, *op.cit.*, p.454.

⁵⁵⁹ Pastoral Run Plan. Merino Downs. No. 546; Pastoral Run Plan, Muntham, No. 995, PROV.

⁵⁶⁰ See Section 5.1.

⁵⁶¹ Priestley, *op.cit.*, pp.48, 49.

⁵⁶² R. Wright, *The Bureaucrats' Domain*, 1989, p.52.

Wool leaving Warrack in 1900. Courtesy Gavin and Carroll Larkins.



Figure 78 Travelling by Bullock wagon, 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'.⁵⁶³ 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.⁵⁶⁴ By 1862, 75 road districts had been proclaimed.⁵⁶⁵

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'.⁵⁶⁶

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.⁵⁶⁷ 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.⁵⁶⁸

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.⁵⁶⁹

⁵⁶³ W.K. Anderson, op.cit., p.14.

⁵⁶⁴ B. Barrett, *The Civic Frontier*, 1979, p.87.

⁵⁶⁵ *Shire of Glenelg Centenary*, p.6.

⁵⁶⁶ Barrett, op.cit., pp. 173, 174.

⁵⁶⁷ *Shire of Glenelg Centenary*, p.7.

⁵⁶⁸ *Ibid*, p.6.

⁵⁶⁹ W.K. Anderson, op.cit., p.21.

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 1863⁵⁷⁰ and the Shire of Glenelg was proclaimed on 29 June 1864.⁵⁷¹ 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 crushers and graders to 'macadamize' road surfaces.⁵⁷² Nevertheless, even by the Federation period, Victoria's roads were still in a deplorable quilt made up of sections of varying quality and design'.⁵⁷³

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.⁵⁷⁴

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 1923.⁵⁷⁵

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.⁵⁷⁶ The roads which linked Geelong, Warrnambool, Portland and Heywood had been declared already in 1921 as the western section of the Princes Highway.⁵⁷⁷

Somewhat later, under the *1936 Country Roads (Tourists' Roads) Act*, the CRB was able to construct and maintain proclaimed tourist roads.⁵⁷⁸

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

⁵⁷⁰ *Victorian Municipal Directory*, 1905.

⁵⁷¹ *Shire of Glenelg Centenary*, p.8.

⁵⁷² *LCC Report*, p.59. This method of road building was based on the principles of Telford and McAdam.

⁵⁷³ W.K. Anderson, op.cit., p.22.

⁵⁷⁴ Priestley, op.cit., p.170.

⁵⁷⁵ *Shire of Glenelg Centenary*, p.21.

⁵⁷⁶ *Victorian Year Book 1973*, p.242.

⁵⁷⁷ Priestley, op.cit., p.171.

⁵⁷⁸ *Victorian Year Book 1973*, p.242.

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.

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.⁵⁷⁹ 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.⁵⁸⁰ 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.⁵⁸¹ Perhaps this was because the area was a prosperous dairying and cheese-making district. Tyrendarra was settled by the pastoralists William Learmonth and 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.⁵⁸²

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.⁵⁸³

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.⁵⁸⁴

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

⁵⁷⁹ *Portland*, Army Ordnance Map, 1942.

⁵⁸⁰ *Bridgewater*, Army Ordnance Map, 1942.

⁵⁸¹ *Heywood*, Army Ordnance Map, 1942.

⁵⁸² Gwen Bennett, *Watering Holes of the West*, 1997, pp.46, 47, 81, 82.

⁵⁸³ *Nelson*, Army Ordnance Map, 1942.

⁵⁸⁴ *Shire of Glenelg Centenary*, p.20.

Dartmoor and Hamilton had been improved and was listed as a 'second class gravelled road'.⁵⁸⁵

A 1960 State Aerial Survey map confirmed that there were still earth roads through forest areas around Digby and Hotspur.⁵⁸⁶

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.⁵⁸⁷

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.⁵⁸⁸

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.⁵⁸⁹

5.4. BRIDGES

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.⁵⁹⁰

⁵⁸⁵ *Dartmoor A and B*, State Aerial Survey, 1954.

⁵⁸⁶ *Branxholme A*, State Aerial Survey, 1960.

⁵⁸⁷ *Visitors' Guide South West Victoria*, 1999/2000 pp.2, 3.

⁵⁸⁸ *Ibid.*

⁵⁸⁹ Gwen Bennett, pers. comm.; see Section 8.2.

⁵⁹⁰ National Trust Files Nos. B2212, B6940, B6944.



Figure 79 Merino Creek bridge, Shire of Glenelg Centenary 1963

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.⁵⁹¹

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 artifact 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

⁵⁹¹ National Trust File No. 2212; Victorian Heritage Register H1845.

to retain an all-timber construction in its full integrity'. The Wannon River Bridge has been out of service for some time.⁵⁹²

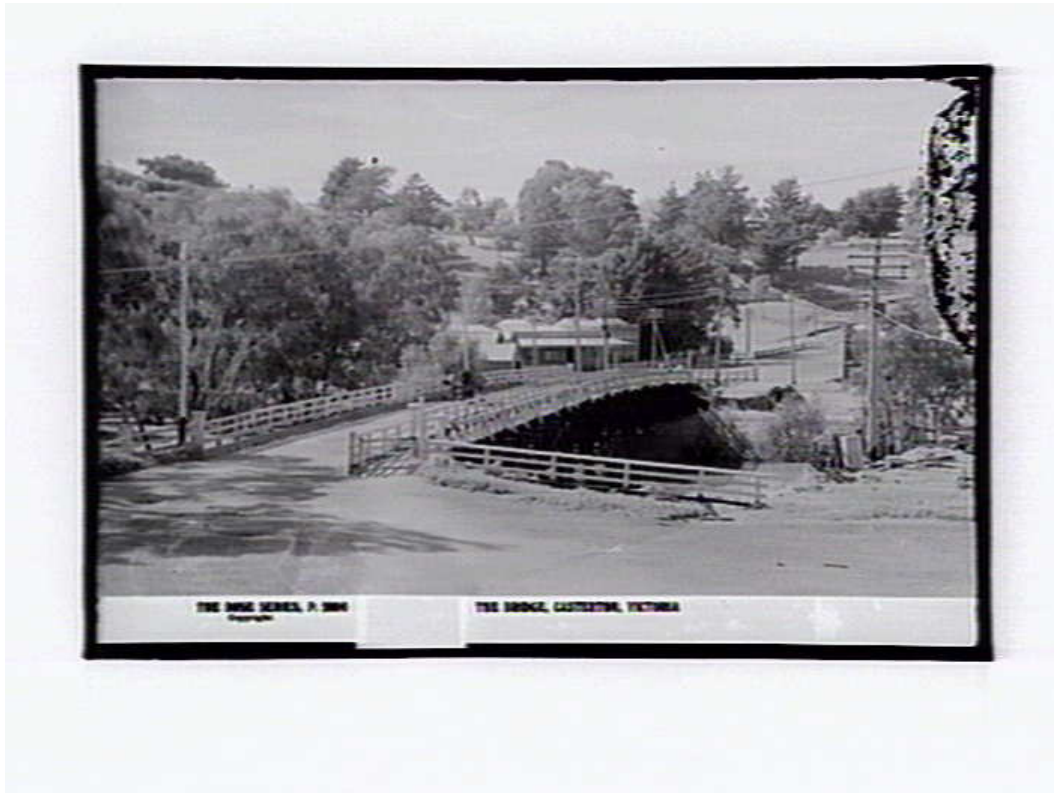


Figure 80 Casterton Bridge 1940 State Library of Victoria, Accession no H3249/2820

5.4.3. The Dwyers 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.⁵⁹³

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.⁵⁹⁴

⁵⁹² National Trust File No. 6940.

⁵⁹³ National Trust File No. B6944.

⁵⁹⁴ Priestley, op.cit., pp.51, 55.

Following this report, land was set aside for a line between Portland and Hamilton, and a Government tramway was built from Portland to Heywood.⁵⁹⁵ 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.⁵⁹⁶

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 Branhholme. The company's object was to penetrate the rich agricultural areas 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'.⁵⁹⁷

In 1873 an Act was passed, which authorised a Government rail line from Portland to Hamilton linked to the main Ararat line.⁵⁹⁸ 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'.⁵⁹⁹

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.

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.

⁵⁹⁵ *LCC Report*, p.47.

⁵⁹⁶ *Plan Showing Route of Proposed Portland & North Hamilton Tramway*, Samuel Parker, Engineer, 18 Sept. 1867.

⁵⁹⁷ *Ibid*, National Trust File B6788.

⁵⁹⁸ *Ibid*.

⁵⁹⁹ *LCC Report*, p.47.

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.⁶⁰⁰ 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.⁶⁰¹ The goods shed (90 by 30 feet) was a standard country town railway shed of the era, although somewhat larger.⁶⁰²

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.⁶⁰³ 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.⁶⁰⁴

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.⁶⁰⁵ 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.⁶⁰⁶

Freight trains on the Portland to Hamilton line now run from the North Portland Station. There is no longer a passenger service from Portland,⁶⁰⁷ but a bus links passengers from Portland to a passenger train at Warrnambool.⁶⁰⁸

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

⁶⁰⁰ National Trust File No. B6788.

⁶⁰¹ Learmonth, *The Story of a Port*, 1960, pp.31-37.

⁶⁰² National Trust File No. B6788.

⁶⁰³ Ibid.

⁶⁰⁴ Ibid.

⁶⁰⁵ Ibid.

⁶⁰⁶ Ben Rietman, pers. comm.

⁶⁰⁷ Ibid.

⁶⁰⁸ Gwen Bennett, pers. comm..

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.⁶⁰⁹

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 1977.⁶¹⁰

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.⁶¹¹ The former station's important associations with 19th century railway development in the Shire has been recognized by its inclusion on the Victorian Heritage Register.⁶¹²

Other important heritage structures associated with the line which remain are the Wannon's River Brige (1884) and the Dwyers Creek Bridge (1884) near Henty. These timber railway bridges were discussed in an earlier section.⁶¹³

⁶⁰⁹ National Trust File No. B6201.

⁶¹⁰ Ibid.

⁶¹¹ *Graphic Glenelg Shire*, p.43.

⁶¹² Victorian Heritage Register H1663. It is also classified by the National Trust.

⁶¹³ See Sections 5.4.2., 5.4.3.



Figure 81 Casterton viaduct 1940 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).⁶¹⁴ 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.⁶¹⁵

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.⁶¹⁶ The Gorae Cool Store near the siding remains but it is not known whether anything remains of the siding.

⁶¹⁴ *The Gorae Story*, p.5.

⁶¹⁵ Ben Rietman, pers. comm.

⁶¹⁶ See Section 3.1.3., 3.2.4.

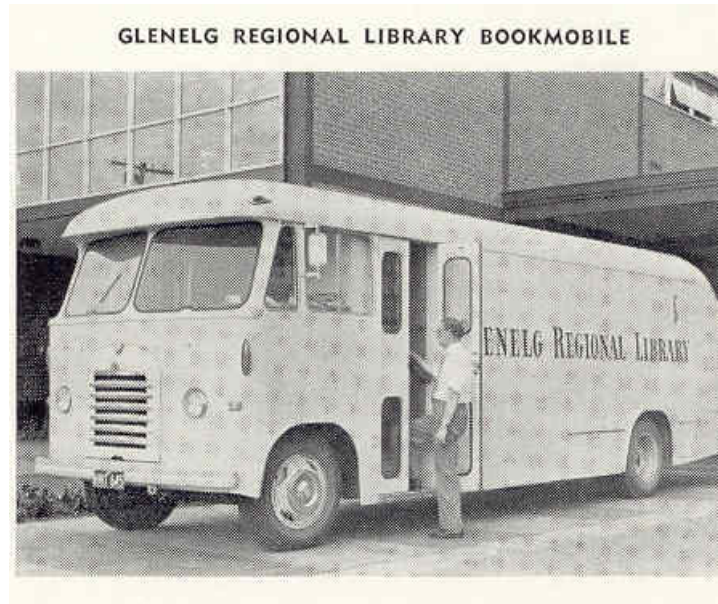


Figure 82 Glenelg Regional Library Shire of Glenelg Centenary 1963

5.7. MOTOR TRANSPORT

The arrival of the motor car and motor transport in the first decades of the 20th century brought revolutionary changes to transportation and ‘led to profound changes in the way of life for Victorians’.⁶¹⁷ It also had a profound effect on the cultural landscape, notably on townscapes.

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.⁶¹⁸

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’.⁶¹⁹ Remaining motor-garages and old petrol stations of the inter-war years are becoming increasingly rare and have historical and social significance.

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.⁶²⁰

⁶¹⁷ W.K. Anderson, p.42.

⁶¹⁸ See Section 8.1.

⁶¹⁹ Ibid, pp.42-47.

⁶²⁰ *Shire of Glenelg Centenary*, p.20.

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.⁶²¹ 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.⁶²²

⁶²¹ Priestley, op.cit., pp.281, 281.

⁶²² *Victorian Municipal Directory*, 1974.

PRESENT TOWN HALL BUILDING, INCLUDING COUNCIL CHAMBERS AND MUNICIPAL OFFICES, BUILT IN 1937.

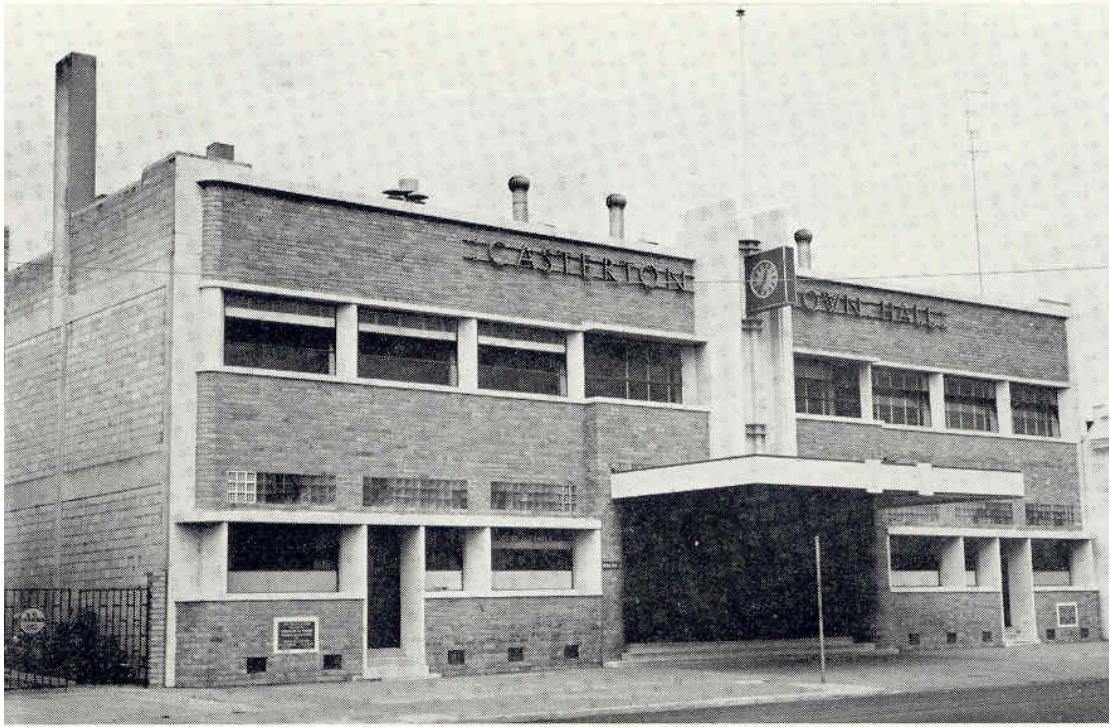


Figure 83 Casterton Town Hall from 'Shire of Glenelg Centenary '1963

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.⁶²³

6.1.3. Shires

The Portland Road District became a Shire in 1863 and the Glenelg Road District became a Shire in 1864.⁶²⁴ There are surviving rate and Council records for both bodies, dating from the 1850s and 1860s. These historic records are important heritage items.

⁶²³ See Section 5.3.5.

⁶²⁴ Ibid.

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 1985.⁶²⁵ 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.⁶²⁶

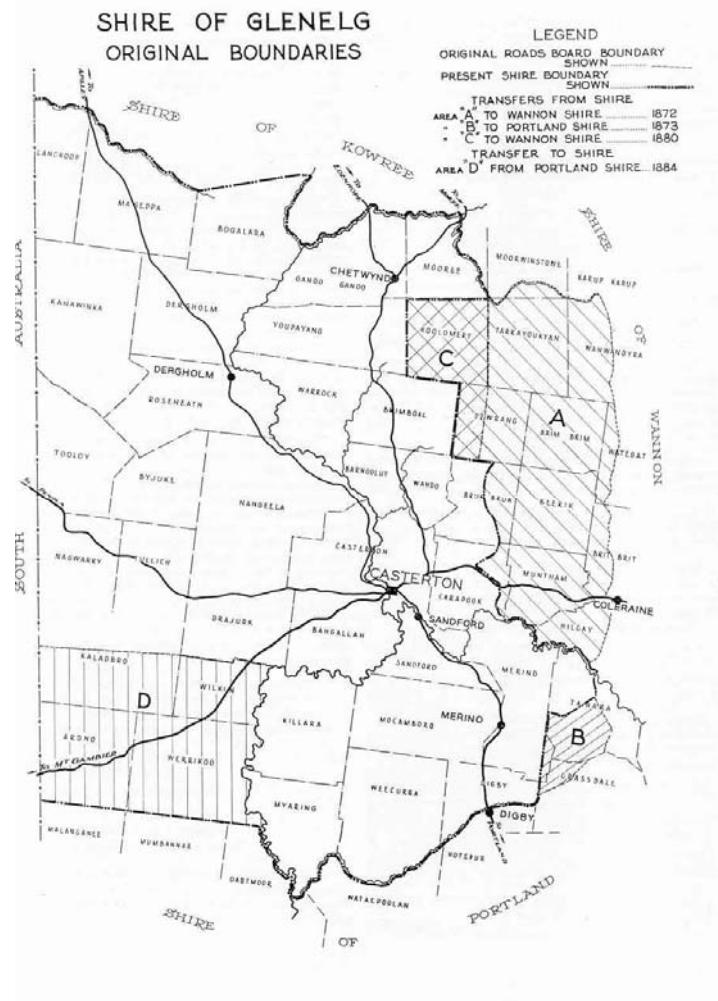


Figure 84 from Land and Power K. Hedditch 1990

⁶²⁵ Victorian Municipal Directory, 1994.

⁶²⁶ Ibid, 1974.

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 an Historical Museum in 1978 and forms part of the important 'Government Block' precinct.⁶²⁷

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-19th century from materials taken from the 1850s stockade and police barracks which had formerly occupied its site'.⁶²⁸ A Portland Shire Hall was built at Heywood in 1925, as that town was 'considered more central for administration of Shire works'.⁶²⁹ The building is used still 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.⁶³⁰

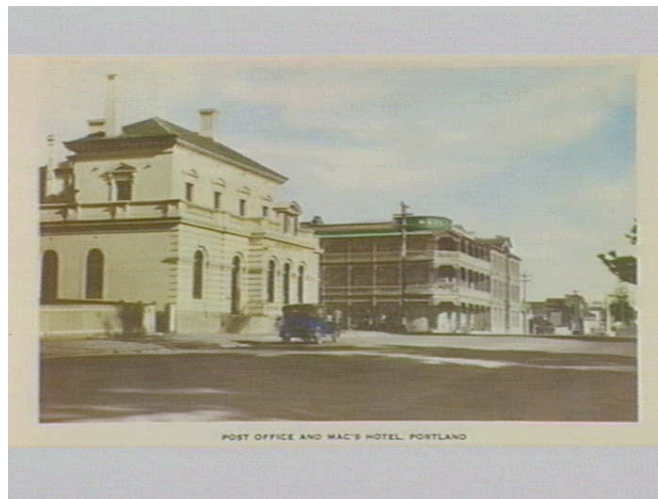


Figure 85 Portland Post Office and Mac's Hotel State Library of Victoria

The early former Shire of Glenelg offices at Sandford, used between 1864 and 1866, have been demolished.⁶³¹ 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.⁶³² The 1860s building, with 1884 additions, was used until it was replaced in 1937, and is now RSSAILA clubrooms.⁶³³ 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 £14,000.⁶³⁴ It is used for current Glenelg Shire administrative purposes.

⁶²⁷ G. Bennett, *Portland; Now & Then*, p.3; Victorian Heritage Register H234.

⁶²⁸ *LCC Report*, p.72.

⁶²⁹ 'Outline of Heywood District History' in *Hamilton Spectator*, 6 Jan. 1955.

⁶³⁰ See Section 5.1.2.

⁶³¹ *Shire of Glenelg Centenary*, p.9.

⁶³² *Ibid*, p.40.

⁶³³ *Ibid*, p.9; *Graphic Glenelg Shire*, pp.34, 35 (illustration).

⁶³⁴ *Shire of Glenelg Centenary*, pp.9, 14.



Figure 86 Merino Police Station State Library of Victoria Accession no H7804

6.2. LAW & ORDER

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.⁶³⁵ 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’.⁶³⁶

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.⁶³⁷ 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

⁶³⁵ Bennett, *op.cit.*, pp.4, 5. VHRH 1481.

⁶³⁶ Bennett, *op.cit.*, p.7.

⁶³⁷ *Ibid*, p.2.

of Portland's alternative Geothermal Energy.⁶³⁸ The building was converted to a restaurant in 2001 and is leased to a private tourism operator.⁶³⁹ 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,⁶⁴⁰ but is currently leased to a private tourism operator.⁶⁴¹

There is a remaining early Court House in Casterton, the principal town in the former Glenelg Shire. 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.⁶⁴²

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'.⁶⁴³ 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 19th 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'.⁶⁴⁴

6.3.1. Batteries

British Royal Engineers were influential in the design and construction of coastal fortifications in Victoria in the 1870s and 1880s.⁶⁴⁵ During those years, fortifications and gun batteries were installed in the principal parts of the south-west, at Portland, Port Fairy and Warrnambool.⁶⁴⁶

⁶³⁸ Ibid.

⁶³⁹ Gwen Bennett, pers. comm..

⁶⁴⁰ Ibid, p.5.

⁶⁴¹ Gwen Bennett, pers. comm..

⁶⁴² *Graphic Glenelg Shire*, pp.60, 61.

⁶⁴³ Gwen Bennett, *Portland's Historic Battery (1889)*, 1994, p.5.

⁶⁴⁴ *LCC Report*, p.69.

⁶⁴⁵ P. Miller, *Thematic History of Defence in Victoria*, 1994, Vol. 1, p.16.

⁶⁴⁶ *LCC Report*, p.69.

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'.⁶⁴⁷ Tenders were called in 1889 for the erection of a gun emplacement and magazine on 'Lighthouse Hill' (now Battery Hill).⁶⁴⁸ When construction began, the Portland Lighthouse, which stood on the site, and the keepers' cottages were moved to their present site on Whalers' Bluff.⁶⁴⁹ 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 150th Anniversary Celebrations and is now a popular tourist destination.⁶⁵⁰

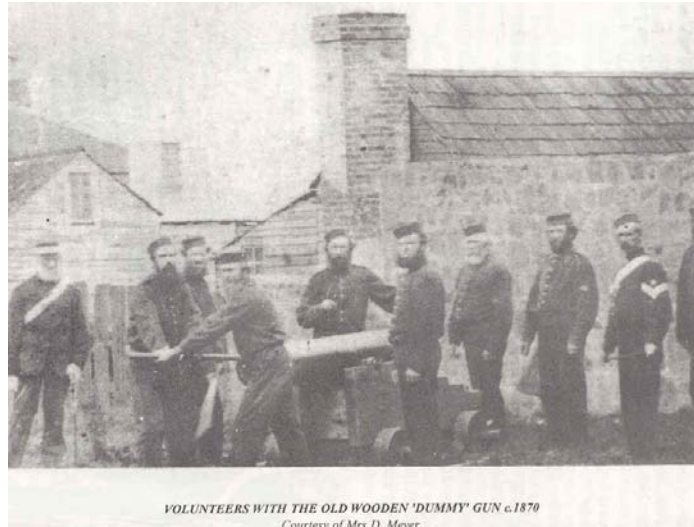


Figure 87 Volunteers With The Old Wooden Dummy Gun, courtesy Mrs D. Meyer, Portland Historic Battery, G. Bennet, 1991

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).⁶⁵¹ 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.⁶⁵²

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'.⁶⁵³ William Learmonth was appointed Captain of a Victorian Rifle Corps formed in Portland in July 1859. Their

⁶⁴⁷ *Portland Township*, 1855.

⁶⁴⁸ Bennett, *Portland's Historic Battery*, p.22.

⁶⁴⁹ See Section 5.2.1.

⁶⁵⁰ Bennett, *Portland; Now & Then*, p.45.

⁶⁵¹ Miller, op.cit., Vol. 1, p.10.

⁶⁵² *LCC Report*, p.69.

⁶⁵³ *Ibid.*

activities included rifle practice, mock battles and, in 1862, ‘a bombardment of the town from sea and land, as well as a night attack’.⁶⁵⁴

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.⁶⁵⁵ A new body, the Portland Battery Garrison Artillery, was formed. This was a permanent part-time paid militia.⁶⁵⁶

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.⁶⁵⁷

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 asphalt on a stone foundation. Its design was similar to drill halls at Ballarat and Warrnambool.⁶⁵⁸ Warrnambool’s purpose-built orderly room was constructed in 1868.⁶⁵⁹

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.⁶⁶⁰

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.

⁶⁵⁴ Bennett, *Portland’s Historic Battery*, pp.5, 6.

⁶⁵⁵ *Ibid*, pp.6-12.

⁶⁵⁶ *Ibid*, p.13.

⁶⁵⁷ See 6.2.

⁶⁵⁸ Bennett, *Portland; Now & Then*, pp.7, 8.

⁶⁵⁹ *LCC Report*, p.69.

⁶⁶⁰ Bennett, *Portland; Now & Then*, p.8.



Figure 88 Former School at Drik Drik State Library Of Victoria Accession No H Photo J T Collins

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’.⁶⁶¹ 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.⁶⁶²

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.⁶⁶³

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*.⁶⁶⁴ 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 19th century

⁶⁶¹ Ibid.

⁶⁶² Ibid, p.29.

⁶⁶³ *LCC Report*, p.70; Bennett, *Portland; Now & Then*, p.28.

⁶⁶⁴ *LCC Report*, p.70.

brick school building features red bricks made locally with lighter, once white, bricks from Ballarat.⁶⁶⁵

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 1972.⁶⁶⁶ 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.⁶⁶⁷

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.⁶⁶⁸

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.⁶⁶⁹



Figure 90 Claremont, Julia street, State Library of Victoria, Accession no H98.250/2088, JT Collins

7.3. MECHANICS' INSTITUTES

⁶⁶⁵ Bennett, *Portland; Now & Then*, p.28.

⁶⁶⁶ *Glenelg Shire Centenary*, p.45.

⁶⁶⁷ *Ibid.*

⁶⁶⁸ *Ibid*, p.44.

⁶⁶⁹ Gwen Bennett, pers. comm..

The Mechanics' Institute movement, which began in Britain in the early 19th 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 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.⁶⁷⁰

After Portland, Warrnambool and Hamilton established mechanics' institutes in the 1850s, and Port Fairy in 1865.⁶⁷¹

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.⁶⁷²

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.⁶⁷³

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.⁶⁷⁴

⁶⁷⁰ *LCC Report*, p.71.

⁶⁷¹ *Ibid.*

⁶⁷² Pam Baragwanath, *If the Walls Could Speak*, 2000, pp.199, 200.

⁶⁷³ *Ibid.*, pp.244, 245.

⁶⁷⁴ *Ibid.*, pp.100, 101.



Figure 91 Railway Photographer. Cape Bridgewater via Portland circa 1950 State Library of Victoria Accession No H91.330/2862

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 19th 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'.⁶⁷⁵

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

⁶⁷⁵ *Map of Victoria's Tourist Resorts*, Victorian Railways, 1950.

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’.⁶⁷⁶

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 heft... (while) upon a platform of rock jutting out into the ocean, like a vast bastion reared by Titanic might, stands the lighthouse.’⁶⁷⁷

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’.⁶⁷⁸

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.⁶⁷⁹ 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 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.⁶⁸⁰ There is also a ‘Whale Trail’.⁶⁸¹

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.⁶⁸² 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

⁶⁷⁶ *Victorian Country Hotel & Guest House Guide*, 1958-59.

⁶⁷⁷ *Historical Sketch of Victoria*, (extract from *The Picturesque Atlas of Australasia*), 1886, p.39.

⁶⁷⁸ *Portland. Visitor’s Handbook*, 2000, p.16.

⁶⁷⁹ Priestley, op.cit., p.224.

⁶⁸⁰ *Portland. Visitor’s Handbook*, 2000, pp. 8, 9, 10, 11, 16, 17.

⁶⁸¹ *Ibid*, p.12.

⁶⁸² Priestley, op.cit., p.223.

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'.⁶⁸³

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.⁶⁸⁴

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, Warnambool 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'.⁶⁸⁵

Holidays at the seaside became increasingly popular, and accessible to less wealthy families, in the later decades of the 19th century with the improved rail and bus network. Bridgewater Bay and Cape Bridgewater were popular seaside resorts in the 19th century..⁶⁸⁶ A guest house operated from the 1870s and a hotel was built in 1885.⁶⁸⁷

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.⁶⁸⁸ 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

⁶⁸³ *Victorian Country Hotel & Guest House Guide*, 1949-50.

⁶⁸⁴ *The Great South West Walk*, Parks Victoria, see Section 5.3.7.

⁶⁸⁵ Priestley, op.cit., p.229.

⁶⁸⁶ *LCC Report*, p.73.

⁶⁸⁷ Gwen Bennett, pers. comm..

⁶⁸⁸ *Victorian Country Hotel & Guest House Guide*, 1949-50.

spots' are said to be Shelly Beach, Crumpets, Murrells, Narrawong, Rifle Range, Yellow Rock, Blacknose Point, White's Beach, Water Tower and Bridgewater.⁶⁸⁹

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-19th century. Those holiday-makers camped by the river, or boarded at the hotel or one of the guesthouses.⁶⁹⁰ 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'.⁶⁹¹

Nelson is promoted still as a popular holiday destination, where boating, river and ocean fishing, canoeing and water skiing may be enjoyed.⁶⁹² There are still a number of small boathouses along the river, which may date from the 1950s or earlier.



Figure 92 Nelson Boat Sheds, State Library of Victoria, Accession No 32.492/7068

⁶⁸⁹ *Portland. Visitor's Handbook*, p.20.

⁶⁹⁰ *LCC Report*, p.73.

⁶⁹¹ *Victorian Country Hotel & Guest House Guide*, 1924-25.

⁶⁹² *Nelson. River Country*, Nelson Tourist Association, n.d.



Figure 93 Sandford Hotel 1981 State Library of Victoria Accession No H98.251/286 JT Collins

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' men.⁶⁹³ 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.

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.⁶⁹⁴

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 1922.⁶⁹⁵

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

⁶⁹³ Gwen Bennett, *Watering Holes of the West*, 1997, pp.5, 57.

⁶⁹⁴ Ibid, pp.73-75; Nat. Trust File B684, VHR H239.

⁶⁹⁵ Bennett, op.cit., pp.62-63.

'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 1992.⁶⁹⁶

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'.⁶⁹⁷ 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.⁶⁹⁸

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 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.⁶⁹⁹

The Nelson township, an early Shire resort town, had a popular 19th 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'.⁷⁰⁰

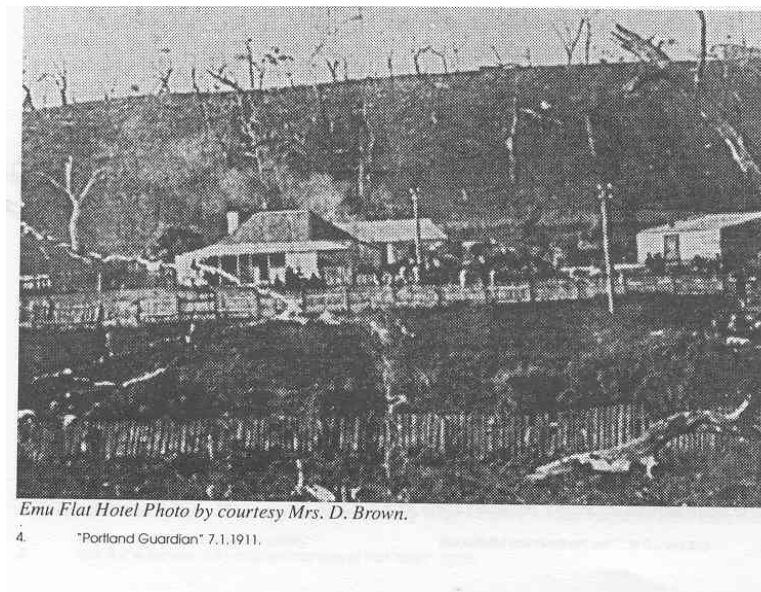


Figure 94 Emu flat Hotel near Kentbruck, Watering Holes of the West, G. Bennet 1997

⁶⁹⁶ Ibid, pp.56-58.

⁶⁹⁷ Ibid, pp.70-72.

⁶⁹⁸ Gwen Bennett, pers. comm..

⁶⁹⁹ Ibid, pp.65, 66; VHR. H236.

⁷⁰⁰ Ibid, pp.49, 50; *Nelson. River Country*.

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 licencing laws’.⁷⁰¹

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 guests.⁷⁰² 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’.⁷⁰³

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.⁷⁰⁴ 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.’⁷⁰⁵ 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.⁷⁰⁶

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’.⁷⁰⁷ The ozone building exists, upstairs of 13 Julia Street, now Portland Disposals.⁷⁰⁸

⁷⁰¹ G. Moylan & P. Watt, *Holiday Guest Houses. A Statewide Typological Survey*, Vol.1, p.18.

⁷⁰² *Victorian Country Hotel & Guest House Guide*, 1935-1936.

⁷⁰³ *Nelson. River Country*.

⁷⁰⁴ G. Bennett, *Portland; Now & Then*, pp.14, 15.

⁷⁰⁵ *Victorian Country Hotel & Guest House Guide*, 1926-1927.

⁷⁰⁶ Bennett, op.cit., p.15.

⁷⁰⁷ *Victorian Country Hotel & Guest House Guide*, 1935-36.

⁷⁰⁸ Gwen Bennett, pers. comm..



Figure 95 Annesley, Portland 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 19th 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.



Figure 96 Burswood 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 20th century. Burswood is now a bed and breakfast place.⁷⁰⁹



Figure 97 Julia Street Portland, 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.⁷¹⁰

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 19th century town house has been owned by only three families and for many years was run as a boarding house or guest house.⁷¹¹

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'.⁷¹² It is a fine example of an early 19th 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.

⁷⁰⁹ G. Bennett, *op.cit.*, pp.10, 11; VHR H240; Nat. Trust File B52 & G13014.

⁷¹⁰ Bennett, *op.cit.*, pp.11, 12; Nat. Trust File B352.

⁷¹¹ Bennett, *op.cit.*, p.9.

⁷¹² *Ibid*, pp.9, 10; VHR H1897.

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 many have fallen into disrepair as rural populations declined'.⁷¹³ 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.⁷¹⁴

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.⁷¹⁵ The present conditions of these two parks is unknown.

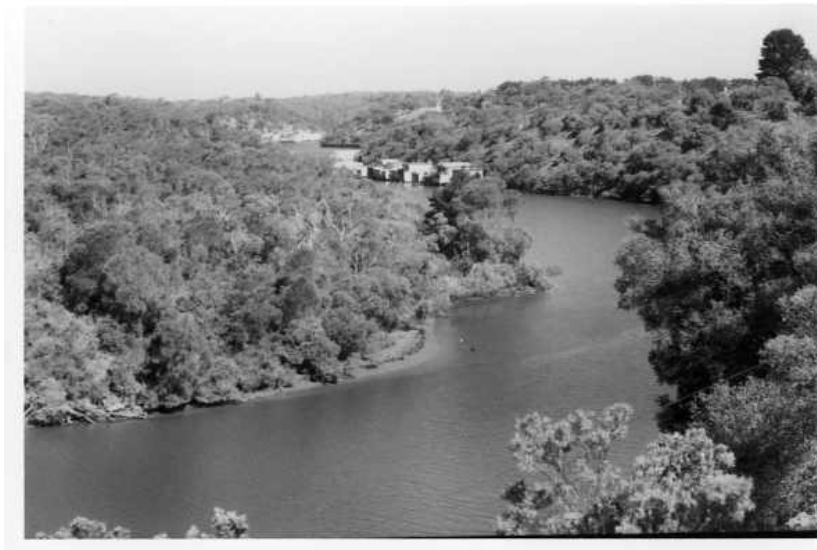


Figure 98 Donovans Landing Glenelg River State Library of Victoria, Accession No H98.252/1955 JT Collins

River Sports

⁷¹³ *LCC Report*, p.75.

⁷¹⁴ *Shire of Glenelg Centenary*, p.46; Place No. 43 (LCC/CA 0014).

⁷¹⁵ *Back to Merino*, pp.29, 46; See Section 8.4.

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'.⁷¹⁶ 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 house boats, and canoe camp sites along the river with vehicle access to the sites at Dartmoor, Pines Landing and Moleside.⁷¹⁷

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, both Coleraine and Casterton were popular horse racing towns. Racecourse reserves were common in South-Western Victoria, even in some of the smallest towns. It is said that in the mid-19th century 'they were often used as camps or refuge areas by fringe dwellers, particularly displaced Aborigines'.⁷¹⁸



Figure 99 Casterton Racecourse circa 1905. State Library of Victoria Accession no H90.160/516 Shirely 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

⁷¹⁶ *LCC Report*, p.75.

⁷¹⁷ *Glenelg River Guide, Lower Glenelg National Park*, Parks Victoria, Rec. 2000.

⁷¹⁸ *LCC Report*, p.76.

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 Fetherstonhaugh, 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,⁷¹⁹ 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.⁷²⁰



Figure 100 Spring Creek Church, State Library of Victoria Accession no H98.251/1568 photo. J.T. Collins

8.8. CHURCHES & CEMETERIES

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.⁷²¹ 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.⁷²²

Churches were among the first buildings constructed in many Shire towns, and have great heritage value for their age and architectural significance.

⁷¹⁹ *Shire of Glenelg Centenary*, p.46.

⁷²⁰ Kiddle, op.cit., p.381.

⁷²¹ *Ibid*, p.524.

⁷²² *Ibid*, pp.443-446.

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 Murchison.⁷²³ 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.⁷²⁴ An associated 1843 St. Stephen's Church/School, and now the Parish Hall, is 'one of the State's oldest surviving school buildings'.⁷²⁵

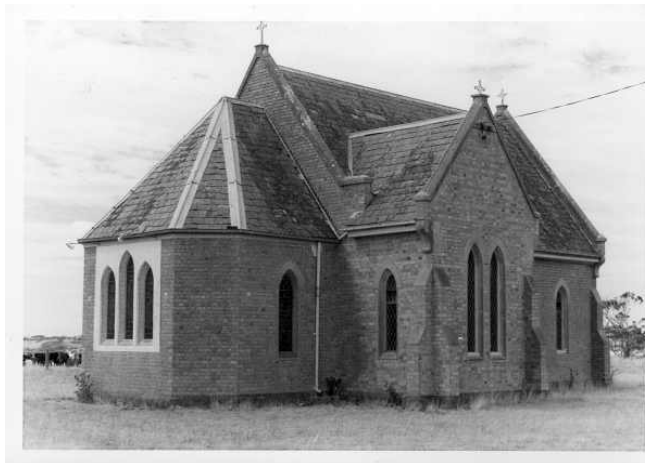


Fig 101 St. Peter's Church of England, Tahara, State Library of Victoria Accession no H98.251/1568
photo. J.T. Collins

St. Peter's church, Condah-Coleraine Road, Tahara, was built on the Winter's Murchison 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.⁷²⁶

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.⁷²⁷ 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'.⁷²⁸

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

⁷²³ Ibid, pp.443-445.

⁷²⁴ Miles Lewis, *Victorian Churches*, 1991, p.143; VHR H1862, Nat. Trust File B21.

⁷²⁵ Lewis, op.cit., p.143.

⁷²⁶ Ibid, p.142; VHR H1912.

⁷²⁷ *Portland Observer*, 9 Dec. 1994.

⁷²⁸ Lewis, op.cit., p.141.

Architect. It was one of Terry's smallest churches and was in the Gothic Early English style.⁷²⁹

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'.⁷³⁰

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.⁷³¹

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'.⁷³² Drik Drik, once a thriving farming community, is a ghost town today with two churches, a post office, school and cemetery.⁷³³

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.⁷³⁴

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.⁷³⁵

⁷²⁹ Ibid, p.142.

⁷³⁰ Ibid, p.143; Nat. Trust File B5117.

⁷³¹ *Shire of Glenelg Centenary*, p.42.

⁷³² Lewis, op.cit., p.142.

⁷³³ Gwen Bennett, pers. comm.

⁷³⁴ Gwen Bennett, pers. comm.; Nat. Trust File B2577.

⁷³⁵ *Portland. Visitor's Handbook*, p.3.



Figure 102 Loreto Convent Portland, 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 doort 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', Trangmai 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 1903.⁷³⁶

8.8.4. Methodist Churches

The former Wesleyan Chapel at Kennedy's Road was opened in 1876 and services were discontinued in 1918. It is now a ruin.⁷³⁷

A much grander Wesleyan Methodist Church is the 1865 finely dressed bluestone building in Percy Street, Portland. Designed by architect Daniel Nicholson in the

⁷³⁶ No. 586; Gwen Bennett, pers. comm.

⁷³⁷ Gwen Bennett, pers. comm..

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’.⁷³⁸

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.⁷³⁹

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.⁷⁴⁰

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.⁷⁴¹

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.⁷⁴² The early history of the Old Cemetery site, which now has a veterinary surgeon’s building on it, is marked by a plaque.⁷⁴³

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’.⁷⁴⁴

⁷³⁸ Ibid, p.143; VHR H643; Nat. Trust File B353.

⁷³⁹ Gwen Bennett, pers. comm..

⁷⁴⁰ *Shire of Glenelg Centenary*, p.42.

⁷⁴¹ Gwen Bennett, pers. comm..

⁷⁴² Gwen Bennett, pers. comm..

⁷⁴³ Gwen Bennett, pers. comm..

⁷⁴⁴ *Cemeteries. Our Heritage*, ed. Celestina Sagazio, 1992, p.39.

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'.⁷⁴⁵ The 1850s and 1860s saw a high child mortality rate in the State, 'with diphtheria, pneumonia, typhoid and tuberculosis being the main killers'.⁷⁴⁶ Portland is said to have been healthier for children than other places, perhaps because of its bracing wind and clean water.⁷⁴⁷

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.⁷⁴⁸

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 arrived in Portland in the 1840s.⁷⁴⁹ Several of the old headstones are undergoing conservation by the City of Portland and its Heritage Advisory Board.⁷⁵⁰

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.⁷⁵¹

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 sawmiller, 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.⁷⁵²

Narrawong Cemetery

⁷⁴⁵ Ibid, p.39.

⁷⁴⁶ Ibid, p.36.

⁷⁴⁷ Anne Grant, History House, Portland, pers. comm.

⁷⁴⁸ Ibid, p.37.

⁷⁴⁹ Ibid, p.38.

⁷⁵⁰ Gwen Bennett, op.cit., p.49.

⁷⁵¹ Sagazio, op.cit., p.36.

⁷⁵² Gregor McGregor, Cemetery Trustee and great-grandson of James McGregor, pers. comm.)

This cemetery is where William Dutton, the pioneer whaler, is buried along with several other whalers.⁷⁵³

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.⁷⁵⁴

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.⁷⁵⁵

⁷⁵³ See Section 2.1.

⁷⁵⁴ Gregor McGregor, pers. comm.

⁷⁵⁵ Gwen Bennett, pers. comm.; Sagazio, op.cit., pp.105-111.

9. 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 istrict 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.

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.

A fine collection of historical maps (including a number of early coastal surveys) are held in this historical museum and genealogical research center.

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, shi 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, building 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 *Heywoo*. 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*, *Baillieu'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

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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
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